



**VOLUME 63 No 5**

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**June/July 2011**

## We are Lowry The Redheaded Stepchild of 554

**By Don Grunnes (Lowry)**

I received some wonderful news from Mike Zagaros (Branch 9 President) today. Lowry station is on the list to go through the Joint Route Adjustment Process (JARAP). Before the debris has been cleared. Before the trees have all been hauled away. Before the residents have had a chance to return to their homes. Even before mail delivery has been resumed to all customers. Postal management at 100 South 1<sup>st</sup> Street (A.K.A Downtown) is salivating at how many assignments it can eliminate. The night of the tornado, I posted to fellow carriers on facebook that the Northside was in shambles and that our jobs would be a challenge for days to come. That next morning after we learned we would not be allowed into a large part of our delivery area one of downtowns mandates was to send TE's to other stations. Common sense tells us that in a disaster usually help is sent, not taken away. In the days that followed no extra help was sent to deal with the situation or even to help give out mail over the counter. EAP's Joe Boyle did come through as always

when things like this happen. I feel though that a lot of us have become numb to these events. The awesome clerks, carriers and management of Lowry station handled this once in a lifetime catastrophic event the same way we handle all crises that occur in our area. On our own, as a team, with no help from anyone else. While 2011 has been quiet so far (knock on wood) in 2010, 3 carriers were assaulted by customers; several were within 100 ft. of drive-by shootings and Brian Bloomquist was nearly killed in a double pit-bull attack. When we delivered until 8:30PM many nights this winter we asked for an earlier start only to be told our casing numbers are bad when we start early. I guess delivery in darkness is more efficient. With 6 to 8 residual vacancies (Sorry not sure exactly) Downtown deemed it wise to cherry pick a great TE, and not to reappoint another great one. Now if we get two sick calls (remember stress causes illness) the reason non-OTDL's are being forced is because our fellow carriers are home sick, not the abysmal staffing during prime vacation season. So come out and butcher the routes before the

dust has even settled. I for one can see through your weak attempts at deceit and misinformation. I am still a person, not (-:16 minutes) on your sheet of paper. How dare you dehumanize what we do! Go ahead. Make our day and lengthen all our routes. More time = more money in our pockets.

**Thanks for the raise Downtown.  
Thanks for the raise.**

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**Kick back  
and relax.**

**You've earned it!**



***Paul Aarestad from Thomas Burnett retires as stewards, Margaret Anderson and Bob Robillard look on.***



***Steve Anderson's last day at Brooklyn Center (BC).***



***Cari Bren (70's striker) on her last day at BC.***

Peppered throughout this publication will be Union-made products for \$1 or less. Union-made products are affordable.

Credit: UAL Local 1005,  
Parma, OH.

- Campbell's Soups
- Pepsi Cola

### **In Memoriam**

Walter J. Driscoll  
Richard E. Tremmel  
Kenneth Dunkel, Sr



***Neil Bacon retires with a smile from Thomas Burnett.***



***Cliff Spencer (Powderhorn) makes that last swipe of the card while station steward, Joe Wineman witnesses.***



***Chuck Scheid makes the final ring at Thomas Burnett.***

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# President's Report

**Summertime**, that time of the year when people do and think about things other than work. It's a time for vacations, picnics with the family, festivals and celebrations with parades and fireworks. It's that time of the year, where in song the living is easy, the fish are jumping and the cotton is high. Well sorry Mr. Gershwin, it may have been, but in the summer of 2011 life is anything but easy, although we do have more than our share of fireworks. Whether it is route adjustments related to JARAP or FSS, the battles being waged against public employees and their unions, 6-day delivery, or contract negotiations, they all have had the fuses lit and are ready to explode; only the length of the fuses are different.

## 6-Day Delivery

The first explosion is the battle for 6-Day delivery. Representative Issa (R-CA), Chair of the House Oversight and Government Reform Committee, continues to wage his personal war against the Postal Service. First he called for Congressional hearings, to challenge the USPS/APWU contract before the members even had a chance to see the terms. Then he introduced a bill that he dubs the Postal Reform Act of 2011 that states it will "restore the financial solvency of the United States Postal Service and to ensure the efficient and affordable nation-wide delivery of mail" (HR 2309). The only problem is that the bill does none of these things. His bill would force a massive downsizing, and challenge the pay, benefits and collective bargaining rights of postal employees. It also calls for the elimination of Saturday delivery. But he is not finished.

Rep Issa is now requesting that the House Rules Committee rule in favor of stripping the language included in the Financial Services and General Government Appropriations Subcommittee bill that maintains Six Day Delivery (HR 2434), based on jurisdictional and procedural issues. There is one sentence in this 132 page bill that provides for the delivery of mail 6 days a week. It is "That 6-day delivery and rural delivery of mail shall continue at not less than the 1983 level." It doesn't seem possible that the inclusion of or removal of such a short sentence could decide the future of the Postal Service or whether or not tens of thousands of postal employees would still have jobs. But it does. It doesn't seem possible that one man, by means of a technicality, could get away with eliminating Saturday or some other day(s) of mail delivery. But he might. While we might argue what was added to our routes, or being forced to carry overtime, or what time we start in the morning, we can't overlook the bottle rocket with the shortest fuse. If we do, the rest might not matter. That is why we need to stay in contact with our Representatives; why we need to contribute to COLCPE; why we need to become e-Activists. But the most important thing we need to do is stay informed.

## FSS and JARAP

FSS has been implemented in 7 delivery units: Golden Valley, Lost Lake, West Edina, Thomas Burnett, Burnsville, Blaine and Coon Rapids. The remaining Associate Office sites are on hold for the foreseeable



**Mike Zagaros**

future. As I write this, these offices are going through unilateral route adjustments. It is not pretty: 5, 10 up to 15 assignments have been eliminated from these units. Starting times have been changed to 8:00 or 8:30AM Street times of 6-1/2, 7 or more hours are not uncommon. We know that routes are overburdened. Unfortunately we aren't able to address these overburdened routes until the 60 day review. It is important that carriers document what is happening on a daily basis. If you have more work than you believe you can do in 8 hours request a PS Form 3996 and fill it out. If you don't know where to get one ask your steward. Carriers have an obligation to notify management if you have more work than they can get done in 8 hours. The 3996 is the way to do this. I know that in many offices, we have gotten out of the practice of filling them out. But we need to do it. The decision about how the routes will be reviewed has yet to be made, but until then we need to work safely, consistently and be attentive to our duties. Carriers, who spend more time on the street, are at more risk of accident or injury. We need to be able to document what the real value of the adjusted routes are. That can only be done with good data.

**Continued on page 17**



## A little dab'l do ya

I was recently putting sun screen on in the locker room at work when a carrier asked me "why are you putting sunscreen on ? It's cloudy outside!" I said "the sun can still harm your skin."

If it's cold or cloudy outside, you don't need sunscreen.

This is not true. Up to 40% of the sun's ultraviolet radiation reaches the earth on a completely cloudy day.

This misperception often leads to the most serious sunburns, because people spend all day outdoors with no protection from the sun.

### What Are Sunscreens?

Sunscreens are chemical agents that help prevent the sun's ultraviolet (UV) radiation from reaching the skin. Two types of ultraviolet radiation, UVA and UVB, that damage the skin and increase your risk of skin cancer.

UVB is the chief culprit behind sunburn, while UVA rays, which penetrate the skin more deeply, are associated with wrinkling, leathering, sagging, and other effects of photoaging. They also exacerbate the carcinogenic effects of UVB rays, and increasingly are being seen as a cause of skin cancer on their own.

Sunscreens vary in their ability to protect against UVA and UVB

Most sunscreens with an SPF of 15 or higher do an excellent job of protecting against UVB, SPF(or Sun Protection Factor ) is a measure of a sunscreen's ability to prevent UVB from damaging the skin. Here's how it works: If it takes 20 minutes for your unprotected skin to start turning red, using an SPF 15 sunscreen theoretically prevents reddening 15 times longer — about five hours.

Another way to look at it is in terms of percentages: SPF 15 blocks approximately 93% of all incoming

UVB rays. SPF 30 blocks 97%; and SPF 50 blocks 98%. They may seem like negligible differences, but if you are light-sensitive, or have a history of skin cancer, those extra percentages will make a difference. And as you can see, no sunscreen can block all UV rays.

Over time, skin ages and loses its youthful appearance. Wrinkles appear around the eyes, fine lines bloom around the lips, and age spots surface on the hands. While some of these factors are natural and unavoidable, many of the visible signs of aging are caused by the sun, and can be avoided.

Skin is composed of three layers: the epidermis, or outermost layer; the dermis, or middle layer; and the subcutis, or basement layer. The dermis contains collagen, elastin, and other fibers that support the skin's structure. It is these elements that give skin its smooth and youthful appearance — and that are damaged by UV radiation (UVR).

The UVR that affects the skin is composed of two different types of waves, UVA and UVB. When UVR hits the skin, cells in the dermis scramble to produce melanin to the epidermis. This is the process that gives you a tan, which is really just your skin attempting to block the radiation from penetrating your skin. Repeated sun exposure can also cause what are commonly called age spots, or liver spots. They don't have anything to do with your liver, but have everything to do with the sun. An 'age spot' is actually a solar lentigo - a small bit of pigmentation caused by sun exposure. Age spots are usually found on the hands, arms, and face, and also on mens backs. The best way to combat photoaging is through prevention. Daily ap-

plication of sunscreen with an SPF of 15 or higher to areas vulnerable to photoaging will not only help prevent photoaging, but can reverse some of the signs you might already have. And reducing your exposure to UV radiation will lower your risk of developing skin cancer or precancer.

So the bottom line for us mail carriers who work outside for hours at a time- use sunscreen to protect yourselves from the the harmful effects of the sun. Wear a hat and some UV protective sunglasses. For us it's a case of long term health. No one is going to apply the sunscreen for us, so put on the SPF 50 and be safe. We must be pro-active for our own health.

**Ken Jambois**

**Brooklyn Center,**

Source: Skincancer.org

### **M-41 Section**

#### **Reporting Requirements**

**131.41** It is your responsibility to verbally inform management when you are of the opinion that you will be unable to case all mail distributed to the route, perform other required duties, and leave on schedule or when you will be unable to complete delivery of all mail.

**131.42** Inform management of this well in advance of the scheduled leaving time and not later than immediately following the final receipt of mail. Management will instruct you what to do.

**131.43** Complete applicable items on Form 3996, Carrier-Auxiliary Control, if overtime or auxiliary assistance is authorized in the office or on the street.

# Executive Vice President's Report

## INSPECTIONS

So, seen any new faces at your station lately? They would be the ones walking around with clipboards and taking all kinds of notes, or worse yet, giving instructions on a majority of the activities we have been performing daily for years only to find out now they are time wasting practices. The adjustment teams are out at stations doing 3999's and although a majority of the personnel doing the 3999's have been professional, some have not. These are the ones this Branch has an issue with.

Certain people conducting the 3999 have been disrespectful and downright accusing in their instructions and comments to carriers about the way they are performing their daily duties. Our instructions to the carriers this Branch represents is to document and ask to see your steward and follow it up with a call to the Branch office.

Everyone knows that we have come out of a winter where excessive hours were worked and now with the warmer weather and better walking conditions management wants some of those hours back. Furthermore, we are continuously reminded of the financial condition of the Postal Service. We hear this during every floor talk and read it in every mailing.

The Branch has heard talk on the floors about the values of the 3999 and whether it was done on a light day, heavy day, or normal day and how that will impact a carriers route

with the upcoming adjustments. In the stations that FSS is being implemented the input from the NALC is minimal to none because it is not an agreed upon process and is totally at the hands of management, whether it is the 4<sup>th</sup> floor downtown or the local management at the station, they are in control of this process. The JARAP process is a joint process and with the DEAT (District Evaluation Adjustment Team) we have a say and the authority to jointly have input in the outcome. That is not to say the

**“DOIS projections are not the sole determinant of a carriers leaving or return time, or daily workload.”**

outcome will be exactly what each and every carrier will like or that the new assignment will resemble the route the carrier previously bid on. But, putting all the adjustment issues aside, we as carriers have to remember the DOIS settlement that states “DOIS projections are not the sole determinant of a carriers leaving or return time, or daily workload. As such, the projections cannot be used as the sole basis for corrective action”. Our daily assignment or route is exactly what it consists of on that individual day and the 3996 and 3971 will dictate the length of that day, period. The mail volume and the street conditions change daily and our bodies can change too. These are the factors that



**Darrell Maus**

dictate the length of your day. Not a route adjustment, not a 3999, and not a DOIS projection. The most important factor is to continue to be safe and also consistent in your daily work methods.

## POLITICS

After reading the previous paragraph it is hard to understand that those issues raised are minimal compared to the political issues that could have a more devastating factor in our work day, yet that is the case. The financial conditions of the Postal Service are real and have to be addressed and the NALC is aware of that, but the actions taken to alleviate this problem is where we as advocates have to keep informed and active. As of this time HR. 1351 (Recalculation of Pension Pre-funding) and HR. 137 (Preserving 6-day delivery) has the support of 3 Minnesota Representatives, Rep. Keith Ellison, Rep. Tim Walz, and Rep. Colin Peterson. We need every member to become an e-Activist and contact their representative and urge them to support these 2 bills, and further more to sign up for the “Gimme \$5” for the COLCPE drive currently being sponsored by the Branch, who knows maybe you will be one of the four going to Las Vegas for the NALC October Rap Session.

**In Solidarity**

# Daily workload/ overtime/one day count

When does under time appear? One might say after you have finished your assignment. If your estimate is challenged in the morning, one could say “boss I will call you when I finish my assignment and report if or how much under time I have.” Much like the requirement to call the office if you are running later than your morning estimate when authorized overtime. Is this what management wants us to do to stop the daily confrontations about under time?

If a supervisor tells a carrier that he/she only has six and a half hours of work that day, after the letter carrier has said about 8 hours the carrier should ask, “What is that determination based on?” If the answer is nothing more than the DOIS handheld computer and your one day count, that would be in contradiction of the DOIS settlement and the National Contract. The carrier should immediately request to see a shop steward.

Depending on the mail mix on any given day, the varying idiosyncrasies of the route, the weather conditions, traffic conditions, etc., that estimate could be close or really out in left field. Estimates are like opinions—everyone has one. Your route is not set by a one day count. It was set by JARAP and requires the street time and office time to be from an average day. This is to determine the most representative office and street time. More than a one day count is needed to find the average time of your route.

**Credits: The Tittletown Carrier. Branch 619  
Green Bay, Wisconsin**

## **M-01664 Interpretive Step Settlement**

July 7, 2007, Q01N-4Q-C  
05022610

The Delivery Operations Information System (DOIS) is a management tool for estimating a carrier’s daily workload. The use of DOIS does not change the letter carrier’s reporting requirements outlined in section 131.4 of Handbook M-41, DOIS projections are not the sole determinant of a carrier’s leaving or return time, or daily workload.

## **M-01444 Pre-arb**

No carrier shall be disciplined for failure to meet standards, except in cases of unsatisfactory effort which must be based on documented, unacceptable conduct that led to the carrier’s failure to meet office standards.

## **M-01624 - USPS Internal Memorandum**

November 14, 2005

In addition, DOIS does not replace a supervisor’s ability or responsibility to make decisions. Supervisors are to continue evaluating request for assistance (PS FORM 3996), and assess any unusual circumstances or conditions that have occurred. The DOIS projected leave time cannot be the sole basis for disapproving auxiliary assistance request or approving more time than requested.

## **Do You Believe it Now?**

... One would have to have been disconnected from the world NOT to have been aware of Wisconsin, Ohio, and Indiana, and the totally disgusting assault on union members. Those states have, or are in the process of, trashing collective bargaining rights fought valiantly for over the last seventy years. There are other onerous anti-labor proposals, though less publicized, in almost every state. In the U.S. Senate, Senator DeMint of South Carolina says that unions HAVE NO PLACE in the federal sector; Senator McCain of Arizona and recent Presidential Candidate, is offering a bill which would cut off funds to the Postal Service if the USPS does not force it’s employees to accept a substantial increase in health benefit contributions. On and on it goes. House Bill 2986 has now been introduced in Texas; a bill which would FORBID ANY UNION MEMBER from contacting or communicating with their State Representative about issues pertaining to their job. This is no joke; if this bill passed a union member would be subject to a \$5000.00 fine and jail time for even speaking to their representative! So what can you do? ...You NEED to join COLCPE, eActivist, and Carrier Corps. Brothers and sisters, the battle is truly on; either join the fight or lose your job. **Credits: Metro Letter Carrier. Lone Star Branch #132 Dallas, Texas**

## **Union-Made for \$1**

- Banquet Meat Loaf Dinner
- Hawaiian Punch
- Dial Hand Soap
- Reynolds Wrap
- Pace Picante Sauces
- Ajax Dishwashing Liquid

**THE  
JEROME J. KEATING  
BRANCH 9  
AND  
AUXILIARY 67  
ANNUAL  
RED AND GOLD  
RETIREE BANQUET**

Sunday, May 1<sup>st</sup>, 2011





*Pam Donato officiating over her last function as President of Branch 9.*



*Julie Waldemar (Branch 9 HBR) adjusts the boutonniere on Mike Zagaros.*



*Tim O'Malley (NALC Executive Vice President) swears in new Branch 9 Officers. Lisa O'Neill (Treasurer), Darrell Maus (Executive Vice President), and Mike Zagaros (President).*



*Mike Zagaros (President Branch 9) gives Pam Donato her Past Presidents lapel pin.*



*Julie Waldemar adjusts the boutonniere on Darrell Maus.*



*NALC Executive Vice President, Tim O'Malley gives the keynote address.*



# 2011 Honored Guests Red and Gold Retiree Banquet

## 60 Year Members

- Robert Andersen
- Leonard Bergstrom
- Robert Nelson
- Frank Newman
- Robert Solberg

## 50 Year Members

- Richard Anderson
- Larry Blesi
- Larry Dahlberg
- Lindhahl Gleason
- Herbert Halverson
- Adrian Hames
- Lee Holsman
- Anthony Kruse
- Arthur Kujawa
- Robert Logelin
- Robert Masuda
- Glenn Paulson
- Francis Rice
- Russell Swanson
- David Thompson











**Ron Nelson**  
2011 Branch 9  
Retiree of the Year  
April 2, 1949 - April 12, 2011



*Ron Nelson's family accepts the 2011 Retiree of the Year award in his honor.*



*Pam Donato and Mike Zagaros with the Ron Nelson family.*



*Branch 9 President, Mike Zagaros and his wife Darlene.*



*Mike Zagaros chats with NALC Executive Vice President, Tim O'Malley and his wife Sue.*





The 2011 NALC Food Drive was a huge success with letter carriers and rural carriers collecting a total of 550,000 pounds of food. While carriers off loaded food to various drop-off sites, a small army of volunteers packed huge food containers for shipment to the Second Harvest Heartland warehouse.



Congratulations, and a heartfelt **Thank You** from Branch 9 letter carriers for your generous help.







This year we dealt with a national postcard shortage, yet carriers handled it well. I want to especially thank all of the Station Food Drive Coordinators who stepped up at their stations. The Food Drive Coordinators made sure to communicate the needs of their station's and we were able to get postcards out to all. Many of the coordinators made the day a little better by organizing cook outs or got a restaurant to donate food to the letter carriers working during the day. I want to thank all of the 7-Ton Truck Drivers who volunteered their time to pick up food from the stations. I also want to thank the family members of letter carriers who spent the day helping on the docks. A very special thanks to my co-coordinators Bob Baird (Main Office) and Cathy Burton (Lake Street). This was a good year, and soon it will be time to begin planning for Stamp Out Hunger 2012.

**Samantha Hartwig**

With the help of our local sponsors Second Harvest Heartland, WCCO Radio, Cub Foods, MTSa Trucking, and the Rural Letter Carriers, the letter carriers of Branch 9 raised 550,000 pounds of food in one day. There was a flurry of media coverage on the radio, local news channels, and local papers during the week leading up to the drive. Volunteers at Second Harvest were seen working hard unloading donated food that the truck drivers had picked up. This years total fell a little short of our goal, but we should all feel a sense of accomplishment with over 900,000 pounds (the combined total from Minneapolis and St. Paul offices) of food donated in the nations largest one day food drive. Thank you to all the volunteers! We couldn't have done it without you!

**Cathy Burton**





## **Branch 9 COLCPE CONTEST**

The 4 people who sign up the most carriers (minimum of 5) to donate to COLCPE (at least \$5.00/per pay period for active carriers) will have a chance to go to the NALC Rap Session in Las Vegas from October 14 - 16, 2011. This contest is open to all Branch 9 members.

Contestants must show proof of the COLCPE enrollment and amount contributed. A copy of the PostalEASE receipt will work.

If you need assistance getting into PostalEASE or using the other methods to sign-up members, please give the Branch office a call and we will walk you through it.

**COLCPE Contest ends September 1**



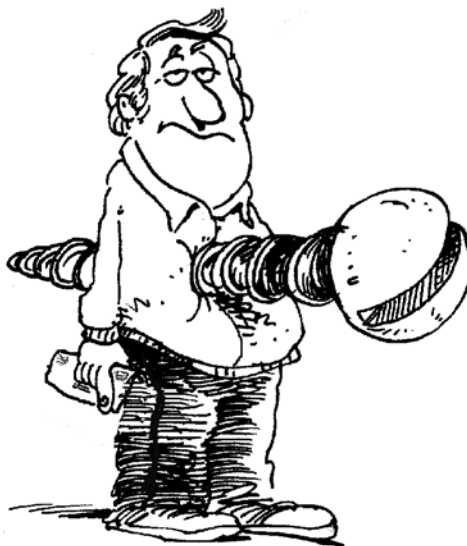
## FSS Route Adjustments— What a Joke...

**By Julie Waldemar  
(Plymouth)**

And the joke isn't on all the carriers. Carriers are trying to explain in their consultations why the numbers "the team" came up with aren't very accurate – the joke is on the local management that won't fight for the carriers' legitimate arguments on the value of their 3999s (or two 3999s). What's wrong with this picture? Local management knows some of the 3999s aren't representative but because it was closer to (or less than) the 4 week average it must be the best. There is a problem with the 4 week average if you have a lot of businesses closed on Saturday. I have businesses that take about 1.5 hours. Take the 1.5 hours and divide it by 5 you get 18 minutes (if the average is the least of the regular carriers numbers for 5 days a week if 4 days it would be 22 minutes). Or maybe they should eliminate the 3 or 4 Saturdays in the average evaluation – the computer won't do that so someone would have to add the numbers and divide by the number of days used. Why this was wrong for my route. My 4 week average was 6:02 – my 1st 3999 was 6:39 (with 4000 pieces of mail and 90.9% deliveries made) after 6 minutes were deducted – my 2nd 3999 was obviously closer because it was 5:19 (with 2000 pieces of mail and 71% deliveries made). In today's math the 5:19 isn't closer and if you add the 18 minutes, you are screwed out of the average they construed; 6:39 is pretty close to 6:20 and a lot closer than 5:19.

Why the joke is on local management – they are creating numbers carriers won't be able to make unless there is not only no mail, there is only 1 tray of FSS and no coverage. How often

does that happen? So if the carriers won't make the street times chosen but local management has to "manage the carriers to those numbers" who's going to fail? The carriers have the luxury to know it takes what it takes – management has to defend the bogus street times and try and make their numbers thus PUSH the carriers beyond safe work methods. I have heard that when working FSS and a coverage or 2 coverages it takes a lot of trips to the back of your ve-



hicle to keep the 4 or 5 bundles supplied – but that won't happen when the examiner isn't in the truck so they think they should deduct some time (wasted practice).

We also ran into the "You will not case your FSS in" on the walking routes. Don't explain that you can merge your FSS if that is the most efficient bundle to combine your cased mail with. Let's see... you can't case in your FSS (even if you only have 8" or so on your whole route because the machine broke down the night before), so you can case in the food drive blue bags (that don't have

any addresses on them) or your 3 - 4 trays of DPS. Carriers are smart enough to know you would combine the FSS and your cased mail – even smarter in knowing it's faster to case in 8" or so of FSS than merging it. Sitting through your consultation, having legitimate arguments and management not taking 1 note says they don't get it. And the station will get SCREWED. The joke is they won't be able to manage it - for the carriers "it takes what it takes" and "we get paid by the hour for the first 8 hours and by the minute after 8 hours".

The problem is going to hurt everybody because if management has to manage the overtime the carriers have to carry it and starting at 8 AM and having to get back by 5 PM means everyone can only take 30 minutes extra. In most instances the 30 minutes will be on their own route if there is a coverage. So even if you don't want OT you'll probably be carrying some but only after the OTDL carriers work 10 hours and the TEs and PTFs 11.5 hours for OT on your route and the OTDL carriers work 12 hours before you can do OT on another route.

**DOES ANYONE SEE A PROBLEM with management NOT FIGHTING for their carriers street evaluations?**

Yes, I've been doing route adjustments for a long time but management has been doing them too – why can't they see the problem? I'm not saying some routes don't need additions but don't start with bad numbers and expect to get good adjustments.

**Presidents article continued  
from page 3**

The first round of JARAP 2011 will be ending at the end of July. Adjustments made as a result of the JARAP are to be implemented by July 31<sup>st</sup>. The impact of these adjustments appears to be much less severe than those of the FSS units but the same holds true for the JARAP units. It is important that carriers document what is happening on a daily basis. If you have more work than you believe you can do in 8 hours request a PS Form 3996 and fill it out. Carriers have an obligation to notify management if they have more work than they can get done in 8 hours. Every office represented by Branch 9 has been subject to a JARAP review and adjusted where necessary.

I want to thank those who stepped up to serve the membership as Evaluation and Adjustment (DEATs) team members: Jim Nelson, Karen Pederson, Joe Rian, JoAnn Gilbaugh, Scott Cameron, and Lisa O'Neill. Your work, while at times difficult, was necessary so that the Union get its rightful share of the JARAP agreement. I also want to thank those who stepped up to serve as Local Office Contacts (LOCs) your participation gave a voice to carriers in your units about what the values of the individual routes really are. I expect that we will continue to see some form of JARAP again every year for the foreseeable future.

The summer of 2011 is following a tumultuous spring where we saw Public Employees in nearby states such as Wisconsin, Indiana and Ohio vilified and made scapegoats for the economic problems. Where conservative pundits were quick to point fingers and say 'It's the Union's fault. We need to get rid of them.' It's not just happenstance or isolated

instances that unions, especially public employee unions, are being attacked. Everywhere we look a new battle is beginning. In Canada, after Canada Post locked out its workers, the government directly involved themselves in their labor issues by adopting pro-management legislation and is threatening to get involved in the labor issues at Air Canada. In Greece public sector employees are demonstrating against the imminent cut backs. The same is true in Spain and other countries. Here at home the State of Minnesota is shut down and who are the first victim? The public employees and those who rely on the services provided by the State of Minnesota that's who. On the federal level we are looking at more of the same with the looming debt ceiling debate and possible government shut down. All this is going on as the NALC prepares to enter negotiations with the USPS at the end of August.

Everywhere we look there are lit fuses. As these fuses burn down, what will be the results of the explosion? If we work to stay informed and are prepared to stand up and get involved we should get through all of this alright. ... "Hot town summer in the city, back of my neck getting burned and gritty ... Despite the heat everything will be all right."

**The NALC e-Activist Network**

Today, the Rules Committee in the House of Representatives will make a decision that could determine the fate of six-day mail delivery service.

Rep. Darryl Issa (R-CA) has requested that the provision preserving six-day delivery be stripped from the Financial Service Appropriations bill. Removing this language would break

a bipartisan, 30-year history and tradition of Congress maintaining six-day delivery.

In the 112th Congress, six-day delivery has bipartisan support, as demonstrated by the 171 co-sponsors of H. Res. 137, a sense-of-the-House resolution "that the United States Postal Service should take all appropriate measures to ensure the continuation of its 6-day mail delivery service." Additionally, on July 7, the six-day rider was reported out of the full Appropriations Committee as part of H.R. 2434 with no objections.

The presidents of the three other postal unions and I have sent a letter to the members of both the Appropriations and Rules committees, saying, in part, that "there will be a loss of 80,000 or more jobs if Saturday delivery is eliminated...tens of millions of businesses and constituents will be disadvantaged by the loss of Saturday delivery."

The NALC is currently working with the legislative staffs of our friends on the Hill and with NALC activists whose representatives serve on the Rules and Appropriations committees to protect the six-day reliable mail service Americans have come to expect from their letter carriers. I will continue to update you as information becomes available, and I may call on you within the next few days to take action.

Thank you for your continued efforts to protect six-day delivery.

In Solidarity,

**Fredric V. Rolando, President  
National Association  
of Letter Carriers**



## 2011 NALC HBP info at a glance...

### Submit Medical Claims to:

NALC Health Benefit Plan	1-888-636-6252
*Hospital Pre-Certification	1-877-220-6252
Mental & Substance Precertification	1-877-468-1016
**Drug Prescription Retail	1-800-933-6252
CareMark Specialty Pharmacy	1-800-237-2767
Durable Medical Equipment	1-888-636-6252
NURSE ASSISTANT (24/7)	1-877-220-6252
CareMark Pharmacist	1-888-636-6252
Enhanced Eldercare Services (24/7)	1-877-468-1016
CIGNA PPO Dr's & Facilities	1-877-220-6252
CIGNA Transplant Approval	1-800-668-9682
Quit Power (Smoking Cessation)	1-877-521-0244
CIGNA Health Rewards (Discounts)	1-800-870-3470
CIGNA A Dental Discount Program	1-877-521-0244
Disease Management Program	1-800-227-3728
MEDICARE Managed Care Plan	1-800-633-4277
OPM Retirement Info Center	1-888-767-6738
Federal Information Center	1-800-688-9889
Social Security Administration Info	1-800-772-1213
Postal Ease Human Resources USPS	1-877-477-3273

CIGNAPayor 62308  
PO 188004  
CHATTANOOGA, TN 37422-8004

### Submit Dental Accident Claims to:

NALC Health Benefit Plan  
20547 Waverly Court  
Ashburn, Virginia 20149

### Submit Mental Health Claims to:

Optimum Health Behavioral Solutions  
P.O. Box 30755

Salt Lake City, Utah 84130-0755

QUESTIONS 1-877-468-1016

### Submit Rx Claims to:

NALC Drug Prescription "Claims" Program

P.O. Box 521926

Phoenix, Arizona 85012-2192

NALC Prescription Drug Program

P.O. Box 94467

Palatine, Illinois 60094-4467

### Quest Lab Services

825 Nicollet Mall Ste 605 Mpls

600 County Rd D W Ste 11 New Brighton

6525 France Ave S Ste 320 Edina

### Preferred Provider (PPO)

612-338-1215

651-635-1547

952-927-7941

Cost: \$20.00 Co-pay per office visit

Preferred Provider (PPO) Deductable

\$300 Individual / \$600 Self & Family

### LABCORP

### Per Calendar Year

6545 France Ave S Ste 641 Edina

952-926-0271

\* Failure to pre-certify will result in a \$500 reduction in benefits paid by our Plan.

You MUST notify the Plan prior to hospital admission with doctor name and dates.

\*\* NALC Drug Prescription Program is MANDATORY generic (unless specified by your doctor, at additional cost to member). Preferred retail pharmacy 1st and 2nd fills, you pay 20% of cost of generic - 30% of name brand.

MAIL ORDER PRESCRIPTIONS (&CVS) when NALC is primary: 60 day supply \$8 generic, \$43 name brand;

90 day supply \$12 generic, \$65 name brand; 90 day supply \$5 for NALCSELECT generics (certain drugs);

90 day supply \$7.99 NALCPREFERRED generic (certain drugs)

MEDICARE PROGRAM (when Medicare is primary); Retail network pharmacy; you pay 10% of cost of generic,

20% of cost for name brand, MEDICARE PRIMARY (mail order); 60 day supply \$7 generic, \$37 name brand;

90 day supply \$10 generic \$55 name brand; 90 day supply \$4 for NALCSELECT generic (certain drugs);

90 day supply \$4 for NALCPREFERRED generic (certain drugs); NALCSENIOR generic antibiotics are available;

**Continued on page 22**

# Branch 9 Picnic

## Sunday, August 14th

### 11:00AM to 5:00PM

## Aquatore Park

### 9191 Lincoln Street NE

### Blaine, MN

Near Central Ave NE (MN 65) and HWY 10

#### **Softball**

1 Field available

#### **Lawn Games**

Bocce Ball

Washers

Bean Bag Toss and

Much More

#### **Cribbage**

**Tournament**



#### **Children's Games**

Water Balloon Toss

Relay Races

Face Painting and

Much More

#### **Lunch Menu**

Pig Roast

Hot dogs & Brats

Potato Salad

Beans

Corn on the Cob and

all the Fixings

***R.S.V.P. by August 9, 2011***

***Mail your registration form and check payable to Branch 9 NALC and mail to:  
Attn. Branch 9 Picnic, 2408 Central Avenue NE, Minneapolis , MN 55418***

## Branch 9 Picnic Registration Form

How many Adult Tickets: \$5.00 per ticket

How many Children 3-12 : \$3.00 per ticket

How many Children 2 and under: Free

**Total People** **Total \$:** \_\_\_\_\_



# Branch 9 Retiree Golf Tournament



**Where: Shamrock Golf Course**

**19625 Larkin Road**

**Corcoran, MN**

**Phone: (763) 478-9977**

**When: Tuesday, August 16th, 2011**

**Registration at 9:00AM. 10:00AM Start**

**Shotgun Start - 2 person scramble**

**Cost: \$35 (cart and lunch provided)**

**Mail your entry to:**

*Retiree Golf Tournament*

*c/o Branch 9 NALC*

*2408 Central Avenue NE*

*Minneapolis, MN 55418-3712*



**Deadline for entries: Monday, August 8th**

**Active Carrier Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Phone Number:** \_\_\_\_\_

**Please pair me up  or My golf partner will be:** \_\_\_\_\_

**Retiree Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Age (Needed for groupings):** \_\_\_\_\_ **Phone Number:** \_\_\_\_\_

**Please pair me up  or My golf partner will be:** \_\_\_\_\_

# Branch 9 Fishing on Lake Mille Lacs Twin Pines Resort

Perfect weather and a knowledgeable crew who kept us “on the fish” made for a great morning of fishing. Two launches took 51 carriers and their families out for social interaction and loads of fun. Fishing poles and bait were provided, and the deck crew constantly checked that each guest had their fishing lines at the proper depth. The fish were active as several large perch and walleye were caught.

After a wonderful morning, we were treated to lunch at the Twin Pines Resort restaurant. Plenty of roasted chicken with hash browns and cole slaw were served by a great wait-staff. Everyone had a nice time and the Twin Pines Resort made sure we were treated well.



**\$25 prize for biggest fish caught per boat**  
**Greg Praml (Eastside)**  
**15 inch walleye**  
**Judy Thorbus (Brklyn Park)**  
**17½ inch walleye**





## ***NALC Health Benefit Info - continued***

FREE for a 30 day supply, when Medicare is primary (certain antibiotics only).

MAIL ORDER SPECIALTY DRUGS (Bio-Tech drugs - VERY EXPENSIVE): Your cost for a 30 day supply is \$150;

60 day supply is \$250; and 90 day supply is \$350. Some drugs (e.g. bio-tech asthma, diabetes, organ rejection, etc.)

require prior approval before dispensing. You MUST call the Plan 1-800-237-2767

Some Websites for You...

NALC Health Bendfit Plan: <https://www.nalchbp.org/nalc/portal>

2011 HBP Brochure & Info

<http://www.nalc.org/depart/hbp/Benefits/BROCHURE/index.html>

OAP Network Provider Directory-7/1/11

<http://cigna.benefitnation.net/NALC/>



***Julie Waldemar,  
NALC Health Benefits Rep***

## **Jerome J. Keating / Austin B. Carlson Scholarship Award**



Dear Branch 9,

Thank you for the scholarship that I was awarded. I plan to attend Anoka Ramsey Community College for general subjects and then transfer to the University of South Dakota to get my Bachelors Degree in mathematics education, and this greatly helps.

Nick Zagaros

**The Following is a list of Paid Members of PAL 9 for June, 2011.**

**Very Concerned Members**

**Mark Gortze**

**Charles M Glover**

**Regular Members**

**W. Bill Whritenour**

***Ron Lawrence***

***Treasurer PAL 9***

# **UNIFORMS UNLIMITED**

**The Twin Cities Postal Headquarters**

**Minneapolis  
2220 Lyndale Avenue South  
Minneapolis, MN 55405  
612-377-0011**

**USA  
Union preferred**

**St. Paul  
935 N. Dale Street  
St. Paul, MN 55103  
651-224-7567**

## Branch9 2011 Scholarship's Drawing

### JEROME J. KEATING/AUSTIN B.

#### CARLSON - \$2,000.00

Winner Nick Zagaros (Anoka Ramsey)  
Father Mike Zagaros ( Coon Rapids)

1<sup>st</sup> Runner-Up Jacob Siegle  
(Mankato State)  
Mother Donna Siegle ( Jordan)

2<sup>nd</sup> Runner-Up Paul Mealey  
(Normandale Comm. College)  
Father Stephen Mealey (Burnsville)

### WALTER E. COULLARD/

#### EUGENE P. McNULTY - \$2,000.00

Winner Michelle Jacob  
(University of MN)  
Father John Jacob (Minnehaha)

1<sup>st</sup> Runner-Up Nicole Beaver  
(U of MN - Duluth)  
Mother Cheryl LaCroix (Brooklyn Center)

2<sup>nd</sup> Runner-Up Mark Schoephoerster  
(N. Hennepin Comm. College)  
Father Robert Schoephoerster  
(Champlin)

### J. WESLEY WOODS - \$1,000.00

Winner Joey Tillman  
(Whitman College)  
Father David Tillman (Elmwood)

1<sup>st</sup> Runner-Up Thomas Korbein  
(UW - River Falls)  
Step Father James Wilson (Thomas Burnett)

2<sup>nd</sup> Runner-Up Michael Garcia-Rehling  
(Colorado State - Pueblo)  
Mother Gina Baker (Anoka)

### LEONARD A. LARSON/BARRY

#### J. WEINER - ADULT SCHOLARSHIP - \$1,000.00

1<sup>st</sup> Winner Bob Baird (Main Office)  
2<sup>nd</sup> Winner Leo Brandt (Brooklyn Center)



My name is Michelle Jacob; I graduated from Fridley High School with highest honors and will be going on to pursue my degree in Human Resources, at the University of Minnesota this fall. I am looking forward to the college experience and adventure. My senior year I was a full time PSEO student at Anoka Ramsey which I really enjoyed. Throughout my high school years I took part in sports and clubs. I work at Outback Steakhouse, and plan to stay working there while continuing on to college. Throughout the summer I am a member of the Twin City River Rats waterski show team. I love to go boating in the summer and hang out with my family and friends. One of my favorite quotes is "The only requirement of having a dream is believing in it." – Molly Barker



Thank you for awarding me the J. Wesley Woods Scholarship. I'm a graduate of Southwest High School and live in south Minneapolis. My dad, Dave, is a letter carrier at the Elmwood Branch P.O. I enjoy Ultimate Frisbee, playing piano and guitar. I'm very excited about attending Whitman College in Walla Walla, Washington next year. – Joey Tillman

#### ***Union-Made products for \$1***

- I Can't Believe It's Not Buttery Spray
- Ruffles Cheddar Cheese & Sour Cream
- Yoplait Fiber One Yogurt- Strawberry & Peach
- Skippy Super Chunk Peanut Butter
- Alberto VO5 Shampoos and Conditioners



Branch Nine News  
2408 Central Avenue NE  
Minneapolis, MN 55418-3712

Change Service Requested

PRSR STD  
US POSTAGE  
PAID  
TWIN CITIES MN  
PERMIT NO. 91964

## Branch Nine Calendar

### August 2

Northside Retiree's Breakfast  
9:30AM  
Elsie's  
729 Marshall St. NE, Minneapolis

### August 9

Southside Retiree Breakfast  
9:00AM  
Fred Babcock VFW  
6715 Lakeshore Drive, Richfield

### \*Tuesday, August 9\*

Stewards Meeting  
7:00PM  
Golden Valley VFW Post 7051  
7775 Medicine Lake Rd  
Golden Valley

### August 14

Branch 9 Picnic  
Aquatore Park  
9191 Lincoln Street  
Blaine  
Information: page 11

### August 16

Branch 9  
Retiree Golf Tournament  
Shamrock Golf Course  
19625 Larkin Road  
Corcoran, Mn  
Information: page 11

### August 23

Nokomis Retiree Breakfast  
9:00AM  
Fred Babcock VFW  
6715 Lakeshore Drive, Richfield

### \*August 23\*

General Membership Meeting  
7:00PM  
Golden Valley VFW Post 7051  
7775 Medicine Lake Rd  
Golden Valley

### Aug 25 - Sept 5

Minnesota State Fair

### September 6

Northside Retiree's Breakfast  
9:30AM  
Elsie's  
729 Marshall St. NE, Minneapolis

### September 13

Southside Retiree Breakfast  
9:00AM  
Fred Babcock VFW  
6715 Lakeshore Drive, Richfield

### Tuesday, September 13

Stewards Meeting  
7:00PM  
Golden Valley VFW Post 7051  
7775 Medicine Lake Rd  
Golden Valley

### Tuesday, September 27

General Membership Meeting  
7:00PM  
Golden Valley VFW Post 7051  
7775 Medicine Lake Rd  
Golden Valley

### September 27

Nokomis Retiree Breakfast  
9:00AM  
Fred Babcock VFW  
6715 Lakeshore Drive, Richfield