

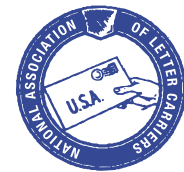
MOUND CITY CARRIER

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Years of Excellence



St. Louis, Missouri
Chartered 1892



Volume 61, No. 2

March 2010

ZERO BUNDLE OR ZERO SERVICE!

PRESIDENT'S ARTICLE ... *By BILL LISTER*

I suppose it's human nature to fix a problem by eliminating the cause, but this method can be a very slippery slope. Look no further than the baseball player who decides to use performance enhancing drugs to stay healthy and strong. Without them he would have to work harder at staying healthy or maybe even have to play with pain and still may not make it because his performance would suffer. The result of getting caught is that you are no better than a cheat who was trying to achieve a result that could not be achieved without cheating. The risk of getting caught is that your fans, the public, may turn against you and simply stop buying tickets or become the fan of a different sport.

The Postal Service recently found itself in this very same situation when it experienced a zero bundle at one of the downtown high-rise business buildings. The building was having renovations in the lobby, which was closed to the public but does have a mail chute that is picked up at a specified time by the carrier who works in that building. The carrier informed management about the building construction and they temporarily stopped pick up at the building since customers could not use the lobby. A sneaky tester went through the construction entrance and dropped a test bundle of mail into the chute, thus a zero bundle was recorded for St. Louis. This delay of a test bundle negatively impacts the delivery scores for this area, makes us look like we are not collecting outgoing mail and I'm sure that it impacts the bonuses of upper management. So something had to be done to fix this problem.

Now, I agree that the responsibility for the zero bundle should not lie with the carrier or management but with the tester who is playing games in an unfair manner. However, just because he decides to take the low road is no justification for the service to do the same. The service decided that the way to fix this problem is to take all the labels that contain the pick-up times and a bar code, off of 34 mail chute and pick-up points in many of the high-rise buildings, mostly in Clayton and downtown. Obviously the thinking here is that if there are no guaranteed times for pick-up, then you can't be held responsible for a



zero bundle. These are the most prominent and influential business customers in the city, including law firms, accounting, insurance and banking officials, who all use these mail drops regularly. They want and we should provide, guaranteed pick-up times because, well, **it's our job**. We provide service to our customers and when we pick up mail we get reimbursed through postage for providing that service, so any management official should know that without guaranteed pick up times, no-one is going to use these mail drops or collection points. They are going to laugh at our futile attempt at providing service and then look for an alternative to the USPS.

This quickly thought out yet very simple solution eliminated the cause of the zero bundle and at the same time alienated our biggest business customers. When you get down to it, removing collection pick up times also rises to the level of cheating. We are supposed to provide pick up service which our carriers on routes and during collections are still doing, only now as a courtesy pick up with no guarantee. Removing the labels, that I believe should still be there, becomes a way to achieve a goal by cheating instead of providing the service that has kept us in business through the years. The result is that we are now pushing customers further away from using our service by making it as difficult as we can to simply mail a letter. It's only a matter of time before the public views us as just another dysfunctional government agency that no longer serves a vital and legitimate purpose.

The much bigger problem from this is that instead of being driven to provide the best service that we can, management is operating under the, "What can I do to protect my bonus method?" It has never been more apparent that what drives management are programs like MSP, attendance and EXFC, whose scores are directly derived from the test bundles. Decisions are being made that may affect all of our futures and it sure looks like they're being made for selfish reasons instead of the continuation of the service. Paying out on grievance settlements or abiding by the contract are obviously excluded from the bonus program, although they ironically account for hundreds of millions of dollars nationwide. Does anyone in upper management care about this or the shortage of clerks to move the mail or work the window? Apparently not, since I just received another excessing letter for 33 more clerks to be moved to the carrier craft. Management wonders why we don't listen or respect them, but why should we, when they swat a fly with a sledge hammer on this issue, and won't lift a finger to fix the problems on the workroom floor?

We find ourselves yet again fighting to save the service from itself and we will continue to force them to provide service to our customers, any way we can. This issue will be argued in the district and absent any resolution we will continue to fight, first through the area and then to our congressmen. But be assured, we will continue to fight this insanity unless management achieves what seems to be their goal of total alienation of our customers and ultimately the complete destruction of the Postal Service. More! Later!



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CALENDAR

- Mar. 11 Regular Branch Meeting
- Mar. 14 Daylight Saving Time Begins
- Mar. 31 Deadline for the Charles J. Coyle Scholarship
- Apr. 1 Shop Stewards' Meeting
- Apr. 7 Retirees' Meeting
- Apr. 8 Regular Branch Meeting
- Apr. 17-18 14th Annual Branch 343 MDA Bass Tournament, Red Oak Resort, Camdenton, Mo. (see ad)
- May 1 Ole Timers' Day
- May 8 NALC Food Drive Day

EXECUTIVE VICE PRESIDENT'S ARTICLE

... *By* **NICKI L. PRADO**



BRANCH 343 ST. LOUIS CARDINALS TICKETS

Once again the branch has purchased the entire 2010 season of Cardinal tickets. The branch raffles off half the season tickets (approx. 41 games) as attendance prizes at the regular branch meetings. The remaining 40 games will be sold to branch members after the April branch meeting.

Immediately following the April branch meeting, April 8, approx. 9 p.m., those branch members present and interested in purchasing Cardinal tickets will be entered in a drawing. Order of choice will be lottery and limited to two games initially. Only one set of Cubs tickets per pick of two games. Any games remaining after the first round will be available in the same order for an additional two games. The tickets must be paid for that night by check, money order or cash.

This is an opportunity for Br. 343 letter carriers to experience great seats at our Cardinal Stadium REDBIRD CLUB SEATS, SEC. 249, ROW 6, SEATS 5 and 6 — 2nd Level behind Home Plate — \$100 for two seats (Value up to \$140 for premium games)

PRESIDENT OF THE UNITED STATES BACKS SIX-DAY DELIVERY/ THINKS PRIVATIZATION A "BAD IDEA"

President Obama stated privatization is definitely a bad idea when it comes to the Postal Service. Private business would not want to provide universal service and would only cherry-pick the profitable business. The president's 2011 budget proposal requires the continuation of six-day delivery by the Postal Service. The administration has promised to work with the postal unions to assure the Postal Service is strong for years to come.

So where is postal management on this subject!

Come on. Jump on board. This is the survival of the Postal Service. Your job. Letter carriers' jobs. USPS has submitted five business models to Congress, one of which would eliminate one day of delivery. That would be the beginning of eliminating more days one by one, until the service is dismantled.

Thank the president of the United States for looking to the future and laying out a proposal submitted to Congress Feb. 1, stating, "The administration will work with the Postal Service, its employee unions, the Congress, and other stakeholders to make sure the Postal Service (remains) a pillar of the American economy and a vital public resource through the current crisis and over the long haul." We can only hope the Postal Service stays on board.

UPCOMING MDA EVENT

April 17 and 18 — MDA Bass Tournament 14th Annual (See ad)

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COYLE	PIEDMONT
CREVE COEUR	ROLLA
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GAFFNEY	STE. GENEVIEVE
GILES	SOUTHWEST
GRAVOIS	STEELE
JENNINGS	TOWN & COUNTRY
KIRKWOOD	UNION
MAPLEWOOD	WARRENTON
MACKENZIE POINTE	WASHINGTON
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VICE PRESIDENT'S ARTICLE

... BY **BARRY LINAN**



PAY FOR PERFORMANCE OR JUST BON-US??? **PART II:**

March greetings to all of the brothers and sisters of NALC Branch 343. Once again management in the Gateway District has displayed their innate ability to "bite the hand that feeds them." The dreaded "**zero bundle**" was found in a downtown office building mail deposit chute. A "**zero bundle**" is mail dropped in a collection box/chute by an independent accounting firm to measure how long it takes letters to go from point A to point B. That time is measured and becomes management's precious **EXFC** score. **EXFC**, just coincidentally, is also **part of management's PFP Bon-us criteria**. Apparently, an overzealous accounting employee went through a construction zone to drop the "**zero bundle**" in a chute that wasn't even being picked up that day. Ooops!

Management's reaction to the dreaded "**zero bundle**" was to tear the pick-up time label off of the offending chute and then decree, "We will **pick-up the customer's mail from the chute as a courtesy only**." Courtesy, meaning without any guaranteed schedule of when or how often. "We just can't afford to have another "**zero bundle**," management declared. "**Boo hoo, boo hoo**," they cried, "**my bonus just went down the chute!**" Management then proceeded to teach more business customers a lesson by **taking all the labels, off all the chutes in all the downtown and Clayton office buildings**. Now that is truly customer service at its best. Way to go Gateway!

Now Wheeler and Clayton carriers are being repeatedly questioned by puzzled customers as to where the chute labels went and are they still even collecting the mail. We should remember management's blatant stupidity while tearing your next **VOE** survey in half. Yes it's **your VOE survey**, and you can do what you want with it. Yes, **your VOE survey** is a part of **their PFP Bon-us** criteria.

The USPS former economic value added (EVA) pay-for-performance program, is now just called **pay for performance (PFP)**. The USPS "2009 Comprehensive Statement" states that in 2008 **PFP** "continued to **drive organizational achievement**" and "the evaluation system is a **balanced scorecard** of objective, independently verifiable measures of service, workplace environment, productivity, and **financial performance**." It is an overexaggerated organizational achievement, managing the USPS **while it lost \$11.6 billion over the last three years**. You just can't argue with financial performance like that, can you? I also think that, for management, measures of service = **EXFC** and workplace environment = **VOE** surveys. Remember, their idea of an improved workplace environment simply means your office filled out **more VOE** surveys. Duh!

During 2008, a year the USPS **lost \$2.8 billion**, USPS executives cashed in **PFP** as follows: PMG John Potter \$73,771, Deputy PMG Patrick Donahoe \$72,936, VP Ellis Burgoyne \$72,756, EVP Anthony Vegliante \$71,136, Paul Vogel \$65,856, VP Mary Anne Gibbons \$60,790, William Galligan Jr. \$56,936, VP Sylvester Black \$49,656, VP Terry Wilson \$49,656, Harold Walker \$40,681, Anita Bizzotto \$37,975, George Wright \$28,730, Anthony Pajunas \$28,721, and 28 more executive carpetbaggers. Aw shucks, even our very own area VP Jo Ann Feindt got \$18,856 for her part in helping the USPS lose \$2.8 billion. Wow, what a party they could have if the USPS actually ever **makes money** again! I guess when you can make up your own "**balanced scorecard**," the overall success of the Postal Service is just not as important as your **PFP Bon-us**.



RECORDING SECRETARY'S REPORT

... *BY KEN JOHNSON*



Greetings my fellow union brothers and sisters. I would like to thank my friends at West County and the Union Hall for the kind thoughts and wishes on my retirement. My only advice is to support the union by standing with them and fighting for your jobs. Where would you be without the union? Think about working at minimum wage, five days of sick leave a year, one week of annual if they don't need you to work. How would you like to beg your representative to vote you a raise? That's part of one of the business models the USPS is presenting to Congress. President Lister stated that every letter carrier must be prepared to call their congressman and ask him or her to choose the business model that would allow us to continue as a service with fair wages and benefits. I started in 1968 and you don't even want to go there! When the USPS is profitable, we benefit. So, let's make it profitable. The powers-to-be do not want the USPS to be successful. They just want to fill their pockets on your backs and condemn the USPS to a slow death.

The NALC supports new business growth,

increasing revenue, and offering a service the country expects and needs. There are a lot of ways to make money. You will not stay in business by closing the doors and alienating a paying business and public. It's time to put Americans back to work. You saw what has happened to other industries in America. Buy American and put Americans back to work. We all can't work in the McDonald's drive-thru. Ask your congress person why they can't work together to save the country instead of positioning for votes and status. Let's fix the problem. Let's fix America. It's time to stand up and ask your representative to work to fix America. You can start by saving the USPS. You, as letter carriers, can do this. The public sees you. The public trusts you and you will not disappoint the American people. Greed and confusion has controlled the country while pushing the American working middle class down and out of the picture. USPS wants to outsource your jobs and limit your ability to earn a fair and just wage. Stand up, carriers, and be heard. Yours in unionism

HEALTH BENEFITS PLAN ... *BY MIKE DAVID*

HBP NEWS

Iwant to make everyone aware of some changes that the plan has made concerning how certain drugs are classified. Certain drugs like Enbrel, Synvisc and Luoron, for example, are considered specialty drugs and last year had a deductible similar to "name brand" prescription price, but you just needed to call for pre-approval. Now your copay will be \$350 for a 90 day supply instead of \$65 or \$55. Whenever possible, check with CVS/Caremark (1-800-237-2767) as to how your prescription is classified, if you have any doubts. You can also go online (<http://www.nalc.org/depart/hbp/Providers/CAREMARK/index.html>) then link to "2010 Prescription Drug Benefit Summary" to get a list of the speciality drugs. You will also find a link, from that page, to the "Primary/Preferred Drug List" which lets you know what drugs should be considerably cheaper than name brands.

OWCP NEWS

Iwant to remind everyone that when they suffer a traumatic injury, which is an injury that occurs during one shift, they have three choices for treatment. These are **your** choices, not the supervisor's or station manager's. You can decide to go for treatment at a local emergency room, your own doctor (if you can get in) or the company doctor. If you go to the company doctor for emergency treatment, you do not have to continue to see them. If your condition is serious, they will try to get you to schedule follow-up treatment or therapy treatments and some have gone so far as to imply that you have to continue treatment with them. Just say NO! Politely tell them thanks but you prefer to continue treatment with your own physician.

Okay, that's all for now. You all be safe out there.



NATIONAL BUSINESS AGENT'S REPORT

... BY MIKE WEIR



This month, management will present to Congress a report which asks our representatives to develop a new business model for the USPS and which outlines five alternative business models from which they might choose. None of the models have the best interests of letter carriers at heart nor will they, ultimately, result in a more vibrant Postal Service in the years ahead. Instead, this is simply more of management's "slash and burn" approach of addressing our financial issues: slash service by eliminating six-day delivery, burn bridges by treating our customers like second-class citizens and abandoning the resources and infrastructure currently in place rather than more fully utilizing it to expand service and generate new revenue. Thus far, the White House has reiterated its support for six-day delivery, and Congress does not seem to be particularly receptive to management's overtures. But we cannot be lulled into a false sense of security, and simply assume they will always take that position.

To be sure, NALC and USPS share some common ground on proposals, such as abolishing or restructuring payments for future retiree health care benefits, diversifying product and service offerings, expanding upon partnerships with the private sector and providing more nonpostal government services, but not in the context of the other provisions of these alternative business models. We have to ensure that we play a significant role in shaping the decisions that will, ultimately, recreate and reinvigorate the USPS in the delivery community. President Rolando already took the first step down that path in a major policy speech he delivered last November on the future of the Postal Service. The NBAs and the 50 state chairs will continue that process in late March during a legislative training and lobbying trip in Washington, D.C.

Success in the legislative and political arenas alone will not ensure our survival. We must demonstrate to Congress and the American people that we are working toward getting our own house in order. Programs like MIARAP and DRP, as difficult as they are to administer, are essential to our success in this arena. They represent efforts by the

parties to get beyond our differences and work in a joint, cooperative manner toward a shared goal, one that we all should have an interest in achieving: protecting our jobs and preserving the Postal Service. Now, I have been in this business too long to take a Pollyanna approach to the labor/management relationship. I am fully aware of how personalities can undermine the best of intentions, and how the reality at the local level generally lags behind the agreements between the parties at the national level. There is no easy fix to this disconnect; that is quite obvious. And the constant struggle to address this behavior is a source of extreme frustration and daily disappointment, to say the least. But the status quo is unacceptable. So, we will continue to utilize the joint processes we have in place to insist that rogue managers be held accountable for their actions, and to fight for a strong, fiscally-sound Postal Service where letter carriers are treated with the dignity and respect they deserve, and are valued and appreciated for their contributions to the company's resurgence. This is one battle we must win; for ourselves, for our families and for our future.

On another front, in light of recent setbacks in the political arena, it would be easy to react by turning our backs on the representatives we worked so hard to elect to represent our interests and who have, thus far, failed to do so effectively. However, cutting off one's nose to spite one's face is rarely an effective strategy. The right wing, anti-union forces in this country are very organized, well financed, extremely good at staying on message and ruthless in the pursuit of their agenda. And that agenda does not include addressing the needs and concerns of working men and women. Clearly, we must be more forceful in putting current legislators and prospective candidates on notice that our support is contingent upon their enactment of progressive legislation once they are in office. And, just as clearly, we must remain involved and commit to work even harder this fall to keep our enemies at bay and our hopes for a better future alive.

NOTES FROM THE MANAGING EDITOR

... By TOM SCHULTE



POSTAL CRISIS – IGNORANCE OR INCOMPETENCE

There has been a lot of speculation over the last 10 years or so that the powers-that-be in the Postal Service have been purposefully trying to run us out of business. Numerous articles in this publication as well as the *Postal Record* continue to document the asinine decision making on the part of postal management that one could only surmise that:

1. Everyone in management is incredibly stupid or;
2. They're intentionally trying to run us out of business.

First of all let me state for the record that there are still some line supervisors who understand the ridiculous unattainable orders being dictated to them from higher up. From their perspective, I'm sure they're just as frustrated by those orders as we are. It's clear that a thorough house cleaning is in order starting with the postmaster general and

anyone in close proximity to his command.

Management's unbelievable five-part business model to save the Postal Service, which they will be presenting to Congress in March, clearly demonstrates that they have no clue what they are doing. Eliminating a day of delivery will open the flood gates for some other entrepreneurial enterprise to weaken our private express statuettes and gain access to our business. Once they have their foot in the door, watch out!

Another suggestion is to open up the contract, cut pay, eliminate benefits, and send the workers back to the Stone Age when we used to have to petition Congress for a pay raise. Another suggestion is to out-source some of our services. What might that entail? Selling off window service, dispatch drivers, delivery? By the way, none of the suggestions ever mention eliminating unnecessary managerial personnel. And then there's my favorite which is to completely privatize the Postal Service. That's the confirmation that tells Congress, "Hey, we don't know how to run this company, let the private sector take over."

I would be utterly embarrassed to go before Congress as the postmaster general of the United States and offer that suggestion. And if he does, I hope Congress acts with swift judgment to get him the hell out of his job.

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in Your Thoughts and Prayers

RETIREE REPORT ... *By RAY BREAKFIELD*

MINUTES OF THE FEBRUARY 3, 2010, MEETING.



Meeting called to order at 12:49 p.m. by Vice Chairman Walt Besch. Prayer and Pledge of Allegiance led by Chaplain Gus Frank. Walt thanked Rich Reiner and his wife for providing lunch. Volunteers are still needed for the April and October meetings. Walt spoke about the absence of our chairman, Jim McNeil. Jim had knee surgery and is expected to be back on his feet shortly.

Treasurer's Report by brother Jim Kluempers: Jim reported a current balance in our treasury of \$695.85. Jim again offered to help anyone with VA problems.

NBA Report by Mike Weir: There have been setbacks in the Senate. Worker-friendly legislation is not looking good. Representatives won't vote for anything. Health Care is in trouble. There are now more people than ever without health insurance. Taxpayers end up paying for their health care. The OIG agrees that the USPS shouldn't be paying the 5.5 million per year to prefund retiree health care. There are still she-nanigans with all the extra money. We should have gotten \$75 billion. We got \$17 billion. NALC members will lobby congress in March. Mike said retirees wouldn't recognize the Postal Service anymore because it has gone through

so many changes. Management is simply paying no attention to the contract and doing whatever they want. In areas with massive snow and sub-zero temperatures, carriers are being asked, "Why are you late?" The upcoming census will mean a lot of revenue for the Postal Service. Mike thanked the retirees who help at the Rap Session and the Ravioli Toast. If 5-day delivery ends, it will be the end of the USPS.

Branch 343 Report: President Bill Lister also reported that management is ignoring the contract and using stupid programs. GPS is coming to St. Louis. How will that work on a park and loop route? MSP scans are simply to monitor carriers. New programs are always being tried. Now they have PriceWaterhouse testing how we do getting the mail from pickup to delivery. It may be that upper management bonuses may depend on these scores. They have taken all schedules from chutes in buildings. They are now calling them "courtesy pickups." A carrier whose postal vehicle was stolen while she was 20 feet from it, is still off the clock. The Bass Tournament is April 18. Haake Scholarship winners are being featured in the MCC.

Chairman's Report: Walt Besch talked about drug prices increasing. Ask your doctor to prescribe generic drugs whenever possible. For 2009 there is a new public pension exemption that allows you to deduct 50 percent of your annuity on your Mo. state taxes. Next year 65 percent. There are exceptions.

Art Buck handed out brochures. There was info on how to make changes to annuity. Telephone numbers were in the brochure. You can get your taxes done free online. Right to work is back at it. The AFL-CIO has a program called "Jobs for Justice," to fight RTW. Suggestions for Retiree of the Year are requested. Rich Reiner volunteered for lunch in October. April is still open. John Needem won the 50/50. Closing benediction by brother Gus Frank. Meeting adjourned at 1:30 p.m.



Jennings letter carrier Donald Austin receives congratulations on his retirement from Manager Dan Hagans as Don's wife and daughter look on.

MAC POINTES ... *By JOHN McLAUGHLIN*

Greetings from the Pointe. President Obama's fiscal 2011 budget proposal requires the continuation of six-day delivery by the Postal Service and considers privatization a "bad idea." Either one of these options, would only serve to further reduce what remaining service carriers provide to their customers now, including: MSP scans, unbearable supervisors, DOIS enforcement, understaffing, supervisors turning a deaf ear to all service problems from carriers, and semi-annual route adjustments.

As a co-leader during the route adjustments, I have seen firsthand how adjustments can cause service problems. Change

for change's sake makes no sense. The miniscule amount of savings from a minor adjustment to a route or station often does not justify changing a carrier's route for the umpteenth time in two years. In particular, business customers like to know who their carrier is from day-to-day. The carrier builds a rapport with the customer. With revenue dropping, it is up to us to look out for the customer. I thought that was what customer connect was all about.

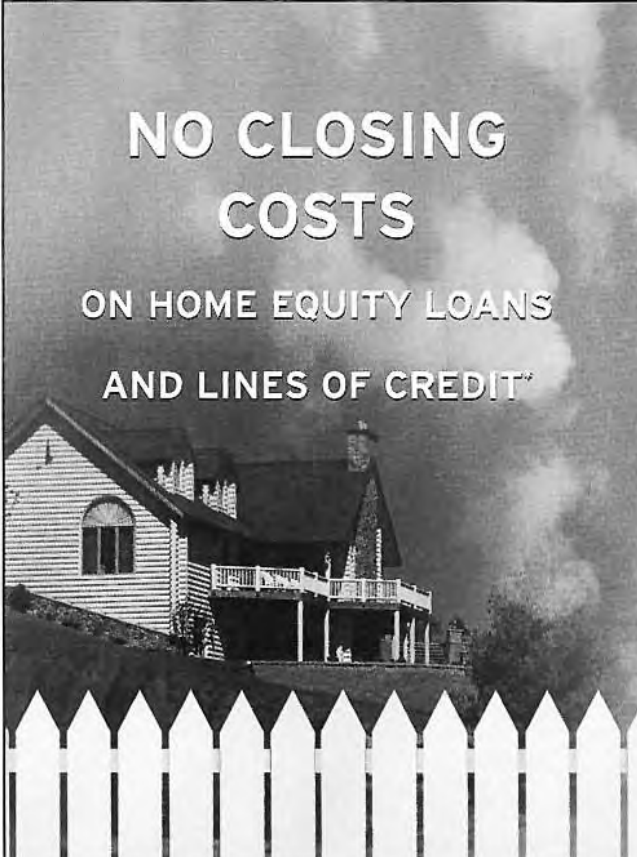
At the time this article was written, we still do not know if MIARAP will be extended. If it is extended, I would strongly suggest each carrier: (1) Count/monitor your mail (letters, flats,

parcels ... everything). (2) Take your breaks and lunch. (3) Do not case advos or DPS. And lastly (4) change the order of delivery on your route to make sure it runs most efficiently before your next 3999. How efficient your route flows will become very important if they come back and choose to use COR to adjust routes. COR finds savings primarily from combining relays and reducing the time you spend, not delivering mail. It is my guess they will make a much more concerted effort to use COR.

Keep all of our fighting men and women overseas in your thoughts and prayers. Until next month, do your job safely and accurately. We don't write the rules; we just have to play the game. A.H.

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IT'S OVER IN OVERLAND ... BY JOHN MILLER

Greetings from Stalag 14. Jose Serrano represents New York's 16th Congressional District in the United States House of Representatives. His district, one of the smallest in the country geographically as well as one of the few majority Hispanic districts in the country, is in New York City's South Bronx. He is a Democrat and is regarded as one of the more liberal members of Congress. He has been a member of the U.S. House since 1990 and is generally elected by more than 90 percent of the vote in what is considered one of the safest seats in Congress, according to wikipedia.org. Most importantly where postal employees are concerned, Rep. Serrano is chairman of the House Appropriations subcommittee on financial services and general government, which controls the federal portion of the U.S. Postal Service budget. This may well make Rep. Serrano the most important member of Congress where matters of the USPS are concerned, and Rep. Serrano is on record as taking a dim view of Postmaster General Potter's five-day-a-week delivery idea.

In an article by Joe Davidson of the *Washington Post*, Rep. Serrano stated, "People depend on regular mail delivery and would be greatly inconvenienced by missing a day's delivery. The Postal Service must manage its operations in ways that will not cause consumers to miss out on mail service." Mr. Davidson goes on to state in his article that subcommittee chairmen of the House Appropriations Committee are often called "cardinals" because of their power and that Rep. Serrano made it clear that he will use that power to maintain six-day deliveries. These comments by Rep. Serrano were made in January of 2009. More recently, this past September, Rep. Serrano made the following comments on his U.S. House of Representatives Web site, *serrano.house.gov*: "Among its other plans to save money, the Postal Service is proposing a move to five-day-a-week delivery. I think that this stated desire of the USPS will result in a lower level of service for my constituents. As a city of immigrants, New York particularly needs the Postal Service to help new arrivals send resources to communities overseas and to communicate with

their family members abroad. These simple acts provide them with a vital connection to their home countries, and they need that connection to be reliable and timely. If the Postal Service just strives to do less and less, it will become even more marginalized and people will inevitably adopt other ways to meet their needs. I would urge the Postal Service to consider how it can become more useful to its customers, not less so."

I am not sure what PMG Potter's game is, making misleading statements to the public about his belief that five-day deliveries will happen. It's difficult to imagine such a scenario taking place without the support of Rep. Serrano. It seems clear to me what PMG Potter really wants. He would like to eliminate union jobs while maintaining the bloated management structure of the USPS. Eliminating Saturday delivery would likely result in few, if any, management positions disappearing. Union jobs would be lost, however, and service would take a major hit. And this is the best idea our PMG can come up with to "save" the Postal Service? Thankfully, PMG Potter doesn't have the final say on this matter, and Rep. Serrano, who carries far more clout than anyone employed by the Postal Service, is clearly on our side in this debate.



CO-LEADER: MIARAP MINOR

ADJUSTMENT PROCESS ... *By CHARLES SEXTON*

The second round of MIARAP for Branch 343 was completed February 26, 2010. We actually added some time back, including a couple of routes. I will give you the totals for those St. Louis city stations and I will let you know what happened with the COR stations. As for the MIARAP process well, what's next?

Branch 343 has too many stations and branches for just one person. Like last time, we separated the city offices from the associate offices. I oversaw all the city offices with the help of several other union co-leaders. Joe Canman (previously a steward at Coyle) headed up the MIARAP process for the associate offices. I stayed in touch with Joe throughout and he kept me informed. He did an excellent job representing the carriers' rights. He was dealing with a management partner who does not seem to understand how their actions directly affect each carrier's life. This person also does not seem to care! Good job, Joe!

As stated above, I have the numbers for the city stations (631- - zip code). We used September, October and November for this round. We did 372 routes (14 zips) with September volumes. Using those volumes, we added about 14 hours of time back into the stations. Also, an auxiliary was made into a full 8-hour assignment. Unfortunately, we also lost one auxiliary route from a station. We did 356 routes (18 zips) with October volumes. We added about 36 hours back into stations including two new auxiliaries. Again, one more auxiliary was made into a full 8-hour assignment. Lastly, we adjusted 308 routes (12 zips) using November volumes. We added about 24 hours back into stations including one new auxiliary. One more auxiliary was made into a full-time assignment. This totaled 1036 routes (44 zips) resulting in 74 total hours being added back into the base time at different stations. We now have 1038

routes which includes three new full-time positions. The stations which benefited the greatest were those that were evaluated using October or November. The results from those two months were close to even. As for the COR program, we only used it on one zip (63133) or eight routes. The results of which were included in the above totals.

As for the next round of the MIARAP process, I cannot say. There is nothing agreed to at the national level at the time I am writing this article. Also, we will have a new postmaster in St. Louis if and when MIARAP starts anew. A postmaster has a say concerning management personnel. There are many unknown factors for the next round of MIARAP. We are just going to have to wait and see what happens.

Until next time, attend the union meetings; be **professional and consistent** in your carrier duties **throughout the year**. Hope to see you at the meeting.

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(St. Anthony's Medical Offices)



60 YEARS OF MCC — REPRINT FROM OCT. 1959

POSTMASTER ON FIRING LINE



Postmaster Claude I. Bakewell (right) acquiring front line acquaintance with postal problems while working Thursday, August 20 with parcel post deliveryman Roy Richter. Bakewell, accustomed to an air-conditioned office, put in a wilting day on a South Side route after arriving unannounced at Hannegan station, 2200 South Vandeventer avenue, early Thursday, August 20. Invitations had been extended earlier by Richter, who lives at 4220 Neosho street. By a Post-Dispatch Photographer.

BREMEN STATION NEWS

Bert Louis

Not much going on here at Bremen, but a few of the events worth mentioning are as follows: One morning Jack Campbell came in sporting a haircut like none other in this wide world. He took a lot of kidding about it, but we all have to admit that he is not such a bad looking chap—when viewed in the right light.

On the other hand, time has taken its toll on the honorable B. W. Louis. All of a sudden there appears seven grey hairs in the right side of his fashionable mustache. What next?

Our Supt. Mr. John Wegehoft is now on annual leave. He does not intend to leave town, and says that his big job will be keeping his rocking chair out of the sun. Synchronized with his leaving was Asst. Supt. Nick Jadrich's returning from a month's leave. Many tales of Old Mexico are told by this adventurous gentleman.

One of our carriers was given a lift back to the station by none other than Old Charlie Kaltmeyer of Berkeley Station. Down here we refer to Berkeley as Cornell Allen's Station. We hear that Bro. Allen is having trouble with his eyes. We wish his eyes well.

Our jolly Subs watch these goings on with eyes popping with admiration. They can hardly wait until they are big, big, big like us. They are Ralph Czarnecki, John Brogdon and Chester Carr.

One day as Kurt Hauser was day-dreaming along his route, he was badly frightened by a large butterfly that suddenly flew out of a bush. Just shows how edgy a boy can get. Took two bottles of Pepsi to bring him around. Stout fellow, as a rule though.

☒ ☒ ☒

70th ANNIVERSARY

N.A.L.C.

On August 29, 1889 at Milwaukee, Wis., 5,000 letter carriers attending The G.A.R. Convention, formed THE NATIONAL ASSOCIATION OF LETTER CARRIERS. At The National Convention of The N.A.L.C. held in Los Angeles, California starting Labor Day, Sept. 1, 1941, William C. Doherty, our present President, was elected to this high office. CONGRATULATIONS, and continued success to you. President Doherty on the beginning of your 19th successful year, from Branch No. 343, St. Louis, Mo.

☒ ☒ ☒

Deadline for November 1959 issue is October 8, 1959.

☒ ☒ ☒

THE BIG DATE SATURDAY NIGHT, OCTOBER 24, 1959 DINNER-DANCE

Given By

NATIONAL ASSOCIATION OF BOO HUM DITTS DUMS TRIBE 11
(Fun Club of The National Association of Letter Carriers)
... A T ...

OLD ST. PATRICK'S BEAUTIFUL NEW HALL
1205 North Sixth Street

Here is the Schedule—ROAST BEEF DINNER—Served from 6:30 to 8:00 P.M.

DANCING—8:30 P.M. until 12:30 A.M. Music by THE SKYLINERS DANCE ORCHESTRA
REFRESHMENTS — BEER and SET-UPS. ALL EVENING

—FOR TICKETS CONTACT THE FOLLOWING

Chairman	Co-Chairman	JOHN BULTAS —HU. 1-2428
KEN BURLING, EV. 2-7762	JOHN FOGARTY, FL. 1-8586	4157 Wilmington Ave.
5501 Robin Ave.	4728 Ray Ave.	
LEO DI PROSPERE, FL. 1-3085	ARTHUR GOEBEL, EV. 3-7113	CHAS. GUNTER, FL. 2-5367
4636 Cecil Pl.	5725 Woodland Ave.	4706 Michigan Ave.

JIM WALL, UN. 7-5455, 1248 Bliss Ave.

—OR ANY MEMBER OF NAT. ASSOC. BOO HUM DITT DUMS

Cost of Tickets for this evening \$3.50 Per Person. All Tables Reserved.

(over)

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where are they now?

PAST JOHN H. HAAKE SCHOLARSHIP WINNERS



SMALL INVESTMENT YIELDS A LIFETIME OF SUCCESS

20 YEARS AND COUNTING – THE JOHN H. HAAKE SCHOLARSHIPS

For the last 20 years, Branch 343 has acknowledged the success of the sons and daughters of letter carriers through the vision of former Branch 343 President John Haake in the establishment of the John H. Haake Scholarship program in 1990.

As the old adage goes, "Give a man a fish and you feed him for a day ... Teach a man to fish and you feed him for life." It would be presumptuous for anyone to conclude that a \$1,000 scholarship could, in any way, be solely responsible for the success of any student. But, it's not a stretch to see that any financial contributions towards a student's education help that student attain his or her goals.

Throughout the rest of 2010 the Mound City Carrier will be profiling the accomplishments of our past winners of the John H. Haake Scholarship. We hope the financial support of the membership of Branch 343 through the vision of our past president will bring us all great pride.

DR. TAMIKA RODDY BRADLEY – 1993

Dr. Tamika Roddy Bradley is a graduate of East St. Louis Lincoln High School (1993). She holds a bachelor of science in biology and master of science of education in physical education from Jackson State University, and a Ph.D. in exercise physiology from the University of Mississippi.

She graduated as the valedictorian of her college class and continued on in academia remaining in the teaching profession for 11 years, teaching high school chemistry and biology for two years and on the collegiate level for nine years. She is in her eighth year at Jackson State University, serving in her seventh year on the faculty of Jackson State University in the department of health, physical education and recreation where she performs a variety of roles including teaching the interdisciplinary courses kinesiology, anatomy and physiology, physiology of muscular activity, health, and teaching methods. She also serves as the university supervisor for student teachers in physical education and health, a state of Mississippi board examiner for NCATE (National Council for Accreditation in Teacher Education), and as an advisor to the J-Club, a university sponsored letterman's club for athletes. During the 2009 Annual Convention of the American Alliance of Health, Physical Education, Recreation and Dance (AAHPERD), Dr. Bradley was elected as the president-elect for the National Health and Fitness Association, Inc.

She is a Southern Region Educational Board (SREB) doctoral scholar, AGEM (Alliance for Graduate Education in Mississippi) scholar, and NCAA Woman of the Year state winner – Mississippi (1997). She



Pictured (L to R) husband Richard Jr., daughters Aniya and Ari with mom, Dr. Tamika Roddy Bradley.

has served both Jackson State and Ole Miss in various capacities and hopes that her service exemplifies the appreciation she holds towards those who have supported her throughout her career – particularly, John H. Haake and the scholarship committee.

Dr. Tamika Bradley is the daughter of Fred and Marion Harris (letter carrier, Branch 343) and the older sibling of Demarco (2005 John H. Haake Scholarship recipient/JSU engineering graduate, May 2010). She and her husband, Richard, are the proud parents of 5-year-old Ari Nichole, and 3-year-old Aniya Tais and are expecting a bundle of "boy" in February 2010. They reside happily in Jackson, Mississippi.

SCENES FROM THE REGIONAL RAP SESSION CROWNE PLAZA HOTEL, ST. LOUIS, MO. FEBRUARY 20-21, 2010



1930

2010

81st Annual Ole Timers' Day

DAN J. GOULD BRANCH 343
NATIONAL ASSOCIATION OF LETTER CARRIERS

HONORING
RETIRED MEMBERS AND PAST PRESIDENTS
SATURDAY, MAY 1, 2010

SERVING TIME NOON REFRESHMENTS TILL 3 P.M.
BRANCH 343 UNION HALL
1600 S. BROADWAY

BILL LISTER
President
Branch 343, NALC



JIM McNEIL
Retirees
Chairman



Bremen Station — 1933

WEST COUNTY ... *By PAM STEPNEY*

Greetings sisters and brothers of Branch 343. How's everybody doing? What is going on with the letter carrier craft? Are we fighting against each other for some particular reason? Are we a craft full of "who can help management stick it to your fellow letter carrier?" I have never seen it like this. We used to have fun with each other and now we have this one telling on that one about who knows what. This one takes under-time and tells that the other one didn't get it, or that they got it the day before and this one should get it today. On Mondays, Tuesdays, and Wednesdays, you never hear anything about under-time, but on Thursday let the under-time begin. There are carriers who say they have a little under-time. They go up and volunteer and do under-time if the mail volume is light for that day. Then there are the ones who point out carriers who they, not management, think have under-time. Have you ever seen management tell on each other for anything?

Heck no! Then why on earth are we telling on each other? We use to have old timers here at West County branch who would come in, throw their routes, go out and deliver their routes, come back at the end of their day, go home, and come back and do it all again. I don't know if there are enough old versus young folks here who actually understand the fight the old timers went through, without the pay and benefits we have today.

As letter carriers, understand that divided we fall. The old timers stood strong and got us the pay and benefits which we and our families enjoy today. I, for one, thank them. So many carriers want 5-day delivery, but be careful what you wish for. We are the only company in the world that delivers door to door on a 6-day rotation. What is wrong with that? Nothing! That keeps all the other companies out of our business. Ha, that's a thought. So start by minding your own business.

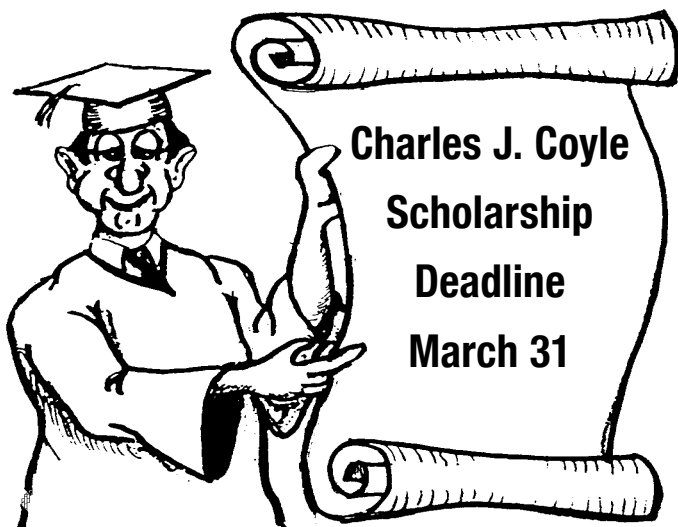
Moving on, thanks to Charles Sexton and Brian the co-leader

for coming out to West County Branch and adding a route back in for some letter carrier to bid on. The mail volume must have been counted correctly for the first time in a long time. Brian and Charlie made sure we, as letter carriers, were taken care of. So, step back where you are standing and give them and yourselves a round of applause for taking care of business. Now you, as a letter carrier, take care of your business and remember to mind your own business — a lesson we learned from the old timers.

I almost forgot to mention the supervisors who took the 2.5 hours each day to count the hot case. What a waste!

Congratulations to the five John Haake Scholarship winners.

On a much sadder note we received news of the sudden passing of Frank Kowalczyk Jr. He was killed on February 1, 2010, in an automobile crash at the age of 24. The late great, Frank Kowalczyk Sr. was a letter carrier here at the West County Branch He used to bring his son Frank Jr. and his daughter Leslie to the Letter Carrier Food Drive every year. They would come early, set up barbecue and stay late sorting food. They helped to unload letter carrier trucks and never complained. What a terrible loss to us here at West County Branch and his family. Our condolences go out to their entire family. Please lift their family up in prayer. In closing, please remember to do your best, leave the rest, don't stress, God bless and thank you for coming.





BRANCH 343 CARDINALS TICKETS

ON SALE 9 p.m. APRIL 8, 2010



Immediately following Regular Branch Meeting

**40 GAMES AVAILABLE
APRIL THRU OCTOBER
3 CUBS GAMES**

**GREAT SEATS
Sec. 249, Row 6, Seats 5 and 6
2nd Level Behind Home Plate**

\$100.00 for two seats, must be present and paid for on April 8
These same seats resold by the Cardinals would be up to \$140.00 for premium games.

Branch 343 split season tickets for over 20 years. When our previous partner decided to give up their half of the season, we thought it would be a good opportunity to offer those great seats to you, the membership. The branch's 41 games are raffled off as attendance prizes at the regular branch meetings.

The remaining 40 games will be sold to the members. Just show up by **9 p.m. on April 8 after the regular branch meeting** and enter the drawing. Order of choice will be by lottery and limited to two games. Any games left after the first round will be available in the same order for an additional two games. Payment by check, money order or cash must be tendered on April 8.

Only one set of Cubs tickets per pick of two games.

REDBIRD CLUB SEATS, SECTION 249, ROW 6, SEATS 5 and 6

No sales before April 8, 2010, at 9 p.m.

AVAILABLE GAMES AND DATES VS. OPPONENT

APRIL

14 HOU
16, 18 NY
27, 29 ATL

MAY

1 CIN
11, 13 HOU
18 WSH
20 FLA
22 LAA
31 CIN

JUNE

2 CIN
5, 6 MIL
15 SEA
18, 20 OAK
29 AZ

JULY

1, 3 MIL
15, 17 LAD
19, 21 PHI
30 PIT

AUGUST

1 PIT
3 HOU
13, 14 CHI
18 MIL
21 SF

SEPTEMBER

3, 5 CIN
14 CHI
16, 18 SD
27, 29 PIT

OCTOBER

2 COL

SOUTHWEST STATION,

"A PROFILE IN DISCOURAGE" ... BY MIKE LAURY

The DSM III R (the Manual of Mental Disorders that psychologists and psychiatrists use to diagnose patients and clients) gives the following as a definition of a personality disorder. "Unreasonable insistence that others (in this case, carriers) submit to exactly his/her (bosses) way of doing things."

Sound like any manager or supervisor you know? In fairness, I've worked with some good managers and supervisors over the years. Dan Carver at Affton for one and ... um ... that's about it.

It's pretty simple, folks. A good manager/coach/boss, whether in sports or the business world, allows a player or worker to do their job, praises them when they succeed and encourages them when needed.

Basically, just allow them to perform to the best of their ability. Most carriers "play" with various aches and pains, juggle DPS and other mail in bad weather and still have our bosses berate us on a consistent basis.

The postmaster apparently consulted his Magic 8 Ball over the winter when he ordered no casing of DPS, even in extreme weather conditions. Carriers followed orders and did another good job, despite several slips, trips and a few unintended snow angels.

The temperature continued to drop as the overtime went up. (Maybe I'll get enough overtime to put on that new deck after all.)

Goodbye winter and hello spring training. Some other post office "mentions:" Most of the LLVs are gone, along with their

"blind-side" mirrors and sled-like sliding ability in the snow. I will miss that nice big lunch tray to my left in the LLV. The replacement vehicle, a Dodge van, actually handles quite nicely. What? A reliable vehicle?! Almost makes no postal sense.

Finally, I may have found a law firm that will get carriers the scheduled workman's comp awards that they deserve. If you would like to contact this firm, you can call me at the Southwest P.O.

Remember, we're only as good as our next delivery. That includes our two-time MVP, J. Brouk.

PS: What's the reference to "camel toe" everybody keeps making when camels have hoofs?

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JENNINGS JIVE ... BY CHET DRAIN

It turned out that last month's comment about our good fortune having only a couple injuries was a bit premature. With another blast of winter during February, the perils of mail delivery took its toll on a few more. Mike Greenlee got hurt. Jennifer Reynolds went down. Young Johnnie Mix got hurt. And ironically when the weather wasn't so merry, James Merriweather went down. The safety and well-being of our cohorts is always a serious concern. Postal management leads us to believe that they concur with that line of thought, but it seems they are more concerned with getting us out to the street than they are with getting us back safely.

I've mentioned before that the original DPS memorandum included a clause that allowed for casing DPS at management's discretion during "inclement" weather. When was the last time you heard your manager get on the intercom and make that call? The most they will do now is hand you a pack of hand warmers and tell you to hit the street. At our station, due to the shortage of clerks, we wait while the mail sits on cages and the snow continues to fall. It's just unreal!

At last month's union meeting, Clayton Shop Steward Bob Rapisardo got up and told us something that shows you the mentality of postal management. The story was, management failed to collect a zero test bundle from a mail chute in one of the buildings in Clayton. Their solution was to remove the collection labels from all the mail chutes in Clayton. Brilliant, huh? Since we can't seem to make the collections as scheduled, we'll just pull the labels so the customers won't know what time we collect the mail chutes. Apparently, Rapisardo's story is true. Main Office collections Shop Steward Melvin Martin got to the mic and announced they'd done the same thing in the downtown business district. Mel Martin also expressed the embarrassment he felt trying to assure business customers that the mail chutes would be tapped; he just couldn't give them a guaranteed collection time. Mind you, the folks who made this brilliant decision are the same ones who expect us to go out and promote Customer Connect!

Here's one more for you. I worked at the Union Hall one day and had a grievance package

that had to be postmarked. At the end of business, the guys at the hall persuaded me I had enough time to socialize and still get down to the M.P.O. by 7 p.m. for the last collection. As usually happens, the time got away and suddenly it was 6:55.

Arriving at the M.P.O. at 7:15, I went inside and inquired of the postal security officer if the boxes outside had been tapped. She couldn't help me. I looked down the lobby and lo and behold I remembered the window service stayed open until 8 p.m. At the M.P.O., clad in my carrier's uniform, surely it wouldn't be a problem for me to hand my grievance package over the counter. I went in and waited behind a couple of customers, then walked up to the counter. The clerk gladly accepted my mailing and deposited it in a mail tub behind the counter.

Once again — Brilliant! The last collection at the Main Post Office is at 7 p.m., but your lobby hours are till 8 p.m. What's ridiculous about the whole thing is that postal personnel are working at the M.P.O. 24/7 and the mail dispatches don't leave until 4:00 or 5:00 in the morning. President Lister quipped, "Don't tell management or they'll probably make the clerks stop accepting mail over the counter." That or they'll shorten the lobby hours. What can you do?

GOD BLESS ALL AND PEACE!



Jennings Station letter carrier Donald Austin (C) receives congratulations from (L-R) Step-A Chet Drain, stewards Terrence Pastchal and Kiesha Wiley, (Donald), Br. 343 Pres. Bill Lister, alt. steward DeMariun Hood and Step-A Paul Pitts.

CLAYTON ... *By Bob Rapisardo*

HOW ARE WE STILL IN BUSINESS? Dear Bob _____, thanks for all you have done in the past. The blank space could mean me or some other Bob; you figure it out. Due to more idiotic decisions by upper management, including Big Chief because everything starts at the top, the USPS NO LONGER GUARANTEES the customers that their outgoing mail will be collected at any given time or date. Oh, I forgot this only pertains to indoor chutes and drops. Yes, 45 mail chutes and drops in some of Clayton's tallest office buildings no longer have any collection times. These chutes collect thousands of pieces daily. You heard it right, Big Chief had to cover his own rear so he punished our customers; the main source of REVENUE. He is included in that pack of incompetent higher ups who are not worthy of managing ANY company. All the collection labels were removed in late January. How do the customers know that their dated, metered mail is going to be collected or has not already been collected? Now, once again, how do you try to sell Customer Connect to those same businesses? Just one more perfect example why Customer Connect is

nearly non-existent in this area. Serving a business route in the heaviest business area of the metro area, I can tell you that the customers are irate, and they should be. I thank President Lister for giving me the opportunity to pursue this grievance; it appears that management has violated the Postal Operations Manual by removing these labels. I cannot wait for this settlement from the B-team; hopefully enough is enough and we will stop saying that management has the right to mismanage. Is anyone EVER held ACCOUNTABLE in this outfit besides those who really work the mail? Just a couple of months ago, I praised the USPS for their great job of selling priority mail.

On a bright spot, thanks to President Rolando for officially inviting the Rural Letter Carriers Union to be an official partner in the Food Drive; this gesture was long overdue. They have helped tremendously over the years in collecting food for those in need. Just like MDA events should be, swallow some pride and do what is right for the charity because it ALL goes to the same charity.

The one fitting quote that exemplifies the current situation in the USPS comes from Peter Schutz. It hits right on the bull's eye. "Listen closely and your customers will explain your business to you."

MARYVILLE GARDENS ... *By Diane Carter*

You know nothing ever changes at the Gardens. When they don't like what you do, they think if they throw enough paper at you, you will bid out or become submissive. At least the current management doesn't tell carriers your best bet is to bid out. MSPs sure are a hot topic. I thought that would go away. Oh, I forgot, that's how managers get bonuses. Speaking of management, CNN had a really great story about how much wasteful spending the Postal Service does. An example of the waste is: If a supervisor relocates, the Postal Service pays their moving expenses so the supervisor can afford the move. That one "perk" seems to be extravagant and very wasteful, not to mention, unfair to carriers who relocate.

Management has also, in their infinite wisdom, decided to remove labels from mail chutes in Clayton and downtown. Maybe customer convenience is not important. Gateway District is

at the bottom of Customer Connect rankings in the nation. Managers encourage the carriers to find more sales leads. It does not make sense to acquire new customers and then disappoint them with poor customer service. Management has been stating that we will go to a five-day work week in October. It appears they are doing their best to make that change a reality.

We are going to need all carriers to step up and protect their jobs right now and in the future. Watch the *Mound City Carrier* for information or contact your shop steward.

Our postmaster is leaving our area and relocating to West Virginia. I guess we are anticipating who will replace him.

In conclusion, we are hoping Mr. Dixon makes a speedy and complete recovery from his fall the other day. GOOD LUCK!!!! BE SAFE. WATCH THAT ICE.



14th annual

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at Lake of the Ozarks



Newly Improved Parking

MAKE YOUR RESERVATIONS NOW!

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First Place
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top teams receive percentage of entry fee.
entry fee is \$135 per boat.
Includes Big Bass



BUDDY BASS TOURNAMENT

TOURNAMENT
SUNDAY APRIL 18TH
6:30AM - 2:30PM

REGISTRATION DINNER AND MEETING
SATURDAY APRIL 17TH 6:00PM TO 8:00PM
AND...

MEET MDA AMBASSADORS
AND GUEST SPEAKER AT THE DINNER!

fun - barbecue - silent auction - 50/50 raffle

HOSTED BY NALC BRANCH **EVE** TO BENEFIT THE MUSCULAR DYSTROPHY ASSOCIATION

OFFICIAL ENTRY BLANK

A. BOAT OWNERS NAME: _____
ADDRESS: _____
CITY: _____
STATE: _____
ZIP: _____
PHONE: _____

B. BUDDY'S NAME: _____
ADDRESS: _____
CITY: _____
STATE: _____
ZIP: _____
PHONE: _____

YES, I will be attending the dinner.

Total attending _____

No, I will not be attending the dinner.

ENTRY BY MAIL ONLY

Entry fee of \$135 must be postmarked by April 10, 2010. Checks, money orders and cashiers checks will be accepted. All entries received after deadline will be subject to a \$25.00 LATE FEE, accepted in cash only during check-in.

MAKE CHECK PAYABLE TO:
MUSCULAR DYSTROPHY ASSOCIATION

Help Reel in a Cure Bass Tournament
345 Marshall Ave.
Suite 101A
St. Louis, MO 63119





BRANCH MEETING

BRANCH 343, ST. LOUIS, MISSOURI
FEBRUARY 11, 2010



Summary of Branch Action

- MSC To pay the branch bills,
- MSC That Branch 343 send an additional officer with the branch president to the Committee of Presidents meeting in April and pay expenses.

Highlights

NBA Mike Weir talked about the most important thing facing us is the five model business plans the USPS is presenting to Congress. We must be ready to act, because not one of them is good for

carriers or the Postal Service staying in business. Members will be informed on what to do, so be ready to act. Brother Tom Schulte stated we will be publishing various articles from the last 60 years in the MCC in honor of the MCC 60th Anniversary. Executive VP Nicki Prado reminded members of Branch 343 Web site, *Branch343.org*, where forms, bid sheets and important telephone numbers for members are available. VP Barry Linan reminded members that bids close on Sundays and you should always keep a copy of your bid. The bid sheets are sent to the manager and should be posted. President William Lister listens to Clayton's Bob Rapisardo and Wheeler's Melvin Martin on USPS' brilliant idea to remove collection labels from chutes that businesses use, to avoid getting penalized for a zero bundle. Way to go, Gateway. We will be out of business within a year slapping business in the face, who is a major revenue source. Heaven help us.

Respectfully submitted,
Kenneth W. Johnson, Recording Secretary

New Member

Gary J. D'Onofrio Union..... 01/22/10

Recently Retired Members

Donald Austin.....Jennings 02/01/10
 Elvard Davis Jr.....Gaffney01/16/10
 Earl T. Emery Jr.....Town & Country 01/01/10
 John Jeffries Jr.....Clayton..... 02/03/10

Deceased Members

Patricia L. HardinRetired..... 02/04/10
 Arthur M. Isselhardt.....Gold Card 02/07/10
 Robert H. ZlaticRetired..... 02/04/10

THRIFT SAVINGS PLAN					
RATES OF RETURN					
UPDATED ON JANUARY 4, 2010					
	G	F	C	S	I
DECEMBER 2009	0.25	-1.55	1.94	6.57	1.43
YEAR TO DATE	2.97	5.99	26.68	34.85	3,004



HAPPY EASTER

POLITICAL ACTION ★ HONOR ROLL

ROBERT LEHMKUHL★★★★★★★★★★

RICH MOSBLECH★★	JOHN GREWE JR.★★	FRANCIS RYAN ★★	BARRY LINAN★
NICKI PRADO★	GUS FRANK★	MIKE WEIR★	BOB FLAHERTY★
TOM HARMAN★	BILL LISTER★	DAN LIDDY★	BILL ZIMMERS★
KEN JOHNSON★	TONY JASPER★	JOHN CHUDY★	MICHAEL WHITSON★
JOHN HAAKE★	KEN MEYER★	GENO IBERG★	JIM McNEIL★
TOM SCHULTE★	ART BUCK★	HENRY DEIBEL★	JOSEPH POLITTE★
CHARLES SCANLON★	BOB STEEL★	EUGENE HILKE★	CLIFF JAMESON★

Tony Rehagen	Walter Besch	John Karay	Jim Kluempers
Bill Hoffman	Kenneth Loehr	John Bucheit	John Mulderig
William Jones	Benny Moncado	Michael Jennings	Gerald Galleano
Clifton Nelson	James O'Day	Donald Bass	L. G. Layton
Angelo Ottolini	Victor Keitel		

The above honor roll gives special recognition to those members who give \$50 or more. Each star represents \$100

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EDITOR'S NOTES ... By RAY BREAKFIELD

Ordinarily I don't like to ever mention a manager in our paper. It's a union paper and managers by and large are anti-union. That being said, I ran into a fellow I never worked a day for, but who had a reputation as a fair and honest person who would let a carrier just do their job. (Many newer carriers may not understand the concept or that such a boss ever existed.) His name is Ray Martin (now retired). I ran into him at a restaurant in Farmington, Missouri, of all places. We looked at each other trying to "place the face." Finally we walked to each other and shook hands. We reminisced for a few minutes and went our separate ways. It reminded me of how things used to be. Carriers did more work for men like Ray Martin than they do now for the monsters disguised as supervisors. Carriers now spend a lot of time being careful and staying out of the line of fire while they're working. Many might think, "What does this trip down memory lane have to do with today?" Here's what: The Postal Service used to be a great place to work where all looked forward to going to work, working hard, and serving our customers. The only reason it's like torture now is because those who run the Postal Service want it that way. Would someone tell me why?

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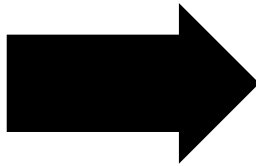
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1st Wednesday of the month.

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 MARCH 15, 2010**

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 THURSDAY, MARCH 11, 2010**

7:30 pm

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