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January/February 2021

House Reintroduces Anti-Privatization Resolution

Reps. Stephen Lynch (D-MA) and Rodney Davis (R-IL) reintroduced their resolution calling on the House to take "all appropriate measures to ensure that the United States Postal Service remains an independent establishment of the Federal Government and is not subject to privatization."

The resolution, H. Res. 47, is identical to those introduced over the last two Congresses, both of which exceeded a bipartisan majority of support.

As letter carriers may recall, the resolution's introduction was in direct response to outgoing President Trump's government reorganization and restructure plan, titled "Delivery Government Solutions in the 21st Century," through the Office of Management and Budget (OMB). The report, which was deemed dead on arrival on Capitol Hill, took aim at numerous federal agencies, including calls to privatizing the Postal Service. The report was also followed up by the outgoing President's White House Postal Task Force report, which highlighted internationally privatized postal systems.

Thankfully, misguided policies such as postal privatization will have no place in the Biden administration. In response to his views on privatization of the Postal Service, then-candidate Biden had this to say:

"USPS workers are the eyes and ears of the community and are often on the first line of defense for rural and disenfranchised communities. Postal service provided to everyone and every house, regardless of geography, income, race, religion, or sexual orientation and we must honor and defend the USPS's Universal Service Obligation as a core belief of our great nation. As a valuable public service that does not use taxpayer dollars for operating expenses, USPS will be defended from all attempts at privatization when I am President."

In the effort to reach another bipartisan majority against privatization, NALC encourages all letter carriers to contact their members of Congress to become cosponsors on this resolution.

-nalc.org Government Affairs, Legislative Updates

NOTICE TO ALL BRANCH 9 MEMBERS

**Any proposed amendments to the
2021 Branch 9 By-Laws**

must be presented in writing to the
Branch 9 Office no later than

March 1, 2021

RETIREMENTS



Here's a "last punch" picture of Mike Laughlin, with his Lowry Station Stewards, Dave Anderson and Cindy Fossum. Congratulations!



Last punch for Pete Gellerman (Brooklyn Center Station) Enjoy your Retirement!

SAVE THE DATE

Red & Gold Retiree Banquet 2020 & 2021

(Provided COVID allows for group gatherings)

**Sunday, August 15,
2021**

Delta Hotels by Marriott
Minneapolis Northeast
1330 Industrial Blvd,
Minneapolis, MN

NEW MEMBERS

Joshua Ammann
Richard Colbert
Michelle Harris
Catherine Hauge
Clifford Lee
Robert Mann
Keila Rae Perez
Thomas Stone
Seth Tracy
Michael Watson II
Sean Evenson
Bryant Felipe
Christopher Lindgren
Robert Manne
Matthew McGuire
Troy Mildenberger
Ashraf Sakaan
Cathryn Schroeder
Joseph Sederberg
Benjamin Taylor
Jane Wanczycki
Skyler Werner

Welcome Branch 9 Members!

IN MEMORIAM

Gerald Mattox
Willard Beauchaine
Gary Mierek

The Following is Paid
Member of PAL 9 for
December, 2020

David Scheil

Jim Fodstad
Treasurer PAL 9

Branch 9, NALC
4001 Stinson Blvd. Suite 304
Columbia Heights MN 55421
Voice: (612) 781-9858
Fax: (612) 781-9849
Website: branch9nalc.com

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JoAnn Gilbaugh

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HBR: (763) 370-1392

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

We have finally made it into the new year and close the door on 2020. Unfortunately, this year has started out with rioters storming the Capitol. This was an attack on our very Democracy and the process of free and fair elections. I have never expected to see Americans attacking our own Capital building in my lifetime. The violent mob on the steps of the Capital attempted to stop the certification of the election results by using violence as a fear and intimidation tactic. Democracy was later upheld and the election results were certified. Branch 9 does not in any way condone such abhorrent behavior.

The membership of Branch 9 is diverse in background and political views, but we are all part of the Union. The one thing that binds us together is our City Letter Carrier career path. With the Installation of President Biden into the White House, our work to pass legislation to the help the Post Office through the COVID Pandemic continues. Our work has not ended with the new White House administration. We need to keep educating our representatives on postal legislation that will strengthen the USPS

This year will continue to bring challenges to the Branch, as we work to finalize a permanent home for the next Branch Office. There will be monthly reports at the General Membership Meetings starting in January on what the building committee has been working on. We want to ensure that whatever path we go down, the new Branch Office will work for us now and into the future.

There has been no information yet as to when letter carriers are eligible for the COVID vaccine. The Minnesota Department of Health web site will have the most up to date information on who is currently getting the COVID vaccine. I am hopeful that with the vaccine, we can begin to have some in person meetings

again this year. In the meantime, we will still be having General Membership Meetings through ZOOM. Please use the form in the Branch Nine News to submit your email address to the Branch so we can send you the email invite for the ZOOM meetings.

Events that we missed last year will be happening again, but they will look different. The Stamp Out Hunger Food drive will still be on the second Saturday in May, but with a twist. The food drive will be virtual and donations can be made to the local food shelf. As we get closer, there will be more information on how we can donate money to help. With many people out of work because of COVID, there is an increase in the need for food banks.

The Branch is working on creating a virtual Bingo MDA fundraiser. A date has not been determined yet, but as soon as we get it set, the information will be sent out. In keeping with the changes and COVID-19 issues the Retiree Banquet has been temporarily rescheduled for August 15. The Retiree Banquet is normally held the first Sunday in May. With COVID-19 still a major concern we moved the date in hope that we can celebrate with our retirees this year in person.

I have asked my predecessor, Mike Zagaros, to assist with a retirement seminar. The retirement seminar will be on Thursday February 25th at 6:00PM via ZOOM. If you want to be part of this event and begin to prepare for retirement, please fill out the GMM ZOOM sign up form if you have not done so yet. We need an email address to send the ZOOM link out, and the GMM email list will be the one we utilize. As always if you would like some one-on-one advice, we are doing individual meetings at the Branch Office, just call for an appointment.

As I write my article, we are still awaiting the delivery of our NALC ballots to vote on the ratification



Samantha Hartwig

of the new tentative agreement with the USPS. Only active members will be eligible to vote. Please fill out your ballot as soon as you get it. All ballots must be returned to NALC headquarters by Noon on March 1st. I feel that this tentative agreement is worth ratifying and I will be voting in favor of it. Please vote.

If the membership ratifies the tentative agreement, then there will be a period for Local Memorandums of Understanding (LMOU) beginning in April. Please check out the Branch Nine Webpage to review your installation's LMOU. If you have ideas to improve on your LMOU, we would love to hear them.

We will be holding the Branch 9 By-law meeting in April. If anyone wants to submit a by-law proposal, they need to be at the Branch office by March 1st so we can print all of them in the March Branch Nine News for all the members to review. The by-law meeting will be held at the April GMM.

We have a lot of work to complete this year and COVID-19 is still impacting every decision we make. I believe however, that this year will be better than last year. Together we survived 2020, but this year we will do more than survive, we will move forward and thrive.

In Solidarity,
Samantha Hartwig

United States Postal Service
Carrier - Auxiliary Control

A. Delivery Unit		B. Telephone		C. Date		
D. Carrier's Name and Route No.			E. Lunch Place and Time			
F. Indicate entire or portion of the case shelves covering mail as street auxiliary assistance						G. Keys Required? Yes <input type="checkbox"/> No <input type="checkbox"/>
1	2	3	4	5	6	H. Carfare Required? Yes <input type="checkbox"/> No <input type="checkbox"/>
						I. Accountable Mail? Yes <input type="checkbox"/> No <input type="checkbox"/>
J. Reason For Use of Auxiliary						

K. Estimated Work		L. Management Action. Check and initial all appropriate actions.						
Hours	Minutes	Auxiliary Assistance		Hours	Minutes	Overtime	Hours	Minutes
		Approved <input type="checkbox"/>				Approved <input type="checkbox"/>		
		Disapproved <input type="checkbox"/>				Disapproved <input type="checkbox"/>		

Instructions

The regular carrier shall prepare the form as follows (except as indicated)

- A. Enter the name of the delivery unit.
- B. Enter the telephone number for the unit.
- C. Enter the date requesting assistance.
- D. Enter the name of the carrier requesting assistance or overtime and the route number.
- E. Enter the lunch place and time, if applicable.
- F. Place an "X" in space below the number indicating the case shelf containing the mail for which assistance is being requested. The bottom shelf of the letter separations is designated under 1. When assistance is required for less than a full shelf of mail, enter the portion of shelf in fractions. The portion should be identified as follows: L 1/2; R 1/4; (L) indicates "Left"; (R) Right; and (M) is for Middle of the shelf.
- G. Indicate if Keys are required for delivery of this portion of the route.
- H. Indicate if Carfare is required for delivery of this portion of the route.
- I. Indicate if there are any Accountable mail pieces for delivery of this portion of the route.
- J. Show the reason assistance is being requested. (Omit during Christmas period)
- K. The carrier must enter the estimated hours and minutes of the amount of assistance being requested.
- L. MANAGEMENT ACTION - This section is completed by the manager reviewing the form.
 The manager reviews the request and makes a determination as to the appropriate actions. The manager shall check the appropriate actions and initial each section.

2. Request PS Form 3996

Section 122.33 of the M-39 Handbook requires the manager to provide you with a 3996 when you request one.

122.33 The employee, upon request, will be provided a Form 3996, Carrier - Auxiliary Control, after the supervisor has been verbally informed as to the reason for the request. The employee shall not be denied the form and, upon request, a duplicate of the completed form will be provided the employee.

Explain that the instruction you were given by your supervisor does not change the fact that you cannot complete your assignment in 8 hours and request a PS Form 3996.

No matter what your manager says to you, say the words *"I am requesting a 3996"* and explain the reason(s) for your request.

Exec. Vice President's Report

Lately, I have had conversations regarding return times, and management's focus that we be off the street by 5:00. It seems Management at some stations have become hypervigilant and adamant that we pinpoint our exact return times. Management has even gone as far as bringing individuals into the office for narrowly missing their estimated return times.

Management has the right to manage. We have the right to give our best estimate each morning, and adjust it, if necessary, once we are on the street. We have yet to see any discipline issued for missed office leave times or street return times. But that does not mean that we should not protect ourselves from unwarranted "days in court" or the specter of discipline.

The regulations of the M-39 (Management of Delivery Services) and the M-41 (City Delivery Carriers Duties and Responsibilities) clearly state that we are to give Management our best estimate each morning. The 3996 "help form" is our tool to inform Management if we will be over 8 hours on our route. The purpose of a 3996 form is not only to split routes and distribute overtime; it is, and should be used as, our daily record of the reason we have asked for help or requested overtime on our routes.

We are professionals. We know how long it takes to do our routes. We give a fair estimate based on mail volume, packages, and weather conditions. Management, on the other hand, works off their magic DOIS and/or PET numbers. There is no consideration given to the real-world issues that we face. There is no recognition that although mail volumes are down, we still have to walk to or past every house on our route. There is no acknowledgement that delivering with gloves and walking with boots affects our delivery times.

Every morning, Management comes around prepared to argue. There is no reason for us to be subjected to this daily heartburn. Management loves to present their DOIS and/or PET numbers as absolutes for our leave and return times. However, there are Memorandums signed by the National Parties that clarify this misconception.

- M-01664 – DOIS projections are not the sole determinant of a carrier's leaving or return time, or daily workload. As such, the projections cannot be used as the sole basis for corrective action.
- M-01769 – Projections are not the sole determinant of a carrier's leaving or return time, or daily workload.
- M-01242 – "Making the numbers" is not an excuse for abusing anyone.

There is no reason to argue on the daily go-around. It is not our job to debate Management's magic numbers. We know that they think we should be pivoting or running our routes off daily. They feel no guilt that some carriers skip breaks and cut lunches short to meet their unrealistic deadlines. Their numbers rarely match our estimates. Reasoning does not work, and quarreling is futile.

It is our job to give our best estimate of how much time it will take us to do our route. We need to ask for the 3996 "help form", fill it out, turn it in, and request a copy. When Management turns it down, do not debate. Ask them for instruction on what to do when you can't finish in the amount of time they have given you. Invariably, Management will tell you they want you to be done and back by the time they have told you. Your instinct at that point is to argue because Management is not listening. Management will seldom give any additional instruction. So, then it is best to give them a time that you will text and/or call if you cannot make it. Your copy of the 3996 form is



JoAnn Gilbaugh

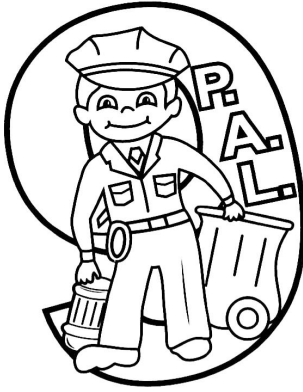
proof that you told Management that you could not reasonably make their projected times.

Most stations have a specific time that carriers are supposed to call in if they are running behind. It is unsurprisingly common that station phones are not answered during this timeframe. If this happens, text Management on your scanner to let them know you will not make it and ask for instruction. If you do not receive help, you have proof that you notified them. If you have followed all the rules by filling out the 3996 and asking for instruction if you cannot make your return time, your bases are covered.

My father often told me "if you don't want someone to get your goat, don't let them know where it's tied up." It was his way of saying, if someone is trying to provoke you, do not let them take away your calm. Far too often, we allow Management to get our goat on the morning go-around, ruining the calm of a perfectly good day. Management actively seeks to "untie" our rights, often through harassment and intimidation. They argue in order to "steal" our resolve to give a fair day's work for a fair day's pay, because it is their only hope to fit their square peg numbers into the round hole of reality.

Management will always have the right to manage or mismanage as they see fit. How we respond is up to us.

In Solidarity,
Jo



Jerome J. Keating Local Branch 9, National Association of Letter Carriers

P. A. L. 9 (Political Action League)

Joel Carter
President

James Fodstad
Treasurer

Rodney Anderson
Secretary

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Lenny Larson
Barry Weiner

Connie Beissel
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JoAnn Gilbaugh
Elizabeth O'Neill

Samantha Hartwig
Jeremy Rothstein

January 2021

Dear Brothers and Sisters,

Re. P.A.L. 9 ANNUAL LETTER

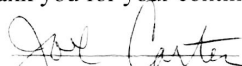
2020 was quite the year! A pandemic, like we have never experienced during our lifetime; social unrest originating here, in Minneapolis, but affecting the world; and culminating in a National Election where the fundamental exercise of our democracy was challenged.

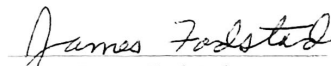
Postal workers here and across the country have been stricken by the COVID virus, and some sadly have died. The riots in Minneapolis caused two post offices to be burned down, and others were threatened. The Postal Service was also a central storyline during the election. Could the USPS handle the crush of ballots in the mail? Will the Postal Service run out of money to operate, even before November arrived? **We have, so far, triumphed over these ordeals.** The installation of a new administration this month will give Congress an opportunity to address these problems and more.

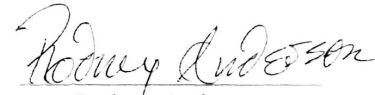
The Postal Fairness Act passed the House, 309 - 106, with broad bi-partisan support, but did not come to a vote in the Senate. This bill would have repealed the pre-funding mandate that has sapped Postal Service funds since it was passed in 2006. The epidemic depleted revenue for many businesses and hit the Postal Service hard. In the Spring of 2020, the first COVID relief bill passed. The CARES Act allowed a \$10 billion loan to the Post Office but came with a lot of strings attached. The Heroes Act was passed recently by the House, but not the Senate. This Act would give \$15 billion for various pandemic related costs to keep the Postal Service running.

We have many challenges in the year ahead. A continued and consistent effort by PAL 9 and our friends in Congress is needed to make the Postal Service whole, and better equip us to meet the challenges of technology and commerce in the 21st century. It takes money to influence and support our allies in Congress. Your continued financial support for PAL 9 is needed now as much as ever.

Thank you for your continued support.


Joel Carter
President, PAL 9


James Fodstad
Treasurer, PAL 9


Rodney Anderson
Secretary, PAL 9

Name: _____

Address: _____
(Street and Apartment Number)

Address 2: _____
(City, State and Zip)

_____ \$25.00 (Annual Dues)

_____ Very Concerned Membership (\$50.00 or More)

_____ Active Carrier (Station _____)

Clip & Mail To:

James F. Fodstad
7032 Jersey Avenue North
Brooklyn Park, MN 55428

_____ Retired Carrier

Why contribute to P.A.L. 9

While giving a PAL 9 report at a recent GMM, it occurred to me as I stood before the members in attendance that an increasing number were not around when this political action committee was originally started in Branch 9. Hopefully a little history and better understanding will loosen up letter carrier wallets.

The earliest Branch records show that efforts by our leadership at that time were engaged with forming PAL 9 in 1975. In early 1976, President Bob Tripanier in correspondence with National Ex. V.P. J. Joseph Vacca, sent his ideas about a local pac that would work in conjunction with NALC headquarters.

As it turned out, our Branch started PAL 9 on our own. Since that time we have gone through many changes in how we operate. At first, due to Hatch Act provisions, only retired members could make up the PAL board and its' officers. Revisions to the Act in 1993 now made it possible for active carriers to take an active role.

At this time we also became much more active in the state AFL/ CIO and the central labor union. Because of these affiliations, it was important to become involved with state and local politics as well as federal elections. This involvement helped to give the rise of support for our causes from local unions and politicians. Evidence of this support has been repeated many times over. All of our rallies and campaigns to protect our jobs were attended and supported by these locals and the politicians we support.

Some may wonder why we have a political action committee while our National operates one of its' own. There have been times that our national leadership has asked this same question. There are several reasons. Because our pac funds are local we are able to contribute to local and state candidates as well as federal. Although our national office encourages us to attend political fundraisers, our requests for funding were often turned down. Oftentimes these events are planned on very short notice making it very difficult to obtain funding to go because of time constraints within our national.

Local control of funding to at least attend a political event gives us much greater ability to meet our candidates and explain our position on matters of legislation affecting letter carriers. We believe that face to face meetings with candidates and politicians to be much more effective than just a late donation through the mail.

Additionally, we have used PAL 9 funds to help other Branches within the state to attend political events and candidate fundraisers. Our feeling is that we need to elect as many labor friendly candidates from Minnesota as possible.

After participating and overseeing PAL 9 for over thirty years one thing still bothers me. Retirees always contribute in greater numbers than active carriers. Active letter carriers stand to lose an entire career. Most of the misery you suffer at the hands of management can be directly attributed to Congressional actions.

Recent hires pay more into retirement and have to work more years to be eligible. The prefunding requirement for future retiree health benefits has pinched postal finances to the point that active carriers get pinched in the ass to make up for the shortfall.

The only resolution to these problems is legislative action. I sit at the monthly union meetings and listen to all the problems the members want the officers and stewards to resolve. How about doing something only you can do for yourself?

DONATE TO P.A.L.9!

Lenny Larson
Former P.A.L. 9 President & Branch 9 President Emeritus
(reprinted from a previous issue)



Dave Allmann

I have been representing Branch 9 and safety for over 2 years now. As I write safety topics every month, I try to keep them pertinent to the safety hazards that we are dealing with. We have seen a steady decline in the number of accidents during this time. Just like everyone else, peak season comes and things get put on the back burner. Wouldn't you know it, the deadline to get an article in has come and gone. Just like that we see a big uptick in the amount of accidents. Some are vehicle accidents and others are in the slip, trip and falls category. Is there a correlation with missing an article to the uptick of accidents? No, of course not, I am simply trying to turn it into an analogy.

To figure out the analogy, let's look at the causes of these accidents. The vehicle accidents are along the lines of hitting stationary objects. The slips, trips and falls are happening when icy conditions are present. This is also happening while working inside the ProMaster vans. In all of these situations there is one factor that

never changes. That would be you, the letter carrier. Did these accidents happen because we put safety on the back burner? If we paid closer attention to safety, could some of them have been prevented? It is safe to say that none of us know for sure.

We will always encounter accidents to some degree by just the nature of what we do. Day after day, we walk countless miles on snow and ice. We go up and down every step to every house. That's contacting each step twice. Unless you deliver in Pancake, USA, the elevation of the ground is constantly changing. The snow is also constantly changing its consistency and form. On top of



all this we have the thaw/freeze cycles throughout any given day. Hitting stationary objects with the vehicles are continuing to happen. The usual suspects are the innocent mailboxes whose sole purpose is to have mail put in them. Most of the time, there is ice in front of it, which increases the chances of sliding into the mailbox. Not being left out, are all of the objects that we get alerted to after hitting them. There have been plenty of payouts to the damage we cause to personal vehicles. This no doubt angers our

customers when that happens. Thankfully, I haven't seen any pedestrians getting injured come my way. Hopefully this is because it hasn't happened.

We do have one big way of keeping us out of harm's way. That is handling how we control ourselves in these situations. All of the things that I have mentioned do not move. We were the only moving object in these accidents. Even with vehicle accidents we are in control of the moving vehicle. After an accident, it is far easier to blame someone or something else. It becomes much harder to blame ourselves, but we are the ones causing the accidents.

We have to be aware of all the hazards that are around us every step, minute, hour and day. When we put this on the back burner, it puts us in jeopardy. This becomes difficult when you're dealing with other outside forces that distract you. Whether it's the dark, fatigue or your emotions, it will affect how you work safely. Understanding what your obstacles are before getting into these situations will help you make better decisions. It's those decisions that can prevent you from having the accident. If we can keep our own safety first, we can ensure making it home the same way as we came in. While you take control of this, I'll continue to work with management and VMF to figure out a solution with the inside flooring of the ProMasters.

Safety Matters!

DA

Director of Retirees Report

Recently I received a call from a member wondering why he should remain a Union member after he retired. Really? I can't imagine disconnecting from the people I worked with for 30 years. Some of these people are like family. Retirement dues are a pittance of your retirement income which was probably largely built by the efforts of the Union. I have learned some ins and outs of maxing that income from fellow retirees like Jon Frick. During a retiree breakfast a group started talking about their health insurance rebate since they became eligible for Medicare. So, Jon and I had an extensive conversation on this subject that included his wife Lauren for "how to" details. So...to make your dues "worth it" I present information regarding Medicare Reimbursement Accounts and a possible \$800 reimbursement.

If you are an eligible active or retired member on a contract with Medicare Part A and B, all you have to do is provide proof that you pay these premiums. The whole process can be done online. For most of us that means that we submit to our insurance provider with the Annual Benefits Statement from Social Security

which can be obtained from your OPM account. Blue Cross Blue Shield has you fill out a one page form, provide the one page Benefit statement and submit it for your claim. Your spouse should be eligible for the same reimbursement. The money can be deposited directly to your checking account by providing your banking information. For a 2020 claim the deadline is December 31, 2021. A heads up: the rebate for BCBS is only available for people on the Basic level plan. The Standard plan does not offer a reimbursement.

Plans that don't offer a Medicare reimbursement but have low premiums and waive cost sharing when Medicare is primary are: GEHA Elevate Plus Plan; GEHA Standard Option Plan; NALC High Option. So, low premiums up front or reimbursement, buyer's choice. So, I thank my fellow retirees for the heads up on this issue because BCBS is a popular choice for retirees.

If this advice is useful to you, you will save much more than any Union dues paid as a retiree. Still the main advantage I see in being a Union retiree member is the connections maintained



Melia Derrick

with people you developed relationships with for decades. We lost the possibility of holding the Retiree Banquet, the retiree breakfasts and lunches this year. There was no cribbage tournament or retiree seminars. All due to COVID-19. But General Membership meetings via zoom are back as well as monthly retiree zooms on the second Wednesday of the month. They don't replace the in-person meetings, but until we can meet safely, they should save our sanity. So, mask up, stay healthy so that in 2021 we can return to some sense of normality.

Stay tuned in

Melia



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

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Request to Join ZOOM GMM Meeting

It's a whole new world!

EVERY MONTH ON THE 4th TUESDAY (until further notice). Branch 9 members will be able to attend monthly GMM's via computer in the comfort of your own home.

All of these meetings will be closed captioned.

If you are a Branch 9 NALC member and wish to join in on these monthly meetings, please fill out the registration form below. **If we do not receive your completed form, you will NOT be sent the invite.**

Active/CCA Carrier

Retired Carrier

STATION: _____ Steward's Initials: _____
If Active Member

NAME: _____

COMPLETE ADDRESS: _____
Address, Unit #, City, State, Zip

PHONE #: _____ E-Mail: _____

POSTAL RECORD #: _____

(Must have to confirm you are a NALC member in good standing – located on Postal Record mailing label)

E-mail/Scan to angie@branch9nalc.com, fax to 612.781.9849 or mail completed form to 4001 Stinson Blvd, Ste 304, Columbia Heights, MN 55421

YOU ONLY NEED TO SIGN-UP ONCE FOR THESE ZOOM GMM'S!

If you have any question's contact the Branch at (612) 781.9858.

RETIREMENT SEMINAR ZOOM Meeting RSVP Form

February 25, 2021 at 6:00PM Branch 9 will be hosting a Retirement Seminar via ZOOM.

If you are a Branch 9 NALC member and wish to join in on this meeting, please RSVP using the form below.

If we do not receive a completed form, you will NOT be sent the e-vite.

STATION: _____ Steward's Initials: _____

NAME: _____

COMPLETE ADDRESS: _____
Address, Unit #, City, State, Zip

PHONE #: _____ E-Mail: _____

POSTAL RECORD #: _____

(Must have to confirm you are a NALC member in good standing –
located on Postal Record mailing label)

E-mail/Scan to angie@branch9nalc.com, or fax to 612.781.9849

*****This meeting will be closed captioned.*****

If you have any questions, please contact the Branch office at (612) 781.9858.

Branch Nine News
4001 Stinson Blvd. Suite 304
Columbia Heights MN 55421

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- *Join Veterans Group <https://www.nalc.org/member-benefits/join-the-nalc-veterans-group>
- * Branch9nalc.com (website)
- * "like" our Branch 9 Facebook Page

Contribute to the PAC
The Letter Carrier Political Fund is the anchor for NALC's legislative and political activities.



nalc.org/government-affairs/political-activity

Branch 9 Calendar

Most BRANCH 9 Meetings and events have been **modified**, please continue to check the website and Facebook page for the latest information on Branch 9 meetings and events.

<u>February 9</u>	<u>February 15</u>	<u>February 23</u>	<u>February 25</u>
Steward Meeting 7:00 PM Zoom/Online	President's Day Holiday	GMM 7:00 PM Zoom/Online	Retirement Seminar 6:00 PM Zoom/Online
	<u>March 1</u>	<u>March 9</u>	
	By-Law Submissions Due	Steward Meeting 7:00 PM Zoom/Online	

THE DIRECTOR OF RETIREES IS SCHEDULING ONLINE SOCIALS

If you wish to be part of them, contact Melia, the Branch office or check our Facebook page.

All other breakfasts and meetings are cancelled until further notice.

TAKE ACTION

Our letter carriers need your help to continue delivering for America. Take a stand and demand action from Washington to help our letter carriers!

Ask your Member of Congress to support the Postal Service through COVID-19 Funding.

Call your Senator now at 844-477-7651.

Urge them to support funding for our U.S. Postal Workers. These heroes deliver critical goods to those in need and we cannot afford to not fully fund the USPS.

TAKE ACTION NOW!