



**VOLUME 67 No 10**

**Official Publication of Branch Nine, NALC**

**Jan/Feb 2015**

This year on March 24th Jerome J. Keating Branch 9, NALC will be celebrating its 125th Anniversary.

The Branch Nine News will celebrate those 125 years throughout this years issues.

The Minneapolis Letter Carriers first effected a permanent organization on November 5, 1883, when with 27 members, the following officers were elected: President, A. Ashenden; Vice President, F. W. Campbell; Secretary, George A. Plummer; and Treasurer, G. P. Hedderly.

The objects of this infant organization were: First to act in unison with other local groups throughout the United States in petitioning Congress to enact into law a bill providing for the payment of carriers in first class offices at the rate \$600, \$800, and \$1,000 per annum, and in second class offices at the rate of \$600 and \$800 per year. The second objective was to attempt to secure passage of a bill which would provide for 30 days annual leave with full pay. A third objective and perhaps the most unifying issue was the eight hour day law. In 1868 Congress passed an 8 hour law for "federal laborers, workmen and mechanics." The Post Office department argued

**Jerome J Keating**

**Branch 9  
NALC  
125  
years**

that its employees did not fit the description and refused to comply. Committees were appointed, one to work on each bill, contacting the Congressmen and Senators for their support, just as we do today.

In 1885, largely through the efforts of Senator S. S. Cox, our champion in those days, the salary bill, and the vacation bill in its amended version of 15 days, both became the Law of the Land.

In 1887 a committee was appointed to confer with Colonel Lowery in regard to transportation on his streetcars when in uniform, and with the help of J. J. Ankeny, Postmaster, a satisfactory agreement was reached, whereby, beginning the 1st of October, 1887, carriers were allowed to ride at a considerably reduced rate.

In 1888, again with the help of Senator Cox, Congress overrode the Post Office Department's strong opposition and passed an 8 hour bill for letter carriers.

This local band, now flushed with victory, resolved to form a permanent organization for sick and funeral benefits, and to continue to act with other cities to secure legislation for the betterment of all.

On August 17, 1889, Minneapolis carriers received a letter signed by some of the Presidents from the large Eastern offices advocating the formation of a National Letter Carriers Association, and requesting that this group send a delegate to Milwaukee to help determine any further action along this line. F. W. Campbell was chosen to represent the Minneapolis Letter Carriers at the historic gathering, which he did to the satisfaction of the Association and with honor to himself, being elected Chairman of the Executive Board of the National Association and as such became our first National Officer. On February 9, 1890, this wonderful group of local men voted to join the National group and received their charter on March 24, 1890 as Branch Number 9 of the N.A.L.C., a name and number we have been proud to carry ever since.

## RETIREMENTS



*Brian Lord (Loring) with Steward  
Karen Pederson*



*Eileen Doherty (Normandale) with  
Steward Jeremy Rothstein*



*Jim Fodstad (Main Office) with Steward  
Ron Bursch*



*Phil Wixsten (Nokomis) Best Wishes  
in retirement.*



*Steve Bjorker and Rosemary Lundell  
(Elmwood) with Steward's Bill Ladd  
and PO Johnson*

## NOTICE TO ALL BRANCH 9 MEMBERS

Any proposed amendments to the Branch 9 By-Laws must be presented in writing to the Recording Secretary no later than the February 24, 2015 General Membership Meeting.

## Welcome New Members

THOMAS DORAN  
JONATHAN HANNA  
MARK JUFFER  
MARK MOKOSSO  
GER MOUA  
TYLER SJOLSVOLD



*Jeff Wadtke and Rick Rimer (Brooklyn  
Park) with Steward Vince Froehlich*



*Scott Dehn (West Edina) with  
Steward Mike Smith*

Branch 9, NALC  
2408 Central Ave. NE  
Minneapolis, MN 55418  
Voice: (612) 781-9858  
Fax: (612) 781-9849

E-Mail Addresses:  
Website: [branch9nalc.com](http://branch9nalc.com)

Editor:  
[branch9news@branch9nalc.com](mailto:branch9news@branch9nalc.com)

### Branch 9 Officers

President  
Mike Zagaros

Exec. Vice President  
Darrell Maus

Recording Secretary  
JoAnn Gilbaugh

Treasurer  
Lisa O'Neill

Financial Secretary  
Melia Derrick

Editor  
Jeremy Rothstein

Sergeant at Arms  
Jim Nelson

Trustee  
Mike Smith

Trustee  
Cathy Jones

Trustee  
Ken Jambois

Director of Retirees  
Rodney Anderson

NALC Health Benefits Rep.  
Julie Waldemar  
(612) 963-6252

The Branch Nine News is a monthly publication of NALC Branch 9, and is published in the interest of and for the members of NALC Branch 9. The opinions expressed by the writers are not necessarily those of the OFFICERS, or of NALC Branch 9.

Articles MUST be submitted to the editor by the 1st of the month, and must be signed. The Editorial Staff reserves the right to edit or refuse to print articles which are derogatory in nature.

Any official NALC organization may reproduce our articles provided appropriate credit is given.

## President's Report

**Now that the New Year's glow is beginning to dim and some of our resolutions are just memories, it's time to look ahead at 2015.** What's in store for Branch 9, the Postal Service, the country...? A lot. Whether it is good or bad it is simply too early to tell. But we need to have a conversation about it and be involved in what is happening, or someone else will make the decisions for us.

### **CDRAAP (City Deliver Route Alternative Adjustment Process)**

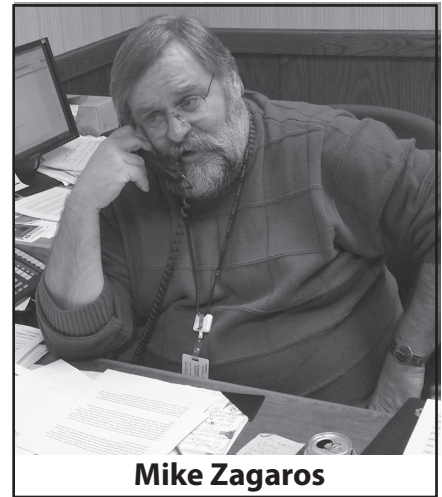
Last fall, the National parties entered into a joint agreement to identify and adjust routes for the year 2015. The agreement calls for either the NALC or the USPS to identify those zones (zip codes) that will be evaluated and adjusted following the parameters outlined in the agreement. There have been several articles in the Postal Record regarding the specifics of the agreement. On November 21st, the District Lead Team announced which units had been selected by the NALC and which had been selected by the Postal Service. All routes within the selected zip codes will be evaluated and where necessary adjusted.

**The following units/zones were selected and will be evaluated in 2015 utilizing CDRAAP: Bloomington, Brooklyn Park, Champlin\*\*, Coon Rapids, Diamond Lake\*\*, Eastside (zone 55413) Fridley\*\*, Golden Valley, Loring, Lost Lake, Main Office (zones 1, 2 & 15), Main Office (zones 4 & 54), Robbinsdale\*\*, Shakopee\*\*, St. Louis Park and University** (\*\* indicates those offices selected by USPS.). Why were some offices selected and some not? As far as those offices identified by the Branch, after several discussions,

these were the offices recommended by us. We believe that these offices need to have some time added back in to the units or some of the routes need to be adjusted. Unfortunately it was an all or nothing proposition. All the routes in a particular zone will be evaluated. As to the ones selected by management, I am not aware of the reasons they were chosen but that was their choice as called for in the agreement. Any additional zones can only be added by mutual agreement of the District Lead Team.

**So what's next?** The District Lead Team will determine when the evaluation process will begin for each office. The data will be reviewed and consultations conducted with each regular on the route. A larger sample size from previous RAPs will be reviewed. A week from the 7 months prior to the evaluation (excluding Jun, Jul, Aug, Dec and anything prior to May 1, 2014) plus one week after the evaluation referred to as the 8th week. To help with the evaluations carriers need to pay attention to the Work Hour/Workload Report that is posted daily to ensure that it represents all the time used. In addition, there will be a local office contact who will work with the evaluation teams. If you are interested in being a local office contact give the Branch Office a call.

**Is this new process going to correct all that ails us? No. Is the CDRAAP going to ensure that the routes are going to be properly adjusted? Probably not.** There is no one system that will work for every situation. What this process does do, is give carriers an opportunity to give input about



**Mike Zagaros**

their route before, during and after the evaluation/adjustment. It gives the NALC a voice on the evaluating and adjusting of the routes in those units. It give the NALC a seat at the COR machine when the territory is actually moved or rearranged. It also gives either party at the local units the right to call for a review of any adjustments that are or are not made. We will be out at the units throughout this process to answer questions to the best of our ability.

### **Injured Carriers, OWCP and COP**

During the past several months there have been too many instances of either delays in getting worker's compensation claims filed and submitted to the Department of Labor; carriers not getting Continuation of Pay (COP) for lost time; or medical bills not being paid. If you are hurt on the job, report the injury to your supervisor and then see your steward. He/She will provide you with a simple checklist that will give step by step instructions on what to do if you suffer a traumatic injury (something that happened during the course of one day). The checklist will address what forms you need, the time frames involved but more importantly you'll know when to start asking questions and calling for help.

*President's Report cont'd on page 6*

# DELIVERY AFTER DARK

With Day Light Savings Time, seasonal shorter daylight hours and later start times, carriers are once again dealing with delivering mail after dark.

There is no blanket policy regarding Delivery after Dark because the very core issue to contend with is whether a particular carrier on a particular route can **SAFELY** deliver the mail. Bottom line, each carrier must weigh their individual circumstances about the type of delivery to be carried (door to door, walking, mounted, apartments, cluster boxes, etc.), their surroundings (unfamiliar, high crime, many steps, animals and hills, etc.) and their experiences in attempting to make after dark deliveries.

Some mail delivery may be able to be made safely even after daylight hours. Most apartments have lighted entryways and don't present the safety hazards that walking on uneven terrain, up and down stairs, going door to door and being exposed to the elements would. Because carriers have the most experience and best knowledge of what is safe or unsafe in the performance of their duties, and because they are often times held responsible for accidents and injuries that might occur while completing those duties, only the carrier, themselves, can make the decision on whether Delivering after Dark can be done safely. So, if presented with a situation where you believe you'll be out delivering mail after dark, **REMEMBER THAT YOU DO HAVE RIGHTS**, and follow these instructions:

- 1.) Inform your supervisor in the morning of your need of auxiliary assistance in order to complete your street duties before dark. **THIS MEANS FILL OUT A FORM 3996-HELP SLIP.**
- 2.) Notify your supervisor prior to heading out to the street that you may not be able to complete your duties on the street by dark.
- 3.) When out on the street you realize that you definitely will be out after dark, call your supervisor and make them aware of that reality. Stress your concern for your safety and again request auxiliary assistance.
- 4.) Assuming no help arrives and you are faced with darkening conditions, attempt to continue.
- 5.) IF while attempting delivery, you literally experience a safety hazard (i.e. stumbling, tripping, hear dogs barking but unable to see that threat, not able to see potential dangers using your LLV/van's outside mirrors ...) call your supervisor. Explain your situation and notify them that you cannot safely continue delivery then return to your station.
- 6.) **COMPLETE FORM 1571**-Curtailment form for the undelivered mail.

Be sure to hand the curtailment slip to the supervisor, and **ASK FOR A COPY**. The copy is for your protection. You could also request a Form 1767-Notice of Hazardous Working Condition. This will help you document the safety hazards you encountered while attempting delivery after dark.

It is important to note that these instructions are not intended to endorse or encourage the unnecessary curtailment of any mail. It is about each carrier's safety and the protection of the mail in our charge. This is also not a blanket policy or approach. It very simply is the responsibility of each carrier to measure their safety and ensure that they are working safely. PERIOD.

## Executive Vice President's Report

### DONAHOE MUST GO! DONAHOE MUST GO!

This was the chant echoed across the country during the recent rallies at over 150 locations including the USPS headquarters where the Board of Governors were meeting. Thousands of USPS employees and supporters rallied together to urge Postmaster General Donahoe to stop his plan to close 82 mail processing plants across the country and change the delivery standards we currently work under. These proposed cuts to the processing plants will cause hardships to the public and small businesses and eliminate jobs and possibly destroy the world's most efficient and affordable delivery system. Couple that with the same flawed strategy of 5-day delivery, eliminating door-to-door delivery and cutting back on post office hours will lead us down a path of becoming non-existent. The loss in revenue and customers will be so huge that recovery will not be possible. The real travesty is that these cuts are not warranted or necessary. Postal operations is turning a profit. The numbers prove it. \$1.4 billion in revenues in the last year and 3 months. The real reason for the red ink has been echoed by every union official and majority of mailers. It's not the internet, not the drop in first class mail or worker productivity. It is the pre-funding mandate that was imposed on the Postal Service at the end of the 2006 Busch Administration by the lame duck congress that continues to strangle the Postal Service from reviving. Congress caused the postal problems, Congress can fix them.

The protesters had their wishes granted when the postmaster gen-

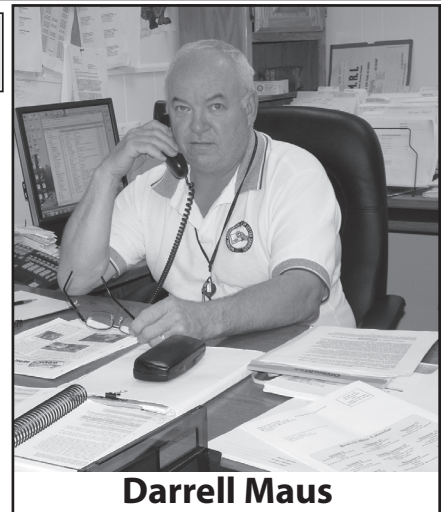
eral announced earlier last month to retire in February. The new postmaster general will be Megan J. Brennan.

When Mike and I were in Washington this past December for the Installation of Officers President Rolando spoke of how the NALC has already been in contact with (the soon to be) Postmaster General Brennan to raise concerns and start talks on the future of the Postal Service. Also the 2015 election of candidates that the NALC did not support has led to major changes in Congress. Early discussions with these new members have already begun with the hope of informing and educating them on the real issue that is crippling the Postal Service.

While the union and all its members knew a new postmaster general was necessary let's hope that this change is for the better and not for the worse.

### PARCEL DELIVERY

With the ever increasing volume in parcels and the number of new CCA's and junior Regulars it is important for everyone to know the proper procedures for the handling of parcels. **In the M-41 (322.31) it states "For any parcel that does not fit into a customer's mailbox or parcel locker (when available), an attempt to deliver must be made at the customer's door. If no one is available to receive the parcel, follow the procedures in 322.11 and 322.312."** This requires the carrier to attempt to deliver the package to the door even with prior approval from customers of where to leave them if they are not home. Carriers are not to merely drop and leave the parcels whether there is an agreed



**Darrell Maus**

upon location or not. The Branch has become aware that this is not the instructions being given to the carriers (especially CCA's) by managers and supervisors.

### 322.11 When a carrier is authorized to leave ordinary parcels

a. Parcels must not be left in an unprotected location such as a porch unless the mailer participates in the Carrier Release Program by endorsing the package "Carrier-Leave if No Response" or the addressee has given written directions for an alternate delivery location. Examples of protected locations are a locked vestibule, locked hallway, or with a doorman of an apartment building inside a storm door of a residence, etc. Form 3849, Delivery Notice/Reminder/Receipt, with the "It is located \_\_\_\_\_" block completed must be left in the mail receptacle location. Parcels must not be left where adverse weather can affect them.

b. By following the mailer's or addressee's instructions, the Postal Service provides customers with a more convenient way to receive parcels. Carriers are not liable for loss or theft where these instructions and postal regulations are followed.

*Exec VP Report cont'd on page 7*

*President's Report cont'd from page 3*

**As for the three examples of problem areas that have been happening lately.** If you've completed a CA-1 get a receipt. Management has 10 days to forward your claim to the Department of Labor. You should receive confirmation along with a claim number shortly after that. If you do not receive your claim number contact the Branch Office. You are entitled to Continuation of Pay for lost time during the first 45 days after an injury. If you are missing time, ask your steward to verify that you will be receiving COP. As always, if you aren't sure what to do or you have collection agencies contacting you about bills that you believe should be taken care by OWCP, please contact the Branch Office. The most important things you need to remember about on the job injuries is keep a copy of everything and ask questions when you don't understand.

### The New Congress

Over the past few years, we have seen more than our share of attacks on the legislative fronts involving the Postal Service and

its employees. Now we have to deal with a new Congress with both chambers being controlled by the Republicans. While we say so long to Rep. Issa as Chair of the House Oversight and Government Reform Committee. It remains to be seen what the new Committee Chair Rep. Jason Chaffetz from Utah has in store for the Postal Service and us. The full committee has 21 Republicans and 15 Democrats but the Subcommittee on Government Operations which covers the Postal Service has 4 Republicans and 2 Democrats and is chaired by Rep. Mark Meadows from North Carolina. On the Senate side the Homeland Security and Government Affairs Committee will be chaired by Sen. Ron Johnson from Wisconsin. Notwithstanding the rhetoric from Sen. Johnson from last year when he called for the Postal Service to declare bankruptcy and eliminate the "burdensome collective bargaining agreements", the fact remains that if there is to be any legislative changes to the Postal Service it will first start from these two committees. The full Senate Committee is made up of 9 Republicans and 7 Democrats.

There is also a subcommittee called The Efficiency and Effectiveness of Federal Programs and the Federal Workforce which should also be tasked with issues related to the Postal Service. There is no information about this subcommittee yet, but the name says it all.

These are the cards we have been dealt and with so much on the table: 6-day delivery, door to door delivery, the prefunding requirement, the attacks on our health care and retirement, we need to continue to have discussions with our representatives and get involved.

**The view of 2015 is definitely not a clear one.** Throw in a new Postmaster General to boot and it really is too early to tell what will happen. We appear to be at another crossroads with multiple options. So now we need to begin to have conversations about what is going on and how we can get involved in what is happening. The other option is to stay on the sidelines and let someone else make the decisions about what will happen to us.

## Economics

Some news outlets continue to report that the Postal Service is "hemorrhaging cash." While that line may add drama to a story, it is incorrect.

The fact of the matter is that Postal Service has accumulated \$6 billion of cash on its balance sheet. This reflects a nearly three-fold increase from USPS' cash balance at the end of fiscal year 2012. This increased cash balance should provide the Postal Service with some additional spending flexibility for capital investments.

How did this happen you might ask? Cash on the balance sheet accumulates when sales of stamps and other postal products generate more money than the Postal Service spends.

In addition to the USPS' \$1.4 billion operating profit in 2014, the significant increase in cash on the balance sheet is another sign that the Postal Service's operations have improved.

This is due in no small part to the hard work of letter carriers during the holiday season.



*Exec VP Report cont'd from page 5*

c. Mailers who participate in the Carrier Release Program understand that there are areas where the Postal Service will not leave parcels for security reasons. Mailers also understand that carriers do not leave packages without protection from inclement weather. If there is not a suitable location to leave a carrier release parcel, a Form 3849 must be left.

### **322.312 When the Carrier is Not Authorized to Leave Ordinary Parcels.**

a. When someone is usually available to receive parcels. When an ordinary or unnumbered insured parcel is not delivered on the first attempt and the carrier knows that someone at the address is usually

available to receive parcels, do not leave Form 3849, Delivery Notice/Reminder/Receipt. Write the date and the carrier's initials and route number near the address and return the parcel to the office. Place the parcel in the gurney at the carrier's case. Attempt a second delivery the next delivery day. If the parcel is not delivered after the second attempt, complete and leave Form 3849. Legibly endorse the form with the following information; Article number, date, sender's name, type of mail; Articles requiring a signature at time of delivery, Addressee's name and address, amount due, and Date and time customer can pick up at the office.

b. When someone is not usually

available to receive parcels. If no one is available to receive the parcel and the carrier knows that someone at the address is not usually available to receive parcels, complete and leave a Form 3849 after the first attempt. Endorse the parcel near the address, showing the reason for nondelivery, e.g. N L (notice left), date attempted, and the carrier's initials and route number. Upon returning to the office, deposit the parcel in the designated place for undelivered parcels.

With the increase in new revenues being generated by the increase in parcel delivery **we must insure we continue to provide the exceptional service that our carriers are known for by our customers.**

## **The wrong fix for the U.S. Postal Service**

*Re: "U.S. Postal Service needs major fix," Dec. 25 editorial. Denver Post*

Your editorial had the headline right, but not the remedy. In fact, you back legislation (the Carper-Coburn bill) that would worsen the U.S. Postal Service's financial situation.

To your credit, you note that the Postal Service runs on earned revenue, not taxpayer funds. You also accurately note that most of the red ink stems from a 2006 congressional mandate that the Postal Service pre-fund future retiree health benefits.

But you then inexplicably support calls by some legislators to degrade service to residents and businesses in Denver and throughout the country, proposals that would slow the mail, end Saturday delivery and substitute neighborhood "cluster boxes" for door-to-door delivery — sending residents

traipsing around the neighborhood in Colorado weather to get their mail.

It makes no sense to degrade postal networks that are profitable, and have been since October 2012. With the economy gradually improving, letter revenue is once again rising. Meanwhile, skyrocketing online shopping has boosted package revenue, making the Internet a net positive for the USPS — auguring well for the future.

**Fiscal Year 2014 saw a \$1.4 billion operating profit; fiscal 2015's first month alone (October) was \$633 million in the black.**

Beyond inconveniencing Denver's residents and businesses, reducing services and delivery standards would send the Postal Service on a downward spiral by driving away mail — and revenue. And it would cost jobs. The national mailing in-

dustry, which depends on a robust, six-day-a-week Postal Service, employs 7.5 million Americans in the private sector — including 135,000 in Colorado.

Rather than break what's working, Colorado's representatives in Washington should help fix what a lame-duck Congress broke when it made the Postal Service the only agency or company required to pre-fund. No one else is required to do so for even one year; the Postal Service has to pre-fund 75 years into the future and pay for it all over a decade. That \$5.6 billion annual charge is the "red ink."

This is a tale of red ink driven not by technological progress but rather by flawed public policy. Congress needs to address the pre-funding fiasco.

*Fredric Rolando is the President of the National Association of Letter Carriers, based in Washington, D.C.*



**Rodney Anderson**

## THE INTERIM PERIOD

We are experiencing an avalanche of retirements in Minneapolis, perhaps one of the greatest seismic shifts in our workforce in decades, if not ever. I thought it may be useful to remind our newest retirees of some of the things they can expect during this exhilarating but sometimes confusing time, between when they retire and when their paperwork is "finalized".

How long does this "Interim Period" last? It varies, mostly depending upon how busy OPM is. Your paperwork is being processed by the Office of Personnel Management ([opm.gov](http://opm.gov) — your new "boss") and despite the fact that they have hired a number of new Retirement Specialists, obviously the more retirements there are, the busier they are, and the slower the paperwork gets processed. One good friend of mine only waited 2 months. Myself, it was 2 1/2

## Director of Retirees

months, but it was a quiet period for OPM. Now it seems to be in the order of 4-5 months. I have heard horror tales of taking over a year, but I think that is very rare.

As everyone reminds me, the first thing you will experience upon retiring is the feeling of SLEEPING IN. For those who (like me) were never "morning people", that is a good thing.

And then you essentially ... wait. Sometimes it's one of the hardest things to do, and it's easy to let your imagination run away with everything that could go wrong. If you think something did go wrong, be sure to call me, or the Branch. Retirement is a relatively simple process, but sometimes forms do get misplaced, or sent in unsigned and must be returned to you, or whatever. All this is easily reparable, it just takes time.

How much time? That varies, and also depends upon what you're waiting for. I used to say that the first thing you will get is your CSA Number from OPM; and for me, it came in a couple of weeks. Now I am learning that it often takes a month to get it. This is your new identifying number. Any time you communicate with OPM in the future, by letter, phone, or internet, the first thing they will ask for is

your CSA number.

One thing that should arrive on schedule is your first annuity check, almost always by direct deposit. Hopefully you know when to expect it. However, I am finding some people are horrified by HOW LITTLE they get. That is, the amount of your annuity is smaller that you had counted on. DONT PANIC (as I did when I got my first annuity deposit). Be aware that during this Interim Period, you will only get about 70% of what your final annuity will be. During this time, OPM is withholding extra to cover some of your other expenses, such as health insurance or taxes. But unless you ask, you are unaware of this because OPM really doesn't tell you. I was recently told that they do tell you how much they are taking out in Federal taxes, which may be a new procedure, or only for FERS employees. In my day, they didn't tell you what was being withheld. However, **please be aware that you are covered for everything. Even though you don't see anything withheld for health insurance (for example), you are fully covered. If you need to go to a doctor, GO!**

Then, as they finalize your paperwork, OPM will catch up on any overdue bills for taxes, health



Br. 9 Retired Letter Carrier  
Kerry Herdine  
Home: 952.854.2655  
Cell: 612.805.8407

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insurance or whatever. **Usually you will get a nice check for the amount they over-withheld. And you usually also learn that your pension is a few bucks more than you expected. Finally, a couple of nice surprises.**

Lastly, allow me to remind you that another thing you will receive is a Form 1189 — thrice! Our intrepid and brilliant Branch Secretary, Angie, will mail you an 1189, which is a form authorizing that your dues for Branch 9 be withheld in retirement; in other words, this is your invitation to join Branch 9 as a retiree. The NALC will also mail you a copy. After 6 months, if you have not signed up, Angie will send you a final offer. 6 months after that, if you have not signed up by then, you will be severed from the NALC forever.

What is the upside and downside to joining Branch 9? The only downside is the cost, and that is minimal: in 2015, it will be \$4.85 per month. In other words, you spend less for a year of dues as a retiree than you spend in a single month as an active carrier! The upside is that you continue as an active member (if not an active carrier) of Branch 9. You can participate in all Branch activities, social, elections, meetings, etc. We fortunately have an active cadre of retired carriers in Branch 9, whom we lean on for everything from social volunteering to

political efforts. Finally, you will continue to get the Postal Record and the Branch Nine News, which are always fun to read as a retiree. I always enjoy looking at the new retirees, thinking, "Wow, that guy was once my utility and did not age well at all" (not bothering to wonder what he would think if he saw me!). But to be serious, **if you have the NALC Health Benefit plan, you must be a member even in retirement.**

In time (usually 4 to 5 months) you will receive a detailed letter from OPM stating that everything has been finalized, how much your annuity will be and where every dollar of your deductions will go. As I said, usually you will receive a little money back from their overcharging, and you may discover that your annuity is a couple of bucks more than you thought.

Let me close by cautioning you that even at this stage, there is one thing you should do. Of course, I hope you will consider contributing to COLCPE and supporting other NALC political efforts. But please be aware that as your pension is finalized, that NOTHING is being automatically deducted for Minnesota state taxes (because OPM is federal, and each state's tax laws are different). I have known some carriers who just let this go, and write a check to the Minnesota Department of Revenue at the end of the year. But for most

of us, we will probably want to get something deducted by OPM every month. You must contact OPM to do this, after your paperwork is "finalized". I always tell the story that I called them and asked how to have state taxes deducted? The very helpful lady said, "You need to get form such-and-such from the Minnesota Department of Revenue to send to us ... or, you can just tell me how much you want deducted, and I'll just punch it into the computer." I gave her an amount (\$125 a month, I think), and everything worked perfectly.

I hope this has served in some measure to demystify that pesky Interim Period of your retirement. Of course, individual experiences vary, but I hope this has served to generally tell you what to expect. If you need to get ahold of me, either contact me via e-mail at [rodney@branch9nalc.com](mailto:rodney@branch9nalc.com) or phone at 651-270-7807.

Enjoy your Retirement — you have earned it and you deserve it!

## In Memoriam

**LEROY SELLER**

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

## The Twin Cities Postal Headquarters

**USA  
Union preferred**

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



**Jerome J. Keating Local Branch 9**  
**National Association of Letter Carriers**  
**P. A. L. 9 (Political Action League)**  
11581 Ilex Street N.W., Coon Rapids, Mn 55448-2316

Lenny Larson, President  
Rodney Anderson , Secretary - Ron Lawrence, Treasurer

Board Members:  
Mike Zagaros - Darrell Maus - Bob Baird - Rick Onslow - Barry Weiner  
Lisa O'Neill - Connie Beissel - Jeremy Rothstein

P.A.L. 9 ANNUAL LETTER

January 2015

Dear Sisters & Brothers;

It is with a happy heart that we can report that our political efforts and contributions from 9 P.A.L. were very successful over the last year. It is with a sad heart that we must report that the overall election, nationwide, was pretty much a disaster for working families and individuals. You have probably read a lot of the spin about why labor or liberal candidates did not do well this year but one fact is glaringly clear; poor voter turnout. It seems as though people have lost faith in their government and the politicians running it. With all the D.C. gridlock, who can blame them?

We as Federal workers stand to lose a lot and under paid, non-union worker's fight to gain an economic foothold will be severely restricted with the new Congressional makeup. That is why we cannot give up hope and just walk away from participating in the management of our great democracy. This is exactly what the uber-rich plutocrats want.

We know that our own members are tired of hearing about the fight to save the Postal service and our jobs. Some believe that it is all rhetoric, nothing ever changes. Things do change. It was not all that long ago that USPS was the largest workforce in the United States. We have lost nearly half the workforce (nearly half a million jobs) since I started my career. The majority party that comes to power in January is already plotting our demise. One powerful committee chair has already stated that the Postal Service should file bankruptcy to get out of its' burdensome Union contracts!

The coming years will find us in a constant fight to preserve our livelihood and as you all know, that will take money. In order for us to win, we will need to continue to work for our supporters locally and nationally. Even more important will be efforts to win over those that do not. P.A.L.9 and COLCPE donations are just the starting point. Get involved,save your job.

Lenny Larson  
President PAL 9

Ron Lawrence  
Treasurer PAL 9

\*\*\*\*\*

Name: \_\_\_\_\_

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

\_\_\_ \$ 25.00 Annual Dues

Clip & Mail to: Ron Lawrence  
1581 Ilex Street NW  
Coon Rapids, MN 55448-2316

\_\_\_ Very Concerned Membership ( \$50.00 or More )

\_\_\_ Active Carrier ( Station \_\_\_\_\_ )

\_\_\_ Retired Carrier

# Branch 9 Turtle Lake Casino Run Turtle Lake, WI

**WHEN:** Sunday, February 15, 2015

**WHAT:** Each ticket purchased is good for 1 round trip transportation to the casino, \$5.00-in quarters AND a free lunch at the buffet in the casino.

**COST:** Price per ticket \$20.00/each. No refunds will be given.

**DEPART: Southside - 8:30 AM** - Cub Foods (8421 Lyndale Avenue South in Bloomington (NW end of the parking lot).

**Northside - 9:15 AM** - Cub Foods Northtown (585 Northtown Drive in Blaine (SW Corner Lot).

-If we have 40 participants, the bus fair will be donated to MDA.

-Maximum capacity is 55.

**-To reserve a seat, mail the sign-up sheet (below) and money (by February 10, 2015) to the Branch 9 office at 2408 Central Avenue NE, Minneapolis, MN 55418.**

-Alcohol is NOT permitted on the bus.

-Must be 21 or older and have a picture I.D.

-Returning roughly at 5:00PM

## Branch 9's Turtle Lake Casino Run

Sunday, February 15, 2015

**Name:** \_\_\_\_\_ **Phone #:** \_\_\_\_\_

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

Addresses are mandatory for each person per Turtle Lake Casino's request

**Number of Tickets:** \_\_\_\_\_ **Amount Paid:** \_\_\_\_\_

*Pick up location - choose 1*

\_\_\_\_\_ **Bloomington Cub Foods** or \_\_\_\_\_ **Blaine Cub Foods**

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

**Stay informed by:**

- **Signing up for E-activist at NALC.org**
  - **Branch9nalc.com (website)**
- **“like” our Branch 9 Facebook Page**
  - **Follow us on Twitter**



## Branch 9 Calendar

**January 27**  
**\*NEW LOCATION\***  
General Membership Meeting  
7:00PM  
**Crystal VFW**  
**5222 Bass Lk Rd, Crystal**

**January 27**  
Nokomis Retiree Breakfast  
9:00AM  
Fred Babcock VFW Post 5555  
6715 Lakeshore Drive  
Richfield

**February 3**  
Northside Retiree's Breakfast  
9:30AM  
Elsie's  
729 Marshall St. NE  
Minneapolis

**February 6**  
N Suburban Retiree's Breakfast  
8:30AM  
Denny's Restaurant  
9020 Quaday Ave NE  
Otsego

**February 10**  
Southside Retiree Breakfast  
9:00AM  
Fred Babcock VFW Post 5555  
6715 Lakeshore Drive  
Richfield

**February 10**  
**\*NEW LOCATION\***  
Steward Meeting  
7:00PM  
**Crystal VFW**  
**5222 Bass Lk Rd, Crystal**

**February 14**  
VALENTINE'S DAY  
mail your cards

**February 16**  
PRESIDENT'S DAY  
HOLIDAY  
OFF

**February 24**  
**\*NEW LOCATION\***  
General Membership Meeting  
7:00PM  
**Crystal VFW**  
**5222 Bass Lk Rd, Crystal**

