

# MOUND CITY CARRIER

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2020 General Excellence  
Award Winning Publication



St. Louis, Missouri  
Chartered 1892

Volume 77, No. 5

*"Diversity is our Strength and Unity is our Power"*

May 2026

## 5-DAY DELIVERY CITY ~~LETTER~~ PARCEL CARRIER

### President's Article ... *By John McLaughlin*

It feels like every month there's a new proposal to change our jobs — and rarely for the better.

Postmaster General Steiner, after just nine months on the job, has identified three priorities:

- Expand package volume (while sidelining mail)
- Raise prices, even if service declines
- Cut costs aggressively (fewer facilities, less overtime, more deliveries per carrier hour, and five-day delivery)

These are all being framed as "cost savings," but the likely outcome is clear: declining service. This is a classic death spiral — higher prices, worse service, and no real effort to reinvent or strengthen what we offer.

Instead, we should be focusing on practical revenue solutions: restoring collection boxes, expanding basic postal banking, revisiting recent postmark policies, and actively promoting vote-by-mail. These ideas could provide steady, long-term income.

One of the more outlandish proposals has been using letter carriers to conduct the decennial census — an idea pushed by Commerce Secretary Howard Lutnick,

who has also suggested moving USPS under his department.

Now, USPS has announced it will temporarily suspend employer contributions to the federal pension system (FERS) from April through September 2026. This means pausing roughly \$200 million in payments every two weeks to free up \$2.5 billion in cash. USPS says this will help address a projected financial crisis in 2027.

Here's what that means:

- **Suspended:** USPS contributions to FERS pensions
- **Not affected:**
  - Employee TSP contributions.
  - USPS TSP matching/automatic contributions.
  - Social Security contributions.

USPS leadership claims there will be no immediate impact on current or future retirees, but similar actions in 2011 were successfully challenged and reversed.



At the same time, service continues to suffer due to poor management practices, especially the ongoing misuse of PTFs (part-time flexibles).

Recent contract changes were meant to improve working conditions by:

- Limiting PTF hours during their first 90 days.
- Keeping them on consistent assignments.
- Restricting movement between stations.

Instead, management has ignored these provisions:

- PTFs are being sent to other stations within their first two months — this is a clear violation.
- Many are working routes that are not realistically eight-hour assignments, despite what DOIS claims.
- Route inspections have disrupted multiple stations, making workloads even more unrealistic.

PTFs also have contractual rights:

- They cannot be moved out of their home station within their first two months.
- They can place a hold-down on any assignment vacant for at least five days.
- They retain hold-down rights in their home station, even if temporarily reassigned elsewhere.

Management's failure to follow the contract is making an already difficult job worse and driving away the very employees we depend on to maintain service. In effect, this mismanagement is shrinking the workforce, just as leadership claims it wants to cut costs.

The result is predictable: fewer carriers, lower morale, and declining service for the public.

Until next month, do your job safely and accurately. Show up to your union meeting — you might learn something. We don't write the rules; we just have to play the game. Sláinte.



**Armed, off-duty police security provided at every meeting at the Union Hall**

**MOVING?**  
**WE NEED YOUR NEW ADDRESS!**

If you have moved, please notify the branch office directly. Personnel does not notify us of your change of address.

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City/State \_\_\_\_\_  
 Zip \_\_\_\_\_

Send change of address to:  
**Branch 343**  
**1600 S. Broadway**  
**St. Louis, MO 63104**

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**MARK YOUR CALENDAR**  
*DON'T SIT ON THE SIDELINES ... GET INVOLVED!*

<b>May 9</b>	<b>NALC Food Drive</b>
<b>May 14</b>	<b>Regular Branch Meeting</b>
<b>May 25</b>	<b>Memorial Day Observed</b>
<b>June 3</b>	<b>Retiree Meeting</b>
<b>June 4</b>	<b>Shop Stewards Meeting</b>
<b>June 11</b>	<b>Regular Branch Meeting</b>
<b>June 19</b>	<b>Juneteenth Holiday Observed</b>

# Executive Vice President ... *By Brian Litteken*



## CHANGES TO FEDERAL RETIREMENT BENEFITS

The USPS has temporarily suspended employer contributions for the defined benefit portion of the Federal Employees Retirement System (FERS). The suspension began on April 10 and will continue through September 30. The USPS is suspending contributions “to conserve cash and preserve liquidity due to its ongoing, severe financial crisis,” Postal Service Chief Financial Officer Luke Grossmann said in a statement. Grossmann also stated, “There will not be an immediate detrimental impact to our current or future retirees.” The suspension will save the USPS approximately \$2.5 billion in the current fiscal year.

The USPS will continue transmitting employees’ contributions to FERS. The Thrift Savings Plan will continue to receive employee contributions as well as USPS automatic and matching contributions.

The following is a history of benefits provided by FERS taken from the Government Executive.

### Federal Employees Retirement System Act of 1986 — Title I: Federal Employees Retirement System

This act established FERS for postal employees who began service after December 31, 1983. The benefits payable under FERS are in addition to those payable under the Social Security Act.

- Eligibility for an annuity after five years of creditable service.
- Entitlements to retirement based on age and years of service.
- Formulas for computing an annuity.
- Survivor election reductions.
- A Thrift Savings Plan under which participants make contributions from their basic pay.
- A formula to determine the appropriate contribution by the USPS.

- Payment of benefits, lump sum or annuity, at separation from service.
- Investment of funds.
- Survivor annuities under FERS.
- Disability benefits for employees with 18 months of credible service.
- The Office of Personnel Management to administer benefits and adjudicate claims.
- Annual adjustments in basic pensions based on increases in the Consumer Price Index.
- Withholding of state income taxes from retirement annuities.

### The National Defense Authorization Act for Fiscal Year 2010 (Public Law 111-84)

Signed October 28, 2009, this law provided credit for unused sick leave.

### Public Law 112-96, the Middle-Class Tax Relief and Job Creation Act of 2012

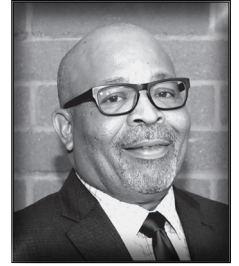
Employees hired after December 31, 2012, became subject to higher employee contribution rates.

### Future Changes

- The Federal Retirement System Act (H.R. 1522) allows civilian service in temporary positions (CCA, TE, RCA) after December 31, 1988, to be credible.
- Big Beautiful Bill of 2025 includes potential changes to FERS and benefits.
  - Calculating annuities based on the highest five years of salary instead of three.
  - Eliminating the FERS annuity supplement.
  - Eliminating cost-of-living adjustments.
  - Reducing returns on the Thrift Savings Plan G Fund.
  - Increasing employee retirement contributions.
  - Converting new employees to at-will status unless they accept higher contributions.

# Vice President Financial Secretary ... *By Marvin Booker*

## SINS OF THE SERVICE!



**B**ack in the day every carrier in the Postal Service knew the phrase "Today's Mail Today." It was drilled into our heads from the first step onto the workroom floor when we were hired. We heard terms like "sanctity of the mail" and were taught that you didn't go home until all your mail was delivered. We cared about the mail and more importantly our customers. Back then, even managers cared about the mail. Today, they seem to be just a little too content with leaving the mail on the floor.

Over the past few months, the Postal Service has been willfully failing to deliver mail to a large number of customers in communities across the St. Louis area. What is occurring is nothing short of a "sin."

This appears to be a manufactured service collapse, deliberately created by management. Entire routes are not being delivered. In some cases, whole neighborhoods are being ignored day after day while the mail sits inside post offices, knowingly and willfully delayed. This is not mismanagement or confusion, it is intentional, widespread, coordinated, and showing no signs of stopping.

Letter carriers have been providing the union with overwhelming evidence of this disgraceful practice. We have received photographs, written statements, and firsthand reports documenting large volumes of delayed first-class mail, including checks, bills, tax documents, political mail, medications, and essential packages. These are real consequences and a calculated deception suffered by the public. Management is fully aware of this harm and has chosen to proceed anyway.

Carriers are being ordered to return to the office at arbitrary times regardless of how much mail remains undelivered. They are instructed to bring mail back, even when they are willing, able, and contractually entitled to continue working. In many cases, carriers are forced to abandon their regular assignments so parcels can be delivered, while entire blocks, or entire routes of mail are intentionally skipped.

In other cases, carriers are being pressured to falsify scans, such as scanning packages "No Access," when the real issue is management-imposed curfews and time limits. These instructions are unethical, improper, and place carriers at personal risk for following orders they know are wrong.

Even more infuriating, carriers on the Overtime Desired List, who are ready, willing, and available to work, are being left home. Their routes are deliberately left uncovered, while management allows mail to pile up inside the building. The following day, those same carriers are expected to deliver two days' worth of mail in eight hours. Predictably, they are again ordered to bring mail back, and the cycle of delay continues. This is not incompetence. This is willful neglect driven by one motive: avoiding overtime and/or penalty overtime.

Management has the audacity to claim that these actions are being taken because "carriers are not coming to work" or for "safety." That excuse is as hollow as it is insulting. There is nothing safe about rushing deliveries, skipping large portions of routes, or forcing carriers into impossible workloads. Letter carriers have delivered mail through snowstorms, heat waves, natural disasters, and a pandemic without intentionally delaying service. To invoke safety now, while deliberately withholding mail, is a transparent and cynical lie.

The damage being done to the United States Postal Service is severe and self-inflicted. Public trust is being sacrificed for short-term cost cutting and metric manipulation. Customers who repeatedly receive inadequate service will eventually stop relying on the Postal Service altogether. Once that trust is lost, it is extremely difficult to regain. This directly threatens the long-term viability of the institution.

These actions are a profound insult to the workforce. Letter carriers have fought relentlessly to

preserve this service, through understaffing, forced overtime, pandemics, and impossible expectations. Instead of supporting that dedication, management has chosen to undermine it, devalue it, and exploit it. The consequences extend to every office and every route. When mail is intentionally brought back, the recorded work hours falsely suggest that routes can be completed in less time. Management then uses this fraudulent data to justify route cuts, job eliminations, and staffing reductions. The numbers being relied upon to restructure operations are fundamentally dishonest and riddled with data integrity failures. Decisions based on lies produce only more failure.

Congressional officials must be informed immediately of these deliberate service failures, as they constitute more than poor management, they represent violations of federal law. The intentional and widespread delay of mail directly conflicts with the statutory obligations imposed on the USPS under Title 39 of the United States Code, which requires the maintenance of a reliable, integrated delivery

network and consistent mail service to the public six days a week.

In addition, every piece of delayed, curtailed, or returned mail must be properly documented. Any mail brought back due to management instruction must be recorded on PS Form 1571, with the specific reason clearly stated, and the form must be reviewed and signed by a supervisor. Make sure you keep a copy for your records. This documentation is critical to protecting letter carriers, preserving an accurate, factual record, and demonstrating the true scope of these violations.

The union will not tolerate the normalization of delayed mail, falsified records, or the intentional destruction of service standards. All letter carriers please continue to document and report to your steward all management instructed willfully delayed mail. We will continue to document these abuses, challenge fraudulent data, and pursue every contractual, legal, and public remedy available. The public deserves better; and we deserve better. Until next time, stay safe and be professional.



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**MEMORIAL DAY**  
REMEMBER AND HONOR

# Recording Secretary ... *By Richard Brown*

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## HAPPY MEMORIAL DAY

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**M**emorial Day is not just another day to be off work, but one to honor and mourn military personnel who have passed while serving in the Armed Forces. As you enjoy family, gatherings and fellowship on Monday, May 25, remember to pray for those who we lost in the line of duty. If you have a U.S. flag, this would be a good day to display it proudly, at half-staff if you can (only until noon, then raise to full staff).

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## STILL BAD SERVICE

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Management still has not turned the corner on providing the best possible service to our customers. Purposely holding the mail until they can't anymore, has become the norm and it is not only ridiculous but also embarrassing to an extent. When a customer shows you mail, they just received and say, "I should have gotten this two months ago," what do you say? The only truth is that you delivered it when you received it.

Clearly holding/delaying mail starts at the plant. I think that management at the higher levels somehow believe that not distributing the mail will stop overtime which reduces the amount of money paid out. To their surprise, this is only temporary. They may not pay today, but they will eventually, and more than initially thought.

If grievances are consistently filed for delay of mail, money will eventually become a factor. Then the mail is finally distributed and it's usually on a Monday or the day after a holiday. They will pay at some point; it's just a matter of time.

To that end, be sure to complete PS Form 1571 and keep a copy, if you are leaving mail behind or returning undelivered mail at managements instruction. This is the most efficient way to prove mail is being delayed. If you are just casing a route and told to leave certain mail, complete a PS Form 1571 for that route. If political mail is involved, please contact your

congressperson and notify them. Under no circumstance should political mail ever be delayed.

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## WEATHER CHANGE

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We are entering the dog days of summer. I know it's only May, but think of how warm it has already been in April. Anytime we reach 90° in April, that is concern for the remainder of the summer. It seems like the groundhog may have gotten it wrong.

It's time to make sure you have proper clothing for the upcoming months. Use your uniform allowance. If you must, convert a couple of pairs of pants into shorts. Be sure you have loose fitting shirts and some extra shoes. You don't want to be the one whose shoe comes apart from the sole and you don't have another pair. Some of these routes were recently inspected and added to, so I'm sure the time spent walking may be more strenuous than last summer.

Find an electrolyte replacement that agrees with your body. You will need that along with your water. Some are used to having soda while working, but the sugar and carbonation will only harm you. You may be thinking, I drink soda all the time and have never had a problem. Just remember, you are not getting any younger and your choice of drink could come back to harm you sooner than later.

Management at your office is supposed to have water on hand for you, daily. If you don't believe they have any, see your steward. Management is also required to have stand-up talks regarding heat safety, every year. If you are one that reports for work regularly and believes management has not purchased water and/or electrolyte replacement, see your steward.

Meanwhile, do your job in the most professional manner possible, especially when dealing with your customers because you never know those to whom they are connected.



# Health Benefits Plan/OWCP ... By Barry Linan

May greetings to all of the brothers and sisters of NALC Branch 343. PMG David Steiner, formerly on the board of FedEx, has announced the USPS will run out of operating cash within a year. He has directed the USPS to stop making employee portion payments to our FERS retirement accounts for the rest of this fiscal year. The PMG has asked Congress to pass new legislation that allows the USPS to invest our retiree health benefits and pension funds into something other than U.S. Treasury bonds as is required now, for a fair recalculation of our CSRS obligation that is currently different from the other federal agencies, and for an increase in the USPS borrowing authority which has been capped for decades at \$15 billion.

While I would agree these are issues that need to be addressed by Congress, I definitely disagree with the PMG's other proposals to **increase the non-career workforce** and to **outsource USPS workers compensation benefits** from the Dept. of Labor to a private vendor.

With the inevitable calls for privatization that this bleak financial forecast is sure to bring about, let's keep in mind a few important facts.

1. USPS provides **universal service** to the entirety of the United States and its territories. At the end of fiscal year 2024, the USPS **delivered to 168.5 million delivery points**. That's up from 166.5 million delivery points in 2023 and it **continues to grow each year by 1-2 million more**.
2. The USPS is an independent federal agency that operates entirely off its own revenue and **is not a part of the federal taxpayers budget**. In fiscal year 2025 the **USPS had an operating revenue of \$80.5 billion**, but had expenses of \$90 billion. Remember, it costs a lot of money to deliver mail to 168 million delivery points six days a week and that is the service we provide to our customers.

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## HBP NEWS

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As a member of our NALC HBP, **Hello Heart** is another partner provided health program that you are entitled to enroll in at no additional cost to you. This program enables you to measure your blood pressure using a free Bluetooth

monitor synced with a mobile phone app. You can then send the accumulated data privately to your physician. You can also receive lifestyle coaching on your mobile phone to help you deal with conditions like hypertension, high cholesterol, pregnancy, or menopause. You can sign up for Hello Heart online at [join.helloheart.com/nalchbp](http://join.helloheart.com/nalchbp) or call 800-767-3471.




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## OWCP NEWS

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I wrote last month about how if your disability from work continues past the 45 calendar-day entitlement to COP, you must begin filing a **Form CA-7 Claim for Compensation every two weeks** in order to be paid by OWCP. You complete the front of the CA-7 and in Section 2 you are claiming compensation for **"Leave Without Pay"** and must list the **"Inclusive Date Range."** The CA-7 then asks if your LWOP is **"Intermittent"** and if you are only working partial workdays, either due to medical limitations or due to your supervisor not providing eight hours of limited duty work daily, then your LWOP is considered **"Intermittent."** There is a note below instructing you that **"if intermittent, complete Form CA-7a Time Analysis Sheet."** Completing the Form CA-7a can be a little confusing the first time through.

First, you will need your **TACS Employee Everything Report** for the two-week period that you listed on the CA-7 as your **"Inclusive Date Range."** You can then accurately fill out the chart that comprises the **"Time Analysis Form."** List each date you worked during the date range separately. Note **"Yes"** under Compensation Claimed (unless you worked eight hours that day). Notate under **"Number of Hours"** exactly how much **"LWOP"** and **"Worked"** (ex. 2.5 LWOP and 5.5 Worked). And finally list the **"Reason for Leave Use/Remarks"** for each date listed. Typically the **"Reason"** you would list is "No Limited Duty Provided," but on some dates it could also be for "Doctor Appointment" or "Therapy" during your work hours. Make sure your math is correct on the "Time Analysis Form" or your compensation pay could be delayed. Make sure each day totals eight hours between "LWOP" and "Worked" then list column totals at the bottom.

# Notes from the Managing Editor ... *By Tom Schulte*

## PIPE DREAMS AND REALITY



Does anyone remember Postmaster General Louis DeJoy's 10-year Delivering for America initiative? Implemented in 2021, its goal was to achieve a break-even operating performance over a 10-year plan.

Through a combination of cost and revenue improvement strategies and regulatory and legislative actions, the intent was to avoid \$160 billion in projected losses by 2030. DeJoy even testified before Congress in 2022, that since the plan went into effect and even with the burden of inflation, the organization's forecast to achieve break-even status within 10-years was sustainable.

That goal included fulfilling our universal service mission of visiting every residence and business with six days of mail delivery and seven days of package delivery and doing so affordably, reliably and securely. DeJoy stated: "By using best-in-class logistics practices, we intend to drive efficiency and service performance improvements to fuel revenue growth and customer retention. Most importantly, our plan establishes a new operating model that dramatically improves on-time delivery performance."

In February of 2025 the Postal Regulatory Commission (PRC) testified that the USPS's plan to reform operations and fix finances through the Delivering for America plan was overly optimistic and would severely damage its performance.

The PRC testified in an advisory opinion that since its implementation in 2021 that the USPS is likely to realize little benefit from the proposals while worsening service and negatively impacting certain mail products and communities. "The commission urges the Postal Service to reconsider whether the speculative, meager gains from this proposal outweigh the certain downgrade in

service for a significant portion of the nation," PRC wrote.

The report cited flaws in the Regional Transportation Optimization (RTO) initiative that required mail to sit overnight at post offices instead of being collected each evening for transportation to a processing center. It also questioned the reduction to 60 regional processing distribution centers. To accommodate the changes, the Postal Service will deliver mail more slowly, it concluded.

The regulators said the Postal Service should better prepare for its RTO initiative, as the plan was rushed, included incomplete information on impacts and lacked regional specificity. The consolidation plan, it added, is unlikely to "create a more efficient network compared to the legacy network."

Conclusion: The Postal Service failed to provide empirical evidence to support its cost savings claims and even if fully realized would reduce its annual operating costs by just 4%. Those savings are "not likely to significantly improve the Postal Service's financial condition," the commission said.

The regulators added that postal management is underselling the impact of its changes and estimated that half of all ZIP codes will have downgraded service for regular, first-class mail. The PRC stated that the USPS was glossing over how much more significantly rural communities would feel the impacts of the changes. Some populations will not receive first-class mail pieces for six or more days, it said. Those impacts may render the reforms in violation of the law, the commission concluded.

# Region 5 NBA Report ... *By David A. Teegarden*




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## HIPP TRAINING

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I sent out the updated HIPP stand-up talks to the branch presidents. These stand-up talks are designed to supplement the training requirements sent out in 2025. The Postal Service will require initial completion of an online training course on heat stress by all employees in every facility during employee orientation. After initial training during employee orientation each employee will receive the Heat Illness and Prevention #2501, refresher training as an annual refresher prior to April 1 each year. Employees who are absent when the refresher training is provided will not return to the street prior to completing the training during the period April 1 through October 31.

Guide to Route Inspections. This training focuses on identifying improper deductions, where to find them, and how to effectively grieve them.

We have also created a spreadsheet that calculates irregularities in route adjustments and presents them in a clear, easy-to-understand format. It explains how the contract was violated, where time was improperly deducted, and what should have occurred. In addition, we've developed grievance starters and training materials to both build new experts and equip stewards to properly file and handle these violations.

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## TEMPORARY SUSPENSION OF FERS CONTRIBUTIONS

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The Postal Service announced to OPM that it will temporarily pause employer contributions to the defined benefit portion of the Federal Employees Retirement System (FERS) to conserve cash and preserve liquidity due to its ongoing financial crisis.

Our team has already supported several inspections by investigating and filing grievances on improper route adjustments. We will continue expanding this effort to ensure that letter carriers across the region receive fair inspections. We believe a systematic, unified, and consistent approach is key to long-term success in route count and inspection grievances. If your office is scheduled for a route inspection, please contact us as early as possible so we can assist your branch and protect your members' rights.

The Postal Regulatory Commission (PRC) granted a waiver that allows the USPS to repurpose billions of dollars in revenue normally reserved for retiree benefits. The waiver lifts restrictions on how USPS may use approximately \$2.4 billion of revenue in fiscal 2026, and \$3 billion each following year through the end of fiscal 2030.

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## REGION 5 TRAINING

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We are almost done scheduling our various training sessions across the region and the dates will be sent out to the branches soon. Please look for year 1, 2 and 3 steward college courses, route adjustment, arbitration advocate, and basic steward in addition to the national, state and fall training courses.

This change will not affect employee contributions to FERS nor will it have any impact on employer or employee contributions to TSP. The move will free up about \$2.5 billion to cover other costs but will have no immediate impact on any current or future retired letter carriers.

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## COMPLIANCE-JWIP-STATION VISITS

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## ROUTE ADJUSTMENTS

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The Region 5 office has developed a program to assist branches with investigations and grievances related to route adjustments. We have trained a team on the Postal Service's COR and DOIS processes, Chapter 2 of the M-39, the M-41, the NALC Route Protection Program, and the 2018 NALC

The NBA office has set up a compliance initiative with the KS-MO district manager and met with the local parties in the Shawnee Mission, Kansas installation. We've done station visits in three offices and rolled out the agreed upon JWIP recommendations in Grand Island, Nebraska, and Davenport, Iowa. We will continue to visit stations when we are traveling whenever we can to meet carriers and address their concerns on the workroom floor.

# Retiree Report

... By Guest Recording Secretary Nicki L. Prado



Happy  
Cinco  
de  
Mayo

**APRIL 1, 2026**

**C**hairman Tom Schulte called the meeting to order at 12:45 p.m. Chaplain Lawrence McHaynes led us in prayer and the Pledge of Allegiance. Tom thanked Geno Iberg and his wife, Glenda, for the pasta lunch and delicious desserts.

**Volunteers:** David Teegarden for June, Rich Rhyner for July, and Kevin Welby and Sandy Theismann for August.

**Sick Call:** Get well cards were signed and sent out to Joe Barnes and Dennis Wiesneski.

**Minutes from the last meeting:** Guest Recording Secretary Nicki L. Prado read the minutes from the last meeting.

**Treasurers Report:** Mike Chenot reported that the checking account balance after expenses was \$838.36 with cash on hand of \$561.

**Presidents Report:** Route inspections conducted at Southwest Station to correct the previous inspection were cancelled due to too much mail. John thanked former Branch President Bill Lister who came in to assist with arbitrations. John appeared on KMOX radio regarding postal issues in the Gateway District. Plans are being made to meet with 1st District Congressman Wesley Bell.

**Legislative Report:** Mike announced that the retiree COLA currently stands at 0.7%. Thousands showed up at the recent NO KINGS RALLY. Trump's approval rating is down to 33% and the House of Representative are currently out on another two-week recess. Trump wants to change the rules for mail in voting while voting by mail in Florida himself. He announces there is no money for childcare, Medicare and Medicaid, but he needs \$20 billion for an unnecessary war in Iran.

**Health Benefits Report:** Barry Linan spoke about the Inflation Reduction Cap on Medicare. \$2,100 for drugs. If you have any questions, call the NALC Health Benefit Plan directly.

**Chairmans Report:** Tom spoke about the final preparations for the upcoming Ole Timers Day celebration on May 2. He also asked any retirees to assist with the food collection for the NALC Food Drive which takes place on May 9. Tom addressed problems with mail delivery and encouraged everyone to check out the USPS Office of Inspector General's (OIG) website to see the results of audits they have conducted throughout the U.S. and the problems they attribute to postal management.

**New Business:** Pam Stepney stated that she was trying to bring new retirees to the retiree meeting and encouraging them to volunteer at the various MDA events.

**Deceased Members:** A moment of silence was held for Curtis "Curt" Hill, a 60-year member.

**50/50 Winner:** \$15 won by Bill Lister who donated back to the retirees.

**Closing Prayer:** Offered by Chaplain Lawrence McHaynes.

**Meeting Adjourned:** 1:30 p.m.

## REMINDER

May 2 is Ole Timers Day;  
there will **not** be a Retiree Meeting on May 6.

## “Kicking the Tires” ... *By retired letter carrier Mike Laury*

There are certain questions that we can ask someone that elicits strong and vibrant memories, like “What was your first car, your first kiss or what was your favorite movie growing up?” In 1977 I purchased a “fire engine-red” 1970 Ford Maverick, my first car, which I found out later, had the mileage rolled back before I bought it. Still, I loved this car, warts and all. The shifty-eyed used car salesman just laughed at me when I told him that my mechanic said the mileage had been rolled back and I asked him, “How was he going to make it right?” Thank God there are resources today that provide us with the information about a car’s history, like Carfax and better kept service records from that previous owners mechanic, to help with considering our next car purchase. My dad and grandpa use to literally “kick the tires” as a part of their personal inspection back in the day. I believe this slang term “kicking the tires” still holds true to this day.

In December of 1981, I purchased my first home near Imperial, Missouri, after seeing an ad about a three-bedroom VA home in the South County Journal at the time. The real-estate lady took my future wife and me to view this home. You could almost rappel the postage size back yard, with small sprigs of grass and its rocky, natural landscape. But the rest of the house was solid with a “plain Jane” interior that showed some promise with a lot of paint, new carpeting and tile, and new drapes or blinds throughout the house. My brother David, a carpenter by trade, “kicked the tires” and gave me a thumbs up to verify that this VA special was structurally sound for purchase. What really sold me on this bargain basement special was the wallpaper in the bathroom that depicted cartoon images of naked people, which my now wife, Cathie, will verify was true. I sold that home nine months after buying it and made a cool \$7,000 profit, not realizing at the time that it was the first and last house that I would ever “flip.”

There were times, and far too many of them,

where I failed to “kick the tires” by asking another person’s more informed opinion than mine for help. These bumps and consumer bruises, due to lack of “more complete information,” were part of my purchasing growth pains, when buying large and small ticket items throughout my life. I take more pride today in purchasing “made in the USA” items than I did in the past. There is a decent, almost patriotic responsibility to spend a little more on USA items, something I lacked up until a few years ago. I am proud to say that I am a brother in unionism with Branch 343, a concept and commitment that took me years to cultivate. Also, I’m proud of the fact that I chose a career as a letter carrier.

Lastly, I wanted to share a few small purchasing nuggets when shopping, going to the movies, or eating out. When you purchase items like milk, understand that the “fresher milk” is usually rotated towards the back. Let the husband or person in a hurry purchase the milk that expires in a week. I like to shop at Kohls, Costco, and many other stores that offer discounted prices through coupons and specials, allowing my income to stretch a bit further. Did you know Marcus Theatres offers a discount on movie tickets and popcorn on Tuesdays? Join their Magical Movie Rewards club. It’s free and members get waived fees when buying tickets online. If you get the Entertainment app, or other apps like McDonalds, Dennys, and Groupon, you can be the benefactor of substantial savings. Every so often, my wife and I will splurge, patronizing small businesses like the Concord Grill, Lemp Mansion and Maggie O’Brien’s.

I hope everyone has a good spring and summer this year and much luck to the current roster of youngsters proudly wearing the “birds on the bat.” Our Redbirds are going to need a field of four-leaf clovers if they hope to make a run at their division in 2026.

# Prevent Heat Illnesses. Know the Signs and Act.

HEAT EXHAUSTION	OR	HEAT STROKE
Faint or dizzy		Throbbing headache
Heavy sweating		Excessive sweating or red, hot, dry skin
Cool, pale, clammy skin		Very high body temperature
Nausea or vomiting		Nausea or vomiting
Rapid, weak pulse		Rapid, strong pulse
Muscle cramps		May lose consciousness
<h2>CALL 9-1-1</h2> <ul style="list-style-type: none"> <li>• Get to a cooler, air conditioned place</li> <li>• Drink water, if fully conscious</li> <li>• Take a cool shower or use cold compresses</li> </ul>	<h2>CALL 9-1-1</h2> <ul style="list-style-type: none"> <li>• Take immediate action to cool the person until help arrives</li> </ul>	<h2>SAFETY DEPENDS ON ME!</h2> <p>UNITED STATES POSTAL SERVICE</p>

**Seek Immediate Medical Assistance  
for Heat Related Illnesses.**

**Call 9-1-1.**

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Poster 326  
February 2025  
PSN 7690-13-000-7004



# National Association of Letter Carriers



## Initial Heat Injury Report

Date of Injury: \_\_\_/\_\_\_/\_\_\_

Employee Name: \_\_\_\_\_ FTR PTF CCA Seniority \_\_\_/\_\_\_/\_\_\_

Contact#: \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ Email address: \_\_\_\_\_  
(cell preferred)

Work Location: \_\_\_\_\_ State: \_\_\_\_\_  
Installation and Station

Branch President: \_\_\_\_\_ Branch: \_\_\_\_\_

Contact#: \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ Email address: \_\_\_\_\_  
(cell preferred)

Events leading up to the injury(date/time/location/weather conditions/symptoms)

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Please send a copy of this form to:

NALC Director of Safety and Health, Manuel Peralta at NALC Headquarters or  
email to "peralta@nalc.org"

NBA Dave Teagarden, 1828 Craig Rd, St. Louis, MO 63146 or  
email to "teegarden@nalc.org"

President, Branch 343 John McLaughlin, 1600 S Broadway, St. Louis, MO 63104 or  
email to "johnnymac@branch343.com"

# South County ... *By Matt Gleiforst*

**H**ello from South County. As we have all been experiencing these last few months the Postal Service is lowering its service standards significantly. Supposedly, in an effort to save money. All that matters now is that the packages are delivered. The mail can wait according to the higher ups. This makes for a very frustrating time as a letter carrier, especially when our customers have informed delivery on their phones. We are constantly being questioned about why the mail did not arrive when their informed delivery said there were bank statements and bills scheduled for delivery. It makes us look incompetent when the reality is that management is just curtailing mail delivery. If a route is open there is often no effort to utilize the overtime list to get this route delivered. Trays of DPS will sit until the following day, which makes for a horrible day for the carrier coming back to that route. God forbid you take a vacation day or be sick because it's almost a guarantee you're coming back to a route that was neglected while you were gone.

The worst part is that the public is taking note of this. Loyal customers are complaining more and more these days about how they can't rely on us.

Whatever money we are saving with these short-term decisions to delay mail will be eviscerated when our customers stop using us for good. Sadly, there is nothing we as letter carriers can do to get the customers their mail any faster. This is a management debacle. What we can do however, is be as professional and courteous as possible. Now more than ever we need to be giving the best customer service that we can. Dress appropriately, show up to work even when the weather's bad, and most importantly, be friendly to the public. They have every right to be upset with what is happening with the mail service and they probably will take it out on us. Be kind and explain to them that we are only able to follow management's instructions and be ready to give them the number to call the office.

I truly hope things turn around and we are once again able to provide the excellent service we previously provided. Stay as informed as you can and until next time keep your head held high and keep surviving!



**BRANCH LEGAL PLAN**  
 Advice and Consultation on  
 General Practice and Civil Actions.

**GL**

**JOHN H. GOFFSTEIN**  
 ATTORNEY

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 ST. LOUIS (CLAYTON), MO 63105  
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 JOHN@GOFFSTEINLAW.COM  
 GOFFSTEINLAW.COM

GOFFSTEIN LAW, L.L.C.



# West County Retiree ... *By Pam Stepney*

**G**reetings sisters and brothers of Branch 343. How's everybody doing? Fine, I hope. The NALC Food Drive is here on May 9, and we need all hands-on deck. Thank you in advance for bringing your children out to help letter carriers pick up and sort food. Yes, it's a long day for everyone, but when all routes are covered, it makes things a whole lot easier on everybody.

If you're retired, please stop by and lend a hand collecting food. I know you've done it for years and have your own busy lives but remember — helping the needy is everybody's job. If you bring your children or anyone else you know to volunteer, please make sure to give their information to the hall so letters can be sent to their schools or homes recognizing their service.

This is the first year all stations received \$100 to help feed everyone — great move. Thank you to all the coordinators who stepped up to make sure the cards were delivered and the food was collected. Stop where you are and give yourselves a round of applause. Bravo!

Thank you to all the stewards who took on the responsibility of managing your stations and making sure everyone got in and out safely. Bravo! And everybody looked sharp in those white food drive T-shirts. Great job, Marvin!

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## NOW LET'S TALK SHOP.

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Gas prices are through the roof with everything going on in the world. You already know the Postal Service is going to take a big financial hit. We've got vehicles on every route six days a week, plus parcel delivery on Sundays. Something has got to give, especially with all those supervisors in the building doing nothing.

You know they're going to try to make letter carriers give up something to cover the shortfalls, so let's stay sharp:

- Take your breaks and lunch daily, the union fought for them.
- Come to work in uniform, ready to give great service.

- Deliver the mail safely and professionally.
- Buy stamps and mail your bills, this is your company.
- Support the Political Action Fund so the union has people in place when we need them.



One thing about being a letter carrier, you learn the job, earn your salary, and come back every day as a strong union member.

I can't believe what I'm seeing on the news. Cars are being repossessed from hardworking Americans because everything is so expensive. The middle class is taking a hit, and inflation keeps rising. A lot of folks can't afford the lifestyle we've gotten used to.

Make plans to attend union meetings so you can stay informed and be ready to stand up when called upon. And don't forget, give thanks to GOD every day for the good union jobs we have.

There's been some talk about furloughs with everything going on. Our union has a six-year no-layoff clause, but I've heard from a retired clerk steward that clerks with less than five years might be at risk. How does that even make sense when clerks are already working as a skeleton crew, and management is stepping in to help sort mail?

You and I both know it's contract negotiation time, and suddenly they're crying broke, even after landing major package deals. Is it a scare tactic? You tell me.

Congratulations to all the retirees who received their pins and plaques for their years of dedicated union service. Well deserved.

Rest in peace to retired Brother Joe Barnes from Gwen B. Giles, by way of North County Station. Lord have mercy, and condolences to his family. You will truly be missed at the retirees meetings and functions.

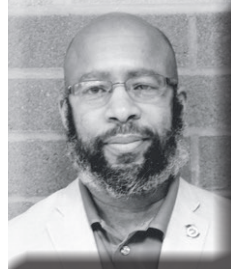
Happy Mother's Day to all of you out there raising the next generation of leaders.

Remember: Do your best, leave the rest, don't stress, GOD bless. Register to vote, exercise your right, and thank you for coming.

# Safety & Health ... *By Richard Thurman*

**H**eat-related illnesses and injuries represent a significant danger to U.S. Postal Service (USPS) employees, with recent data indicating hundreds of incidents annually and multiple fatalities in recent years, largely due to working in extreme heat without air-conditioned vehicles.

- **Higher Risk for New Carriers:** Carriers with zero to three months of experience face a 144.9% higher injury rate when working in high-heat, high-package volume situations.




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## KEY USPS HEAT-RELATED STATISTICS (2014-2025)

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- **Incidents & Hospitalizations:** Between 2022 and May 2025, the USPS Office of Inspector General recorded 1,332 heat-related incidents, averaging over 380 cases annually.
- **Injury Severity:** A separate analysis found that between January 2014 and February 2023, there were 1,176 on-the-job injuries reported to OSHA that were heat-related, with **14% resulting in hospitalization.**
- **Fatalities:** Several letter carriers have died from suspected or confirmed heat-related causes in recent years, including cases in:
  - June 2024: Fayetteville, North Carolina
  - June 2023: Dallas, Texas
  - June 2021: San Jose, California
  - July 2020: Washington, D.C.
  - July 2018: Woodland Hills, California
- **Most Dangerous Regions:** The Kansas-Missouri district (136) and Arizona-New Mexico district (118) reported the highest number of heat-related accidents in recent reporting periods.

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## KEY FINDINGS ON USPS HEAT RISKS

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- **Underreporting & Falsification:** Investigations have uncovered evidence suggesting the Postal Service has, at times, falsified safety records regarding heat training, and reported numbers are widely considered significant undercounts.
- **Un-air-conditioned Vehicles:** Many of the 190,000+ USPS delivery vehicles lack air conditioning, with internal temperatures frequently

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## USPS RESPONSE

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The USPS has stated that employee safety is paramount, highlighting its Heat Illness Prevention Program (HIPP), which includes mandatory training and measures to prevent heat stress. However, federal lawmakers and unions have heavily criticized the service for slow action on employee protections.

Heat-related issues are a significant safety concern for the U.S. Postal Service (USPS), with data showing it is the **second-leading cause of injury** reported to OSHA, trailing only slips and falls.

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## REPORTED INJURY & INCIDENT DATA

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- **Total Injuries (2014–2023):** Between January 2014 and February 2023, USPS reported **1,176 on-the-job injuries** to OSHA.
- **Heat-Related Hospitalizations:** Roughly **14% (160 incidents)** of these reported injuries were hospitalizations due to heat-related illnesses.
- **Incident Frequency:** From 2022 to May 2025, the USPS Office of Inspector General (OIG) recorded **1,332 heat-related incidents**, averaging over 380 cases annually.
- **Comparative Risk:** A 2020 analysis found the heat illness rate for letter carriers (approx. 82 per 100,000 full-time equivalents) exceeded that of hazardous occupations like firefighting, roofing, and highway construction.

**OCCUPATIONAL HAZARDS & RISKS**

- **Extreme Temperatures:** Carriers frequently work in conditions where the **heat index exceeds 110°F.**
- **Vehicle Conditions:** Many older delivery vehicles lack air conditioning, with interior temperatures often reported to be significantly higher than the outside air.
- **Outdoor Exposure:** As of 2023, letter carriers spend approximately **80% of their workday outdoors** on routes, up from 67% in 2006.

**HEAT ILLNESS PREVENTION PROGRAM (HIPP)**

The USPS maintains a formal safety program triggered annually from **April 1 through October 31,** or whenever the heat index is expected to exceed **80°F.**

- **Training Requirements:** Includes mandatory viewing of a "Heat Stress Recognition and Prevention" video for new hires and annual refresher safety talks for all employees.
- **Field Safety Measures:** Supervisors are required to provide carriers with water, shade, and rest breaks, as well as heat illness prevention badge cards for symptom recognition.
- **Documentation Issues:** Investigations have found instances of **falsified training records** and a lack of required safety posters or badges at several facility locations.

**OSHA ENFORCEMENT & LEGAL ACTIONS**

- **Citations:** OSHA has issued numerous citations and penalties (some exceeding \$125,000) for failing to protect workers from extreme heat hazards.
- **Repeated Violations:** Citations often involve "General Duty Clause" violations related to inadequate procedures for recordkeeping and emergency response during high-heat events.

**DON'T WAIT... HYDRATE!**

**Prevent heat illness at work**

[osha.gov/heat](https://osha.gov/heat)




**... Did You Know?**

**MEDICAL DOCUMENTATION**

Supervisors may accept the employee's statement for periods of absence of three days or less. Medical documentation is required for absences in excess of three days or when the supervisor deems documentation desirable for the protection of the interests of the USPS.

ELM 513.36 (If you believe the request is arbitrary and unjustified, follow the instructions and grieve later.)

# Legislative Report ... *By Mike Weir*

## THE ATTACK ON FREE & FAIR ELECTIONS & THE POSTAL SERVICE!

**O**n April 9, PMG David Steiner announced that **the Postal Service would temporarily stop making employer contributions to the defined benefit portion of the Federal Employees Retirement System (FERS) for the rest of the fiscal year (September 30)**. He indicated that this was necessary due to USPS' current financial situation which would result in the agency running out of cash by February 2027. The PMG cited the agency's borrowing authority of \$15 billion which has been in place since 1992. He is requesting that Congress increase the borrowing limit to \$34.5 billion so that the Postal Service has access to more cash "to invest in its infrastructure and modernize to meet the needs of its employees and the American people." This is a legitimate issue! All of us need to contact our senators and representatives in support of this request. Congress should also implement a new investment strategy for USPS retiree health & pension funds (to increase returns on that money), and to finally (after decades of non-compliance) provide a fair recalculation of USPS' Civil Service Retirement System (CSRS) pension obligations which would add significant capital to that fund. **The PMG's other proposals, including raising stamps to 95 cents and/or reducing delivery from six days to five days, would not be conducive to preserving the Postal Service and protecting our jobs.** This approach, in conjunction with management's rampant mismanagement of the mail, including delaying and hiding the mail, understaffing offices, and leaving entire routes undelivered on a daily basis is eroding our support with the public; something we can ill afford in today's world. Of course, undermining confidence in the Postal Service strengthens the argument for privatization, which is not in the best interests of our customers or us as employees; but it is the goal of the billionaires and millionaires who want to cherry-pick the most profitable parts of the company to fatten their own bank accounts.

President Trump's obsession with mail-in voting

reflects his realization (and that of his fellow Republicans in Congress) that the mid-term elections are shaping up as being potentially disastrous for their majorities in both the House and the Senate. His overall approval rating is the lowest it has ever been at any point in either of his presidencies. Also, he is significantly underwater on every issue imaginable. It appears that our fellow citizens are beginning to understand that everything President Trump says is either a "misstatement" or an outright lie. As an example, his constant claims about how great the economy is no longer resonates with a citizenry who are experiencing for themselves the reality of rising prices in every sector of that economy. In March, the projected retiree COLA for 2027 was 0.7%. One month later in April, the projected 2027 COLA is 2%! This is an unprecedented increase in the Consumer Price Index (CPI) over a period of one month. You cannot deny the pain that average citizens are experiencing as a result.

Still, instead of working on solutions to help the average citizen, the president and his allies in the House and the Senate are focused on retaining their majorities in Congress. And of course, their ultimate goal is to protect the ultra-rich who will provide the funding in support of their re-elections. To that end, Trump continues to assert that voting by mail is ripe with fraud with large numbers of non-citizens participating, despite the fact that this has been consistently proven to be false. An additional claim that we are the only country that uses voting by mail is demonstrably untrue as 34 other countries and territories have some form of that process. Additionally, the majority of our states currently allow voting by mail, including red, blue and battleground states. Although it does not appear that they have the votes to pass the Save Act, that will not deter them from seeking other avenues to disenfranchise millions of voters. Trump's most recent executive order on voting builds upon the one issued in March of 2025. Now, he wants the Postal Service to determine who

may vote by mail and instructs the agency to refuse to deliver ballots sent by anyone not included on this newly created federal mail voter registry that DHS would be compelled to compile. It further threatens criminal penalties for election officials, mail carriers, and others who send ballots to or deliver ballots from individuals the administration deems ineligible. All of this would somehow occur even though there is no way to accurately create such lists, and the fact that the Constitution gives only states and Congress the power to set election rules, not the president. Lawsuits are challenging both of these executive orders. Federal judges have already ruled against the March 2025 executive order and their rulings have been appealed by the DOJ. Of significant concern is a case that the Supreme Court is currently considering. It involves the issue of whether mail-in ballots postmarked by election day, but received afterwards, should be counted. If the Supreme Court rules they cannot be counted, that would essentially disenfranchise thousands if not millions of voters. The conservative majority on the Court seems to be leaning toward not counting the ballots arriving after election day. This would be a gift for Republicans and their rich donors and a travesty for free and fair elections.

On March 28, the third No Kings Protest occurred throughout the country. More than 8 million people took part to protest Trump's authoritarian regime. It is potentially the largest single-day demonstration in

U.S. history. Historically, democracies die in silence when citizens do not step up to save them. We must learn this lesson and continue to be visible and vocal to preserve the 250-year experiment that is the United States. Our country has been a beacon of hope for people all around the world, a haven for immigrants seeking shelter from oppressive regimes and a home for us and our families throughout the years. We have an obligation to step up and ensure that our country continues to embody these values for future generations.

Please contribute to the Branch 343 PAC Fund and the Letter Carrier Political Fund. We must be prepared to protect our right to vote in order to ensure that we get rid of the legislators who only take care of their ultra rich donors and elect leaders who will take care of the rest of us.



No Kings Rally

## St. Louis Cardinal Baseball Tickets Still Available

The Union Hall still has an excellent selection of unsold St. Louis Cardinal Baseball Tickets for purchase.



Great Seats (Behind Home Plate)  
 Section 249  
 Row 6  
 Seats 5 and 6  
 \$135 for the pair



Contact Executive Vice President Brian Litteken at 314-241-4297 [ext. 2]

# BRANCH MEETING

**BRANCH 343, ST. LOUIS, MISSOURI**

**APRIL 9, 2026**

## Summary of Branch Action

- MSC To pay the branch bills.
- 
- MSC That the branch donate up to \$100 to each office in Branch 343 (not to exceed in total \$2,600) towards the purchase of food and non-alcoholic beverages for the workers at each site accompanied by a valid purchase receipt (not from Sam's or Walmart)

## Recently Retired Member

Derek Gray .....Piedmont ..... 2/28/2026

## Deceased Member

Curtis "Curt" Hill.....60-Year..... 3/11/2026  
 Joseph W. Barnes.....Retired ..... 4/3/2026

## New Members

Demetrio Barlow .....Southwest..... 3/7/2026  
 Brandy Basile .....Washington..... 3/7/2026  
 Gavin Bodell .....Affton..... 3/7/2026  
 Thanjira Carnes .....Town & Country..... 2/28/2026  
 Patricia Doods.....Sikeston..... 3/7/2026  
 Tito Fairlee.....Weathers ..... 3/14/2026  
 Sede Grady.....Carrier Square ..... 3/7/2026  
 Andre Gray .....Olivette..... 3/20/2026  
 Daysia Hibbler .....Town & Country..... 3/20/2026  
 Floyd Hill Jr.....St. Clair..... 3/7/2026  
 Mark Linde .....Rolla ..... 2/28/2026  
 Brittney Mauldin.....Normandy ..... 3/20/2026  
 Destinee McCollum....Maryville Gardens ... 2/28/2026  
 Michael McCutcheon .Clayton..... 3/20/2026  
 Alexandria McGillis....Sappington ..... 3/7/2026  
 Jarrett McGirt.....Chouteau..... 3/14/2026  
 Ryan McNees.....Park Hills ..... 3/16/2026  
 Joshua McWhorter.....Rolla ..... 3/7/2026  
 Demonte Smith .....Mackenzie Pointe ..... 3/7/2026  
 Nickie Stricklin .....Sikeston..... 2/7/2026

# Branch Meeting Attendance Prizes

Cardinals vs Boston Red Sox	April 12	Dallas Mitchell, West County
Cardinals vs Cleveland Guardians	April 13	Barry Linan, Retired
Cardinals vs Cleveland Guardians	April 14	Mike Weir, Retired
Cardinals vs Milwaukee Brewers	May 4	Tom Schulte, Retired
	\$62	Richard Thurman

## Highlights

The meeting was called to order at 7:34 p.m. The invocation and Pledge of Allegiance were led by Chet Drain and the minutes were read and accepted.

**NBA's Report, Pat Baker:** The Postal Service has paused its contribution portion to FERS, this gives purpose to contributing to LCPF. The service's threat of going broke is real and we need to fight their attempts

to attack our wages. More route inspection training is occurring throughout the region. The service ignores historical data and uses electronic data on days they don't go with you. They are proposing route inspection grievances be prioritized like removal cases at Step B and arbitration. Pat thanked Bill Lister for serving as advocate on LMOU interest arbitration.

**Retirees Report,** *Tom Schulte:* There were 32 in attendance. They are finalizing the menu for Ole Timers Day which is May 2. We are one of the few branches that celebrate retirees' long-term membership. Tom read the letter sent from President Renfro, given to 70-year plaque recipient Rogers King.

**Labor Council Report,** *Pam Stepney:* Asked us to vote for candidates who support unions. Labor Council is still looking for volunteers for the parade. No date for parade has been set.

**Health Benefit Report,** *Barry Linan:* Cost of health plans have gone up. There are free programs for NALC health benefit members as part of the Wellness Rewards Program, (i.e.; \$20 will be loaded on your TASC card for taking health assessment), Cigna+ savings discount to be used toward dental coverage, (30%-40% off).

**OWCP Report,** *Barry Linan:* He is now representing 72 people with ECOMP cases. COP payments are still a problem. PTFs get the average hours worked, prior to injury occurring, as compensation during the COP period.

**Mound City Carrier Report,** *Tom Schulte:* Food Drive is May 9, order forms for T-shirts (due April 27) are in April issue. Read NALC legislative update toward the back of MCC. "Are you skipping lunch and breaks," see monetary loss to you.

**Haake Scholarship Report,** *Pam Stepney:* The five packets submitted have been given to Barb Anderson, we are expecting three scholarships to be awarded in June.

**Safety and Health Report,** *Richard Thurman:* Perform the extended vehicle check on your vehicle. When your vehicle returns from service, management is supposed to validate correction to deficiency. If not corrected, do not accept vehicle. Once you are exposed to heat related injury, you are easily susceptible to heat stroke or heat exhaustion. Heat Illness Prevention Program (HIPP) training is not a stand-up talk. If you have animal issues on your route, be sure to write it up.

**Trustees Report,** *La'Tecse Litteken:* Books were not audited due to the National Convention delegates meeting. March's books will be audited next month.

**Political Action Committee Report,** *Mike Weir:*

Mike read the names of contributors. The 2027 COLA projection is 0.7% but believes it will increase.

**Legislative Report,** *Mike Weir:* Postal Service is pausing its matching contribution toward retirement. Postal Service is asking Congress to raise our borrowing limit to \$34 billion, it's currently \$15 billion which it has been for decades. They are considering scaling back delivery from six to five days to save money, but the law currently doesn't allow it. Promotions for women and blacks in the military are being stopped by Hegseth.

**Executive Vice President/Treasurer Report,** *Brian Litteken:* Some updates to contract proposals: increased number of days used for bereavement leave and additions to the list of family members, paid parental leave for birth of child or adoption, reducing the length of time discipline stays in file, more rest breaks for overtime. PS will continue to deduct your contribution to FERs, and they are still matching TSP contributions. Southwest inspections stopped on last day due to curtailed mail. JWIP is still proceeding at Maplewood, parties trying to decide on recommendations.

**Vice President/Financial Secretary Report,** *Marvin Booker:* Read report for March. Food Drive cards are now in St. Louis and will be delivered to offices by the Food Bank. Make sure cards are delivered, failure can be considered obstruction of mail. The Food Drive T-shirt order form is in the April MCC. Deadline for submitting orders is April 27.

**President's Comments,** *John McLaughlin:* Postal Service is suspending their portion of FERS contribution to OPM. You can still contribute to TSP and they still match it. The USPS is suspending FERs contributions because they are trying to conserve money, this happened in 2011 too. The union is aware of delayed mail. You should contact your senators and representatives to inform them of the same. We are hopeful that Wesley Bell gets to visit stations that he has been advised to be delaying mail. John thanked Bill Lister for his help handling the arbitration case on the LMOU. Management inspected Southwest then pulled out of the process on the last day, without completion.

Respectfully Submitted,  
Richard Brown, Recording Secretary

# Filling Out P.S. Form 1571 Undelivered Mail Report

## PS FORM 1571

City letter carriers are required to use **PS Form 1571**, known as the **Undelivered Mail Report**, to record any mail assigned to their route that is not delivered on its scheduled day for any reason.

### When to Fill Out PS Form 1571

A carrier must complete this form in the following situations:

- **Authorized Curtailment:** When a manager or supervisor explicitly instructs the carrier to leave mail in the office rather than casing or delivering it.
- **Undelivered Street Mail:** When mail was taken to the street but could not be delivered (e.g., due to safety issues, time constraints, or access problems) and is returned to the office.
- **Uncased Mail:** To report all mail distributed to the route that was not cased and taken out for delivery.
- **Collection Issues:** If an emergency prevents a carrier from serving scheduled collection boxes, the skipped boxes must be reported on this form as soon as possible.
- **Schedule Deviations:** Any deviations from or curtailments of relay and collection schedules must be recorded.
- **Expedited Preferential Mail (EPM) System:** Under EPM, carriers must complete one Form 1571 in the **morning** for undelivered preferential and time-value mail and another in the **afternoon** for any non-preferential mail not cased.

### Requirements of PS Form 1571

The sources outline specific procedural and documentation requirements for the form:

- **Mandatory Authorization:** A carrier must **never curtail mail** unless authorized by a manager. All facts related to the authorized curtailment or elimination of a scheduled delivery/collection trip must be recorded on the form.
- **Required Data Points:** The carrier must record the **reason** the mail was not delivered, the **type** of mail (e.g., letters, flats, parcels), and the **amount**.
- **Estimates:** Carriers must provide an **estimate of the number of pieces** of mail involved.
- **Timing of Entries:** Details regarding curtailed mail should be entered **before leaving the office**; any mail returned from the street must be added to the form **upon return**.
- **Carrier Signature:** The carrier is required to **sign the form** before giving it to a unit manager.
- **Duplicate Copies:** Under Article 41.3.G of the National Agreement, management is required to provide the carrier with a **duplicate copy** of the completed form upon request.
- **Management Verification:** Managers are responsible for verifying the type and amount of mail reported. This is often done by measuring the linear feet of the curtailed mail (e.g., 225 pieces per foot for average letter-size circulars) to ensure it matches the carrier's report.

U.S. Postal Service <b>UNDELIVERED MAIL REPORT</b>		
Delivery Unit	Route No.	Date

<b>TO: Delivery and Collection Superintendent</b>
<b>The Following Mail Distributed To Me For Delivery Was Left In The Office Or Returned Undelivered.</b>
<i>NOTE: If mail left undelivered by carrier is later delivered on the same day, the manager should explain the action taken.</i>

	Preferential	Other
Letters		
Newspapers		
Magazines		
Flats		
Samples		
Other Pieces		

For Use By Parcel Post Carrier Only	
<b>Parcel Post Distributed To Me For Delivery Was Left In The Office Or Returned Undelivered.</b>	
Sacks	Outside Pieces

*Remarks: (Reasons for nondelivery. Report of trips omitted or curtailed. Note any other matter of which record should be made.)*

Reg.	Tech or Util.	Part Time	Signature
Action Taken (Manager)			
Manager's Signature			Date

PS Form 1571, June 1988

(July 1977 edition usable)





# John H. Haake BRANCH 343

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 Richard Brown ..... Recording Secretary  
 Frank Enlow ..... Sergeant-at-Arms  
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 Barry Linan ..... Health Benefits Representative

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 500 words and must be signed.**

Opinions expressed intend no malice toward anyone  
 — neither do they necessarily express the views of the  
 editor nor that of Branch 343 N.A.L.C.

Articles may be edited for brevity and potential libelous  
 statements.

## LETTER CARRIERS BUILDING BRANCH OFFICE

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Website: [www.branch343.org](http://www.branch343.org)

## HEALTH BENEFITS HOT LINE

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## NBA OFFICE

David Teegarden — 314-985-8040  
 RAA Charles Sexton  
 RAA Larrissa Parde  
 RAA Patrick Baker

## RETIRED MEMBERS MEETING

LETTER CARRIERS BUILDING  
**1600 S Broadway**

1st Wednesday of the month.  
 Lunch at noon, meeting at 12:45 pm  
 NO MEETING IN MAY

Tom Schulte, Chairman ..... 636-255-3057  
 Kevin Welby, Vice Chairman ..... 314-398-4802  
 Mike Chenot, Treasurer ..... 314-779-3356  
 Nicki L. Prado, Recording Secretary ..... 314-241-4297

## Deadline for articles for the JUNE issue is MAY 18, 2026

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## REGULAR BRANCH MEETING THURSDAY, MAY 14, 2026

7:30 pm

★ ★ ★

## SHOP STEWARDS MEETING THURSDAY, JUNE 4, 2026

7:30 PM

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