



The Award-Winning Newspaper of
Joseph P. Considine
Branch 34 NALC, AFL-CIO

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National Association of Letter Carriers
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NATIONAL ASSOCIATION OF LETTER CARRIERS

BRANCH 34's CLAN

CELEBRATING 130 YEARS OF UNION PARTICIPATION AND ACCOMPLISHMENTS ★ 1890-2020

Upcoming Meetings

Please check out the dates, times and locations for all upcoming Membership Meetings on the **BRANCH 34 WEBSITE** at nalcbranch34.com



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President's Report

The Calm Before the Storm?

The Step 4 agreements involving CCA leave and movement between stations during the Coronavirus Pandemic are all set to expire on July 17th 2020. In most cases the branch has been able to slow down and reverse any CCA movement from station to station. Postmaster **Leroy Middleton, Jr.** and I had a handshake agreement on this issue that stations would not be entered by reassigned CCAs and these temporary reassignments would be on a voluntary basis. Upper Management has overruled these agreements and now they are even breaking hold downs to get the mail delivered in these effected stations.

Postmaster Middleton and I also had an agreement on a moratorium on all lower level discipline including attendance issues which has been in effect for over three months. Management has now decided that they will begin doing attendance reviews for Non-COVID-19 related absences and issue corrective action if needed. The Monday (weekly) Coronavirus Telecons are going to be changed beginning August 1st to once a month. I

have also received notice that Brookline will be going under route inspection October 24th to November 6th, 2020.

So basically, the Pandemic is over or being minimized by the Postal Service. I think this is a major mistake being made by Management in the Boston District. This virus has come back with a fury in other areas of the country where returning to business as usual was rushed. This could also happen here in Boston as a second wave of this virus is forecasted. I have seen the concern and the heightened stress levels caused in the stations from the spread of this virus first hand as I have visited and spoken to Carriers in every station that has had a confirmed case at least once per station. "I have small children at home," "my elderly relative lives with me and he/she is in the high risk category," are some of the major concerns justifiably voiced by Letter Carriers in our Branch.

If you are from one of the offices that have not had a positive testing employee for COVID-19 you are lucky and perhaps your local management is doing the right

thing. Why would management put these stations at risk by sending their CCAs to a station to cover routes that have Carriers out due to Coronavirus issues? The chances of spreading this virus exists every time management moves a CCA from one station to another, and then back again. I have brought up this issue at every Telecon since this virus came to our Branch.

Management in some cases has threatened to cut Form 50's and reassign these CCAs to the stations that cannot get the mail delivered due to these vacancies and prime-time vacations. Area Manager **Jim Harold** has voiced this threat on a few occasions. I have been in discussions with the Postmaster and other Area Managers on ways to correct these issues on a more permanent basis. Until we can work something out on these issues we have to go back to basics. We have to file the appropriate grievances on these is-

(continued on page 5)



GERALD (Jerry) MCCARTHY
President



Arlington letter carrier John Lavoie assisted a customer after her vehicle ran her over. She exited vehicle without putting it in park. John was able to stop the vehicle before causing more harm, called for medical assistance and waited with her until the ambulance arrived. Well done, John!

We Have HEROES Amongst Us!

When Melrose's Peter Dingle was walking his route, he noticed one of his customer's houses was going up in flames! Acting quickly, Peter ran over and banged on the door, alerting all the occupants inside and getting them to flee to safety. Great job, Peter!

Manager Rob Carrillo, Melrose Letter Carrier Peter Dingle, Branch 34 President Jerry McCarthy and Melrose Shop Steward/Area Steward Dave O'Connor.



Branch 34 President Jerry McCarthy presents Arlington Letter Carrier John Lavoie with a Special Recognition Award.





BRANCH 34 STATION STEWARDS

Allston.....	Gerardo Rosario
Arlington.....	Anthony Falco Sean Mullett
Auburndale.....	Thomas Keirstead
Back Bay.....	Lucy Warren John DiBlasi
Belmont.....	Salvatore Celeste David D'Agostino
Braintree DMU.....	Richard Fraser Robert O'Donnell
Brighton.....	Roshon Butts
Brookline.....	Joseph DeMambro Dean Gonatas
Cambridge - Central Sq.....	William Wilkins Robert Liberatore
Cambridge - Porter Sq.....	William Cresitelli John Dickenson
Cohasset.....	Judi Aronson
Chestnut Hill.....	Thomas Conville
Dorchester Center.....	Marc Babin
East Weymouth.....	Artie Matthews
Fenway.....	Tony Cinelli
Fields Corner.....	James Hudson Benny Faletra Elizabeth Purvis
Hingham/Hull.....	Michael Bertrand
Hyde Park.....	Joseph DeBerardinis
IMC - Chelsea.....	William Lang
IMC - East Boston.....	Emelio Leone
IMC - Winthrop.....	John Fanning
IMC - Everett.....	Tom Ciulla
IMC - Charlestown.....	Vacant
IMC - Somerville.....	John Fucile
Jamaica Plain.....	Robert Damatin Charles Zimmerman
J.F.K. Station.....	Robert Amirault Alex Taylor
Kenmore.....	Dan Abellard
Lexington.....	Tony Scrivano John Lucey
Malden.....	Laura Fahey Chris Dineen Fuming Chen
Mattapan.....	Christopher Pacitti
Medfield.....	Jon Holmberg Stephen White
Milton.....	Robert Leighton
Needham.....	Diane Butera Brian Senior
Newton Centre.....	David Ward
Newton Highlands.....	Shawn Tierney
Newtonville.....	Thomas Duff (A) Heidi White
North Quincy.....	Cathy Cooper
North Weymouth.....	Mike Davis
Quincy.....	Amy Baker Brendan Finn
Revere DMU.....	David O'Connor
Melrose.....	Dan Durant
Roslindale.....	Adam Difazio
Roxbury.....	John Galvin Keith Meredith Samie Smith
Scituate.....	Justin Vo
South Boston.....	Michael Kidd
So. Weymouth.....	Rusty Craven
Stoneham.....	Joseph Mangano
Waban.....	Rich Farrell
Waltham.....	Edward Walsh Rick Nourse
Watertown.....	William Huber
Wellesley Square.....	Toni Alexander
Wellesley Hills.....	Kevin McMahon
Weston.....	David Demarco
West Newton.....	Vacant
West Roxbury.....	Michael Walter Sandino Blaise
Weymouth Landing.....	Mario Venturelli
Woburn.....	Vigo Conte Fred Casey Richard Bucci
Wollaston.....	Thomas Rooney, Jr.

Getting It Right: Submitting a CA-2

Let me start off by saying, I hope you are all doing well and staying safe, considering the uncertain times we continue to be faced with. Please continue practicing Social Distancing as much as possible to help slow the spread of the coronavirus (COVID-19). If we all do our part we will get through this challenging time together. Just a reminder, each station should be cleaned on a daily basis, including wiping down carrier cases, vehicles, scanners, keys, door knobs, etc. Each station should also have sufficient cleaning products, hand sanitizer, masks, and gloves available for all Brothers and Sisters. If any of the above is not taking place or is not available in your station, inform your Shop Steward immediately and they will reach out to me.

Be Safe and Healthy.

When to Submit the CA-2

When to use a CA-2 is a bit of a mystery to some people, and when it should be the form you need to submit. Along with supporting documentation and what information it should contain can be a bit daunting too. When using this form to file with OWCP, it is very different from all other injuries because it is your exposure to the occupational disease or illness over a period of time that is being identified, and not something that just occurred. Some of the most widely recognized diseases/illnesses include carpal tunnel syndrome, arthritis, rotator cuff strains, tendonitis and plantar fasciitis. And because the injury happens over time, it tends to be harder to prove. After

identifying this type of injury, you must submit two essential elements along with the CA-2 to get your claim approved.

First, you must provide a narrative statement attached to the CA-2 Form, and you must submit the following information:

- A detailed history of the disease or illness from the date it started.
- Complete details of the conditions of employment which are believed to be responsible for the disease or illness.

- A description of specific exposures to substances or stressful conditions causing the disease or illness, including locations where exposure or stress occurred, as well as the number of hours per day and weeks per week of such exposure or stress.

- Identification of the part of the body affected. (If disability is due to a heart condition, give complete details of all activities for one week prior to the attack with particular attention to the final 24 hours of such period.)

- A statement as to whether you ever suffered a similar condition. If so, provide full details of onset, history and medical care received along with names and addresses of physicians rendering treatment.

Second, you must provide detailed medical report from the doctor that is treating you for the disease or illness, and you must submit the following information:

- Dates of examination or treatment
- History given to the physician by the employee.
- Detailed description of the physician's findings.

- Results of x-rays, laboratory tests, etc.
- Diagnosis
- Clinical course of treatment.



BERNADETTE ROMANS
Vice President

Physician's opinion as to whether the disease or illness was caused or aggravated by the employment, along with an explanation of the basis for this opinion. (Medical reports that do not explain the basis for the physician's opinion are given very little weight in adjudicating the claim.)

Make sure that you explain what you do as a Letter Carrier, and how you were affected in the course of doing that work. Remember these people work for another agency in the government, so they may not be familiar with postal terms, or jargon, so spell it out clearly. And whatever you did to get the injury, explain in detail how many times you do it, how long, how heavy, etc. in order to show these specific actions created the disease or illness you are now dealing with.

Remember to keep all of this in mind when submitting your CA-2. It will give you the best chance at success in getting your claim approved. We work hard at our jobs, so when we need this type of protection for our livelihood, it is important to get everything submitted properly.

Any questions please call the Branch for further guidance. It would be in your best interest to call the Branch prior to filing a claim as we can guide you from the beginning.

Protecting the Future: Our CCAs!

As we work our way through these turbulent times of COVID-19, and the impact it has made on our workplace, with even longer hours, staffing issues, and a myriad of safety concerns, our CCAs are the people that usually end up drawing the short straw on being over-utilized, pandemic or no pandemic. Most of the time, they are the first ones in, and the last ones out, seven days a week, and all the while receiving meager wages in comparison to all the duties they perform. Do these splits! Pull down that route! Starting between 6 and 10 AM on any given day, and don't make plans for Sunday! Healthcare that costs a fortune, and covers next to nothing. Oh, you didn't know about the healthcare? Living in this postal purgatory directly impacts their family life, health, and well-being because they chose a career that most of us believe was on par with other civil servants.

Indeed, times have changed! And not one minute goes towards your retirement until your converted, sometimes having to wait two years or more to start reaping the benefits of a full-time regular position. All of the above is a swift kick in the reality pants, but what's even worse is going through all of this without knowing the ins and outs of the job and business you've signed on to.

The cliché "knowledge is power" is something all CCAs need a good dose of when trying to navigate through these tough times. And getting this knowledge may not seem to be readily available, but it exists in every Post Office in the country.

First and foremost, that knowledge does not come from management! They are not your friend, confidante, priest, or parent. These are the people that have one directive: get the most amount of work done, in the least amount of time. Saving time and money for the Postal Service is their job, and using CCAs is a big part of that plan. Pushing the envelope, and your buttons is taught in supervisor 101. And without knowing how to handle these

expectations that are thrust upon you, can make for a very stressful, and emotionally charged time as a CCA.

Frequently, I have been approached by our newer employees, being told they have to finish in eight hours when they've been given too many splits, a new route they've never seen, or overloaded post cons of parcel post. It isn't your fault, but they make you feel like it is. This is a horrible strategy, but one that is practiced regularly. And let us not forget those private one-on-one huddles they have, telling you to pick up the pace. And sometimes these tactics succeed, with CCAs sacrificing their lunch, and breaks in order to get this work done. Others resort to running the route, strapping two satchels on each shoulder, urinating in bottles to skip a bathroom stop, (this one's not exclusive to CCAs), and worse yet, being unable to work due to these unwise, and injurious practices.

Then there are the episodes where CCAs don't know their rights, the contract, and what they can and cannot do. Guaranteed time, for example, is one that sometimes escapes the newer employees. Management schedules them, they show up, but then decides to send them home. This happens notoriously on Sundays, but just by checking in with your CCAs, you can discover when this happens. But more importantly, they now know to make sure they get paid that four hours!

Another example is the recent MOU's that were enacted and extended for CCAs during the COVID-19 pandemic. One of them, MOU-01915, which specifically addressed CCAs remaining in their employing stations to limit their exposure and protect those in the receiving stations from COVID-19. Management skirted the MOU at the Jamaica Plain Post Office by bringing uninformed CCAs to the station, leaving them in the parking lot to receive mail, keys, scanners, etc., and then having them head to the street. Not providing comfort stops, and other essentials for the work day, again shows that manage-

ment concerns are only with the mail, and not the craft. Wear a mask, promote social distancing, violate the MOU, and endanger CCAs. Sounds like standard postal operating procedures: Do as I say, not as I do! Multiple grievances were filed in Jamaica Plain for multiple instances, but unfortunately some sister stations where the CCAs came from failed to do the same. We all need to be on the same page when it comes to the protection and safety of these employees, until they can fend for themselves. Most of the time they are not aware of their rights, and as stewards, and full-time regulars we need to assist them, filling them in with that all important knowledge. In fact, once we informed one of the CCAs that the trip he made to Jamaica Plain was voluntary, he chose not to return.

Yet another issue with CCAs is when they get injured. Whether it's a dog bite, a bee sting, or even more serious injuries, we need to address them about their options, and making sure they seek medical attention when necessary. They can potentially exacerbate injuries that can cause greater damage to their bodies, ultimately affecting their longevity as a Carrier, and their financial situation down the road. Filling out a CA-1 form brings thoughts of not knowing when or why, and not wanting to rock the boat with management. Empowering these employees is everyone's job, and taking them under our collective wing will help them in protecting their bodies, and in turn, their careers.

Everyday, whether you're a union steward, or a full-time regular, you know of a new employee that's struggling, or runs up against it from time to time. Or they don't know their rights, or the con-



BOBBY DAMATIN
Financial Secretary

(continued on page 5)

Holiday Schedules Explained

There was some confusion during the Fourth of July holiday this year in regards to what day was the designated holiday, so in this issue of "Branch 34's CLAN," I'm going to explain the holiday schedule. Most of us who have been around a few years understand how the holiday schedule works. If a holiday falls on a Monday, the preceding delivery day (Saturday) becomes the holiday and we all understand this as half of our paid holidays fall on a Monday every year. The reason for this is simple; the carriers who are N/S on that Monday would miss out on their holiday since they're already off.

To resolve that issue the parties created the holiday schedule. Now those employees who were N/S on Monday get their "holiday" on Saturday. But that creates another problem because we now have two sets off on Saturday, the regular N/S people and the holiday people are all scheduled to be off on the Saturday, which would create a staffing problem. So, the parties created a pecking order to schedule the designated holiday. The Boston pecking order can be found further down in my article.

That explains how holidays usually go, but this past Fourth of July holiday fell on a Saturday. What happens then? Usually when a holiday falls on a work day the preceding work day becomes the designated holiday like I described above for a Monday holiday. It's the same thing for any holiday that falls during a scheduled work day. For instance, on Thanksgiving the designated holiday is the preceding day which is Wednesday. But Saturdays are different because most of us have rotating days off so the scenario described above wouldn't work because those carriers are also off on that preceding day.

So, for those offices, the holiday would be Thursday because the vast majority of us who are N/S on Saturday are also N/S on Friday. And the "holiday" couldn't fall on Friday since those carriers are already off on that day. In essence, it would be their N/S day and also their holiday. Article 11 of our agreement with the Postal Service addresses this issue in item B below:

Section 5.

Holiday on Non-Work Day

When a holiday falls on Sunday, the following Monday will be observed as the holiday. When a holiday falls on Saturday, the preceding Friday shall be observed as the holiday.

B. When an employee's scheduled non-work day falls on a day observed as a holiday, the employee's scheduled workday preceding the holiday shall be designated as that employee's holiday. (Emphasis Added)

For those stations that have a mixture of Sunday/Rotating days off and Saturday/Sunday days off (Fort Point, JFK and Back Bay) they'll have two holiday schedules. One on Thursday for the Friday/Saturday N/S people as described above and one for Friday for the Saturday/Sunday N/S people. That scenario is described above in item A.

Hopefully that resolves any lingering questions about holiday schedules and especially ones that happen to fall on a Saturday. Remember it, because Christmas and New Year's in 2021 will fall on a Saturday.

But what about scheduling employees to work on an actual holiday? Like on Saturday, the Fourth of July (I know what you're thinking, who would want to work on the Fourth of July?) Well, if you did, the pecking order remains the same as any other designated holiday. The Postal Service used to take the position, and in some stations and instances still do, that they can schedule whoever they want on

an actual holiday. They're wrong!

They have to use the pecking order below to schedule any and every holiday. Whether it's the designated holiday or the actual holiday.

ARTICLE 11

HOLIDAY SCHEDULING

A. THE METHOD OF SELECTING EMPLOYEES TO WORK ON A HOLIDAY WILL BE AS FOLLOWS:

1. Full-time carriers who have **volunteered** to work on their holiday or their designated holiday at their straight time rate.

2. Full-time carriers who have **volunteered** to work on what would otherwise be their non-scheduled workday at the overtime rate.

3. CCAs.

4. Full-time carriers who have not volunteered on what would otherwise be their non-scheduled work day in inverse seniority at the overtime rate.

5. All other Full-time carriers who have not volunteered, by inverse seniority.

B. Each holiday will be handled separately and Management will determine the number needed for holiday work and canvass the employees in accordance with the above procedures. The schedule is to be posted by the preceding Tuesday.

C. Split utility carriers will be allowed to volunteer to work their holiday, or their designated holiday, at the straight time rate only at the station they would normally have been scheduled to work, had there been no holiday.

The option to work on an actual holiday is for the regulars to make before they mandate the CCAs to work. The Postal Service may disagree and push back on this and if they do a grievance should be filed. In 2018 we arbitrated this issue in a case out of the IMC in Chelsea. In this case, the PO scheduled

CCAs to work the Veterans' Day holiday without asking the regulars if they wanted to volunteer to work as the pecking order dictates. The arbitrator's award is listed below:

Management violated the National Agreement and Boston's Memorandum of Understanding, Article 11.A, **when they failed to properly canvass and post a holiday schedule for the Saturday, November 11, 2017, Veterans' Day holiday on Tuesday, November 7, 2017, then subsequently on Thursday, November 9, 2017 scheduled 300 CCAs (City Carrier Assistants) to work on Veterans' Day, Saturday, November 11, 2017. Management is ordered to cease and desist from such violations in the future. It is further ordered to make whole the fifteen (15) most senior carriers on the roster by dividing among them compensation for the hours worked by CCAs on November 11, 2017. The arbitrator will retain jurisdiction for sixty (60) days for the sole purpose of resolving any disagreement that may arise over implementation of the remedy.** (Emphasis Added)

I still remember the Arbitrator being completely unimpressed with the Postal Service's various arguments on why they wouldn't have to canvass the regular employees to work on an actual holiday.

So, you shouldn't be swayed by them in your station either. If they're working CCAs on an actual holiday and they didn't ask you if you wanted to work, see your steward and file a grievance or call the Hall. Be safe out there Brothers and Sisters and never lose sight of the fact that, "We are the Postal Service!"



MICHAEL MURRAY
Secretary-Treasurer

We Are Essential!

I'd like to start off by saying what an excellent job our brothers and sisters are doing of the NALC. We keep the mail moving during a pandemic that seems the end is nowhere in sight. It's a very stressful time for all of us with the fact that we have to protect ourselves and others with PPE.

The package and SPR volume is at an all-time high for this time of year. It's actually worse than peak season and we all know what's coming this holiday season. Management might tell you the mail volume is down but they never want to account that the packages and SPR's are at an all-time high in volume for this time of year. Office time is increasing slightly from separating SPR's/Parcels on top of throwing these excessive SPR's in the rack or lining them up in trays based on 18/8. Loading vehicle times are going way up because of the volume of parcels plus multiple trips to retrieve the remainder of your packages and mail. Make sure that you are on a street function when loading anything in your vehicle. When done (If you're not done casing mail and pulling down) move back on your office function on your route and continue to case, pull down and complete any remaining other office functions then move back on your street function. If you're pulled down, stay on the street function and depart to route. Remember with the increase of the SPR/Parcel volume that means your street time goes up and not to mention how many more times you will take your scanner out of your holster or bag. Be descriptive on each SPR/ Parcel that you scan (In at mailbox, front door/ porch or neighbor, etc.) so your customer will know where to find them. If you need to take a comfort stop and there is no near

facilities opened because of COVID-19, then go back to the post office. **REMEMBER TO PROTECT YOUR ROUTE!!!**

Pick a Side!!!

Last, I'd like to say, if you are a full-time supervisor and you can't make up your mind if you want to stay as a supervisor or go back carrying, please pick a side. I know a clown at work that's about to lose his bidding seniority, because he can't make up his mind. He couldn't carry mail, went higher level and couldn't handle it and now wants to go back carrying under his own stipulations. On top of that, he placed a bid to OPP support jobs to try and call their bluff and brags to carriers that they need him as if he is a CEO of Wall Street. He goes around like he's in control, makes insulting remarks about managers and area managers with co-workers while he's drinking coffee and eating doughnuts that craft employees bring in. He even chipped in once by giving a craft employee a \$25 dollar D&D gift card to buy coffee, but when the craft employee went to buy coffee with the card there was only \$2.35 cents left on it. That says it all with this clown. I can't wait to see him go back carrying to his assigned station and watch him cry his eyes out that he can't carry. Just be prepared with this clown wherever he ends up and make sure you wear a pair of earplugs. He likes to wear tap shoes that are louder than 50 running horses at the Kentucky Derby.



DAN KELLEY
Sergeant-at-Arms

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Founded May 1971

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GENERAL EXCELLENCE - LOCAL UNION PUBLICATIONS - CIRCULATIONS OF 2,500 TO 9,999
First Place, 2003

National Association of Letter Carriers

BEST ORGANIZED - LARGE BRANCH

First Place, 2018
First Place (tie), 2014

GENERAL EXCELLENCE - LARGE BRANCH PUBLICATIONS - MORE THAN 1,500 MEMBERS

First Place, 2018
First Place, 2016
First Place, 2014
First Place, 2012
First Place, 2010
First Place, 2008
First Place, 2002
First Place, 1996
First Place, 1994

Second Place, 2006
Second Place, 1992
Third Place, 2004

Honorable Mention, 1982
Judges' Commendation, 1988

BEST EDITORIAL OR COLUMN

Honorable Mention, 2016

BEST STORY

First Place, 1996
Third Place, 1990

2 Honorable Mentions, 1992
Honorable Mention, 1990

BEST CARTOON OR PHOTO

First Place, 2006

PROMOTING UNIONISM

First Place, 2018
Third Place, 2018
Third Place, 1992

Judges' Commendation, 1988

BEST WEBSITE

First Place, 2018

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Here We Go Again!!

OK, well 2020 has been a complete and utter bust, to say the least! But wait folks it gets worse! I'm sure we have all received the super sincere letter from the new Postmaster General and you guessed it, he has a new playbook!! You know the one I'm talking about its new to him, but really it's the same old S@#t wrapped up with a big red bow and **F\$%k YOU** to the Carriers!!

I am asking you all to come together and show the new PMG or "CEO" (that's what he retitled himself, ego much) what we really do!!! Day in and day out, week after week, month after month, year after year we perform a vital service to the Country!!! We deliver mail, parcels, medications, we look out for the neighborhoods we deliver in, the elderly, young, the homebound, we don't simply snap our fingers and the mail mysteriously appears in customer's mailboxes, we actually have to walk the route, the stairs the hills! PMG **Louis DeJoy** doesn't know what it is we really do and is already coming after your livelihood, he's been the PMG for about 60 days so he's right on schedule!!!

I'm going to give you few of his save the Post Office from the big bad Unions and those terrible craft employees games plan,

- **POT will be eliminated**, (ROTFL)
- **Overtime will be eliminated**, (LM-FAO)

How you ask?

Don't Be A **SCAB!**

Urge them to pay their fair share and join Branch 34!

Back Bay

THOMAS N. CONCANNON
ROBERT A. ROMIKITIS

Braintree

MOLLY LONG

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Scituate

KAREN M. LYNCH

Stoneham

TINA M. DOHERTY

Waltham

DAVID BAHM
JOSEPH REGNA..... CCA

We apologize in advance if your name appears on this scab list in error. This information is forwarded to us from our National Headquarters and we do our best to ensure its accuracy. If you are still not in the Union, it's time to step up and pay your fair share. No excuses. Contact your Station Steward to join NOW!

"The USPS will no longer use excessive costs to get the basic job done. If the plants run late they will keep the mail for the next day. **If you get mail late and your carriers are gone and you cannot get the mail out without OT it will remain for the next day.**"

Good thing too, because I know that the next day Management will tell you to take two days' worth of mail and "keep it to eight!!" Ladies and Gentlemen, that cannot happen!!! Every last one of US, needs to **put it back on Management**. What I mean is if you have two days' worth of mail, **put in your 3996**, when they disapprove it and they will disapprove it because Management has gotten their orders, then **you need to follow the instruction you're given**, and then **call at the end of the day** and say "hey 'Boss' I have three hours left what do you want me to do?" Maybe they tell you to take the OT and maybe they tell you to bring it back again. Management got their marching orders so more than likely you will be told to bring it back, good thing too because now its Wednesday and the first three hours of your route are a normal days volume and the last 3 will take us 6 hours, so again right on track!!!! Start thinking of your route as a leased car, because you don't own it the PO does and if they want to F#\$k it up from here til Tuesday, let them!!! I know we always fix what Management breaks, **BUT WE CANNOT FIX IT THIS TIME!!!!!!!** Management needs to F#\$k this up so bad, and **WE NEED TO LET THEM!!!**

So now that we have three days of mail sitting at your route and Thursday is your N/S Day, now your Managers and Supervisors cannot merely look at a

schedule, the mail on the floor etc. and say hey Suzy, come in on your N/S tomorrow, now Management needs permission from the POOM's and Area Managers to ask you in, even though the Supervisor can clearly see that they are short 20 bodies for Thursday and that all week they have told carriers to bring back mail to avoid OT... So I'm asking you all **WHEN THEY LEAVE YOU HOME ON YOUR N/S, DO NOT ANSWER THAT F\$%KING PHONE AT 5AM!!!!** I know we all like the \$\$\$\$\$, but we need to stick together and **STOP BAILING THEIR ASSES OUT!!!!**

Also if you call out sick, and they can't get the mail delivered, than more than likely your route will still be sitting on the floor when you come back to work!!!! It almost makes you sick, doesn't it?

All routes will have no more than four park points!!!! "Park points are abused, not cost effective and taken advantage of." Ok on this one **WHEN** they realign your route in an order that makes no sense and has you carrying two streets at a time, and dead heading three miles off track, and going up that one hill twice somehow. Remember you are still only **required to carry 35 lbs. at a time, that Parcels over 2 lbs. or bigger than a shoe box are Truck pieces, that you need depending on the time of year, extra water, shade, and warm-up breaks!!!!**

So there is only one way that Management will use to get mail delivered without using OT, they will try and **PIVOT** the S%\$t out of you!!!! But as we all know the saying "**BE WHERE YOU'RE SUPPOSED TO BE WHEN YOU'RE SUPPOSED TO BE THERE**", the scanner can be "**YOUR WORST ENEMY OR**

YOUR BEST FRIEND" and of course "**EIGHT HOURS WORK FOR EIGHT HOURS PAY!**"

And now that you're carrying four days worth of mail at a time, and in some cases and the clerks are now sorting double the mail because it didn't show up on time and the plant held it, and your waiting for the all up, the next ingenious idea is to change start times!!!!

But don't worry there will be a few more people you haven't seen in years wandering around the office to carry, because "**ALL DETAILS will be terminated!**"

PMG has also stated that he will be looking at cutting the District Managers, Area VP's and Corporate Support, first!!! So at least, as always we know, we would be the last to go, because hmmm, we actually do the work!!!!

He will be closing the windows for certain offices for one hour every day for lunch.

And last but not least, "Workers Compnsation cases will be looked at to either get them back to work or find another avenue for them."

Let's **ALL** remember, despite what the new CEO says, **HE IS COMING AFTER YOUR JOB - YOUR LIVELIHOOD - YOUR CAREER!!!** Make no mistake about it, **WE NEED TO STICK TOGETHER ON THIS**, there are no if, ands or buts about it!!!

WORK SMARTER, NOT HARDER!!!!



LAURA WOOD FAHEY
Area Steward

Vehicle Safety Check List

During route inspections I observe carriers going onto line 19 to perform their vehicle safety check every day during the week of inspection. Many carriers do it right; they go out with a buddy and perform their safety check together and they do a thorough job. Some however, do not do a thorough job. They're back at their routes in two or three minutes and as the check list below shows a thorough job will take more than a couple of minutes.

Those carriers are putting themselves and the public at risk if there's an issue with their assigned vehicle. We've all seen the rash of vehicle fires plaguing our outdated fleet and many have been traced back to leaks that probably would have been detected and then reported if a thorough inspection had been done.

If the vehicle check is done properly it should take at least eight to ten minutes, depending on how far away the vehicles are from the office. I've included the check list below so carriers know what they're required to check everyday when they perform their vehicle safety check.

U.S. Postal Service Expanded Vehicle Safety Check

1. Look under body for oil and water leaks.
2. Inspect two front tires for inflation and wear.
3. Check hood latches.
4. Check front for body damage.
5. Check left side for body damage.
6. Check left door lock.
7. Check for rear end leaks.
8. Check all rear tires for inflation and wear.
9. Check rear for body damage.
10. Check rear door lock.
11. Check right side for body damage.
12. Check right door lock.

13. Open door and move into driving position.

14. Start engine. (If in enclosed area, wait until after step 21.)

15. With assistance - adjust pot-lid and left front mirror.

16. With assistance - check headlights, tail lights, brake lights, four-way flashers, and directional signals, front and rear.

17. Adjust right side rear view mirror.

18. Adjust center rear view mirror.

19. Check steering wheel play.

20. Check accident report kit.

21. Check window locks.

22. Check windshield wipers and washers.

23. Check horn.

24. Check gages (gas gage requires 30 seconds for "warm-up").

25. Check foot brake (no more than two inches free play).

26. Check hand brake.

27. Check seat belt and fasten.

NOTE: This check list has been programmed to take the driver in a logical sequence around the RHD vehicle with a minimum of lost motion. For LHD vehicles - work from right side to rear to left side beginning at Item 5. Items 15 and 16 - if no assistance readily available, handle personally.

If there's an issue with one or more of the listed items above then fill out a 4565 and have your supervisor or manager sign it and give you a copy back so you have proof you reported the issue to management. Don't go trusting these people who have proven themselves unworthy of your trust. If you fail to do an inspection and take a vehicle that has body damage that was already there before you were assigned the vehicle, good luck. It's going to be tough to argue that you didn't cause it. Don't put yourself at risk. Perform a

thorough vehicle safety check everyday!

842 Repairs 842.1 Reporting Defects

Driver must (a) report all mechanical defects or failures and major body damage on Form 4565, Vehicle Repair Tag (see exhibit 842.1) as soon as noted, and (b) immediately turn in the completed form to a dispatcher or manager. Minor body damage can sometimes await repair until the next regular inspection and need not be reported more than once.

842.2 Preparation of Form 4565
Whenever a motor vehicle requires repairs, complete Form 4565 in triplicate as follows:

- a. Enter vehicle number and the hour and date vehicle was checked in.
- b. Put check mark opposite item requiring repair, or, if not listed, enter opposite Other Repairs.
- c. Describe details of repair under Remarks. For example, if brake block is checked, state: pulls to the right, brakes fading, etc.

842.3 Disposition of Form 4565
842.31 Deliver to the garage dispatcher or manager for initialing. Driver copy will be returned to you and should be kept as proof that damage was reported.

842.32 Attach dispatcher copy to Form 4570.

842.33 Mechanic copy is sent to the garage with vehicle.



RICH GALVIN
Clerk, NBA/NSBA

Greetings from the Birthplace of American Liberty... Lexington, Massachusetts

I mentioned this a while back in the September/October 2019 issue. It was a random thought then but has now occurred to me that this is something we should be strongly thinking about, especially now with all this talk of the post office in dire financial trouble. That something is voting by mail!

Think of the revenue this would generate for the Postal Service. Millions of ballots would be sent out for state, local and federal elections every year. That's two stamps worth of postage for every voter. One to send it out and one to send it back.

In 2018, there were 153.07 million people registered to vote in the United States. That's a lot of money for the Postal Service.

Trivia Time: How much is a first class stamp? Answer below:

Recently, Governor **Charlie Baker** signed a bill allowing all registered voters in Massachusetts to cast their ballots by mail. Just in time for the primary and general elections this fall.

Prior to this, voting by mail was already established as a full vote by mail system in five states (even before the current pandemic). Washington State, Oregon, Utah, Colorado, and Hawaii, and many more are close to implementing this. Voting has increased 6-9% in these states.

Three states – California, Nebraska and North Dakota – have let individual counties set up vote-by-mail systems, but have not adopted that approach statewide.

Twenty-eight states and the District of Columbia allow what is called “no-excuse absentee voting.”

Under this rule, any registered voter can request an absentee ballot be mailed to them ahead of Election Day. Most states allow voters to apply for them online or by mail. This too, predated the current pandemic.

There are 17 states that restrict who can get an absentee ballot. Massachusetts is one of them. They typically require voters to sign a statement certifying that they are ill or elderly, will be out of town, or will otherwise be unable to cast a ballot in person.

At least nine of those states – Alabama, Delaware, Indiana, Louisiana, Massachusetts, New Hampshire, New York, Virginia and West Virginia – have already loosened their rules to accommodate the public desire to follow social distancing recommendations, at least for upcoming state, local and primary elections. It is not yet clear whether those eased restrictions will continue to apply for the November election.

I would personally like to see those 16 other states at the very least allow you the option to permanently vote by mail if you wished.

On May 8th 2020, **Gavin Newsom**, the Governor of California recently signed an executive order declaring California a vote full by mail state.

Gov. Newsom said in his daily briefing on COVID-19 that he had signed an executive order that will see ballots sent out to over 20 million registered voters. “Every Californian who is eligible to vote in the November 3, 2020 General Election shall receive a vote-by-mail ballot,” says the Executive Order. Of course this is only temporary due to coronavirus, but the foot is in the door.

That's 20 million people x 2 stamps

folks ...right there. I don't know how you look at it, but to me personally that's money on the table, and a huge influx of revenue for the Postal Service.

FYI: The Constitution gives each state the primary responsibility for running elections

For those who think it isn't safe, or have fears of ballot tampering. I have this true story for you.

I showed up to vote at my local polling place one evening after work. (1990 something) I stepped up to the table recited my name and address, and the lady stated to me you can't vote. You were already here. You can't vote twice. I explained, that I just got out of work, and came straight here. That I hadn't voted already. I raised a fuss over her obvious mistake. (*Larry David style*) And, she called a cop over. An argument ensued. All of a sudden she says “wait come to think of it you aren't he guy who showed up here earlier, in fact I see him over there.”

The cop apologized to me. Approached the man and took him outside. I don't know if they arrested him or not, but needless to say I never got to vote, and this person voted for who knows who.

Ever since that day I have been soured on our current voting system. It still amazes me you don't need to show ID to vote.

Anybody remembers hanging chads? Need I say more?

Last time if you recall I spoke about a group called *VoteatHome.org*, they are on Facebook and on Twitter, etc..... I urge you to check them out, and sign up, or like, or follow. They are small right now, with a limited following etc., but I urge you to check out their pages, sign up and get involved. They have an extensive reference library which has videos, articles essays etc. That addresses everything from the sensibility/practicality of this, to fraud and security issues.

The Calm Before The Storm!

(continued from page 1)

sues when a contractual violation exists. With the CCA movement we file a grievance every time a hold down is violated. We encourage all CCAs to bid hold downs to slow down the movement from station to station making this movement a contractual violation. If employee absences are COVID-19 related, make sure this is notated on the employee's 3971 when turned into Management.

If your office is not being kept clean, bring it up to your manager. If they do not act on this issue file a Form #1767 on this condition. If

Protecting the Future: Our CCAs!

(continued from page 3)

tract. We are that knowledge that can make an indelible mark that will keep them on the straight and narrow! If you've spent anytime in this job, you were at one time that employee, and there was nothing more reassuring than a regular checking in on you, or answering a question you couldn't believe you had to ask. A Union Steward lending some sage advice can make a huge difference in the way CCAs see their career, and how they will conduct themselves.

We all need to reach out to them on

Their “about us” states:

A nonprofit, nonpartisan 501(c)(3) organization, the National Vote at Home Institute is dedicated to ensuring the security of our elections and putting voters' needs first.

What We Believe

Vote at home is a growing trend across red, blue and purple states because it is a time-tested and proven way to bolster the security of elections, improve voter engagement, and reduce election-related costs.

Unfortunately we work for a company that doesn't think outside the box. This is something you think they'd be pushing for. Maybe they are but I haven't seen or heard anything. Instead they're more focused on adding to routes they already can't get delivered. Oh well, you can't make them smart.

In closing:

Anybody else notice that the two things you can't find during the coronavirus is toilet paper, and coffee rolls who knew!

PS: As of this writing the Red Sox are still undefeated!

Trivia Answer: 55 cents.... Now be honest how many of you knew that?

I leave you with this:

*Don't let us get sick
Don't let us get old
Don't let us get stupid, all right?
Just make us be brave
And make us play nice
And let us be together tonight.*
- Warren Zevon

*When the world is running down
you make the best of what still around.*
- Sting

Until next time: Wash your hands.... Don't touch your face, and STAY WICKED FAH APAHT!!!!!!



JOHN LUCEY
Area Steward



Massachusetts Congressional Delegation

U.S. SENATE

The Honorable Elizabeth Warren
Hart Senate Office Bldg., Rm. 317
Washington, D.C. 20510
202-224-4543 Fax: 202-224-2417
www.warren.senate.gov

The Honorable Edward J. Markey
Dirksen Senate Office Bldg., Rm. 218
Washington, D.C. 20510
202-224-2742 Fax: 202-224-8525
www.markey.senate.gov

U.S. HOUSE OF REPRESENTATIVES

First Congressional District
The Honorable Richard E. Neal
Rayburn House Office Bldg., Rm. 341
Washington, D.C. 20515
202-225-5601 Fax: 202-225-8112
neal.house.gov

Second Congressional District
The Honorable James P. McGovern
Cannon House Office Bldg., Rm. 408
Washington, D.C. 20515
202-225-6101 Fax: 202-225-5759
mcgovern.house.gov

Third Congressional District
The Honorable Lori Trahan
Longworth House Office Bldg., Rm. 1616
Washington, D.C. 20515
202-225-3411 Fax: 202-226-0771
trahan.house.gov

Fourth Congressional District
The Honorable Joseph P. Kennedy III
Cannon House Office Bldg., Rm. 304
Washington, D.C. 20515
202-225-5931 Fax: 202-225-0182
kennedy.house.gov
Represented Communities: Brookline, Newton, Needham, Wellesley, Dover, Medfield, Millis, Medway, Milford, Hopkinton, Hopedale, Bellingham, Franklin, Norfolk, Wrentham, Plainville, Foxboro, Sharon, Attleboro, North Attleborough, Mansfield, Norton, Easton, Seekonk, Rehoboth, Taunton, Raynham, Dighton, Berkley, Lakeville, Freetown, Somerset, Swansea

Fifth Congressional District
The Honorable Katherine Clark
Rayburn House Office Bldg., Rm. 2448
Washington, D.C. 20515
202-225-2836 Fax: 202-226-0092
katherineclark.house.gov
Represented Communities: Arlington, Belmont, Framingham, Lexington, Lincoln, Malden, Medford, Natick, Revere, Stoneham, Waltham, Watertown, Wayland, Weston, Winchester, Winthrop, Woburn

Sixth Congressional District
The Honorable Seth Moulton
Longworth House Office Bldg., Rm. 1127
Washington, D.C. 20515
202-225-8020 Fax: 202-225-5915
moulton.house.gov

Seventh Congressional District
The Honorable Ayanna Pressley
Longworth House Office Bldg., Rm. 1108
Washington, D.C. 20515
202-225-5111 Fax: 202-225-9322
pressley.house.gov
Represented Communities: Boston, Cambridge, Chelsea, Everett, Milton, Randolph, Somerville

Eighth Congressional District
The Honorable Stephen F. Lynch
Rayburn House Office Bldg., Rm. 2109
Washington, D.C. 20515
202-225-8273 Fax: 202-225-3984
lynch.house.gov
Represented Communities: Abington, Avon, Boston, Braintree, Bridgewater, Brockton, Canton, Cohasset, Dedham, East Bridgewater, Hingham, Holbrook, Hull, Milton, Norwood, Quincy, Raynham, Scituate, Stoughton, Walpole, Weymouth, West Bridgewater, Westwood, Whitman

Ninth Congressional District
The Honorable William Keating
Rayburn House Office Bldg., Rm. 2351
Washington, D.C. 20515
202-225-3111 Fax: 202-225-5658
keating.house.gov
Represented Communities: Norwell, Rockland, Hanover, Hanson, Pembroke, Duxbury, Halifax, Plympton, Kingston, Middleborough, Carver, Plymouth, Fall River, Westport, Dartmouth, New Bedford, Acushnet, Fairhaven, Rochester, Mattapoisett, Marion, Wareham, Bourne, Sandwich, Falmouth, Sandwich, Mashpee, Barnstable, Hyannis, Yarmouth, Dennis, Brewster, Harwich, Orleans, Chatham, Eastham, Wellfleet, Truro, Provincetown, Aquinnah, Goswold, Chilmark, West Tisbury, Tisbury, Oak Bluffs, Edgartown, Nantucket

Branch 34 Salutes Its Retirees

Waltham's Paul Senior



Waltham says, "We are Senior Strong!"



Paul Senior admiring his retirement watch.

Paul Senior along with his family.



Branch 34 President Jerry McCarthy, Waltham Shop Steward Rick Nourse Paul Senior and Waltham Shop Steward Ed Walsh.



Hats off for Paul Senior.

Paul Senior's Waltham co-workers give him a socially distanced send-off!



Scituate's Mark Walkins



Scituate Shop Steward Justin Vo, Retiree Mark Walkins and Branch 34 Vice President Bernadette Romans.

Quincy's James "Jim" Hennessey and Brian Dennehy



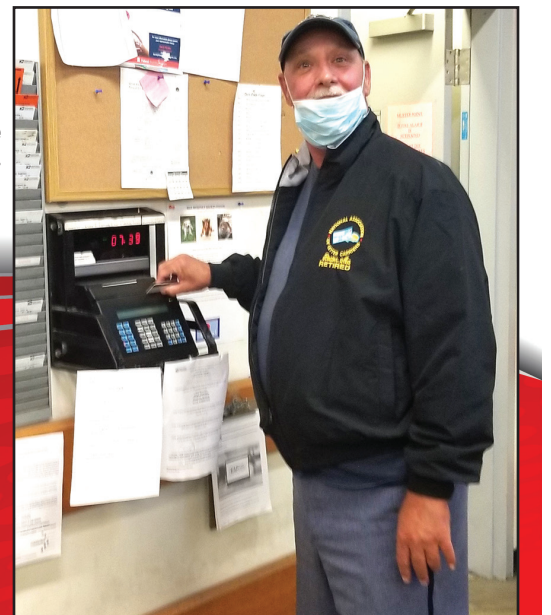
Retiree James "Jim" Hennessey and Retiree Brian Dennehy with Branch 34 Trustee Paul Roche (above) and Branch 34 President Jerry McCarthy (below).

West Roxbury's John "Jay" Foberg



West Roxbury's Shop Steward Mike Walter, John Foberg along with Branch 34 President Jerry McCarthy.

West Roxbury retiree John "Jay" Foberg.



Roxbury's Barry Murphy



Roxbury Retiree along with Chief Steward Keith Meredith and Branch 34 President Jerry McCarthy congratulate Barry Murphy on his retirement.

Roxbury Chief Steward Meredith leads the Letter Carrier cheer for Barry Murphy.



Jamaica Plain's Steve Burke



Jamaica Plain's Steve Burke gets an elbow bump and retirement jacket from Branch 34 President Jerry McCarthy.

Fort Point's Mark Terranova



Fort Point's Mark Terranova's last punch!

Dorchester Center's Mark Catinella



Dorchester Center's Mark "Cat-Man" Catinella with Branch 34 Secretary-Treasurer Mike Murray.

Fort Point's Richard "Ricky" Kielczweski



Fort Point Shop Steward Elizabeth Purvis, Branch 34 President Jerry McCarthy, Richard "Ricky" Kielczweski, along with Chief Steward Benny Faetra.

Branch 34 President Jerry McCarthy presenting Richard with his retirement jacket.

Richard shows off his newly modified uniform.



More Branch 34 Retirees Saluted

Hingham/Hull's Gene Bragdon



Branch 34 Vice President Bernadette Romans along with Hingham/Hull Shop Steward Mike Bertrand, Retiree Gene Bragdon and Supervisor John Tully.



Hingham/Hull Shop Steward Mike Bertrand and Retiree Gene "Gino" Bragdon.

Milton's Dave Lopaus



Dave Lopaus with co-workers on his last day in Milton.

Milton's Dave Lopaus docking out one last time.

Stoneham's Paul Medeiros



Branch 34 Secretary-Treasurer Mike Murray, Retiree Paul Medeiros, Branch 34 President Jerry McCarthy, and Stoneham Shop Steward Joe Mangano.

Retiree Paul Medeiros and Stoneham Shop Steward Joe Mangano.



Woburn's Jimmy "Pinky" Aylward



Jimmy "Pinky" Aylward retires from the Woburn Post Office.

Woburn's Jimmy "Pinky" Aylward receives kind words from Branch 34 President Jerry McCarthy.



Branch 34 President Jerry McCarthy presenting Jimmy with his retirement jacket/watch.

Jimmy loving his Pink Jacket.



Woburn's George Adams Receives His 50 Year Gold Card and Pin



Woburn Retiree George Adams accepting his 50 year Gold Card and Pin.

Branch 34 President Jerry McCarthy presenting George Adams with his 50 year Gold Card and pin.





Fred Casey's family joins the retirement celebration.



Retiree George Adams, Woburn Shop Steward Vigo Conte, New Retiree Fred Casey, Woburn Letter Carrier Dave Boyd, Branch 34 President Jerry McCarthy, and Branch 34 Secretary-Treasurer Mike Murray.

Woburn's Fred Casey Retires

My best friend and partner, **Fred Casey** retired after 35 years in the Postal Service. Fred wasn't just a friend, he was also a shop steward for almost 30 years who fought the good fight for all of our brothers and sisters. Fred was a great advocate and mentor to all of us who knew him and relied on him. I used to call him the Don Rickles of the Woburn PO, funny but also brutally honest.

And it wasn't just his fellow carriers who relied on him. He was also an integral part of the Woburn MDA fundraising efforts.



Fred Casey loving his gifts.

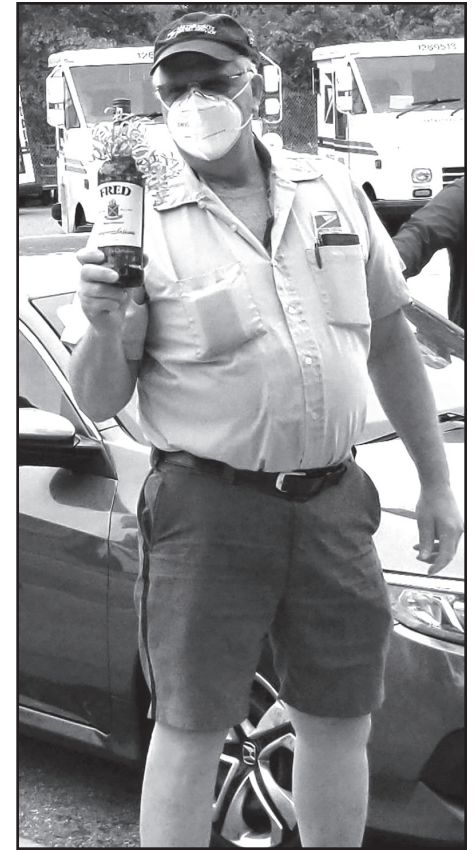
He helped run our MDA Golf Tournament, and this is not an easy thing to do. Raising the money from sponsors and trying to keep everyone happy is no easy task but Fred did it without complaint.

He did have some help though from his great family. His wife Kathy and their kids, who like Fred, are selfless people and always willing to help out a good cause.

Over the years, Fred's efforts has helped raise over \$250,000 for MDA!!

I'd just like to say to Fred, thank you brother for everything you've done! You fought the good fight now it's time to enjoy the fruits of your labor. We need more people like Fred to make the Union work. Step up brothers and sisters!

— *Vigo Conte*



Congratulations Retirees!

On behalf of President McCarthy, the Board of Officers and the Brothers and Sisters of Branch 34, we extend our wishes for a long, happy, healthy and well-deserved retirement to the following recently retired members:

Jimmy Aylward Woburn
Francis "Frank" Bradley Quincy

Gene Bragdon Hingham/Hull
Steve Burke Jamaica Plain
Fred Casey Woburn
Mark Catinella Dorchester Center
Brian Dennehy Quincy
Michael Conway IMC
John "Jay" Foberg West Roxbury
James "Jim" Hennessey Quincy
Michael Kelley Quincy
Richard Kielczweski Fort Point
Dave Lopaus Milton
Edward Lugo Newtonville
Paul Medeiros Stoneham
Barry Murphy Roxbury
Roger Prewitt Dorchester Center
Richard Scott Quincy
Paul Senior Waltham
Jean Stinson Woburn
Mark Terranova Fort Point
Mark Walkins Scituate

In Memoriam

Robert "Pickles" Coughlin*
Retired Member – Somerville

Richard Hutt*
Retired Member – Roslindale

Ralph Johnson, Jr.*
Retired Member – IMC

Dennis Murphy
Retired Member – Waltham

Richard "Dick" Perry*
Retired Member – Jamaica Plain

* Denotes Gold Card Member

Rest in Peace

Thank You from Branch 34 Scholarship Recipients

Lauren Flagg

First, I would like to express how honored I am to be receiving the Joseph P. Considine Branch 34 Scholarship. I would also like to express my appreciation for all members of NALC Boston Branch 34 who have made it possible for myself and many others to receive this financial assistance.

My name is Lauren Flagg and I am a graduate from Billerica Memorial High School. I will be attending Fairfield University in the fall as a Marketing major with a curiosity of also pursuing a Political Science degree. As an active member of the Billerica community, being in student government, DECA, and other community service activities; it is important to



me that I establish myself as a leader in my university community.

By awarding me this scholarship, you have reduced my financial burden allowing me to place my focus on education and acclimating to a new learning environment. Thanks to your generosity I am one step closer to achieving my dreams.

Gratefully,
Lauren Flagg

Emilio (EJ) Leone

I would first like to thank the members of the NALC Boston Branch 34 on choosing me to be one of the recipients of the Joseph P. Considine Branch 34 Scholarship Program. I am a proud graduate of the Saint Mary's of Lynn class of 2020. Throughout high school, I was able to maintain over a 4.0 GPA whilst being a student athlete. My biggest accomplishments are being inducted into both the National Honors Society and the Spanish Honors Society.

I plan on continuing my academic and athletic career at Johnson and Wales University in Providence, Rhode Island. I plan on going into their college of en-

gineering and design, where I will study Cyber Security Threat and Intelligence.

During my time at Johnson and Wales, I hope to graduate with high honors, and a bachelor's degree in Engineering. I also hope that I can be a major part in leading the baseball team to a state championship. With my degree, I hope that I can secure a successful job that will allow me to travel the world and not only support my family, but a family of my own. My biggest goal in life is to be able to look back on my life with no regrets and being proud of what I accomplished.

Thank You,
Emilio (EJ) Leone





SIGN ME UP!

How to Contribute to the Letter Carrier Political Fund (NALC's PAC)

Using Postal EASE - ONLINE Enrollment

Through PostalEASE, active letter carriers can contribute directly from their USPS paychecks to the Letter Carrier Political Fund (NALC's PAC) by designating the Political Fund as one of the three payroll "allotments."

Online Enrollment

1. Login to USPS's Postal Ease website at <https://ewss.usps.gov>
You may also get to the Postal Ease website through the USPS LiteBlue website See the instructions below
2. Click "I agree"
3. Enter your Employee ID number and Password and click "Submit"
If you have not yet set up a password click the link provided on the page or go to:
<https://ssp.usps.gov/ssp-web/welcome.xhtml>
If you forgot your password click the link provided on the page or go to:
<https://ssp.usps.gov/ssp-web/einVerification.xhtml>
4. Under Payroll click "Allotments / Payroll Net To Bank"
5. Click "Continue"
6. Click "Allotments"
7. Enter the 9-digit Financial Institution Routing Number: 0 6 4 0 0 0 1 7
8. Enter your 17-digit Account Number _____ 0 0 3 4 9 5 2 5 3 5
See instructions in step D at right
9. Enter Account type as "checking"
10. Enter amount of your Allotment: \$ _____
The maximum yearly amount is \$5,000
11. Click VALIDATE
12. Click SUBMIT
13. Print or write down your confirmation number for your records

BEFORE YOU START, YOU'LL NEED:

- A. Your 8-digit Employee ID Number (on your paystub)
- B. Your USPS password
- C. Your Postal Record Number (Located on the back cover of your Postal Record magazine, above your name. Or call 202.393.4695 to get your Postal Record Number). See the example below.



- D. To create your personal account number, insert the seven digits of your Postal Record Number to the spaces below:
_____ 0 0 3 4 9 5 2 5 3 5

To get to Postal Ease through Lite Blue:

- Got to www.liteblue.usps.gov
- Enter you employee ID and Password and click "Log On"
- Click "My HR"
- Click "Employee Apps"
- Click "PostalEASE"
- Begin at step 1 above

Using Postal EASE - Enroll by PHONE

Through PostalEASE, active letter carriers can contribute directly from their USPS paychecks to the Letter Carrier Political Fund (NALC's PAC) by designating the Political Fund as one of the three payroll "allotments."

ENROLLMENT BY PHONE

Call PostalEASE toll-free at 1.877.4PS.EASE (1.877.477.3273)

1. When prompted, select "1" for PostalEASE
2. Enter your 8-digit Employee ID Number and your USPS 4-digit PIN
3. Select "2" for payroll options
4. Select "1" for allotments
Disregard instruction to complete Allotment Worksheet and select "2" to continue.
5. Select "3" to ADD a new allotment
6. Enter the following Financial Institution Routing Number: 0 6 4 0 0 0 1 7
7. Select "1" to continue processing allotment
8. Select "1" to "enter the allotment now"
9. Enter your 17-digit Account Number (See step D at left)
10. Enter "1" for Checking
11. Enter amount of allotment: \$ _____ / pay period
Maximum yearly amount is \$5,000
12. If amount is correct, select "1"

NOTE: If you already have three allotments, you must cancel one to contribute to the Political Fund through PostalEASE. To do so, follow the instructions above but instead of selecting "3" to add a new allotment, select "2" to cancel an allotment.

After completing your entry, stay on the phone for the following information:

Confirmation Number: _____

Your allotment will become effective on: _____

Your allotment will be reflected in paycheck dated: _____

Keep this information for your records and future reference.

BEFORE YOU START, YOU'LL NEED:

- A. Your 8-digit Employee ID Number (on your paystub)
- B. Your USPS PIN
- C. Your Postal Record Number (Located on the back cover of your Postal Record magazine, above your name. Or call 202.393.4695 to get your Postal Record Number).

Your Postal Record Number is on the cover of NALC's monthly magazine:



- D. To create your personal account number, insert the seven digits of your Postal Record Number to the spaces below:
_____ 0 0 3 4 9 5 2 5 3 5

Using ELECTRONIC FUND TRANSFER

Through a monthly **Electronic Fund Transfer**, NALC members can contribute directly from their bank account to the Letter Carrier Political Fund (NALC's PAC). On the 1st of every month, the Political Fund will automatically (and without a fee) deduct from your bank account the amount you choose to contribute.

Electronic Fund Transfer Authorization

Fill out and return this form with a voided check to the address below

I, _____ (your name) hereby authorize my bank to deduct from my checking account the monthly the sum of:

\$25 \$20 \$15 \$10 \$5 Other: \$ _____ (Maximum amount per year is \$5,000) and forward that amount to the Letter Carrier Political Fund (NALC's PAC). I make this authorization voluntarily and may revoke it at any time by notifying the Letter Carrier Political Fund in writing.

Signature: _____ Date: _____

Full Name (please print): _____

Social Security Number: _____ OR Postal Record number: _____

Address: _____

City: _____ State: _____ Zip Code: _____

ATTACH A VOIDED CHECK HERE.

Please send this completed form and your voided check to:

The Letter Carrier Political Fund
100 Indiana Ave NW,
Washington, DC 20001-2144

Your Postal Record Number (circled):



Using Your Retirement ANNUITY

Using your **Annuity**, retired NALC members can contribute directly from their CSRS or FERS annuities to the Letter Carrier Political Fund (NALC's PAC) on a monthly basis. This is a convenient way to make regular donations to the political action fund similar to the payroll system available to active carriers.

Enroll by Phone

Call the NALC Retirement Office at 202.662.2877 anytime or toll-free at 1.800.424.5186 Monday, Wednesday and Thursday from 10 a.m. to noon or 2 to 4 p.m. (ET). (Note: you will need your CSA retirement Claim number.)

Enroll Online

1. Go to www.servicesonline.opm.gov
2. Enter your CSA number, beginning with the letter A and ending with a zero. SAMPLE: A222222220
3. Enter your PIN (Personal Identification Number). If you don't know it, click Using Services Online for help with one.
4. Once you've entered your CSA number and PIN, click Log In.
5. On the next page, click ALLOTMENTS TO ORGANIZATIONS.
6. Click START
7. Select the Letter Carrier Political Fund (Formerly COLCPE)
8. Enter the amount of your monthly contribution. (Maximum yearly amount is \$5,000)
9. Click SAVE
10. On the next page click YES (if correct), then print the next page for your records.

Enroll by Mail

Complete this form and send to:
NALC Retirement Department, Attention: Letter Carrier Political Fund, 100 Indiana Ave. NW, Washington, DC 20001-2144

I, _____ (your name) wish to contribute to the Letter Carrier Political Fund. I authorize the Office of Personnel Management to withhold the amount below from my monthly annuity payments:
 \$25 \$20 \$15 \$10 \$5 Other: \$ _____ (Maximum amount per year is \$5,000) and forward that amount to the Letter Carrier Political Fund (NALC's PAC). I make this authorization voluntarily and may revoke it at any time by notifying the Letter Carrier Political Fund in writing.

Signature: _____ Date: _____

Full Name (please print): _____ Branch: _____

CSA or Social Security Number: _____ Phone: _____

By making a contribution to the Letter Carrier Political Fund, you are doing so voluntarily with the understanding that your contribution is not a condition of membership in the National Association of Letter Carriers or of employment by the Postal Service, nor is it part of union dues. You have a right to refuse to contribute without any reprisal. The Letter Carrier Political Fund 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. Contributions to the Letter Carrier Political Fund are not deductible for federal income tax purposes. Federal law prohibits the Letter Carrier Political Fund from soliciting contributions from individuals who are not NALC members, executive and administrative staff or their families. Any contribution received from such an individual will be refunded to that contributor.

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ALL LETTER CARRIERS

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