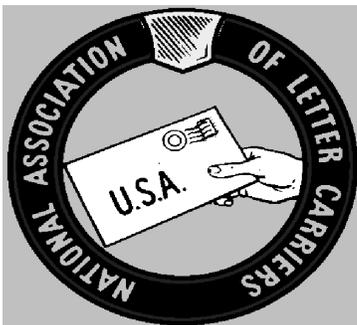


Alta Canyon - Bountiful - Cottonwood - Custer --Downtown - Dugway - Foothill - Heber - Holladay - Kearns



BRANCH 111 N.A.L.C.
"THE WASATCH BRANCH"

The
Pavement Pounder

Lehi - Magna - Millcreek - Murray - Northwest - Sandy - South Salt Lake - Sugarhouse - Tooele - West Jordan - West Valley

August 2010

BRANCH 111'S ANNUAL
"STEAK FRY"



AUGUST
28TH
AT
MURRAY
PARK

See your
Steward
For
Tickets.

\$10.00 PER PERSON

The Wahlquist Report

Mike Wahlquist, President.

At the time that I am writing this article, we have 236 co-sponsors to House Resolution 173, which mandates the continuation of 6-day delivery. And we have 6 co-sponsors to House Resolution 5746, which would fix the over-funding of future retiree's health benefits, which would in turn help the financial situation of the Postal Service.

President Fred Rolando stated in a recent report: *"What is at stake here is finding a long-term, common sense solution to the financial problems plaguing the Postal Service. The answer does not reside with penny-wise, pound-foolish service cuts, as proposed by the USPS. Neither is it to be found by making false and misleading claims about postal labor costs to avoid a postage rate increase, as some mailers are now doing. Of the options under consideration to solve the Postal Service's financial crisis, the smartest solution is to reform the congressional mandate to massively pre-fund future retiree health benefits. The Postal Service is mandated by law to meet an aggressive pre-funding payment schedule of future health benefits for retirees. No other American entity in the public or private sector is required to pre-fund retiree health benefits. The Postal Service has already set aside more than \$35 billion, enough to cover retiree health benefits for 15-20 years. Additionally, the Postal Service has been overcharged by \$50-\$75 billion for benefits Civil Service Retirement System (CSRS) benefits, according*

to the findings of both the USPS Office of the Inspector General and the Postal Regulatory Commission. Without these burdens, the Postal Service would have been profitable in three of the past four years. If these burdens were eliminated altogether, the Postal Service would be able to pay down its outstanding operational debt and focus on strengthening and adapting its business model."

It is sad that it takes an act of congress to enact easy and logical solutions to obvious problems, but such is the world that we live in. Once again, we will strive to save the Postal Service in spite of itself. Once again, it will be by our hard work that we convince congress and the American public that the Postal Service can be a viable organization for years to come.



On a different note, we recently had an unfortunate situation where a Postal Supervisor failed to recognize that a Letter Carrier was in the throes of heat-exhaustion (or possibly heat-

stroke), and ordered the Carrier to continue carrying which put the Carrier in a very dangerous and life-threatening situation.

Symptoms of heat-exhaustion: heavy sweating, paleness, muscle cramps, tiredness, weakness, dizziness, headache, nausea or vomiting, fainting

Treatment of heat-exhaustion: Cool down immediately... hydrate with water and electrolyte saturated liquids or pills (I.E. Gatorade or Electrolyte tabs), and rest in an air-conditioned environment or shade. If you don't cool down and hydrate, heat-exhaustion will continue and will likely get worse.

Heat Stroke: If left untreated, heat-exhaustion may turn into heat stroke. The symptoms are similar, but more severe. In addition to the above-mentioned symptoms, the victim will have a rapid pulse, and may experience seizures, hallucinations, disorientation, or confusion. Also by this time the body loses its ability to sweat, and the skin may be red and blotchy. And the victim may actually faint into a coma. Heat stroke is life-threatening, and paramedics should be called immediately. Also, the victim must be immediately cooled down to prevent organ damage. The victim can be cooled by spraying them down with a garden hose (or cold shower), fan-

ning to promote evaporative cooling, and the victim should be immediately brought into the shade or brought indoors into an air-conditioned environment. Another fast way to cool the core body temperature is to place ice-packs under the armpits and groin.

Preventative Measures (For both heat-exhaustion and heat stroke): drink plenty of fluids (such as water and sports drinks), but avoid alcohol, caffeine, and tea which may lead to dehydration. Your body will need replenishment of electrolytes as well as fluids (I.E. Gatorade or Electrolyte tabs). Take frequent breaks to hydrate yourself. Wear hats and light-colored, lightweight, loose clothes.

I hope that we can get through the rest of the summer without a repeat of the aforementioned experience. If you are experiencing heat-exhaustion or heat-stroke, you need to treat the symptoms immediately using the above-mentioned advice. If your supervisor is stupid enough to order you to continue carrying mail when you are obviously suffering from heat-exhaustion or heat-stroke, ignore the order and treat the condition as quickly as you can. Remember that even though this is a great job that we have, it is still not worth destroying your health to do it, and it is definitely not worth risking your life.

Michael J. Wahlquist -
President, NALC Branch 111

The Winners Box

Page 3

Union Meeting

Drawings

July 8, 2010



2 Door prizes monthly \$25.00 Each

Ryan Glead

Ron Hermansen

Progressive Retirees

\$150.00

Mike Boakman

(not present)

Next month

\$200.00

Progressive Union B

\$50.00

Lary Focht

Winner

Next month

\$25.00

Progressive Union A

\$200.00

Jerry Davidson

(not present)

Next month

\$225.00

The next drawings will be at the September 9, 2010 Union Meeting

You Must be present to WIN!!!

The Veep Speaks

Vice President Phillip Rodriquez

Now that summer has arrived and vacation roster is at its max, Carriers will face some tough issues. With the horrific understaffing and Management pushing the limits of our Collective Bargaining Agreement, getting a day off will be tough. Sometimes Carriers use a day of sick leave as a means to secure a day off thus infuriating a Supervisor who has six or seven routes "down". Upper Management is constantly complaining to Mike and me of the high rate of Sick Leave in the SLC Installation. Management has begun to aggressively pursue Carriers who have used incidental sick leave issuing discipline, in many cases, to those individuals who have violated the provision of "failing to regular in attendance." Can we use sick leave without being discipline? What does our Collective Bargaining Agreement state concerning the use of Sick Leave?

Sick Leave. Article 10.5 provides for the continuation of the sick leave

program, whose detailed regulations are contained in ELM Section 513.

Section 513.1 defines sick leave as leave which "insures employees

against loss of pay if they are incapacitated for the performance of

duties because of illness, injury, pregnancy and confinement, and medical (including dental or optical) examination or treatment."



Sick leave is paid at the employee's regular straight-time rate, and limited

to maximums of 8 hours per day, 40 per week and

80 per pay period (ELM Section 513.421(b)). Full-time employees may request paid sick

leave on any scheduled workday of the employee's basic workweek.

We have a contractual right to use sick leave but the use of that right, in select circumstances, might not protect the employee from being issued discipline. If you use sick

leave and are eligible for FMLA please pursue those rights. Management has drawn the line in the sand that any absence not protected under the Family Leave Act can and will be under review for

“Failing to be Regular in Attendance”. Of course we disagree and will pursue this issue via the grievance process, but remember, certified FMLA absences are the only protection that we have from Management issuing discipline. If you have any question concerning FMLA rules please see your Steward or visit our website at www.nalc.org.

The last couple of months I have received numerous call concerning dogs being loose while delivering their route. Some Supervisors have instructed Carriers, (through some divine inter species communication) to walk up to the dog and try to determine if the dog is a threat. If the dog is not a threat, then proceed expeditiously in delivering the mail to the household. Some Supervisors have refused to issue dog letters and hold the mail for those homes where the dogs run lose.

In my many years as a Letter Carrier I have always been told to treat all dogs as threats. I should never go into a yard if a dog is loose, nor should I deliver the mail to the residence if a dog is dangerous. Remember, all dogs bite!! Far too often a Carrier has been bitten and before the wounds have healed a Letter of Warning has been issued for failing to work in a safe manner. Never deliver mail to a residence that has a dog lose. Bring the mail back and notify your Supervisor of the hazard and let the Supervisor correct the unsafe situation. If the Supervisor instructs you to deliver the mail without a dog letter, then ask to see your Steward.

I would also encourage all Letter Carriers to notify their Supervisor of the unsafe condition, (dog is lose) via a PS form 1767. What is a PS form 1767? It is a form that should be available to every employee to report unsafe conditions. The employee describes the unsafe condition on the form and submits the form to their Supervisor for review. Within 24 hours the form should be returned to the employee with a solution to correct the unsafe condition. If the employee is not satisfied with the response of their Supervisor then the employee should submit the insufficient response to their Steward who then has the option of filing a grievance at the Formal A level. Usually the forms are located next to the break room or time clock. If the form is not available please notify your Steward and they will notify Management to make the forms available.

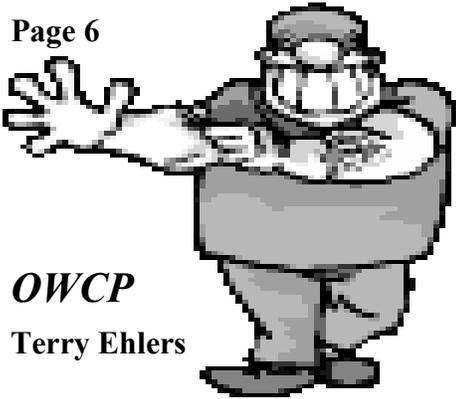
Please take the time to work safely. With our Supervisor’s pushing everyone to “make our time” some Carriers will cut corners and place themselves in unsafe situations. You cannot be disciplined for working too safe but you can be disciplined for working unsafe.

Phillip Rodriquez
prodriq@msn.com



**Union
member-ship
is an
insurance
policy.
Job
Insurance!!!**





OWCP

Terry Ehlers

Unemployment Compensation and the National Reassessment Process

Hello to All;

The annual Steak Fry is to be held on August 28, 2010 at Murray Park Pavilion #5 296 east Murray Park Lane starting at 6pm. It is hoped that you can get out and visit with your brother and sister carriers. This year there are a lot of prizes that can be won if you are there. For your eating entertainment steak will be barbequed, corn on the cob, salad, rolls, Fountain soda pop, Dutch oven potatoes and for those that have a hankering for desert, back by popular demand Dutch oven cobbler with ice cream. Now contact your Steward or the Branch Office (801-973-6705) for tickets they are \$10.00 per person and remember it is first come first served don't wait to long or the tickets will be gone.

We hope to see you there!!!!



Injured employees who undergo the National Reassessment Process (NRP) and are told by the Postal Service either that there is only partial day work available or that there is no work available, should consider filing for unemployment compensation. This temporary financial assistance can serve as an important monetary bridge during the time that an employee is waiting for his or her OWCP compensation to be processed.

This program is formally known as the *Unemployment Compensation for Federal Employee's Program*, and is administered by the states under separate agreements with the U.S. Secretary of Labor. A Postal Service employee's entitlement to this benefit is determined by each state's employment security laws and varies according to the individual state rules and to the employee's wage and separation history.

An injured employee whose work hours have been reduced or eliminated by the NRP should ask the Postal Service to provide them with a SF 8, *Notice to Former Employee About Unemployment Insurance*. Don't be misled by the phrase "former employee." The SF 8 is also used for current employees who have had their work hours reduced or eliminated. The complete instructions can be found in Chapter 550, "Unemployment Compensation" in the *Employee and Labor Relations Manual*.

Health and Resource Management

personnel at Postal Service headquarters have assured us that the SF 8 will be made available to injured employees who receive "Partial Day Work" or "Complete Day No Work" letters. However, the employee must ask for the form. It will not be provided automatically.

Injured employees who are provided work only on an intermittent basis are issued an SF 8 only for the first time in each calendar year when they are placed in a non-pay status. However, an SF 8 is issued each time to any employee who is, or will be, placed in a non-pay status for seven or more consecutive calendar days.

To facilitate the processing of a claim for unemployment compensation, an employee should take with them the SF 8; the most recent SF 50, *Notification of Personnel Action*; Social Security card; W-2 form; and a recent paycheck stub showing earnings and leave balance. [Additional information can be found at the Web site of the Department of Labor.](#)

OWCP will pay injured employees wage loss compensation even if they are receiving unemployment compensation. OWCP does not consider this situation to be a prohibited dual payment. However, virtually every state's unemployment compensation regulations do consider this to be a dual payment, and would expect to be reimbursed for the unemployment compensation that was paid during the same period of time that a person received OWCP wage loss compensation.

Additional information
From the Employee and Labor Relations Manual (ELM)
553.12 SF 8, Notice to Former Employee About Unemployment Insurance
SF 8 explains an employee's eligibility for unemployment compensation and describes the steps to be taken in filing a claim. Personnel offices complete SF 8 by entering at top of form the employee's name, Social Security

number, and pay location. In item 3 personnel offices enter #732 on the extreme right side and then enter the address of the Eagan ASC:

**PAYROLL PROCESSING/
UNEMPLOYMENT
USPS EAGAN ASC
2825 LONE OAK PKWY
EAGAN MN 55121-9635**

SF 8 is issued promptly to the employee by the separating personnel office so that he or she does not lose unemployment compensation benefits to which he or she may be entitled. An individual whose work or tours of duty are on an intermittent basis is issued an SF 8 only the first time in each calendar year that he or she is placed in a nonpay status. However, a completed SF 8 is issued to an employee each time the employee:

Separates from the Postal Service for any reason.

Transfers to another federal agency.

Is (or will be) placed in a nonpay status for 7 or more consecutive calendar days.

SF 8 is issued on the employee's last workday. The date is to be noted in the remarks section of PS Form 50.

If you are a Postal Service employee and have recently received a "Notice – Employees Without MSPB Appeal Rights" stating the Postal Service has no work available for you, you have legal rights of which you may not be aware. Taking steps to exercise and protect these rights may be quite important to your financial future.

As the Notice mentions, if your work limitations were caused by an industrial injury you are probably entitled to receive FECA (workers' compensation) benefits from OWCP for the time you spend at home when the Postal Service does not offer you any work. Which form(s) you file, how-

ever, may impact the success of your claim for these benefits and/or the time delay before you start receiving benefits. If you have received recent medical treatment for your industrial injury, of which OWCP is aware, we recommend NOT filing a CA-2a (recurrence of disability) form, but rather filing forms CA-7 (claim for compensation) and CA-7A instead. It is usually more difficult to obtain payment of FECA benefits from OWCP when filing a recurrence claim using a form CA-2a, as opposed to just filing for benefits using a form CA-7. Under the workers' compensation law, when you are working limited duty due to an accepted industrial injury and the employer reduces or eliminates your work hours, you are by definition "totally disabled" for those hours/days and entitled to FECA benefits to cover the wage loss.

Assuming your disability is permanent – namely, it is expected to last for at least another year – you are also entitled to apply for early retirement under FERS or CSRS based on disability. The Notice you received from the Postal Service does not even mention this option. Unlike workers' compensation, disability retirement is designed as a permanent, lifetime benefit. If disability retirement is approved, you will be able to keep your federal group health and life insurance permanently, and pay the low federal group premium. If you are granted disability retirement, you can still work at another (non-federal) job. So long as you earn less than 80% of the current pay rate of your last occupied federal position, you can continue to receive your full retirement benefit from OPM.

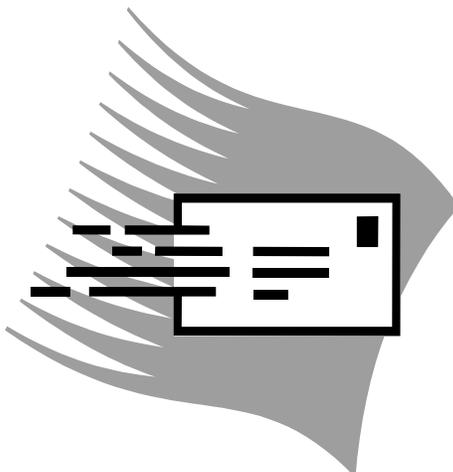
In both workers' compensation claims and disability retirement applications, there are strict (and differing) requirements on the type of medical and other evidence that must be presented.

Although you may feel that the Postal Service's decision to send you home is unjustified and may be motivated by disability discrimination, you should be aware that there are several class action complaints currently pending at EEOC under which you may already be covered. If you are included in the class of Postal employees being represented by class counsel, you cannot "opt out" of that class action, and your rights with regard to disability discrimination will be determined in that case instead of in any individual EEO complaint you might file. On the other hand, if you are not covered by those class actions you retain the right to file your own EEO complaint about the discriminatory treatment. The decision about whether to pursue a disability discrimination complaint is best made after consulting an attorney, but if you're not sure we advise that you file your request for counseling (which is the first step in the EEO process) immediately to avoid missing the 45-day filing deadline.

This was copied from several great sources.

Thanks, if I can be of service please contact me.

Terry C Ehlers





Auxiliary 8



NO August Meeting

See you in
September.

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MEMORIAM**
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CONDOLENCES TO
THEIR FAMILIES.**

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get the
AflactsSM

1 Aflac is different from health insurance; it's insurance for daily living.

Major medical pays for doctors, hospitals and prescriptions. Aflac is insurance for daily living. It pays cash benefits directly to you, unless otherwise assigned, to help with daily expenses due to an illness or accident.

2 Aflac is an extra measure of financial protection.

When you're sick or hurt, Aflac pays cash benefits directly to you to help you and your family with unexpected expenses. The benefits are predetermined and paid regardless of any other insurance you have.

3 Aflac pays you cash benefits to use as you see fit.

You can use your Aflac benefits check to help pay for groceries, childcare, rent. It's totally up to you.

4 Aflac benefits help with unexpected expenses.

Your Aflac benefits check helps you pay for the many out-of-pocket expenses you incur when you are sick or hurt—like the cost of transportation to and from medical facilities, parking and additional childcare expenses.

5 Aflac belongs to you, not your company.

When you have an Aflac policy—it's yours. You own it. Even if you change jobs or retire, you can take your Aflac policy with you, with no increase in premiums.

6 Aflac is affordable.

We have a range of products that can fit most budgets. Aflac can help provide you and your family with coverage and security to help maintain your everyday life in case of illness or injury. And, Aflac rates don't go up even when you file a claim.

7 Aflac processes claims quickly—usually within 4 days.

Aflac provides prompt service and fast payment of accepted claims to help you pay your bills. While you're focusing on your health, we focus on getting you cash as quickly as possible.

8 Aflac claims are easy to file.

When you're sick or hurt, the last thing you need is a complicated form to fill out. Aflac benefits are easy to understand, and our forms are easy to complete.

9 Aflac pays you benefits even when you're healthy.

We want you to be healthy—that's why we promote preventative care. Get a routine physical, a mammogram, or an eye exam and we'll pay you.* It's that simple.

10 We have a spokes-duck.

Ducks make a variety of unique sounds. However, our spokes-duck only makes one sound in many different ways. Also, most company spokespersons don't have wings. Ours does. And we've got you under them.

For more Aflacts, go to aflac.com

Aflac



Kimberly Mortensen - MDA Coordinator

After our successful Bowl A Thon last fall, I wanted to keep Branch 111's charitable spirit with The Muscular Dystrophy Association going! The Zermatt Resort in Midway has graciously donated a two-night get away, including breakfast, two for one dinner, and two for one at the spa. The price package is worth over seven hundred dollars.

The Zermatt is a beautiful AAA resort with award winning restaurants, and amazing accommodations. Some lucky letter carrier will win a well-deserved mini vacation.

We will be drawing at the steak fry August 28th, although you do not have to be present to win!

A donation of one dollar, or 25 for twenty dollars to MDA could make you the lucky winner.

Several Shop Stewards have tickets on hand, if yours doesn't please contact me and I will get them to you. Thank You for supporting this very worthy cause!

CALL ME: (801) 336-6738

**THE PAVEMENT POUNDER
POLICY AND NOTICES**

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.

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 members.

Pavement Pounder Staff

Editor - Jeff Asay

Associate Editor - Amie Gallo

**Graphic Artist - Brian "Junior"
Gonzales**

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

Business Hours:

Mon, Wed, Friday

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.



Official Notice



Branch 111 N.A.L.C.

Union Meetings

NO

***August
Meeting***

&

Thursday

September 9, 2010

6:30 P.M.

All meetings held at:

**2261 S Redwood Road
Salt Lake City, Ut. 84119**

August 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5 <i>E-Board</i> 6:30 PM	6  <i>Pay Day</i>	7
8	9	10	11	12 <i>Branch Meeting</i> 6:30 PM	13	14
<u><i>NALC National Convention,</i></u>						
15	16	17	18 <i>Steward's Meeting</i> 6:30 PM	19	20  <i>Pay Day</i>	21
22	23	24	25	26	27	28
29	30	31	<div style="border: 2px solid black; padding: 10px; background-color: #e0e0e0;"> <p>Visit the Branch 111 Website http://branch111.com/index.htm</p> </div>			



you believe the Senate is a body of deliberative senior Statesmen or group of obstructionist partisan Geriatrics, the Upper Chamber often moves very slowly. When HR 173 or a similar resolution goes to the Senate, your calls and letters to Sens, Hatch and Bennett could make the difference.

tle using the same method as HR 173, HR 22 last year and the Postal Reform Act of 2006. Make a brief phone call to your Congressman and ask him to co-sponsor HR 5746. You can also send a card or a fax. If you want to write a letter, send it to his Utah office.

Legislative

Denton Taylor

Just a little bit closer

July was a good month for NALC legislative efforts. Two resolutions that are critical to the long term survival of the USPS inched closer to passage in the House of Representatives.

House Resolution 173 garnered enough co-sponsors to guarantee a victory when it comes to vote. HR 173 is a non-binding, sense of the House Resolution in support of maintaining Six Day Delivery. Only the Congress can approve reducing delivery dates. It's passage would send a strong signal to the Postmaster General and the USPS Board of Governors to work with the NALC to find real solutions for the future.

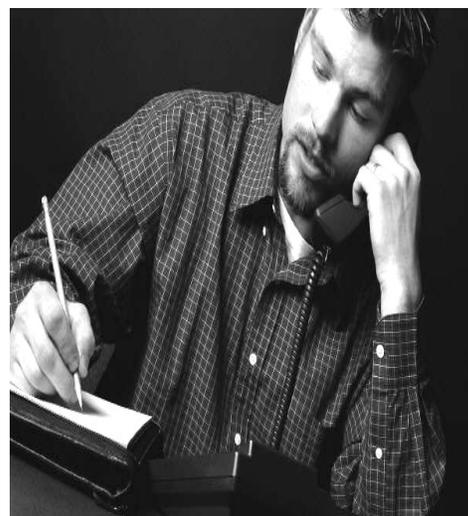
It is encouraging to have the support of so many US Representatives for 6 day delivery, but the fight is not even close to being over. If and when HR 173 is finally scheduled for a vote, the whole process will need to be repeated in the Senate. Whether

HR 5746 has the potential to drastically change the future of the Postal Service. A report from the Postal Regulatory Commission confirmed an earlier Office of Inspector General finding that the Service was overcharged by more than \$50 Billion. HR 5746 directs the OPM to recalculate the amount paid by USPS for pensions and transfer the money to our Retiree Health Benefits Trust Fund. Unlike HR 173, this resolution becomes law if passed by the House and Senate and signed by the President.

As the resolution's number would indicate, thousands of measures are introduced each session. Hundred of resolutions die in committee. HR 5746 has passed to first, small hurdle towards passage. The Federal Workforce, Postal Service and the District of Columbia Subcommittee passed HR 5746.

It now goes to the full House Committee on Oversight and Government Reform.

This measure could remove the immediate threat to 80,000 postal jobs and preserve the viability of the Service. We can win this bat-



- Sen. Orrin Hatch
Phone: (202) 224-5251
- Sen. Robert Bennett
Phone: (202) 224-5444
- Rep. Rob Bishop (1st Dist)
Phone: (202) 225-0453
- Rep. Jim Matheson (2nd Dist)
Phone: (202) 225-3011
- Rep. Jason Chaffetz (3rd Dist)
Phone: (202) 225-7751



The Concerted Action Corner

Jeff Asay

Make your own



Clock Rings!

Most of us do not trust management to do even the simplest and ordinary task. They can't make the schedule right, screwing up your vacation plans. They can't use the Overtime Desired List properly. They can't count the mail, so you get the credit for the work you do. They can't follow the proper disciplinary procedure. You name the contractual provision and your steward will be able to regale you with tales of all the ways management has screwed it up. Most of us don't trust management to even sit in a chair without making a mess of it.

So why do we allow management to make our clock rings. This is how you are paid. These clock rings go directly into your average when it is time to adjust your route using whatever MIARAP / JARAP / C-RAP agreement is in effect this month.

All too often stewards look at TACS timekeeping reports that show manual entries made by a supervisor. Carriers forget to punch in, move to the street, move to the route that they carried overtime or pivot time on, moved off the street and end tour.

I don't know why you would trust someone else to do this. Don't you care about getting paid for all the time that you work? Isn't that why some of you sign the overtime list? Don't you care that your office and street time averages are not correct, when your route is evaluated and adjusted? What about that 8 hour carrier that you carry time for a couple of days a week? What about their averages? They are depending on you to accurately record how long it took you



to complete that work on their route, so that when it is time to evaluate their route, the route shows a correct average including all the work. Too often I have heard an 8 hour carrier complain that their route is heavier than they are given credit for. Management wants them to show light. I see ODLer's who don't make standard because they double case multiple days a week but don't clock over. They are screwing themselves. I see ODLer's who always show lighter /or heavier than their route really is because they let management put in whatever time they thought was somewhere close, often just a guess because the carrier did not take a few seconds at the time clock.



At the very least you should be receiving and COMPLETING a 3996 every time you carry pivot or overtime on someone else's route. That is what the bottom section of the 3996 is for. Fill in the blanks. So what if it takes you 5 more minutes, you are getting paid.

Then, even if you didn't make the clock rings yourself, hopefully that dumb #S@* supervisor will do it for you.

The truth is you should be doing both. Making that move at the time clock and filling out the 3996. Then it is documented without dispute what the correct times should be.

Don't trust management. There has been more than one grievance because management falsified clock rings. Doing this simple task protects you and your fellow carriers. Doing this helps to protect Letter Carrier jobs. It is that important. If you don't know how, ask someone. I won't go into a lengthy explanation, besides it will be better remembered if someone shows you. Your steward, another ODLer, a T-6, or a senior carrier probably know how to do it. I guess you could even ask management in a pinch. It will give their minds a work out looking up and figuring out the instructions, so they know what to tell you and your fellow carriers. Watching them scratch their heads in confusion is fun.

Branch 111 endorses Corroon for Governor

Gubernatorial candidate Peter Corroon was a special guest at the regular branch meeting on July 8th. After giving a short stump speech in which he reaffirmed his commitment to working families, Corroon fielded questions from Carriers in the audience.

Corroon has indicated his support of Labor in general and Letter Carriers in particular. He supports expansion of permanent absentee voting and maintaining 6 day delivery. As Salt Lake County Mayor, Peter Corroon has been a fixture at the Labor Day Picnic, the AFL-CIO State Convention and other Labor events.

After his remarks, a resolution to endorse Corroon for Governor was introduced from the floor. The motion passed by an overwhelming voice vote.

As the 2010 election nears, Branch 111 members will have the occasion to meet other candidates. We will also have the opportunity to volunteer to help elect candidates who will favor working families. A few hours of your time can make a difference in the future of your Union, your Job, your state and your Community.



Dear Supporter,

This was a big week for letter carriers nationwide as the House Subcommittee on the Federal Workforce, Postal Service, and the District of Columbia successfully marked up H.R. 5746, sending it to the full Committee on Oversight and Government Reform for further action.

This legislation marks the first huge step toward financial solvency for the United States Postal Service and will help strengthen the case against eliminating a day of mail delivery. Subcommittee Chairman Stephen Lynch (D-MA) offered a substitute amendment which simply clarified a few areas of the bill, including a section that now clearly states that this legislation will have no impact on any individual's benefit. This change was made to satisfy the concerns of the other federal employee organizations.

The bill was marked up by a voice vote and was passed 8 to 1 on a roll-call vote:

- Chairman Lynch (D-MA) - Aye
- Del. Holmes Norton (D-DC) - Aye
- Rep. Danny Davis (D-IL) - Aye
- Rep. Elijah Cummings (D-MD) - Aye
- Rep. Dennis Kucinich (D-OH) - Aye
- Rep. Lacy Clay (D-MO) - Aye
- Rep. Gerry Connolly (D-VA) - Aye
- Rep. Brian Bilbray (R-CA) - Aye
- Ranking Member Jason Chaffetz (R-UT) - No
- Rep. Ahn "Joseph" Cao (R-LA) - Not present
- Rep. Bill Shuster (R-PA) - Not present

Now is the time for us to act quickly and gather co-sponsors for the bill. We want to get as many as we can before it goes to full committee, which will possibly be as early as next week.

When asking your member of Congress to co-sponsor the legislation, please make sure to discuss the two main components of the bill and send or leave him or her a copy of the [**NALC Fact Sheet on H.R. 5746**](#).

Thank you for your efforts in moving this legislation forward.

In Solidarity,

Fredric V. Rolando, President
National Association of Letter Carriers



NALC FACT SHEET

Department of Legislative and Political Affairs — National Association of Letter Carriers, AFL-CIO

100 Indiana Ave. NW — Washington, DC 20001-2144 — 202-393-4695 — www.nalc.org © NALC

July 22, 2010

Support H.R. 5746: United States Postal Service's CSRS Obligation Modification Act of 2010

On July 15, 2010, Rep. Stephen Lynch (D-MA) introduced H.R. 5746, the United States Postal Service's CSRS Obligation Modification Act of 2010.

Lynch, who is chairman of the House Subcommittee on the Federal Workforce, Postal Service, and the District of Columbia, is the first member of Congress to author legislation that attempts to address a decades-old accounting error that led the Office of Personnel Management (OPM) to overcharge the Postal Service, by billions of dollars, for payments into the Civil Service Retirement System (CSRS).

Lynch's legislation takes a big step toward making sure the Postal Service is treated in a fair and equitable manner, allowing it to overcome the very difficult financial challenges it currently faces. Even so, H.R. 5746 only addresses the CSRS overcharge and does not repeal or reform the retiree health pre-funding payment schedule. The USPS must still deal with the onerous, legally mandated, annual pre-funding payments into the Postal Service Retiree Health Benefit Fund (PSRHBF). (For more on these additional challenges, see the 'Save the Postal Service: Demand Fairness in USPS Pension and Retiree Health Funding' Fact Sheet.)

H.R. 5746 takes the necessary first steps toward ensuring a financially sound future for the United States Postal Service. The bill was drafted with two major components, taking into consideration the recent Segal Company Report issued by the Postal Regulatory Commission:

1. It calls on the OPM to recalculate the USPS surplus in the Civil Service Retirement System, using a methodology that fairly allocates the cost of pensions between the Post Office Depart-

ment and the U.S. Postal Service as proposed by the Segal Report.

2. Then, once the accurate "postal surplus" is determined by the OPM, the agency would have 90 days to write regulations that include directions for how and when the surplus will be transferred to the PSRHBF.

H.R. 5746 does not address the legally mandated pre-funding payments into the PSRHBF, which are costing the USPS \$5.5 billion annually. Rather, it simply fixes the massive over-funding to the postal CSRS account and directs the surplus "refund" to be transferred into PSRHBF. Additional legislation would be necessary to repeal the future scheduled pre-funding payments to the PSRHBF.

Additionally, the date of the transfer for the overcharge is less important than the acknowledgment by Congress and the OPM that the USPS has sufficient assets to cover all its retirement obligations. Since the PSRHBF already has \$37 billion in it, and since the surplus transfer from the CSRS pension fund would likely leave the PSRHBF fully funded, passage of H.R. 5746 makes an irrefutable case for the repeal of the pre-funding payment.

The Lynch bill would transfer surplus CSRS assets paid for by ratepayer and employee contributions—not taxpayer funds—to the Postal Service's retirement health fund, and it would have absolutely no effect on any current or future federal retiree's annuity.

The NALC supports swift passage of H.R. 5746.



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1

Be sure you know your 8-digit Employee ID Number (on your paystub) and your 4-digit USPS Personal Identification Number (PIN).

If you cannot remember your PIN, call PostalEASE at 1-877-4PS-EASE (1-877-477-3273), select "1", enter your Employee ID Number, and select "2" to have your PIN mailed to you.

2

Create your own *Account Number* by inserting in the spaces at right the first seven digits of the ID number that appears above your name on the back cover of your *Postal Record*.

3

Now you are ready to go online to liteblue.usps.gov

- Enter Employee ID and PIN and click "log on"
- Click on "Postal Ease"
- Click on "I agree"
- Enter Employee ID and PIN again and log in
- Click on "Allotments/Payroll NTB"
- Click on "Continue"
- Click on "Allotments"
- Enter the 9-digit Financial Institution Routing Number: **0 6 4 0 0 0 1 7**
- Enter your 17-digit Account Number from above
- Enter Account type as "checking"
- Enter amount of your contribution
- Click on "validate"
- Click on "submit"
- Click "print page" to see and print your confirmation number for your records

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By making a COLCPE allotment through PostalEASE, you are doing so voluntarily with the understanding that your monthly contribution is not a condition of membership in the National Association of Letter Carriers or of employment by the Postal Service, nor is it a part of union dues. You may refuse to contribute without any reprisal. COLCPE will use the money it receives to contribute to candidates for federal office and undertake other political spending as permitted by law. Your selection shall remain in full force and effect until cancelled through the PostalEASE system. Only NALC members, NALC executive and administrative staff, and their immediate household family members may contribute to COLCPE. Contributions to COLCPE are not deductible for federal income tax purposes.



NALC FACT SHEET

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January 29, 2010

Eliminating Saturday delivery is not the answer

The U.S. Postal Service faces the worst crisis in its history. It expects to lose \$6-\$7 billion in 2009. Although the collapse of the housing and financial sectors in late 2008 is responsible for the largest decline in mail volume since the Great Depression in the 1930s, the main cause of the financial crisis is the decision advanced by the Bush administration in the postal reform law of 2006 to require the USPS to prefund its future retiree health benefits, a 75-year liability, in just 10 years. The cost of this unaffordable prefunding payment, \$5.4 billion in 2009, accounts for most of the projected loss this year. The annual cost will rise to \$5.8 billion by 2016. While the NALC is working with postal management to address the crisis with the Interim Route Adjustment Process, Congress must take action to relieve this prefunding burden to preserve affordable, universal service. See the NALC Fact Sheets on H.R. 22 and S. 1507.

Postal management's proposal to deal with the crisis—eliminating Saturday mail delivery—is not a sensible solution to the USPS's financial crisis.

The Postal Service estimates that by eliminating one-sixth of its delivery service, it can cut operating expenses by \$3.4 billion or 4.6 percent—not the 16.6 percent you might expect. The model it used to estimate potential savings is based on many unproven assumptions and did not specifically study the elimination of Saturday delivery, the day most Americans are home to receive packages.

To date, no study has been conducted to estimate how a reduction in delivery days would affect mail volume and delivery costs in the remaining five days or how different types of mailers would be affected.

A study conducted on behalf of the Postal Regulatory Commission suggests that total cost savings by eliminating one of delivery could be as low as \$1.9 billion or just 2.5 percent of total postal expenses.

The Postal Service is rushing to judgment.

In letters to employee groups dated June 11, 2009, USPS management requested input on a study of the feasibility of weekday-only delivery with replies due back by June 19, 2009. In July it informed the unions that it planned to finish its review in three weeks. The USPS appeared to be recycling an old IBM study it used for the PRC Universal Service investigation. A more thoughtful and serious study is needed.

The proposed reduction in delivery services would be the most radical change to postal operations in the 230-plus year history of the U.S. Mail. No such policy decision should be made after just a few weeks consideration, much less without a comprehensive study of its effects.

Six-day delivery makes the Postal Service unique.

One of the defining characteristics of the U.S. Postal Service is its policy of nation-wide uniform pricing with six-day delivery. Competitors charge don't deliver or charge high premiums for Saturday delivery while the USPS provides affordable universal as mandated by the Constitution.

American businesses value six-day delivery.

Business in the United States is conducted six days—and in many sectors seven days—per week. Small and large businesses alike, from individual entrepreneurs to large-scale financial firms, rely on the delivery of the mail six days per week to operate successfully. Saturday delivery is especially important to growing companies like eBay, Netflix and Caremark, and has long been vital for news magazines. The elimination of Saturday delivery will make the USPS less valuable to business and accelerate electronic substitution.

American citizens value Saturday delivery too.

Billions of prescriptions are delivered through the mail each year—a two-day delay in their delivery would seriously inconvenience senior citizens and others. Delayed delivery of payments, subscriptions and food products would adversely affect millions of households.

Rural communities would be disproportionately affected.

Americans living in rural areas where the Postal Service's competitors do not deliver or where broadband connectivity is not available rely especially on six-day USPS delivery and would be adversely affected by any service cuts. Farmers rely on the delivery of seeds and other products through the mail and citizens who live far from retail outlets need the USPS for mail-order delivery.

Broad coalition of stakeholders favors six-day delivery.

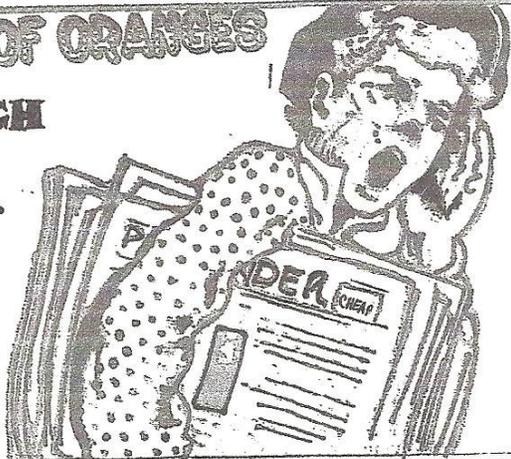
According to the PRC's 2008 study of universal service, parcel shippers, direct marketer, magazine publishers and other major mailers along with consumer advocacy groups and the seven postal employee groups agreed: The elimination of six-day delivery would hurt business and consumer interests while costing thousands of jobs.

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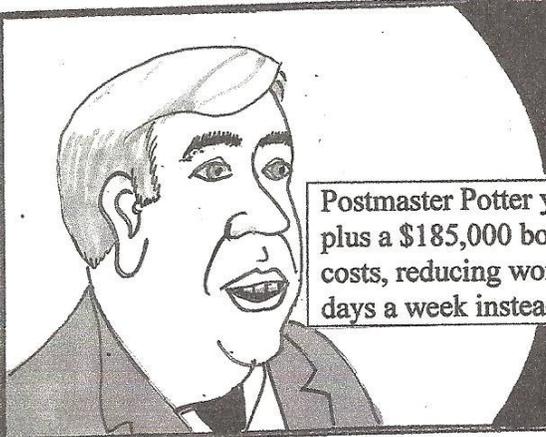
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By: Junior



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The Postal Regulatory Commission (PRC) released an independent actuarial report [PDF] on June 30 which confirms that the Postal Service was overcharged \$50-\$55 billion for payments to the Civil Service Retirement System (CSRS) between 1972 and 2009. Which means we've been actually turning a profit the past several years. Notice how management has been completely silent about these over payments, yet they want to enter contract negotiations complaining about billions of dollars lost.

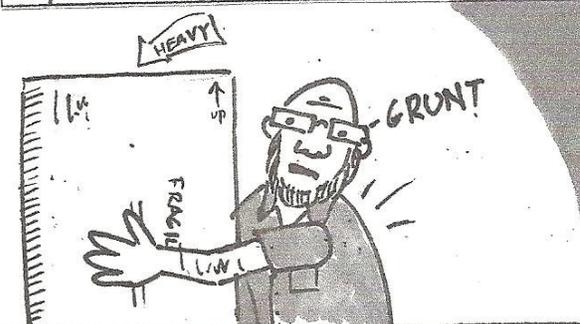


Postmaster Potter your salary as reported by Fox and CNN news is \$885,000 per year plus a \$185,000 bonus last year. How can this happen. The post office has been cutting costs, reducing work hours, and has asked Congress to allow mail to be delivered five days a week instead of six?

Well, you see "my" wages are justified because of all my many accomplishments...



"I" have increased efficiency more than anyone...



Because of "me" the Post Office has survived this economic crises. "I've" earned every cent...



...so when it comes down to contract negotiations, I'll be sure to demand lower wages and benefits for Letter carriers and Craft Employees and higher earnings for myself.





How NOT to deliver mail.



That's
All
FOLKS

Branch 11's

ANNUAL RETIREE'S DINNER



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**Thursday, Sept 16th, 2010
4:30 PM**

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3399 W 3500 So, West Valley City, UT

Cost: Retiree & Spouse (or Guest) - *Free*
(Active Carriers *must* pay)

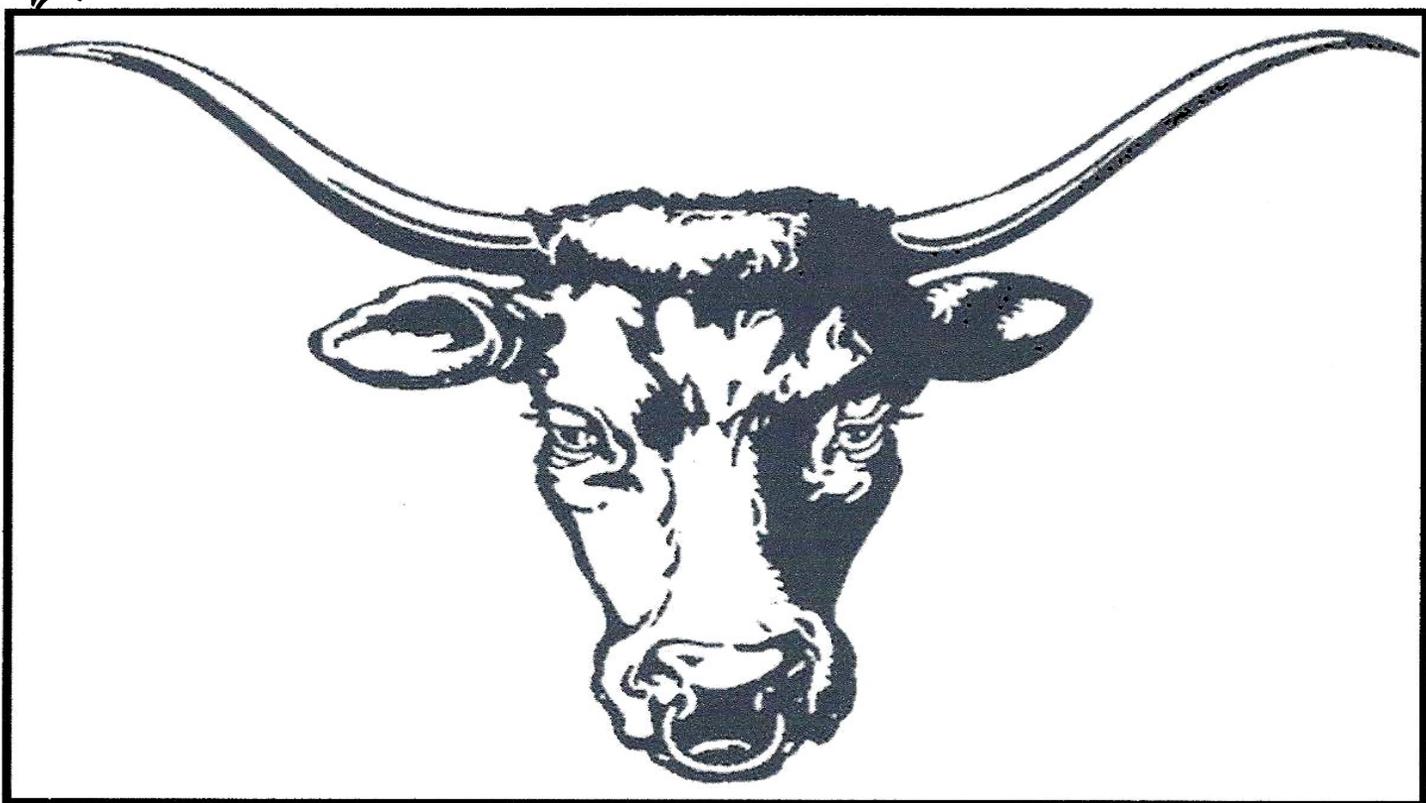
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801-968-4208 or 801-973-6705

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