

Charlotte Branch 545 Newsletter

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Being Involved!

By John Walden, President, Branch 545



As I write this article on Monday May 31, Memorial Day, I think of being involved. I think of all the women and men who gave their lives for this great country. Their involvement and sacrifice is why we live in a free country and can choose our lifestyle. The act of being involved—whether in the military, your church, little league, or in many other ways—is what helps to make this country so great. We help each other get through the hard times in life. This is what we do.

Branch 545 members are involved in many ways. This year our 18th annual NALC Food Drive collected 252,746 pounds of food that was in turn donated to food banks in our area. This was almost 40,000 pounds more than last year. (A big thanks to our branch food drive coordinator Lorna Wooding and all the station coordinators for their time and effort to make this year's Food Drive a very successful one.) Nationally, the NALC has collected more than one billion pounds of food since the inception of our food drive.

As many of you know, the Muscular Dystrophy Association is the NALC's national charity. Last year Branch 545 members raised \$8,965 for the cause. Our

Branch achieved Third Place in Category 4 (Branches 700-999). Last year the NALC started a National Bowl-a-thon. Many of our members participated in our own branch Bowl-a-thon and further contributed by raising money within the stations. This year, let's have many more carriers and their families and friends come out and help to raise money for the MDA.

Another way we are involved is with the "School Tools" Campaign. This year's Postal collection day is scheduled for Saturday, August 21. Last year 8,807 pounds were collected on Postal Collection Day in Mecklenburg and nine surrounding counties. There are so many needy children today. Together, we can make a difference in their lives.

Webster's defines *Union* as a "...uniting or being united, a grouping together for some specific purpose." I believe our purpose is to be involved, whether it is calling our Senators and Representatives about our future in the Postal Service, or helping a family member or loved one in their time of need. Our involvement will determine our future and I believe our future is bright.

June is here and the start of vacation time for many of us. We work hard as letter carriers and we might as well play hard when we have the time.

I wish each of you good times with your family and friends.

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VP View

By Kevin Baker, Vice President Branch 545

EVERYTHING MATTERS!

Ya know, I was watching a TV show last week and a character said something like, "It's just a bicycle, what does it matter?" The intrepid hero of the show said, "Let me tell you something, **everything matters.**" I'll grant you that was in a different context, but the point really hit home with me for some reason.

In the process of filing grievances and route adjustments and daily schedules and on and on, we as carriers should realize that **everything matters.** Everything should matter to you because the Manager at your station and the Delivery Supervisors you work with are keeping track of everything. Not just the time you clock in and out. Not just what your volume is. Those are the old days. Now you can be sure they know how many times you've been late, how many MSP scans you've missed, how many times you use the restroom, etc. If you're an active letter carrier you know all of that. It has no doubt increased your stress level.

OK, now what? Is Management doing something illegal or wrong? Well, not usually. They are trying to squeeze as much blood from us turnips as possible. They have every right to try, and when they cross the line, the Union will intervene.

But what can you do to protect yourself? Is there any defense for all of this? Naturally asking questions of your Shop Steward is always an option and she/he will do all they can to help. They receive multiple hours of training (on their own time) to stay up to date on the latest angles and procedures of the Postal Service and how it affects letter carriers.

But the Shop Steward can only do so much. The days of, "I'll just close my eyes and tell the Shop Steward and everything will be OK" are over.

You as a letter carrier should be trying to stay

current on the latest news and information coming from on high. Also, you need to be as able to do your job, all of your job, as possible.

In our May Union Meeting Brother Mike Redice, a very active union member and Shop Steward brought up the point that many carriers cannot or do not accurately keep up with their edit books. He added that Management would be following up with discipline aimed at the carriers who fail their edit book audits. Is this fair or right? It really doesn't matter at this point. Remember, everything matters! Our President is trying to get each station training time on the clock for edit books, but once that happens you will be responsible for those books. It is part and parcel of your job, just as correctly doing your clock rings is part of your job; just as accurately delivering the correct mail to the correct box is part of your job, etc. You get the idea.

I hope the numerous route adjustments we have gone through in the last two years has crystallized for each of you the importance of doing your route, all of your route, correctly and safely.

You must insist on the time to update your edit book. If you are still failing to take the time because Management doesn't want to give you the time then that becomes your fault. It's part of your route and job and **everything matters!**

Are you still skipping or shortening your lunch to get back by 5:00 pm? **Everything matters!** Apartment route with not enough time to keep up with the constant turnover? **Everything matters!**

Do the right thing, stay informed, and watch your back because (let's say it together) **everything matters!**



Overtime Issues

By John Walden

This article will focus on non-ODL and Work Assignment (WA) carriers working overtime. Article 8.5 states that before requiring a non-ODL carrier to work overtime on a non-scheduled day, or off his/her own assignment, management must seek to use a carrier from the ODL, even if the ODL carrier would be working penalty overtime. Management can force a non-ODL carrier to work overtime on his or her own route to keep from paying penalty but not on another route.

The WA list was established for full-time letter carriers that only want to work overtime on their own assignment on regularly scheduled days. Signing up for WA overtime does not create any entitlement or obligation to work overtime on a non-scheduled day.

We need the help of non-ODL and WA carriers when it comes to overtime grievances concerning them. The key to successful overtime grievances is documentation. If you need overtime, then the first thing to do is fill out a Form 3996. M-39 Section 122.33 states *the employee, upon request, will be provided a Form 3996, after the supervisor has been verbally informed as to the reason for the request. The employee shall not be denied the form and, upon request, a duplicate of the completed form will be provided the employee.*

Another important documentation is a statement from the carrier forced to work overtime on another route. A statement saying you were forced to work overtime could be the difference in a successful grievance. Be sure to call back to the station at 3:00 pm if you can't make it back on time. If you do call back, then include that in your statement.

One other important thing is to make sure you are making proper clock rings. If you are forced to work on another route, the clock ring will show the route number and the time you worked on the other route.

Hopefully this information will help you to help your Shop Steward with overtime grievances. For us to "make them pay" we all have to work together.

Part-Time Regulars

By John Walden

We all know of the career city letter carrier and PTF letter carrier positions. But there is another letter carrier position, and that is as a part-time regular letter carrier. We have 10 part-time regular letter carriers in Branch 545. They all work in Charlotte out of the GMF doing collections. This article will explain some of the Contract provisions of the part-time regulars (PTR).

PTR carriers are career hourly employees assigned to work regular schedules of less than 40 hours in a service week. They receive insurance and retirement benefits. They are considered a separate category in the application of Articles 5, 12, 13, and for seniority purposes. A PTR's normal workweek is five service days. However, management is not prohibited from using them on six days if the need arise. Although PTR's have a basic weekly schedule, management may use them beyond the hours of their basic schedule.

PTR's are guaranteed at least 4 hours work or pay on any day they are requested or scheduled to work in a post office or facility with 200 or more man years of employment per year. In other post offices and facilities they are guaranteed 2 hours work or pay when requested or scheduled to work. PTR's called in outside of their regular schedule are guaranteed 4 hours work of pay in lieu thereof. This guarantee does not apply to PTR's who continue working into their regular shift.

PTR's are paid regular overtime for work after 8 hours on duty in any one service day or 40 hours in any one service week. They are not eligible to sign the Overtime Desired List.

PTR's accrue annual leave in accordance with ELM 512.312.c (1) that states:

(1) PTR's are credited with annual leave on a pro rated basis, according to their authorized daily schedules. Employees with 1 year or more of service may be credited at the beginning of the leave year with

Continued on next page

Part-Time Regulars, continued

the annual leave that they will earn during the leave year.

PTR's accrue sick leave in the same manner and rate as PTF's.

Article 11 and any applicable LMU provisions control Holiday scheduling for PTR's.

A. *The Employer will determine the number and categories of employees needed for holiday work and a schedule shall be posted as of the Tuesday preceding the service week in which the holiday falls.*

B. *As many full-time and PTR schedule employees as can be spared will be excused from duty on a holiday or day designated as their holiday. Such employees will not be required to work on a holiday or day designated as their holiday unless all PTF's are utilized to the maximum extent possible even if the payment of overtime is required and unless all full-time and PTR's with the needed skills who wish to work on the holiday have been afforded an opportunity to do so.*

It is NALC's position that newly created PTR positions must be made available to current career letter carriers within an installation prior to being filled by new hires. In any instances where the Postal Service does not comply with this position, a grievance should be filed citing EL-311 Section 261.12

The following concerning seniority should be read very carefully by PTF and full-time letter carriers. Any

PTF or full-time letter carrier considering accepting a PTR position should be advised of the seniority consequences. Article 41 Section 2.B states in relevant part:

1. *This seniority section applies to all regular work force Letter Carrier Craft employees when a guide is necessary for filling assignments and for other purposes and will be so used to the maximum extent possible.*

2. *PTR's are considered to be a separate category and seniority for assignment and other purposes shall be restricted to this category.*

Accordingly, full-time and PTF carriers accepting PTR positions begin a new period of seniority. **All previous seniority accumulated as a PTF or full-time letter carrier is permanently lost and is not restored if they later return to a PTF or full-time regular position. Furthermore, once a letter carrier accepts a reassignment to a PTR position, there are no retreat rights. In order to return they must apply for a newly available PTF position.** Management must post a separate PTR seniority list under the provisions of Article 41.2.C

The hiring of PTR rather than PTF letter carriers does not change the Postal Service's obligation under Article 7.3.A to staff all 200 man year offices with at least 88% full-time employees in the letter carrier craft. The 12% part-time letter carriers allowed in these offices includes both PTR and PTF employees.

Come to your Union Meetings!

The third Tuesday of each month

at 7:30 pm.

At the American Legion

6306 Rumble Road • Charlotte

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 Vice PresidentKevin Baker
 Secretary-TreasurerDeborah Stone
 Assistant Secretary-Trerasurer Bob Moore
 ScribeLeann Marshall
 Sergeant of Arms Lorna Wooding

Trustees:

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 Larry Hough
 Johnnie Mills
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 David Summers

Branch 545 Shop Stewards

ArrowoodCurtis Alexander
 BallentyneGary Stout
 CarmelDonna Butler
 Concord DowntownDerrick Lemon
 Concord North 29George Hinson
 DowntownMike Reeder...Clarence Lyles...Alt. Joshua Cruz
 FreedomCraig Haas...Oswald Simon
 GMF-PTR'sMichael Redice...Alt. Jackie Sandle
 Idlewild AnnexBeverly Magazine.... Alt. Mark Ciprich
 IndependenceMelvin Young...Fletcher Skipper...Alt. W. Brown
 MarshvilleKevin Baker
 Mint HillKevin Baker...Alt. Mauric Caldwell
 MinuetDeborah Blakeney... Jayme Leaper... Alt. Curtis Alexander
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 Mount HollyDeborah Stone
 NortheastRon Carroll... Alt. Jackie Williams
 North TryonThomas Russell
 OakdaleCalvert Tornes...Alt. Lorna Wooding
 PlazaDan Eury
 RandolphLinda Skunda... Ted Benjamin
 30th StreetAmber Dunn-Edwards
 W.T. HarrisLorna Wooding
 YorkmontMichael Suber...Alt. Curtis Alexander

BETWEEN THE LINES

Abuse of Sick Leave?

By Kevin Baker

Recently there has been an uptick in the number of grievances filed within our Branch concerning sick leave policies. There are a number of reasons for this and I wanted to outline a few of them and reaffirm the Union's position.

The first and most frequent problem is: letter carriers being told (either on the recording when calling in unscheduled sick leave, or directly by a Supervisor) that a doctor's note must be obtained and presented when returning to work. Most carriers know that an absence of *more than 3 days* **requires** a doctor's note. The problems arise when the absences are 3 days or less.

The oft-quoted paragraph in the Employee and Labor Relations Manual (ELM) is 513.361. It states, "For periods of absence of 3 days or less, supervisors may accept the employee's statement explaining the absence. Medical documentation or other acceptable evidence of incapacity for work is required only when the employee is on restricted sick leave (see 513.37) or when the supervisor deems documentation desirable for the protection of the interests of the Postal Service." The referenced paragraph 513.37 is long, but basically states that supervisors who have evidence indicating that an employee is abusing sick leave privileges may place an employee on the restricted sick leave list.

On the surface these directives from the ELM seem fairly straightforward, but let's dissect them a little bit. The first sentence says supervisors may accept the employee's statement explaining the absence. *Carriers read this as: they will take my word that I was sick. Managers read this as: I will, or maybe I won't, take the carrier's word that he/she was sick.* The disputed language in the second sentence is..."when the supervisor deems documentation desirable for the protection of the interests of the Postal Service." *What is the Supervisor's definition of protecting the Postal Service's interests? Every Supervisor has a different definition.* Finally, in the last sentence, if the supervisor has evidence an employee is abusing sick leave privileges they **may** place an employee on the restricted sick leave list. *What is the Supervisor's definition of abusing sick leave? Every station seems to be different on this.*


As you can tell, there is room for interpretation in this language. It's not always as simple as, "I was really sick and they should just believe me," or "It's not my fault I got sick on Saturday."

In this day and age in the Postal Service, Management is trying to do more with less. To make their bare bones schedules effective no surprises are allowed. I believe their strategy is to use the ambiguities in ELM 513 to intimidate employees into not calling in sick and screwing up their schedule. Whether or not you or I actually are sick is beside the point.

To be sure, there are a few employees in our craft, as in any walk of life, who abuse the system as it was designed. Those individuals *should be* on the restricted sick leave list, or "deems desirable list" as they now seem to call it. But this is a very small minority of people and Management has taken to beating the rest of us over the head and shoulders for their faults.

But I digress. If given a direct order to obtain a doctor's note you must do so. When you return to work, present the note to the Supervisor, and this will keep you from getting LWOP. If you feel you shouldn't have been forced to go to the doctor in the first place (either because the absence was 3 days or less, or to your knowledge you are not on the deems desirable list) you need to see your Shop Steward. In addition to your statement he/she will need a copy of the doctor's note, copy of the receipt of your co-pay, and some verification of the mileage to and from your doctor (Mapquest is a good tool).

The Union wins the overwhelming majority of these grievances, and as long as the membership continues to do the right things, will continue to do so.



Five Reasons to oppose five-day delivery

1. It's penny-wise and pound-foolish.

Saturday delivery is the Postal Service's key strategic advantage over its private competitors, UPS and FedEx. Giving away our most important comparative advantage in the one area of the postal market that is likely to grow when the economy recovers—e-commerce package delivery—would be very risky. Over time, the loss of revenue would outweigh the short-term savings.

2. It will drive customers away.

Slower service—letters mailed on Friday nights would not be picked up until Monday morning or Monday afternoon—and less frequent delivery is likely to accelerate the shift to electronic invoicing and electronic bill paying. Booming businesses like mail order prescriptions would be threatened. Reduced service would also threaten one of the fastest growing segments of the mail—Parcel Select—as UPS, FedEx and other consolidators would reconsider their use of last-mile delivery services by USPS letter carriers.

3. It would prompt the emergence of new competitors.

If the Postal Service doesn't deliver on Saturdays, other companies will step in to fill the void. Within days of the Postal Service's March 2 announcement, multiple press accounts quoted executives from niche delivery firms welcoming the news. Many companies would view the Postal Service's exit from Saturday delivery as a business opportunity. Once established, competitors will demand a "level playing field" and ask Congress to open the nation's mailboxes to their services, making it impossible to enforce the monopoly and maintain affordable universal service.

4. It would set a bad precedent.

If the language requiring six-day delivery were repealed, there would be no legal barrier to prevent the Postal Service from reducing delivery days further, from 5-day to 4- or 3-day delivery. Indeed, *Business Week* magazine called on the Postal Service to shift immediately to 3-day delivery within days of the Postal Service's announcement of its action plan. That would not only destroy half our jobs, but also likely lead to a death spiral for the Postal Service—less service leading to less mail volume leading to less service, and so on.

5. It's not necessary.

The Postal Service has hidden financial strengths, with fully funded pension plans and, if the accounting is done properly, fully funded retiree health benefits. If we can convince Congress and the administration to fairly allocate pension costs and correct the \$75 billion error made by the OPM when it established our retiree health fund, eliminating Saturday delivery would not be necessary. Postmaster General Jack Potter acknowledged as much at a March 18 hearing before a Senate Appropriations subcommittee. "If that (recovering the \$75 billion and applying it to future retiree health care) were to happen," he said, "we wouldn't have to go from six-, to five-day delivery."

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Wishing you and your family a safe and happy Fourth of July.

United States Postal Service Employee Assistance Program

Effective Problem Solving

From Laurie Rosser, Mid-Carolinas District EAP Consultant

Everyday life is filled with responsibilities, problems, and commitments. The ability to balance and solve these problems can reduce your level of stress. Here is a six-step approach to problem solving that can be used in both your work and personal life.

Step 1: Identify and define the problem. What is the real problem and who has the authority to solve it? During this step, it's important to be aware of the feelings and needs of everyone involved. Blaming or passing judgment does not solve the problem.

Step 2: Brainstorm for possible alternatives. Allow everyone affected by the problem to offer their recommendations and/or solutions. Write down all possible solutions, even ones that may seem too difficult or hard to achieve.

Step 3: Evaluate the alternatives. Evaluate all of the possible consequences of each of the recommendations. A guiding question should be: will this recommendation improve things or make matters worse? Be mindful of the fact that almost every solution will involve some compromise.

Step 4: Choose one solution. After evaluating the ideas, agree on one solution and commit all of your energy to it.

Step 5: Implement the solution. Assign tasks and roles. It is much more effective if everyone involved in the problem has a role in the solution.

Step 6: Evaluate the solution. Assess the results. Is the situation better, worse, or the same? If things are not better, go back to brainstorming and try another recommendation.

Your **EAP4YOU Service Center** can help you to learn more about better family time management, and how you can learn time management skills. You can reach a live person to discuss your needs by calling **1-800-EAP-4-YOU**.

If you have any questions about your program services, please call your program toll-free number at 800-327-4968. TTY: 1-877-492-7341.

Official Notice Of Branch Elections

This is official Notice to all members of NALC Branch 545, Charlotte, NC, that the 2010 Election of Branch Officers will be conducted in accordance with Article IV and V of the Local Branch Bylaws. Nominations will open at the regular June 15 meeting and remain open until the regular July 20 meeting. All balloting will be by mail as provided by Article V of the National Constitution.

The offices to be filled are: President (full time), Vice President, Secretary-Treasurer, Assistant Secretary, Sergeant-at-Arms, Scribe, and five (5) Trustees. All officers are elected for a term of three (3) years. The election shall be conducted by secret mail ballot, which must be returned no later than Monday, September 20.

BRANCH 545 CARRIERS ARE INVOLVED!

2010 Food Drive News

**Provided by Lorna Wooding,
Food Drive Coordinator Branch 545**

For Branch 545 Charlotte, North Carolina, the Grand total pounds of food collected during this year's Food Drive are **252,746**.

Counties served:

Loaves and Fishes 78,374
Second Harvest Food Bank of Metrolina 71,747
Mecklenburg County church pantries and food banks 21,938
Cabarrus County church pantries and food banks 23,350
Union County church pantries and food banks 28,400
Gaston County church pantries and food banks 3,562
Iredell County church pantries and food banks 25,375

Cities served:

Charlotte, Concord, Cornelius,
Davidson, Harrisburg, Huntersville,
Indian Trail, Marshville, Matthews,
Monroe, Mooresville, Mt. Holly,
Pineville, and Waxhaw.



***Branch 545 Station
Coordinators at the
Food Drive
Kickoff***

Branch 545 - 2010 Food Drive Station Coordinators

Lorna Wooding, NALC Coordinator

Linda Ball, USPS Coordinator

Arrowood	Vickie Fulmer	Monroe	Harry Childs
Ballantyne	Susan Stanfield	Mooresville	Cheryl Overcash
Carmel	Donna Butler	Mount Holly	Deborah Stone
Concord Downtown	Derrick Lemon	North East	Reginald Wilson
Concord North 29	Cheryl Kohlage	North Tryon	Rasheem Reddick
Downtown	Clarence Lyles	Oakdale	Carol Tornes
Freedom	Toni Dunn	Plaza	Bryant Jackson
Idlewild Annex	Dean Padgett	Randolph	Beverly Gentry & Rosalind Cuthbertson
Independence	Sylvia Massey	30th Street	Phadonia Anthony
Mint Hill	Maurice Caldwell	W. T. Harris	Katie Brown
Minuet	Mary Evans & Veronica Davis	Yorkmont	Mike Suber

Minuet Carrier Annex Awards Presented

District Manager Dave Fields presented Edward Hood of Minuet Carrier Annex his National Safety Council's Million Mile Award, recognizing a career of more than thirty years with no accidents.

Hood said, "I thank God for the opportunity to do this job and perform it safely. I hope each one of you has the chance to receive this award, and that you stick around and stay safe while you're here." Customer Services Manager Britton McGill, Charlotte Postmaster Tom Callahan, HR Manager David Mills, Safety Manager Stephanie Harris and Safety Specialist Aileen Livingston also participated in the award ceremony.

McGill also recognized several other employees, presenting a "For the Love of Safety" Award to City Carrier Benjamin Black for two years of safe driving; Postmaster Tom Callahan and McGill presented service awards to City Carrier William Smith, who celebrates 30 years of federal service; City Carriers Thomas Hancock and Walter Dewalt also received service awards recognizing 25 years of federal service each.

McGill thanked each of the employees for their service, and District Manager Dave Fields was on hand to congratulate them, as well.



Front row (l-r): Dave Fields, William (Bill) Smith, Edward Hood, Benjamin Black, Thomas Hancock; Back row (l-r): David Mills, Tom Callahan, Britton McGill and Walter Dewalt.

Concord Post Office Service Awards

Several Concord carriers were presented Service Awards by Postmaster Anthony Spriggs and Station Manager, Karen Byers for years of government service.



From Concord Main Post Office:
City Carriers pictured: (L) **Mike Borghi** (35 years) and (R) **Gray Fisher** (30 years).



From Concord North 29:
(L-R) Karen Byers, **Robert "Bob" Hudome** (32 yrs.), Anthony Spriggs, **Danny Gray** (32 yrs), Senior MPOO Maged Aziz and **George Hinson** (31 yrs).



Bob Sleigh of Carmel Station received his **Thirty-year Service Award** from Postmaster Thomas Callahan.

Newly Retired!

Congratulations and very best wishes to these newly retired carriers.

James Cross of Downtown Station (not pictured).



Archie Smith of Randolph Station, who received an Award by Postmaster Thomas Callahan for Forty-three years of government service.



Archie Smith and fellow carriers at Randolph Station.



Postmaster Thomas Callahan presents Awards to (L) **Dan Ray** and (R) **Jack Lewis** of Freedom Station.



Vernon Ward of Carmel Station, shown here with Branch Local 545 President John Walden and Charlotte Postmaster Thomas Callahan.



Gold Card Award

Johnny (Duckie) Hill was presented his Gold Card by President John Walden at the regular May meeting of NALC Branch 545. Retired, he was a Shop Steward in Monroe for twenty-five years, where he carried the same route for thirty-four years. "Stay with it as long as you can, he said. "I appreciate the Post Office, the Union, and especially you," he added, looking out over the members present.

NALC BRANCH 545 GOLD CARD MEMBERS

Calvin Allen	Wilburn Sanders	William Ketner	Frank Cook
Jack Berry	David Summers	William McCachren	Shepherd Frye
Fred Buchta	Warren Woods	Hal Moore	John Hedrick
Frank Capps	Clyde Baker	Bill Parker	George Jones
C. S. Dorton	Franklin Bratton	W. C. Seitzler	Robert Kissiah
Robert Graham	Malie Burgess	Joe Taylor	Archie McLeod
James Herrin	Leroy Clippinger	Jack Worley	Reece Morgan
Kyle Kelly	C. O. Foster	Robert Benton	Tom Robinson
Bill Maulden	Ladson Green	Walter Brown	Carl Stinson
Bob Moore	J. D. Hill	Joe Burris	Dean Warwick
Phillip O'Neal			

Editor's Note

We Need You!

-Leann Marshall-

I'm sure there are great things that don't make it into the newsletter for one reason--because we don't know about them. Why?

Because there are nine hundred and twenty-eight members of Branch 545!

You can help by sending us your pertinent, postal-related articles to the Branch office, address on the front of every newsletter. Suggestions are welcome, articles are better.

A few provisional guidelines:

- We may edit your relevant article for grammar, punctuation, spelling, space or coherence.
- Unsigned articles or personal attacks will not be printed.
- Send articles and items to the Branch Office, address on front page.
- Although this is a quarterly newsletter, time is a factor. Please send items as soon as possible!

The goal of our newsletter is to reach all members of NALC Branch 545, upholding and instilling interest in and affirming the unwavering commitments of our great union, the National Association of Letter Carriers. While a newsletter cannot expect to cover every member's immediate question or concern, it is hoped that through gradual compilation of the articles within, every carrier can gain some valuable knowledge that can be practically applied, making his or her job go a little smoother, and life a little better.

**NATIONAL ASSOCIATION OF LETTER CARRIERS - BRANCH 545**JOHN WALDEN
PRESIDENT4-132 WOODLAWN GREEN
206 EAST WOODLAWN ROAD
CHARLOTTE, N.C. 28217-2260DEBORAH STONE
SEC/TREAS.

PHONE (704) 527-4874 • FAX (704) 527-4773

2010 APRIL FINANCIAL STATEMENT

BALANCE	1 APRIL	113,341.30
	<u>DEPOSITS</u>	
DEPOSITS	12 APRIL	8,657.59
	22 APRIL	40.00
	22 APRIL	210.00
	26 APRIL	<u>8,559.87</u>
TOTAL DEPOSITS		17,417.94
		130,808.76
	<u>DISBURSEMENTS</u>	
SALARIES		13,321.22
WOODLAWN GREEN		629.54
JOHN WALDEN (CAR ALLOWANCE)		300.00
KEVIN BAKER (GRIEVANCE MILEAGE)		45.00
MICHAEL REDICE (GRIEVANCE MILEAGE)		25.00
KEVIN BAKER (S/U BONUS-PATRICE RYANS-HAYES)		45.32
CRAIG HAAS (S/U BONUS-ELTON O. GRANT)		45.32
DERITA AMERICAN LEGION		40.00
FEDERAL WITHOLDING TAX		1,026.00
POSTAGE		18.30
AT&T		73.14
PRINTING (NEWSLETTER)		148.60
CONTAGIOUS GRAPHICS (PRINT FD T-SHIRTS)		1,232.40
FOOD DRIVE REFRESHMENT MONEY		3,000.00
MDA		<u>65.00</u>
TOTAL DISBURSEMENTS		20,014.84
BALANCE	30 APRIL	110,793.92
CERTIFICATE OF DEPOSIT ID 43 BALANCE AS OF 4/1/2010		103,714.82
DEPOSIT DIVIDEND- 1.550% 4/1/2010		277.48
CERTIFICATE OF DEPOSIT BALANCE AS OF 4/30/2010		103,992.30
REGULAR SHARE ACCOUNT BALANCE AS OF 4/1/2010		412.09
DEPOSIT DIVIDEND-0.250% 4/1/2010		0.26
REGULAR SHARE ACCOUNT BALANCE AS OF 3/31/2010		412.35
MONEY MARKET ACCOUNT BALANCE 4/1/2010		2,733.93
DEPOSIT DIVIDEND -1.050% 4/1/2010		2.44
MONEY MARKET ACCOUNT BALANCE AS OF 4/30/2010		2,736.37
CERTIFICATE OF DEPOSIT ID 45 BALANCE AS OF 4/1/2010		103,188.84
DEPOSIT DIVIDEND-1.750% 4/1/2010		286.95
CERTIFICATE OF DEPOSIT BALANCE AS OF 4/30/2010		103,475.79
TOTAL SAVINGS AS OF 4/30/2010		210,616.81
TOTAL ALL BRANCH FUNDS AS OF 4/30/2010		321,410.73

Respectfully Submitted by Deborah Stone, Secretary-Treasurer
NALC Branch 545, Charlotte NC

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