

SCRIBE ARTICLE FOR THE APRIL 2010 POSTAL RECORD

The MIARAP adjustments were supposed to be completed and implemented no later than August 31, 2009. The data used for these adjustments came from May of 2009 (EXTREMELY LIGHT.) Management knew the data showed massive elimination of routes. So an extension of two months occurred and we lost 47 assignments (jobs) in IARAP and MIARAP. The routes were changed on October 31, 2009.

The Carriers with overburdened routes were promised that corrections would be made during the re-visit stage of MIARAP. Hundreds of Carriers were due relief. The data collection month was January of 2010 (Heavy compared to May). MIARAP was supposed to be concluded by February 28, 2010. Management had the data and knew that massive relief was due during the re-visits. For months management refused to do the required 3999's after the October 31, 2009 changes. So what did management decide to do? Out of the blue, they took the position that the re-visits would not occur and relief for the overburdened routes would not take place.

When the data showed abolishment of routes, a two month extension occurred. When the data showed relief for Carriers, an abrupt end to the process happened. Were we duped? As of this writing, our NBA is working with National headquarters to turn around this travesty of justice. Hopefully, this unacceptable situation will be rectified.

Please visit our web site set up by Union Brother Chuck Clark at (WWW.NALC3825.COM). We have added important Step B decisions, Formal A settlements as well as arbitration decisions and some contentions. We just added an important arbitration where a TE won \$4,800.00!!! You can see how much money each supervisor in the nation makes. You can also see the number of stops on each route, and detailed colored maps for every route in the country!

IN THE STRUGGLE,

Kenneth Lerch
President NALC 3825