

THE MAIL CALL



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PRESIDENT'S REPORT

By Roger Askew

BRANCH PICNIC

On September 7, 1997 the branch held it's annual picnic at Rancho San Antonio Boys Home in Chatsworth. Approximately 500 people including members and their families came for a day of fun, food, and a general good time.

Thanks go to Mr. Picnic (Art Bocek) again for the job he does in the organization of this annual event. It takes a lot of time and effort to put the picnic together and Art spends many hours preparing for the days activities. A special thanks to those who showed up early to cook. To "Mr. Chicken" (Calvin Brookins), Ann Scarborough, Sam Mendoza, Fernando Miranda and TeenaMarie Gallegos for those hot hours over the grill. For Jeff Thomas for just being there to help with the food. To Steve Seyfried for the fact that he allows me to take the blame for dropping hamburger patties and hot dogs in the Bar-B-Que charcoal. To Velma McClinton who's in the right place at the right time to help out. To Larry and Jannette Dolabson who help turn the chicken and hamburgers. Your effort was well appreciated and it made the day go a lot smoother. To Frank and Katherine Brash and Frank and Jo Rimkus who help out with the check in. To Bob Johnson and his family for the effort at the front entrance. Thanks!!!!

RAY KREYER AWARD

As I wrote in last months article, our branch has a tradition of presenting the annual Ray Kreyer Award at the picnic. This year the award went to Calvin Brookins.. Calvin was elected to the position of Shop Steward at Civic Center in 1991. He was elected by the membership to the position of Trustee in 1993 and held the position until 1997. In May of this year he was elected as vice-president of the branch. He has helped with the annual food drive and has been a member of the Contract Administration Unit since the committee was formed in 1993. He has always been a great help with his knowledge of the national and local agreements. He also holds the position of D.P.S. coordinator for the Van Nuys District and was appointed to that position by the National Business Agent Dale Hart. The award is well deserved and congratulation to Calvin for the recognition.

MORE PICNIC

At this years picnic we had the honor of having Congressmen Brad Sherman from the 24th Congressional District as our guest. During a conversation with the
(Continued on Page 3)



BRANCH 2462
"RETIREE NITE"
FRIDAY EVENING
OCTOBER 24, 1997
ENCINO GLEN
RESTAURANT

16821 Burbank Blvd. Encino, California

Keep This Date Open
&
Watch For Further Details

IN MEMORY OF

RONALD ADOLPHSON

Retiree

NALC BRANCH 2462

PASSED AWAY SEPTEMBER 10, 1997

"The MailCall" is published monthly by "Heart of the Valley Branch 2462, NALC, 6910 Hayvenhurst Ave., Suite 101, Van Nuys, CA 91406 in the interest of and for the Letter Carriers of the Van Nuys Post Office and its Stations. ARTICLES FOR PUBLICATION MUST BE IN THE HANDS OF THE EDITOR ON THE 21ST DAY BEFORE THE REGULAR BRANCH MEETING. ALL ARTICLES MUST BE TYPED OR ON COMPUTER DISK WITH SINGLE LINE SPACING. The Editor reserves the right to delete any article he deems necessary, improper, or unfit. All opinions expressed are those of the writer and are not necessarily those of the Editor or Branch 2462, NALC. The views expressed in this document are those of the author and do not necessarily represent the official views of the U.S. Postal Service. In the hopes that any material contained herein may be of benefit to your Branch and the goals of the NALC, permission is granted to copy and/or use any material in this publication with our best wishes.

O.W.C.P. Report by Art Bocek

Timely Notices to OWCP

Once an employee completes a Form CA-1 or Form CA-2, and gives the completed form to a supervisor, management has the responsibility to submit the form to OWCP in a "timely manner." After receiving a completed form from an employee, under {20CFR 10.102(a)} the completed form must be submitted within 10 working days to OWCP. When a Form CA-7 is submitted by an employee to a supervisor, under {20 CFR 10.106} the completed form must be submitted to OWCP no later than 5 working days from the date of receipt.

When you file a Form CA-1 or Form CA-2, at the bottom of the form is an area whereby the receiving supervisor is to give back to the employee a signed and dated portion of the form. From the date of receipt, management's time limits start. You **MUST** get the signed receipt from the supervisor. Also, you need to photocopy the claim form in order to protect oneself from either misplaced, lost, or noncompliance of submission of your claim to OWCP by management.

If you do not receive a postcard receipt from OWCP indicating that they have received your claim for compensation within 30 days, you need to contact either your steward or the union office and ask for assistance in determining as to why you have not received a receipt of your claim by OWCP. Ten (10) days after submitting your claim to your supervisor, you should call the Injury Compensation Office and find out if your claim form was received from your supervisor and the date Injury Compensation Office sent your claim form to OWCP. If the Injury Compensation Specialist indicates to you that your claim form had not been received, call either the union office or request to see your steward for assistance as soon as possible.

If management for any reason fails to submit your claim or any claim form in a "timely manner," you need to stand up for your rights and file a grievance, and you also need to consider filing an EEO Complaint. Management may have violated regulations contained within the Federal Employee Compensation Act (FECA) and the above cited federal regulations regarding the Postal Services requirements in the "timely submission" of OWCP forms.

What every employee needs to remember when dealing with management is: "It's not your paycheck; it's not your career; management's only concern is the budget, loss time hours, and their bonuses, not your incapacitation because of an on the job injury or illness."

Remember, "Justice Delayed is Justice Denied."

Picnic "Thank You"

By all of the smiles and laughter coming from the children on the amusement rides, and the look of full contentment by adults who enjoyed all of the food and drink while attending, I believe this year was a success. My picnic report, as required, will be in the branch office within 30 days provided all bills and receipts have been submitted for payment.

A picnic can only be a success when others are involved in helping out, so at this time I would like to thank the following: Roger Askew, Steve Seyfried, Calvin Brookins, TeenaMarie Gallegos, Fernando Miranda, Velma McClinton, Leslie Michelsen, Jeff Thomas, Larry and Jannette Dolabson, Ann Scarborough, Sam Mendoza, Robert Johnson, Frank and Katherine Brash, Frank and Jo Rimkus. Once again,

"Thank You."

ATTENDANCE CHART BRANCH MEETINGS

MONTH	J	F	M	A	M	J	J	A	S	O	N	D
MAIN OFFICE	8	7	6	8	6	5	4	4	6			
ENCINO	6	6	4	7	5	6	5	7	6			
CIVIC CENTER	2	2	3	1	1	1	1	0	1			
PANORAMA CITY	2	1	3	1	1	2	1	2	2			
SHERMAN OAKS	9	8	9	10	6	9	9	8	7			
SUN VALLEY	0	2	2	3	3	3	1	1	0			
TARZANA	1	1	1	1	1	1	0	1	1			
RETIREE'S	6	7	7	6	8	7	6	4	5			
TOTAL	34	35	35	37	31	35	27	27	28			

MEETING PLACE OF BRANCH 2462, NALC
6910 HAYVENHURST AVE., SUITE 101
VAN NUYS, CALIFORNIA

NEXT MEETING
****6:00 PM****

October 7th
1997

DEADLINE DATE FOR THE NEXT
ISSUE OF "THE MAIL CALL" IS

October 14th

BRANCH OFFICE.....818-786-8505
SICK CALL
FRANK RIMKUS..... 818-892-7118

"RETIREE CORNER"

Our monthly Saturday Breakfast Meeting will be held at Carrow's Restaurant (Roscoe & Tobias) at 09:00 am in Panorama City. The date will be **October 18, 1997 (THIRD SATURDAY)**. Please mark your calendar's and we hope to see you there. Regular Carriers are also welcome, if it is your day off.
Thanks
Frank Rimkus

VICE PRESIDENT'S REPORT

By Calvin Brookins

Vehicular Safety

I often wonder why carriers are continuing to get caught and written up for safety violations after they have received instructions several times about these safety regulations. The reason I get most often during fact *findings* is I was trying to get the job done in the time my supervisor has authorized. Well I am going to talk about some of those safety regulations in this article, such as curbing of wheels, parking, speed limits, seat belts.

It makes sense to curb your wheels on an uphill or downhill street, but in my opinion I don't see why we have to curb our wheels on flat land. Management's reason for that is in case the vehicle is rear ended while parked on the street the impact won't push the vehicle into the moving traffic. Don't get me wrong that is a logical reason, but I know of a recent accident where a carrier's vehicle was legally parked with the wheels curbed, that vehicle was rear ended and knocked around onto the side walk into the carrier who was on way back to the vehicle from delivering an apartment building.

Another situation was where a carrier's vehicle was parked with the wheels curbed, that vehicle was also rear ended and knocked onto the front lawn of an apartment building. Thank God there were no children playing on that lawn at that time which I have seen many times in the past. Or maybe people walking down the side walk at that moment. Wouldn't it make more sense to leave the wheels straight so it could possibly get knocked straight ahead oppose to that vehicle hitting a pedestrian or some child.
Just my opinion:

Let's talk about parking I like this rule.

After parking and curbing your wheels of course you should set the hand brake/parking brake, turn off the ignition before getting out of your vehicle. Also while doing your vehicle inspection in the morning you should never start your vehicle while standing outside of the vehicle. There is no excuse for violating this rule. Anytime you leave your vehicle you should make sure all the doors are locked.

The use of seat belts is the law. Anytime the vehicle is in motion your seat belt should be on. Those of you who have a curb side delivery route, your lap belt should worn anytime the vehicle is in motion.

As far as speed you should maintain speed of traffic flow not to exceed the posted speed limit.

Management often make's speed judgments without having any way to accurately prove that the carrier they observed was speeding. If management is following you at the same rate of speed they claim you were going that would mean they were also speeding, which is a safety violation on their part. Should management be held to the same safety rules as carriers are. I've always thought safety was everybody's responsibility.

The bottom line here is these safety rules take time to adhere to. If you have not been following these rules all alone you will find that it is taking you more time to adhere to these rules.

Don't let your supervisors pressure you into working in an unsafe manner. I for one would like to see you come to work in the morning and go home to your family safe and sound.

D. P. S.

There has been an interim agreement reached on the fourth bundle issue for those routes at Sun Valley who have chosen the composite bundle method. The following is a list of options the carriers may select in dealing with the undressed flats:

Carriers may opt to continue to carry unaddressed marriage mail flats as a fourth bundle. (management can not require the carrier to carry that mail as a fourth bundle)

Carriers may opt to convert to a one bundle (vfc) system. (I do not recommend that unless you have a mounted route)

Carriers may opt to case unaddressed marriage mail flats into the flat case. In instances where the makeup of the marriage mail flats makes it inefficient to case, the carrier and the supervisor may agree to an exception and the carrier will collate the mailing with his/her flats.

It is the intent of the local parties to have individual carriers opt for the preferred method.

This is an interim approach under the fourth agreement. This is in effect until the parties at the national level complete a joint study to determine the relative efficiency of the composite bundle and the vertical flat case work method. The parties expect to complete the study by April 30, 1998.

President's Report (Cont from Page 1)

Congressman over lunch I had the opportunity to express my feelings concerning some pending legislation (House Resolution 22 and House Resolution 198). Both of these bills are pending in conference committees and would have a direct effect on our lives and the way our company does business. Also involved in some discussion on these important matters was Dale Hart , Joan Hurst, Steve Seyfried and Bob Enz. By walking around and talking with our members and their families the congressmen also had the opportunity to hear first hand from working letter carriers about their opinions and concerns on issues.

SHARE THE WEALTH!!!

There was an interesting article in the September 22nd issue of the Federal Times. At a recent board of governors meeting the Postmaster General informed those present about the financial status of the postal service.

During the meeting the postmaster general revealed that during 1995 the postal service had a profit of \$1.8 BILLION dollars. During 1996 our employer had a profit of \$1.6 BILLION dollars. He further elaborated that the profit for 1997 is expected to exceed \$1 BILLION dollars. Simple math lets us know that over the last three years our employer has made a profit of \$4 BILLION dollars. With contract negotiations set to start next year I sincerely hope he plans on sharing some of this wealth with those who accomplished this.... He further states that the 92% on time delivery rate is "historic" (his words-not mine). He further states that the last three years "will go down as the best three years so far in postal history". In addition, he "praised" the work of postal employee during the recent UPS strike.

The 1998 negotiations are quickly approaching and I would hope his memory will be intact when the people who accomplished these "HISTORIC" numbers will ask for just and well deserved compensation at the bargaining table.....

Have a great Columbus Day holiday....

Waste Is King: The USPS Story

by
JASON COLELLO

waste (wast) **vt.** **wast'ed, wast'ing** [*< L. vastare*]. 1. to devastate; ruin 2. to wear away 3. to make weak or emaciated [*wasted by age*] 4. to use up needlessly; squander 5. to fail to take advantage of. . .

This is only part of the definition of *waste* as it appears in *Webster's New World Dictionary* (Warner Books, Inc., NY 1983), but it should be sufficient enough to serve the impetus of this article; that the USPS is the self-ordained regent to the barren domain that is known as *waste*.

To devastate; ruin. Postmaster General Marvin Runyon recently negotiated a devastating blow to the future of the USPS, and its craft employees, by inking a 1.7 billion dollar deal with Emery to transport priority mail along the eastern seaboard. Runyon had stated earlier this year he would be looking at alternate methods (out-sourced, rather than in-house) to strengthen to USPS and increase profitability. This seriously effects our sisters and brothers within the APWU, for USPS management maliciously chose a **competitor** to do union work that will cost the USPS more money than it would have if the work was rightfully left to the APWU. The only thing being strengthened here is upper-management's overt disdain towards its craft employees, while the quality of life and the career future for those of us who *move the mail* is left in ruin.

To wear away. Corporate greed exists everywhere nowadays, and why should USPS management differ? Lets face it, management (King Runyon's Lords) makes the rules; management demands the craft employees to do more with ever-decreasing resources, while the management craft grows; management extols that letter carriers are thirty-percent overpaid, and that management is grossly under-compensated. This is justification for USPS management to grant themselves over \$160 million in the form of bonuses last year. Soft, bloated hands of management fondly caress bonus checks, amazed that they were able to survive on underpaid wages. While bloody, callused hands struggle to grasp a paycheck that represents how much management thinks your simplistic efforts are worth (about thirty-percent too much). Management continues to wear away the foundation of the Postal Service (its craft employees), while it forges onward in placing all of its money and resource in top-heavy management; destined to collapse when the foundation can no longer support management's superfluous weight.

To make weak or emaciated. Management has recently focused its seemingly vast resources into the arena of safety, where they have detected a money pit (any craft expenditure is considered a loss of revenue) in the form of on-the-job accidents. So, in order to save a dime, management is willing to spend one-hundred dollars. Case in point: Management spends untold-amounts of money on *safety* films in which concerned employees spend five minutes determining how best to lift a parcel from the vehicle to the delivery point. And in doing so, said video employee fails to brandish the all-important satchel and can of "Halt". Safety is so important to management, they simply did not bother to determine the accuracy of this very *important* film. Some of supervision (can we call them lack-of-vision instead?) actually believe they are *saving* carriers by issuing safety discipline; "If I have to suspend a letter carrier to save their life, I will do it"! This was actually said to me! Management employs a vast legion of goons to monitor your every step, because (per management) you are an accident waiting to happen. You *must* be a potential hazard, in order to justify management's goal of one supervisor for every letter carrier. That would turn out to be around \$86,000 a year to carry one route, \$50,000 of that going to that fat leech on your back; emaciating both you and the USPS.

Management also emaciates its service to its customers by implementing ridiculous programs such as CustomerPerfect, which claims to listen to the *voices* of the customer, the employee, and business. Under-paid pencil-pushers congregate, en masse, and *brainstorm* (I won't even touch this one!) countless hours to derive inane programs, in which more dollars are spent to train all of the other under-paid *number organizers*, and so on, and so on. . . Now it is time to implement the preposterous, now is the time for craft employees and customers to don their hip-high rubber boots; because the BS is now applied in thick layers. Management says the customers (voice of the customer) wants all of their first-class mail, regardless of delivery time. Enter Every Piece Every Day (EPED), and later starting times for carriers. These coupled with time consuming hub runs has done absolutely **NOTHING** for the customer-or the USPS. Millions of dollars spent on developing, training, implementing, and enacting a program that gives the customer later mail delivery; exactly the opposite of what they wanted. Why? Because management needs to justify their useless (and under-paid) existence, even though this course weakens and emaciates the USPS.

To use up needlessly; squander. There is nothing else management does better then to squander its resources; they are *the King*. Recently, a total of six (underpaid) individuals were walking about the post office, doing their King's bidding. Two of the King's loyal subjects were independently stopping at every route, asking such important questions as "has this delivery been vacant for over three months"? Can't you just feel the mail moving now ! The other four were paired off, also circulating throughout the post office. Their coat of arms was eventually revealed, they belonged to the *House of Quality Control*. My emotions towards this wasteful display wavered from focused rage to blind nausea, as these Lords of Quality Control appeared superciliously confident that their own function is a vital necessity in saving the Postal Service from the lowly (yet overpaid) proletariats known as letter carriers. These two Lords sauntered purposely up to the case for which I am assigned to (It's management's route, not mine), they issued standard pleasantries, and proceeded to perform their vital functions; they demanded to see the mail for a certain address. I briefly curtailed their crusade by asking what this was in regards to: "Quality Control", answered the man through a contemptuous smirk, gesturing to have his order obeyed. I complied. He examined the mail, then nodded to the lady who recorded her partners nod on her *clipboard of gold*. My Lord then asked for another address, and the above was repeated concluding with *my Lady Lord's* notation. My Lords then proceeded to the next route, pride evident in their stride; wasteful poetry in motion. The bile in my deep recesses wanted to exit my body after this wasteful display. Was this not the function of the line-supervisor to effect random quality control checks? How can management pay, let alone justify, salaries (and bonuses) for such unnecessarily wasteful positions, in which one person looks at some mail and the other person records the outcome? Furthermore, management viciously accuses letter carriers' for not pulling their weight in respect to work; that our own humble wages are seditious to our King's empire.

(Continued on Page 5)

This thought pattern(my bad, a brain is necessary for thought) is beyond any reasonable & ethical explanation. **Money talks, carriers walk.**

Another squandering technique management has patented is that of line-supervisors counting, in linear measurement, the incoming mail to the delivery unit. Management will not deviate from this wasteful, mail delaying practice, period. Management stresses that this mail count is necessary in its daily operations, to control the delivery environment. However, this is a redundant exercise, for the incoming linear volume is already known; only the route to route breakdown is unknown. No problem, just have the carrier tally the linear measurement of the mail, management could get the numbers later. This would greatly expedite the incoming mail to the carrier, which in turn would lead to the possibility of earlier starting times for carriers coupled with earlier delivery times to customers-thus improving service. This, of course, will never happen. Management not only distrusts the letter carriers with anything Postal related, but also management would never eliminate any form *tally or computation* for the simple reason they need to justify their very redundant, under-paid existence. It is a far easier task to squander resources than it is to actually react and manage in a reasonable and efficient manner; to the detriment of itself, its employees, and the service provided to the customers.

To fail to take advantage of. Years ago, short-sighted postal princes and princesses gave away the parcel industry, because there was no profit potential to be found in it. UPS would exploit this Postal giveaway to the delivery tune of twelve parcels delivered by UPS daily, to one parcel handled by the USPS. OOPS! No profit in parcels, yeah right. To add insult to self-inflicted injury, the USPS has been ferociously attempting to regain parcel post market-share, through all forms of media advertisement spending more to regain what the USPS gave away. Enter the UPS strike. What a wonderful turn of events in which valuable parcel post market-share could be regained; management would need to act fast and decisively to capitalize on the strike. *No more than four parcels per customer, and some Sunday delivery in major metropolitan areas.* Swung on and missed! The count is now 0 and 2. Thousands of Overtime Desired List employees willing to work sixty-hours a week; thousands of part-time-flex's drooling for any hours they can get; and thousands more whose names adorn motionless employment registers willing to help the USPS regain valuable parcel market-share with a simple career appointment. Denied, *denied, denied!* Instead of taking necessary steps in regaining lost parcel business for long term benefits (and retained market-share), management chose a short term approach by limiting customers' parcel mailings. In doing this, management will only realize a modest boost in parcel market-share, which will dissipate with time because management failed invest capital when necessary. Like any other corporation, the USPS strives to increase profitability and market-share, while decreasing workforces and increasing workloads on the over-paid employees. Events such as the UPS strike rarely occur, and should be taken advantage of with the ferocity of a starving Lion; USPS management responded like a five-hundred pound pig after its meal, lazy and rolling in its own feces.

Unrest assured that the crowned princes and princesses of the USPS hierarchy are hard at work (and under-paid) at defining and extending King Marvin Runyon's kingdom of waste, as overpaid carriers suffer the brunt of their Majesty's wrath outside the walls of castle Waste-a-Lot; 475 L'Enfant Plaza SW, Washington DC, 20260-0080.

The Revolution is Calling !

COLCPE DONATIONS

Richard Casey.....	\$100
Odil Sabbe Jr.	\$ 50
Jesse Greenfield	\$ 50
Randall Catlett.....	\$ 26 - \$ 49
Wilbur Dalton	\$ 26 - \$ 49
Bernice Harkness	\$ 26 - \$ 49
Harry Holmgren	\$ 26 - \$ 49
Raymond Kelwin	\$ 26 - \$ 49
Richard Milfs	\$ 26 - \$ 49

WELLNESS FACTS

by
JIM TUKESBREY, HBR

LICK YOUR WOUND

Of course it is always best to wash a wound with water, but licking a wound is a time honored practice that may actually help disinfect and promote healing. According to a small English study reported in "THE LANCET" in June. Researchers found that nitrites in saliva react with the skin to make Nitric Oxide, a chemical that can kill bacteria. Saliva also contains other substances that can help in healing. For scrapes and cuts that are hard to keep clean, try Betadine (Providone Iodine.).

GIVE VEGGIE BURGERS A TRY

Substitute two 3 oz. veggie burgers for on 6 oz. beef patty and you'll avoid at least 20 grams of largely saturated fat and 150 mg. of cholesterol. Plus, you will get lots of fiber and a variety of potentially beneficial phytochemicals, depending on the ingredients. Veggie Burgers maybe primarily soy and /or may contain any combination of mushrooms, onions, pepper, rice, oats, barley, rye, gluten, and beans. A few also contain cheese and oil, or may be fried in oil, which adds fat. So read labels carefully. The burgers vary greatly in taste, and it may take some experimenting to find one that you like.

CONTACT LENS WEARERS

If you wear contact lenses, don't forget to clean the case and replace it every 6 months or so. A dirty lens case can cause a Corneal Ulcer. A painful and potentially dangerous condition. We often remember to clean the lens but don't forget the carrying case too !!

"SORRY CHARLIE"

Studies show that it doesn't make much difference nutritionally whether you choose white or light Tuna, solid or chunk. What the tuna is packed in does matter, though. Choose tuna packed in water, not vegetable oil (usually soybean, though canola and olive oil are also available). Even if you drain most of the added oil, what is left behind can increase the fat content of the fish 3 to 5 times and the calorie count by more than 50 %.

"THE MAIL CALL"

BRANCH 2462, NALC

Steve Seyfried, Editor

6910 Hayvenhurst Ave., # 101

Van Nuys, CA 91406

Address Correction Requested

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U.S. POSTAGE
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PERMIT No. 314

Branch Meeting Minutes September 9, 1997

By
Steve Seyfried, Secretary

The Meeting was held at the Branch 2462 Union Hall 6910 Hayvenhurst Ave, Van Nuys California. It was called to order by PRESIDENT ROGER ASKEW at 6:05 p.m. The Pledge of Allegiance was led by TEENAMARIE GALLEGOS. The invocation was led by FRANK RIMKUS

ROLL CALL OF OFFICERS

PRESENT--ASKEW, BROOKINS, SEYFRIED, TUKESBREY, McCLINTON, GALLEGOS, SCARBOROUGH, T. HALL, JOHNSON, RATHBONE

ABSENT--BRASH

MINUTES ACCEPTED AS PRINTED IN MAILCALL
CORRESPONDENCE READ

APPLICATION FOR MEMBERSHIP--NONE

BILLS READ--MOTION TO PAY M/S/C

COMMITTEE REPORTS

COLCPE--GALLEGOS \$ 353 in the fund

RETIREEES--RIMKUS There were 5 retirees

present at tonight's meeting. On the Sick List we have RICHARD TRACY, HAL VOGLER & LIONEL PERKINS. We wish them a speedy recovery.

DISTRICT 6--McCLINTON Postal service has established a new position of Inspector General to handle problems in the service. Government trying to expand NAFTA into other countries. Call your representative soon and let them know that we are opposed to any such expansion and the sending of more jobs overseas.

VICE-PRESIDENT--BROOKINS Thanks for the RAY KREYER AWARD. Casuals are being made TE's, so we need to approach these people about union membership. As the new picnic chairman calling for suggestions as to how to improve next years picnic. Interim decision regarding 4th bundle has been reached. National task force is being organized and labor and management will come up with a final decision by April of 1998.

MBA--T. HALL No Report

HBR--TUKESBREY No Report

SAFETY & HEALTH--HENRY No Report.

PICNIC--BOCEK Final report on the picnic

will be presented at the October meeting

EDITOR SEYFRIED Deadline for the October mailcall will be September 16, 1997.

PRESIDENT ASKEW Spoke on the 4th bundle decision. National Convention will be held in Las Vegas, on July 26 - 31, 1998. October meeting will be nominations for convention delegates, you must accept your nomination in writing within 48 hours after the close of the meeting. Will be attending the HB seminar with JIM TUKESBREY, HBR. Special thanks to ART BOCEK, for a very successful picnic. Congressman BRAD SHERMAN attended this years picnic and we took the opportunity to let him know what our positions. He has been very receptive and cooperative with our Branch. Currently in Congress is Bill HR 22 which would open access to mailbox's to anyone. It is easy to see where this would lead if we allow this bill to pass. Write to your representative today and help us stop the dismantling of the postal service as we know it today.

EXECUTIVE BOARD MINUTES READ

NEW BUSINESS

MOTION-- Branch appoint JASON COELLO as the BRANCH 2462 SCRIBE M/S/C

MOTION--Branch have a rap session at the October meeting and invite a National Business Agent to attend M/S/C

MOTION TO RECONSIDER

M/S/C MOTION--Branch invite the NBA to send a representative to one of the next 3 general

meetings M/S

AMEND---Within 90 days M/S

AMEND---Not on a General Meeting night M/S/C

MOTION--Branch update the Tax Table computer

program. Cost not to exceed \$ 65 M/S/C

MOTION--Branch purchase the W-2 computer

program. Cost not to exceed \$ 60 M/S/C

MOTION--Branch donate \$ 100 to the Big

Brothers of Los Angeles M/S/C

COLCPE DRAWING

\$ 4 FRANK RIMKUS--RETIRED

\$ 4 CALVIN BROOKINS--CIVIC CENTER--DONATED

\$ 4 TROY YOUNG--MAIN OFFICE

\$ 3 RICHARD REIMER--SHERMAN OAKS--DONATED

FINANCIAL SECRETARY REPORT--JOHNSON

TREASURERS REPORT--McCLINTON

MEETING ADJOURNED---7:50 PM

