

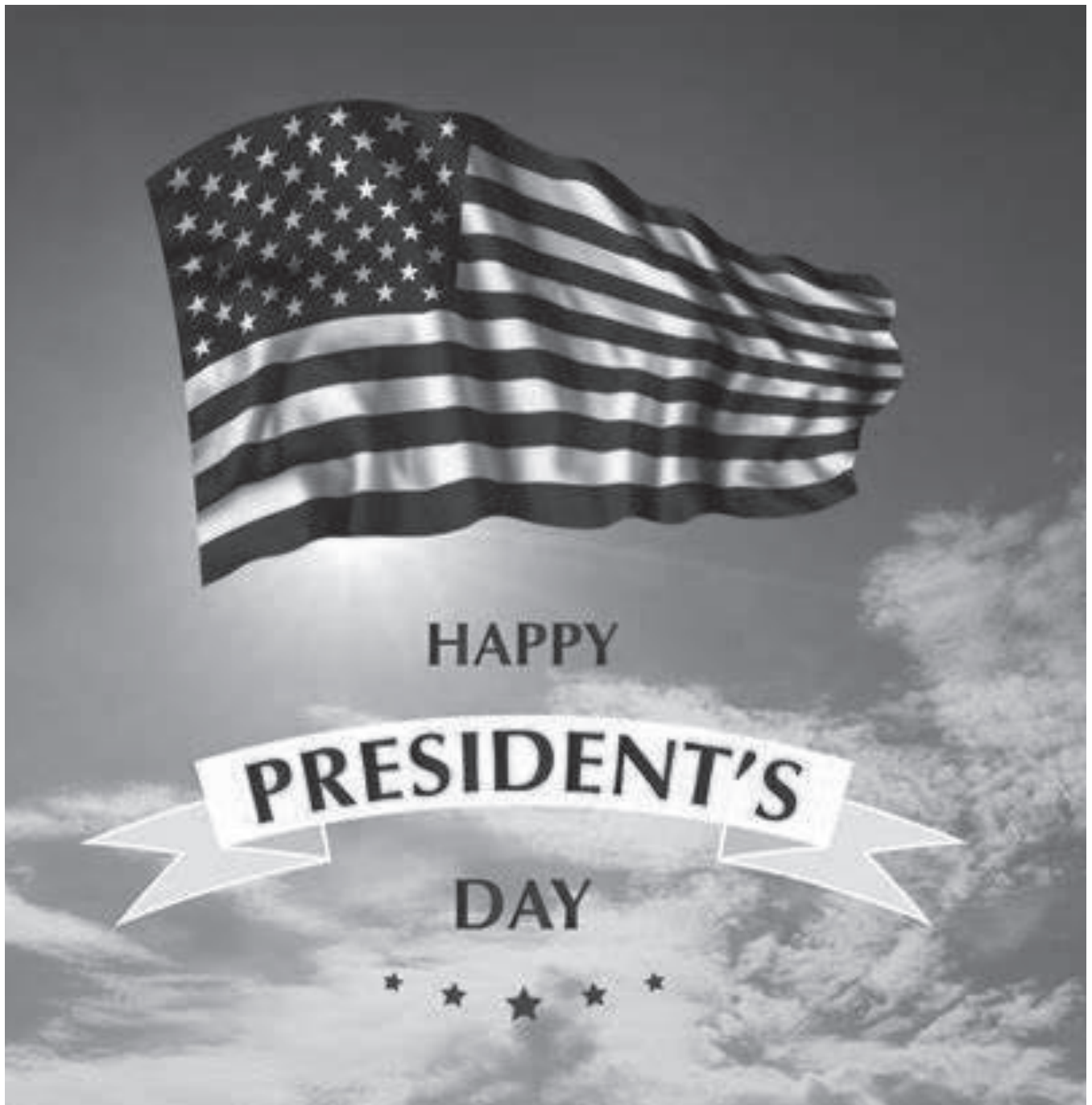
# BR. 14 NEWSLETTER



VOL 53, NO. 02

OFFICIAL PUBLICATION OF BRANCH 14, NALC  
SERVING LOUISVILLE, FORT KNOX, BARDSTOWN, RADCLIFF, LAGRANGE,  
LEBANON, EMINENCE, SHELBYVILLE, VINE GROVE, SPRINGFIELD, & CAMPBELLSVILLE

FEBRUARY 2024





**TONY WEDDLE**  
*President*

This month’s Postal Record (February) lists the names of all the members who contributed to the Letter Carrier Political Fund (LCPF) in 2023. Our branch had 102 members that contributed to the fund which was 8.4% of our membership. The national average is 12% so our participation is below the average. When you look at the numbers by the percentage of carriers that do not contribute, that’s 91.6% of our members that have determined not to contribute. Looking at the numbers this way, I think most of our members can agree that we can do better.

The February Postal Record is dedicated to educating our members concerning the importance of contributing to LCPF so please take a little time to read it. It will be beneficial and maybe it will demonstrate, to some of our folks, that it takes money to ensure we have sufficient friends in Congress who are willing to stand up for letter carriers and their families. I know most of our members find it disgusting that it takes money to get political representatives elected that we could influence to do the right thing for folks but, that’s just the American way. And with the current division within our country that we’ve experienced over the past several years, plus the huge amounts of money we see dumped into American political machine, it’s obvious that influence is not cheap.

So, please take a few minutes and read this month’s Postal Record and get educated on the importance of electing political friends that will fight for letter carrier interests. To all the members of our branch that are listed in the Postal Record for contributing to LCPF – thank you for contributing.

Hope to see many of you at the next union meeting. Until then be safe and remember, if you are going to do the job, you might as well take the time it takes - to do the job right!

**BRANCH 14 NEWSLETTER**

Published monthly by  
Branch 14 National Association of Letter Carriers  
4815 Poplar Level Road  
Louisville, KY 40213

**964-3200**

**964-3276**

**Officers & Staff**

- President.....Tony Weddle
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- Trustee.....Larry Terry
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- Trustee.....Greg Ray
- Trustee.....Gary Edison

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- 40202.....Leroy Gutierrez
- 40203/08/10.....Yodari Balcarcel
- 40204.....Leroy Gutierrez
- 40205.....Thomas Derringer
- 40206.....Jason Hawkins
- 40207.....Russell Johnson
- 40209/14/15.....Josh Shelby
- 40209/14/15.....Mark Wright
- 40211/12.....Damon Braxton
- 40213.....Kyle Moert
- 40216.....Angelo Bravo
- 40217.....Jeff Richards
- 40218.....Matt Weegens
- 40219.....Vacant
- 40220.....Rodgerick Streater
- 40222.....Nick Schneider
- 40228/91.....Tina Davis
- 40229.....Brandon Reid
- 40241/42.....Adriane Shanklin
- 40243.....Ron Gast
- 40258.....Lance Schwede
- 40272.....Lance Schwede
- 40299.....Vacant
- Bardstown.....Ryan McCormick
- Campbellsville.....Ryan McCormick
- LaGrange.....Stephanie Diaz
- Lebanon.....Ryan McCormick
- Shelbyville.....Bailey Hendrix
- Springfield.....Ryan McCormick
- Fort Knox.....Vacant
- Radcliff.....Mike Watson
- Vine Grove.....Timothy Embry

*All facts, opinions and statements appearing within this publication are those of the writers and editors themselves, and are in no way to be construed as statements, positions or endorsements by Branch 14 or it’s officers.*



**RON GAST**

***Executive Vice-President***

“The flavor of the moment.” That seems to what we are addressing all the time. What is it that management finds important to go after today. Presently, it seems to be maximum work hours. Now we have been complaining about the hours that carriers are working for some time, but now management is taking action to stop this, or so it seems.

Specifically, full time carriers working over 60 hours in a service week. To clarify, a service week is Saturday through Friday. We have been filing grievances for years now when full time carriers work over 12 hours in a day, or 60 hours in a week, as well as CCAs and PTFs working over 11 ½ hours in a day. The contractually agreed settlement on this is 50% of the base straight time rate. This amount comes from the national settlement found in M-00859 which states in part:

*“The parties agree that with the exception of December, full-time employees are prohibited from working more than 12 hours in a single work day or 60 hours within a service week. In those limited instances where this provision is or has been violated and a timely grievance filed, full-time employees will be compensated at an additional premium of 50 percent of the base hourly straight time rate for those hours worked beyond the 12 or 60 hour limitation. The employment of this remedy shall not be construed as an agreement by the parties that the Employer may exceed the 12 and 60 hour limitation with impunity.”*

As stated, this is the rule that management has been violating for many years now and settling these grievances. What they are now deciding to do is to stop working carriers once they hit 60 hours and then working non ODL carriers for overtime opportunities without violating the contract. Specifically, the limitation on work hours for these ODL carriers is 20 hours of overtime for the week. So, once they hit that threshold, management may then hold them to their daily guarantee of 8 hours and “go off the

list” by working non ODL carriers. This is outlined further in M-00859 as such:

*“As a means of facilitating the foregoing, the parties agree that excluding December, once a full-time employee reaches 20 hours of overtime within a service week, the employee is no longer available for any additional overtime work. Furthermore, the employee’s tour of duty shall be terminated once he or she reaches the 60th hour of work, in accordance with Arbitrator Mittenhal’s National Level Arbitration Award on this issue, dated September 11, 1987, in case numbers H4N-NA-C 21 (3rd issue) and H4C-NA-C 27 (C-07323).”*

What we have been seeing lately is that full time carriers who reach 60 hours of work are sent home at that point. What these carriers need to be aware of is that they still have their 8 hour guarantee for the remainder of the work week. So, if management send you home after 1 hour of work on Friday, they must pay you for the remainder of the work day. Please ensure that when this happens, you check your upcoming pay stub to ensure that they have done this. If they have not, then notify your steward to file a grievance.

As I said before, it seems that management is trying to keep from overworking full time carriers, but the reality is that all they are trying to do is avoid paying a grievance. The cost of sending full time ODL carriers home, paying them for the remainder of their work day, and then working non ODL carriers in overtime, far exceeds just paying the grievance. I won’t break down the numbers, but you can see that this costs much more in the long run, without a grievance. But as we have seen for many years now, management is not even in the slightest bit interested in saving money. Their interest is solely for “the flavor of the moment.” So, the question is, how long will this last? No one can tell that as we have seen that flavor change regularly over the years. Therefore, the real question is this: what do we do about it? Well, as they are not violating the contract by ending a full time carriers work day once they hit 60 hours, we cannot file a grievance on that. But keep in mind that they do have the requirement to pay the carrier for the full guarantee. So make sure that you ensure that you received proper pay, or notify

your steward of the shortage in a timely manner, so that they can file a grievance. Full time ODL and Work Assignment carriers are still limited to 12 hours in a service day and 60 hours in a service week. Non ODL carriers are limited to 11 ½ hours in a service day and 60 hours in a service week. CCAs and PTFs are limited to 11 ½ hours in a service day, with no limitation on weekly hours. Therefore, if these limitations are exceeded, a grievance should be filed. Maybe, just maybe, management will catch on and properly staff this installation. Maybe they will get all vacant assignments filed so that we don't have so many shortages every day. Not sure about you, but I'm not counting on these maybes happening, but we can hope.

In closing, there is a lot of information regarding the above issues, so I recommend that you educate yourself by reading all of Article 8 in the JCAM (specifically 8.5.G) which can be found on the NALC national website, or on the Branch 14 website at [www.nalcbr14.com](http://www.nalcbr14.com). If there are further questions after that, I am certain that the topic will be addressed at our next meeting on February 27<sup>th</sup> at 7:30 pm. Hope to see you there.

Knowledge is power. Solidarity forever!



**JARETT SIMS**  
*Vice-President*

I am tired, fatigued, exhausted, weary, as are many of you. Carrying the mail is a difficult job by itself, but the extreme hours and onerous expectations from management is becoming overwhelming. I know that many of you feel the same way. Shakespeare wrote about the “winter of our discontent” and I believe that many of us are there now.

In the midst of what seems to be an ever long struggle against work conditions, work hours, and inane requests by management, what do we do? We persevere. We fight. We push on together. The task at hand might be overwhelming, but we push forward with all our brothers and sisters in mind. When we hear the question, “How do you eat an elephant?”, we collectively answer, “one bite at a time”.

Why do I do this job as a letter carrier? Like many of you, I do this job for family. We do it

for a better future for us and for our spouses and kids. I will say without remorse that my beautiful wife and kids are my foremost priority in life.

Why do I do this job as a union official? I do it to serve my brothers and sisters. To protect our rights and to make sure that Branch 14 members are seen and heard. I never forget that my union salary is paid by our dues.

What can we all do as letter carriers to help ourselves and our brothers and sisters? We first need to familiarize ourselves with our rights. Learn the M-41, the “City Delivery Duties and Responsibilities” Manual, to ensure you are doing your job as directed. In safety and plan 5 talks become an active listener and participate. Ask questions or suggest to your management team better solutions. Read the Joint Contract Administration Manual, (JCAM) and familiarize what the contract says about certain situations. There is a JCAM on our branch website. (The best piece of advice I've received is to first try to find the answer, because when I do, I am much more likely to remember what I researched.)

I think that we have sunnier days ahead, both literally and figuratively. Soon spring will be here and the cold will be behind us. Better than that, I have noticed that the interest of many of our younger members has been piqued. Branch 14 has to find a way to tap into that resource. As a man who likes “Dad Jokes” and who is slow on social media, I'm seeking assistance on how to reach our younger members. Please call the hall at (502) 964-3200 and leave me a message or email me at [simsbranch14@yahoo.com](mailto:simsbranch14@yahoo.com) if you have suggestions on how to reach a wider audience.

Lastly, come to our branch meeting. It is almost always the fourth Tuesday of each month at 7:30, and only deviates if there is a holiday involved. Our meeting this month is February 27. For those of you unaware, the hall is centrally located in the city as we are at most a 25-minute ride from every Louisville station. Our address is 4815 Poplar Level Road, 40213. We will also be serving food this month. Rumor has it, it might be Chili.

I look forward to seeing you all very soon.

**Shared Services** (National Human Resources)  
1-877-477-3273 <http://liteblue.usps.gov>  
You'll need your Employee ID# and USPS PIN.



### **TOM WEBB**

#### ***Health Benefits/Retirement***

SilverScript is offered to Medicare-eligible retirees and their Medicare-eligible spouses with the NALC High Option Plan for 2024. SilverScript is a prescription drug. There has been quite a bit of confusion about this addition to the Plan. I will try to answer some of these concerns.

This prescription plan is a NALC HBP and CVS Caremark joint program that adds Medicare Part D to the Plan. This means that you will have more coverage than the standard Medicare Part D plan and never less than your current NALC HBP coverage. SilverScript will not increase your premium cost. Further, the NALC HBP will provide each enrollee with a Medicare Part D premium reimbursement up to \$600:00.

If both the retiree and spouse are eligible for Medicare, you will each receive your own materials and your own ID cards. If the spouse and dependent children are not eligible for Medicare, they will continue to use their current ID cards.

You can contact SilverScript at [www.Healthequity.com/wageworks](http://www.Healthequity.com/wageworks) or by calling 1 -844-768-5644. I am available at the Union Office most Tuesdays.



**Steve Dancy and David Mudd  
visiting at NALCREST**



### **MISSY HARRIS**

#### ***Community Activities Coordinator***

We are off to a great start for 2024. So far, we have raffled off luggage and done a super bowl raffle and raised \$1420. The next thing will be the Branch 14 Bowl-A-Thon. We had to switch venues due to scheduling, so this year we will be going to the Executive Bowl at 911 Phillips Lane 40209. We have to pay \$15 per bowler this year, so please try to raise as much in donations as possible. I will have the donation forms at the next Union meeting, and your stewards will all have copies available as well. We have a new feature this year as well. If you can't bowl but would like to sponsor a lane, you pay \$50, and your name will be displayed at the lane as a sponsor. We will have the usual raffles and a 50/50 pot, so bring some extra moolah!

I was reading the Postal Record the other day and when I got to the Letter Carrier Political fund, I was a little depressed. Out of all the carriers, active and retired, in Branch 14 only 8.48% give to the Political Fund. I challenge all you younger carriers to go onto NALC.org and educate yourself on how the political fund helps protect our jobs. Stewards, I challenge you to reach out to your friends and ask them to start giving to the letter carrier political fund. We spend \$5 on runs through the gas station for a snack or lunch. Will you give up \$5 a paycheck to help secure your job for years to come? When it's all said and done, only you can help get the right people elected to help save the Postal Service and make the changes we need to protect your jobs.

All of us older folks are ready to retire and hand over the torch. Help us keep that torch lit. Sign up to contribute to LCPF. You'll be glad you did.

Any picture that you would like to see in the Branch 14 Newsletter should be emailed to the editor ([billrock2k@yahoo.com](mailto:billrock2k@yahoo.com)) You can also text photos (with a short explanation) to the editor at 502-345-3732

Thank you, Bill Davis.

## How LCPF and your state association works for you (*reprint from Postal Record*)

For letter carriers, most contractual issues are dealt with locally, with their stewards or branch officers. When larger issues arise, they might go to the national business agent's (NBA) office or even NALC Headquarters. But there are issues that can't be dealt with in collective bargaining and must be handled by Congress. There, on Capitol Hill, NALC works with House and Senate members to secure the future of both the Postal Service and letter carrier jobs. To do this work, NALC uses two tools: the Letter Carrier Political Fund, to help elect friends of letter carriers to Congress, and the NALC state associations, to help inform and educate the people elected to Congress about upcoming legislation. Paul Rozzi, president of the Pennsylvania State Association of Letter Carriers, explains the importance of being involved in the legislative and political process by pointing to Article 43, Section 1 of the National Agreement. That section declares that Congress or the courts can change anything in the National Agreement. Rozzi tells NALC members, "Whatever you have today could be gone tomorrow." And that's where the state associations come in. State associations exist in every state except Alaska, and they play a key role in NALC's legislative activities by developing valuable, positive relationships with each member of Congress. There is no better way to educate members of Congress and influence them to support letter carriers than having lawmakers hear the message from letter carriers who live and vote in their states or congressional districts. "We deal strictly with our members of Congress," Alabama State Association President Antonia Shields said, "trying to get bills passed that are in favor of letter carriers." Rozzi says he gets support from Pennsylvania letter carriers by explaining the various pieces of legislation to them: "These are the bills that are out there. This is how passing them will affect letter carriers. This is how not passing them or repealing them will affect letter carriers." This isn't a new role for letter carriers, letter carrier activists have been doing the same for more than a century. In 1892, 41 letter carriers from 17 small Massachusetts cities met to discuss the equalization of wages—which they felt NALC wasn't doing enough about—and ultimately formed the Massachusetts Association of Letter Carriers of Second-Class Offices. By 1903, NALC had grown significantly, and state associations had been institutionalized as part of the union's structure. The July 1903 *Postal Record* extolled the benefits of state meetings, including the promotion of mutual support, the sharing of opinions among branches and the opportunity to meet with their members of Congress. Over the ensuing decades, state associations continued to hold trainings and educational seminars on all manner of letter carrier topics, with one of their primary responsibilities always having been to work on legislative issues. West Virginia State Association President Joe Paden, who

has been the state president for an extraordinary 39 years, explained that beginning back in the 1980s, as a leader of the state association, he would travel to Washington, DC, twice a year to be briefed by Headquarters on the legislative agenda for letter carriers. "They basically trained us on the legislative process, on the issues," he said. "And then we made an attempt to go up on the Hill and visit our legislators." In 2006, the state associations' primary function of working on legislative and political issues was formalized. Delegates to the 65th Biennial National Convention in Las Vegas amended Article 1, Section 2 of the NALC Constitution for the Government of State Associations to read as follows:

Sec. 2. The objects of this Association are to assist the National Association of Letter Carriers in maintaining a more perfect organization and improving the Postal Service; to organize all letter carriers within the State; and to guide and direct all activities relating to legislation within the State. This Association shall have the authority to coordinate with the National Business Agent regarding seminars and training schools on State, District, and Branch levels, which shall be financed by the NALC and directed by the National Business Agent. Effective September 1, 2006, State Association financial resources previously expended on seminars and training shall be expended in pursuance of and consistent with the object stated above: 'to guide and direct all activities relating to legislation within the state.' To accomplish this, state associations have letter carrier congressional liaisons (LCCLs) in place. LCCLs are constituents responsible for maintaining a relationship with one member of the House or Senate and their office staff in their home districts to compliment the work done by Headquarters in Washington. The state association provides the LCCLs with the knowledge and resources needed to develop and foster these relationships. This is not an easy task, as some members of Congress will not make time for union representatives, so much of the state association's work is done in this area. But it helps that NALC members match the makeup of their districts, which has allowed letter carriers to connect on commonalities and develop relationships with members of Congress across the political spectrum. "We are a cross section of the society," Pennsylvania President Rozzi said. And that helps in finding the right LCCL to spread the message. "We need to make sure [the LCCLs] are knowledgeable about our issues and also willing to stick to the messaging as well," Tim Fisher, president of the Arizona State Association, said. "Ideally, they live in the district. They understand what our goals are as an organization." But understanding the messaging is not enough. Much of the work comes down to getting access, and that means finding LCCLs who can gain that access. "You tailor things to each particular congressman, and you kind of watch who

you are sending to meet with them,” Rozzi said. In Pennsylvania, “we would send veterans, retirees, whatever.” In a state dominated by conservative politics, such as Alabama, Shields has to get creative in selecting carriers who can get access. “I look around the district and find someone who either knows one of their children, knows somebody in their family or has some kin to them,” she said. “So, when we go in, they say, ‘Hey, I played football with your son.’ ‘Hey, I was a cheerleader with your daughter.’” “[The members of Congress] definitely do listen a little bit more with their constituents because it means more to them,” Wisconsin State Association President Dawn Ahnen said. The presence or lack of that tie can mean a vote won or lost. In West Virginia, Paden has learned that it can be just as important to develop a relationship with the congressional staff. “If you get to a staff member, maybe they will get the message to the member,” he said. He recently sent two new LCCLs to meet with congressional staff back in West Virginia. He asked them to explain the importance of door-to-door delivery to the staff, personalizing it by asking the staff whether they want their grandparents to have to trudge through the snow to try to get the mail, if there is no door-to-door delivery. Paden advised them not to introduce themselves as union members, and to instead introduce themselves as letter carriers. “They’re interested in legislation that affects their customers, like door-to-door delivery,” he said, adding that it helps the LCCLs get a foot in the door and get to know the staff. Along those lines, Pennsylvania President Rozzi said, “Every year I tell them, find out if the staff is the same, reintroduce yourself and say that you’re staying in the role. Look up the staff for the representative. Where did they go to school? Did they do this? Did they do that? How [the representative] voted on various bills other than Postal Service bills. And then you go from there.” Rozzi also suggested finding out what the representative’s areas of interests are, such as working on veterans’ issues or green energy, for example, and then trying “to fit our needs into that framework,” he said. LCCLs should keep tabs on local opportunities and roundtables to remain engaged in more relaxed spaces. LPOs and the state association presidents can help identify those opportunities. With some members of Congress, it’s about maintaining an already good relationship. “We talk about different ways to reach your representatives, whether they’re having a pancake brunch or a fundraiser,” Wisconsin’s Ahnen said. “Congresswoman Gwen Moore [D-WI] invites us to her birthday party every year.” Ahnen also invites members of Congress to letter carrier events. “It’s a good bang for their buck,” she said. “You get 90-some people in one room.” Most importantly, the LCCL must be persuasive, West Virginia President Paden said. “You’ve got to get the message to [the member of

Congress]. What it is and what it means and how it’s going to be beneficial. If you don’t do that, you can’t expect them to vote for it or support it.” To help, NALC President Brian L. Renfroe appoints legislative and political organizers (LPOs) to assist state associations in promoting and protecting letter carrier interests on Capitol Hill. LPOs help develop and implement plans specifically designed for the legislative challenges within each state. They assist with the education and training of other letter carriers, officers and rank-and-file activists to help carry out the plans. In practice, this often involves the LPOs sending information about legislation as it is being introduced to the state association and the NBAs. Ahnen said that in Wisconsin, that means receiving reports from the LPO and sending them along to the LCCLs. Most of the LCCLs will communicate that information with the congressional staff, but Ahnen stays on top of it. “If I don’t get a quarterly report or something, I’ll reach out to them and be like, ‘Is everything OK? Do you need some help?’” she said. Fisher talked about receiving information from his LPO, John Beaumont, about the Social Security Fairness Act (H.R. 82). “We got a meeting with Rep. Andy Biggs [R-AZ] 30 minutes after John gave us information about H.R. 82.” In addition to communicating with members of Congress, state associations hold conventions and trainings. The education involved here often pertains to pending congressional resolutions or bills, to how letter carriers can participate in legislative activities, and to how the overall political environment affects our jobs, the workplace and the Postal Service. “We have our business agent come in and do training on legislation and bring our legislative person in from National to speak with us,” Shields said of the Alabama conventions. In Arizona, the state association is running a retirement seminar this month. Fisher said he plans to use that training as a chance to talk to retiring letter carriers about relevant legislative issues and to encourage them to give to the political action committee (PAC). NALC’s PAC, the Letter Carrier Political Fund (LCPF), works to help elect candidates who will support letter carriers and their issues. The state associations help with that effort, communicating to our members the need for political contributions. Shields tells letter carriers, “This is like life insurance for your job. It’s job insurance.” Fisher said that the conversation often becomes about which candidates NALC will support, but it’s not about party. “We’re going to support anybody that supports our issues,” he tells them. In West Virginia, Paden will go to a branch meeting and make the pitch for contributing to LCPF. Then he has help from his LPO in signing up members at the meeting to contribute. “Once we make our speech, we can say, ‘And sitting right back there at that table is Rob, and he can sign you up today.’” Because of the Hatch Act and its limits on what letter carriers

can talk about on the clock, state association leaders have to find ways they can get the messages about legislation and politics to the NALC members in their state. "I've been harping on this since the day I got in," Pennsylvania President Rozzi said. "You have to mention it at meetings. You have to send it in the newsletter. But you have to go further. And that's a process. Occasionally I'll go and stand outside of certain post offices in the morning and try to talk to people." As Arizona President Fisher phrased it, "Honestly, I think that the reason that a lot of newer carriers aren't all that familiar with the state association is because even at branch meetings, it's not really something that comes up all that often, except when it's state convention time or if you have someone on the state executive board who's there to kind of give a legislative update on something." Paden agreed. Whether that's to communicate information to members, branch officers, legislators or the public, "one of our main roles is to be the messenger." You can be a part of that voice; participation with your state association will provide you with training and information on local and statewide political efforts. New members bring fresh perspectives, renewed energy and unique ideas to these activities. Reach out to your local branch or state association to see how you can get involved. Though not as well recognized as contractual work, this can make a major difference to letter carriers. "It's every bit as important as everything else that the union does," Pennsylvania President Rozzi said.



**LCPF Disclaimer**

*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 canceled. 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. Federal law requires us to use our best efforts to collect and report the name, mailing address, occupation and name of employer of individuals whose contributions exceed \$200 per calendar year. Any guideline amount is merely a suggestion, and an individual is free to contribute more or less than the guideline suggests and the union will not favor or disadvantage anyone by reason of the amount of his or her contribution or decision not to contribute.*

**ATTENTION**



**ATTENTION**

**The Annual Retiree's Dinner will be on Sunday, April 21st, 2024.  
This year's theme will be "CASINO"**

**Doors open at 1p.m. and food (Cracker Barrel) will be served at 2 p.m.**

**Retired members of Branch 14 are invited and may bring a guest.**

**Please return the bottom portion of this form to the Union Hall by April 17th, 2024.**

**Send to:**



**Missy Harris  
NALC Branch 14  
4815 Poplar Level Road  
Louisville, KY 40213**



**Retiree's Dinner Reservation Form**

**Retiree Name (Please Print):** \_\_\_\_\_

**Will you be bringing a guest?      Yes      No**





# UNION MEETING

Date: 1/23/2024

Br 14 Union Meeting Attendance by Zone	
Annshire 40205	1
Annshire 40213	1
Annshire 40218	1
DTCU 40202	1
DTCU 40203	1
DTCU 40204	0
DTCU 40208	0
DTCU 40210	0
Fern Creek 40228	1
Fern Creek 40291	0
Hikes Point 40220	1
Iroquois 40209/14	3
Iroquois 40215	0
J-Town 40299	1
Lyndon 40222	1
Lyndon 40241/42	2
Middletown 40243	0
MLK 40211	2
MLK 40212	1
Okolona 40219	0
Okolona 40229	2
PRP 40258	1
PRP 40272	2
Shelby 40217	1
Shively 40216	1
St Matthews 40206	1
St Matthews 40207	0
Bardstown 40004	0
Campbellsville 42718	0
Eminence 40019	0
Ft Knox 40121	0
LaGrange 40031	1
Lebanon 40033	1
Radcliff 40160	0
Shelbyville 40065	1
Springfield 40069	0
Vine Grove 40175	1
Retired	12
Guests	0
<b>Total</b>	<b>41</b>

**Officers & Stewards Excused: R. Gast, Sims, Watson, Richards, Johnson and Hendrix**

**Officers and Stewards Absent: None**

**MDA 50/50 Drawing.....\$82 MDA .....\$82 Carl Hulsewede**

**\$50 Door Prize.....Breana Evans**

## NEW CARRIERS



**L to R: Bradley, Thomas, William, and Kenshawn**

***LCPF DRAWING FOR JANUARY 2024***

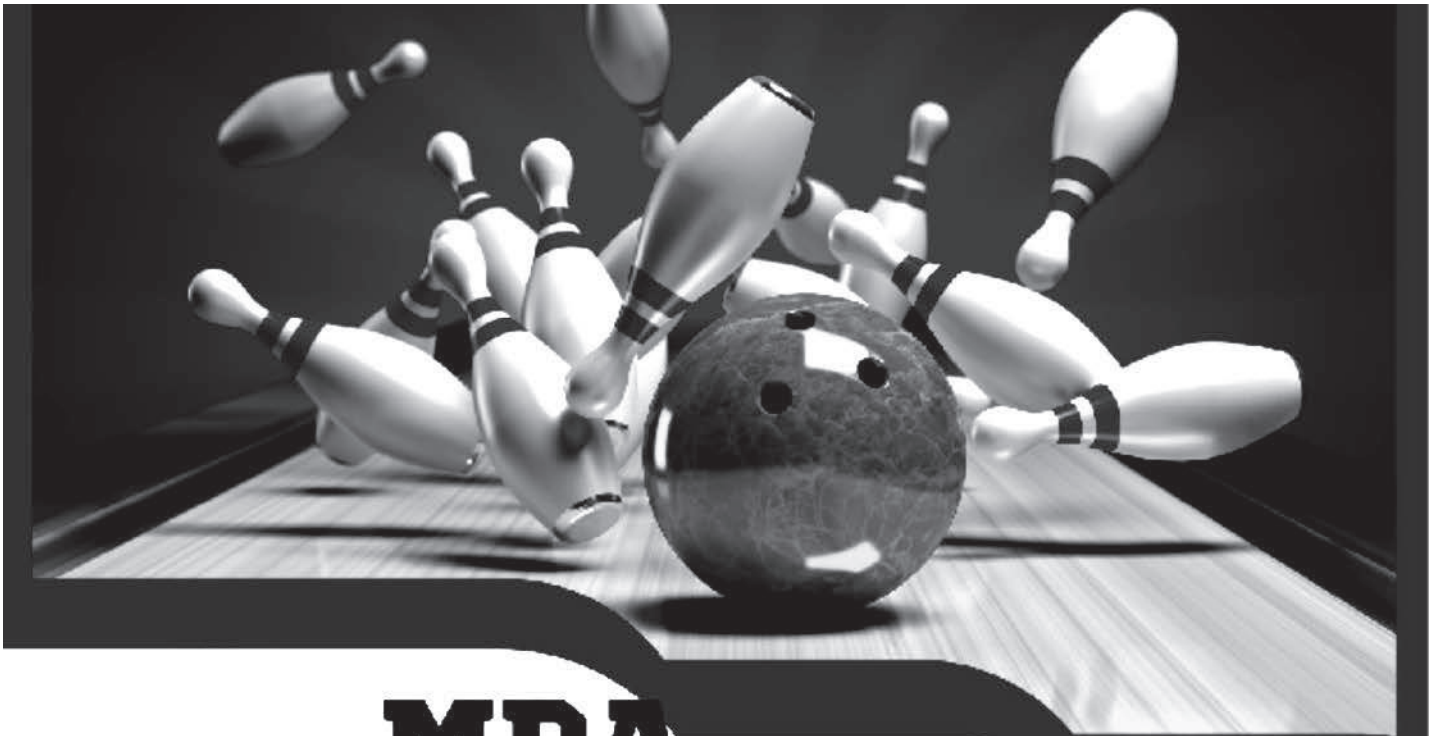
POT.....\$200

Last Month Winner.....Robert Rich

Last Month Winnings.....\$0

***Next Union Meeting***  
***February 27th, 2024 at 7:30pm***

***United we bargain, Divided we beg***



**MDA**

# **BOWL - A - THON**

**EXECUTIVE BOWL  
911 PHILLIPS LANE  
LOUVILLE KY 40209**

**SUNDAY**

**🗓️ MARCH 24, 2024**

**SIGN UPS 12:30 P.M. BOWL AT 1:00P.M.**

**50/50 POT AND RAFFLES**

**OPEN TO FAMILY AND FRIENDS , JUST  
BRING A DONATION FOR MDA.**

**SPONSOR A LANE FOR \$50**





# SIGN ME UP!

## How to contribute to the Letter Carrier Political Fund using PostalEASE — ONLINE Enrollment

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

### Online Enrollment

1. Login to USPS's Postal Ease website at <https://ewss.usps.gov>  
You may also get to the Postal Ease website through the USPS LiteBlue website See the instructions below
2. Click "I agree"
3. Enter your Employee ID number and Password and click "Submit"  
If you have not yet set up a password click the link provided on the page or go to:  
<https://ssp.usps.gov/ssp-web/welcome.xhtml>  
If you forgot your password click the link provided on the page or go to:  
<https://ssp.usps.gov/ssp-web/einVerification.xhtml>
4. Under Payroll click "Allotments / Payroll Net To Bank"
5. Click "Continue"
6. Click "Allotments"
7. Enter the 9-digit Financial Institution Routing Number: 064000017
8. Enter your 17-digit Account Number \_\_\_\_\_ 0034952535  
*See instructions in step D at right*
9. Enter Account type as "checking"
10. Enter amount of your Allotment: \$ \_\_\_\_\_  
*The maximum yearly amount is \$5,000*
11. Click VALIDATE
12. Click SUBMIT
13. Print or write down your confirmation number for your records

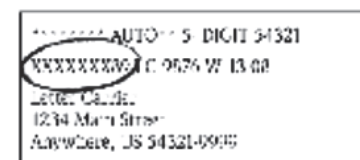
To get to Postal Ease through Lite Blue:

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

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. Any guideline amounts are merely suggestions, and you may contribute more or less than the guidelines suggest and the union will not favor or disadvantage you by reason of the amount of your contribution or your decision not to contribute. 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. Federal law requires us to use our best efforts to collect and report the name, mailing address, name of employer and occupation of individuals whose contributions exceed \$200 in a calendar year.

BEFORE YOU START, YOU'LL NEED:

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



- D. To create your personal account number, insert the seven digits of your Postal Record Number to the spaces below:

\_\_\_\_\_ 0034952535

National Association of Letter Carriers  
Falls City Branch 14  
4815 Poplar Level Road  
Louisville, KY 40213  
02/24

Non-Profit  
Organization  
U.S. Postage  
**PAID**  
Louisville, KY  
Permit No. 804

**Address Service Requested**



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P.O. Box 33303

Louisville, KY 40232-3303

**Email:** [lfou@louisvillefou.com](mailto:lfou@louisvillefou.com)

**Main Branch:**

1420 Gardiner Ln. Room 66

Louisville, KY 40231

P: 502-458-2681

F: 502-458-2682

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Louisville, KY 40202

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