



WAKE UP!

President/ Editor
Daniel P. Wheeler

Publisher
Chris Bruno

Volume 47 Issue 3

March 2023

Acton , Amesbury , Andover , Bedford , Beverly, Billerica , Burlington , Chelmsford , Concord , Danvers, Dracut , Gloucester, Haverhill, Holliston, Ipswich, Lawrence, Lowell, Lynnfield, Manchester, Marblehead, Maynard, Merrimac, Methuen, Newburyport, North Andover, North Chelmsford, North Reading , Peabody, Reading, Rockport, Salem , South Hamilton, Sudbury , Tewksbury , Topsfield, Wakefield , Wayland , Wilmington , Winchester



"Postmen in front of Newburyport Post Office on Inn Street circa 1925"

President's Message

"A (Somewhat) Complete History of Branch 25"

I have always been interested in history. It seems to be one of those things you are excited about or not. I can, and will if given the chance, bore someone to death with my family genealogy. Luckily for you, I'm not going to get into any of my family histories here. Instead, I wanted to go over some of Branch 25's history. Hopefully, it's more interesting to you than my family's history would be. Branch 25 was chartered in Lowell on April 11, 1890. In fact, if you read our current charter the language still reads Branch 25 "shall be housed in Lowell Massachusetts". So, Branch 25 started in 1890 in Lowell, right? Well... sort of. When the NALC started granting charters to local branches, they started at number one. Detroit Michigan was granted the first charter in 1886 as Branch 1. No more charters were officially granted until four years later, in 1890. At this point they really got going, handing out about 200 more charters by year's end. Lowell Branch 25 was the fourth Massachusetts branch to be chartered after Lynn Branch 7, Worcester Branch 12, and New Bedford Branch 18.

Jump ahead about 85 years to the 1970s, bringing us to where Branch 25, as we now know it, really started. In the early part of this decade, Wakefield Branch 341 was making an effort to create a bigger merged branch made up of multiple offices. On May 1, 1975, Wakefield merged with six other offices: Winchester Branch 243, Reading Branch 767, Chelmsford Branch 4383, Lynnfield Branch 4490, Wilmington Branch 4524, and Billerica Branch 4546. The merger of these seven offices created Massachusetts Northeast Wakefield Branch 341. So, Branch 25 got its official start way back in 1890 but it was not until 1975 that Branch 25, with the offices currently making up the branch, came to be. Burlington, Concord, and Sudbury merged in 1978. Also, in 1978 Branch 341 started to publish a newsletter titled *Wake Up!* In 1980 Andover, Bedford, and Tewksbury were brought into Branch 341 bringing the number of offices in the branch to thirteen. This is the point where Branch 25 comes back into the picture. On May 1, 1981, Branch 341 merged with Lowell Branch 25 and became Massachusetts Northeast Merged Branch 25. When two branches merged the lower number takes precedence, which is why 25 became the new number. When the original 1975 merger took place, Winchester Branch 243 had a lower number than Wakefield, but it was kept as 341. I am not sure why this happened.

Between 1982-85, North Chelmsford, Holliston, Wayland, and Amesbury merged with Branch 25 leaving the branch with 18 offices by the end of the decade. The 1990s would see two more offices merging: Newburyport and Acton. The 2000s saw Haverhill Branch 26, Salem, Marblehead, and Manchester from Branch 152 and Merrimac Branch 3240 merge into Branch 25 as well. In 2013 Branch 25 and Massachusetts

North Shore Merged Branch 33, "The BEST Little Branch in America", merged. This added Beverly, Danvers, Peabody, Gloucester, Ipswich, Rockport, South Hamilton, and Topsfield. Last year we merged with Lawrence Branch 212, which included Lawrence, North Andover, and Methuen. All these mergers bring us up to the 39 cities and towns currently represented by the branch...almost.

There are three offices I could not find an exact merger date for: Dracut, North Reading, and Maynard. There are LMOUs for these offices dating back to 1981 so it was sometime before then. It could be these offices were in with another office or just that those specific records have been lost to time. If anyone reading this remembers that far back and could chime in with the information, please let me know.

The week of February 20 started the opening of talks for the next round of collective bargaining between the NALC and the USPS. I believe this is the most important contract negotiation in my time as a letter carrier. I know the "this is the most important..." line is used often, especially in presidential elections. The current state of the Postal Service and therefore letter carriers, is at a turning point right now. We are about a year away from the COVID 19 pandemic being a driving force in our lives and work lives and much has changed in the last couple of years. I wrote last month about some of the issues we are facing right now and will continue to face going forward. We will have a lot of dedicated people, on our side, down in Washington D.C. working on the next agreement and I have faith they will work towards the goals we need to achieve as a Union. We will have to wait and see if we can get a negotiated contract again this time or if we will have to go to arbitration. Time will tell.

Either way, my hope is that we will achieve an outcome that is good for letter carriers, the USPS, and the millions of customers we serve every day. Saturday, May 13 will be the 30th annual Letter Carriers' Stamp Out Hunger food drive. The date is still two months away but it's not too early to start thinking about it. Last year was the first in-person food drive since the pandemic hit. Over the history of the food drive, letter carriers have picked up almost 2 billion pounds of food. This food has gone to food banks and pantries to be given to those in the most need. We have no shortage of people in need right here in the communities served by Branch 25. We will be getting promotional materials out to the offices soon. I hope all letter carriers will do their part to make this year's food drive a success.

In Solidarity,

Dan Wheeler

Executive Vice-President's Report

There have been many changes that have occurred to the way we do our jobs since I began my career 35 years ago. Some were good, some not so good, and some that didn't last very long. DPS letters at first was not well received, but it seems to be here for a while, and I actually like that it gets the carriers on the street earlier. Vertical flats are something that many carriers were unsure about, but most would agree is much better than collating flats on the rack, for those that remember. FSS flats are either gone in some stations or are on the way out soon. Carriers with walking routes didn't like this system because it created an extra bundle, and there were many grievances that arose from this, but it will be gone soon. It probably wasn't worth the cost anyway. We are about to start another change with the move of the Wakefield and North Reading delivery units to the Woburn facility, they actually moved this past weekend. The facility is also being referred to as an S & DC, or a Sorting and Delivery Center. Basically, the Postal Service wants to consolidate delivery units in order to reduce transportation costs.

Some will be in new buildings with everyone relocating there, but this is not the case in Woburn. The Woburn facility has had 6 delivery units established for a long time, so normally this wouldn't be a huge change. All these units have moved in at one time or another. This move has been different than ones in the past, because the entire building was re-configured, mostly by management from postal headquarters. I can't say why units were moved from one area of the building to another, we were not told, but if it is efficient or safer then so be it. Only time will tell how this is going to work, but the lead up to the move has been chaotic to say the least.

The first few days so far have not been smooth. There is no shortage of managers walking around, that may or may not be doing anything, it is hard to tell. There is no help for the new units that arrived with vacant positions, because CCAs are rare in the Woburn building, so long days just became longer with the new travel times. It probably is going to take a while for the carriers to adjust to the changes, but the basics remain the same. We case mail in the morning and then go to the street and deliver our routes. Obviously, the carriers most affected are the ones that are relocated. There is a parcel sorting machine that hopefully will have the

parcels sorted early. Some routes will need adjustments and that will be determined with data compiled from days 31-75 after the move. This data will include the new travel times to and from the routes that have been moved to Woburn. I am sure there will be much more to report by the time we have our next branch meeting, good or bad. At least for now, this is the only S & DC within our branch. I have had a lot of questions lately about route inspections, it seems that managers are telling carriers that times are being monitored because of impending inspections. This is probably true, but I would say we should all be aware of our punches to make sure we are getting proper credit for each individual route, whether you are being inspected or not. If you skip a break on a regular basis, the time will disappear.

There are many units on a schedule to be inspected this year, but that doesn't mean that all those units will actually be done. We are still waiting for the completion of the first 2 units in the branch to undergo the inspection process. There have been delays in the process and only so many can be done in a short period of time. Both of our units have undergone the live week part of the process, so more information will follow when we get some results. *(continued on page 6)*

Calendar of Events

March 1	World Compliment Day
March 14	Pi Day
March 14	Regular Monthly Meeting K of C Wilmington 8:00PM Food served at 7:00Pm
March 16	Every Thing You Do Is Right Day
March 19	Let's Laugh Day
March 21	Common Courtesy Day
March 23	Puppy Day

Daniel P. Wheeler	President
Paul G. Desmond	Executive V.P.
Anthony Bossi	Vice President
Joe Stearns	Secretary
James P. Nutter	Treasurer
Kenneth Dusombre	Health Benefits Rep.
Jim Salvati	Safety Officer
Jack Lyman	Sergeant At Arms
Chris Bruno	Wake-Up Publisher
Dan Raske	Chairman, Board of Trustees
Bruce Johnson	Trustee
John McNulty	Trustee
Gilbert Paredes	Trustee
Bob Cronin	Trustee
Andy Coan	Assistant Secretary
James Metilinos	Assistant Treasurer
Jeremy Provost	Assistant Safety Officer

“Injured on the Job”

During the course of my career, I’ve know quite a few letter carriers that have been injured on the job. Fortunately, Branch 25 has always had someone versed in OWCP so we have been able to help countless members get the rights they deserve. Ron Noviello was instrumental in obtaining approvals of all kinds of cases, and he also helped many carriers receive scheduled awards.

I’d be willing to bet that there are many more letter carriers that would be entitled to workers’ compensation benefits that simply don’t realize it. Look at the title of this article: “Injured on the Job”. Many carriers take that far too literally.

Yes, if you suffer a traumatic injury (fall and break a bone) that has to happen on the job. A traumatic injury is defined by the Federal Employees Compensation Act (FECA) as an injury caused by an even or events that occur during one work shift.

But there are more than traumatic injuries. There are illnesses and occupational disease. These are injuries that happen over the course of more than one shift. What too many people don’t realize is that your job does not have to be the sole cause of your injury. Read that again. Your job simply has to aggravate your condition in order for you to have a valid claim.

The easiest way to describe the above is using the example of arthritis. Many of us have arthritis. Many of us are pre-disposed to arthritis and regardless of what we do in life, we’ll have arthritis. BUT, the day to day activities that we perform almost certainly will aggravate our arthritis, hastening the effects and deteriorating the cushion between our joints. If you are suffering, there is a good chance you can get a claim approved. If you do, your medical treatment, and your time away from work will be covered. In the future, you may even qualify for a scheduled award (more on that in a future article).

Dan and Paul are fairly well versed in OWCP and are ready to assist you. What’s more, if your situation is too much for them, they have a direct line to me. If you have any questions, don’t lose out on benefits, contact the Union office for assistance.

Stay well,

Dave Barbuzzi, RWCA

Your “Wake-Up!” is produced in-house at the Branch 25 Union office each and every month.



**2023
DAYLIGHT
SAVING
TIME INFO**
Spring Forward
March 12, 2023
at 2:00 am
Clock moves an hour ahead

MEMBER ADDRESS UPDATE

MEMBER NAME: _____

NEW ADDRESS: _____

If this is a temporary change please fill-in the beginning and ending dates: FROM ___/___/___ TO ___/___/___

Please mail this form to:
NALC Branch 25
2500 Main St Suite 201
Tewksbury Ma, 01876-3185

“CO”

Carbon monoxide (CO) is a gas that is produced anytime fossil fuels are burned. It has been called the silent killer because it is tasteless, colorless, odorless, and poisonous. Exposure to carbon monoxide can lead to severe illness or death. Common symptoms of CO poisoning are headache, dizziness, confusion, weakness, nausea, vomiting, and chest pains. Poisoning can occur with low levels of exposure over a long period of time, or high levels in a short period of time. What's really scary is that people who are impaired or asleep may die before experiencing any symptoms. Thankfully we have CO detectors to keep us safe.

CO detectors measure the amount of CO that is in the air. They are programmed to go off when there is a low level of CO for a long period of time, or a high level for a short period of time. CO detectors should be placed in a centralized location in your home. There should also be sensors close to bedrooms to ensure the alarm will wake everyone who is sleeping. Also be sure to have detectors on every level of your home. Test CO alarms at least once a month, and replace them according to the manufacturer's instructions. If a CO alarm goes off, move to fresh air IMMEDIATELY! Call 911 and wait until the fire department says it is safe before going back into your home.

There are several things you can do to prevent carbon monoxide from building up in your home. Have your heating system cleaned and maintained, and don't burn anything without adequate ventilation. Most importantly, educate yourself. I found that cdc.gov has lots of great information about CO poisoning. A page on nist.gov had really detailed information on what CO detectors are and how they work. Lastly the National Fire Protection Association has great resources for how to use

CO detectors.

Stay safe,

Jeremy Provost

“We don't have a spare vehicle today; would you mind using your personal vehicle to deliver?”

This is a question I've seen come up more frequently lately and should really be broken down for everyone. I've seen all kinds of answers from all kinds of carriers and the answer more often than not is quite simple: most likely, no.

First, let us consider one thing: insurance. It's pretty common for an employee to own a “hired, non-auto insurance” policy when using a personal vehicle for work, commonly known as a rider. Comprehensive insurance isn't enough to protect your vehicle at work. A personal vehicle used for business will always cost more to insure, as mileage goes up along with risk. If you wreck your car during a blizzard in February delivering parcels, the postal service will not cover the damage and claims you file. Neither will your insurance.

Second, knowing the language of our contract that addresses this issue will alleviate any concern or issue. This language is found in Article 41.4 and reads:

The furnishing of a vehicle by a city carrier for transportation to and from the route shall be voluntary; no carrier may be coerced into furnishing a vehicle or carrying passengers or relays without the carrier's consent. A written authorization (Form 1311) shall be executed by the installation head in every instance, with a copy of said authorization to be retained by the installation head and the carrier. Carriers shall not drive their cars to and from the route for their own personal convenience.

If you're being asked to use your personal vehicle and your vehicle does not have coverage for these deliveries, your answer should be **NO**. You have the right to refuse; this is a voluntary matter. I have heard plenty of carriers have been waiting on standby in installations waiting for a vehicle to use. If this is what the postal service is resorting to, then so be it. If management starts you at 8:00am, and has you on standby until 12:00pm, then you'll receive four hours of pay simply for being at the building.

If you have coverage and you're a career employee (regular carrier, unassigned, PTF), a drive out agreement could be made between yourself and the Postal Service. A drive out agreement is locally agreed to by the employee and management and would reward the employee for use of their vehicle with daily reimbursements. The rates vary based on mileage but can be found on page 126 of the National Agreement. There are also factors like parcels, relays and pieces that will increase your reimbursement. Do your due diligence and inform yourself.

Lastly, if you know someone who is using their vehicle for delivery, just kindly ask if they are aware of the agreement in the contract and if they are insured. If we can save each other the headache of a long battle with the postal service, everyone wins.

May The Force Be with You,

James Metilinos

Branch Officers Training



Branch 25 President Dan Wheeler, Secretary Joe Stearns, Assistant Treasurer James Metilinos, and Wake Up Publisher Chris Bruno recently attended Branch Officers Training. This training was put on by NALC Secretary-Treasurer Nicole Rhine, Executive Vice President Paul Barner, and Assistant Secretary –Treasurer Mack Julion. Pictured clockwise are: NALC President Brian Renfro, making some opening remarks, Treasurer-Secretary Nicole Rhine, and Executive Vice President Paul Barner.

(continued from page 3)

Apparently, management in some units have turned to telling carriers they are going to “count them” in the office. Generally, this is a result of management not liking what they consider excess OT. Management has the right to perform an efficiency count, provided they inform the carrier involved the day prior. They also must use PS Form 1838C, the form used for actual 6-day inspections that don’t currently exist. You absolutely have the right to verify the count performed by management, by actually counting the mail yourself after the manager does. If denied this right, you have the right to file a grievance. After the count, management should inform the carrier of the results in a timely manner and discuss any inefficiencies.

See you at the next Branch meeting on March 14th.
Keep your head up!

Paul Desmond

The Forgotten Duty: The Load Truck Feature

I've heard and read my fair share of criticism of the load truck feature on our scanners. It was, as most point out, made to help people who are not familiar with routes have an easier time loading packages for them. But soon after its release, it was decided by management that it was a mandatory part of our daily tasks to load every parcel and SPUR. Management didn't seem to stick to this decision however, as they began telling carriers not to use the load truck feature when a route was under inspection. With the new inspection process looming over our branch, this back and forth on the feature is rather concerning. One thing I've heard for this inspection is we can no longer use the load truck feature on SPURs. How they can pick and choose what to load and not load doesn't make sense to me, especially if it's for the customer. As my fellow carrier David Letizio said "The guy who gets toilet paper gets a load truck scan, but the \$500 dollar iPhone doesn't get one because it's smaller than a shoe box and labeled a SPUR. Makes perfect sense!"

I'm sure many regulars wonder why the Load Truck feature should be used. Since it's a tool provided to us by the post office, we should try to use it as often as possible for better customer service as well as to reflect how long that better customer service may take a route. Despite how little time it takes compared to the rest of the route, it would be a shame not to utilize the function every day and protect your route for years to come, especially with parcels being a huge part of delivery. If it takes an extra 30 minutes every morning to load SPURs as you case them and parcels into your truck, then your route has another 30 minutes on it as far as management should be concerned.

It can also provide a carrier with protection from accusations of undelivered parcels. I'm sure all of us have experienced a manager telling us about a package that we were supposed to have but it was never delivered. If you consistently load your packages every day, you provide yourself security in these situations. It's as easy as saying "Is there a load truck scan on that tracking number? Then I was never given that package." Case closed.

Load truck can also show management some of the other underlying issues that the post office seems to not be addressing with its parcel system. As someone who uses the load truck every day, I always have a small handful of packages that will not load into the truck or belong to a route that doesn't exist. On top of that, many foreign parcels never show up in our parcel look ahead no matter how many times you arrive them, certified letters seem to be hit or miss on if they can be loaded or not, and packages with very clear, valid addresses show up as a completely different address, sometimes on another route entirely.

By using the feature and pointing these problems out, it can protect us yet again from accusations that are entirely the system's fault.


Unless management mandates everyone to use the load truck again, it's up to each individual carrier if they want to use it. I would, however, urge all my fellow brothers and sisters to consider using it on every parcel and SPUR for just a few weeks to see all my points in action. With new developments in city areas causing route expansion and package deliveries pouring into certain offices, it could save your route from becoming overburdened in the future. And maybe as you get used to it, you'll find a way to work it into your routine so you can enjoy the security it brings to your route, yourself, and the future of our jobs.

James "JT" Tuttle, Dracut PO

NALC Veterans Group

Did you know the NALC has a Veterans Group?

The NALC Veterans Group is designed to provide members who are military veterans access to the information and tools specific to veterans' rights and benefits within the USPS. It seeks to provide all NALC members who are also military veterans—active full-time and part-time letter carriers, as well as retired letter carriers—resources, rights information and a sense of camaraderie. The Veterans Group will provide the ability to connect with fellow NALC veterans and stay informed on issues of importance to letter carrier veterans. If you are interested in joining the group, there is a sign up card printed on page 8 of this *Wake Up!*

 **BRANCH 25 RETIREE GRATUITY VOUCHER**


Name: _____
(as it will appear on plaque)

P.O. Retiring from: _____

Phone number: _____

Retirement date: _____

Please note: Retiree must be a member in good standing at date of retirement. Retiree has 4 months from retirement date to remit this voucher to the branch office. Please mail to: NALC Branch 25
2500 Main St, Suite 201, Tewksbury Ma, 01876





Vice President Anthony Bossi shares his project for the Leadership Academy at the February Branch meeting . The presentation was on the history of the NALC Contract.



**You continue to serve your country—
THANK YOU!**

NALC Veterans Group

**Complete this form and mail it to:
NALC Veterans Group, c/o NALC,
100 Indiana Ave., N.W., Washington, DC 20001-2144**

NAME: _____

ADDRESS: _____

CITY, STATE, ZIP: _____

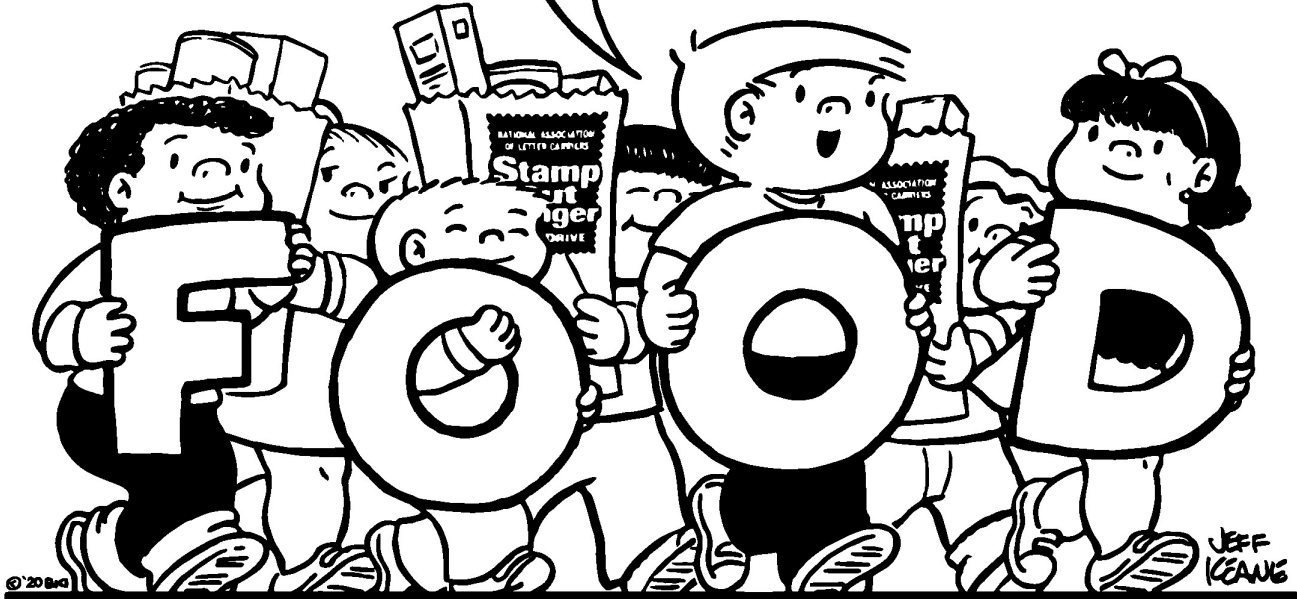
NALC BRANCH NUMBER: _____ BRANCH OF SERVICE: _____

I BELONG TO THE FOLLOWING VETERAN GROUP(S):

AMERICAN LEGION DISABLED AMERICAN VETERANS VETERANS OF FOREIGN WARS

OTHER: _____

THIS SPELLS
HELP FOR LOTS OF
FAMILIES THIS
YEAR!



LETTER CARRIERS' FOOD DRIVE

PUT YOUR NON-PERISHABLE DONATION IN A BAG BY YOUR MAILBOX.
WE'LL DELIVER IT TO A LOCAL FOOD BANK.

National Partners





USING THE *Circle of Control*

TO DEAL WITH DIFFICULT WORK SITUATIONS

Focus on “Who,” “What,” “Where,” and “How”

How you react and respond to difficult situations at work can go a long way toward having a positive outcome. It's easy to get caught up in feelings and causation when involved in a difficult situation. There is sometimes a tendency to focus on *why* something happened which often is a question that can't be answered. *Why* something is happening may be the result of things outside your control. It may also be impossible to determine. Focusing on the facts such as *who*, *what*, *where* and *how*, will help you keep heated emotions at bay while communicating more effectively.

- **Who** - Focus on who is involved in the difficult situation. Listen to others. Different people have different point of views and taking them into account may help you be able to frame the problem in a different light.
- **What** - Determine the facts. Investigate to find out what specific behaviors have occurred and what consequences resulted. Often in difficult situations, people will get emotional and may have outbursts - address the behavior without attacking the other person's character.
- **Where** - Be aware of your setting and the timing. When possible, try to resolve conflicts in a private area. This demonstrates sensitivity and respect for all involved and helps minimize outside gossip and involvement. If possible, consider the timing. It may be more productive to address a difficult situation when all parties are calm versus during the heat of the moment.
- **How** - How you handle a situation will affect the outcome. Be courteous, calm and aware of your body language. Walk away and take a break if you need to. Remember to take deep breaths, especially if you are angry. Ask questions in a respectful tone. Make sure you understand what you are responsible for and be certain you understand what must be done and when.

Paying attention to specific facts and details during challenging situations can help you more effectively navigate them. Try not to let your emotions take over. Strive for positive interactions. Try your best and don't act in self-defeating ways when under pressure.

If you struggle with managing difficult situations, or would like to learn more about the circle of control, reach out to the EAP. Call 800-327-4968 (800-EAP-4YOU), TTY: 877-492-7341 or visit EAP4YOU.com.

Vice President's Report

“Contract Talk”

By the time you read this NALC and USPS will have begun negotiations for our next National Agreement. At the February Branch Meeting, I conducted a PowerPoint presentation on the history of our previous contracts. Since 1970 we have had fifteen National Agreements, nine have been negotiated and six have been arbitrated. Negotiations begin about three months prior to the expiration of our current contract, which is May 20, 2023. If the parties do not come to an agreement, they will have to enter into interest arbitration.

In interest arbitration the parties utilize a tripartite arbitration board comprised of a union arbitrator, management arbitrator, and a neutral chairman of the board which seeks to resolve the impasse by hearing testimony from both sides and issuing a binding award. It is always in the parties best interest to avoid arbitration if possible. Arbitrators typically award pattern contracts, or awards reflective of ones with other postal unions. I'm sure this doesn't need to be said, but city carriers face unique issues compared to other postal employees. Our contract should be representative of the difficulties of our job. Since 2000, the parties went into arbitration in 2011 which led to the Das Award, and during our current contract we had begun interest arbitration with Arbitrator Nolan. The parties continued to negotiate, and ultimately came to a tentative agreement.

In the last few years since the ratification of the 2019 Agreement, the economic landscape of the postal service has changed. The retiree health prefund mandate is no longer draining the Postal Service of much needed resources. For fiscal year 2022 the USPS reported total revenue grew by 1.9 percent over the prior fiscal year, with First Class Mail revenue increasing by 3.3 percent and Marketing Mail by 9.7 percent. Shipping and package revenue fell by 2.2 percent, but this was likely due to it having skyrocketed during the pandemic in 2021. The postal service had also begun to invest in its fleet and infrastructure. In my opinion this is all a positive as a healthy postal service is a necessity for all of us.

In previous negotiations over our national agreements the NALC goal has been and will be to improve and preserve our rights. There will be plenty of issues facing the parties in the coming months, not the least of which is the increase in crime on carriers, our staffing plague, toxic work environments, safety, and service. Of course, negotiations over wage increases, preserving our COLAs, and no layoff clause will be discussed as well. The postal service frequently tries to have our no layoff clause and COLAs removed. Truthfully, preparing for our next contract never really begins and ends.

What role do we play in contract negotiations locally? During a national convention, a branch or state association may submit resolutions to be considered by

convention delegates for potential adoption. Resolutions that are approved by the convention body are then used by NALC in negotiations with the Postal Service on future national agreements. If the parties agree to the terms of a tentative agreement, the membership votes to ratify it. Hopefully we are talking more about this process in the not-too-distant future. If you are interested in learning more about our history, check out “Carriers in a Common Cause” from the “About NALC” tab at NALC.org.

In Solidarity,

Tony Bossi

Secretary Report

“Happy St. Patrick's Day”

I have included some photos that would not fit in with last month's *Wake Up!* These are the 4 carriers I talked about in my article. (see back cover) First I want to thank the membership for sending 4 officers to Branch Training in L.A. at the end of January. I was lucky enough to be one of them. The amount of Information given over those 3 ½ days was incredible. The NALC truly knows how-to put-on training. It's emphasis was aimed mostly for Presidents, Secretaries and Treasurers, but included a lot of other information as well. Now I can start putting some of that training to good use.

Since starting my position here I have had items come back return to sender, and have to figure out why. Usually, it is an address change we haven't been notified of. Unfortunately, sometimes it is a member has passed away. So I ask if you know of a fellow brother or sister who has passed to please let me know. When I find this out I send notification to National so they can be notified as well as put the announcement in the Postal Record.

As always if you have moved and are not receiving the *Wake Up!* (then you can't see this) or the Postal Record we probably don't have your new address. When you move there are slips in the Wakeup, you can fill this out and mail it to us, or you can email me at jesbr25@gmail.com.

Spring is just around the corner,

Joe Stearns

WAKE UP

2500 Main Street
Suite # 201
Tewksbury, MA 01876
Phone: (978) 658-5820
Fax: (978) 658-0888
Web: www.nalcbranch25.com

First Class Mail
U.S. POSTAGE
PAID
Permit No. 409
TEWKSBURY, MA



at the next meeting
March 14th
K of C Wilmington
8:00 PM



Cheryl Kuchar retired from the Rockport office after 17 years of service.



Paul Wentzall Ret. 2020



Ron Linnane Ret. 2020



Bobby Black Ret. 2022



Brad Carey Ret. 2021

These four retirees were the ones mentioned in Joe Stearns' article last month from Marblehead. Congrats on the amazing careers all of you had and enjoy retirement