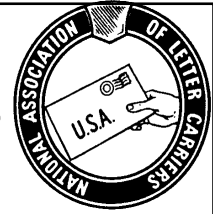


ZENITH BRANCH NEWS



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Local NALC # 114 Meeting July 9 at 7 PM behind the Reef Bar at the Duluth Labor Temple at 2002 London Rd.



From The President

By
Scott Dulas

The US Supreme Court just returned the Janus decision. Although this concerns public unions it will not affect the NALC directly. For those that haven't followed this case, it is about a worker suing the union because they pay reduced dues, a fair share, to be represented by the union, but not to be a member. Mr Janus feels that because the union he belongs to works to get contracts and deal with elected officials, as well as help elect supportive officials, thus his free speech rights are being violated, because he doesn't like the issues or elected officials. So he wants all the benefits of being a union member, but not pay. Hmmm.

I've heard this argument from some of the non-members of our workforce. The NALC can not legally give money to campaigns or candidates from our union dues. It's against the law due to the Hatch Act. If you want to help elect and support politicians who will be friendly to letter carriers you must give to the Letter Carrier Political Fund (PAC). Which I support and recommend to everybody who values their jobs and benefits. These non-members don't contribute to the PAC, but they don't like the union giving any money to politicians, so they also won't be members. However they will receive the benefits that the union negotiates with the USPS for free.

I think I would be arrested for tax evasion if I decided I don't like my tax dollars going to rip children away from their parents at the border, so I won't pay them. But I do want good highways, clean water, a fire department, schools and all the benefits of a democracy, just not pay anything for it. To put it another way, I want electricity from Minnesota Power, but they take the money I pay and sometimes do

things I don't like with it, so I won't pay anymore, but I want free electric power. Are you kidding me?

I hope that the unions sue to not represent these non-members. Why should the unions spend the money to negotiate contracts and file grievances to enforce contract compliance or defend an employee who is not a member and doesn't pay dues. Let the non-paying non-members negotiate their own contract, not as a group, because that would be another union, but individually. The non-members would get the pay and benefits that management felt like giving them, which if you follow negotiations, isn't much. Maybe they would get minimum wage. Although, most of the non-members don't support a raise in minimum wage or even the concept of minimum wage. Good luck on a couple bucks an hour and no leave.

This does affect the NALC as we are part of the Union movement, we work together with our brothers and sisters in other unions. This decision will hurt non-federal public unions and the labor movement as a whole. If in the future, all unions do not have to provide service to non-members, I won't shed any tears.

I am proud of serving my country in the military and as a letter carrier. I believe in service, duty and honor to country, fellow citizens, union brothers and sisters and customers. The New Testament talked of service to others. Why are some people, including the President of our country, so against serving or caring about others? Why do they believe they are more important than everybody else? I can only control my actions. I will continue to serve.



RETIREMENT & OTHER THINGS AS I SEE THEM

Arden W. Stabs

Class of 2000 Retiree

“Your Rudderless Postal Boat”

Usually there isn't a lot of postal news at one time, but the past couple of months there seems to have been a deluge of it. First of all, Lance Armstrong supposedly settled a 100 million dollar law suit with the federal government for a paltry 5 million dollars. Somewhere in that suit the Postal Service hoped to get back part or all of the 32.3 million dollars, they paid to sponsor Armstrong's cycling team between 2000 and 2004. Armstrong personally put over 13 million dollars of the 32.3 in his bank account. It was not clear in the article if the Postal Service was going to receive any financial benefit from the settled amount. According to the article I read, Armstrong expressed delight at resolving the final lawsuit about his doping admission, making peace with the Postal Service, and putting the issue behind him. I don't think we will see his face on a stamp in the near future.

Then we had the Trump, Amazon, and Postal Service discussion. The President doesn't think that the Postal Service is charging Amazon enough for delivering their packages. I think President Trump is more unhappy that the owner of Amazon, who is also the owner of the Washington Post, continually puts a burr under the President's saddle.

Postmaster General Megan Brennan reported that you are making money handling Amazon's packages, as well as off all the other big box stores that have got on the home delivery band wagon. By the way, if you think you have lots of packages to deliver now, UPS is looking at a possible strike later this summer. If it happens, and they are out for any length of time, it will put considerable pressure on the Postal Service and their employees. Mainly you the letter carrier.

It seems that not only will the L.L.V. catch on fire from time to time, but now rear

wheels have fallen off, causing the axle to come off leaving the rear end of the vehicle on the ground. I can think of nothing good that could happen in that situation, especially if you are sailing down the interstate at posted speed. This is another good reason to do a thorough morning vehicle check.

After attending the last union meeting, I do believe that the Duluth Post Office is a rudderless boat. You don't have a Postmaster. One of the people in charge is over their head, and the other doesn't come down from the Mount. The right hand doesn't know what the left is doing, because there is no communication. One supervisor was put in charge of a project, but wasn't told they were. Pretty hard to do something when nobody communicates with you.

Speaking of communications, it seems that suddenly your G.P.S. sometimes doesn't have you in the right place. In some cases it has you a 1000 feet from where you actually are. How are the drones going to know where you are when the data they receive is wrong? Love modern technology.

Lastly, we now have some vehicles that are in such bad shape, they are giving cans of oil to the carrier to add to the engine when they run low. Hmm. Are you a letter carrier, or a mechanic? I don't want you to be at fault when enough oil isn't added, the motor overheats, and you have a fire that destroys the vehicle and the mail. Or maybe wait until the rear end falls off, and they can figure out how to get around that one.

I haven't even discussed the new door that they want to put in the main office. Maybe you should attend a union meeting or C.C.A. meeting to get the rest of the story. Be safe and hydrated. Stabs out...

Guest Post

Pay Your Dues by Paul Gereffi

From: Branch 2550
Venice Of America Branch Bulletin
June 2018 issue

I overheard a conversation between a newly hired rookie and a supervisor. When asked to carry a certain route, the newbie told the supervisor that they didn't want to do the assignment because the route was, and I quote, "a lot of work."

Really?

This person has probably worked for less than a year, but they felt they had the right to turn down an assignment because it was too much work! Did it occur to them that someone else would have to do that route? Maybe someone who has been working here 20 or 30 years? Someone who has PAID THEIR DUES! Well, let me tell you how it used to be! Things were a lot tougher in the old days (Okay, this is where some of you can turn the page. I know you get sick of hearing the way things were, but it helps put today in perspective. So, here goes the old timer).

Back in the day (I hate that phrase, too) things were not as good as they are now. No, things weren't better in the old days, they were MUCH WORSE!

On the road, we drove Jeeps, and there were almost no trucks except for the large parcel runs and collections. The Jeeps were small and cramped and had lots of hard edges. When I worked in California they were great for tooling up and down the Hollywood Hills. Here, they were functional enough for the amount of mail we got back then. They weren't very safe and also leaked motor fluids like some of our LLV's. We are now told to always lock our vehicle, but you could open the Jeeps with a hard pull on the door handle and start the ignition with a coin or bobby pin (Remember fellow oldsters?! So much for securing the mail!

Many of us used to deliver entire routes out of regular passenger cars that were leased to the Post Office. They were NOT adapted to deliver mail, and some were even stick shift. The trays of mail and flats went into the trunk and the parcels were in the front and back seats. You probably already figured out that all the routes were walking routes. The only driving was to drop off businesses. That meant working out of the front seat. The good news? They had radio and AC, but the bad news is that they usually didn't work. It was walk, walk, walk, and walk some more. Some of the loops were so long that the vehicle looked like a tiny speck at the end of the street, if you could even see it.

In the 80's, they even had bicycle routes in Fort Lauderdale. You rode the bike from the Post Office to the route and picked up your loops in relay boxes. As the song by Martha and the Vandellas says, when it

rained there was "*nowhere to run, baby, nowhere to hide.*" You were out there, just YOU, the DOGS, and the MAIL!

Speaking of man's best friend, since we walked most of the routes, we were at the mercy of the dogs, which seemed to be a lot more numerous than they are now. Also, more people had German shepherds and Rottweilers. Today, many have those tiny "tea cup" dogs that run from a cat. When is the last time any of us sprayed a dog?

However, we had a heck of a lot MORE FUN! We used to talk and kid around in the office, even with the supervisors. Today, they try to run us out of the office before we have even cased the mail.

As for the mail, our letters AND flats came in one big jumble, no DPS. We had to sort ALL the mail by hand. And put our flats in order, up the odd and down the even... blah, blah, blah. You know what? Okay, you've heard enough. I could talk about leather straps, satchels, tying bundles with string, bulky free samples, two hour lunch breaks (wait, scratch that one out), and all the other things that we used to deal with. It doesn't matter. This is now. If you're still reading, my point is that those old-timers you like to make fun of have PAID THEIR DUES. Now it's your turn.

One thing that hasn't changed? Management. We can still count on them to usually make the wrong decisions. They still harass, push, and badger us to make impossible numbers. They expect us to leave earlier than possible and come back before we can deliver all the mail. Remember this: usually, that supervisor COULD NOT do what they expect from us!

Further, it used to be that supervisors were culled from the workforce after they gained a lot of experience. They weren't usually the best carriers, but at least they had knowledge of how things worked. They could answer questions or provide basic information. Now many of the supervisors are barely past their probation (it's called cheap labor). The station managers just push them out there and tell them to wing it. Nothing like someone with less than a year's experience ordering veteran employees around, often without realizing that kind of management just doesn't work.

They forgot that we have PAID OUR DUES.

**Retired Postal Gals meet for Lunch on
Sunday, July 8 at Aces in Superior 1pm.**



The “What the H-E double hockey sticks” edition

OK, so have we (the USPS) jumped the shark? Really? Scratch and sniff stamps? On June 20th the post office began selling Frozen Treats scratch and sniff stamps. They supposedly smell like watermelons, blueberries and kiwi. I have yet to hear back from the USPS regarding my suggestions: State specific scratch and sniff stamps. Imagine it: Minnesota-Walleye scratch and sniff; Wisconsin-Beer scratch and sniff; Iowa-Crop fertilizer scratch and sniff; Colorado-Weed scratch and sniff. They’d sell like hotcakes. Seriously though, what the H-E double hockey sticks USPS?

Here’s another head scratcher—why has the USPS decided that using an LLV is safer than a van for delivering Amazon on Sunday? Seems to me that we wanted to limit carriers exposure at the back of their vehicles. If I’m not mistaken, the LLV requires that you are at the back of the vehicle almost constantly should you be retrieving a parcel. So, what the H-E double hockey sticks is the USPS thinking? (I know, using the words USPS and THINKING in the same sentence defies logic—my bad.)

OK, then there’s Trump. He’s out to get Amazon (Specifically, Jeff Bezos—who Trump hates as Bezos is much wealthier than Trump and he owns the Washington Post). The USPS is his weapon of choice. Just the other day his administration came out with a paper called the “Government reorganization and reform plan.” I’ll say this for this plan and this administration: at least they’re honest. The plan calls for **privatizing the Postal**

Service which they say would provide greater freedom to raise prices and negotiate pay and benefits. The administration say that a private postal operator could cut costs by delivering mail fewer days a week and to more centralized locations. (Note that I used **BOLD** here as I wanted to emphasize that this is important. I’d thought about

using a **HUGE FONT** but then I realized that would drive our editor, Ernie, nuts. It’s scary how many options you have when using these new-fangled word processing programs!) Anyhow, that’s just the tip of this BS iceberg. (that’s a nasty image eh?) So, what the H-E double hockey sticks are we, as the NALC, going to do about this? Well, first off, we aren’t fighting this fight against the administration alone as the NALC has been joined in opposition to this proposal by all of the other Postal unions and the NAPS (National Association of Postal Supervisors... you have to admit, NAPS really describe what this group does well...I digress...) Our friends on both sides of the aisle are none too keen with this plan either. At least that’s what they say now. Here’s the problem though folks... you throw enough excrement up against the wall and some of it is bound to stick. If you haven’t noticed, Trump has a masterful way of deflecting attention away from things he doesn’t want discussed in public. Seriously, have you heard any of the media discussing this plan? Anyone? Bueller? Bueller? So, to this, stay tuned and stay ready to be called into battle as this winter’s lame duck legislative ses-

sion could be one for the books.

Lastly, and to conclude this thinly veiled rant against all things bugging me right now...what the hell...oops, what the H-E double hockey sticks is with management being unable to manage? Let me explain: Why is it that the union has continuously filed grievances regarding work hour limits and overtime usage? We just wrote the 46th grievance over the last 8 months regarding CCAs working over 11 1/2 hours. 46th!!! Seriously, this is just stupid. Maybe even more stupid is the recent practice of forcing eight-hour carriers and work assignment carriers to carry off their routes when the Overtime Desired and City Letter Carrier assistants haven't even hit 10 hours. How smart is it to pay carriers to carry off their routes and then to pay ODL and CCA carriers for denied overtime work? We keep enhancing the remedies in the hope of actually having the grievances stop. Just hire some people would ya?

There's an app for that!

by Sheila Fawcett, NALC safety rep

We should be experiencing some hot temperatures in July and August and with that comes the potential for heat related illnesses. How can you know if you or someone else is suffering from a heat issue and what to do about it? There's an app for that! OSHA offers a heat safety tool app that can be downloaded for your smartphone. It's free and is a very cool tool! It measures the temperature and humidity and determines the risk from heat. It even changes color as the risk increases. It tells you the signs and symptoms of heat related illnesses and the first aid necessary for each. It also includes guidelines on prevention such as how much water to drink & how often as well as other precautions. It has icons in the upper corners that will take you to the websites of OSHA or the Dept. of Labor. The OSHA website has the phone number if you wish to contact them and offers instructions for filing a complaint online. Please stay hydrated and keep an eye on each **other out there!**



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Representing John L. Peyton of Duluth

NALC Branch #114 Meeting Highlights

June 11, 2018

Communications received: Requests for donations from the Salvation Army, Second Harvest Northern Lakes Food Bank, and the East Side Freedom Library; NALC Bulletin; NALC Health Benefit Report; notice of the 31 day moratorium on time limits for processing grievances due to the National Convention. The moratorium will commence on July 7 and conclude on August 6; Region 7 Report; letter from the Central Labor Body asking for a donation and volunteers for the Labor Day Picnic to be held on Monday, Sept. 3 at Bay Front Festival Park; minutes of the Central Labor Body meeting held on May 10; Direct Line on tobacco use in buildings and vehicles. Smoking at the MPO is only allowed in the smoke shack; Labor Letter; Food Drive totals for Duluth – 73,043 lbs. \$12,414 was donated by Super One and \$11,000 came from various sources for a grand total of \$126,141.

Safety & Health: Sheila Fawcett said that they have gotten away from the weekly safety meetings and we have requested that one be scheduled ASAP. There are also apps that talk about weather and the OSHA Heat Safety Tool. Routes maps are completed and have been distributed except for zone 11 and 3 & 4 at Mt. Royal. There was discussion of a situation at Mt. Royal where an LLV and an FFV leak oil so the carriers were given a jug of oil to add every day and one of the jugs spilled in the garage. A 1767 and a vehicle repair tag were filled out. We are not mechanics and shouldn't have to do this. Please let us know if something like this happens. The union will look into purchasing chill towels for new employees. A new revolving door will be installed at the MPO in the coming months. There will be issues with the emergency exit there and it seems like a huge waste of money. We will discuss conducting a tornado drill at the L/M and S & H meetings.

-The bylaw change pertaining to payment for attending Labor/Management meetings was passed by the membership. No one has been paid since January so those who've attended will receive back pay after it is approved by National.

Legislative: Shawn Hansen talked about the write up in the *Postal Record* regarding the executive order that was issued and how it affects us. The *Postal Re-*

cord also talks about the UPS lawsuit that was thrown out in District Court that had to do with Amazon pricing. There was discussion of how the pricing works; UPS wanted us to raise our prices so they could raise theirs. There was also discussion of the possibility of a UPS strike in August. Our parcel loads would triple as a result. Shawn sent a letter to every candidate running for Congress to invite them to attend one of our meetings. Pete Stauber is the only one who has committed. There will also be an NEALC screening and endorsement happening in the future. We need to keep an eye on the bills that are out there now. Postal News is a good resource so watch the website and social media.

Membership: Non-members are Randy Muench, Rodney Grotte, Lindsay Dean, and CCA Monte Gomke in Duluth; and Quentin Upgaard in Silver Bay. We have some new members including Jason Pomplun, William Bengtson, Kellie Carlson, and David Chapman.

Sick Report: Patty Merrill, Gary Kolquist, George Chergosky, Robert Marshall, Al Hutchins, Donny Leshovsky, Gary Running, Gavin Bady, April Strom-Erickson, Cody Bergren, and Heidi Zelasco are out. Three people are out on military leave.

CCA Report: Zach Fride will be the next CCA converted. We have a couple of people trying to contact him to see if he is still interested in the position.

Entertainment and Publicity: The picnic will be held on August 19th at Lester Park beginning at noon. We don't have a permit to bring alcohol to the picnic as it would have cost an additional \$300. A planning meeting will take place next month.

Trustees: The next meeting is scheduled for Wednesday, July 25 at 5:30 p.m.

MBA/Health Benefits: The position is open so if anyone is interested, talk to Scott Dulas. Brian Hellman will be retiring at the convention and Stephanie Stewart will be taking over. If you have issues, please talk to Scott. You must be a member of the NALC Health Benefit Plan to be the representative. Check the NALC and/or Branch websites for more information.

Progressive Drawing: \$425 – Done by random number generator #231, Les Peterson was not present to win.

Labor/Management Meeting Highlights

June 20, 2018

UNION AGENDA ITEMS: 1. **Safety – a) Repeat item – status of route maps** – Laurie said that half of zone 11 is done. There are a few carriers who do not know where they can find shelter on their routes so Laurie will talk to the City to find out. Nancy has the maps for Mt. Royal. **b) Repeat item – status of Park Point video** – Laurie will e-mail the Cities to see if we can get one. There was discussion of Sunday delivery. There have been some issues so Laurie will come in to see what is happening. We must also ensure that CCA's are trained to minimize working out of the back of the vehicle and move the parcels from back to front. The vehicles must also be loaded correctly. The new vehicles will have a door on the side to work out of. **c) Repeat item – floor plan** – Is this still a “work in progress” and are cases going to be moved around? If we aren't going to move anything, the emergency evacuation plans need to be updated to reflect where the cases are at present. **d) Could we have another tornado drill** – We will get this scheduled as well.

2. **CCA's – a) Mentors not going out with their CCA's** – Laurie is assigning the mentors to go out with their CCA's so this has been happening. **b) Some CCA's aren't getting completely trained** – There was discussion of an issue at Mt. Royal where training was only partially completed. There are other trainers that could have been utilized and they are getting frustrated with how the system is working. Gayle does the scheduling and the trainers would like to be told ahead of time in case of any conflicts. **c) Most CCA's aren't being allowed to case at Mt. Royal** – In the first 30 days CCA's need to learn how to deliver to see if they can do the job and if they want the job. After that time, they definitely need to learn to case. The newer CCA's case the aux routes at the MPO. Laurie will talk to Justin about this. **d) Most CCA's need refresher training on PM office duties** – They are told to just “drop and go” so refresher needs to happen. Laurie will work on this. **e) CCA's being told that their time is unauthorized** – Perhaps this can be said in a more respectful manner. The stress level on the floor can be high and tempers flare.

3. **Repeat item – vehicle washing at the MPO** – Laurie still needs to look into this. We used to have a car wash here at the MPO but there would be backing issues now since we can no longer drive through the building. The VMF washes the vehicles when they service them. Laurie will talk with Roger.

4. **Are we supposed to be using forms to request steward time or spend time away from the case when we have a time clock?** – The time clocks would be a more efficient means for this as the forms were used

before we could punch in codes. Laurie said we won't be using the form here.

5. **Some carriers are still waiting on consultations from the teams that came in** – Laurie is still working on consultations. One-on-one's haven't been done at either station and attendance reviews still need to be done at Mt. Royal. Laurie will check on this.

6. **Theory of certain scanner items is good; training, implementation and accuracy need improvement** – Can training be given ahead of time so carriers are prepared? Laurie said local management doesn't always know what's happening and they would also like to be made aware when this occurs. There was discussion of scanning parcels “no access.” If this is being done to get the carriers back by a certain time, we're doing a disservice to our customers and this is wrong. It seems that we're just trying to get around delivery and it breeds a culture that delivery doesn't matter. There was also discussion of carriers being told to “manage their mail” or to “take it for a ride.” Carriers should fill out a 1571 if mail is curtailed and note where they left off. Laurie will talk to the supervisors. **MANAGEMENT AGENDA**

ITEMS: 1. **Edit books/Park Points/Line of Travel** – Carriers need to request time to work on edit books on a 3996. The Plant is noticing a considerable difference since the edit books are being done and kept updated; the flow of mail is much cleaner. The regular carriers have been changing their park points which is a good thing when safety and efficiency is involved and the changes are being approved when they go down.

2. **Housekeeping** – Garbage continues to be left in the vehicles which will be addressed in a talk.

3. **Union time requests** – Stewards need to ensure that people who stop to talk to them have requested union time.

4. **Satchels/dog spray policy** – The supervisors will be checking for satchels and dog spray. A few carriers don't even have a satchel or know where it is. They are finding too many people without either.

5. **Severe weather** – Employees need to know the proper safety protocols. It is important for employees to be aware of their surroundings and know where to take shelter. They can sit in their vehicles if necessary to wait for the weather to improve. This will be addressed in a safety talk.

6. **Mt Royal issues** – Carriers are being told they have undertime when they won't even make 8 hours on their own routes. Morning consultations aren't happening; carriers are just being told what they will do. Laurie said she wants carriers to be safe and to make it a better workplace for everyone. She is working with the supervisors on this.

The Run Is Over; Christmas In July; Batters Up!

By Kris Keppers

Summer kicked off with a Run—the Annual Grandmas Marathon, that is. Postal volunteers teamed up with race organizers on 2 dates for our 2nd time at the event. Twenty-one(21) postal people and family joined in the excitement of Grandmas weekend. Twelve (12) worked handing out race packets to runners on Thursday, June 14 at Paulucci Hall from 4-8pm. It was a good time to greet participants from all over the world as they arrived in Duluth. Twelve(12) additional postal volunteers were excited to be given the privilege of being the Wm A Irvin 5K race starters on Friday, June 15 from 5-8 pm. Our duty was to send off each wave of runners at the given time. It was great to be part of the start line energy. Luckily, the weather cooperated with the rain ending just at the window of the race start to finish.

Thanks to our volunteers: Vern Keola, Superior; Sue Keola; Pam Augustine, Superior; Julie Godfrey; John Peterman; Carol Peterman; Peggy Donahue; Theresa Beaulier; Craig Gelineau, Superior; Kris Keppers; Mike Sylvester; Kermit Nelson, Superior; Ellen Nelson; Troy Johnson; Kayla Johnson; Randy Stahl; Shayla Robinson, Superior; Joe Dougherty; Chris Dougherty; Emily Davis & Dan.

Our group attended the Grandmas Volunteer Appreciation Dinner at the Sports Garden on Tuesday, June 26 for a buffet and prize drawings. Grandmas volunteer coordinator, Tara, has asked our group to work as 5K Race starters again in 2019 as well as the Thursday race packet event. Mark your calendars—

Several postal people were participants in the event as runners: Mike Sylvester, 5K; Jim Anderson, Rick Kuchinski, Mike Birdseye, Alex Beaulier, Tanner Roberts, Hunter Roberts, Half Marathon; Scott Gaitan, Full Marathon. Congrats on completing the race!

Our volunteer crew of twelve(12) did a quick painting job for the Bentleyville Tour of

Lights on Thursday, June 21 from 5-8pm. We painted 2'x4' sign stands black in preparation for this season's event—108 in total. Bville staff provided us with pizza and beverages. The weather was perfect for the project. Thanks to: Troy Johnson; Kayla Johnson; Trevor Johnson; John Peterman; Vern Keola, Superior; Sue Keola; Kermit Nelson, Superior; Ellen Nelson; Randy Stahl; Jace Stahl; Kris Keppers; Mike Sylvester.

Please sign up for “CHRISTMAS IN JULY” on Thursday, July 12 from 5-8pm for another project with Bentleyville. The event takes place at Advantage Emblem 4313 Haines Rd, pizza & beverages provided. Contact Troy Johnson/MR @ 348-8106.

A fun family outing is planned for Sunday, August 5 to attend a Duluth Huskies Baseball Game at Wade Stadium. Game time is 3pm with a Tailgate Party to start in advance of the game for a nominal fee. Purchase your own game tickets—\$10 at Gate; \$8 in advance; kids 5 & under, free. Watch for ticket deals online @duluthhuskiesbaseball.com.

Mike Sylvester/MO 428-7344 is the contact for this event. Sign up is required for the Tailgate Party. A great family event—see you there!

A reminder that Team Postal has reserved 40 spots at the Bentleyville Tour of Lights Live Event at Bayfront Park on Sunday, December 2 from 4-8pm. If you have a desired position for the event, you may sign up anytime with Kris Keppers 391-9866 or Troy Johnson 348-8106. One slot is filled for Popcorn Box; one slot is filled for Firepits as of June 26, 2018. A fun family event! Questions? contact Kris or Troy.

Always practice dog bite prevention and safe driving. Go home (and to the Lake!) injury-free.

Have a great summer!

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Stewards

Main Office

Mike Sylvester	428-7344
Jason Lagergren	343-6851

*Alternates

Joel Tracey	348-1420
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Mt. Royal

Dave Mayou	348-3394
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*Alternates

Shawn Hansen	310-0458
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Two Harbors

Mike Harris	(218) 830-0038
Alt-Dave Stanko	834-2569

Silver Bay

vacant

*Alternates will fill in when stewards are on sdo, al, sl, or on union business.