



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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BOSTON, MA

NATIONAL ASSOCIATION OF LETTER CARRIERS

BRANCH 34's CLAN

CELEBRATING 131 YEARS OF UNION PARTICIPATION AND ACCOMPLISHMENTS ★ 1890-2021

President's Report

Here They Come!

I have been telling you in my President's reports and "Branch 34's CLAN" articles that after the Pandemic subsidies that OPS support and management would be coming at us full bore with route inspections. They did not wait until the LMOU's expired before this began. Management was looking at the 18 zone in Roxbury and Grove Hall to have route inspections, and then they switched their sights onto Brookline to do a full inspection. How can they do this you ask in a COVID environment? Well it seems that an arbitration case went forward concerning special inspections and the Union prevailed, now management has decided that this now means they can go forward with full route inspections. There is a huge difference coming into a station with one or two roundsman compared to 14 to 16 (not counting the team leaders). This route inspection is a complete joke as they did not notify the Branch until a week after they notified the Carriers of Brookline and then Management offered the Steward a Co-Op (**Scot Florio**) which involved approx. Twenty hours of aux. time and the promise not to return for a year. This was a "My Way or the Highway" of a "Take it or Leave it" offer. This is not the first time this complete piece of work has done something similar, He tried the same plan in Wellesley Sq. in spring 2020 with a Steward that was a CCA. You should Google this guy, as he has a great history of treating Postal employees with dignity and respect. Any craft employee would be long gone with his history.

In Brookline, none of the data is good, there are no good 3999s, multiple function four issues where mail gets up over one hour and 15 minutes (April average) late, severe staffing issues that required at least six CCAs to be sent into Brookline from neighboring stations without properly knowing their assignments. There are also COVID issues we are dealing with. This entire route inspection is flawed, but management does not care. I told management we will let the grievance system decide these issues and then I was accused of not dealing in good faith. The Brookline Carriers knowing all this information voted with a 90% approval to go under route inspection and reject the Co-Op. I tip my hat to them and will support them all the way through this process. My counter offer to the Co-Op was to wait till the fall and get the house in order first. The current upper management team does not wish to co-operate with the Union in any way shape or form unless it benefits them. We are now back into the grievance business. Route Inspections are the second most generators of grievances in the NALC. I miss former Postmaster **Leroy Middleton**

as he was a man of his word and he always dealt with the Union in good faith. We have to start doing our routes like we are under inspection every day. National is working on a route inspection plan to replace the six-day count and inspection we now currently have, but that will not be introduced till later this year.

Every Carrier has had their pay adjusted to show the Contractual raise we have just received as of April 30th, 2021 and retro payments will be completed by Mid-July. As of last Saturday, 5/8/21 street MSP's no longer have to be scanned. The Hawaii Convention has now been canceled, instead of postponed. Next Convention will be in Chicago in 2022. COVID-19 is now job related (part of EFEL leave package) from January 2020 thru now. Past denied cases can be reopened and new cases can be generated by filling out a CA-1. You have to fill out the EFEL form by May 21st if you used or are using EFEL leave, if you do not they will go back and use your leave for these absences. You do not have to exhaust all your leave balances to use EFEL leave, EFEL leave does not count towards retirement and once the \$570 million is exhausted EFEL will be gone.

The Massachusetts State Letter Carrier Convention dates have been changed from

October 22nd thru October 24th, 2021 to November 5th thru November 7th, 2021. Any questions, please call the Branch for any updates.

This is **CLAN** Editor **Ross Murray's** last issue as he is moving on to greener pastures in Roanoke, Virginia via a transfer through e-Reassign that had to go all the way to Arbitration. Thank You, Ross for your diligent work putting the **CLAN** together for the past two years.

A quick COVID-19 update: As of today, the newly realigned Massachusetts/Rhode Island District has had 1,324 positive cases since October 1st, 2020 and 256 positive cases since the start of the pandemic for a total of 1,580 total cases. These are updated numbers from Management's figures. Management canceled the last COVID-19 Union update meeting on May 5th, 2021 and they only schedule one meeting per month.

In closing, I would like to wish all Mothers a Happy belated Mother's Day, All Fathers a Happy Father's Day and Everyone a Happy Fourth of July. Please be safe and enjoy the start of your summer!



GERALD (Jerry) McCarthy
President

Route Inspection Update: Brookline 5/20/2021

The Brookline Branch is under their route inspection for the second week and there is no method or limits to their madness.

First of all, if you have been looking for your Area Manager or our Postmaster of the hour, they have all taken up residence in Brookline. They have formed a hit squad to follow carriers whether it is their day of inspection or not, doing everything possible to catch Carriers done early. They are issuing instructions to Carriers out in the street and attempting to tip the scales in their favor for this route inspection. This has to be coming from the District Manager **Mike Rakes**, the same person who asked me into his office a few weeks ago to ask my opinion on how he could hire and maintain more CCAs. "**MIKE NEWSFLASH**" Try stopping breaking their balls! Carriers are not sticking around on both ends of their careers. New CCAs that are capable of doing the job are worked to the point of complete exhaustion. After they finish their assignment and overtime they are sent out again and again, day after day until they resign or simply decide not to come back.

Sunday Amazon, isn't it wonderful that we work our employees seven days a week

so that Amazon drivers can have a day off! Veteran Carriers who had planned to work a few more years to pad their retirement are running for the door, and yes Mike, this is not a **STATIONARY EVENT!**

This business is bleeding from both ends and you Mr. Rakes are the leading cause of why this has evolved into this cluster. All from the people who worked remotely while the rest of the carrier craft worked to keep workers that could work from home safe risking their own safety and health during a trying time.

Thank you very much Craft Employees, but now that we can see the light at the end of the tunnel, businesses that will soon reopen, students that will soon return to school will be getting their mail at 9 P.M. as DM Rakes has decided this country will not be back for five years.

The grievances that will be generated from this route inspection just from their procedural errors will take a whole team of Stewards and I promise this will be done. I now have lost any respect for upper management and their two-faced tactics. All we have in this business is our credibility and Management does not have any in

(continued on page 6)

Upcoming Meetings

Inside Branch 34's CLAN

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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T/781-281-1133
F/781-281-1127
nalcbranch34.com

New 24/7 Branch 34 Emergency Number
781-420-0950

Link to Branch 34 Website





BRANCH 34
STATION STEWARDS

Allston.....	Vacant
Arlington	Sean Mullett Vacant
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	Vacant
East Weymouth.....	Artie Matthews
Fenway.....	Martin Higgins
Fields Corner.....	James Hudson
Fort Point.....	Michael Gorham Vacant
Hingham/Hull.....	Michael Bertrand
Hyde Park	Joseph DeBerardinis
IMC - Chelsea.....	William Lang
IMC - East Boston.....	Emilio 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 Alexander Mosca
Kenmore.....	Dan Abellard
Lexington.....	John Lucey Anthony Falco
Malden.....	Laura Fahey Christine Thompson
Mattapan.....	Tom Finnegan
Medfield.....	Christopher Pacitti
Medford	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.....	Vacant
Roslindale.....	Adam Difazio
Roxbury	John Galvin Keith Meredith
Grove Hall.....	Samie Smith
Scituate.....	Justin Vo
South Boston	Michael O'Connor
So. Weymouth.....	Angela Riva-Seelig
Stoneham.....	Joseph Mangano
Waban	Rich Farrell
Waltham	Edward Walsh Rick Nourse
Watertown.....	William Huber
Wellesley Square...	Jennifer Mitchell
Wellesley Hills	Kevin McMahon
Weston	David Demarco
West Newton	Vacant
West Roxbury	Michael Walter Sandino Blaise
Weymouth Landing...	Mario Venturelli
Woburn	Vigo Conte 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 still have sufficient cleaning products, hand sanitizer, masks, and gloves available for all Sisters and Brothers. 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.
Happy Spring and Happy Summer to all.

★★★★★★★★★★

Submitting a CA-2

When to use a CA-2, (Notice of Occupational Disease and Claim for Compensation) 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) A detailed history of the disease or illness from the date it started.
 - B) Complete details of the conditions of employment which are believed to be responsible for the disease or illness.
 - C) 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 days per week of such exposure or stress.
 - D) 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.)
 - E) 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:
- A) Dates of examination or treatment
 - B) History given to the physician by the employee.
 - C) Detailed description of the physician's findings.
 - D) Results of x-rays, laboratory tests,

etc.

E) Diagnosis

F) Clinical course of treatment.

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.)

If you have lost wages or used leave for this illness, Form CA-7 should be submitted.

(The above information can be found on page 4 of the Form CA-2)

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 to 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.



BERNADETTE ROMANS
Vice President

An Homage to 35 Years of
Branch 34 Boston Solidarity!

In writing this article, I was reminded of my City Point neighborhood in South Boston where I grew up. There, for the longest time, Jan Childs was my mailman. Between O and P St., and East Fifth, and other Streets, Ways, and places in between, everyone knew "The Mailman."

Friendly, outgoing, and a good sense of humor, he had endeared himself to my family, and the rest of the neighbors. And like so many civilians it never dawned on me that there was a part of the job that you never saw, only that of the ever-present and reliable mailman walking up and down your streets! But what an eye-opener this would become when I got to go behind the postal curtain, and experience the inner workings of a job that I couldn't imagine existing. I really had no idea what I was getting myself into, what would be expected of me, and what I would become in my 35 years of employment with the United States Postal Service.

It was the Summer Solstice 1986, and at the bright and early hour at 6 AM at the JFK station on New Chardon Street in Downtown Boston, I was introduced on my very first day to my On The Job Instructor (OJI) Tommy Collins. He sat me down on a stool directly behind him and began the process of informing me of some of the 5,000 things that I would eventually have to learn to be an accomplished Letter Carrier. All I remember is that it was a lot to take in, and it was fleeting. And there was no time like the present to learn some of the lingo, (hits, splits, relays, yellow dogs, etc.), or postal acronyms, (PTF, ANK, LSM, GMF, etc.). He let me throw some

letter and flats, but once I had slowed the process down to a crawl, I was sent off to sweep the mail, and follow him to get keys and accountables. He then pulled down the route, and handed off the bags filled with the racked mail for me to place on the precursor to the pumpkins, the "Nutting Truck." Some are still in use today, with two U-shaped rails inserted into the Nutting on opposite ends, two wheels in the middle on opposite sides, and one smaller wheel again on opposite ends moved mail from the work room floor out to the dock to be loaded on the receiving trucks. We would spend the next three days on the Charlestown-Somerville line trying to pick up my street duties, but unlike some of my Part-Time Flexible peers, I was not quick to catch on.

It was a very trying year in learning the craft, while dealing with the pressures of getting the job done. I have seen newer employees pickup this job almost immediately, but I was not one of them. Our boorish supervisors, with the personality of a chair would bark orders a lot of the time, and most of the PTF's accepted this treatment because we were new, and thought this was part of "Standard Operating Procedures."

But there were two things that kept me coming back day after day. The most important was the great group of people that I worked with at this station. My fast friendship with our Part-Time Flexibles (PTFs) Annie Yandle McGough, Kellie O'Shea, Donna Nonicks, and Mikey Ahern, as well the regulars like Tommy Collins, Punchy McLaughlin, Bobby Fee, Barry Milan, and John Kenney were all a part of a larger group of people

that were "better together." And the other thing was that Postal sense of humor, taking the everyday negative, mundane facets of the job, and spinning it into a losing your breath, bent over, full on belly laugh, every day! The craziness of the post office in some ways kept most of us sanely grounded in this Groundhog Day-like job!

And when I was dream-sheeted out of the JFK, I found that same cockeyed sense of humor in the office I would spend the next 34 years in, Jamaica Plain. The minute I walked in the door I was greeted by my mentor, Union Steward, the late Dick Perry. Within three days he got me placed on an open auxiliary route that changed my bumblng ways as a Letter Carrier, and for the first time I started mastering many of the skills that had eluded me in my first year. It took a little time, but that Letter Carrier camaraderie kicked in like the JFK station, and before long I was brought into the fold. There were annual Christmas parties, summer cookouts at Mount Ida College, parties at our houses, and the weekly gatherings at Costello's Tavern to get people together, and blow off some steam. All of this deepened our bonds as Letter Carriers and friends. There was even a flower fund for family members that passed away.

That kind of inclusion also made for a very strong Union-centered office. Whether it was a route inspection, a rogue manager looking to make a name for himself, or the flavors of the month

(continued on page 4)



BOBBY DAMATIN
Financial Secretary

What Should I Do If I'm Injured On the Job?

That question depends on what happened to you. Whether your injury happened during one work day or over the course of two or more work days. The United States Department of Labor (DOL) Office of Workers Compensation Programs (OWCP) defines a traumatic injury as:

"A wound or other condition of the body caused by a specific event or series of events or incidents within a single work day or work shift. A traumatic injury is identifiable as to time and place of occurrence and member or function of the body affected." (Emphasis Added)

This is a complicated way of saying, if you get hurt during one work day it's considered a traumatic injury and you should file a CA-1. This could include falling down stairs, getting bit by a dog, stepping out of your vehicle and twisting your ankle etc. etc. Injuries that develop over more than one work day like, carpal tunnel syndrome are considered occupational diseases and a CA-2 should be filed.

When you've suffered a traumatic injury you should immediately request a CA-1 from your supervisor. This should not be a problem as they're required to furnish you a CA-1 upon request. If you have a problem contact your steward, as well as, the Union Hall immediately.

The form is four pages long and you should fill out your section, which is the first page. Don't let your supervisor fill it out for you. If you need more space to fully explain what happened use a separate piece of paper. Make sure to put your name, employee ID and phone number on the separate piece of paper. When you get to item number 15 you're given two options whether you want to receive continuation of pay (COP) or use your own sick and/or annual leave. Management is required to assist you in this task. Handbook EL-505, which is managements manual for injury compensation, states in relevant part:

3.6 Assisting the Employee in Reporting an Injury and Making a Choice of COP or Leave — supervisor

**Provide the employee with CA-1, Federal Employee's Notification of Traumatic Injury and Claim for Continuation of Pay/Compensation. Instruct him or her to do the following:*

- Complete the employee's section of the form.
- **Make choice of treating physician.**
- **Elect COP, annual leave, or sick leave if time loss occurs from the job-related injury.**
- Promptly return CA-1 with supporting medical documentation, if available, to the supervisor. If the employee submits medical information later, forward that information to the ICCO for submission with the CA-1, or with the case number, to OWCP. (Emphasis added)

As the above language from the EL-505 states, your supervisor should also be advising you of your right to be treated by your own physician, as well as, making the choice of COP or A/L and or S/L. **I can't think of a situation where you wouldn't elect COP.** The EL-505 goes on to state management's obligation to:

- Advise the employee that:
- (1) *He or she has the right to select COP, annual leave, or sick leave.*
 - (2) **He or she is responsible for submitting or arranging for the submittal of prima facie medical evidence of a traumatic disabling injury within 10 working days after claiming COP.** Prima

facie evidence is medical evidence that indicates the employee is disabled as a result of a job-related injury and thus cannot perform the job held at the time of injury. Under the provisions of 20 CFR 10.204(a)(1), if such evidence is not received within that time frame, it may serve as sufficient reason for termination of COP, subject to reinstatement upon receipt of such evidence. (Emphasis Added)

Make a copy of your portion of the CA-1 and any accompanying pieces of paper you may have used in filling out the CA-1 for yourself and hand it back to your supervisor and ask for your receipt. Page 4 of the CA-1 is your receipt and it requires your supervisor or manager to sign it and give it to you. This proves that you filed a claim. The Postal Service has 10 days to get that CA-1 to the DOL. You should also ask for their portion of the CA-1, which is page 2, when they finish filling it out.

I bolded the above contractual language to highlight that it is your responsibility to get your claim accepted. You have to be an active participant in this process. For assistance you should always call the Union Hall when you've been injured on the job. We will help you through the process of getting your claim accepted by ensuring you've filled out the right paperwork, reviewing your medical evidence to make sure it satisfies the DOL requirements. And if need be, representing you at an Oral Hearing with the DOL if your claim is initially denied. Don't go it alone. **We work for you, never forget that.**

A very important but overlooked part of reporting a traumatic injury is getting a CA-16. Management should furnish you this form when medical treatment is required and/or requested by you after you've reported a traumatic injury. But in case they don't you should request it. The CA-16 authorizes your medical provider to be paid for treating you. This includes a specialist.

For anyone who's ever been injured and was stuck in a situation where they had to wait for the DOL to authorize an MRI but they wouldn't because the claim hadn't been accepted yet. And in order to get your claim accepted you needed a diagnosis that only an MRI could provide. The CA-16 stops that. For 60 days those medical expenses are covered by the DOL. The CA-16 is defined below:

CA-16, Authorization for Examination and/or Treatment

The CA-16 authorizes an injured employee to obtain examination and/or treatment for up to 60 days and provides OWCP with an initial medical report. The CA-16 forms are issued by the ICCO or trained control point personnel only. The CA-16 must be promptly issued within 4 hours in traumatic injuries requiring medical attention, except first-aid injuries where the employee has elected treatment by a contract medical provider. CA-16s are rarely used for occupational illness or dis-

ease claims and only with prior OWCP approval. If the employee chooses to select a contract medical provider beyond first-aid treatment, the CA-16 should be issued in accordance with FECA for the employee's selection of the contract medical provider as the employee's treating physician. (Emphasis added)



MICHAEL MURRAY
Secretary-Treasurer

The DOL has begun using an online system to file work-related injury claims through their ECOMP system. The system has many benefits including being able to upload medical documentation, bills and other info right into your folder (I could upload documents for you as I have for many brothers and sisters). For those who do not have computer access or would rather file a paper claim you have that right as well. The manuals have not changed and managements requirement to furnish you a CA-1 are still enforceable. If management wants you to file a claim online through the ECOMP system and you don't mind they should assist you in that task.

According to Health and Resource Management (injury comp office in the GMF) management's been trained on how to do this and to assist the injured employee. That should be done on the clock. As I've said many times before, I don't say good morning to management until I've punched on the clock. Everything we do, including saying hello, should be done on the clock. They should also allow you to use their computer. If this is an issue call the hall immediately.

So, to break all that info down in an easy to follow format:

1. Report your injury immediately.
2. Request a CA-1 and check off COP.
3. Get a copy of your portion of the CA-1 and the receipt, and request a copy of their portion.
4. Request a CA-16 if you're seeking medical care.
5. Call the hall for assistance.

If you have a problem finding a doctor who will treat you due to your federal workers comp claim, the OWCP has a search portal which can be found at: owcpmed.dol.gov/portal/providersearch/displaySearchForm.do. It's never a bad idea to have a plan in place in the event you're ever injured at work. If this is stuff you're already aware of because you've been injured before please educate the brothers and sisters in your station. We should all be looking out for each other. Don't assume the steward or management will do it or that it's their job. When I started in Dorchester Center 25 years ago a number of the brothers in my station helped me out like Mark Catinella, Kevin Feeney and Joey Melchionda. Hopefully, someone looked out for you as well. Let's pay that forward, brothers and sisters!

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Founded May 1971

AWARDS

International Labor Communications Association

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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ATTENTION RETIRED LETTER CARRIERS:

Anyone who meets the 50 year requirement to receive a GOLD CARD, please contact the Union Office at 781-281-1133 to provide and receive more information.

The Bad Old Days Are Making a Comeback!!!

I'm aware there is a new another new Postmaster of Boston, **Dave Guiney**. Now I've never met the man, I couldn't pick him out of a line-up, but what I've heard should concern every single Letter Carrier in Branch 34!!!!

I've asked around about him and the consensus seems to be that the carriers who knew him back in the day, don't have anything good to say, but upper management so far likes him and his style. That right there my friends should tell you all you need to know about the new Postmaster of Boston

HE IS NO FRIEND TO LETTER CARRIERS!!!!!!!

In the 30+ days he has been here he has moved Area Managers, Managers and Supervisors back to whatever job they actually owned in the first place, because Management is currently experiencing an RIF (Reduction in Force). I know I cried too, when I heard that some may lose their cushy jobs counting paperclips, because a fake job had to be made for them, because they were no longer allowed to supervise employees, and now they might have to go back to being a supervisor, even though they couldn't do it the first, or second time. I guess the third times a charm!!!! Since the RIF began there are a lot of people mysteriously missing from the fourth floor!!! I guess only time will tell where the paperclip counters will land!!!

He next decided it was time to get back into Brookline and do inspections. The Postmaster was kind enough to offer only to take the two Auxiliary routes, through a Co-Op. The problem with that is the two Aux's have had every new building

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
- Brookline
CHRISTINE M. BAILEY
LINDA M. HAZELL
- Cambridge - Porter Square
BLANCA I. TEEBAGY
- Chelsea Carrier Annex (IMC)
JOSEPH REGNA..... CCA
- Fenway
BEVERLY A. SCANLON
- Fort Point
WAYNE J. CHIN
- Hingham-Hull
MARK J. DION
- Malden
EILEEN M. FINN
- Medford
GERALD M. LYTES
- Milton
CHARLES S. ROSEN
- Needham
TAMI L. JOHNSON
- Newton Highlands
SIMON CHAN..... CCA
ROBIN I. DEVITTO
- Scituate
KAREN M. LYNCH
- Stoneham
TINA M. DOHERTY
- Waltham
DAVID BAHM

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!**

or whatever extra crap was lingering around Brookline thrown on it, and they were coming in at around + 20 hours a day. I've always been told that they only need to be able to capture 6 hours to take a whole route. Now I'm going to put my Postal Math hat on and say 6x3 = 18 and = making three Routes, not taking two Aux's!!! But, fuck it's that **POSTAL MATH** again!! Gets me every time!!!

The Postmaster wanted the Letter Carriers of Brookline to give him what he wanted and the Carriers voted against giving up of two Aux's and are now in the midst of their Inspections. The Letter Carriers of Brookline are putting up a fight!!!!!! We continually, see this attitude from Management the "We won't come in if you give us what we want" bullshit. I personally think that to many times we just say ok, take the Aux. Let's start telling the new Postmaster we are going to fight you on everything!!!!!! Protect your Routes!!!! Tell the new Postmaster to shit

An Homage to 35 Years of Branch 34 Boston Solidarity!

(continued from page 2)

like start time changes, bogus DOIS numbers, or the fourth floor's pulling routes out after inspections. All of that and more of management's illegitimately contrived policies contributed to building an almost militant group of union members.

Most of the carriers were well-versed in the use of the contract, so they quickly helped you figure out a number of things about working for this institution. One was if it made sense in the real world, it made no sense in the Postal Service, and vice versa. And if we were left to our own devices, all the mail and packages would get delivered without management ever showing up, and we were proven right at least on one occasion!

But the most important lesson was to protect your body. Management is not concerned about your feet, knees, or shoulders! What they are concerned about is how much mail you can get out of the office, and the more the merrier! I have been on the same flat as a pancake route in the Bromley Heath Housing Development, doing the job the same way for close to 32 years, and as of this writing, all those parts are in good condition. I was told, and I have seen the damage this job can do to people, so it became part of my mission to protect myself, as well as my fellow Carriers in the safe performance of our duties.

These senior carriers believed nothing, and questioned everything, which lent to me eventually becoming a Union Steward. Having to apply the National Agreement, the Local Agreements, the ELM, and other handbooks and manual was nothing less than daunting. But then the fun really began when you find yourself having to represent your fellow employees. You have to form a thick skin, and jump in with both feet first. I started in my early twenties, and it took awhile for the confidence to build and having to win over senior Brothers and Sisters to be their Union representative. It certainly didn't happen overnight. But when management tried to pull routes out of our office, target carriers for mistreatment, or wrongful discipline, or come after me personally there was an epiphany and complete clarity arrived in the reason I become a Union Steward.

Attending Union meetings 10 months out of the year for over three decades also opened my eyes in knowing what was going on in other parts of the district. You could see that the troubles you had were not exclusive to your office. This also exposed you to the

inner workings of the union. The votes that were taken, following Robert's Rules in conducting the meetings, the Union Officers fielding questions, and addressing the never ending problems that management has always generated. These meetings again exposed me to an entirely new group of people that wanted to be part of the solutions of the aforementioned problems. Whether in their offices in Boston or hitting the road to protest against the Postal Service, meeting with Congressional Leaders in D.C., or attending the Massachusetts State and NALC Biennial Conventions all over the United States has always fueled a commonality of purpose, and a pride that comes with carrying on the good works this storied Union performs for its membership.

Our Branch 34 leadership like Presidents **Michael O'Connor** (also NALC Director of Life Insurance), **Ed Masiello**, **Joe Morris**, and **Bobby Lind** kept Branch 34 as one of the most respected Branches in the NALC. And our National Business Agents **John Marco** and **John Casciano** nobly represented our interests in Boston, New England, and the upper echelons of our union.

From our tireless fundraising team for MDA, led by **George Adams**, the current Branch 34 leadership with our Union Stewards across the Boston District, and all the Brothers and Sisters who have stepped up to the plate over the years to represent our membership. Thank you for my 35 years of NALC Branch 34 Solidarity!

And I would be remiss if I did not mention my oft-times good friend, confidant, and partner in crime, **Bernadette "B" Romans**, who like myself carries on what we learned at our home base of Jamaica Plain: **It's The People That Make This Job!**

In closing, I want to mention the following people that became my co-workers, but more importantly my close friends over the years in JP:

The late **Dickie Perry**, "**Too Tall**" **Paul Cash**, the late **Tommy "Little Gav"** **Gavin**, **Lynette "Shut Up Bobby!"** **Dion**, **Billy "Sammy"** **Sampson**, **Dickie Day** "**A A O**", the late **Dick "ArbyArby"** **Silva**, the late **John "The Cap"** **Marinelli**, **Tommy "Blockhead Boulevard"** **Kirchdorffer**, **Billy "The Great One"** **Malone**, the late **Bob "I Can't Finish"** **Short**, the late **Bob "Lights Out"** **Murray**, **Jack "A Vision Of Beauty"** **Karras**, **Jack "Lumba Jack"** **Harrington**, **Eddie**

Downes. Well it looks like we are going back to those days again.

So, I'm going to go back, way back in the Boston District time machine, to a time long long ago, when Management had a stick up their ass about every god damned thing. Well the stick is back and I guess it has already met the Postmaster.

Some of us older carriers will remember the likes of **Ernie Carson**, **Caroline Colarusso**, **Dan Tobin**, **Marty O'Brien**, **Ron Pauline**, **Paula Jost**, **Tom Reardon**, **Dave Sposito**, and his cohorts in Somerville. You know the assholes that busted balls about every little thing they could because they didn't have anything better to do and quite frankly they don't have anything better to do now.

(continued on page 5)



LAURA WOOD FAHEY
Area Steward

"The Rug" **Welch**, **Susan "Sue"** **St. Claire**, **John "The Stash"** **LaRuffa**, **"Little"** **Eddie Healy**, the late **Mikey "Rear End"** **Reardon**, My Manager **Daryll "McCluckin"** **McClellan**, the **Twins: Joe "Ot Not"** **Naughton & Shawn "Connery"** **Connolly**, **"The Fighter"** **Beth Goldstein Perez**, **Elisa Schwartz Donnelley**, **"The Wreck Of The"** **Arthur Fitzgerald**, **John "Lone Wolf"** **McQuaid**, **Charlie "The Bomb Tosser"** **Collins**, **Johnny "Cowboy"** **Ryan**, **Bobby "Bo"** **Thomas**, **Tiger "Tigre"** **Zheng**, **Stewart "Best Crab Rangoon Ever"** **Lok**, **Timmy "The Gnome"** **Mahoney**, **Tommy "TMAC"** **McDonough**, **Tony "Forget About It"** **Antonetti**, **Yvonne "Girlfriend"** **Brady**, **Georgie "The Webmaster"** **Webb**, **Carolyn "Jelly Beanie"** **Murphy**, **Tammy "Tamalama"** **Liang**, **Richie "The Gursh"** **Gurska**, **Richie "Pulkie"** **Pulkinen**, **Ruben "Rubean"** **Andujar**, **Kevin "Party Planner"** **Bain**, **Alex "No Your The Best"** **Alanquian**, **Chris "Cippy"** **Cipoletta**, **Louis "Sweet Lou"** **Varela**, **Gabe "Bananas"** **McGoldrick**, **Lisa "I Don't Make Promises"** **Sims-Okundaye**, **"Marky"** **Mark Cuqua**, **Charles "In Charge"** **Zimmerman**, **Stanley "Dumb Dumb"** **Zou**, **Mark "The Nomad"** **Wenzel**, the late **Peter "It's Not My Round"** **McNeff**, **Terry "T-Spoon"** **Witherspoon**, **Sullister "Lee"** **Freeman**, and so many others, past and present, who have come through Jamaica Plain's doors in my 34 years. I consider it a blessing in my postal and personal life. They've made my life richer, funnier, and even in the Post Office: **Happier!**

And The Beat Goes On... And It Ain't Over By A Long Shot!... And Then We'll Go From There!

Happy Summer, Everyone!

In Memoriam

David G. Cullen*
Retired Member – Newtonville

Paul McCarthy*
Retired Member – Belmont

* Denotes Gold Card Member

Rest in Peace

With A Heavy Heart,
I Am Leaving This Position

Hello Brothers and Sisters. I hate
to be the bearer of bad news, but
my time as your "Branch 34's CLAN"
Editor will be coming to an end. This
May-June issue will be the last CLAN
to be edited by yours truly. I have ac-
cepted an eReassign transfer to Branch
524, Roanoke, Virginia.
President Jerry McCarthy will be
appointing a successor to fill out the
remainder of my term. I will also do
everything in my power to ensure a
smooth transition to our next Editor so
that the following issue of the CLAN
can get to the membership in a smooth
and timely manner.
While I am excited for this new

chapter in my life to start, it is a little
bittersweet. I will be walking away
from a place that I have worked at
off and on for the last seven years and
all the wonderful people I have met
there. I want you all to know that I
will never forget you!
I would like to thank Laura Wood
Fahey and Tom Rooney. Without
your hard work, this transfer would
have never been possible, so thank
you for that!
I would also like to thank Branch
Presidents Mike Yerkes and Jerry
McCarthy along with everyone else
at the Branch. It was an honor to work
with all of you!

Finally I
would like
to thank my
On The Job
Trainer, Shop
Steward,
mentor and friend, Dave D'Agostino.
Being your CLAN Editor has been
the highlight of my career. While my
time here at Branch 34 may be coming
to an end, I don't see this as the end
of my work for the NALC. Once I get
settled in my new work environment, I
plan on once again serving the NALC
albeit in a different environment.
I wish all of you the best!
Carry on.



ROSS MURRAY
"Branch 34's CLAN" Editor

Time For a Change

For most Letter Carriers the first
week of employment was nothing
more than speaker after speaker and
signing forms all day long. Most likely
only consuming half of what was
actually discussed. None of us give it
too much thought these days, but just
think how many things have changed
in your life from when you began your

basic plan covers you for your base
annual rate plus \$2,000 at no cost to
the employee.
Option A offers an additional
\$10,000
Option B lets you multiply 1-2-3-
4-5 times your pay.
Option C covers your spouse and
child and may opt for 1-2-3-4-5 times

Table with 4 columns: AGE GROUP, COST FOR OPTION A, COST FOR OPTION B, COST FOR OPTION C. Rows include age groups from 45 to 49 up to 80 and over.

career. Marriage, children, college
tuition, divorce? Everyone's financial
needs change throughout their lives.
You may even develop health issues
that were inconceivable when you
began your career.
Your needs today may be totally
different from when you first signed all
those important documents all those
years ago. And your life Insurance
needs may be one of them. You may
not have the same life insurance needs
that you did when starting out in this
company. That also brings up the point
of cost as we age.
As Postal Employees we are eli-
gible for Federal Employees Group
Life Insurance (FEGLI). There are
several options with the FEGL plans
from self to spouse and family. The

your pay.
The purpose of the chart above is
to put into perspective how expen-
sive coverage becomes at a time in
life we may not need quite as much
coverage. And as you can see your
costs increase a great deal when you
reach 50.
The NALC offers options in life
insurance for its members through the
Mutual Benefit Association (MBA).
The MBA offers both term and whole
life insurance policies that should fit
anyone's circumstances. And since
the MBA doesn't have overhead or
pay any sales commissions our rates
are very competitive. Let me intro-
duce you to the two different types
of life insurance:
Term life insurance is just that,
you are covered for a specific pe-

riod of time.
Term Life
comes in 5,
10 or 20-year
increments
and there's a
new policy
that expires
at age 65. Both the 5-year and 10-year
policies may even be converted to
whole life policies.
You can choose from \$10,000,
\$15,000, \$25,000, \$50,000 or
\$100,000 plans.
The plans cover members up to
age 80 and the premiums are based on
the coverage you select and your age
at that time. At the end of the term a
policy may be renewed.
Whole Life Insurance policies
have a cash value to it. You can
even borrow cash against the policy
or take a cash amount out if you
choose. The current interest rate is
8% or lower depending on which
state you live in.
Payments of policies are simple.
You can make monthly, annual, or
automatic payroll deductions out of
your check.
Everyone has different needs and
no one's circumstances are exactly
the same. So, when choosing which
life insurance policy is right for you,
do your homework. Talk to your fam-
ily and a professional before making
any decision. As the chart above il-
lustrates you may be spending a lot
more money than you need to be on
something that's not right for you and
your family.
If you have any questions don't
hesitate to call me at the union hall.



RICH GALVIN
Clerk, NBA/NSBA

The Bad Old Days
Are Making a
Comeback!!!

(continued from page 4)

So, watch yourself and the backs
of your fellow Letter Carriers!!!! I've
recently seen an uptick in the pettiest
discipline I've ever seen issued in my
23 years. Management over in one
particular station is literally writing
people up for missing the "Depart
to Route" scan. Jesus Christ give
me a break! It's a simple fucking fix
as retired Letter Carrier Coleman
"Coley" McDonough once told
me "I'll scan so mush shit with a
bar code they will be begging me to
stop!!" No matter what it was if it
had a bar code Coley scanned it! It's
time, ladies and gentlemen, to let the
new Postmaster know that he won't
break us, and at this point we won't
be bending either!!!!!!

William "Bill" Conklin receiving his 40 year pin



Woburns Bill Conklin receives 40 year pin with Woburn Manager Jack Wood (l) and POOM Barry Begley (r).

Massachusetts Congressional Delegation
U.S. SENATE
The Honorable Elizabeth Warren
The Honorable Edward J. Markey
U.S. HOUSE OF REPRESENTATIVES
First Congressional District
The Honorable Richard E. Neal
Second Congressional District
The Honorable James P. McGovern
Third Congressional District
The Honorable Lori Trahan
Fourth Congressional District
The Honorable Jake Auchincloss
Fifth Congressional District
The Honorable Katherine Clark
Sixth Congressional District
The Honorable Seth Moulton
Seventh Congressional District
The Honorable Ayanna Pressley
Eighth Congressional District
The Honorable Stephen F. Lynch
Ninth Congressional District
The Honorable William Keating

A “Peach” of a Deal!

Late last year, Waltham carrier **Richard Nourse** took note of a business on his route that appeared to be making a lot of online sales and shipping a lot of products out. A business named “Peach” near Waltham’s West End which sold high-end athletic inspired clothing and accessories. Nourse found out that this company, while they currently had a customized shipping and inventory system with UPS, was still having some difficulties getting their products to their customers. Needless to say, UPS was leaving them in the pits! One of

the major hurdles to overcome was the company getting their items to their delivery carrier. The USPS free pickup option helped to seal the deal with this. Additionally when Peach needed an effective way for customers to ship returns, Nourse was there again to guide them back to the USPS. From there the USPS was able to provide Peach with an effective way to track and evaluate product returns in real time. All of this resulted in over \$1.4 million in sales. All this thanks to one clever Letter Carrier.

Route Inspection Update: Brookline 5/20/2021...

(continued from page 1)

this process at this time. In the first three grievances filed I addressed this with the new Area Team Leader **Scot Florio**. I attacked his credibility about conducting a route inspection with all these issues after I asked for a delay until the fall.

His answer was “NO.” Then I submitted proof of his past history of dealing with employees and the harassment that he put them through, his reply was that I did not address the issues. Scot missed the whole point, He was the issue!



Waltham Letter Carrier and Shop Steward Rick Nourse is recognized for his \$1.4 million Customer Connect, present with him is Shop Steward Ed Walsh.

★ To Our Troops! ★
Thank You For Your Service
and Your Sacrifice!



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Letter Carrier
Political Fund!



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Branch 34 Salutes Its New Retirees

Medford's Nicholas Rideout



Medford retiree Nicholas Rideout enjoying his Retirement Cake.

Medford Shop Stewards
Jon Holmberg and
Steve White along with
Branch 34 Vice President
Bernadette Romans and
retiree Nicholas Rideout.



Roxbury's Lisa Weathers

Shop Steward Keith Meredith,
retiree Lisa Weathers, Branch 34
President McCarthy and Boston
Postmaster Leroy Middleton.



Roxbury Lisa Weathers along with her fiancé
(left) and Shop Steward John Galvin (right).

Shop Steward Keith Meredith
bids farewell to
Roxbury retiree Lisa Weathers.



Fort Point's Don Pinnelle



Fort Point's Donald "Don" Pinnelle cuts the first slice of his retirement cake.

Branch 34 President Jerry
McCarthy, Don Pinnelle and
Shop Steward Michael Gorham.



Don Pinnelle hitting the clock one last time.

East Weymouth's Judith "Judy" Barrineau



Branch 34 President Jerry McCarthy and
East Weymouth's retiree Judy Barrineau.



Judith "Judy"
Barrineau
retires from
East
Weymouth.



East Weymouth Letter Carriers gather to celebrate Judy Barrineau's retirement.

Branch 34 Salutes More Retirees

Hyde Park's Leonidos "Leo" Romero



Branch 34 President Jerry McCarthy presents Hyde Park Retiree Leonidos "Leo" Romero with his commemorative NALC retirement jacket.

Hyde Park Shop Steward Joe DeBerardinis, Leo Romero and Branch 34 President Jerry McCarthy.

Braintree's Ann Drolet



Braintree retiree Ann Drolet makes her last swipe.

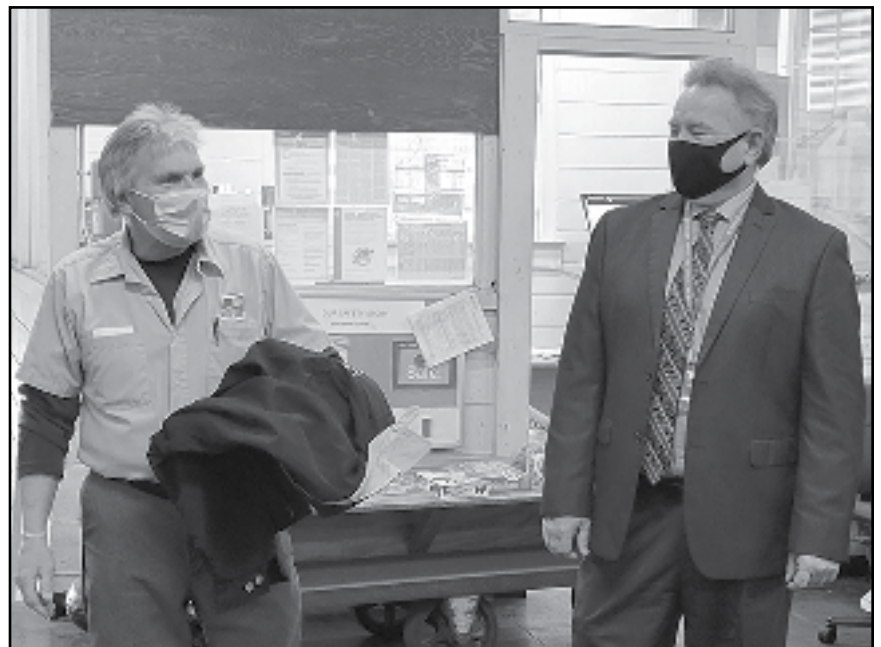


Branch 34 President Jerry McCarthy along with Braintree Manager Tammy Quinlan and Ann Drolet.

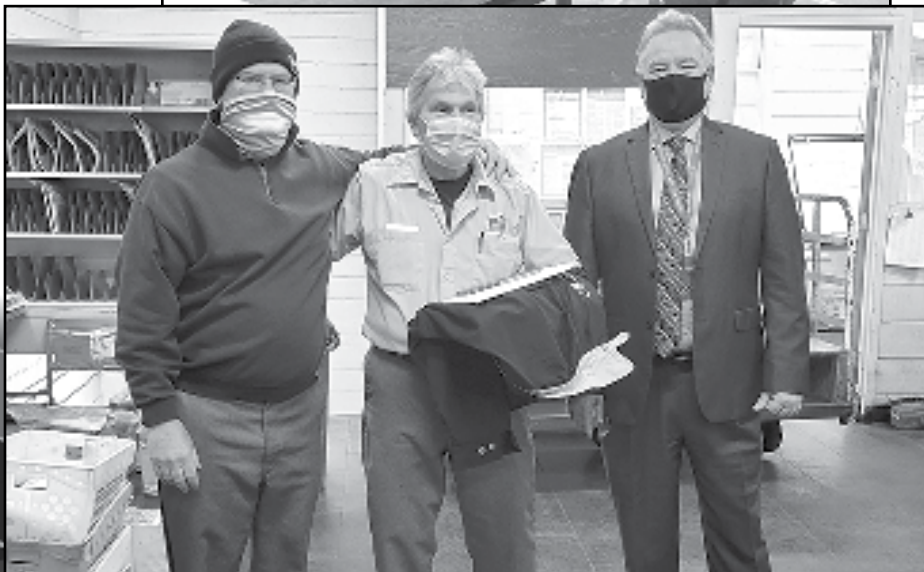
Hingham/Hull's Anthony Matthews



Ann Drolet and her retirement cake.



Retiree Anthony Matthews delivers his farewell address to his colleagues.



Hingham/Hull Shop Steward Mike Bertrand, Anthony Matthews and Branch 34 President Jerry McCarthy.



Branch 34 President Jerry McCarthy presents Hingham/Hull Retiree Anthony Matthews with his commemorative NALC jacket and watch.

Belmont's Michael "Mike" Paine



Belmont Retiree Mike Paine, and Branch 34 President Jerry McCarthy.



Belmont Retiree Mike Paine, Branch 34 President Jerry McCarthy, along with Arlington retiree Skybar Lusardi and Belmont Carriers Geoff Sullivan and Hugh Somers.



Belmont Shop Stewards Sal Celeste and Dave D'Agostino along with Branch 34 Clan Editor Ross Murray and Mike's co-workers from the past and present help him celebrate retirement.

Branch 34 President Jerry McCarthy presents Belmont retiree Mike Paine with his commemorative NALC watch.



Belmont's Mike Paine proudly displays his newly-acquired NALC watch and jacket.



Porter Square's Jody Giangregorio



Cambridge/Porter Square retiree Jody Giangregorio along with Branch 34 President Jerry McCarthy and her son, Dom.



Jody and her party planning co-worker Harjaben Harris along with her retirement cake.



Deliver
the Cure
with **MDA**

Stay Safe This Summer!

Greetings, my fellow brothers and sisters of Branch 34! Over the course of several months I've been in several different buildings to work on grievances. From what I've seen and heard talking to our brothers and sisters I personally would like to tip my hat off to you all. You're coming to work every day during this pandemic despite facing child care issues, schools not open, not seeing family members, and not having any kind of life outside of work. It's not easy and is in fact very stressful, so for that I would like to thank you all for what you do on daily basis.

For the most part from what I can see being the eyes in the field, the Postal Service is trying to make it safe for us all. Buildings being cleaned, the wearing of masks in the facilities, social distancing, and the staggered start times are all good measures in trying to keep us safe. I know it's hard to come to work with everything going on in the world. But making every effort to come to work makes everyone of your brothers and sisters day a little bit easier. The shortage of employees is taking a toll on all our bodies especially being forced to do three- and even four-hour splits to get the mail delivered, and

not getting home at a decent hour to see your families is very stressful. So thank you for all you do during these stressful times. Hopefully the Postal Service can hire some bodies and put them in stations (especially in my station) that are really struggling and are over worked! Prime time is here and if management doesn't do anything to help, it's only going to get worse! It's getting a little better with things opening up like schools, restaurants, bars, etc..... I would recommend that you all get the vaccine if you can. Remember, if you take time to get the shot, fill out a 3971 request that you get Administrative pay and

provide a copy of your COVID-19 vaccine card to show you got your shot and so they will not take your annual leave away.

Thank you, my brothers and sisters! Please continue to be, safe and enjoy your vacation. Remember as our Union President says at every monthly meeting or Zoom meeting, you are the eyes and ears of the branch. So please don't hesitate to call with any questions or concerns.



DAVE O'CONNOR
Area Steward

Route Inspections and 1840B Times

The last 14 months has been tough and stressful for all of us. The wear and tear on all of us Letter Carriers, between protecting ourselves or working 10-12 hour days up to 7 days a week definitely takes its toll. Yet despite these strenuous working conditions it seems Management simply does not care. Route inspections have started and all Management is focused on is where they can capture time. This is why you must be diligent. Do your job safely and do not take short cuts that could potentially put your health and safety in jeopardy.

Take your two ten minute breaks, your half hour lunch and your comfort stops as needed and drink plenty of water throughout the day. The summer is here and we all need to stay hydrated! When management determines your street time during an inspection, they select either your week of inspection average street time or the 8 week analysis (1840b) which is the average street time for the 7 random weeks plus the following week after your inspection. This is why it's so imperative to do your route in a safety manner every

day and avoid bad habits. One bad habit I see all too often is the double-stacking of mail trays. Stacking DPS, FSS or SPR trays on the metal tray table in a right-hand drive vehicle or storing them on the floor underneath not only hurt your street time, but put your safety at risk as well. If you have to reload by stopping the vehicle by retrieving more trays then so be it. These pencil-pushers would rather see them all stacked to get you back to the office earlier because all they care about is their numbers.

If you have to stop and stay hydrated at any time, then drink water. If you have to stop and use the bathroom, then GO! Remember, it's your safety!!! With that said, I'd like to wish all my Brothers and Sisters of Branch 34 a wonderful and happy summer. We all certainly deserve it!!!



DAN KELLEY
Sergeant-at-Arms

Enjoy Your Summer Vacation!

Hopefully, everyone will enjoy a well deserved vacation this summer. But has anyone ever wondered how we got our paid vacation time? If you're thinking the benevolent Postal Service gave it to you, you are wrong! Everyone reading this should know that the Postal Service doesn't give you anything. Everything you and I have was won and earned through hard work, organizing and lobbying Congress. And our paid vacation leave was no different.

To find out how we got a paid vacation, we have to go all the way back to

1883 to when the country's first Civil Service law was passed. Although that law didn't include paid vacation leave it taught our forefathers the value of uniting for a shared interest. In New York, the carriers did just that and were allowed 10 days of vacation per year by their Postmaster. Back then carriers were expected to work 365 days a year so 10 days of R & R was certainly a welcome benefit. Also in 1883 federal employees in Washington DC were allowed 30 days of vacation per year, this included the deadbeats working at the headquarters of the Post Office Department. But for some reason that benefit didn't extend to the carriers in Washington DC. Fortunately, our brothers in DC didn't let that slight deter them from getting what they wanted or deserved.

The DC carriers were too smart to fall into the all too common trap set by corporations where workers ask "well I don't have it; so why should they?" The moneyed elite have worked hard to advance that narrative. When workers turn on each other to drive down wages and benefits, they win and we lose. The carriers in DC advanced the right narrative and asked the right question "they have it; why don't we?!"

They petitioned the Post Office Department for the same 30 days of vacation leave that the other federal workers received. Of course the PO Department wasn't too happy about this, and rather than give the Washington carriers their vacation leave they went in the opposite direction and took away the New York carriers leave. Sounds like the same kind of punitive response you'd get today doesn't it?

Well the carriers in New York and Washington, along with other carriers from around the country, started to lobby Congress to get their vacation leave. In 1884, thanks in large part to Congressman Samuel "Sunset" Cox, letter carriers were able to get legislation passed that gave every letter carrier a paid 15 day vacation every year. What a huge accomplishment. From having to work every day of the year to get-

ting a 15 day paid vacation was certainly something to be proud of. Notice how the carriers got there? They didn't cry and wallow about not having something. The carriers in New York didn't blame the carriers in Washington for getting their vacation taken away, they placed the blame where it belonged with the PO Department. They banded together

and achieved a benefit and right we now take for granted. So, when you're down the Cape this summer having a couple of beers by the pool or on the beach, remember how you got that benefit. And remember, everything that's been won in Congress, can be taken by Congress. - Michael Murray, Secretary-Treasurer, Branch 34 Boston

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:

- Christopher "Chris" Baker..... North Quincy
- Judith "Judy" Barrineau..... East Weymouth
- Thomas "Tom" Costigan..... Watertown
- Ann Drolet..... Braintree
- Judith "Judy" Duncanson..... Cambridge Central
- Jody Giangregorio..... Porter Square
- Deborah Hannon..... Watertown
- Daniel Heafey..... Fort Point
- John Maras..... Newton Centre
- Anthony "Tony" Matthews..... Hingham/Hull
- Michael "Mike" Paine..... Belmont
- Donald "Don" Pinnelle..... Fort Point
- Nicholas Rideout..... Medford
- Leonidos "Leo" Romero..... Hyde Park
- Richard "Ricky" Rose..... Revere
- Anthony "Tony" Scrivano..... Lexington
- Michael "Mike" Walsh..... Fenway
- Lisa Weathers..... Roxbury

The Postal Inspectors and You!

If questioned by a U.S. Postal Inspector about your conduct, even if you believe you are not guilty of any wrong-doing, it is suggested you do the following:

- 1. Remain calm;
- 2. Correctly identify yourself, if requested to do so;
- 3. Do not physically resist an arrest or a search of your personal property;
- 4. Read aloud to the Postal Inspector(s) the statement below;
- 5. Remain silent until you have consulted with your NALC representative or attorney, if appropriate.

This is not complete advice. Always consult with a lawyer.

I request the presence of my NALC representative. If I am a suspect in a criminal matter, please so advise me. If so, I wish to contact my attorney.

His/Her name is: _____

Telephone Number: _____

If I am under arrest, I request you to advise me and to inform me of the reason or reasons. I will not resist an arrest.

I do not consent to a search of my person or property. However, I will not physically resist or obstruct such a search. If you have a search warrant, I request to see it at this time.

I will cooperate with you fully, but I do not waive any of my rights, including my right to remain silent. I will not sign a waiver-of-rights form, nor admit or deny allegation, nor make any written or oral statement unless my attorney and/or NALC representative are personally present and so advise me.



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. Log in to USPS's Postal Ease website at <https://www.usps.gov>. You may also get to the Postal Ease website through the USPS UseBlue 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://oas.usps.gov/oea-web/oea/oea.html>. If you forget your password click the link provided on the page or go to: <https://oas.usps.gov/oea-web/oea/oea.html>
4. Under Payroll click "Allotments / Payroll Not To Bank"
5. Click "Continue"
6. Click "Allotments"
7. Enter the 9-digit Financial Institution Routing Number: 064000017
8. Enter your 17-digit Account Number. See instructions in step D at right.
9. Enter Amount 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

To get to Postal Ease through Use Blue:

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

BEFORE YOU START, YOU'LL NEED:

- A. Your 8-digit Employee ID Number (on your paycheck)
- 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 in the spaces below: _____ 0 0 3 4 9 5 2 5 3 5

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: 064000017
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 cancel, 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: _____

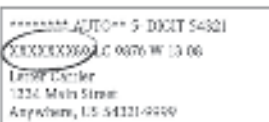
Your allotment will be reflected in paycheck dated: _____

Keep this information for your records and future reference.

BEFORE YOU START, YOU'LL NEED:

- A. Your 8-digit Employee ID Number (on your paycheck)
- 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 in 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: _____

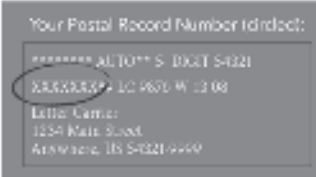
Address: _____

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



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 202.662.2577 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.nrcionline.nrcpm.gov
2. Enter your CSA number, beginning with the letter A and ending with a zero. SAMPLE: A22222220
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.

Save Your Job! Use Your Voice!

Contribute to the Letter Carrier Political Fund!

Woburn's Anthony Denucce to Perform on America's Got Talent June 1st!

For those who are fans of the show, America's Got Talent (AGT) you'll get a special treat this Summer when the show begins its new season on Tuesday night June 1st on NBC. Woburn's very own letter carrier **Anthony Denucce** will be auditioning to be one of the finalists when they begin airing live shows in the Fall.

In order to get that far Anthony had to compete with 200,000 other contestants in virtual auditions last year. And he must've killed it because he was one of only 200 that were picked to audition in Pasadena, CA.

Only forty-four will go on to compete in the live shows and Anthony isn't saying if he's one of them. He said you'll have to tune in to find out! He did give me some info though. During his performance, he mentioned Letter Carriers got a standing ovation for all of their hard work during the pandemic. Let's hope that makes it onto the show.

Anthony is not new to being on TV, back in 2004 he was on the Late Night with David Letterman." He was also on the reboot of "The Gong Show" back in 2017 and a show called the "Game Show" in 2018. If you're wondering what his talent is, he makes music with his teeth.

If you want to see him perform you can see him at the Lowell Spinners games which is a minor league affiliate of the Red Sox. You can also see him on YouTube as Anthony the Molar Man, as well as, on Instagram: [Anthony_molarman](#)

I think I speak for everyone in Branch 34 when I say... Good Luck Brother!!

— Michael Murray, Secretary-Treasurer,
Branch 34 Boston



Anthony Denucce prepares to go on stage with encouragement from America's Got Talent host, Terry Crews.



IMPORTANT!!
ALL LETTER CARRIERS

Knee and Hip **ARTHRITIS** is the Silent
OCCUPATIONAL DISEASE That No One Tells You About.

If you...

1. Have had a hip/knee replacement; or
2. Have been diagnosed with leg arthritis; or
3. Have chronically sore knees; or
4. Have had knee surgery for **ANY** reason; then

YOU MAY BE ENTITLED TO:
SUBSTANTIAL COMP BENEFITS

For more information call:



844 DOL Atty
844.365.2889

Serving Federal Employees for Over 40 Years!