

MOUND CITY CARRIER

Official Publication of Branch 343

2020 General Excellence
Award Winning Publication



St. Louis, Missouri
Chartered 1892

Volume 77, No. 4

"Diversity is our Strength and Unity is our Power"

April 2026

THIS SPELLS
HELP FOR LOTS OF
FAMILIES THIS
YEAR!



LETTER CARRIERS' FOOD DRIVE

SATURDAY, MAY 9

PUT YOUR NON-PERISHABLE DONATION IN A BAG BY YOUR MAILBOX.
WE'LL DELIVER IT TO A LOCAL FOOD BANK.

City Letter Parcel Carrier

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

Local management has finally devolved to the point where they openly admit they no longer care whether our customers receive their mail. Carriers are being instructed to work fewer hours and simply do what they can. If the mail gets delivered great, if not, that's just the way it is.

There was a time when reporting delayed mail was treated like DEFCON 1 by district managers. It was considered so unacceptable that many local managers would hide the mail or falsify reports rather than admit delays. Problem solved.

Now the Postal Service is playing the "we're out of money" card. According to reports, USPS could run out of cash within a year without help from Congress. The major issue is that the Postal Service has already reached its legal borrowing limit of \$15 billion with the U.S. Treasury. That limit, for the record, has remained unchanged for more than 35 years.

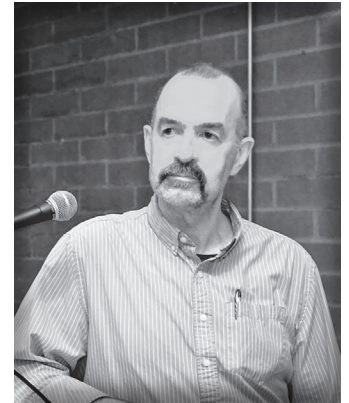
Next year, I expect headlines warning that the post office is running out of money and that privatization is the only solution. Fingers will be pointed everywhere — carriers included. If USPS truly wants to cut costs, it might start by trimming some of the fat in middle management. After all, most major decisions are now made far above the level of the local postmaster anyway.

The timing of all this is interesting for a couple of reasons.

First, negotiations for a new contract just began last month. Signs point to a long and difficult process. The last National Agreement (2023–2026) took 22 months to finalize. USPS will present its proposals, the union will present ours, and arbitration remains a real possibility.

Second, the Congress that may ultimately decide whether to extend additional borrowing authority to the Postal Service could look very different from

the one we have today. Many members of the House are retiring, and some analysts believe that Democrats may regain control in the next election. While the NALC has allies on both sides of the aisle — regardless of anyone's personal politics — history suggests that a House controlled by Democrats has generally been more favorable to both USPS and the NALC.



In my 47 years carrying mail, I cannot recall a time when dysfunction in local management has been this severe. Supervisors don't get along with their bosses, and those bosses don't get along with theirs. You get the picture. Now, the only person a supervisor sometimes seems to hold in greater contempt than the letter carrier is their own boss. That frustration and dysfunction are clearly visible to carriers on the workroom floor.

On a brighter note, a shout-out to Branch 5050 Ballwin President Mark Godbee and Branch 984 St. Charles President Brian Grunwaldt for arriving early at the hall to help staple together rally signs. On a sunny but windy 32-degree day, about 55 carriers from seven branches marched for an hour in front of the Main Post Office during our "Fight Like Hell! Fair Contract Now!" rally. It was great to see a group of retirees out there supporting the cause as well.

And Brian, don't worry. The branch will send the invoice for removing the staple from the table directly to the DRT.

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.



Rolla letter carrier Grant Gordon is presented with his Shop Steward of the Year award by Branch 343 President John McLaughlin.

The following stations were represented at the March Shop Stewards Meeting

Carrier Square	Maryville Garden
Clayton	Normandy
Creve Coeur	North County
Des Peres	O'Fallon
Ferguson	Sappington
Gravois	South County
Harriet Woods	Southwest
Jennings	Weathers
Kirkwood	West County
Mackenzie Pointe	

**To Err Is Human
To Blame It On
Someone Else
Shows Management
Potential**

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 _____

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

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✓ MARK YOUR CALENDAR
DON'T SIT ON THE SIDELINES ... GET INVOLVED!

April 9	Regular Branch Meeting
May 2	Ole Timers Day Letter Carrier's Hall (see sign-up sheet)
May 7	Shop Stewards Meeting
May 9	NALC Food Drive
May 14	Regular Branch Meeting

Executive Vice President ... *By Brian Litteken*

CURTAIL MAIL TO HAVE AN EIGHT-HOUR DAY

Supervisors are instructing carriers to curtail mail because the carrier must have an eight-hour day. The instruction has been, "Do not case any mail and just take the DPS and parcels to the street." In some cases, the instruction goes to the extreme of only delivering the parcels. The routes that do not have a carrier assigned to it because of a non-scheduled day or sick call off may not get anything delivered. Mail is piling up at the stations but the carriers on the overtime desired list (ODL) are not assigned overtime on Saturday. This way the ODL carrier has their eight-hour day on the first day of the pay week and management feels free to abuse them the rest of the week with "undertime." Where does this idea come from that a carrier has to have an eight-hour day?

Article 8.5.F

Excluding December, no full-time regular employee will be required to work overtime on more than four (4) of the employee's five (5) scheduled days in a service week or work over ten (10) hours on a regularly scheduled day, over eight (8) hours on a non-scheduled day, or over six (6) days in a service week."

So, management has determined it can curtail all mail to prevent a violation of Article 8.5.F. The problem is that only non-preferential mail can be curtailed.

Postal Operation Manual (POM) 654.1

"Non-preferential mail may be curtailed within delivery time standards on the vacant route and/or on the route of the carriers being pivoted."

Management can't curtail first- and/or second-class mail on any route. Whether that route is temporarily vacant, being pivoted, or just to ensure you have an eight hour day. A pre-arbitration settlement dated February 7, 2024, states "POM 645.1 only allows non preferential mail to be curtailed. The parties agree that management shall comply with POM 645.1 and 645.2." A Step B decision issued August 22, 2025, determined that management violated Article 41.1.C.4 and POM Section 645 when curtailing preferential mail to artificially create undertime. The Step B decision further states management shall abide by Article 41.1.C.4 and that management shall abide by POM 645.1 when pivoting.

Article 41.1.C.4

"The successful bidder shall work the duty assignment as posted."

It is a violation of Article 41.1.C.4 when management requires a carrier to curtail first- and second-class mail in order for the carrier to complete their assignment in eight hours because that carrier would not be working the duty assignment as posted. It is also a violation of Article 41.1.C.4 when management requires a carrier to not case their preferential mail in the morning and go to the street with just their delivery point sequence (DPS) mail and parcels, even if the carrier returns in the afternoon to case the preferential mail. It definitely is a violation to require a carrier to not case preferential mail, only deliver the parcels on their route, and then return to the post office to deliver parcels on another route.

If a carrier is given any of the above instructions, they must comply with the instruction and grieve later. The carrier is also required to complete PS Form 1571, *Undelivered Mail Report*.

Handbook M-41

"131.44 Report on PS Form 1571 all mail undelivered — including all mail distributed to the route but not cased and taken out for delivery."

"131.46 Before you leave the office, enter on PS Form 1571 the mail curtailed; when you return, add any mail which was not delivered, and which was returned to the office."

"451 Complete PS Form 1571 in the morning for undelivered preferential and time-value mail."

Request a copy of PS Form 1571 and provide a separate copy to the steward. PS Form 1571 will be evidence of management curtailing first- and second-class mail.

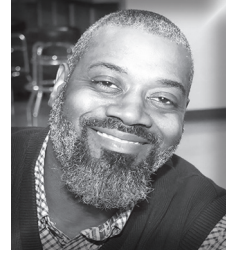
Article 41.3.E

"Upon request, a duplicate copy of the completed PS Form 3996 and PS Form 1571, Report of Undelivered Mail, etc., will be provided to the carrier."



Recording Secretary ... By Richard Brown

WHAT SERVICE



I wrote to you last month about how mail is being delayed. Well, management has taken a bolder approach and decided to conduct stand-up talks instructing carriers to delay the mail on purpose.

At one office, the stupidvisor actually said that her new boss told her to instruct the carriers to intentionally delay the mail on their own route. She also instructed carriers to deliver packages on routes other than their own.

That instruction is a violation of Article 41 which reads in part:

"4. The successful bidder shall work the duty assignment as posted."

When management asks you to deliver mail on a route other than your own and also instructs you not to deliver your own mail, that instruction stops you from working your full assignment as posted. This action also affects the customer. We have no idea what an individual may be waiting to receive in the mail and to deprive them of that expectation is to deprive them of the service they expect and deserve.

Imagine, you don't have direct deposit at your employer, and you normally receive your paycheck in the mail. Then on pay day it isn't delivered to you, nor the next day or even three days later. This is what some of you experienced in February at the Postal Service. Paychecks didn't manage to arrive at the offices until the week following payday and that is totally unacceptable. The very delivery company you work for can't deliver your paycheck on time.

I would like to say that the action was intentional too, but that would be giving management too much credit. We should consider reverting our name back to the Post Office Department because service is a thing of the past.

STATE OF AFFAIRS

The cost of shipping and mailing with the post office is continually increasing while the service decreases. Priority mail prices have risen approximately 6.6% while priority express mail has risen 5%. Then, the executives of the Postal Service put out a warning that the service is likely to run out of money in 2027. The PMG even added, "How long are employees going to work if we're not paying them?" He got that one thing right. Unlike TSA workers,

letter carriers won't continue to show up for weeks on end to deliver mail and accept abuse from management, without receiving the paychecks they have earned.

The prior PMG had this "delivering for America Plan" that seems not to be delivering as promised. There was a \$40 billion self-funded budget to create a modern postal network. This included the building of S&DC sites (combining offices) to deliver from one location. Richard Thurman has expressed his concern for the infrastructures as they are not in compliance on various building codes. Sounds like a refund is due.

Maybe they should return those unused vehicles they purchased, which are just sitting on a lot somewhere dry rotting. Or get rid of the exorbitant number of supervisors at offices that only require an opener and a closer. How about these made-up positions like the people who come to the office and take letters as a sample, then give them back to you for delivery? Or, if we could just provide the service we did in 2009, every piece every day, maybe customers will come back to do business with us. Just a thought.

INSTRUCTIONS

What should you do when management tells you to have an eight-hour day? Have an eight-hour day. As I have said before, whatever mail you can't get delivered between your start time and the end of eight hours, return it to the office and request a PS 1571. Don't try to make sense of what you're being told, follow your instructions as long as they won't cause hurt, harm or danger to you. I guess I don't have to tell you, discipline may follow if you don't return in eight hours or if you don't leave the office when instructed to do so.

I know what management instructs us to do doesn't make sense most of the time and it is becoming clearer that the mismanagement is intentional. On one hand management rushes you to the street and says it's so you can get all of your mail delivered. Then they assign you overtime and say be back in eight hours. They tell you to leave your flats and take DPS and parcels only. This is their way of taking away your office time. Be sure to complete the PS 1571 and keep a copy because that day's activity may come up again and you will be able to explain with evidence.

Vice President Financial Secretary ... *By Marvin Booker*

WHY DO WE DO IT?

Saturday, May 9, 2026, marks the 34th anniversary of one of America's great days of giving — the National Association of Letter Carriers Stamp Out Hunger Food Drive. Letter carriers across the country collect non-perishable food donations from our customers. These donations go directly to local food pantries to provide food for people in the areas we serve who need help.

To be honest, with everything going on and the general malaise of life on the workroom floor, I don't sense a lot of excitement about the food drive this year. I kind of understand, but the food drive remains necessary because food insecurity has not diminished in the United States; in many areas, it has intensified. Economic instability, inflation, and unexpected crises, such as natural disasters, have placed additional strain on low- and middle-income households.

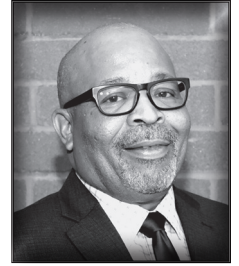
Additionally, the continuation of the food drive helps maintain public trust and goodwill toward both the USPS and the NALC. In recent years, the Postal Service has faced well-deserved criticism over delivery delays, pricing changes, and broader structural reforms. By continuing a highly visible and widely supported charitable initiative, letter carriers reinforce their role as trusted members of the community. This positive engagement can strengthen the relationship between the public and the USPS, which is especially valuable during times of institutional uncertainty. Rather than being seen solely as a service provider facing difficulties, the USPS remains connected to the public through acts of service and generosity.

Over the course of its 33-year history, the food drive has collected well over 2 billion pounds of food, thanks to a Postal Service universal delivery network that spans the entire nation, including Puerto Rico, Guam, and the U.S. Virgin Islands.

The food drive's timing is crucial. Food banks and pantries often receive most of their donations during the Thanksgiving and Christmas holiday seasons. By springtime, many pantries are depleted, entering the summer low on supplies at a time when many school breakfast and lunch programs are not available to children in need.

Preparation and coordination for food drive day will be

challenging. As much as we would like every letter carrier to take part and a majority of them do, some letter carriers are not even willing to deliver the Food Drive cards for some reasons.



Despite the challenges, I encourage everyone to participate because of the important role we're playing in the fight against hunger in this country. What makes the food drive truly successful, year after year, are the efforts of letter carriers, other postal employees, postal customers, community volunteers and many more.

There will also be a need for food drive coordinators at every station to help with the weeks of up-front preparation, such as explaining why we do what we do, to those who have never done it, making sure that information about the food drive is disseminated within the station, and assuring Food Drive cards are delivered on every route.

While food drive day may be one of the most challenging days of the year for letter carriers, it's also one of the most gratifying since each bag of donations represents a meal for a family in need. Additionally, some stations barbecue and invite retirees and family members in to help. We also offer volunteer certificates for anyone needing community service hours. It is a great opportunity to build camaraderie amongst co-workers.

Ultimately, the NALC continues the Stamp Out Hunger Food Drive because the need for it has not diminished. Its combination of accessibility, efficiency, and community engagement makes it uniquely effective.

Despite ongoing challenges, the organization recognizes that its ability to mobilize millions of people for a common cause is both rare and invaluable. By sustaining this effort year after year, the NALC not only provides immediate relief to those in need but also reinforces a broader culture of generosity and civic responsibility.

Until next time, don't block your blessings, Help Stamp Out Hunger!

FOOD DRIVE T-SHIRTS

White T-Shirts with Red and Blue artwork on the back

MAY 9, 2026

DATE _____

STATION / OFFICE _____

PERSON ORDERING _____

\$13 PER SHIRT	QUANTITY	AMOUNT
-----------------------	-----------------	---------------

CHILDREN LARGE: _____ X \$13 _____

ADULT SMALL: _____ X \$13 _____

MEDIUM: _____ X \$13 _____

LARGE: _____ X \$13 _____

XL: _____ X \$13 _____

\$15 PER SHIRT	QUANTITY	AMOUNT
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XXL: _____ X \$15 _____

\$17 PER SHIRT	QUANTITY	AMOUNT
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3XL: _____ X \$17 _____

4XL: _____ X \$17 _____

TOTAL SHIRTS: _____	AMOUNT UPON RECEIPT: _____
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GIVE THE COMPLETED ORDER FORM TO YOUR STEWARD.
 STEWARDS WILL THEN COMPLETE AN ORDER FORM FOR THE STATION/OFFICE.
 SEND ALL ORDERS TO VICE PRESIDENT/FINANCIAL SECRETARY MARVIN A. BOOKER.
 PAYMENT: **CASH OR CHECK ONLY.** MAKE CHECKS PAYABLE TO BRANCH 343.

ALL ORDERS MUST BE RECEIVED BY FRIDAY, APRIL 27, 2026

Notes from the Managing Editor ... *By Tom Schulte*

USPS DELIVERY OPERATIONS REPORT CARD "F" AND IT'S NOT FOR FANTASTIC



Following the abysmal Kansas/Missouri delivery operations report by the Office of Inspector General for the USPS and issued on September 18, 2025, I decided to conduct a further investigation into delivery operations across the country.

If you go online and type in Office of Inspector General USPS, you can read the actual PDF file audits from various parts of the country just in 2025 alone. The consistency of incompetence on the part of postal management is staggering. And more importantly should be sending up a red flare that things are not copacetic in the United States Postal Service.

I went back to delivery operations audits conducted in Ohio 2 District, February 24, 2025; Mass./Rhode Island, March 24, 2025; Georgia District, April 17, 2025; Arizona/New Mexico District, June 11, 2025; Kentucky/West Virginia District, July 23, 2025; and the Iowa/Nebraska/South Dakota District December 20, 2025. What they all shared was a total disregard for the mission of the U.S. Postal Service, which is to provide timely, reliable, secure and affordable mail and package delivery to over 160 million residential, and business addresses across the country.

The objective of the audits was to evaluate mail delivery operations focusing on delayed mail, package scanning, arrow keys, carrier separations and transfers, property security, and package separations. Specifically, the OIG audits reviewed delivery metrics, including number of routes and carriers, mail arrival time, amount of reported delayed mail, package scanning, and carrier complement. All these audits are available online.

What the audits found and are consistent in all the districts were delayed mail and package scanning issues in all units, arrow key management deficiencies, property condition issues, and package separation

issues. For our purposes, we'll review delayed mail and package scanning.

Regarding delayed mail the audit found that management failed to report mail in the Delivery Condition Visualization (DCV) system. It was consistently reported that letter carriers were either told not to fill out PS Form 1571 Undelivered Mail Report, because it affected their office time or in many cases carriers didn't know what a PS Form 1571 was.

Audit results found that management underreported delayed mail in their units with some supervisors unfamiliar with delayed mail reports or access to DCV systems.

Service performance scores for first class mail, marketing mail, priority mail and ground advantage products missed their targets. Performance scores in fact dropped in 2025 from performance scores in 2024.

Conclusions from the delayed mail reports:

Auditors concluded that management should have ensured all mail was processed and delivered daily. Postal Service policy states all types of first-class mail, priority mail and priority mail express are always committed for delivery on the day of receipt. Additionally, management failed to conduct thorough walkthroughs of the workroom floor to identify delayed mail. They failed to review all communications that may affect the day's workload and failed across the board to use the DCV systems to report delayed mail.

Package Scanning and Handling: Auditors found in many units employees and supervisors scanning packages in the office as delivered when in fact packages are required to be scanned at "point of delivery." There is inconsistency package scanning

data resulting in incorrect information to postal customers who track their mail deliveries.

Furthermore, auditors found priority packages were often comingled with ground product parcels in the same shipping containers resulting in many instances with delays in priority parcel delivery.

Conclusion: Customers rely on accurate scan data to track their packages in real time. Auditors found that evidence showed that district management and all managers and supervisors were trained on all standard operating procedures that govern package scanning tracking performance but failed to implement proper procedures. Auditors reviewed existing information and identified internal control deficiencies related to information, communication and monitoring on the part of postal management.

Everyone who works for the U.S. Postal Service has an obligation to perform their jobs at the highest levels. However, management must set the example. Audits on these two criteria alone demonstrate that performance objectives are getting worse. There are no recommendations in the audit reports to terminate incompetent managers from the service, but that is exactly what needs to be done.

The Postal Service is being run into the ground, and I hate to say it looks purposeful. If one doesn't see a conflict of interest with a postmaster general who serves on the board of directors of one of our major competitors, then all is lost. How do you privatize the Postal Service? Install incompetent managers, antagonize the employees, disrupt reliable service and finally lose the trust of our patrons. Audits are evidence. Something needs to be done.

Are You Skipping Lunch and Breaks?

HERE IS THE COST.

Based on making \$36.20/ hour.
(Regular)

One Break \$6.03

Two Breaks \$12.06

Lunch \$18.10

Lunch and Two Breaks \$30.16

Lunch/Two Breaks (weekly) \$150.80

(monthly) \$603.20

(annually) \$7,841.60

25 year career \$196,040.00



BRANCH LEGAL PLAN

Advice and Consultation on
General Practice and Civil Actions.



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Health Benefits Plan/OWCP ... By Barry Linan

April greetings to all of the brothers and sisters of NALC Branch 343. PMG David Steiner just told a House Oversight Committee that the USPS could "save about \$3 billion a year by only delivering five days a week and \$840 million by closing small post offices in remote areas," but he continued that "these ideas may not be palatable to Congress or the American public." Really, PMG Steiner, that's very astute of you! He also wants authorization to raise stamp prices to \$1.

Hey Mr. PMG, **48 million Americans voted by mail during the last presidential election** and you recently decided to change the rules from always postmarking letters with the date they were received to now postmarking them with the date they are **processed**, however many days later that might be. I'm starting to think Mr. PMG, based on your comments and your actions, you are not actually working for the best interests of our customers, the American people.

HBP NEWS

As a member of our NALC HBP, you are entitled to enroll and take advantage of a number of partners provided health programs at no additional cost to you! New for 2026, the plan has partnered with **Priority Health Coaching** to help members with managing their chronic health conditions. Managing conditions such as arthritis, asthma, COPD, depression, diabetes, heart disease, high blood pressure, and high cholesterol can be overwhelming by yourself. Priority Health Coaching can provide you with a dedicated care partner, regular check-ins, tools, and guidance to keep you on track and help you make informed decisions about your care. Contact the plan at 877-220-6252 to get connected with your own Priority Health coach. As a bonus, enrolling in Priority Health Coaching will also earn members a health savings reward of \$50 for High Option or \$30 for CDHP on your TASC card!

OWCP NEWS

When you file a traumatic injury claim with Form CA-1, you are entitled to 45 calendar days of continuation of pay (COP) code 071, from the USPS for disability from

work. Your disability from work can be full days or for partial days if you return to work with restrictions and you're not provided with eight hours work. COP Code 071 is then paid out accordingly. If your disability from work continues past the 45 calendar days, your supervisor should begin putting you in for code 049 OWCP/LWOP beginning on day 46. You must then file a **Form CA-7 claim for compensation** to be paid by OWCP. Per the **ELM 545.811**, "control point personnel give the employee a Form CA-7 by day 30 of the COP period" and "the completed form and any accompanying medical documentation is then filed with the OWCP District Office by day 40 of the COP period." You can also file a CA-7 on your ECOMP account.

You complete the front of the CA-7 with your personal information and someone in the USPS HRM office completes the back with your pay rate information. In Section 2, you are claiming compensation for "**Leave Without Pay**" and you list the "**Inclusive Date Range.**" Your date range for your first CA-7 should just be from day 46 to the end of that pay week on Friday, however many days that is. For example, if your last day of COP is Monday, then your first date range would be Tuesday thru Friday. Then you complete your next CA-7 for the next full pay period of 14 days (Sat-Fri and Sat-Fri). It's easier to keep track of your compensation pay by matching your CA-7 "**Inclusive Date Range**" up with your postal pay weeks. You must wait until near the end of the two-week period before filing your next CA-7. That's because the USPS HRM person must verify the date range and that no other leave has been used during the two-week period. After the Date Range, the CA-7 asks if your LWOP is "**intermittent?**" You answer yes or no based on whether you are claiming compensation during your date range for full eight-hour days or for partial workdays, where you worked but were not provided eight hours or had to take time off work for a medical appointment or therapy. If all days in your date range are eight-hour days, then "no" it isn't intermittent. If you have any partial days where you worked, but less than eight hours, then "yes" it's intermittent. Next month, how to complete the CA-7a.



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

REGION 5 TRAINING

Region 5 has started the year with a full schedule of training and that momentum will continue through the spring and summer. So far this year we have completed several route count and inspection trainings, the Region 5 Rap Session, continuing training for advocates, and various branch-level trainings.

In April and May, we will shift our focus to upcoming state trainings in Nebraska, Iowa, and Kansas. Dates and details for Region 5 Steward College (Years 1, 2, and 3) will be announced soon.

We are also planning another round of route inspection training and, for the first time in Region 5, arbitration advocate training. While this is an ambitious schedule, we believe training is essential to ensure our activists have the tools needed to protect the rights of our members.

INTERPRETIVE DISPUTES

As mentioned last month, the Postal Service has initiated two interpretive disputes. One concerns remedies paid to stewards, branches, or charities, and the other involves interpretation and remedies under Article 8.5.F.

Remedies paid to stewards:

The first dispute stems from Article 17.4 and affects grievances requesting additional remedies paid to a steward, branch, or charity. Any grievance containing that type of remedy will be held pending the outcome of the national dispute. This does not apply to cases where a steward is part of a class action grievance, such as Article 8 violations, where the steward receives payment for improper overtime assignments or for performing union work off the clock when management refuses to provide official time.



If your grievance requests payments to a steward, branch, or charity, please contact the NBA office for guidance before proceeding.

Remedies under Article 8.5.F: The second dispute concerns Article 8.5.F and remedies beyond the double-time rate for violations involving:

- Working more than eight hours on a non-scheduled day.
- More than 10 hours on a regularly scheduled day.
- Overtime on more than four of five regularly scheduled days

Until next time, stay safe out there.

St. Louis Cardinal Baseball Tickets Still Available

The Union Hall still has an excellent selection of unsold St. Louis Cardinal Baseball Tickets for purchase.



Great Seats (Behind Home Plate)
 Section 249
 Row 6
 Seats 5 and 6
 \$135 for the pair



Contact Executive Vice President Brian Litteken at 314-241-4297 [ext. 2]

Retiree Report

... By Guest Recording Secretary Nicki L. Prado



Chairman Tom Schulte called the meeting to order at 12:45 p.m. Chaplain Lawrence McHaynes led us in prayer and the Pledge of Allegiance. Tom thanked Pamela Stepney and Richard Thurman for providing the delicious lunch.

Introduction of new members: The retirees welcomed Bob Klein and Chet Drain from Des Peres and Gwen Moore from West County.

Minutes from the last meeting: Guest Recording Secretary Nicki L. Prado read the minutes from the February meeting.

Treasurers Report: In Mike Chenot's absence, Tom Schulte read Mike's report. Checking account balance of \$898.36. Cash on hand after expenses of \$491.

Presidents Report: President John McLaughlin reported on the recent Regional Rap Session in Kansas City. There were numerous training sessions conducted, including route inspection training which is sorely needed. NALC President Brian Renfroe spoke on the upcoming contract negotiations. John spoke about the February 22 contract rally conducted in front of the main post office. There were about 55 members in attendance. Branch 343 still dealing with reported first class mail being delayed at various stations.

Health Benefits Report: Barry Linan reported that he received the 2026 NALC Health Benefits booklets if anyone needed a copy. He reported on the prescription costs changing from a set copay to a percentage of cost in our NALC Health Benefits insurance. Big Pharma is making big profits on various popular prescription drugs.

Chairmans Report: Tom reminded everyone to save the date May 2, for the upcoming Ole Timers

Day celebration and because of it there would be no retiree meeting in May. Tom shared information that many retirees have not received their 1099-R forms from OPM in the mail. Apparently OPM is no longer automatically mailing out the forms, and you may need to download them from a computer. This is going to be an issue with retirees who are not computer savvy.

New Business: Geno Iberg provided information that you can file a claim on your Missouri taxes for up to \$5,000 if you sustained property damage from the March 2025 tornado.

50/50 Winner: \$16 won by Brian Litteken.

Closing Prayer: Offered by Chaplain Lawrence McHaynes.

Meeting Adjourned: 1:25 p.m.

REMINDER!

There will be **no retiree meeting** in May because of the May 2 Ole Timers Day celebration. Please plan to attend Ole Timers Day and help us honor our union brothers and sisters who will be receiving their union plaques and union pins.

Guest speakers will include Region 5 National Business Agent David Teegarden and an NALC national officer.

Please fill out and mail in the sign-up sheet found on page 13.

1930

2026



97th Annual Ole Timers Day

JOHN H. HAAKE BRANCH 343
NATIONAL ASSOCIATION OF LETTER CARRIERS
ST. LOUIS, MISSOURI

HONORING RETIRED MEMBERS

SATURDAY, MAY 2, 2026

Open 11 a.m. Lunch at Noon Drinks Till 4 p.m.

**BRANCH 343 UNION HALL
1600 S. BROADWAY**

Please join us in honoring our Gold Card and Service Pin members.

Guest Speakers NBA Dave Teegarden and a National Officer

RSVP your attendance by returning the coupon below by April 18, 2026.

There is no cost to the retiree and only \$12 for each guest.

JOHN McLAUGHLIN, PRESIDENT

TOM SCHULTE, CHAIRMAN OF THE RETIREES



Branch 343 Ole Timers Day

RSVP by April 18, 2026

Yes, I will be there!

(Please Print)

Retiree: _____

of additional guests attending _____ @ \$12 each = \$ _____

If you are bringing guest(s), please make check payable to: **Branch 343.**

Please check box if you are a veteran.

You may also call Tom Schulte at 314-629-7629 to RSVP

West County Retiree ... *By Pam Stepney*

Greetings sisters and brothers of Branch 343. How's everybody doing? Fine, I hope.

Delayed mail ... what the hell is going on? Who thought it was a good idea to stop delivering the mail? Isn't that what we do for a living? Would UPS stop delivering parcels? Absolutely not. So why in the hell are we holding mail in these offices? Clayton Station had 20 call-ins on a Saturday and still left 23 trays of DPS sitting there undelivered. Stop for a minute and let that sink in. First-class mail delayed, but all the parcels went out. Kirkwood had 14 routes open on a Saturday, and management tried to force every letter carrier to deliver one-hour undertime. Undertime? What undertime? The tractor-trailer driver didn't even deliver the mail to the station until after 9 a.m. from downtown, and the letter carriers were clocked in at 8:30 a.m. ready to work. That means carriers are out there delivering late into the evening on the weekend. Now how does that happen when the Postal Service keeps saying, "Deliver every piece, every day?"

When I worked downtown back in the 80s, we couldn't leave until every piece of mail was worked and headed to the stations and branches. Management would call overtime across the board, and you stayed until the job was done — no excuses. Now we've got machines working the mail, and somehow it still can't make it to the stations on time. Back then, letter carriers started work as early as 5 a.m. and still finished delivering in 8–10 hours. Now explain that to me. WTF — Win the Fight!

I think the St. Louis postmaster has bitten off more than she can chew by allowing these bogus route inspections to take place and by creating routes that are unsafe and impossible to finish in eight hours. I'm hearing that a lot of managers and supervisors are leaving to work in AO's just to get away from the crazy and the unprofessional way employees are being spoken to. Who talks to their employees like they're children? Most people have too much to lose to fire back the way they're being talked to in meetings or on telecons where everybody can hear it. It used to be handled one-on-one behind a closed office door. You'd battle

it out, come back the next day and go to work. No harm, no foul. Maybe that's how the postmaster was talked to when she was coming up and doesn't know any better. If somebody had been talking to her the way she talks to her employees, maybe she should have gone to her union for representation. They probably would have welcomed her back into the letter carrier craft ... or maybe they would have told her to kick rocks. I don't know. (smile) But there's absolutely no reason to berate people in front of their peers.



Moving on. Once again, the union will have to train the new postmaster general from FedEx — who came from a non-union company — on how to play on the playground. When the Postal Service interviewed him, didn't they explain that every craft has union representation? I guess he's going to learn the hard way, just like the St. Louis postmaster. The work of union officers is never done.

Now on to our recent retiree's meeting. Boy, you missed a treat last month. Richard Thurman and I brought the food cooked by J's Mississippi and his bride, and let me tell you, it was good. Make plans to attend the April meeting so you can get your delicious lunch and hear what's going on with the retirees. Plus you'll get to see your friends from the stations you used to work in. Business Agent Dave Teagarden says he's going to try and unseat me and Richard for the best lunch ever. Bring it on, brother. (smile) Be there or be square.

Remember, the retiree meeting is the first Wednesday of each month at noon. Lunch is served. If you're interested in attending Ole Timers Day, the paperwork is in this book you're holding right now. Note to self: there will be no retirees lunch in May because we'll be having the Ole Timers Day banquet on May 2 at noon at 1600 South Broadway.

Now let's talk about the Food Drive on May 9. It's time to start ordering your shirts and lining up a coordinator for your office. I know it's a long day delivering the

mail and picking up food, but remember something: Today it might be someone else going to the food pantry ... tomorrow it could be you.

Make sure you deliver the cards and bags if you receive them. The bags make it much easier for customers to leave the food for pickup. And please don't call in sick or schedule vacation just to avoid participating in the food drive. This is the one day of the year when letter carriers get positive publicity. When every route has a carrier on it, it makes the job easier for everyone. Thank you in advance for participating.

Now for the John Haake Scholarships. We received 17 applications, but only five completed packages

were returned by the March 1 deadline. I know seniors are busy, but they must do the work if they want to be considered for the \$1,500 award. We will have three winners announced in June.

Have you started your 50/50 to raise money for the MDA Golf Tournament or Disaster Relief? Remember, you can play every Saturday.

Make sure you go out and vote on April 7 for union-friendly candidates.

And remember: Do your best, leave the rest, don't stress, God bless. Register to vote, exercise your right to vote ... and thank you for coming.

South County ... *By Matt Gleiforst*

Hello from South County. I really wanted to write something more positive this month, but the goings on here at the USPS in St. Louis are sadly not great. The only thing I can say on a good note is that the DPS misthrows that I discussed last month seem to be getting better with less mail coming back to be resorted.

Unfortunately, mail is still not being delivered. With new directives from downtown that every carrier needs to be off the clock by 7 p.m., mail is getting rolled to the next day for a lot of routes. Apparently, there is a new instruction that Saturday needs to be an eight-hour day for **all** carriers, so only parcels will be delivered on open routes. This means that not only will customers not receive mail delivery or have outgoing mail picked up, but the following workday will have two sets of DPS that need to be delivered. As if our job was not already stressful enough! I miss the days of "every piece, every day." Now it seems to be "packages only, the mail can wait."

This obviously creates a bad feeling in our customers. I encourage everyone to be friendly with all of our customers even if they are in a bad mood and directing it towards you. They have every right to be upset. We just need to be kind and explain that we can only do as our bosses instruct and encourage them to reach out to Congress to complain. Hopefully some

real changes that benefit the service **and** the customers will happen if the right people get involved. I understand that we are facing financial difficulties, but I do not understand how worsening our service by delaying mail will help us gain more business. We should be cutting excess management from the top down, not the service we provide the customer.



Finally, make sure to check your pay. It has come to my attention that at least one station has been changing clock rings. This has stemmed from carriers doing a one click lunch and someone later going in and deleting the one click so a full half hour is then taken out. Now, we should not be doing one click lunches per the MCSO. However, if you choose to disobey that instruction the proper remedy is **not** to change clock rings. You could potentially be disciplined for disobeying management's instruction if you do a one click lunch. So it would be best to follow the instruction and take your full lunch break. If you disobey it though and the one click lunch is deleted, records have now been falsified and that needs to be addressed with your shop steward.

Until next time, keep your head held high and keep surviving.

"Irish - American, Gump" ... *By Mike Laury, Retired Letter Carrier*

My wife and I flew into Dublin, Ireland, back in September of 2024, which is not true, according to those who frequented Malzard's Pub, located in Kilkenny. "Dooblin is about as Irish as my mother-in law's arse," according to the pub's proprietor, Gary McSomething. Apparently, we didn't land in the "real Ireland" until our first stop in Kilkenny. During our two hour stay at pub number one, we learned how to tip a pint of Guinness, sing "When Irish Eyes are Smiling" (out of tune) and yours truly won a hurling race, barely edging out an 80-something year old, to claim the title of the Tourist Hurling Championship, for that day.

I learned through several Irish meals that if Forrest Gump had been Irish, he would have been pontificating to Bubba the many ways to serve Irish potatoes, while scrubbing the latrine floors of McKee Barracks in Dublin. "Boiled potatoes, fried potatoes, mashed potatoes ... and that's about it." Apparently, variety is not the spice of life for potato recipes in Ireland. The food was pretty good overall, and the Guinness was outstanding. I asked a server at one of the establishments where I could get some good corned beef and cabbage. He rushed to the back with a huge question mark still dangling from his forehead, then brought the manager back to help solve an apparent dilemma. That is when I learned that corned beef and cabbage is an American tradition. You could have knocked me over with a four-leaf clover. Also, bacon in Ireland is really just cooked ham, and cornbread is just a bagpipe dream concocted by my confused Yankee traditions.

The rest of our travels through Ireland did not disappoint. We visited New Ross, the Kennedy's town of origin and home of an eternal flame for JFK. I thought I saw a statue that looked a little like J Edgar in Irish drag wearing a kilt, and my tour guide shot a glance at me. I usually only see that look from my wife. We visited the palatial

Cliffs of Moher, where they were serving hot chocolate and coffee on a sun-soaked 65 degree day that quickly turned to wind, mist and clouds as we ascended to the top while the temperature seemed to drop with each step we took. Little Orphan Annie's song of the "Sun Will Come Out Tomorrow," is just a pipe dream in Ireland. My wife enjoyed the Waterford crystal factory, along with visiting Knock, Sligo, and the Ring of Kerry. We also saw Galway, where John Wayne (who would have been arrested today) dragged Maureen O'Hara across the countryside by her arm in the movie "The Quiet Man."

Somewhere in the middle of our visit, we climbed 128 of the narrowest stone steps, in order to reach the Blarney Stone itself. After we got to the top, I became less enthused about being pushed out the stone opening on my back in order to kiss the stone. I watched the two helpers assist an older lady to kiss the stone. (She seemed to resemble the lady that I narrowly beat at the hurling contest earlier in our trip.) Some nitwit ahead of me asked one of the helpers how many people had died after slipping out, hurtling to their death, when attempting to kiss the stone. "None today, sir." In the proper context I may have found that funny. Finally, it was my turn. I gave a quick peck to the stone for luck, and along with my back, was no worse for wear after our Blarney Stone experience.

Finally, the place I had looked forward to the most, was the town of Limerick. When I got to the bathroom wall in the men's room, the words of, "There was once a man from Nantucket" had already been scrolled in about twelve different languages, according to the bathroom attendant, who oddly resembled an old friend of mine from route 931 at Southwest Station. Best wishes to all of you out there, and especially to our branch president. "Slainte."

Happy April everyone.

When an active letter carrier dies...

- Notify the employee's immediate supervisor, postmaster and Human Resources Shared Service Center (HRSSC) at 877-477-3273. HRSSC will advise about any benefits payable, and how to apply for them. It will provide and render assistance in completing the application for death benefits under the employee's retirement system, as well as the claim for death benefits—Federal Employees' Group Life Insurance (FEGLI) and claim for unpaid compensation.
- Notify the Thrift Savings Plan (TSP) at 877-968-3778.
- Notify the letter carrier's NALC branch.
- If the employee was a veteran, notify Veterans Affairs at 800-827-1000.
- Call the Social Security Administration at 800-772-1213.
- Notify banks and other financial institutions.
- Notify insurance companies (life, health, home, automobile, etc.). If the employee had a policy with NALC's Mutual Benefit Association (MBA), call 202-638-4318 between 8 a.m.-3:30 p.m. EST, or write to MBA, 100 Indiana Ave. NW, Suite 510, Washington, DC 20001-2144.
- If the employee had health insurance through the NALC Health Benefit Plan, call 888-636-6252. If the employee had health insurance through a different Federal Employees Health Benefits (FEHB) plan, call the number on the back of the insurance card. Health insurance coverage for a surviving spouse and dependent children continues automatically if the employee had family coverage at the time of death and if a monthly survivor annuity is payable.
- Obtain a sufficient number of death certificates for your needs from the mortuary.

When a retired letter carrier dies...

- Notify the Office of Personnel Management (OPM). This should be done as soon as possible through its website, by email, by phone or by mail. To report the death of a deceased annuitant to OPM, do one of the following:
 - Visit servicesonline.opm.gov and click on "Report an Annuitant Death." This will take you to an online form to complete and submit.
 - Send an email to retire@opm.gov and include the following information pertaining to the annuitant and survivor(s): Retired letter carrier's full name, CSA number, date of birth, Social Security number, survivor's full name, relationship to the deceased, Social Security number, date of birth, address and phone number.
 - Call OPM at 888-767-6738.*
 - Write to OPM at Office of Personnel Management, P.O. Box 45, Boyers, PA 16017. Provide the information on the deceased and survivor(s) as above.
- *Calling OPM can sometimes take several attempts due to high call volumes. Callers may be on hold for 20 minutes or longer. The NALC Retirement Department staff is familiar with OPM and is well-versed in explaining OPM's processes. Upon request, the NALC Retirement Department will report the death of a retired member to OPM and answer any questions. To contact the NALC Retirement Department, call toll-free at 800-424-5186 on Monday, Wednesday and Thursday from 10 a.m.-12 p.m. and 2 p.m.-4 p.m. Eastern Standard Time. The NALC Retirement Department also can be reached Monday-Friday from 9 a.m.-4:30 p.m. at 202-393-4695. Long distance charges may apply.
- Once the death of an annuitant has been reported to OPM, the OPM will stop payment of the monthly annuity and mail the applicable claim forms to the survivor. In most cases, two forms will be included in the packet:
 - application for death benefits under the retirement system (death benefits include survivor benefits and/or any unpaid annuity balance) and
 - application for Federal Employees' Group Life Insurance (FEGLI)
 - The packet also includes pre-addressed return envelopes, color-coded pink and blue, to facilitate rapid distribution and processing within OPM.
- Notify the bank where annuity payments are deposited, as well as any other of the retiree's financial institutions. Any annuity payments deposited after the date of death will be reclaimed by OPM. Return any uncashed annuity checks to the address on the accompanying Treasury Department envelope.
- Obtain enough death certificates for your needs from the mortuary.
- Notify the retired letter carrier's NALC branch.
- If the retiree was a veteran, notify Veterans' Affairs at 800-827-1000.
- Call the Social Security Administration at 800-772-1213.
- Notify insurance companies (life, health, home, automobile, etc.).
- If the retiree had a policy with NALC's Mutual Benefit Association, call 202-638-4318 between 8 a.m.-3:30 p.m. EST, or write to MBA, 100 Indiana Ave. NW, Suite 510, Washington, DC 20001-2144.
- If the retiree had health insurance through the NALC Health Benefit Plan or any other FEHB plan, the OPM will inform the health plan. When a spouse is entitled to survivor benefits, he or she will receive continuous health insurance coverage as long as they were covered under their spouse's FEHB plan at the time of death. The health plan will automatically change to self-only and be switched to the surviving spouse's name.
- If the retiree participated in the Thrift Savings Plan, contact the TSP at 877-968-3778.

If the spouse of a retired letter carrier dies, call the NALC Retirement Department for instructions on how to restore annuity to full amount, switch health coverage from family to self (unless you have dependent children) and change beneficiaries.

Postal News and Information

HOUSE SUBCOMMITTEE HOLDS HEARINGS ON FINANCIAL FUTURE OF THE POSTAL SERVICE

On March 17, the House Subcommittee on Government Operations held a hearing titled, "Oversight of the U.S. Postal Service: The Financial Future Under Postmaster General Steiner."

The subcommittee called PMG David Steiner and David Marroni, director of physical infrastructure at the Government Accountability Office, to testify. Since Congress oversees the Postal Service, it is customary for the PMG to be called to testify. This was Steiner's first opportunity since assuming the position last summer to lay out his vision of the agency before the subcommittee.

In his opening remarks, Chairman Pete Sessions, R-Texas, acknowledged that addressing the agency's financial situation was critical.

Ranking Member Kweisi Mfume, D-Md., recognized the recent threats facing the Postal Service, including President Trump threatening to put the agency under the Department of Commerce and fire the USPS board of governors last year. "The last thing we want is a privatized system," he said. He also recognized postal employees' dedication and emphasized that no postal employee should ever fear for their safety while at work.

In his opening statement, Steiner said that if the "status quo" continues, the Postal Service will run out of cash in 12 months. He referenced declining mail volume, the agency's unfair Civil Service Retirement (CSRS) pension obligations, USPS's frozen borrowing authority that has not been lifted in decades, the Postal Service being prohibited from responsibly investing in retiree and health pension funds, and USPS not controlling its workers' compensation claims for the current financial situation. He called on Congress to act now by raising the borrowing authority. "One easy action - increase our borrowing authority - buys us time. Time that we can use to best determine what the Postal Service should do to best serve the American public," he said.

NALC supports and has advocated for several of these commonsense changes for years. A recalculation of CSRS pension obligations. Increasing the borrowing authority and changing the investment strategy for retiree and health pension funds are key financial changes that Congress and the administration should adopt. In his testimony, Steiner suggested modifications on federal workers' compensation for postal employees. However, NALC strongly opposes any limitations on letter carriers' compensation benefits.

In his questioning, Rep. James Walkinshaw, D-Va., referenced a recent Office Of Inspector General (OIG) report that revealed the Postal Service spent more than \$800 million on grievances. Walkinshaw expressed skepticism about how an agency that cannot comply with a collective bargaining agreement would properly handle workers' compensation claims. Steiner said USPS would "outsource" the process.

Overall, members' questions focused on service quality, shipping competitors, funding for Next Generation Delivery Vehicles (NGDVs) letter carriers' participation in the census pilot program, postal facilities, employee safety and more. Several members thanked postal workers for their dedication and service.

"NALC will continue leading advocacy efforts for necessary policy and administration changes to stabilize the agency's finances," NALC President Brian Renfroe said. "However, we will fiercely fight limiting letter carriers'

workers' compensation benefits in any way or increasing usage of non-career employees in our craft as some in the hearing suggested. Even suggesting such foolish actions are insulting to America's hardworking letter carriers.

"Local postal management's lack of contract compliance costs the agency hundreds of millions of dollars. An agency that struggles to uphold the basic tenets of a mutual agreement should not have sole control over something as critical as workers' compensation claims. The current non-career workforce in the city letter craft is a failed experiment.

"We'll keep fighting like hell for a secure future for the Postal Service. But we'll fight even harder against those who push any changes that would potentially harm our dedicated, hardworking members," he said.

NALC LEGISLATIVE UPDATES

HOUSE POSTAL CAUCUS BRIEFED ON PRESSING ISSUES

MARCH 5, 2026

NALC President Brian Renfroe and other postal union and association leaders briefed the House postal caucus on the most pressing issues facing letter carriers and all postal employees.

President Renfroe addressed the unprecedented crimes and assaults letter carriers continue to face and urged the caucus to advance the Protect Our Letter Carriers Act (H.R. 1065).

He also explained necessary changes needed to improve the agency's finances. These include a new investment strategy for USPS retiree health and pension funds, a fair recalculation of the agency's Civil Service Retirement System (CSRS) pension obligations, and an increase in the agency's borrowing authority, which hasn't been increased in decades. He emphasized that if the caucus seeks to improve service, these changes are essential.

"For service to improve, the Postal Service must modernize and have the ability to invest in its infrastructure. The infrastructure includes facilities, vehicles, technology, and most importantly – its employees," he said. "These policy changes will give them that ability," he added.

With Postmaster General David Steiner expected to testify for the first time before Congress on his priorities for the Postal Service, it is essential for the caucus to centralize these policies and avoid any proposals that undermine service, the network, or employees' safety, benefits, and job security.

Representatives from the American Postal Workers Union, the National Postal Mail Handlers Union, the National Rural Letter Carriers' Association, the National Association of Postal Supervisors, and the United Postmasters and Managers of America also addressed the caucus.

The postal caucus is a bipartisan group of 26 representatives focused on employee safety, improving service, and the Postal Service's financial future. The caucus is co-chaired by Reps. Jack Bergman, R-Mich.; Nikki Budzinski, D-Ill.; Andrew Garbarino, R-N.Y.; and Chris Pappas, D-N.H.

Reps Nick LaLota, R-N.Y.; Emily Randall, D-Wash.; and James Walkinshaw, D-Va. also attended the roundtable.

BRANCH MEETING

BRANCH 343, ST. LOUIS, MISSOURI

MARCH 12, 2026

Summary of Branch Action

MSC To pay the branch bills.

MSC That the branch authorize the purchase and installation of outdoor security cameras for the Union Hall, at the discretion of the president, at a cost not to exceed \$3,000.

New Members

Mariane Backer	Des Peres	2/21/2026
Demarea Ball.....	Gravois	2/21/2026
Kenneth Beverly.....	Chouteau.....	2/7/2026
William Cheek.....	West County	2/21/2026
Brandon Cockrell.....	Normandy	2/21/2026
Kenneth England	Kirkwood.....	2/7/2026
Kenneth Farmer	Southwest.....	2/21/2026
Donald Filer	Chouteau.....	2/7/2026
Matthew Fox.....	Washington.....	2/7/2026
Elijah Glasper.....	Maplewood	2/21/2026
Ramon Harris.....	Clayton.....	2/21/2026
Tony Johnson.....	Normandy	2/21/2026
Jayla Jones.....	Olivette.....	2/21/2026
Shinice Lunceford.....	Mackenzie Pointe	2/21/2026
Terrell McMorris	Normandy	2/7/2026
Jennifer Morris	Kirkwood.....	2/7/2026
Gabriel Nanna.....	Town & Country.....	2/21/2026
Jesse Watson.....	Park Hills	2/21/2026
Shavona Williams.....	Coyle	2/7/2026

Highlights

The meeting was called to order at 7:31 p.m. The invocation and Pledge of Allegiance were led by Chet Drain and the minutes were read and accepted.

NBA's Report, Dave Teegarden: Two interpretive grievance cases will be held, which involve payments to stewards, the branch and charities. The Postal Service doesn't believe we can grieve Article 8.5.F issues. However, continue to file the grievance if a violation occurs. He suggested splitting up the remedy if the branch is to be paid, so the case doesn't get held. Step B has less than 100 cases pending now. There were about 30 training classes given at the RAP Session and route inspection training was done the week prior. Part 3 of Steward College is coming soon.

Retirees Report, Tom Schulte: There were 32 in attendance. He thanked Richard Thurman and Pam Stepney for providing such good lunch. Like last year, the OIG has gone to more offices and found some of the same deficiencies (delayed, etc.). We need to reach out to Congress to get them to address problems with the Postal Service

Labor Council Report, Pam Stepney: They have not announced a day for the Labor Parade. There is a \$3 billion development project in the city, to include the Armory and a Data Center (creating 1,000 construction jobs). Respect Missouri Campaign has been launched to stop the same issue

Branch Meeting Attendance Prizes

1. Blues vs Winnipeg Jets	April 9	Susan Eaisly, O'Fallon
2. Blues vs San Jose Sharks	March 26	Naomi Paster, S. County
3. Cardinals vs New York Mets	March 30	Andre Hayes, Retired
4. Cardinals vs New York Mets	March 31	Mike Weir, Retired
5. Cardinals vs New York Mets	April 1	Kelly Steinbecker, Des Peres
	\$71	Paul Armbruster, Retired



that has been voted on, from re-appearing on the ballot. It is unknown if the Data Center workers are unionized or not.

MBA Report, Saronda Sutherland: Information on MBA retirement savings plan. You can deposit as little as \$15 monthly, and it is payroll deductible.

Health Benefit Report, Barry Linan: Insurance rates increased this year. Page 179 of the insurance booklet has various wellness plans free to NALC insurance members.

OWCP Report, Barry Linan: People still not receiving COP. If someone in your office gets hurt, be sure they receive the CA-16 and CA-17, completed by management where required.

Mound City Carrier Report, Tom Schulte: May 2 is Ole Timers Day and May 9 is the NALC Food Drive. Cardinal tickets on sale immediately after the meeting. The Day of Action Rally was Feb. 22. If another rally is needed, please be prepared to attend.

Haake Scholarship Report, Pam Stepney: They received 17 applications, and only five completed packets were returned. Former NEA President Barbara Anderson reviews the applications. Winners will be presented at the June regular branch meeting.

Safety and Health Report, Richard Thurman: In visiting and inspecting the S&DC sites, they are finding over 300 deficiencies in the buildings. There are new vehicles in the South Carolina distribution center waiting to be distributed. The minimal office time is designed to get us in one building (S&DC site). If your vehicle is in need of repair, do not drive it. The heat safety training is due April 1, and it is not a stand-up talk.

Trustees Report, La'Tecse Litteken: Books were audited and found in good order.

Political Action Committee Report, Mike Weir: Mike read the names of contributors. The 2027 COLA projection is 2.7%.

Legislative Report, Mike Weir: Secretary of Homeland Security Kristi Noem has been removed from office for lying to Congress about Trump knowing what she was

doing with the \$220 million she used. The Supreme Court ruled that Trump's tariffs were illegal. About seven killed and 140 service members injured in the Iran War. Another retirement seminar will be held in June or July this year. Contribute to Pac and LCPF.

Meeting paused to issue the steward of the year award to **Grant Gordon.**

Executive Vice President/Treasurer Report, Brian Litteken: The major things wanted in the new contract include an all-career work force, higher wages at all steps, shorten time to reach top step, and want management's lack of contract compliance to stop. Rap Session had good classes. The JWIP process is going fairly well. RAA Larissa Pardee recommended one postmaster be removed from an office, amongst other options, to address his behavior. He was removed and put in a position that doesn't supervise any carriers.

Vice President/Financial Secretary Report, Marvin Booker: Read report for February 2026. The NALC Food Drive is May 9; no shirt color has been chosen yet. The order form will be in the April Mound City Carrier. Marvin contacted management about the paycheck issue on Friday; the issue still existed on Wednesday, so he emailed the postmaster and MCSO and copied the district manager. They told him to find out who didn't get paid, and magically, the checks showed up the same day. He recommended everyone to get "direct deposit" to avoid this issue.

President's Comments, John McLaughlin: He thanked everyone for coming to the meeting. He spoke on the importance of writing a statement if you see something wrong occurring. The classes at the Rap Session were good. Commended Shonna Randle and Nate Markovich for their participation in route inspection training. Commended Mark Godbee and Brian Grunwaldt for helping during The Day of Action. Wesley Bell couldn't make it, but he wants to meet with our officers to hear the branches' concerns about the post office. There may be another protest after Memorial Day. MCSO Howard moved on and is being replaced by Jeff Hughes.

Respectfully Submitted,
Richard Brown, Recording Secretary

USPS

SUICIDE

AWARENESS & PREVENTION



Look, Listen and Be Aware:

Signs of Suicide

Sometimes people let us know through their actions that they are having severe difficulties coping with the stress, anxiety and/or depression in their life and may be choosing death by suicide as a way out. Being aware of these actions and signs of suicidal ideation may help save someone's life. The below signs are examples of what you might see or hear from those contemplating suicide.

Giving away valuable or meaningful possessions.

"Julie has had her dog, Buddy for over 3 years and just recently she asked me if I could take him because she doesn't feel able to care for him right now."

Speaking of not being around for the future.

"I just can't take it anymore.' or 'I just can't do this anymore.' Brian mentioned this in passing and then said nothing more about it. I didn't know what he was talking about, so I let it go."

Talking, discussing, fixating on death or suicide

"Amy shared with me some of her writings and discussed her interest and fascination with death. One of her closest friends committed suicide last month."

Additional signs:

- Having reckless and dangerous behavior
- Increasing the use of alcohol and/or drugs
- Sleep issues; too much or too little
- Not taking basic care of self
- Having a history of suicide attempts
- Putting personal business in order
- Neglecting doctor's orders
- Increased anger & intensified mood swings
- Withdrawing, isolating, disconnecting from others
- Decline in personal appearance
- Rapid improvement in mood; the decision has been made which relieves the internal struggle

If you or someone you know has these thoughts, actions or signs do not ignore them. Get help for yourself or that person. Call your EAP to discuss your concerns or visit EAP4YOU.com to get more information and resources.

800-EAP-4YOU (800-327-4968) | TTY:877-492-7341 | EAP4YOU.com



CALL US TODAY: 800-327-4968
800-EAP-4YOU | TTY: 877-492-7341
WWW.EAP4YOU.COM

Political Action Honor Roll

JOE FITZFARRELL★★★★★
 RICH RHYNER★★★★★
 ART BUCK★★★
 CATHERINE CIARAMITARO★★★
 TONY JASPER★★★
 JOE POLITTE★★★
 MIKE WEIR★★★

JOHN H. HAAKE★★
 LAWRENCE McHAYNES★★
 LYNN RAY PRATT★★★
 DEAN WERNER★★
 RICHARD BOIEN★
 MARVIN BOOKER★
 JOHN S. CHUDY★

JAMES T. GOHEEN★
 SAMUEL GOODMAN★
 NICK GRILLO★
 GENO IBERG★
 LAURA KEIM★
 BARRY LINAN★
 BILL LISTER★

JOHN McLAUGHLIN★
 NICKI L. PRADO★
 SHONNA RANDLE★
IN MEMORY OF JOSEPH P. REGAN★
 TOM SCHULTE★
 PAMELA STEPNEY★
 DARLENE TATE★

DON CHARTRAND
 ANDY GARCES

ROY HATCHARD JR.

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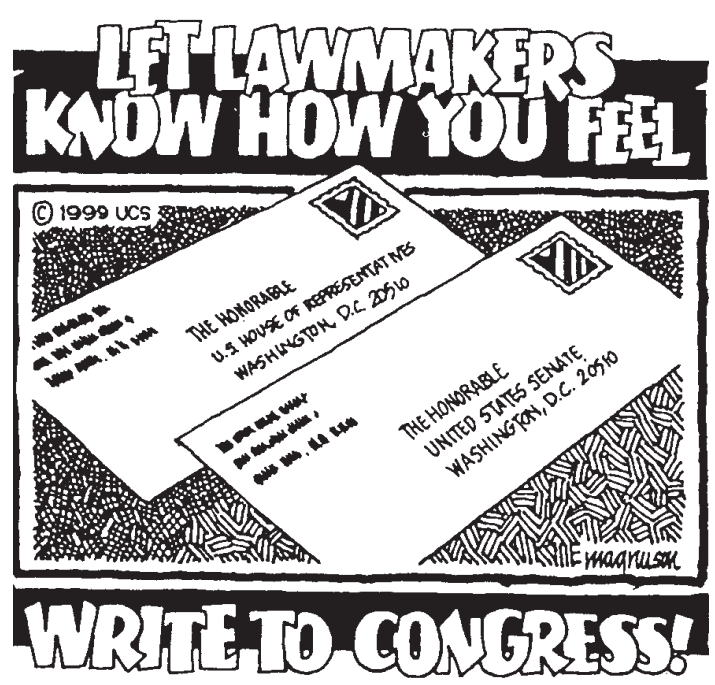
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1600 S Broadway

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

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Deadline for articles for the MAY issue is APRIL 13, 2026

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REGULAR BRANCH MEETING THURSDAY, APRIL 9, 2026 7:30 pm

★ ★ ★

SHOP STEWARDS MEETING THURSDAY, MAY 7, 2026 7:30 PM

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