



WAKE UP!

President/ Editor
Daniel P. Wheeler

Publisher

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



Winchester carriers joined fellow Winchester Carrier Steve Taglieri to congratulate him on his recent retirement. Best of luck in retirement Steve!

President's Message

The branch has secured a date and location for our 2026 Branch 25 Cornhole Tournament to support MDA. This year's event will take place on Sunday October 18 from 10 AM—2 PM. This year's tournament will be held at Wamesit Lanes in Tewksbury. We were pleased with the support we got for MDA from last year's event and are hoping for an even better event this year. The location change should allow for an upgraded experience as well. There will be more information on how you can sign up to play as well as other ways to support our efforts for MDA in the coming months.

Branch 25 has rescheduled our rally for a fair contract that was originally supposed to be held back in February. The original event was postponed due to bad weather. The new date is May 3. The rally will be held on the Beverly Common starting at 11:30 AM. We are hoping for much better weather than we had back in February. At least we can count on no snow on the ground in May. As of now we have a few local and state officials scheduled to join us. Congressman Seth Moulton from the 6th Massachusetts District and candidate for the U.S. Senate is tentatively scheduled to attend as well.

Hopefully we get a great turnout for this event. As many of you know, negotiations for our next National Agreement opened up in earnest a few weeks ago. Letter carriers are asking for what's fair: higher pay and improved working conditions. Letter carriers fulfill the universal service obligation of the USPS. Their efforts ensure that the delivery of 376 million pieces of mail and packages to nearly 169 million delivery points across the nation each day is secured. Each year, their responsibilities become increasingly difficult and physically taxing, as they lift and deliver heavy packages while also facing various threats on the job. They work extended hours in all weather conditions, including blizzards, heat waves, and global pandemics, yet they persist in completing their duties. At present, 55 percent of non-career letter carriers exit the workforce within their first year.

A fair contract that includes better pay, enhanced benefits, and improved working conditions can lead to reduced turnover, making it more likely for experienced letter carriers to remain in their positions. Nationwide, letter carriers play a vital role in maintaining connections within rural, urban, and suburban communities. Their deliveries are essential for small businesses and have a significant economic influence. High retention rates among letter carriers are crucial for providing the consistent, quality, and reliable service that Americans rely on. Letter carriers and their supporters will convey the message: First-class service warrants first-class compensation! I would like to thank Richie Donlon for all his hard work in lining up the logistics for this rally.

Route inspections are currently underway at the Woburn S & DC. So far Burlington and Wilmington have been through their week of inspection. Winchester and North Reading are in their week of inspection as I write this and Lynnfield, Reading, and Wakefield will be having theirs in the coming weeks. The branch held pre-inspection training for the carriers and although the attendance wasn't as high as we would have liked to see, we appreciate all the carriers who did come out for the training!



It was nice to see a few new faces at the March branch meeting. It would be great to see a few more in April!

In Solidarity,

Dan Wheeler

Executive Vice-President's Message

Spring has arrived and the clocks have changed, so that means more daylight while we are delivering and hopefully there will be no more ice to walk on. Be careful of any slippery mud that may be out there from the rain and melted snow and keep an eye out for holes that may have appeared on the lawns after the winter. If there are any safety issues, avoid the area. Please don't finger mail while crossing a street or walking on uneven or slippery terrain that could lead to a fall. It is not worth saving a few minutes and at the same time risking injury.

We have gotten calls recently because of the rhetoric coming out of Washington DC, regarding the financial health of the Postal Service. Carriers are wondering if the Postal Service will run out of money at the beginning of 2027 as has been reported. I guess it is no surprise to hear these claims while we are in contract negotiations, while the fact remains that we reached our debt limit years ago. The Postal Service has a borrowing limit of \$15 million that was set by congress in 1992 and was reached for the first time in 2012, mostly because of the pre-funding requirements for retiree health benefits set by congress in 2006.

In 2006, the Postal Service was flush with money, at the peak of first-class mail volumes. With the founding of the internet, this obviously changed and mail volumes have declined, while parcel and SPR volume has risen dramatically. Unfortunately, parcels and SPRs do not bring in the revenue of first-class mail. Currently, revenue does not match the expenses of operating. The \$15 million debt limit has not been adjusted for inflation or growth of deliveries either. The Postal Service says it has a long-term plan to address this cash flow problem, but the short-term fix is to increase the debt limit.

The branch conducted route inspection training for 2 nights prior to the beginning of the Woburn S&DC route inspections, that are currently going on. We had a small turnout on night 1 because of bad weather, but a much larger turnout on night 2. Since a high percentage of carriers have not been through route inspections, it would be a good idea to attend one of these sessions in the future if possible.

Everyone has obligations after work, but if it's possible to attend, it is helpful to get an idea of what to expect during a route inspection. The inspections in the Woburn building will end on April 17th for our branch and that should be the end of inspections until the fall. No inspections will be conducted during June, July and August unless requested by the regular carrier. Even though you aren't on the inspection schedule, the street times you are taking are being saved to develop an 1840B time used to compare to the week of inspection. Skipping brakes or lunches will influence this time, not in a good way.

By now, most AL calendars are set for prime time and all PTFs and unassigned regulars should be checking the calendars for available hold downs. Any questions about requesting a hold down should be directed to the local steward or call the union office. Hopefully, we will have a big turnout at the next branch meeting on 4-14-2026. Keep your head up!

Paul Desmond

Calendar of Events

April 5	Easter Sunday
April 14	Regular Branch Meeting K of C Wilmington 8:00PM Food served at 7:15 PM
April 15	Tax Day
April 22	Earth Day
April 24	Arbor Day

Branch 25 Directory of Officers

Daniel P. Wheeler	President
Paul G. Desmond	Executive V.P.
Gilbert Paredes	Vice President
Joe Stearns	Secretary
James Metilinos	Treasurer
Wes Tugman	Health Benefits Rep.
Justine Masters	Sergeant At Arms
Dan Raske	Chairman of Trustees
Bruce Johnson	Trustee
Tony Porciello	Trustee
Bob Cronin	Trustee
Sandi Mannas	Trustee
Mike Pinto	Assistant Secretary
Jeremy Boucher	Assistant Safety Officer

Member Recognition

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

PLEASE REACH US AT:

nalcbranch25.com

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Secretary Joe Stearns jesbr25@gmail.com


Treasurer James Metilinos jmetbr25@gmail.com



Branch Secretary Joe Stearns presented membership pins to a couple of retired members recently. Pictured above is Stephen Starkey from Lynnfield who was acknowledged for 50 years and South Hamilton's Neal Jermyn who was acknowledged for 60 years of NALC membership. For more on this, see Joe's article on page 11 of this issue.



The opinions expressed in the Wake Up! are those of the authors. They do not reflect the opinions or views of Branch 25 or the National Association of Letter Carriers.

 **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's Report

A few weeks ago, Postmaster General (PMG) David Steiner appeared in front of congress and pretty much outlined the financial situation of the Postal Service and some of the options to move forward. He presented three different options (Doors) to help stabilize the finances of USPS.

Lets address the three “doors” that PMG Steiner talked about and what it would mean for us.

Door One: Do Nothing

This essentially means let the Post Office run out of money, which would lead to the end of mail delivery and the Postal Service as we know it. PMG Steiner stated that this simply cannot be an option.

Door Two: Service Cuts & Price Hikes

This is the most concerning option for all of us as letter carriers. This option includes reducing delivery days, closing post offices, cutting the workforce and raising postage rates.

Reducing delivery from six to five days would have a negative impact on letter carriers. This would lead to a reduction in our workforce, potentially affecting a significant number of letter carrier positions. In simple terms, this would cost us jobs. As much as a lot of us would like to just work Monday through Friday, we must look at the bigger picture and think about how this would affect ALL of our brothers and sisters. Ending six-day delivery should never be an option that any of supports.

Closing post offices, especially in rural and underserved areas, would not only hurt those communities that we serve, but this would reduce career opportunities and weaken the postal service.

Reducing the workforce is another option. As we have all seen it, we can barely staff our offices. Cutting down jobs further would make things even worse. We must always resist any move that can potentially cost the jobs of our brothers and sisters. Increasing stamp price may seem the less harmful option, but it comes with its own risks. Mail volume has been declining for years and increasing stamp prices more than likely will accelerate the decline in mail volume.

Door Three: Goldilocks

This option is regarded by PMG Steiner as the “best” option. This option includes proposals to reform workers’

compensation, pension funding, and retirement investment strategies. This option also includes raising the Postal Service’s borrowing limit, which has been set at \$15 Billion since 1992. Despite inflation and the increase in operating cost of the Postal Service, the borrowing limit has stayed the same for over 30 years. Increasing the credit limit would help the Postal Service invest in the assets it needs to continue to compete in the package delivery marketplace.

Our retirement funds are only allowed to be invested in treasury securities which yield a low return on investment when in comparison with other options. I am sure a lot of us have read the OIG report which showed us that if the Postal Service were allowed to invest their retirement funds in 60% Stocks and 40% Bonds, the postal service would have over \$1 Trillion dollars in assets. Changing the investment strategy of the postal service would significantly help us, and start putting us on the path of financial security. The private sector and other state employers are allowed to invest their funds like I mentioned before, so this is not reinventing the wheel.

Unlike door two, this approach focuses on strengthening the Postal Service without sacrificing jobs or service.

Letter Carrier Political Fund

That hearing continues to make one thing clear: major decisions about the future of the Postal Service are coming up, and those decisions are going to be made in Washington, D.C. Now more than ever it is important for all of us to contribute to the Letter Carrier Political Fund (LCPF).

We have been able to fight off legislation from the One Big Beautiful Bill that was going to affect our retirement. We have to remember that the LCPF supports candidates on both political parties as long as they are pro-labor and pro letter carriers.

Supporting the Letter Carrier Political Fund is not about politics for the sake of politics, it is about protecting our rights, our service and our future. Every contribution strengthens our ability to fight against any legislation that affects us negatively and to push for pro letter carrier legislation.

Stay informed, stay involved & stand together,

Gilbert Paredes

The Hidden Cost of the CCA Workforce

For more than a decade, the Postal Service has leaned on the City Carrier Assistant (CCA) workforce as a cheaper alternative to hiring career carriers. Let's stop pretending this is a success. It isn't.

This is one of the most failed staffing models in the history of the city carrier craft. The problem isn't hiring — it's retention, and the Postal Service knows it. Across the country, offices hire CCAs in waves, rush them through training, and then watch them quit just as quickly. Turnover among non-career employees has reached 55 to 60 percent in some years, with roughly one-third leaving within their first 90 days.

That's not a workforce.

That's churn by design.

The "Savings" Myth

Management continues to defend the CCA model as a cost-saving measure. That argument collapses under even the most basic scrutiny. Every time a CCA quits, the Postal Service pays again — recruiting, hiring, onboarding, and training a replacement. On-the-job instructors are stuck in a constant loop, teaching the same routes over and over, while experienced carriers are forced into relentless overtime just to keep operations moving.

Routes go uncovered. Service declines. Morale erodes. And somehow, this is labeled efficiency. Even internal data has shown turnover rates as high as 45 to 60 percent annually, with some high-cost areas experiencing turnover approaching 100 percent of their non-career workforce each year. No private company would consider that sustainable.

The Postal Service calls it a plan.

The Billion-Dollar Reality

And the financial damage is no longer theoretical — it's documented.

Over a three-year period, the Postal Service paid out more than \$866 million in grievance settlements, according to a 2026 audit by the United States Postal Service Office of Inspector General. These payments were tied directly to management failing to follow the contract. That is not an unavoidable expense. It is preventable waste.

On top of that, the Postal Service has spent around \$52 million on employee retention programs, such as the National Employee Engagement and Retention Program (NEERP), in an effort to slow turnover. Put it together, and the Postal Service has thrown away nearly \$1 billion.

Not on improving service. Not on investing in the workforce. But on avoidable mistakes and a revolving-door staffing model.

And despite that, management continues to argue that hiring career carriers is too expensive. At some point, that argument stops being wrong — and starts being indefensible.

Management Isn't Hinting — They're Saying It

That's what makes the latest comments from Postmaster General David Steiner, who the NALC says "built his brand on union-busting, slashing jobs, and replacing workers with machines," so concerning. He didn't speak in vague terms about "flexibility." He made it clear: the Postal Service wants to move toward a more non-career workforce.

At a time when the current non-career model already fails to retain employees, that is not a solution — it is an escalation. The Postal Service is looking at a system defined by turnover, understaffing, and excessive overtime — and deciding the answer is more of it.

That isn't reform.

That is doubling down on failure.

The Damage Is Already Here

Carriers don't need a report to understand the consequences. They live it every day. Forced overtime is no longer the exception — it's the norm. Routes are routinely covered by whoever is available, regardless of experience. Offices remain in a constant state of short staffing because the workforce never stabilizes.

And when operations break down, the blame too often falls on the carriers who are still showing up. Stewards spend their time fighting discipline, addressing scheduling violations, and pushing back against decisions driven by a staffing model that simply does not work. This isn't isolated mismanagement. It's systemic instability.

The Hidden Cost of the CCA Workforce

Customers Are Paying the Price

The impact doesn't stop with carriers. Customers are paying for this experiment as well. The Postal Service was built on consistency — carriers who know their routes, recognize names, understand patterns, and notice when something is wrong. That consistency matters.

For many elderly customers especially, the letter carrier is more than a delivery person. They are a familiar face — sometimes the only daily contact — and often the first to notice when something isn't right. A revolving workforce breaks that connection.

When routes are covered by different carriers day after day, that knowledge disappears. Mistakes increase. Problems go unnoticed. Service becomes less reliable and less personal.

This isn't just a workforce issue.

It's a service issue.

There Is Nothing Complicated About the Fix

The solution is not complicated: hire career carriers from day one. An all-career workforce creates stability, improves retention, and builds experience instead of constantly restarting from zero.

But if the Postal Service is serious about fixing this problem, it also needs to address the root causes driving people out the door.

That means committing to a real standard: \$30 an hour to start — and a staffing structure that reflects operational reality, not bureaucratic excess.

Right now, in too many offices, there is roughly one manager for every seven carriers.

That isn't efficiency.

That's redundancy.

That's cost without value.

A sustainable model looks very different: a 30-to-1 ratio of carriers to management, where resources are invested in the workforce that actually moves the mail — not layered supervision that too often contributes to the very contract violations costing hundreds of millions of dollars.

You cannot claim to be cutting costs while overpaying for

turnover, overpaying for grievances, and overstaffing management at the same time.

For decades, the Postal Service operated successfully with an all-career city carrier workforce. The job hasn't changed.

The decisions have.

The Question Management Won't Answer

The Postal Service continues to ask whether it can afford to hire more career employees.

After burning through nearly a billion dollars on contract violations and workforce churn, that question no longer holds up.

The real question is this:

How much longer can the Postal Service afford to expand a system that is clearly not working?

Because what we have now isn't flexibility.

It's failure — and now, it's official policy.

Mike Pinto



Sunday May 3, 2026

11:30 AM

Beverly Town Common

23 Essex Street, Beverly MA



Please join Branch 25 for a fair contract rally on May 3. There will be local, state, and Federal officials joining with the branch in support of the 295,000 active and retired letter carriers represented by the NALC as we advocate for our rights, safety, and fair treatment in our current round of contract negotiations.

This rally was originally scheduled for February but was postponed due to the weather.



Walking the Walk

The following article from the Beverly Beat appeared in last month's *Wake Up!* with the last few paragraphs omitted. It's printed in it's entirety here

One of the favorite stories I've ever written was about Rich Donlon, a letter carrier who took part in the Good Friday Walk in Beverly every year. One year, when he was going to be away on vacation on Good Friday, he walked the 13-mile route by himself the week before. I can still see the picture we had of Rich in The Salem News, walking past a big stone wall on Hale Street in Prides Crossing, alone and undeterred. Rich reached out to me a couple of weeks ago to ask if I could do a story on a rally by the local letters carriers union that he was organizing in Beverly. I told him I'd be glad to get the word out, but only if I could write another story about him in the process. So here's the Rich Donlon story, Part 2. He's now 84, retired for nearly two decades, with a full head of gray hair. I think he looks like the travel guy Rick Steeves, but he told me most people say he looks like Yaz (look him up, young people!). I've seen Rich around town over the years and I would describe him as perpetually positive.

One thing I remembered about him is how much he loved being a letter carrier. When we sat down for a cup of coffee at the Dunkin' Donuts in North Beverly this week, he used phrases like "my beloved Postal Service" and "my dream job." So what was so great about it? "People," he said. "It was the people, Paul." Rich didn't become a letter carrier until he was 38 years old, after he and his wife, Gail, both got laid off as teachers at Timberlane Regional High School in New Hampshire after a teachers strike. He bounced around to three or four jobs before former Beverly Postmaster John Condon appointed him as a letter carrier in 1981.

Rich's first route was in Gloucester Crossing, where he grew up. The first time he delivered the mail to 26 Grant St. — his old house — he started crying. He later got a route in the neighborhoods on either side of Dodge Street, and that's where he stayed for the next 22 years. I remember interviewing Ray Battistelli, the founder of the

Good Friday Walk, at Ray's house on Butterworth Road one year, and here came Mr. Good Friday Walk himself, Rich Donlon, delivering the mail. Speaking of walking, Rich lived close enough to the Postal Service building on Tozer Road that he would walk there to pick up his deliveries for the day, then of course walk his route — 256 houses, nine miles. (Gail, by the way, would walk to work at North Beverly Elementary School, where she taught first grade. They saved a lot on gas.)

Rich is a talker, in a good way. He kept asking me if he was going on too long. "I do tend to prattle or palaver," he said. And since he got to know just about everybody on his route, I wondered how he could possibly stop and talk to everyone and still get it done on time. Rich said that would be hard to do nowadays, when letter carriers have to scan each mailbox and their progress is tracked electronically. "Now you might have a chance to say 'Hi' and 'How are you doing?'" he said. "That's about it."

Rich said he got to know each of his customer's needs. At one house, he would wiggle the Time Magazine when he put it in the mail slot so that the woman would hear that it had arrived. One day, he heard the woman inside saying, "Rich, I've fallen and I can't get up." He went inside and helped her up. As for that rally, which was scheduled for Sunday at Beverly Common, Rich notified me after we talked that it's been postponed due to all the snow on the ground. The rally was part of a national effort by the National Association of Letter Carriers to drum up public support as negotiations begin on a new contract. Rich said the U.S. Postal Service is under threat from a variety of sources, from Amazon deliveries to online bill paying (instead of mailing your payments) to efforts to privatize it.

Still, the Postal Service delivers mail to more than 165 million homes and businesses every day. Rich told me he was pretty sure the mail is even delivered by mules in the Grand Canyon. I looked it up and he's right. "You can tell my pride in the Postal Service," he said. So that's the Rich Donlon story, Part 2. I admire his dedication and passion for his profession. And when there's not two feet of snow on the ground, he still goes out for walks.

Treasurer's Report

As of March 28, we're 42 days into a partial government shutdown. While there seemed to be a light at the end of the tunnel, Speaker Mike Johnson failed to bring the bill to the floor, essentially killing it. However, the House did pass a revised bill accompanying President Donald Trump's executive order, which should see thousands of TSA workers receiving a paycheck as early as Monday morning. While this is good news for many brothers and sisters at TSA, it's important to remember they went 43 days without pay back in October.

Due to the shutdown, airports across the country are seeing staggering waits and operational issues. On average, roughly 11.5% of TSA employees have been calling in sick, which many folks are referring to as a "sick-out". In some airports, like Houston, nearly 40% of TSA workers are no longer showing up for work. This is a massive issue that exists almost exclusively in the United States, mainly because it has no appropriations for impasses on budget bills. If a federal budget bill is not passed, all non-essential work is stopped, essential employees will (mostly) go unpaid, federal parks close, and employees become furloughed. The reason this is almost exclusive to the United States is due to the measures other countries have in place to prevent closures of their governments. For instance, Germany will operate on the budget that's already expired (similar to how the NALC would continue to operate under our prior contracts), as they're legally required to fund salaries and compensation for civil workers and maintain existing contracts and projects.

In extreme situations, like that of Belgium's in 2010, a "caretaker government" can be put in place, which runs day-to-day government operations under a permanent administration, to further prevent existing candidates from attempting to create a power vacuum. In Great Britain, if a finance bill does not pass it is seen as a vote of no confidence and either politicians resign or a general election is held to ensure the parties elect candidates that can ensure the continuity of parliament. The United States continues to hold antiquated traditions and legislation that further damages the livelihoods of our brothers and sisters in AFGE. If anyone reading plans to fly soon, especially out of Massachusetts or Logan, thank your TSA staff for all they do. Right now, the federal government is showing them how much they

appreciate them by continuing to withhold their pay.

I also wanted to shed some light on something many of us aren't probably aware of, or at least aren't directly affected by. The New York State Nurses Association recently ratified a new contract for three years, with a 12% wage increase, safer staff-to-patient nursing ratios, and maintaining benefits across the life of the contract. This all comes after a 41 day strike that put over 15,000 nurses out of work. Many of you have heard me criticize many republicans for being anti-labor and union busters, but make no mistakes about it, Democrats aren't much better. While some of the democratic party tends to lean more liberal and progressive regarding workers rights, Kathy Hochul isn't one of them. Instead, she signed an executive order in New York allowing out-of-state (and Canadian) nurses to practice and work in NY.

Meanwhile, private hospitals in New York, like New York-Presbyterian, Mount Sinai, and more, reportedly spent over \$100M to bring in workers from out-of-state to ensure operations remained feasible. This further proves the extent private companies will go to not negotiate with unions. This behavior shouldn't be tolerated. Fortunately for NYSNA, it appears they came out the other side stronger and with much better employment conditions. Hopefully our national leaders will steer us onto a similar track.

Don't forget, our contract will expire towards the end of May. National is continuing to put updates in the members only portal, which are to be updated the first and third Friday of each month. Many of you are receiving text messages asking for input for negotiations. I understand the texts seem illegitimate and awkward, but rest assured, they are legitimate. So if you'd like your voice heard, it's a good opportunity to take the survey.

Lastly, it's Postal Pulse Survey time. USPS continues to hand these surveys out in installations and mail them to your home. Management will tell you that you can take up to 15 minutes on the clock to fill out these surveys. Why? Because the survey is participation based, not based on input. These surveys have been used in contract negotiations in the past against us.

Treasurer's Report Cont.

Many of you right now are being told you have undertime and can eat a piece, yet you're granted additional time needed for the Postal Pulse Survey? The only folks that benefit from the survey being returned are your supervisors and USPS. I'll continue to advocate one thing: if you get the survey, rip it up, burn it, shred it, fold it into origami, but do not send it back in. It will not be to your benefit.

Please please please please, no more snow.

James Metilinos

Secretary's Report

As I write this on the last day of March, I can't believe we are 3 months into the year. It seems to be flying by so quickly. Already this year the branch is into our second round of inspections. First the Lawrence building and their 3 cities. Who did a great job for a unit filled with a lot of new people. Now they are in the Woburn installation where branch 25 has 7 offices being done. It looks like the post office is going after all the large size offices and buildings. Hopefully this next contract will bring some kind of form of the digital type inspections.

I had the great honor and privilege to give out a couple of service pins. My first one was for Stephen Starkey who is a retired Lynnfield carrier. He received his 50-year gold card and pin as well as letters from NALC President Brian Renfroe and Branch President Dan Wheeler. Brother Starkey told me how he started off at the plant in South Boston and worked his way to Lynnfield. He also gave me a couple of stories about his time with the postal service. Congratulation Stephen on being one of the newest Life Members of the NALC.

My next visit was with Neal Jermyn, a retired carrier out of South Hamilton. Brother Jermyn received his 60-year pin and letters to go with them. While there he told me he had been thinking that his 60 years had come up and he went over and pulled out his 55-year pin he had previously received. My wife and I spent some time and had a great conversation with Neal and his wife. They both had some stories from years past with their old branch and the fun they had.

It was so much fun to give these accomplishments to people and see how much it meant to them. I also need to thank my wife Erica for coming with me and need to give her photo credit for the pictures you see here in the wake up. I look forward to doing more of these in future. If you think you have a service pin that you are due, please contact me with your information. My information is below. Service pins start at 25 years and are given every 5 years after that.

While speaking with the Jermyn's they asked me about information on the NALC Health benefit plan. They said their premiums were getting high and wanted to look into it. So, for any retirees that need information on the plan here is. The website address is NALCHBP.org. Their number is 888-636-6252 and the hours are 8am – 6pm EST, Monday – Friday. I am an active carrier and recently switched over to the NALC plan and can say it has been an easy switch so far.

This month we have Passover and Easter. No matter what you celebrate enjoy time with family and friends. Also, Earth Day is April 22nd which promotes environmental protection, sustainability, and awareness.



As I always end this, if you have moved, please update your address with the branch. You can call, write, or email me at JESBR25@gmail.com. See you at the branch meeting on April 14th.

Snapple Fact # 694 – Spiny lobsters migrate in groups of 50 or more, forming a conga line on the ocean floor.

Joe Stearns, Secretary

WAKE UP

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at the next meeting
April 14, 2026
K of C Wilmington
8:00 PM



Vice President Gilbert Paredes (middle back row) recently completed week 2 of the NALC Leadership Academy. Gilbert is pictured here with the rest of his class.