

Official Publication  
Of Branch 111  
Home of the  
"Wasatch Branch"  
Branch 111  
Chartered  
January 24, 2003

# The Pavement Pounder



JUNE 2005

Bountiful \* Lehi Magna \* Midvale \* Murray \* Salt Lake \* Sandy \* Taylorsville \* Tooele \* West Jordan \* West Valley

## The President's Corner

By: Mike Miller



Well we have just completed our most successful food drive since we started participating. I am happy to report that this year letter carriers in the State of Utah finally broke one million pounds of food collected to help those

less fortunate than ourselves. We collected a grand total of 1,117,892 pounds of food to help those who need help from time to time when times get hard. And we need to remember that those we help are hard working people who have just run into hard times and need help temporarily to get back on their feet.

This year we collected 269,204 more pounds of food than we did in 2004. You all should be proud of yourselves, City Carriers and Rural Carriers alike as well as Post Offices that only had PO Boxes, you all did an incredible job this year and have much to be proud of. I only wish our Postal Record could be read by Rural Carriers Postmasters of those offices with only PO Boxes that participated throughout the State of Utah because they had an equal part in this joint project, and we could not have accomplished this without them.

We had 33% more offices participate this year than last year, and I thank Ken McArthur and Ralph Hamilton for making that possible. I appreciate the District Managers full support in the food drive; we could not have made this work without his support. And I appreciate Ralph Hamilton's support, throughout the years he has been an avid supporter of the

need for the food drive to succeed.

Some of you may already know that Postmaster Ralph Hamilton is retiring at the end of June, he is the chairman of the notorious KMA club right now, so don't give him a bad time. And I am happy to say that he helped us reach one of our mutually desired goals this year and that was to break a million pounds. We have been trying for several years to accomplish this, and this year we broke it by 117,892 pounds. I think that's a hell of a going away present for you Ralph, thank you.

Now for the totals for Branch 111, our editor Gean Ryans has posted the totals in this Pavement Pounder so everyone can see where their office stood as to who collected the most food per delivery this year. And the **Bountiful Station** won for Branch 111 with a whopping **75,380 pounds** of food collected which calculated out to be a total average of **3.06 pounds per delivery**. So Bountiful took first place among all of the offices in Branch 111. You'd better invite me to breakfast Garth, steak and eggs was it!!

Now for the Salt Lake Installation **Milcreek Station** takes first place with a total of **18,018 pounds** of food collected for a total average of **2.12 pounds per delivery**. Last year the station that took first place got a pizza party, I wonder what they're going to get this year, oh and by the way that was Milcreek that took first place last year, so this is two in a row for them. What ever they get I hope they invite me that day. The Steward and Supervisor that day deserve a big hand for having gone out with their vehicles and collected food from the carriers, Tony Goodrich's pickup looked like it was going to do a wheelie he had so much food in the back.

Now as far as the State of Utah is concerned, the Installation that collected the most food was the **Ogden Installation** with a total of **84,137 pounds**, congratulations Ogden, but their pounds per delivery was only 1.27 lbs. Now the office that got the highest average pounds per delivery in the state, and you can look at everyone's totals on the branch web cite,

was a little office called **Midway** with an average of **4.09 pounds per delivery**, and they collected a total of **2,250 lbs.** of food. Congratulations Midway, I heard John Barney had a hell of time getting all that food to the food bank in his pickup truck.

Congratulations everyone, you did great, and be sure to thank your customers, next year maybe we can top 1.5 million. I think we can do it!!!

**Branch 111 Totals for 2005 Food Drive**

<u>Zip Code</u>	<u>Office</u>	<u>Rural</u>	<u>City</u>	<u>Total del</u>	<u>2005 totals</u>	<u># Del. %</u>	<u>2004 totals</u>
<u>84010</u>	<u>Bountiful</u>		<u>16451</u>	<u>16451</u>	<u>75380</u>	<u>3.06</u>	<u>24618</u>
<u>84044</u>	<u>Magna</u>	<u>82</u>	<u>7790</u>	<u>7872</u>	<u>19000</u>	<u>2.41</u>	<u>17,250</u>
<u>84109</u>	<u>Millcreek</u>		<u>8469</u>	<u>8469</u>	<u>18018</u>	<u>2.12</u>	<u>16,504</u>
<u>84043</u>	<u>Lehi</u>	<u>10173</u>	<u>3167</u>	<u>13340</u>	<u>26250</u>	<u>1.96</u>	<u>14453</u>
<u>84093</u>	<u>Alta Canyon</u>		<u>7852</u>	<u>7852</u>	<u>31764</u>	<u>1.92</u>	<u>16512</u>
<u>84108</u>	<u>Foothill</u>		<u>8429</u>	<u>8429</u>	<u>13804</u>	<u>1.58</u>	<u>8690</u>
<u>84121</u>	<u>Cottonwood</u>		<u>16869</u>	<u>16869</u>	<u>26306</u>	<u>1.55</u>	<u>24,264</u>
<u>84074</u>	<u>Tooele</u>	<u>5557</u>	<u>7043</u>	<u>12600</u>	<u>19330</u>	<u>1.53</u>	<u>12600</u>
<u>84117</u>	<u>Holladay</u>		<u>11336</u>	<u>11336</u>	<u>25885</u>	<u>1.28</u>	<u>20075</u>
<u>84022</u>	<u>Dugway</u>		<u>610</u>	<u>610</u>	<u>750</u>	<u>1.22</u>	<u>873</u>
<u>84118</u>	<u>Kearns</u>	<u>1107</u>	<u>18578</u>	<u>19685</u>	<u>23426</u>	<u>1.19</u>	<u>21,212</u>
<u>84116</u>	<u>Northwest</u>		<u>11295</u>	<u>11295</u>	<u>12090</u>	<u>1.07</u>	<u>11,925</u>
<u>84070</u>	<u>Sandy Main</u>	<u>1133</u>	<u>9434</u>	<u>10567</u>	<u>21056</u>	<u>1.06</u>	<u>19757</u>
<u>84102</u>	<u>Downtown</u>		<u>10432</u>	<u>10432</u>	<u>33339</u>	<u>0.98</u>	<u>33750</u>
<u>84047</u>	<u>Midvale</u>		<u>13233</u>	<u>13233</u>	<u>12714</u>	<u>0.96</u>	<u>12,070</u>
<u>84120</u>	<u>West Valley</u>		<u>13940</u>	<u>13940</u>	<u>36228</u>	<u>0.91</u>	<u>39448</u>
<u>84088</u>	<u>West Jordan</u>	<u>8495</u>	<u>5904</u>	<u>14399</u>	<u>27311</u>	<u>0.89</u>	<u>30440</u>
<u>84106</u>	<u>Sugarhouse</u>		<u>15451</u>	<u>15451</u>	<u>23278</u>	<u>0.89</u>	<u>26024</u>
<u>84104</u>	<u>Custer</u>		<u>8630</u>	<u>8630</u>	<u>7600</u>	<u>0.88</u>	<u>8,638</u>
<u>84115</u>	<u>South Salt Lake</u>		<u>12738</u>	<u>12738</u>	<u>10142</u>	<u>0.79</u>	<u>8,753</u>
<u>84107</u>	<u>Murray</u>		<u>15894</u>	<u>15894</u>	<u>24734</u>	<u>0.78</u>	<u>31312</u>
<u>84006</u>	<u>Bingham Canyon</u>		<u>326</u>	<u>326</u>			
	<u>Miscellaneous</u>	-	-	-	<u>1600</u>		<u>995</u>

**53,431 Pounds more for 2005**

**490,005 lbs**

**436,574 lbs**

MBA/COMPENSATION BY: JIM KEREEKES

First, let me make a statement about MBA. In the last issue of the Postal Record there was an insert. It was an offer to sign yourself; you and your spouse; or family for a payment to you of up to \$100.00 per day for a stay in the hospital. This is regardless of Health Insurance, or any other coverage you may have to cover the medical expenses. Check it out if you think you can use it. If you have questions call me.

The main article here this month is for an Occupational Disease (CA-2). Item #16 on the form requests a statement from you regarding the Occupational Disease. On another page of that form it gives you the instructions on what to cover in your written statement. The following statement will give you an example how to write such a statement. This example is of a Carpal Tunnel Syndrome. The worker in this example is a Pipe-fitter.

## STATEMENT OF WILLIAM

R. ANDERSON

1.a. William R. Anderson, WG-10 Pipefitter, Civil Service, Jan. 1979 - present.

b. Preparing and handling or installation of various types and sizes of pipe and associated fittings and tools.

My job requires total body effort or exertion at times to the hands and wrists. Repeated movements of hands and wrists are necessary to operate the tools in the pipefitting trade. Sometimes heavy and vibrating tools, along with hard to get at situations, compound the strain to the hands and wrists. For instance, jackhammering or electric roto hammer drilling for penetrations through concrete, lifting of pipe, using come-alongs, chainfalls, rope block and tackle, or working on hands and knees in crawl spaces, digging with pick and shovel. Cutting of pipe with pipe cutters, cut-off saw (gas powered). Files, sand and hammer. Tightening or removing pipefitting with wrenches.

Frequency of any one or combination of the above mentioned at an average number of 5

hours a day, 5 days a week.c. None

d. Right thumb cut at approximate age of 16, and sewed up by military doctors at Whitman Air Force Base in Missouri. Approximately 17 years ago there was a cyst removed from right thumb (no further problems with thumb)

e. Left and right hands, aching and burning sensation during prolonged repetitive twisting, turning, hammering, or use of vibrating tools.

While relaxing, eating, or during sleep, hands will get numb, cold, and get a tingling feeling.

December, January, February, and March, I worked at a Little Creek job sanding and fitting ½ & ¾ copper pipe day after day, installing fan coil units.

End of February and March, my hands started giving me problems and getting worse by the end of March. At the end of this job, a few days later, I felt some relief.

April, talked to supervisor about problem, and he recommended that I make a doctor's appointment, and he also set up a physical at the health dispensary on April 19.

April 8, I got appointment with Doctor Daniel Phillips.

Friday, April 9, at building LP1, job required hammering and chiseling, and working with a Midgett. This aggravated hands again.

April 11, Monday, I received a dispensary permit (remarks) follow duty status of private medical doctor and follow up the my private medical doctor. I also received paper work for workman's comp.

April 12, Tuesday, On leave and have been off work (disabled) since that time.

April 19, Tuesday, Dr Daniel Phillips referred me to Dr. Fisher. An EMG/NCS Bilateral was performed.

May 3, Tuesday, Diagnosed with Carpal Tunnel, and prescribed medication, (Piroxicam 20 mg. Cap) and light duty, along with another appointment in 6 weeks.

## Vice President's Article

I just want to thank all you letter carriers and your families and friends that helped out on the food drive. Because of all your hard work there are families that will not go hungry.

We had Stewards College and State Convention in April and I am proud to say that those members that participated represented Branch 111 very professionally.

Well, it's getting to the time of year for vacations and that means R-carriers, unassigned regulars and PTF's past their 90 days can opt on open assignments. Article 41 of the National Agreement gives you the right to opt.

**Eligibility for opting:** Full-time reserve letter carriers, full-time flexible letter carriers, unassigned full-time carriers, and part-time flexible carriers may all opt for hold-down assignments. All unassigned regulars have opting rights, regardless of the reason for the unassigned status (Step 4, H94N-4H-C 96007241, September 25, 2000, M-01431).

Although Article 12, Section 3 of the National Agreement provides that "An employee may be designated a successful bidder no more than seven (7) times" during the contract period, a national settlement (H1N-1E-C 25953, May 21, 1984, M-0513) establishes that these restrictions do not apply to the process of opting for vacant assignments.

Moreover, opting is not "restricted to employees with the same schedule as the vacant position" (H1N-1J-C 6766, April 17, 1985, M-0843). Rather, an employee who opts for a hold-down assignment assumes the scheduled hours and non-scheduled day of the opted assignment

National Arbitrator Bernstein held (in H1N-3U-C 10621, September 10, 1986, C-6461) that an employee may not be denied a hold-down as

signment by virtue of his or her potential qualification for overtime pay. For example, an employee who works 40 hours Saturday through Thursday is eligible for a hold-down which begins on Friday even though he or she will earn overtime pay for work in excess of 40 hours during the service week. If a full-time letter carrier on the ODL works overtime solely as a result of such circumstances, the overtime is not counted or considered in determining equitability at the end of the quarter under the provisions of Article 8, Section 5.C.2.b. An otherwise qualified employee on light duty may not be denied hold down assignments as long as the employee can perform all the duties of the assignment.

Some employees are not permitted to opt. Probationary employees may not opt (H8N- 2W-C 7259, November 25, 1988, M-0594). Carriers acting in 204(B) supervisory positions may not opt for hold-down positions while in a supervisory status (Step 4, H1N-4B-C 16840, October 24, 1983, M-0552). A national pre-arbitration settlement (H1N-5W-C 26031, January 12, 1989, M-0891) established that an employee's supervisory status is determined by Form 1723, which shows the times and dates of an employee's 204(B) duties.

**Duty assignments eligible for opting:** Vacancies in full-time Grade 1 assignments, including Reserve Regular assignments, are available for opting. When a Reserve Regular letter carrier opts on an available assignment, his/her temporarily vacated Reserve Regular position becomes available for opting if vacated for five days or more. However, as is the case with any opt, a carrier on an opt for a Reserve Regular assignment must work the assignment for its duration and is not eligible to opt on any other assignments for the duration of the opt. Vacant routes under consideration for reversion are available for opting until they reverted or filled, provided the anticipated vacancy is for five days or more. See Step 4 H0N-5R-C 6380, January 21, 1993, M-01128.

An employee does not become entitled to a hold-down assignment until the “anticipated” vacancy actually occurs. Thus, an employee who successfully opts for a vacancy that fails to materialize is not guaranteed the assignment.

**Duration of hold-down:** Article 41, Section 2.B.5 provides that once an available hold-down position is awarded, the opting employee “shall work that duty assignment for its duration.” An opt is not necessarily ended by the end of a service week. Rather, it is ended when the incumbent carrier returns, even if only to perform part of the duties—for example, to case but not carry mail.

**Involuntary reassignment and hold-downs:** The duration provision in the National Agreement generally prevents the involuntary removal of employees occupying continuing hold-down positions. National Arbitrator Bernstein (H1N-3U-C 10621, September 10, 1986, C-6461) held that an employee may not be involuntarily removed from (or denied) a hold-down assignment in order to prevent his or her accrual of overtime pay.

For example, suppose an employee who worked eight hours on a Saturday then began a 40-hour Monday-through-Friday hold-down assignment. Such an employee may not be removed from the hold-down even though he or she would receive overtime pay for the service week.

Article 41, Section 1.A.7 of the National Agreement states that unassigned full-time regular carriers may be assigned to vacant residual fulltime duty assignments for which there are no bidders. However, National Arbitrator Mittenenthal ruled that an unassigned regular may not be involuntarily removed from a hold-down to fill a residual full-time vacancy (H1N-3U-C 13930, November 2, 1984, C-04484). Of course, management may decide to assign an employee to a residual vacancy pursuant to Article 41, Section 1.A.7 at any time, but the employee may not be required, and may not volunteer, to work the new assignment until the hold-down ends

**Removal from hold-down:** There are exceptions to the rule against involuntarily removing employees from their hold-downs. Part-time flexible employees may be “bumped” from their hold-downs to provide sufficient work for full-time employees. Full-time employees are guaranteed 40 hours of work per service week. Thus, they may be assigned work on routes held down by part-time employees if there is not sufficient work available for them on a particular day (H1N-5D-C 6601, September 11, 1985, M-0097) In such situations, the part-time flexible employee’s opt is not terminated. Rather, the employee is temporarily “bumped” on a day-today basis. Bumping is still a last resort, as reflected in a Step 4 settlement (H1N-5D-C 7441, October 25, 1983, M-0293), which provides that:

A PTF, temporarily assigned to a route under Article 41, Section 2.B, shall work the duty assignment, unless there is no other eight-hour assignment available to which a full-time carrier could be assigned. A regular carrier may be required to work parts or “relays” of routes to make up a full-time assignment. Additionally, the route of the “hold-down” to which the PTF opted may be pivoted if there is insufficient work available to provide a full-time carrier with eight hours of work.

If you have further questions about opting talk to your shop steward or call down to the union hall. Remember, if you don’t know your rights, you have none.

Solitary Always :  
Kirk McLaughlin



Regional Assembly  
Eugene, OR  
October 4 thru 8, 2005

## The Concerted Action Corner

On April 5<sup>th</sup>, 2005, I gave every future Branch 111 member (current scab) in my zone a copy of the following letter (personalized as to their seniority date):

I have always respected you. You have a great work ethic, and it has always been a pleasure to work with you. I am taking the time to write this letter to inform you of some developments that you may not be aware of, and to ask for your help in protecting both our jobs in the future. Please read this letter through to the end. I am sure that you will find the information enclosed to be of vital worth to you in the coming years.

Postal reform is finally here. There have been several bills that have hit the floor of congress during the last twelve months, and both bills have been very good for the common letter carrier. The biggest problem is that George W. Bush does not want to pass a reform bill that is good for letter carriers. However, the NALC (National Association of Letter Carriers) has worked very hard to insure that both bills were favorable toward letter carriers, and we are working extremely hard right now to try and push the bill through.

As you may or may not be aware, George W. Bush wants to privatize the Postal Service. He has not been friendly to labor. You may remember that last year he signed into law a bill that cut overtime benefits for a great many people. The only reason we did not lose our overtime benefits, was because the National Contract, agreed upon between the NALC and the Postal Service, insured overtime benefits. However, there is little doubt that this will be a hot negotiating point when our contract is up in 2006.

Speaking of our expiring contract, there is also little doubt that the Postal Service will try to cut our health benefits, since health benefit costs have skyrocketed since the last contract was

signed. The Postal Service will once again cry poverty, cite impending rate increases which will hurt our business, and point out yet again that letter carriers are overpaid. The Postal Service will show that there are people lining up to work for \$10.00 an hour (with no benefits) as casual employees, and that it is only the Union that is preventing the USPS from saving countless billions by paying letter carriers less.

This brings me to an interesting point. Where do our raises come from? The Postal Service has always considered letter carriers grossly overpaid (and they are right, considering the education and training necessary). It has been the countless millions of dollars and uncountable hours that the NALC has spent in lobbying and bargaining that have insured a decent wage level for letter carriers. Since you began your career on December 20<sup>th</sup>, 1997, the NALC has procured 24 separate raises and COLAs (Cost of Living Adjustments) on your behalf, with 4 more forthcoming before the end of the contract. (Please see the enclosed list of raises and COLAs). This doesn't even count the step increases that were also negotiated by the NALC. I would guess that you started out at about \$13.00 an hour and that you are now doing better than \$20.00 an hour. Believe me when I say that even though you are an excellent worker, the Postal Service would rather pay 3 or 4 people \$10.00 an hour with no benefits instead of paying you what you now earn. Every wage increase and benefit was negotiated by the NALC. In fact, in 2006 they will be negotiated again by the NALC.

By Michael Wahlquist  
--- Sergeant at Arms

## Good Carriers

I don't know how the rest of the valley does things, but in the Alta Canyon Post Office, every Tuesday we have a stand up so that management can explain how our performance matches up to the rest of the district. Which to me, felt like kind of a waste of time, beings, as there is no direct benefit to the Carriers whether we are in first place or fifty second. So, I mentioned to the carrier foreman that even circus animals, after a good performance receive some kind of a reward. And although, their promotions and bonuses are dependent on our performance, what's in it for us. His reply was that my reward was that I had a job and I should take pride in doing a good job.

Well, I've always done a good job & taken pride in it, but that's me as an individual. I still didn't understand why we, as carriers, should care about a certain zones performance compared to another if there was nothing in it for us. The only ones that it makes look good is our managers, and yet we're the ones doing the work.

As luck would have it, the next week our Postmaster was present during the standup. So I thought maybe he could give me an answer as to why individual carriers were not rewarded for their performance. So as he was talking about how we should all strive to be good carriers, I posed the question.

If we are really poor carriers & not doing our jobs properly and what they would consider productive, is it not true that management will try and punish us? With this he agreed.

And if we are really good carriers & perform our jobs really well, even beyond expectations, is it not true that management will punish us by adding to our routes? His response was, "I can't argue with that."

So, common sense would dictate that, if you were going to get punished for doing either a

good job or a bad job. And by doing a good job you are almost guaranteed to get punished with more territory. And by doing a poor job, you make more money, do less work, and make it tougher for management to punish you. Wouldn't it be more logical to do a poor job?

Wait, I forgot about the pride. Maybe in the ASP program they teach their managers that doing more work for less money is a good thing. They call it Pride but most of the carrier craft just call it, Stupid.

Now, I understand that **they** are going to start issuing discipline to those carriers that are not meeting DOIS standards. Standards that every Supervisor openly admits are not accurate. How could a foreman issue discipline to someone when he knows they've done nothing wrong? In my 28 years, as a carrier, I personally know of at least three managers who took their own lives, and I know of at least seven who have gone out on some kind of stress leave and some of those have never come back.

I used to wonder what could make life so unbearable and I had compassion for them. But, after seeing the lack of compassion they've shown for my fellow carriers recently, I believe it got to the point to where they just couldn't stand to look in the mirror anymore.

:Randy Truesdell

### **PAVEMENT POUNDER ARTICLES**

**Any Branch 111 member may submit articles to the Pavement Pounder for publication. All articles submitted must comply with the Pavement Pounder "statement of Policy". No articles attacking or criticizing another member of the branch will be printed in the Pavement Pounder. Articles rejected by the Editor may be taken to the Executive Board.**

**Gean Ryans  
Editor**

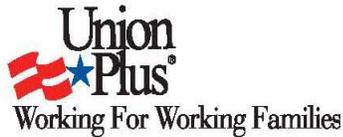
# Let us help you buy a home!

## Need help buying or refinancing your home?

Union Plus® Mortgage is here for you with a program that is exclusively designed for union members and their families.

*This valuable program features:*

- Mortgage assistance if you become unemployed as a result of a layoff, disability, strike or lockout\*
- Savings on closing costs
- A wide variety of mortgages including loans for those with less-than-perfect credit or other unique circumstances
- Eligibility for your parents and children, too



For more information regarding the Union Plus program, call Chase today.

**Mark Altice**  
**Regional Coordinator**  
**Toll-Free (800) 449-4380**



\* For information regarding mortgage assistance, speak to a Chase Loan Officer. This program is only available to Union members, their parents and children. Eligibility for mortgage assistance begins one year after closing on a Union Plus Mortgage. Union Plus is a registered trademark of Union Privilege. The closing cost rebate will be applied automatically at closing. The borrower is responsible for all other closing costs. This offer may not be combined with any other promotional offer or rebate, is not transferable, and is available only to certified union members, their parents and children. This offer is valid for applications received by Chase by 5/31/05. All loans are subject to credit and property approval. Program terms and conditions are subject to change without notice. Not all products are available in all states or for all loan amounts. Other restrictions and limitations apply. All loans are offered through JPMorgan Chase Bank, N.A. or Chase Manhattan Bank USA, N.A. depending on product type and property location. © 2005 JPMorgan Chase & Co. All Rights Reserved.



## THE PAVEMENT POUNDER POLICY AND NOTICES

**Union meetings are held at the Union Labor Center on the second Thursday of each month.**

NALC Branch #111  
 2261 S Redwood Rd #14  
 Salt Lake City UT 84119-1330

Business Hours:

Mon, Wed, Fri 7:30 AM – 6:00 PM  
 Tues, Thursday 9:00 AM – 6:00 PM

Please call before visiting the Branch office to ensure someone is there.

**Change of address:** Please send your new address to the branch office if you have moved recently or are planning to move in the near future.

### Statement of Policy

The Pavement Pounder newsletter is published twelve times a year. The Pavement Pounder is a publication of Branch 111. The articles printed in the newsletter are submitted by the senior union officers, members and Auxiliary of the branch to inform the members of events, news, educational matters and other material deemed for the good of the association. The appropriateness of articles published is determined by the editor. The Editor reserves the right to edit or reject articles submitted based on appropriateness. Articles attacking or criticizing others will not be published. The Pavement Pounder will not be allowed to be used as a weapon against anyone or group of people. The Pavement Pounder is to be used to educate and edify the membership of the branch. The opinions expressed in the newsletter are not necessarily the opinions of the NALC or of Branch 111 or of its officers or editor.

**For all your Postal Uniform needs.**

**SKAGGS**

**Postal Uniforms & Accessories**

3828 S. Main Street ~ Salt Lake City ~ Utah 84115

**801-892-2666**

Toll Free 1-888-475-2447 ~ Fax 800-883-2626 or 801-892-2618



**\$ 17.96 Polo Shirt**



**soft streets**



**\$ 80.96 Oxford Shoes**



**Freedom Flex Waist Band**



**\$ 41.36 Shorts**



## **RICK'S ROOFING**

*24 Years Experience*

### **Shingles & Flat Decks**

**Full Tear off / Re-Roof / Repairs**

**It's Simple!!**

## **QUALITY WORK AT A FAIR PRICE**

**100 % CLEAN-UP**

**Contact: Rick or Ty**

**We do our own work**

**Home: 964-1375**

**Cell: 548-5790**

# NALC BRANCH 111 SUMMER PICNIC



EVERYONE IS INVITED  
COME AND JOIN THE FUN

©AGC, Inc.



JUNE 30, 2005



©AGC, Inc.

UNION PARK  
7360 SOUTH 700 EAST  
MURRAY, UTAH



5:30 - 8:30 PM



**\*Baseball**  
(Bring your own  
equipment)



**\*Volleyball**  
**\*Horseshoes**

**\*Playground**

**\*Candy Cannon**



Buy  
Your Tickets  
From Your  
Union Steward  
or the  
Auxiliary

Individual  
\$5.00  
Family  
\$20.00  
Four to Ten  
\$3.00  
Three & Under  
Free

## Legislative - Phillip Rodriquez

In April the House Government Reform Committee passed H.R. 225, the Postal Enhancement and Accountability Act, by a unanimous 39-0 majority. This legislation has overwhelming bipartisan support with 135 cosponsors as of May 13, 2005. This bill is essential for the long-term viability of the USPS. What now?

The White House position has stalled the bill with a threat of a veto. The Bush Administration is opposed to transferring 28 billion military retirement obligation from the USPS to the Department of Treasury. The Administration position is the military obligation should be a USPS obligation not a Department of Treasury obligation. With the national debt at a record level the administration is opposed to adding another 28 billion. The major mailers, as well as the majority of congressman, take the position that the 28 billion is not an obligation of the USPS and should not be passed on to the rate payer, via postage increase. Also, the White House is opposed to releasing the estimated 71 billion dollars that the USPS over funded for CSRS retirement. Postmaster General Potter testified before the Postal Rate Commission and Congress where he stated that

the sole reason that the USPS filed for a 5.4% across-the-board postage increase is the failure to resolve the CSRS issue. NALC with the help our coalition continues to urge the administration to be flexible concerning this issue.

The White House office of Management and Budget asserts that addressing the CSRS issue to the satisfaction of postal customers would result in a significant revenue loss to the "unified federal Budget." If postal customers were relieved of the unnecessary 5.4% rate increase (\$3.1 billion per year), it would mean that the federal government would have 3.1 billion less income to offset against the budget deficit.

I urge all our members to contribute to COLCPE. With the power of COLCPE we have shaped this legislation to fit our needs. Our voice on the hill is powerful and we need to continue. NALC is the only union invited to the White House for our input concerning reform and I believe this is due to our growing COLCPE. It is a small contribution that will benefit all our members. Take the step and contribute.

### Drawings for June Branch Meeting

<b>Branch Progressive drawing</b>	<b>\$575.00</b>
<b>Retirees Progressive drawing</b>	<b>\$150.00</b>
<b>Brookfield Progressive drawing</b>	<b>\$15.00</b>
<b>Skaggs gift cert.</b>	<b>\$50.00</b>
<b>Door prizes (3)</b>	<b>\$25.00</b>

**You must be present to win**

**Branch 111 Steak Fry**

**Aug 27**

**At The Meeting Place**

**Gardener Village, West Jordan, Ut**

**Tickets are \$10.00 per Person**

**See your shop steward for tickets**

Change in city, dates for 2006 NALC Convention

The NALC Executive Council voted unanimously May 18 to switch the 2006 NALC Convention from Miami Beach, Florida to Las Vegas, Nevada.

The Council's action, taken during a telephone conference meeting, was driven by concern about the changes in availability in Miami Beach of sufficient union hotel rooms and unionized convention center services.

The shift also means a one-week change in the dates of the gathering. The 65th Biennial Convention will be August 14-18, 2006, one week later than planned.

Under the NALC Constitution, the 28-member Council has the authority to supervise all union business between national conventions, including "arrangements for and the conduct of all National Conventions."

National Association of Letter Carriers  
 2261 South Redwood Road, Suite 14  
 Salt Lake City, Utah 84119

Non-Profit  
 U.S. Postage Paid  
 Salt Lake City, UT  
 Permit No. 1981

**OFFICEERS of BRANCH 111**

**PRESIDENT**

Mike Miller (801) 598-0778

**VICE-PRESIDENT**

Kirk McLaughlin

**TREASURER**

Mike Madsen

**SECRETARY**

Sharla Groves

**SGT-AT-ARMS**

Michael Wahlquist

**MBA & COMPENSATION**

Jimmy Kerekes- Hm(254-2860) - Wk(955-8584)

**TRUSTEES**

Barrie Frankland  
 Joan Larsen  
 John Groves

**SAFETY & HEALTH**

Arlynn Venema

**LEGISLATIVE**

Phillip Rodriguez

**HEALTH BENEFITS**

Brigham Young (969-9343)

**DIRECTOR OF RETIREES**

Joe Zabriskie (801) 968-4208)

Branch Office (801) 973-6705

Fax (801) 973-6723

**PAVEMENT POUNDER EDITOR**

Gean Ryans (801) 541-2716

[thepavementpounder@comcast.net](mailto:thepavementpounder@comcast.net)

Branch 111 Website

[Branch111.com](http://Branch111.com)

**JUNE**

**2005**

**CALENDAR**

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2 Exec Board Meeting 6:00 PM	3 Pay Day -11	4
5	6	7	8	9 Union Meeting 6:00 PM	10	11
12	13	14 Flag Day	15 Steward Meeting Meeting 6:00 PM	16	17 Pay Day - 12	18
19 Father's Day	20	21 Summer Begins	22	23	24	25
26	27	28	29	30 Nalc Summer Picnic 5:30 - 8:30 PM Union Park 7360 S 700 E Murray, Ut		