

MOUND CITY CARRIER

Official Publication of Branch 343

2020 General Excellence
Award Winning Publication



St. Louis, Missouri
Chartered 1892

Volume 77, No. 1

"Diversity is our Strength and Unity is our Power"

January 2026

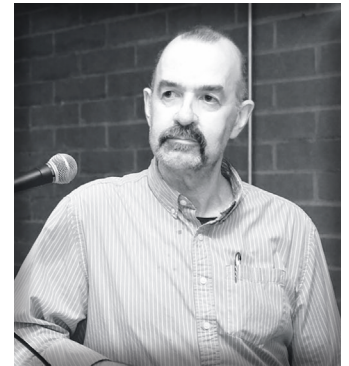


"The ultimate measure of a man is not where he stands in moments of comfort and convenience, but where he stands at times of challenge and controversy."

Dr. Martin Luther King, Jr.
1929 - 1968

President's Article ... *By John McLaughlin*

The Purge



The Purge is a movie series based on a dystopian period of time in America where all crime is legal for a 12-hour period. People are taken to revenge and murder unencumbered by the traditional laws and mores. I think the post office is in such a period. Laws in the form of our contract are being ignored at an unprecedented level. The open defiance of the contract is not only at the station level, but all the way up the ranks. After spending time with other branch presidents and national officers with the NALC at COP and the National RAP session, I find that this is most assuredly nationwide and deliberate on the part of the Postal Service.

It starts at the bottom. Station stewards are routinely being denied time to investigate, request for information, and steward time. Without the information and time to investigate, the union cannot determine if a violation occurred, which is problematic as we are contractually required to file a grievance within 14 days of the contractual violation.

At the next level of the grievance process, Formal Step A, their management counterpart does not contact our Formal Step A representative within seven days as the contract requires. We are often compelled to appeal the grievance up without meeting with our management counterpart.

At the next level, Dispute Resolution Team/B Team, the union representative does his job. He punches in eight hours and reviews cases. Over the last two to three years his management counterpart often times works when he wants and decides on cases when he wants. A large majority of these cases are impassed by management. Over 80% of impassed cases are ruled in the union's favor, proving that obstruction and delayed adjudication of these grievances is their one and only tactic. Harm is done.

At the highest levels, top management often condones and rewards this behavior at the lower levels. This is more than mere mega-micromanaging. If I was a conspiracist, I would say it looks as though management is deliberately sabotaging the Postal Service. As one MCSO said to a group of carriers, "We are in the business of delivering packages not mail." At an associate office, a message from management to all the carriers read, "direct order to stop mail delivery, deliver parcels, report to office for further instructions." They want to turn us into Amazon.

This Purge is now affecting route inspections. They have complete disregard for the rules on route inspections as found in Section 2 of the M-39. They are not stealing minutes here and there. It is hours now. They don't even pretend they are trying to do things right. Consultations with carriers during the process are meant to get a carrier's input about their assignment. They have turned into nothing more than a ZOOM meeting with management going through the motions to check off a box. The postmaster or designee of the delivery unit is responsible for conducting a route inspection. Our postmaster is not doing the route inspection. A designee of the delivery unit is not doing the route inspection. Local management does not and will not intervene in this destruction of routes. They have outsourced this task and then blame the union and carriers for the outcome of these inspections. Local management could have and should have been involved with these inspections. The result of this Purge (inspections), carriers get screwed, namely installation wide route bidding.

They took it one step further. In two St. Louis stations they destroyed with route inspections, management has gone back in and re-inspected half of the routes. Even though it is obvious to everyone, they will not admit

they did anything wrong. I'm no trouble shooting expert, but delay of mail only became a problem at these stations immediately following the implementation of the route adjustments. Add stupidity on top of stupidity and you get management bringing in the same wrecking crew to do the second route inspection. What is the definition of insanity? Doing the same thing over and over again and expecting different results. The results?

Originally, Affton Station had 52 routes. They threatened to eliminate 12. After the inspection, they eliminated seven routes. Of the 45 remaining routes, by their own numbers, 33 routes averaged over 8 hours, 10 minutes. So, inspect the whole station again or put the routes back to the way they were, right? No. Come back in and inspect nine routes that qualified for special route inspections and select 10 more to geographically adjust those nine. Of the remaining routes not being inspected, 11 routes averaged over 8½ hours each. Two of these 11 routes averaged 9:19 and 9:16. How is this the carrier's fault again?

The goal at Affton, as it was shared to the union, was to put three routes back in. Then, we were told only one route would be put back in and a new auxiliary route. The results. Not only was there no change in the number of routes in the station, but they managed to extract more time out of the station. They reduced all the routes down an additional 4 hours, 14 minutes. Addition through subtraction. I missed this lesson in school.

Lessons learned? Local management will never get involved in things they don't understand even if it is in their job description. The contract and handbooks can be summarily ignored by one person without any accountability. Carriers are always to blame if mail is delayed. We all know what rolls downhill. Guess who is at the bottom?

Until next month, do your job safely and accurately. Show up to your union meeting — you might learn something. We don't write the rules; we just have to play the game. Sláinte.



ATTENTION

Please note: Because the January Shop Stewards Meeting falls on January 1, New Years Day, the **Shop Stewards Meeting** will be held on **Thursday, January 8** and the **Regular Branch Meeting** will be held on **January 15**.

Armed, off-duty police security provided at every meeting at the Union Hall



**MOVING?
WE NEED YOUR NEW ADDRESS!**

If you have moved, please notify the branch office directly. Personnel does not notify us of your change of address.

Name _____
 Address _____
 City/State _____
 Zip _____

MOUND CITY CARRIER
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 1600 South Broadway
 St. Louis, MO 63104-3806

Send change of address to:
Branch 343
1600 S. Broadway
St. Louis, MO 63104



MARK YOUR CALENDAR

DON'T SIT ON THE SIDELINES ... GET INVOLVED!

- Jan 15 Regular Branch Meeting
- Jan 19 Dr. Martin Luther King, Jr. Holiday Observed
- Feb 1 CSRS/FERS Retirement Seminar-Letter Carriers Hall (see ad)
- Feb 4 Retiree Meeting
- Feb 5 Shop Stewards Meeting
- Feb 12 Regular Branch Meeting
- Feb 16 Presidents Day Holiday Observed

Executive Vice President ... *By Brian Litteken*

NATIONAL RAP SESSION



The term of the 2023-2026 National Agreement ends on May 22. Negotiations with the Postal Service will begin in February. In preparation for the next round of bargaining, six internal bargaining subcommittees were formed. The subcommittees are composed of executive council members and headquarters staff. The subcommittees were each assigned specific articles of the National Agreement to review and develop recommendations for changes. The bargaining committees reviewed the following materials to develop their recommendations:

- Official NALC bargaining positions — resolutions submitted by branches and state associations and adopted at past national conventions dating back to 1970.
- Prior bargaining proposals
- Collective-bargaining agreements of other unions
- Rank-and-file bargaining committee reports — Ideas developed by the rank-and-file bargaining committees comprised of branch leaders, contract enforcers, and newer members.

The National Rap Session on November 22 consisted of four collective bargaining roundtable discussions. The roundtable discussions started with the executive council members and headquarters staff announcing which articles of the contract the roundtable discussion would be covering. The recommendations of the bargaining committees for those articles were then presented. The members attending the workshop were then allowed to go to the microphone to provide feedback. The workshop attendees provided their thoughts on what changes should be considered a priority. The workshop attendees also had a chance to voice any ideas on what should be changed in the contract that was not presented earlier.

The following are some of the recommendations presented at the workshop. These recommendations are not official bargaining positions but thoughts about how to improve the next national agreement.

Article 8: Hours of Work

- PTFs or CCAs can refuse additional overtime once contractual work hour limits are reached.
- Hours worked by employee classification (PTF/CCA) will be equalized.
- Weekly work-hour limitations for PTF/CCA
- PTFs/CCAs will work prior to mandating non-ODL carriers to work off their assignment.
- Additional 10-minute break when working overtime
- Leave credit for mandated work on a nonscheduled day
- Pay penalty overtime for involuntary mandated overtime
- Eliminate the penalty exclusionary period
- Joint NALC/USPS overtime tracking
- Penalty overtime pay for CCAs working seventh day of week
- Sunday premium pay for CCAs

Article 10: Leave

- Earn annual leave for overtime worked
- Increase the maximum annual leave carryover.
- Remove 204b's from leave schedule.
- Pay CCAs administrative leave for a national day of observance or act of God.
- Provide sick leave for CCAs.

Article 11: Holidays

- 204bs are scheduled to work on the holiday schedule before non-volunteers
- Time worked on a designated holiday will be paid at the overtime rate
- PTFs will be provided holiday pay
- CCAs will be paid for all observed holidays

Article 14: Safety and Health

- Prioritize harassment, management misconduct, JSOV grievances at the B-Team

Article 16: Discipline Procedure

- Grievant gets paid administrative pay while not working when they are charged with an emergency placement.

- Letter carriers get paid administrative pay until final disposition of a removal.
- Include CCAs in Article 16
- The shop steward will be provided the discipline letter when it is issued to the letter carrier.

Article 14: Letter Carrier Craft

- The union can request a special route inspection on vacant or auxiliary routes.
- Restrict changing start times
- Carriers can choose break locations.
- All routes will be delivered daily.
- Routes held by a 204b shall be declared vacant after 60 days rather than four months.
- A 204b must have two years of letter carrier experience before being eligible for a 204b position.
- No implementation of route adjustments until the grievances filed on the route adjustment have been resolved.
- Prioritize route adjustment grievances at the B-Team.



BRANCH LEGAL PLAN
Advice and Consultation on
General Practice and Civil Actions.

GL

GOFFSTEIN LAW, L.L.C.

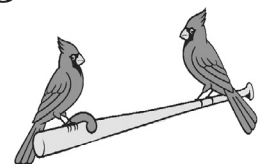
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**BRANCH 343 CARDINALS TICKETS
ON SALE MARCH 12**

**Immediately Following the Regular Branch Meeting
See Schedule Inside This Issue**



Vice President Financial Secretary

... By Marvin Booker



THEY DON'T HAVE THE RIGHT!

Over the past year we have been challenged by management's incompetence, ineffectiveness, ineptitude and total lack of contract compliance. We often hear that "management has the right to manage or mismanage." But no, they don't! Laws require that USPS be run efficiently, including managing the workforce.

Postal regulations, statutes and our contract outline what management can and cannot do. When we fight management, we must use all three resources.

Life at the post office would be a whole lot less hectic and toxic if management followed the contract they agreed to. Regulations related to your hours, wages and working conditions, are subject to the provisions of the contract. Management does not own the Postal Service, they operate it.

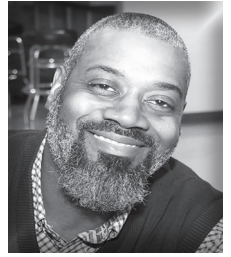
- *They don't have the unilateral right to do our work unless permitted by Article 1 Section 6. A and B. Further they have to meet one of the five exceptions, otherwise they must pay the carriers who should have performed the work.*
- *They don't have the right to just make anyone a 204b unless a PS 1723 is issued to the union in advance and showing beginning and ending of all such details.*
- *They don't have the right to unilaterally change established past practices in your office even when new bosses take over. Article 5 of the National Agreement and the law prohibits unilateral changes to the Collective Bargaining Agreement or past practice, unless negotiated with the union after notice is given.*
- *They don't have the right to make cross craft assignments unless they meet certain conditions reasonably unforeseeable or unavoidable per Article 7 of the National Agreement. Intentional understaffing is not one of those reasons.*
- *They don't have the right to impose overtime without penalties, which include additional premiums for exceeding the 12-hour daily/60 hours weekly limits. Nor can they schedule overtime (OT) willy-nilly without penalty. Article 8 of the National Agreement has pages of rules that govern overtime.*
- *They don't have the right to change your work hours unless they comply with federal law, their own out-of-schedule premium rules and Article 8 contract restrictions. Nor can they change your non-schedule days without adhering to the provisions of the contract.*
- *They don't have the right to demand medical documentation for sick leave absence of three or less days unless they can show a legitimate business reason do it. It is not just on their demand; they must also consider your welfare — equitably on a case-by-case basis — per Articles 10, 16, 19.*
- *They don't have the right to reassign you at will. They must comply with seniority rules, bid rights, section identifications, skill requirements, higher level pay rules and other contract restrictions.*
- *They don't have the right to treat PTFs and CCAs as servants or casuals, these employees have specific contract rights. Being a "new postal employee" is not a green light for mistreatment. CCAs have their own section of the National Agreement covering their employment and their conversion to career status.*
- *They don't have the right to unilaterally deny light duty to injured workers; they are obligated to make every effort to find work that employee can perform. Being denied work is not automatic. There are strong protections in Article 13 of the National Agreement.*
- *They don't have the right to work you in a dirty, unsafe place nor abuse you in any way. Many laws, regulations and Article 14 of the National Agreement offer employees protection. Federal law imposes penalties for such unsafe conditions.*
- *They don't have the right to impose discipline at will and must prove "just cause" exists by following six distinct rules. In discipline cases, management has the burden of proof and must comply with due process procedures.*

The National Agreement has 312 pages of agreed upon work rules that have no value unless they are enforced by all of us. Inform yourself and help fight to enforce it by accessing the Letter Carrier Resource Guide, National Agreement/JCAM at NALC.org.

Because if you haven't noticed, management is going to violate your rights and the National Agreement every opportunity they get! We must continue to fight for our contractually negotiated rights! You cannot spell UNION without U and I.

Until next time, be safe and look out for each other.

Recording Secretary ... *By Richard Brown*



Happy holidays and season's greetings to all active and retired letter carriers of Branch 343.

TO BID OR NOT TO BID – THAT IS THE QUESTION

As you are aware, every letter carrier in the St. Louis Installation with a seniority date of May 23, 1998, or greater, was required to re-bid between November 22 to December 1, 2025. While management likely told a different story, this action was a result of route inspections being conducted at three offices between March to May 2025. Management unilaterally disregarded the contract and eliminated routes that were not the most junior in the office.

In summary, Article 41.3.O of our National Agreement says that if that happens, every carrier who is junior to the person whose route was eliminated must be put up for bid. The St. Louis Local Memorandum of Understanding (LMOU) says that if this happens, every route in the St. Louis Installation must go up for bid, which is what management choose to do.

If you failed to bid in this process, management says you will be made an unassigned regular and will be presented with another list of routes for you to choose from (Pref bid). You would then be assigned according to your seniority.

Meanwhile, you should have been made aware of your new assignment by now, which is slated to start January 10, 2026, if it hasn't already. With that, my guess is there may not be another bid cycle open until after the aforementioned time period. That is when you will have another opportunity to bid if you are unhappy with your current assignment. Try not to get upset about this whole process, and professionally do your job because the customer deserves it.

Food for thought. The decision to put all the routes in the city up for bids was not the idea of anyone affiliated with Branch 343. In fact, our president, John McLaughlin was against the entire installation re-bidding and offered less disruptive solutions, but the Postal Service had other plans, so here we are.

Yes, grievances have been filed as a result of this debacle, which may take some time to resolve. We will be seeking monetary remedy for every carrier, but there is no guarantee the Postal Service will agree. That too will take some time to resolve.

DID YOU KNOW?

Did you know that you are still allowed to carry over annual leave into the next leave year? Up to 520 hours? Anything more than that you will lose, so for all of you that have been around for a while, be sure to monitor your leave balance.

Did you know that you are allowed to sell back annual leave? Prior to the beginning of the new leave year, if you are at the maximum annual leave carryover (520) and have not taken more than 75 hours of sick leave in that year, you can sell the Postal Service up to 80 hours of your annual leave. This agreement is scheduled to expire at the end of the 2026 leave year so take advantage of the process now.

Did you know you could receive eight hours of annual leave in lieu of holiday pay? When full-time or part-time regular letter carriers or CCAs work their holiday (whether it's the actual holiday or their designated holiday, because their scheduled non-workday falls on a day observed as a holiday), they receive normal compensation for all of the hours they work, plus the additional holiday pay described above.

If you work on your holiday, you may elect not to receive the holiday pay since you are being paid anyway, and you may request eight hours of annual leave be credited to your leave bank by completing PS 3971. This is where trusting management to do the right thing and maintaining your copy comes into play. If you need clarity, ask your shop steward for help.

These are just a few informational pieces to help get you through the day.

Until next time, who is responsible!

Health Benefits Plan/OWCP ... *By Barry Linan*



New Years greetings to all the brothers and sisters of NALC Branch 343. Winter is just kicking in and we're sure to get more bad weather. **Please take the time to deliver your assignment safely and accurately!** Come home safe to your family and our customers deserve to get good service. Bosses love it when you run routes off, until you have an accident and/or get injured! Then they're handing you some discipline and now you're just damaged goods.

HBP NEWS

This year's PSHB Open Season ended at midnight on Monday, December 8, and I hope every letter carrier who wanted to switch to our NALC HBP was able to do so. I told everyone not to wait until the last day to make changes in case you have a problem with OPM, but the hall was still getting lots of calls on Monday, the last day!

I was disappointed to learn the NALC HBP was not going to be offered as an FEHB plan for other federal employees anymore, but we learned that it wasn't going to be cost effective to retain that option. Hopefully, we'll have thousands of letter carriers switch to our PSHB plan for 2026 and join the only union-owned, union-run, union-employee plan. OPM is not expected to release the 2026 enrollment statistics for a few months yet, so we will see. **OPM did state that the average 2026 premium cost increase for all PSHB plans was 11.3%.** Our NALC HBP saw increased monthly premiums for Self Only - High Option going up \$24.18 to \$262.47 and for Self and Family - High Option going up \$62.83 to \$579.41. That's still well below the 2026 BC/BS - Standard (high option) monthly rate of \$411.89 for Self Only and \$1,038.29 for Self and Family. So even though we had a premium increase, our plan rates are still cheaper than most of the other options available and we do still have our NALC CDHP option if you're just looking for a cheaper plan with higher deductibles.

What I also found very disappointing is that OPM reported that the FEHB plan premiums went up an average of 12.3 % versus the aforementioned 11.3 % increase for the PSHB plans. So, after all those big promises of greater savings for the PSHB plans after

the Medicare integration from the Postal Reform Act, we ended up with a savings of 1% over the FEHB plans. Big deal huh? Somehow, I expected us to see a lot better savings than that.

OWCP NEWS

If you have a career as a letter carrier, odds are you will be injured sometime over 30 years so let's get back to the basics of filing an OWCP claim.

1. Report any injury as soon as possible to your supervisor. Request a **Form CA-1 Report of Traumatic Injury** and fill it out to document your injury. You can fill out a written CA-1 or file online at ecomp.dol.gov. Better to file a CA-1 for a minor injury now, than to be disciplined for failing to report the injury timely and you also call your claim into question by filing later. **Always get a copy of your written CA-1.**
2. Get immediate medical treatment by **your** chosen provider. Your supervisor is required to issue **Form CA-16 Authorization for Treatment to your** chosen provider. You can choose to go to your primary care physician, local hospital ER, or Urgent Care for treatment. Make sure your treating physician fills out the CA-16 attached **Attending Physician's Report**. Again, **get copies** of the CA-16 and the Attending Physicians Report.
3. Make sure your treating physician provides detailed work restrictions or inclusive dates you will be off work. You must then provide the work restrictions or dates you are off work to your supervisor. You then **request Continuation of Pay (COP code 071) for any time off work up to 45 calendar days**, including time spent receiving follow-up medical treatment. If your supervisor is not going to pay you COP, **they are required to notify you in writing that they are controverting your injury claim and state the reasons why.** You should immediately request a steward if this happens and if no one is available, call the Union Hall.

Notes from the Managing Editor

... By Tom Schulte



REPUBLICANS STANDING WITH LABOR? WHAT?

In late November a group of moderate Republicans teamed up with House Democrats to force a vote blocking President Trump from stripping union rights from federal workers. In fact, a majority of House members, 218 signed onto a discharge petition which forced a House vote on the Protect Americas' Workforce Act (H.R.2550). H.R.2250 was sponsored by Representatives Jared Golden, D-Maine, and Brian Fitzpatrick, R-Penn.

The act would overturn Trump's executive order nullifying collective bargaining agreements covering hundreds of thousands of workers that Golden called, "the single biggest act of union-busting in American history."

The bipartisan legislation would reverse President Trump's executive order in March stripping union rights from one million federal workers.

"The Trump administration DOGE/ Project 2025 attacks have already had catastrophic effects on critical services Americans depend on, from increased wait times and staffing shortages at VA hospitals to threats to food safety and disaster responses at FEMA," said the AFL-CIO in a statement.

If the measure passes in the House and the Senate, the bill would be the first legislation to directly overturn a Trump administration executive order.

"The fight isn't over," said AFL-CIO President Liz Shuler. "The Labor Movement fought back from the largest act of union-busting in American history by doing what we do best: organizing. Working people built a bipartisan coalition to restore union rights to federal workers in the face of unprecedented attacks on our freedoms. We commend every Democrat and

Republican who signed the discharge petition to bring the Protect America's Workforce Act to a vote."

The AFL-CIO has launched an "all hands on deck" email and social media campaign to urge representatives to vote on the

bill. "It's time to get this done for the American workers," the Federation said in a statement. "Call your representative now and ask them to pass H.R.2250."

One of the cosigners of the legislation, Nick LaLota, R-N.Y., said, "The

future of the Labor Movement belongs to the party that shows up, listens, and fights for working people."

"Every American deserves the right to have a voice in the workplace, including those who serve the country every single day," said Mike Lawler, R-N.Y., another cosponsor. "Supporting workers and ensuring good government are not opposing ideas. They go hand-in-hand. Restoring collective bargaining rights strengthens our federal workforce and helps deliver more effective, accountable service to the American people."

Representative Jared Golden who launched the petition in June, said in a statement that he was proud of the "bipartisan coalition" behind it, and thanked LaLota and Lawler for getting the signatories to a majority.

"America never voted to eliminate workers' union rights, and the strong bipartisan support for my bill shows that Congress will not stand idly by while President Trump nullifies federal workers' collective bargaining agreements and rolls back generations of Labor law."

"Every American deserves the right to have a voice in the workplace, including those who serve the country every single day."

Region 5 NBA Report ... *By David A. Teegarden*

REGION 5 RAP SESSION

Reservations for hotel rooms can be made by using this link now <https://book.passkey.com/e/51145271>.

We contracted a block of 200 rooms for Friday, Saturday and Sunday. Please contact the NBA office if you are having trouble making hotel reservations. We can assist you. The price is subject to hotel availability. A higher rate kicks in once the block of rooms is full.

The 2026 Rap Session will take place at the KC Downtown Marriott (Friday, February 27 - Monday, March 2)

Friday, February 27, a branch **president meeting** will take place from 5-7 p.m. at the hotel.

An informal **meet and greet** in the hotel bar/lounge area after the branch president meeting.

Saturday and Sunday, February 28 and March 1, **Training** from 8 a.m.-noon and 1-5 p.m.

Saturday, February 28, 6:30-10 p.m., **NBA reception** at KCMO Branch 30 Union Hall, 6320 Manchester Avenue, KC, MO 64132

Monday 8 am until noon, A **Rap Session** with a national officer

COLLECTIVE BARGAINING UPDATE

The National Rap Session was held recently in Cleveland, Ohio. The event gave branch leaders along with rank-and-file letter carriers the opportunity to hear what the collective bargaining subcommittees have been discussing and the direction each is taking toward proposals. It also gave our members the chance to give their input on collective bargaining proposals they would like to see considered across the table.

My subcommittee covers Articles 5, 15, 17 and 31. There were many letter carriers who came to the microphone and contributed some excellent ideas. My subcommittee work will continue until we have written up all proposals then submit them to the head

table for discussion. If you have any suggestions for my subcommittee or any other committee, please contact me at the NBA office at 314-985-8040.



Another group of 30 rank-and-file letter carriers is scheduled to meet in early January so that they can weigh in on collective bargaining and give their input and suggestions for bargaining proposals. The goal is to be in a better position to understand the membership's desires prior to going into collective bargaining.

EMPLOYEE CONDUCT & LAW ENFORCEMENT

There have been several incidents across the country involving letter carriers and law enforcement officials such as ICE. With law enforcement activity increasing, the Postal Service gave a mandatory Stand-Up talk to employees about how to deal with these situations.

They recommended you not interfere or intercede in any law enforcement activity. Doing so may lead to injury, arrest or possible corrective action. If law enforcement asks you a question about one of our customers based on confidential or protected knowledge because of your Postal Service employment, the request should be **referred to the United States Postal Inspection Service at 1-877-876-2455**. It is suggested that carriers keep this number handy in their vehicle in case it is needed. This does not mean that you should refrain from cooperating with law enforcement officials in emergency situations, like accidents or medical emergencies.

In closing, I would be remiss if I did not thank my staff for their efforts on behalf of the members in Region 5. All of you are second to none and your work is appreciated. I also want to express our appreciation for all the state and branch officers, and activists who represent their members and assist the Region 5 office in the field. Your efforts have not gone unnoticed by the NBA office. We simply could not do what we are able to do without you. I hope that all Region 5 letter carriers and their families have a safe and happy holiday season.

Until next time stay safe out there.

Retiree Report

... By Guest Recording Secretary Nicki L. Prado



Vice chairman Kevin Welby called the meeting to order at 12:45 p.m. Chaplain John Haake led us in prayer and the Pledge of Allegiance.

Volunteers: Kevin announced that Tom Schulte will provide lunch for the January retiree meeting.

New members: Retired Kirkwood letter carrier Dean Werner was welcomed at the meeting.

Minutes from the last meeting: Minutes from the November retiree meeting were read by guest Recording Secretary Nicki L. Prado.

Treasurers Report: Treasurer Mike Chenot reported a checking balance of \$988.36 and cash on hand of \$268. Mike reported on the collection taken for the Jefferson Barracks Patriot's Pantry at the November meeting. A \$300 check was presented to the pantry from the retirees.

Branch 343 Presidents Report: Br. 343 President John McLaughlin reported on the disastrous results of the recent route inspections. Management eliminated senior routes in stations instead of eliminating junior routes creating havoc throughout the area and resulting in citywide bidding. John reported that postal management has no idea what they are doing. Routes are not being posted for bids and vacation bids are not being posted. The union has attempted to contact labor but have heard nothing back.

Legislative Report: Mike Weir was not in attendance. Brother Mike Chenot initiated a standing ovation.

Health Benefits Report: Barry Linan reported that PSHB Open Season was coming to a close on December 8. You're running out of time if you need to make any changes to your health benefit coverage. NALC Health Benefits coverage is going up \$60 per month for family and \$24 per month for self only coverage.

These figures are substantially cheaper than Blue Cross rates. File online or mail in form with Health Equity for your \$600 SilverScripts reimbursement.

Vice Chairmans Report: Kevin thanked the officers of the branch for providing the Hodak's chicken lunch. Comments were made concerning no mail delivery and the possibility of starting up Trivia Night again.

Unfinished Business: Geno Iberg reported that he would be meeting Tom Schulte at Jefferson Barracks National Cemetery on December 6 to place the wreaths purchased from Wreathes Across America on the graves of retired letter carriers.

Deceased Members: A moment of silence was held for Lawrence Graves, Gold Card.

50/50 Winners: Two winners were drawn for the December meeting, Paul Wagner and Andy Garces, who donated it back to the retirees.

Closing Prayer: Offered by Chaplain John Haake.

Meeting Adjourned: 1:15 p.m.

CSRS/FERS RETIREMENT SEMINAR

SUNDAY, FEBRUARY 1, 2026

10 A.M. TILL 2:30 P.M.

LETTER CARRIERS' HALL

1600 S. BROADWAY, ST. LOUIS, MISSOURI 63104

ALL MEMBERS AND SPOUSES WELCOME

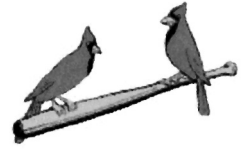
Training will be conducted by
former National Business Agent Mike Weir

**Please RSVP to Mike Weir
at 314-348-8722**

Lunch will be provided



BRANCH 343 CARDINALS TICKETS



For Sale, Thursday, March 12

Immediately following the Regular Branch Meeting

Great Seats (Behind Home Plate)

Section 249

Row 6

Seats 5 and 6

\$135 for the pair

Must be present and pay on March 12

These same seats resold by the Cardinals
would go for up to **\$300** for premium games.

Payment only by **check or cash** tendered on **March 12**.

Everyone wanting to purchase tickets will be given a lottery ticket.

During the first round, carriers will be limited to two games.

After the first round, the games will be selected in the same order as the first round.

No Sales prior to **March 12** at 9 p.m.

Remaining tickets for sale after **March 12**.



St. Louis Cardinals™



2026 SCHEDULE

MARCH/APRIL

SUN	MON	TUE	WED	THU	FRI	SAT
22	23	24	25	26	27	28
				TB 3:15		TB 1:15
29	30	31	1	2	3	4
TB 1:15	NYM 6:45	NYM 6:45	NYM 12:15		DET 12:10	DET 12:10
5	6	7	8	9	10	11
DET 12:40	WSH 5:45	WSH 5:45	WSH 3:05		BOS 7:15	BOS 6:15
12	13	14	15	16	17	18
BOS 1:15	CLE 6:45	CLE 6:45	CLE 12:15		HOU 7:10	HOU 6:10
19	20	21	22	23	24	25
HOU 1:10	MIA 5:40	MIA 5:40	MIA 11:10		SEA 7:15	SEA 1:15
26	27	28	29	30		
SEA 1:15	PIT 5:40	PIT 5:40	PIT 5:40	PIT 11:35		

MAY

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
					LAD 7:15	LAD 6:15
3	4	5	6	7	8	9
LAD 1:15	MIL 6:45	MIL 6:45	MIL 12:15	SD 8:40	SD 8:40	SD 6:15
10	11	12	13	14	15	16
SD 3:10		ATH 8:40	ATH 8:40	ATH 2:05	KC 7:15	KC 1:15
17	18	19	20	21	22	23
KC 1:15		PIT 6:45	PIT 6:45	PIT 12:15	CIN 5:40	CIN 6:15
24	25	26	27	28	29	30
CIN 12:40	MIL 1:10	MIL 6:40	MIL 12:40		CHC 7:15	CHC 6:15
31						
CHC 1:15						

JUNE

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
	TEX 6:45	TEX 6:45	TEX 6:45		CIN 7:15	CIN 1:15
7	8	9	10	11	12	13
CIN 1:15		NYM 6:10	NYM 6:10	NYM 12:10	MIN 7:10	MIN 1:10
14	15	16	17	18	19	20
MIN 1:10	SD 6:45	SD 6:45	SD 1:15	KC 6:40	KC 7:10	
21	22	23	24	25	26	27
KC 1:10	ARI 6:45	ARI 6:45	ARI 6:45	ARI 6:45	MIA 7:15	MIA TBD
28	29	30				
MIA 1:15		ATL 6:15				

JULY

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
			ATL 6:15	ATL 6:15	CHC 1:20	CHC 1:20
5	6	7	8	9	10	11
CHC 1:20	MIL 6:45	MIL 6:45	MIL 6:45	MIL 6:45	ATL 7:15	ATL TBD
12	13	14	15	16	17	18
ATL 1:15	ALL-STAR WEEK 2026				ARI 8:40	ARI 3:10
19	20	21	22	23	24	25
ARI 3:10	LAA 8:38	LAA 8:38	LAA 3:07		CIN 7:15	CIN 6:15
26	27	28	29	30	31	
CIN 1:15	CHC 6:45	CHC 6:45	CHC 6:45	CHC 1:15	TOR 6:07	

AUGUST

SUN	MON	TUE	WED	THU	FRI	SAT
						1
						TOR 2:07
2	3	4	5	6	7	8
TOR 12:37	NYN 6:05	NYN 6:05	NYN 6:05		COL 7:15	COL 6:15
9	10	11	12	13	14	15
COL 1:15	PHI 6:45	PHI 6:45	PHI 1:15		CHC 1:20	CHC 1:20
16	17	18	19	20	21	22
CHC 1:20	CIN 5:40	CIN 5:40	CIN 5:40	CIN 11:40	PHI 5:40	PHI 5:05
23	24	25	26	27	28	29
PHI 12:35		BAL 6:45	BAL 6:45	BAL 1:15	PIT 7:15	PIT 1:15
30	31					
PIT 1:15						

SEPTEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
		LAD 9:10	LAD 9:10	LAD 9:10	COL 7:40	COL 7:10
6	7	8	9	10	11	12
COL 2:10	SF 5:05	SF 8:45	SF 2:45		CWS 7:15	CWS 6:15
13	14	15	16	17	18	19
CWS 1:15	SF 6:45	SF 6:45	SF 12:15		WSH 7:15	WSH 6:15
20	21	22	23	24	25	26
WSH 1:15		PIT 5:40	PIT 5:40	PIT 11:35	MIL 6:40	MIL 6:10
27	28	29	30			
MIL 2:10						

HOME

AWAY

FOR FULL SCHEDULE OR BROADCAST DETAILS,
PLEASE VISIT cardinals.com

South County ... *By Matt Gleiforst*

Hello from South County and happy New Year! It is that time of year that we are all taking a hard look at ourselves and deciding what we want to change for the better. It is the time of the New Year's resolution. That's why the gyms will soon be filled with new members, libraries will be filled with people wanting to read more, Whole Foods will have more shoppers trying to buy healthier ingredients, etc. I think the Postal Service should also come up with a resolution to **stop wasting money!**

It is no secret that we are overmanaged and understaffed. This is evident in how often we come back into the office and see our supervisors sitting on pointless telecons. Just last month I got to hear the district manager playing a little trivia game about himself with the supervisors and managers. How cute! Meanwhile every carrier and clerk was busting their butts trying to get all of the mail and packages delivered in a timely manner. I wouldn't care about what the management team did or didn't do if we didn't have to constantly hear about how the Postal Service is losing money, but that is what we hear all the time. They sure don't act like we're losing money. Sitting on Zoom meetings talking and berating does not fix financial woes. There are many things that need to be fixed but they will not be fixed over telecons

One such problem that we have is the fact that stamps are going uncanceled at an alarming rate. It used to be that every so often a letter, or more likely a flat, would

have a stamp that was not machine cancelled and we would have to put a mark through it ourselves. It was rare enough that it really wasn't a big problem. Now we have letter after letter in the DPS that has no markings of cancellation. As carriers, we should be doing that ourselves, so if you want a lot of easy overtime, I suggest you start cancelling stamps all day. They are supposed to be cancelled and that is actually a part of your job. Why oh why isn't upper management down at the plant trying to fix this problem? Probably because that would require them to step away from their desks and have to skip one of their precious telecons.

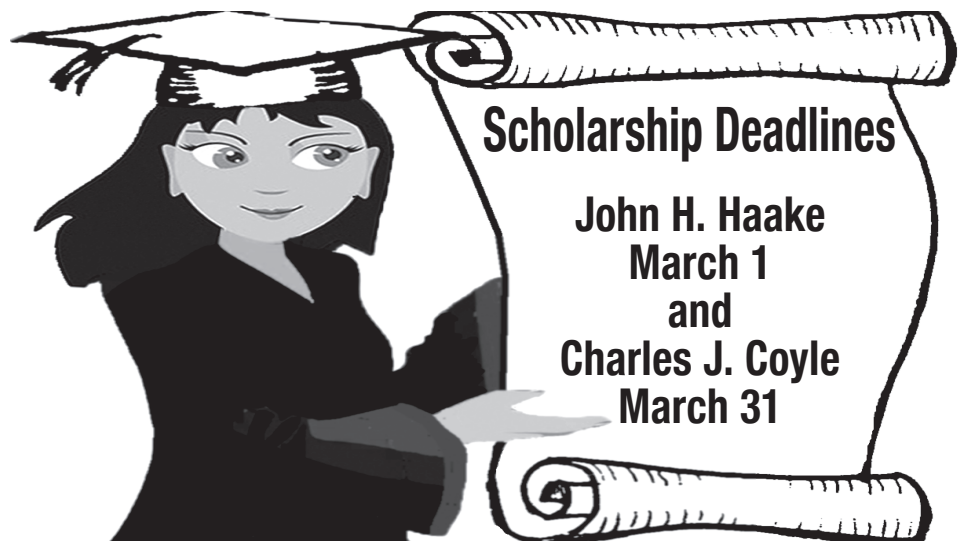
Another issue we have is with vehicle safety and how long it can take to get a vehicle fixed. Just the other day we had a carrier with a dome light that was not working. After reporting this, she was told that VMF would not fix a dome light because they had more important things to do. I'm sorry. What? The dome light is part of vehicle safety and a necessary tool for us to do our jobs in the dark. That would

be akin to telling someone in VMF that they couldn't use socket wrenches.

It would certainly make their job a lot more difficult. If you as a carrier are having this problem, do not accept that vehicle. Maybe some of this excess management can start working on solving this problem.

It is time for USPS leadership to do some real reflecting on how to solve its problems. That is supposed to be the role of upper management after all. We will take care of the craft work, they need to take care of the financials, and they need to worry more about that than if we go over a minute on our breaks. At least we are actually getting our jobs done. I'm sick of hearing that we are losing money. That is a failure of management, and it is time they figure out how to do their jobs and stop wasting unnecessary salaries.

Until next time, keep your heads held high and keep surviving!



“The Package Has Been Delivered”

... By Mike Laury, Retired Letter Carrier

Early in my career when I was a letter carrier out of Southwest Station in the city, I learned one of the “tricks” of the “trade” of delivering packages on a one-way street. It was the first Christmas that I had my own route, 0975. The one-way streets went from west to east and east to west. During my tenure at Southwest, I brought back one package between 1993-2009. (Don’t try this at home, any of you CCAs.) It was the wild, wild Southwest, before DPS, when we were held accountable for our accountables. During that same time, I had two complaints about leaving a package “out in the open.” It wasn’t until about 1998 that we began using scanners, so a little bit of guile and good judgement was replaced by a stolen idea from UPS, the hand-held scanner. After that, delivering packages would never be the same.

On almost all the routes, the Christmas rush on packages went from the second week in December right up to Christmas Eve. I would drive off all my larger packages before delivering a single letter, a strategy that worked well on the one-way streets on my route. I was taught early on to ring the doorbell or knock, then put the package out of plain sight. The customer would answer about half the time, yell out a thank-you, and I would honk or wave back, pretty much a commonsense approach.

Every holiday season, I repeated

the same delivery practice, until one morning, during the Christmas rush, I got a “big one.” Next to my case, there was a four-foot tall and two-foot-wide package. I looked around, trying to hunt down one of the “green” temps, when supervisor Bob walked up to me and told me to clock out to the street to deliver this large, heavy ass package.

“Let me know when you get back about what time you delivered the package.”

After Bob leaves, a fellow carrier, Fred, walks over to me from his route, after overhearing some of my conversation with Bob, and asked, “Why the secret? Does he want to meet you for lunch at the park?”

“No secret,” I said. The package contained a portable “use at home gym.” It was for “Tiny,” one of my customers who lived on Nagel and sold used tires on Hampton. Fred knew who Tiny was, having bought tires from him in the past and he let out a short sarcastic laugh. You see, Tiny was about five and a half feet tall and weighed about four hundred pounds, soaking wet.

“Tiny wants to get in shape for the new millennium,” Fred said, chuckling. Turns out, that home gym contraption (a Bow-flex) was uninsured and retailed for over \$800. So, I went on my way and delivered the Bow-flex at Tiny’s place of business on Hampton

where Tiny was working, and he slipped me a 10 spot for all my trouble.

As odd as it might sound, Tiny didn’t use the Bow-flex just to dry his wash. Along with a strict diet, Tiny used the Bow-flex, a lot. By the fall of the following year, Tiny had lost 150 pounds and was almost unrecognizable to anyone who hadn’t seen him for the past 10 months. Fred saw Tiny again after I told him about Tiny’s miraculous transformation.

“He looks like one of those inflatable snowmen that someone forgot to inflate.”

His opinion, but I thought Tiny looked great, until two years later when inflation and doughnuts put Tiny back where he started.

Hope everyone had a good Christmas and have a healthy New Year. My goal is to work out more often than the number of my weekly doctor appointments in 2026. The goal is to shoot high, but to aim low I always say. Or something like that.

**Attend Your
Union Meetings
and Make Your
Voice Heard!**



West County Retiree ... By Pam Stepney



Greetings sisters and brothers of Branch 343. How is everyone doing? Fine, I hope. The Postal Service has created a serious mess by placing all routes up for bid. Many letter carriers bid on routes for specific reasons: mounted routes, walking routes, business routes, collections, and more. As carriers, we know that when you know better, you do better. No one wants to carry a "dog route" for their entire career. That is why retirement routes exist — so as we get older, we can protect our bodies by delivering something more manageable. What happened to waiting for a good route to open when someone retires or bids off, allowing others to move up by seniority? The union has always stood strong and fought for every letter carrier. Unfortunately, some of you were hurt by this reckless management decision. Let's be clear, this situation was created by management, not the union. In my opinion, this appears to be an attempt to weaken or bust the union. Now is **not** the time to get angry and walk away. Remember:

1. You must be a union member to enroll in the NALC Health Care Plan — one of the most affordable plans available.
2. You need union representation for the daily issues letter carriers face.
3. United we stand; divided we fall.
4. We are family, born into the same union: the National Association of Letter Carriers, Branch 343, St. Louis, Missouri.

Take a moment and ask yourself how you would feel if management took your route after 25 or more

years of service and placed you at the top of the seniority list. Would you be okay with that? Absolutely not. The first question you would ask is, "What is the union going to do for me?" And rightfully so. Stop directing your frustration at the union for fighting your battles. The real issue and the real target is management. The Postal Service has a long history of placing unqualified individuals into management positions. We see the results every week. Management performs clerk work in the early morning hours, then completes reports afterward. When that happens, who is counting the mail? Who is tracking call-ins? This is how they justify unrealistic office-time expectations, by doing work that violates the contract. The officers of Branch 343 will fight for you. They do so by strictly following and enforcing the contract. While giving up your assignment hurts, understand that grievances will continue to be filed on your behalf to hold management accountable. Our goal is for management to correct their actions or compensate carriers for the inconvenience and hardship they have caused.

You can help the union protect you by doing the following:

- Complete **Form 3996** if you cannot make your assigned time.
- If instructed to return undelivered mail, complete **Form 1571** and have management sign it. This documents their direction and protects you.

Always deliver your route as if you are being inspected, **no shortcuts**. If you choose to run, you accept the consequences. Consider signing up

for overtime to experience other routes; this may help you decide what you want to bid on when routes are vacated.

Believe in something. Why not believe in yourself and your union? They have not failed you yet.

I missed the November meeting due to illness, but now that I'm better, I look forward to seeing everyone at the meetings in 2026. Get involved consistently, not only when an issue directly affects you. Management works together against us even when they don't like each other. Let's not turn on one another. We have made it this far as one strong union.

Retirees: Please plan to attend the meeting on the first Wednesday of each month at **noon**. Bring a recently retired friend.

1600 South Broadway — be there or be square.

Happy Dr. Martin Luther King Jr. Day. Hopefully, this important holiday remains protected. Dr.

King went to Memphis and gave his life to stand arm and arm with the trash collectors union, just like our union is standing with us.

Moving on: If you did not submit the John Haake/Charles Coyle Scholarship application by December 2025, the deadline has passed. If you submitted it, please ensure all instructions were followed. Thank God we made it to 2026. I pray this year will be bigger and better than 2025.

Remember: *Do your best, leave the rest, don't stress, God bless.*

Register to vote. Exercise your right to vote.

Thank you for standing strong.

Safety & Health ... By Richard Thurman



DOES MISSOURI HAVE A "DANGEROUS DOG ORDINANCE?"

Missouri does **not** have a statewide "dangerous dog" ordinance. Instead, local governments regulate based on individual behavior. Here's how it works:

1. State-Level Changes: Banning Breed-Specific Laws

- As of January 1, 2024, Missouri state law nullified all local breed-specific ordinances (BSL) meaning cities **cannot single out breeds** like Pit Bulls anymore. Now, localities must regulate based on each dog's actions, not its appearance.

2. Focus on Dangerous/Vicious Dog Behavior

Most Missouri municipalities now use **behavior-based ordinances**. Common triggers include:

- Unprovoked attacks or bites** on humans or animals.
- Menacing behavior like chasing or growling.
- A pattern or evidence of aggressive disposition.



3. Conditions Imposed on Owners of Dangerous Dogs

Once a dog is labeled "dangerous" (typically after an incident and due-process hearing), owners must follow strict rules including:

- Secure confinement – Must be locked indoors or within a fenced, locked pen/enclosure
- Leash and muzzle – required in public, muzzle prevents biting
- Warning signs – "Beware of Dog" or similar signs posted at home.
- Liability insurance policies ranging from \$50k to \$500k per incident.
- Spay/neuter – courts may require sterilization.
- Reporting incidents – Owners must report biting, escape, death or transfer of ownerships.
- Non-compliance can lead to fines, seizure, impoundment, or even humane euthanasia in severe cases.**

4. Liability & "Strict Liability" for Dog Bites

Under Missouri **state law**, dog bites are governed by strict liability, meaning owners are financially responsible for any harm, regardless of prior knowledge. This applies even without a dangerous dog designation.

Bottom Line for Missouri Residents

- No breed specific bans** are allowed as of January 1, 2024.
- Local jurisdiction can classify dogs as "dangerous" based on behavior.
- Designated dogs** face strict containment, muzzle/leash rules, signage, insurance, sterilization, and reporting.
- Failure to comply can bring fines, confiscation, or euthanasia.
- All owners** are strictly liable for any bite damage under state law.



SIGN ME UP!

How to contribute to the Letter Carrier Political Fund using PostalEASE — ONLINE Enrollment

Through PostalEASE, active letter carriers can contribute directly from their USPS paychecks to the Letter Carrier Political Fund (NALC’s PAC) by designating the Political Fund as one of the three payroll “allotments.”

Online Enrollment

1. Login to USPS’s Postal Ease website at <https://ewss.usps.gov>
You may also get to the Postal Ease website through the USPS LiteBlue website See the instructions below
2. Click “I agree”
3. Enter your Employee ID number and Password and click “Submit”
If you have not yet set up a password click the link provided on the page or go to:
<https://ssp.usps.gov/ssp-web/welcome.xhtml>
If you forgot your password click the link provided on the page or go to:
<https://ssp.usps.gov/ssp-web/einVerification.xhtml>
4. Under Payroll click “Allotments / Payroll Net To Bank”
5. Click “Continue”
6. Click “Allotments”
7. Enter the 9-digit Financial Institution Routing Number: 0 6 4 0 0 0 1 7
8. Enter your 17-digit Account Number _____ 0 0 3 4 9 5 2 5 3 5
See instructions in step D at right
9. Enter Account type as “checking”
10. Enter amount of your Allotment: \$ _____
The maximum yearly amount is \$5,000
11. Click VALIDATE
12. Click SUBMIT
13. Print or write down your confirmation number for your records

BEFORE YOU START, YOU’LL NEED:

- A. Your 8-digit Employee ID Number (on your paystub)
- B. Your USPS password
- C. Your Postal Record Number (Located on the back cover of your Postal Record magazine, above your name. Or call 202.393.4695 to get your Postal Record Number). See the example below.



- D. To create your personal account number, insert the seven digits of your Postal Record Number to the spaces below:
_____ 0 0 3 4 9 5 2 5 3 5

To get to Postal Ease through Lite Blue:

- Got to www.liteblue.usps.gov
- Enter you employee ID and Password and click “Log On”
- Click “My HR”
- Click “Employee Apps”
- Click “PoastalEASE”
- Begin at step 1 above

By making a contribution to the Letter Carrier Political Fund, you are doing so voluntarily with the understanding that your contribution is not a condition of membership in the National Association of Letter Carriers or of employment by the Postal Service, nor is it part of union dues. You have a right to refuse to contribute without any reprisal. Any guideline amounts are merely suggestions, and you may contribute more or less than the guidelines suggest and the union will not favor or disadvantage you by reason of the amount of your contribution or your decision not to contribute. The Letter Carrier Political Fund will use the money it receives to contribute to candidates for federal office and undertake other political spending as permitted by law. Your selection shall remain in full force and effect until cancelled. Contributions to the Letter Carrier Political Fund are not deductible for federal income tax purposes. Federal law prohibits the Letter Carrier Political Fund from soliciting contributions from individuals who are not NALC members, executive and administrative staff or their families. Any contribution received from such an individual will be refunded to that contributor. Federal law requires us to use our best efforts to collect and report the name, mailing address, name of employer and occupation of individuals whose contributions exceed \$200 in a calendar year.



SIGN ME UP!

How to contribute to the Letter Carrier Political Fund using your retirement ANNUITY

Using your **Annuity**, retired NALC members can contribute directly from their CSRS or FERS annuities to the Letter Carrier Political Fund (NALC's PAC) on a monthly basis. This is a convenient way to make regular donations to the political action fund similar to the payroll system available to active carriers.

Enroll by Phone

Call the NALC Retirement Office at 202.662.2877 anytime or toll-free at 1.800.424.5186 Monday, Wednesday and Thursday from 10 a.m. to noon or 2 to 4 p.m. (ET). (Note: you will need your CSA retirement Claim number.)

Enroll Online

1. Go to www.servicesonline.opm.gov
2. Enter your CSA number, beginning with the letter A and ending with a zero. SAMPLE: A22222220
3. Enter your PIN (Personal Identification Number). If you don't know it, click Using Services Online for help with one.
4. Once you've entered your CSA number and PIN, click Log In.
5. On the next page, click ALLOTMENTS TO ORGANIZATIONS.
6. Click START
7. Select the Letter Carrier Political Fund (Formerly COLCPE)
8. Enter the amount of your monthly contribution. (Maximum yearly amount is \$5,000)
9. Click SAVE
10. On the next page click YES (if correct), then print the next page for your records.

Enroll by Mail

Complete this form and send to:

NALC Retirement Department, Attention: Letter Carrier Political Fund, 100 Indiana Ave. NW, Washington, DC 20001-2144

I, _____ (your name) wish to contribute to the Letter Carrier Political Fund. I

authorize the Office of Personnel Management to withhold the amount below from my *monthly* annuity payments:

\$30 \$25 \$20 \$15 \$10 Other: \$_____ (Maximum amount per year is \$5,000) and forward that

amount to the Letter Carrier Political Fund (NALC's PAC). I make this authorization voluntarily and may revoke it at any time by notifying the Letter Carrier Political Fund in writing.

Signature: _____ Date: _____

Full Name (please print): _____ Branch: _____

CSA: _____ Phone: _____

By making a contribution to the Letter Carrier Political Fund, you are doing so voluntarily with the understanding that your contribution is not a condition of membership in the National Association of Letter Carriers or of employment by the Postal Service, nor is it part of union dues. You have a right to refuse to contribute without any reprisal. Any guideline amounts are merely suggestions, and you may contribute more or less than the guidelines suggest and the union will not favor or disadvantage you by reason of the amount of your contribution or your decision not to contribute. The Letter Carrier Political Fund will use the money it receives to contribute to candidates for federal office and undertake other political spending as permitted by law. Your selection shall remain in full force and effect until cancelled. Contributions to the Letter Carrier Political Fund are not deductible for federal income tax purposes. Federal law prohibits the Letter Carrier Political Fund from soliciting contributions from individuals who are not NALC members, executive and administrative staff or their families. Any contribution received from such an individual will be refunded to that contributor. Federal law requires us to use our best efforts to collect and report the name, mailing address, name of employer and occupation of individuals whose contributions exceed \$200 in a calendar year.

BRANCH MEETING

BRANCH 343, ST. LOUIS, MISSOURI
DECEMBER 11, 2025

Summary of Branch Action

- MSC To pay the branch bills.
-
- MSC That the branch purchase the two best available seats for the 2026 Munny season to be raffled at the branch general meetings.
-
- MSC That the branch send up to 10 branch officers and stewards along with the president, to be determined by the branch president, to the Region 5 Rap Session in Kansas City and pay their expenses.

Recently Retired Members

- Marlita Bean.....Maryville Gardens ... 10/31/2025
Daniel Gibbons.....O'Fallon.....6/1/2025

New Members

- Jermaine Banks.....Weathers 11/29/2025
Brock Blakemore.....Sappington 11/29/2025
TeLon Bowden.....Fenton 11/14/2025
Evan DifaniMackenzie Pointe 11/14/2025
Kevin Garrett.....Weathers 11/14/2025
Devon Hayes.....Rolla 11/14/2025
Shamica Jones Jr.Maryville Gardens ... 11/29/2025
Nathan Perr.....Sappington 11/29/2025
Ramelda Rhodes.....Maryville Gardens ... 11/22/2025
Jeffrey Scott.....Weathers 11/29/2025
Tavion SleetMaryville Gardens ... 11/14/2025
Darron White II.....Creve Coeur 11/29/2025
Jessica WilliamsUnion..... 11/14/2025

Deceased Members

- Lawrence W. Graves ..Gold Card 12/03/2025

BRANCH MEETING ATTENDANCE PRIZES

- | | | |
|---|-------------|----------------------------|
| 1. Billikens vs New Hampshire | December 21 | Andrew Garces, Gravois |
| 2. Billikens vs Principia | December 28 | Hannah Lockett, Kirkwood |
| 3. Billikens vs Fordham | January 14 | Richard Brown, West County |
| 4. Blues vs Nashville Predators | December 27 | Charles Kell, West County |
|  | \$62 | W. Brooks, Jennings |

Highlights

The meeting was called to order at 7:34 p.m. The invocation and Pledge of Allegiance were led by Chet Drain and the minutes were read and accepted.

Retirees Report, Tom Schulte: Greetings from the 30 in attendance. Tom thanked the officers of Branch 343 for picking up the tab at Hodak's for the December retiree meeting.

Labor Council Report, Frank Enlow: Melissa

Price, the first female prosecuting attorney of St. Louis was present at the meeting. She specializes in sexual assault and child abuse cases. She created a program to help people with mental illness and/or have drug charges get a job. New executive vice president (Jose' Gomez) has been installed. Republicans are giving out \$5,000 to petitioners to stop them from collecting signatures. Starbucks is still trying to get unionized. Boeing workers are back to work; they donated food to Starbucks strikers.

MBA Report, Saronda Sutherland: Happy holidays. If you need information on life insurance or hospitalization, her contact info is on the back of the MCC.

Health Benefit Report, Barry Linan: NALC plan is much better than Blue Cross. You will spend \$5,500 more per year, if you go with Blue Cross. Your choices will go into effect January next year.

OWCP Report, Barry Linan: If you have something going on with your claim, call Barry and he will try to help you. If your case is denied, you have 30 days to appeal by either "review of written record" or an oral hearing (takes three to six months).

Mound City Carrier Report, Tom Schulte: The steward meeting in January will be January 8, due to the holiday. Tom spoke on the cover of the MCC and why they chose that over the Grinch. Asked us to support the companies who donate to our golf tournament. Retirement seminar given by Mike Weir will be Sunday, February 1, at the Hall (10 a.m.-2:30 p.m.).

Haake Scholarship Report, Tom Schulte: Applications for the Haake/ Coyle Scholarships are in the MCC. They have received eight applications so far. December 31 is the deadline to apply.

Safety and Health Report, Richard Thurman: Our district is leading the country in accidents. People are not reporting incidents on their route. If you are in an accident, seek medical attention right away. Multiple stations have had gas leaks in their buildings. If things are not operable in the building, let the safety captain or Thurman know. If people are hurt in an accident, management must contact the Union Hall. Remember, you determine your safety.

Trustees Report, La'Tecse Litteken: The books were audited and found to be in good order.

Political Action Committee Report, Mike Weir: Mike read the names of contributors.

Legislative Report, Mike Weir: Lots of gerrymandering going on in Missouri. The Constitution says that they can't re-district if there is no current

census data. Republicans have refused to extend the Affordable Care Act subsidies, which means up to 24 million people will have a problem paying their health care premiums. Contribute to the PAC and LCPF to help fight things that oppose working people.

Executive Vice President/Treasurer Report, Brian Litteken: The current contract expires in two months. Bargaining sub committees look at things to change in the contract and advise the executive council. Weekly workhour limits by CCAs and PTFs, adding an additional 10 minute break if working two hours or more of overtime, carrying over annual leave when converted, giving the union a copy of the discipline issued. If you work overtime, you earn more annual leave. Route adjustments are not to be implemented until grievances filed have been resolved. These are some of the things they are looking at. Executive Council will meet this week to address items.

Vice President/Financial Secretary Report, Marvin Booker: Read his financial report. There is nothing wrong with calling the Hall for information, but you must be respectful. When bids are out, they will be posted at the station and on the branch website. If you have a problem with your vacation choice, call Marvin and have your card handy. If 41.3.O was not invoked, all senior carriers would be at risk of losing their route when inspections are done.

President's Comments, John McLaughlin: Management is back at Affton and Southwest doing inspections, they claim they want to add some routes back in. There are grievances pending because of the inspections. Management from other offices were at Maryville and Affton casing and delivering mail. John and Marvin caught them at Maryville. Some carriers at Mackenzie Pointe found mail in their vehicle on Monday from other routes, after the manager was delivering mail on Sunday. The Postal Service wants to get out of the Step B process. Maybe because we win 77% of our cases and the decisions are precedent setting.

Respectfully submitted,
Richard Brown, Recording Secretary



NALC PRIORITY LEGISLATION

ANTI-PRIVATIZATION RESOLUTION (H.RES. 70/S.RES 147)

Expressing the sense of the House of Representatives that Congress should take all appropriate measures to ensure that the United States Postal Service remains an independent establishment of the federal government and is not subject to privatization.

Introduced by Reps. Stephen Lynch (D-MA) and Nick LaLota (R-NY), and Sens. Gary Peters (D-MI), Dan Sullivan (R-AK), Lisa Murkowski (R-AK), Susan Collins (R-ME), Thom Tillis (R-NC) and Maggie Hassan (D-NH)

PROTECT OUR LETTER CARRIERS ACT (H.R. 1065/S.463)

To deter crimes and assaults against letter carriers by securing keys and collection boxes, directing U.S. attorney offices to prioritize cases involving assaults against letter carriers, and strengthening sentencing guidelines for those found guilty of these crimes.

Introduced by Reps. Brian Fitzpatrick (R-PA) and Greg Landsman (D-OH) and Sens. Kirsten Gillibrand (D-NY) and Josh Hawley (R-MO)

FEDERAL RETIREMENT FAIRNESS ACT (H.R. 1522)

Would allow certain federal employees to make catch-up retirement contributions for time spent as non-career employees after Dec. 31, 1988, making such time creditable service under the Federal Employees Retirement System. This includes letter carriers who served as casuals, transitional employees and city carrier assistants.

Introduced by Reps. Gerry Connolly (D-VA), Nikki Budzinski (D-IL), David Valadao (R-CA), and Don Bacon (R-NE)

IMPROVING ACCESS TO WORKERS' COMPENSATION FOR INJURED FEDERAL EMPLOYEES ACT (H.R. 3170/S. 3296)

Would expand the role of nurse practitioners and physician assistants to allow them to treat injured federal workers under the federal workers' compensation program.

Introduced by Reps. Tim Walberg (R-MI) and Joe Courtney (D-CT) and Sens. Susan Collins (R-ME) and Richard Blumenthal (D-CT)

USPS SHIPPING EQUITY ACT (H.R. 3011)

To amend Title 18, United States Code, and Title 39, United States Code, to provide the United States Postal Service the authority to mail alcoholic beverages, and for other purposes.

Introduced by Reps. Dan Newhouse (R-WA) and Suhas Subramanyam (D-VA)

NALC Fact Sheets
National Association of Letter Carriers



nalc.org

Political Action Honor Roll

JOHN HAAKE★
NICKI L. PRADO★

GENO IBERG★
TOM SCHULTE★

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

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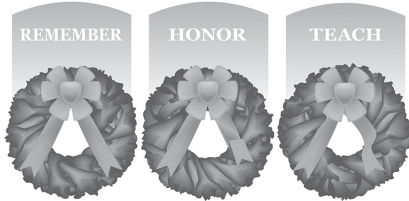
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We failed to mention in the December issue of the Mound City Carrier coverage of the Branch 343 MDA Golf Tournament that Pamela Stepney donated a Corn Hole Set for the Raffle. We regret the oversight and thank her for her contribution.



WREATHS — across — AMERICA

On December 6, 2025, Geno Iberg and I placed Christmas wreaths on the graves of 10 family members of Branch 343 who served in the U.S. Military. The following is a list of those graves. If you, or a loved one, would like a photo, please send your request to me at: tomnalc@sbcglobal.net.

1. Daniel J. Gould
2. Lawrence Brown
3. William Marvin Booker
4. Leonard Marvin Loerch
5. Mary Elizabeth Hayes
6. Robert F. Bartholomew
7. Charles Joseph Coyle
8. Edward Joseph Marlotte
9. Gene C. Hacker
10. John J. Bailey

I would like to thank the retirees of Branch 343 who generously authorized the purchase of the wreaths to be placed on their loved one's graves. We recognize their sacrifice and service to the nation. May they rest in peace.



John H. Haake BRANCH 343

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MOUND CITY CARRIER

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If you submit a photo, please identify all
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RETIRED MEMBERS MEETING

LETTER CARRIERS BUILDING
 1600 S Broadway

1st Wednesday of the month.
 Lunch at noon, meeting at 12:45 pm

Tom Schulte, Chairman 636-255-3057
 Kevin Welby, Vice Chairman 573-358-5266
 Mike Chenot, Treasurer 314-779-3356
 Nicki L. Prado, Recording Secretary 314-241-4297

Deadline for articles for the FEBRUARY issue is JANUARY 19, 2026

★ ★ ★

REGULAR BRANCH MEETING THURSDAY, JANUARY 15, 2026 7:30 pm

★ ★ ★

SHOP STEWARDS MEETING THURSDAY, FEBRUARY 5, 2026 7:30 PM

The Letter Carriers Building
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