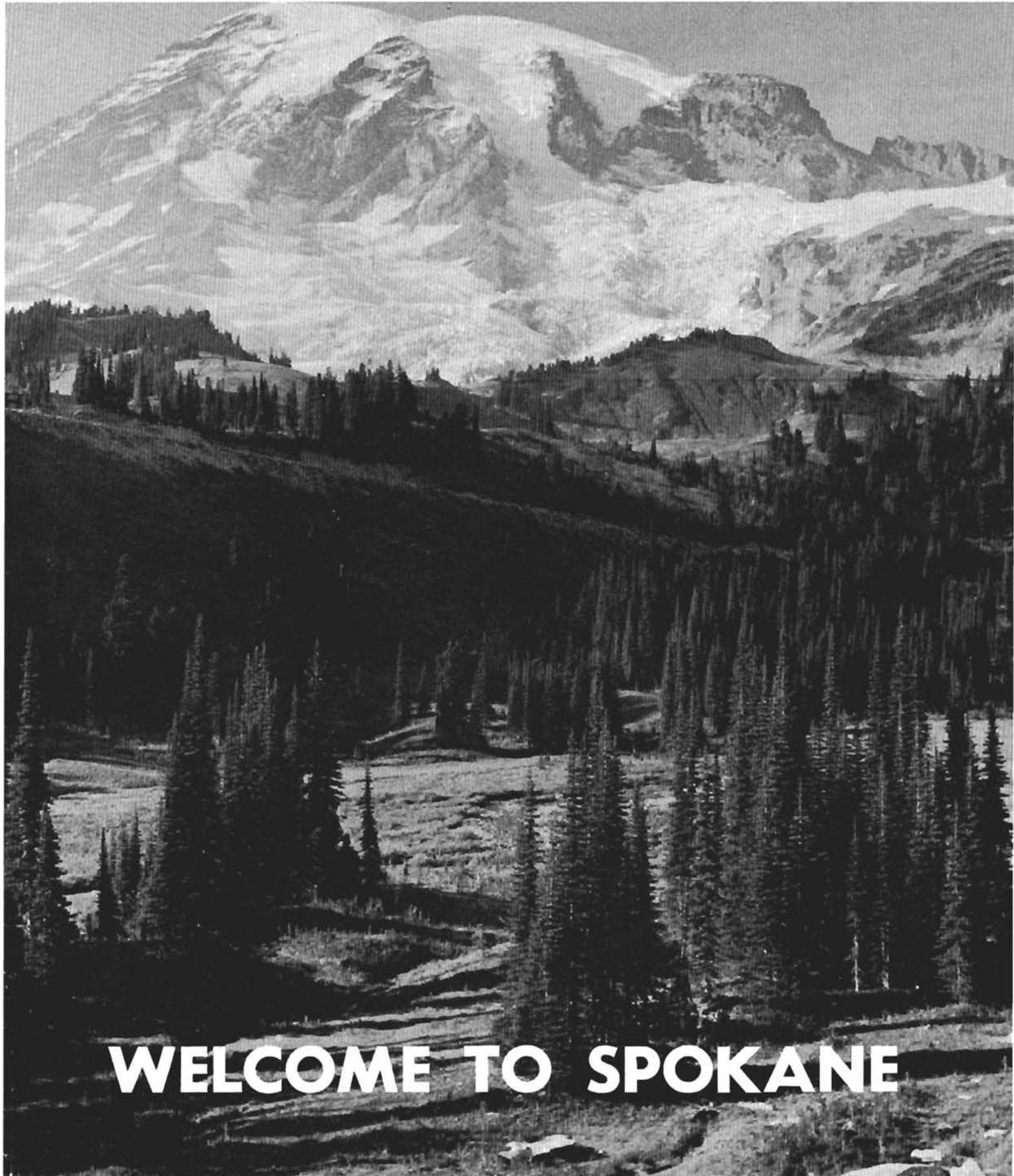


# *The* NATIONAL RURAL LETTER CARRIER

VOLUME LXXVI, NO. 15

WASHINGTON, D.C.

APRIL 16, 1977



**WELCOME TO SPOKANE**



# the National Rural Letter Carrier

OFFICIAL WEEKLY PUBLICATION

of the  
**NATIONAL RURAL LETTER  
CARRIERS ASSOCIATION**

Established in 1903

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## H.R. 318 CLEARED BY HOUSE

The full House of Representatives cleared the disability-sick pay tax bill sponsored by Representative Daniels on April 4, 1977 which will save more than a million Federal and Postal annuitants thousands of dollars on their 1976 tax bill. The vote was 404 to 0. This piece of legislation, sponsored by Representative Bob Daniel (R-VA) changes the effective date of the law passed by the Congress and signed by the President in October of 1976 that wiped out the \$100 per week maximum Sick Pay Exclusion from January 1, 1976 to January 1, 1977.

This bill merely sets up the effective date from January, 1976 to January, 1977 and will clear up complications which could result from filing amended returns and causing over a million annuitants to pay an exorbitant amount of income tax which they had not expected to pay for over nine months of 1976. The deletion of this exclusion was added to the Tax Reform Act passed last October. The Senate is moving swiftly toward approval of a similar bill and conferees have unofficially agreed to clear it so that the President can sign the bill into law before the April 15th tax filing deadline.

A drive is being mounted to delete the Sick Pay Exclusion entirely from the tax bill. All Federal and Postal Organizations are keying up to get it removed from the law books. Letters to your Congressmen and Senators will help this drive immensely. The trend in the Congress is and has been during 1976 away from granting Federal employees anything in the way of an increase in salaries and fringe benefits. The 94th Congress was responsible for removing two important fringe benefits granted to annuitants. Your letters, telegrams, mailgrams and calls to your Congressman and your Senators' Office will help in this drive to have this restriction deleted from the Tax Reform Bill.

## FLASH FLASH FLASH

Senator Dole's bill in the Senate to set up the effective date of the Sick Pay Exclusion for income tax purposes was passed by the U.S. Senate this afternoon, April 6, 1977. The bill passed with four amendments and therefore was required to be sent back to the House for confirmation or rejection. The House accepted three of the amendments and rejected one which dealt with tax relief for Americans working abroad. The bill was then sent back to the Senate for concurrence with the House bill. The House then adjourned for the Easter recess.

Up to time for the magazine to go to press the Senate had not passed the Dole Bill with the one amendment omitted. We regret that we cannot give you a positive answer that the bill has cleared the Congress. If the Senate fails to pass the measure today, April 7, 1977, it will be held over until after the Easter recess.

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**Directions from . . . God's Guidebook—Weekly Bible Quotation**

### IT IS VERY DIFFICULT FOR SOME

The final rule in the 10 commandments is very difficult for some. "Thou shall not covet." (Exodus 20:1-17) The word covet comes from a Greek work meaning "grasping for more." It does not mean that all desire is wrong. But to covet means that I think of myself only and what I can get. God gave us these ten laws for our good and because he wants us to be our best and get the most that is possible out of life. This last rule brings us to the very climax of living, which is contentment. If we can remove the wrong desires from our life by filling it with right desires we can begin to experience this contentment. Jesus stated this commandment in a positive way in Acts 20:35 "It is more blessed to give than to receive."

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**Cover Picture:** It's time to start thinking about the National Convention in Spokane, Washington. The Cover is Glacier-clad Mt. Rainer, which rises to 14,410 feet above sea level.—Washington State Travel Photo.



## Clean Air Act Amendments Auto Emission Control

The Clean Air Act Amendments of 1970 were passed by the Congress because of the concern over the Nation's health and the pollution from the many millions of automobiles in the Nation that are contributing to a major portion of the danger to our public health. Automobile companies, since that time, have been striving to comply with the regulations laid down by the Congress, but have been continually running into difficulty in meeting the stringent requirements and in gathering together the scientific know-how in order to continue to cut down on pollutants. The issue at stake, is one of critical National importance. Not only involving public health, but also energy conservation, consumer costs, jobs and the economy.

The present law requires that 1978 and later model automobiles meet the following Emission Standards (Expressed in grams per mile): 41 hydrocarbon monoxide (CO), and .4 oxides of nitrogen (NOx). Automobile manufacturers have consistently stated that they do not have the capability to meet these standards on a mass production basis.

Unless the law is modified by Congress, very quickly, inability to comply with the present standards in 1978 would make the sale of next year's models illegal. Manufacturers have testified before the Congress that they would shut down their plants rather than produce illegal automobiles. Such a shut-down would cause havoc in the entire automobile industry including suppliers and dealers and would affect the entire National economy. The auto industry needs to know now from the Congress what standards it will be required to meet in 1978 and future model years in order to plan for future production.

Common sense policy dictates that Congress should immediately establish a new schedule of Auto Emission Standards which would balance the

critical issues of: air quality/public health, fuel economy/energy conservation, technological feasibility, consumer costs, vehicle marketability, jobs and the economy. The legislation which is now sponsored by Representatives Dingell and Broyhill (H.R. 4444) and Senators Riegle and Griffin (S. 979) represents the balanced approach needed to auto emission control.

Since 1970 major strides have been made toward eliminating the automobile as a major source of air pollution. Hydrocarbons have been reduced 90%, carbon monoxide 83% and oxides of nitrogen 60% compared to unregulated cars. This has cost the automobile industry nearly four billion dollars in emission research and development. This cost is passed along to the automobile buyer. Miles per gallon of gasoline consumption has constantly decreased. Older cars emit six times the volume of pollutants produced by a '77 car. As older vehicles are replaced, auto pollution will come down.

Auto manufacturers have supported the need for emission standards and for years have urged that a more complete health effects data base be developed. The National Academy of Sciences have found that the statutory control for carbon monoxide and oxides of nitrogen may be more than necessary to meet air quality standards. Little is known about health effects of vehicle emission. The government's own report by the Federal Task Force on Motor Vehicle Goals states that the current standards are predicted to result in 0 excess health impacts in 1990 and 2000. It further states that control of carbon monoxide at the present level is sufficient to reduce projected excess cardiac deaths and days of discomfort to 0, by the year 2000 as the newer cars replace the older vehicles. Appropriate levels of control for automotion emis-

sion cannot be realistically established until the proper levels are known.

Experts have stated that excessive emission standards would create a significant fuel penalty in future model cars. The 1977 model cars produced to meet California's more stringent emission controls are shown by EPA data to have a fuel economy penalty of 11% compared to vehicles sold in the other 49 states. This would add up to nearly 1.2 billion dollars in further consumer costs between 1977 and 1985.

No auto maker or any other agency has devised a method of meeting the 1978 standards of .4 grams per mile oxides of nitrogen for the 50,000 mile Federal Certification Test for a complete line of production vehicles with reasonable maintenance requirements. So, it is not possible to meet 1978 standards in mass production automobiles. One of the most promising technologies now under development is the three-way catalyst. Volvo, General Motors and Ford are using it on a limited number of '78 models. This catalyst must be replaced every 15,000 miles to preclude an increase in emission.

A study by experts concluded in 1975 that a delay in more stringent standards would provide time for the development of the technology required to achieve them. It is just not available at the present time.

The stringent fuel economy standards and emission standards in the 1980's will require that most new cars offered for sale be much lighter and smaller than the cars most people are demanding. Getting the customer to buy the small and lighter cars remains to be seen. The less miles per gallon the more reluctant customers may be to trade their older cars. If government requirements force manufacturers to produce cars the public is unwilling to buy, drastic sales losses may occur. This will cause mass unemployment and every drop of one million in auto sales results in a loss of 57,000 jobs.

If you are interested in maintaining a reasonable balance between clean air, energy conservation and the economy, write your Congressmen and Senators to urge them to support the provisions of H.R. 4444 and S. 919.

# WELCOME TO SPOKANE

The Washington Rural Letter Carriers, Auxiliary, and Juniors extend to each of you a most cordial welcome to Spokane for the 73rd annual convention of the National Rural Letter Carriers' Association. We will do our utmost to make your stay with us a pleasant and memorable visit.

On a bronze sundial that stands before the state library on the Washington state capitol grounds at Olympia, reference is made to these dates: 1579, the year of the first English exploration; 1792, when Captain George Vancouver sailed into Puget Sound; 1853, when Washington became a Territory separate from the Oregon Territory; and 1889, when Washington became a sovereign state. There are many more important dates in Washington history, the most recent being 1974, when much of the world discovered this state through the Spokane World's Fair.

The majestic Cascades bisect the State of Washington from North to South dividing it into two regions, each with a distinctly different type of climate and terrain. In the Western region are three National Parks and four National Forests. The climate is temperate—winters are mild and summers blessed with low humidity. Small fishing villages and seaside resorts are to be found along the coast where stretches of sandy beach alternate with rocky headlands and quiet estuaries. Washington's eastern region is an immense inland basin, a vast semi-arid region of wide open spaces and sunny skies, dominated by the mighty Columbia River.

Washington, the second largest of the 13 western states in population, ranks high in buying power, capital investment and value of product output. State personal income is among the highest in the nation.

The transportation equipment industry ranks number one in the state, closely followed by the wood and allied products industry. Next are construction, agriculture, and food processing. Other important industries are metal working, communications, utilities, primary metals, tourism and com-



**Chuck Robinson**  
Convention Chairman

mercial fishing.

The state's second largest city, Spokane, was named for an Indian tribe. The city is the trading center of the vast Inland Empire of eastern Washington and northern Idaho. Major industries are lumbering and manufacturing.

Spokane has a lively downtown with a network of skywalks connecting an eight block area of shops, stores, and hotels. Spokane is the kind of place you can buy real German sausage,

handmade leather boots, authentic antiques and French champagne—without moving your car. Downtown is clean, safe, easy to shop and very much alive. Spokane has many beautiful parks, and the newest is the Riverfront Park adjacent to the convention facilities, where you can be refreshed with a stroll on walkways laced with greenery, or picnic by the fish ponds. In one corner of the Park is the beautiful hand carved Loeff Carrousel which was first operated in Spokane in 1908. The faces you see riding the carrousel are young and old and full of delight. It's part of the feeling of the Riverfront Park, and it's for everyone.

Plan to spend some extra time or after the convention exploring our beautiful Pacific Northwest. For those of you who are tour minded, our Tour Committee has made available a pre-convention tour to Vancouver/Victoria, or to Banff/Lake Louise, and post-convention tours to Alaska and Hawaii. (See the February 19th issue of the National Rural Letter Carrier). A visit either before or after the convention to beautiful Timber Ridge Ranch at Harrison, Idaho, located 80 miles from Spokane, will give a sample of the rustic grandeur and hospitality of the Northwest. (See the February 26th issue of the National Rural Letter Carrier).



# WASHINGTON IN 1977

## Recreational Vehicle Campsites in Spokane, Washington



### CAMPING IN WASHINGTON STATE

Washington State is truly a campers delight, and August is an ideal month for enjoying our many National and State parks. Those of you who arrive for the National Convention by Recreational Vehicle, can spend some time exploring our state, will not be disappointed.

**Olympic National Park**—A unique wilderness of rugged mountains, coniferous rain forests, wildlife, glaciers, lakes, streams and seascapes, contains 888,558 acres of federal land. **FOR INFO**—WRITE Park Superintendent, Olympic National Park, 600 E. Park Avenue, Port Angeles, WA 98362.

**Mt. Rainier National Park**—Dominated by Mt. Rainier, the 14,410 foot inspirational landmark of the Pacific Northwest, this park has an area of 241,781 acres and contains 110 miles of improved roads and 300 miles of trails. **FOR INFO**—WRITE Park Superintendent, Mt. Rainier National Park, Longmire, WA 98397.

**North Cascades National Park**—The spectacular Picket Range and the El Dorado Peaks are dominant features in this 512,000 acre National Park next to the Canadian border. The park is bordered on the south by the 468,000 acre Glacier Peak Wilderness and on the east by the 520,000 acre Pasayten Wilderness. **FOR INFO**—WRITE Park Superintendent, North Cascades National Park, Sedro Wooley, WA 98284.

The Washington State Parks system includes 84 recreation parks, 12 marine parks and 28 heritage sites. Picnic areas with fireplaces, tables, and running water are found in most state parks. **FOR INFO**—WRITE State Parks and Recreation Commission, 522 South Franklin, Olympia, WA 98502.

Washington has nine national forests supervised by the Forest Service. Many of the more popular National Forest recreation areas have resorts and other commercial sites developed by private concessionaries.

The following list of available campgrounds will enable you to select one that appeals to you. PLEASE CONTACT DIRECT FOR RESERVATIONS.

**K.O.A.**

3025 N. Barker Road  
Otis Orchards, Wa 99027  
Phone: 509-924-4722

250 RV Sites  
\$5.25 Base Rate  
(Plus Tax)

Located 14 miles east of the Convention Center—1 mile off I-90. All level grassy sites, laundry, games, hot showers, grocery store, bicycles-tents-and dog kennels for rent, bus to downtown.

**Northview Mobile Park and Campground**

N. 8004 Division Street  
Spokane, Wa 99208  
Phone: 509-487-4441

55 RV Sites  
\$5.00 Full hook up  
\$4.75 Electricity and water  
\$4.00 Campsite  
(Plus Tax)

Located 5 miles North of Convention Center on Division. Laundry facilities, bus direct to Convention Center.

**Trailer Inns**

6021 East 4th Avenue  
Spokane, Wa 99206  
Phone: 509-535-1811

158 RV Sites  
\$6.00 Back ins  
\$6.50 Pull through  
(Plus Tax)

Located 4 miles East of Convention Center near Sprague Avenue and I-90 interchange. Laundry facilities, game room, horseshoe court, shuffleboard court, pool and sauna, barbeque and patio.

**United Campgrounds**  
E. 18815 Cataldo (P.O. Box 363)  
Greenacres, Wa 99016  
Phone: 509-928-3300

140 RV Sites  
\$5.25 Pull through  
\$4.85 Camping sites  
(Plus Tax)

Located 13 miles East of the Convention Center on I-90 at Barker Road exit. Showers, laundry, recreation room, store, swimming pool.



**RAY MARSHALL**  
Secretary of Labor



**ROBERT J. BROWN**  
Under Secretary of Labor



**ERNEST G. GREEN**  
Assistant Secretary of Labor for  
employment and training



**DONALD ELISBURG**  
Assistant Secretary of Labor for  
employment standards



**CARIN A. CLAUSS**  
Solicitor of Labor, the Labor Department's  
top legal post

### U. S. LABOR DEPARTMENT OFFICIALS

Ray Marshall was sworn into office as the nation's 16th Secretary of Labor on January 27, 1977 following confirmation by the Senate of his nomination by President Carter. As Secretary, Mr. Marshall is President Carter's chief adviser on labor matters and is responsible for carrying out the Department's mission "to foster, promote and develop the welfare of the wage earners of the United States, to improve their working condition, and to advance their opportunities for profitable employment."

Dr. Marshall was Director of the Center for the Study of Human Resources at the University of Texas and a professor of economics there from 1970 until joining President Carter's cabinet. He has also taught economics at the Universities of Mississippi, Louisiana State and Kentucky. After service in the Navy as a radio operator, attended Millsaps College in Jackson, Miss., receiving his B.A. degree in 1949. He received an M.A. from Louisiana State University in 1950 and his Ph.D. from the University of California at Berkeley in 1954.

Dr. Marshall was Director of the Center for the Study of Human Resources co-authoring numerous books. His articles and monographs have appeared in many labor and economic anthologies and journals. A Fulbright Research Scholar in Finland in 1955-56, he received a Wertheim Fellowship in Industrial Relations from Harvard University in 1960 and a Ford Foundation Faculty Fellowship in 1954-55.

He is active in numerous professional and academic organizations: President of the Industrial Relations Research Association; served as president, National Rural Center; chairman, Federal Committee on Apprenticeship, and director, Task Force on Southern Rural Development. He has been a member of the National Council on Employment Policy, president of the Southern Economic Association, the labor panels of the American Arbitration Association and the Federal Mediation and Conciliation Service.

Dr. Marshall was born August 22, 1928 in Oak Grove, LA. He and his wife, the former Patricia Williams have five children.

Robert J. Brown as Under Secretary of Labor by Secretary of Labor Ray Marshall. Brown was president and held several other positions with Local 41, United Auto Workers (1948-53), St. Paul, Minn.

As Under Secretary, Brown is the second-ranking official in the Cabinet-level agency responsible for administering laws and programs to protect and improve the welfare of American workers. Brown, 47, has been with the U.S. Department of Labor since 1966. He has been Denver regional administrator of the Department's Employment and Training Administration since 1974, ad-

ministering federal training and em-  
ment programs in Colorado, Mon-  
tana, North and South Dakota, Utah  
and Wyoming.

From 1972 to 1974, Brown was as-  
sociate administrator of the Manpower  
Administration and director of the  
U.S. Employment Service. During  
1969-72, Brown was associate admin-  
istrator, U.S. Training and Employ-  
ment Service, and from 1966 to 69 he  
was assistant manpower administrator  
for special assignments. Previous ex-  
perience included posts as commis-  
sioner, Minnesota Department of Em-  
ployment Security. He was also with  
the Minnesota Conservation Depart-  
ment. The Seattle, Washington, native  
holds an associate arts degree from the  
University of Minnesota.

Also nominated by the President for  
top department posts were: Ernest G.  
Green as assistant secretary of labor  
for employment and training; Carin A.  
Clauss as solicitor of labor, and Don-  
ald Elisburg as assistant secretary of  
labor for employment standards. All  
nominations have required Senate con-  
firmation.

Ernest G. Green, 35, has been ex-  
ecutive director of the Recruitment  
and Training Program (R-T-P, inc.)  
and a predecessor organization since  
1967. R-T-P, Inc., a contractor under  
the Labor Department's Apprentice-  
ship Outreach Program has played a  
key role in placement of minority  
group members and women in ap-  
prenticable occupations.

Carin A. Clauss, 38, is the first  
woman to hold the Labor Depart-  
ment's top legal post. She has been  
Associate Solicitor for fair labor stand-  
ards in the department since 1971.  
Since joining the department as an at-  
torney in 1963, Clauss has won wide  
recognition for her successful argu-  
ments in precedent-setting court suits  
under the Equal Pay Act of 1963 and  
Age Discrimination in Employment  
Act of 1967.

Clauss is a member of the New York  
Bar, Federal Bar Association (FBA)  
and a former co-chairperson of both  
the FBA Labor Committee and FBA  
Wage-House Subcommittee.

Donald Elisburg, a 38 year old at-  
torney, has been general counsel and  
staff director, U.S. Senate Committee  
on Labor and Public Welfare, since  
December 1974. As Assistant Secre-

tary in charge of the U.S. Department  
of Labor's Employment Standards  
Administration (ESA), Elisburg is re-  
sponsible for enforcing a wide variety  
of federal labor laws, including those  
setting minimum wage, overtime pay,  
equal pay, and child labor standards.  
He also directs ESA programs in such  
areas as equal employment opportu-  
nity, farm labor contractors registra-  
tion, women's job opportunities and  
workers' compensation. Since 1974,  
Elisburg has simultaneously served as  
counsel of the committee's Subcom-  
mittee on Labor. He previously was  
associate counsel of the subcommittee  
for four years. Before joining the Sen-  
ate committee, Elisburg held a series  
of Labor Department legal posts from  
1963 to 1970.

## Robert E. Jones Retires

Robert E. Jones, a rural carrier for  
36 years, recently retired from the  
Braunfels post office. Jones feels fairly  
certain that, "I know I won't miss  
those cold wet mornings when there's  
ice on the mailboxes." He embarked  
on his career as a sorting clerk, then  
worked for more than 20 years at a  
service window until he became a  
regular carrier on rural route 2. Mr.  
Jones also served in the Army from  
1941 through 1946 and was a member  
of the Signal Corps. He plans to spend  
his new-found time fishing and hunting  
and enjoying his family. He is married  
to the former Rose Marie Revard and  
they have two sons.

### IMPORTANT INSURANCE INFORMATION . . .

#### FOR THOSE AGE 65 OR OLDER

Many individuals upon reaching age 65 do not seem to know they are covered under Medicare. Frequently they will file claims with the Rural Carrier Benefit Plan and indicate they are not covered under Medicare when in fact they are. This creates serious over-payment problems for the Rural Carrier Benefit Plan.

IF YOU ARE AGE 65 OR OLDER . . .

OR IF YOU ARE RECEIVING DISABILITY BENEFITS  
UNDER SOCIAL SECURITY . . .

BE CERTAIN YOU UNDERSTAND MEDICARE INSURANCE COVER-  
AGE AND HOW IT IS COORDINATED WITH THE RURAL CARRIER  
BENEFIT PLAN (and all other plans under the Federal Health Benefits  
Act).

#### MEDICARE ELIGIBILITY

Any individual age 65 or older, WORKING OR RETIRED, who is eligi-  
ble for Social Security benefits, EVEN IF HE IS NOT RECEIVING THOSE  
BENEFITS DUE TO THE FACT HE IS NOT RETIRED, IS ELIGIBLE FOR  
COVERAGE UNDER THE HOSPITAL INSURANCE (Part A) OF MEDI-  
CARE.

Also any individual of any age who receives disability benefits under  
Social Security for a consecutive period of 24 months is eligible for  
Medicare benefits.

It is important to remember that when you are **ELIGIBLE FOR** Social  
Security benefits you are **AUTOMATICALLY** covered under Medicare  
Hospital Insurance (Part A).

If in doubt concerning your eligibility, please contact the nearest  
office of the Social Security Administration to determine your status  
under Medicare, and properly advise the Rural plan when submitting  
claims. Information concerning Medicare coverage should be given in  
Question 7 on the Claim Form 2501.

# CALL

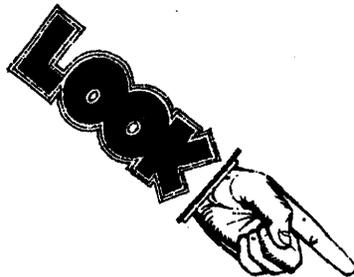
ON PROSPECTIVE  
GUILD MEMBERS AND

# COLLECT

A CASH REWARD!

The Rural Carriers' Provident Guild will pay \$25.00 to the person who enrolls the youngest couple, as Guild Members during the year July 1, 1976 through June 30, 1977. Membership is open to all rural carriers, substitutes and their spouses, if they are members of the Association or Auxiliary and are under 55 years of age at the time of application.

National or State Officers, State Guild Representatives, Guild Members. **ANYONE** can be the lucky sales person. Send coupon for full membership details.



SAVE \$4.00 . . .

**This Coupon is worth \$2.00 each on the Entrance fee, when man & wife join together!**

If UNDER Age 55, Clip and Mail Today

**RURAL CARRIERS' PROVIDENT GUILD**  
P.O. Box 444 - BOLIVAR, OHIO 44612

GENTLEMEN: Please give us the facts on Benefits available for our Age Class.

My date of birth is: .....

Spouse date of birth: .....

Name .....

Street Address .....

Post Office          State          Zip Code



## 200% Honor Roll 1976

1. Arizona
2. Texas
3. Minnesota
4. Florida
5. Missouri
6. Pennsylvania
7. Iowa
8. Alabama
9. New Mexico
10. North Dakota
11. Illinois

Another state has been added to the 200% Honor Roll during the 3rd quarter of the 1976 membership year. Congratulations to the state of Illinois. President James Conroy and Secretary Albert Benedict are to be commended for their leadership in making this goal possible in Illinois.

The leaders in each of the groups are:

GROUP I		GROUP II		GROUP III	
State	Percentage	State	Percentage	State	Percentage
1. Texas	212.2	1. Florida	205.5	1. Arizona	265.9
2. Missouri	210.2	2. North Dakota	201.3	2. New Mexico	203.0
3. Pennsylvania	209.5	3. West Virginia	197.9	3. Oregon	184.8
4. Alabama	207.7	4. Arkansas	190.7	4. Delaware	185.3
5. Iowa	204.2	5. Washington	183.3	5. Wyoming	177.4
6. Minnesota	203.7	6. California	183.1	6. Montana	175.2
7. Illinois	200.7	7. South Dakota	181.3	7. New Jersey	174.7
8. Wisconsin	189.5	8. Nebraska	180.9	8. New Hampshire	172.0
9. Georgia	186.4	9. Oklahoma	179.1	9. Maine	170.6
10. Tennessee	180.5	10. Mississippi	174.7	10. Vermont	163.1

The National Rural Letter Carriers' Association 1976 membership is 57,244 at the end of the third quarter of the membership year. This is a gain of 1881 members over last year.

By comparison, there are 64 more regular carriers; there are 1,505 more substitutes; and 553 more retired carriers enrolled than were enrolled at the end of the third quarter a year ago. This is a total of 2122 more members than at this time the previous year.

The National Board extends its most sincere congratulations to all those that have had a part in making these membership records possible.

A quarterly report of membership and percentage totals is on the next page.

**KEEP THE MEMBERSHIP COMING!**

Retired Rural Carriers may enroll under the Dues Withholding Program by completing Form 1187-R. A new Form 1187-R is available from your State Secretary.

**1976 MEMBERSHIP ANALYSIS  
AS OF  
MARCH 31, 1977**

Things to see . . .  
and do . . .

**ON YOUR  
WAY TO  
CONVENTION**

**Traveling Thru Idaho**

The Idaho Rural Letter Carriers would like to take this opportunity to thank all those kind Carriers throughout the Nation who helped make our fund drive for the victims of the Teton flood a great success. In return, we would like to extend a warm welcome to the carriers and their families that may be traveling through our State on their way to the National Convention. The Idaho Carriers are few and sometimes far apart, but we think we have some of the most scenic part of this Nation and would like to share its beauty with you.

It's easy to miss the more scenic spots if you drive only the freeways, and advanced information always makes a trip more interesting. This may be obtained free for the asking. The Idaho State Department of Tourism and Industrial Development has a very nice packet including Recreation Guide, Motel Guide, Idaho Highway Map, Idaho Camp Grounds, and calendar of events. Write:

Idaho State Department  
Division of Tourism and Industrial  
Development  
Room 108 Capital Building  
Boise, Idaho 83720

For "Mountain Lakes of Idaho" Write:  
Idaho Fish and Game Department  
600 S. Walnut  
Boise, Idaho 83707

For "Fun Country" Write:  
Idaho Power Company  
P.O. Box 70  
Boise, Idaho 83721

We do hope you enjoy your trip to the National Convention and look forward to seeing you there. Take a few extra days and enjoy our scenic State on your way. Thanks again for your help in our time of need. Marlin Yorgensen President, Idaho Rural Letter Carrier Asso., R #1, Wilder, Idaho 83676.

State	Routes	Cash Reg.	Dues W/H	Substi- tute	Associ- ate	Total	%
Arizona	82	6	95	54	63	218*	265.9
Texas	1,448	236	1,153	937	746	3,072*	212.2
Missouri	1,163	178	946	769	552	2,445*	210.2
Pennsylvania	1,493	103	1,394	1,118	513	3,128*	209.5
Alabama	926	74	848	685	316	1,923*	207.7
Florida	658	77	566	421	288	1,352*	205.5
Iowa	1,086	327	698	658	534	2,217*	204.2
Minnesota	1,028	348	637	663	446	2,094*	203.7
New Mexico	66	6	59	29	40	134*	203.0
North Dakota	384	304	41	243	185	773*	201.3
Illinois	1,441	306	1,062	872	652	2,892*	200.7
West Virginia	333	101	224	179	155	659	197.9
Arkansas	580	33	509	295	269	1,106	190.7
Wisconsin	1,089	100	948	558	455	2,061	189.5
Georgia	1,102	360	673	606	415	2,054	186.4
Delaware	68	2	63	39	22	126	185.3
Oregon	302	24	260	143	131	558	184.8
Washington	436	78	343	241	137	799	183.3
California	550	54	473	233	247	1,007	183.1
South Dakota	359	49	293	163	146	651	181.3
Nebraska	550	148	375	248	224	995	180.9
Tennessee	1,171	325	786	618	385	2,114	180.5
Indiana	1,181	253	814	682	368	2,117	179.3
Oklahoma	655	101	490	240	342	1,173	179.1
Wyoming	31	2	29	12	12	55	177.4
Ohio	1,459	183	1,150	751	494	2,578	176.7
Montana	149	14	126	62	59	261	175.2
North Carolina	1,289	281	949	675	349	2,254	174.9
Mississippi	751	85	623	377	227	1,312	174.7
New Jersey	300	20	283	156	65	524	174.7
South Carolina	668	153	463	337	206	1,159	173.5
Kentucky	815	235	508	389	279	1,411	173.1
Louisiana	474	89	343	251	135	818	172.6
New Hampshire	207	25	164	100	67	356	172.0
Colorado	256	70	172	108	90	440	171.9
Maine	323	13	287	138	113	551	170.6
Kansas	800	137	558	295	373	1,363	170.4
New York	1,349	162	1,116	555	386	2,219	164.5
Michigan	1,406	255	1,041	638	369	2,303	163.8
Vermont	206	39	151	63	83	336	163.1
Massachusetts	330	42	256	146	87	531	160.9
Idaho	194	16	163	59	74	312	160.8
Rhode Island	60	3	52	31	10	96	160.0
Connecticut	316	58	240	115	75	488	154.4
Virginia	920	440	384	319	263	1,406	152.8
Maryland	436	41	330	206	82	659	151.2
Utah	64	3	61	13	19	96	150.0
Alaska	5	1	—	—	—	1	—
Hawaii	15	—	17	9	—	26	—
Nevada	11	—	11	2	2	15	—
Puerto Rico	4	—	3	3	—	6	—
<b>TOTALS</b>	<b>30,990</b>	<b>5,960</b>	<b>23,230</b>	<b>16,504</b>	<b>11,550</b>	<b>57,244</b>	<b>—</b>

\*States Above 200%.  
Alaska Members enrolled in Washington State.



# Safe Driver Award Program

## INTERSECTION ACCIDENTS

This is the third in a series of articles explaining the application of the National Safety Council Safe Driver Award Rules. Rule #7.6 on Intersection Accidents states:

*"It is the responsibility of professional drivers to approach, enter and cross intersections prepared to avoid accidents that might occur through the action of other drivers. Complex traffic movement, blind intersections, or failure of the "other driver" to conform to law or traffic control devices will not automatically discharge an accident as "not preventable." Intersection accidents are preventable even though the professional driver has not vio-*

*lated traffic regulations. His failure to take precautionary measures prior to entering the intersection is a factor to be studied in making a decision. When a professional driver crosses an intersection and the obvious actions of the "other driver" indicate possible involvement either by reason of his excess speed, crossing his lane in turning, or coming from behind a blind spot, the decision based on such entrapment should be PREVENTABLE."*

Now, consider an accident involving your 5-ton postal vehicle traveling downhill in a 35 MPH zone. You have the green light as you approach the four-lane intersection ahead. The view on your right is only partially blocked, and on your left, there is no traffic so you proceed through the intersection. But, from your right, an automobile plows through the red light and,

WHAM!! There is a crash!

Could you have prevented the accident?

Recall the rule above makes it the professional (career) driver's responsibility to get through intersections safely, regardless of the other fellow's speed, carelessness, poor brakes, failure to observe stop signs and traffic signals, etc. The National Safety Council believes, and we agree, this can be done. They assert that most intersection accidents should never happen since they usually start 30, 40, or more feet back of where the colliding vehicles come together. At that distance, there is still the opportunity to approach intersections slowly enough to allow time to look right and left with the foot on the brake prepared to stop.

Your accident was PREVENTABLE!

In the next article, more on intersection accidents and the Award Rules governing preventability of these accidents.

(From the Southern Region)



## Yes, There is a Silver Lining!



What a day it was! Three flats, two sets of boxholders, plenty of other mail, and a real bad sinus headache. I mumbled to myself all day, "Why me? . . . On my Birthday, no less!" Then after I got home, still talking to myself, a fellow carrier and one of my patrons showed up with this tasty morsel. I forgot my headache, boxholders, flats, all that mail! Besides, my wife was smiling! My kids happy! Can't wait until next year! Michael L. Pearce, Rural Mail Carrier, Route 1, Conway, Missouri.



### ANOTHER REPEAT CUSTOMER

Mr. JULIAN E. MULLINS OF KY. RECOMMENDS TO ALL MAIL CARRIERS:

"NOW WE CAN DELIVER MAIL from THE RIGHT SEAT of a vehicle that gives us the COMFORT, ECONOMY, DEPENDABILITY & TRADE IN VALUE OF OUR CHOICE. SINCE USING

BRIGHT'S transferrable DUAL CONTROLS MY WORK is so MUCH EASIER; IT is MORE of a PLEASURE than it has BEEN in YEARS.

AVAILABLE NOW !!! \*

\* FREE DELIVERY of NEW or USED vehicles, with or without BRIGHT'S DUAL CONTROLS, to MEMPHIS-NASHVILLE-LOUISVILLE-CINCINNATI-TOLEDO-DETROIT; or to any EXIT along the route between above cities. (Delivery available to any other location for a reasonable fee).

\* New 1977 Volare or Aspen 4 door, automatic, SLANT 6 eng., P.S. CHECK amount—TOTAL \$3849.99. ALSO many others to choose from.

\* New 1977 Datsun pickup, LWB, automatic, Check amount TOTAL \$3799.99.

\* New 1977 LINCOLN "TOWN CAR" loaded—list \$13,700.00 CK. Amount \$11,300.00.

\* New 1976 Hornet Sportabout Sta. Wag. (loaded), A-C, roof rack, P.S. 258-6, BRIGHT'S DUAL CONTROLS, (ready to go now), \$4399.00.

\* ALMOST ANY BRAND AVAILABLE. Several GOOD used dual controlled vehicles in stock ready for the route NOW.

Low cost delivery to your door available.

(Call the phone number below)

(since 1925)

## C. B. BRIGHT MOTOR COMPANY

Route 1, Box A1, Ashland, Mississippi 38603

Six days per week, 3 p.m. to 8 p.m. For fastest action call (601) 224-6641

If no answer call 224-6737 or 224-8230



**HJALMER LAVOY ERICKSON, 60, Northfield, Minnesota,** died November 15, 1976 from a heart attack. Mr. Erickson was born at Beresford, South Dakota where he lived throughout his youth. In 1940 he was united in marriage to Ruby Olson and in 1945 he entered the Army. There he served as a Sargeant in the 428th Counter Intelligence Corps in Italy. Mr. Erickson lived in Northfield since 1937 and was employed by the Postal Service for 27 years. Following his retirement from the Postal Service, he was employed by Doc's Electric in Northfield. Mr. Erickson was an active member of St. John's Lutheran Church for many years. He leaves his widow, Ruby; One son, Lore; two daughters, Mrs. Richard Houston and Mrs. Marlys Veek; two grandchildren four brothers and a host of other relatives and friends.

**ELMER B. BLISS, 76, Power, Montana,** died in Great Falls hospital recently after suffering from an extended illness. Born in 1900 in Creston Iowa, Bliss joined the U.S. Post Office Department in 1923 shortly after his move to Montana. For 34 years Bliss carried the mail in Power until 1946. During these 34 years he was commended for his 31 years of accident-free driving. Bliss homesteaded in the Brady vicinity in 1930 and maintained his farming interests throughout his life. From 1933 to 1952 he ran a hotel in Great Falls and in his later years he restored antique musical instruments. Bliss was a member of the Cascade County Wildlife Association and served on its board of directors. He leaves his wife, Sadie; three sons, Gerald, Brent and David; seven grandchildren; two great-grandchildren; one brother, Harry, and one sister, Mrs. Alice Norton.

**CLYDE LESTER SHELTON, 71, Gretna, Virginia,** a retired rural car-

rier with 32 years service in the Chatham area passed away in Danville Memorial Hospital after a brief illness. He was born in Pittsylvania County and spent his entire life there. Mr. Shelton was a member of Payneton United Methodist Church and the Pittsylvania County Local of the Virginia Rural Letter Carriers Association. He was married to Irene Roach Shelton who survives him. He also leaves a brother and two sisters.

### Crime Costs!

The overall cost of crime to the nation during 1976, according to new estimates by the Joint Economic Committee of Congress (JEC), was at least \$125 billion more than the \$104 billion authorized by Congress for defense spending in fiscal year 1977!

That figures out to a crime tax of over \$500 a year for every man, woman, and child in the U.S.

### SUPERIOR MAGNETIC DOOR PROTECTOR



- TOUGH ABRASION RESISTANT
- CHOICE, SEVEN COLORS
- CUSTOM FIT FOR YOUR DOOR
- INSIDE PROTECTOR (OPTIONAL)

**\$9.45 EACH** (4 DOOR MODEL)      **\$9.95 EACH** (2 DOOR MODEL)

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CITY ..... STATE ..... ZIP .....

#### DOOR PROTECTORS:

YEAR ..... MAKE .....

MODEL ..... 4 DOOR? 2 DOOR? (CIRCLE ONE)

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DOOR (CIRCLE ONE)  
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(FACING DIRECTION OF TRAVEL)

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(FOR ADDITIONAL CARS, GIVE ABOVE INFORMATION ON SEPARATE SHEET)

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FOUR DOOR ..... \$9.45 EA. TWO DOOR ..... \$9.95 EA.  
SEPARATE INSIDE PROTECTOR ..... \$2.25 EA.  
(ADD 75¢ HANDLING IF INSIDE PROTECTOR IS ORDERED SEPARATELY)

DO NOT USE THIS SPACE

#### REAR WARNING SIGNS:

NUMBER ORDERED:  
"U.S. MAIL" ..... \$8.95 EA. "WATCH FOR STOP" ..... \$8.95 EA.  
YELLOW-WHITE (CIRCLE ONE)      SALES TAX, 4%, IND. ONLY

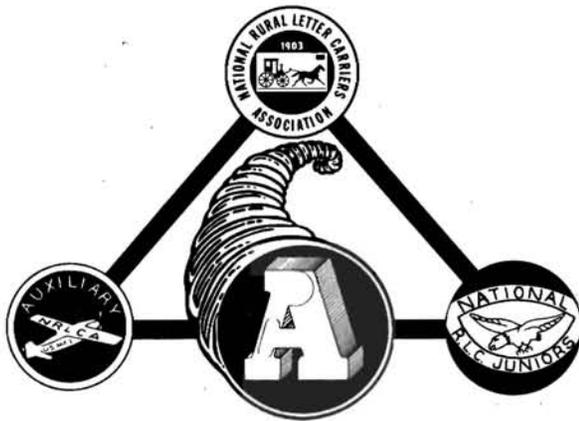
TOTAL .....  
DISCOUNT (SEE BELOW) .....  
TOTAL ENCLOSED .....

**SPECIAL DISCOUNT**—Pay regular price for one door protector or rear warning sign. Deduct 50 cents per sign for each additional unit, same shipment. (Discount not allowed on inside door protector.)

**POSTAGE PREPAID WHEN PAYMENT ACCOMPANIES ORDER**

## A PROGRAM OF THANKS

## AUXILIARY



PRESIDENT—Mrs. Gordon Belcher  
Route 4, Box 252  
Simpsonville, South Carolina 29681  
Phone (803) 963-7160

VICE PRESIDENT—Mrs. Robert D. Malm, Chairman  
8015 Rob Roy Lane  
Roseville, California 95678  
Phone (916) 791-1414

SECRETARY—Mrs. C. D. Simpson  
Route 2, Box 2  
Vaiden, Mississippi 39176  
Phone (601) 464-5328

TREASURER—Mrs. John H. Bailey  
Wyndmere, North Dakota 58081  
Phone (701) 439-2461

### EXECUTIVE COMMITTEE

Mrs. J. Paul George  
1 Draper Street  
Oneonta, New York 13820  
Phone (607) 432-3925

Mrs. John J. Maher  
Box 422  
Brimfield, Illinois 61517  
Phone (309) 446-3420

Mrs. Hubert M. Roberts  
P.O. Box 547  
Lake Placid, Florida 33852  
Phone (813) 465-2386

\*\*\* AUXILIARY EDITOR: Mrs. Robert D. Malm \*\*\*

## Mid-Year Board Meeting

By Mrs. John J. Maher, Secretary Executive Committee

The Board Members of the Auxiliary of the National Rural Letter Carriers' Association were truly THANKFUL to attend the Mid-Year Board Meeting in Greenville, South Carolina. The warm greetings of President Sue Belcher and her husband Gordon, along with the balmy weather and beautiful spring flowers were enjoyed by all. President Sue had arranged for our pleasure and comfort at the Sheraton Palmetto Inn, where everyone arrived on Wednesday evening March 23.

Thursday morning session was called to order at 8:40 with devotionals, followed by reports of all the officers and a detailed report of the trip made by President Mrs. Gordon Belcher, Vice President Mrs. Robert Malm and Treasurer Mrs. John H. Bailey to the Mid-Winter Meeting of the National Association Board in Washington, D.C. The Auxiliary representatives praised the dedicated National Association Officers for their capable representation of our Rural Carrier Families. They also expressed their gratitude for the opportunity to be in Washington

during Inauguration Week, and for the kindnesses shown them by everyone.

During the sessions many items were discussed, including membership, plans for the Juniors, plans for the National Convention, and State Convention Assignments.

We were privileged to be most graciously entertained by Gordon and Sue in their lovely home.

On Saturday, after final adjournment, we travelled to Columbia to attend the South Carolina Booster Meeting. It was a pleasure to meet the many members in attendance and to visit with Past National Officers, Mr. Tommy Martin, Mrs. Clint Carter, and Mrs. Jesse Huggins. The National Auxiliary Officers spoke briefly at the afternoon Auxiliary session and President Lester Miller spoke to a large crowd during the joint evening session.

After a delightful time, Sunday found everyone homeward bound, with renewed enthusiasm to encourage all members to bring this year's program to great success.

## KNOWLEDGE IS POWER !!!

by Mrs. Hubert M. Roberts

Knowledge is to Know . . . and Knowing is the Key that Opens many Doors!! Are You as a Rural Carrier or Spouse aware of the many benefits available for you and your family? Do you Know what our National Officers are doing to protect the rights and benefits we have? Do you Know about our Health Benefit Plan and group life insurance plan? Information on these plans and many other important phases of our Association and Auxiliary work and projects, what the latest Membership goals are, are available for us each week in our Rural Carrier Magazine.

Yes, *Knowledge is Power* and *You* have the *Key* to that *Power* delivered to your door every week in our Rural Carrier magazine. It is filled with worthwhile information and news to keep you abreast with current happenings that could be of vital importance to you. Are you filing your

copies for future reference? The quarterly index is helpful for quick reference material. Why not file them in a loose leaf note book for handy use.

Many districts and states use our magazine for posting notices for meetings in their areas. Reports of state meetings and conventions are available through our magazine and if you can't attend the national conventions—read about it!! That way you will know what your association and auxiliary are doing for you.

I challenge You . . . to READ your Magazine each week and see how much Power You will soon have as you become more Knowledgeable about every Facet of our Rural Carrier and Auxiliary work!! This Knowledge will certainly help us be a more "Powerful" member of our organization!!

So . . . Read your Magazine!!!



### MY TREE

I planted a tree and oh how it grew. My tree's name was, "The Safety Tree." It was a beautiful healthy tree until one day I noticed it did not look well. The roots of my Safety tree had become infected with some of the common causes of accidents in our homes and on the highways. Speed, pre-occupation, carelessness, alcohol, drugs, improper driving, and faulty equipment were the names of the infections.

Now it was a tree with unhealthy roots and it began to produce unhealthy fruit. These fruits were accidental injuries, fatalities, loss of personal property, loss of work hours,



pain, grief, fines, increased insurance costs and permanent disabilities.

Immediately the tree Doctor gave my tree roots shots and the bad roots became obedience of rules, flags and flares usage, following signs and markings, alertness, defensive driving, precaution and all other safety habits. Once again I had a tree with good roots and it began to produce *safety* fruits.

Let us all keep our Safety tree healthy and help ourselves and others to enjoy many years of happy life by putting safety practices in our lives on and off the highways. Submitted by: Mrs. LaVern (Rita) Kohmetscher, President of Nebraska Auxiliary.

### How To Use USDA Grades In Buying Food

If you find it difficult to judge quality in the foods you buy, the U.S. Department of Agriculture has help for you.

It comes in the form of a small publication, handy to carry in your pocketbook or pocket.

Entitled, "How to Use USDA Grades in Buying Food," the recently revised and updated publication shows the official grade marks used on meat, eggs, poultry, dairy products, and fresh, canned, and frozen fruits and vegetables. It explains what the grades mean for each of these products and gives tips on how to use the various grades.

The booklet advises consumers that "... if you learn to recognize the grade mark when it is used and know what it means, it can help you to know more about what you are buying, to compare prices of foods in different stores, and to get the most for your money."

Single copies of Home and Garden Bulletin No. 196, "How to Use USDA Grades in Buying Food," (G-196) may be obtained by postcard request to the Office of Communication, U.S. Department of Agriculture, Washington, D.C. 20250. Please use your zip-code.

### A SPECIAL LADY New Jersey Our Special Member

New Jersey expresses prideful thanks for one of our special members—Dorothy Davenport of Branchville, N.J.,

Dorothy served four years as a Page at National Conventions and was Secretary of the Officers' Club at the Kansas City, Missouri National Convention, so is a friend to many of our Auxiliary. She served three consecutive years as President of our New Jersey Auxiliary and has been our Secretary-Treasurer for the last three years. One of her pet hobbies is ceramics and for the past five years she has made a ceramic musical Christmas Tree for our Auxiliary to raffle off at our Booster Meeting. Last year we took in \$225.00 from this raffle. She also made our New Jersey State Banner and, along with another member, our Chair-back covers. A few years back, our State Auxiliary made up a Cook Book and Dorothy took over most of the work involved in composing this book.

She is a very friendly, sincere, talented and hard working person and our State is proud to claim her as a special member who deserves our heartfelt thanks. (Submitted by Mrs. Arnold Smith, President, N.J. Auxiliary.)

A SMILE  
is a curved line  
that can make  
a  
lot of things straight.



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Automatic Transmission  
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 Right or Left Hand Drive  
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Model DJ5D **\$3,997.00**  
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 GVWR 4,900 LBS.  
 WHEELBASE 91"  
 CARGO SPACE 130 CU. FT.

NEW 1975 1/2 TON MODEL

**\$3699.00**

ENGINE: Model 6-258  
 Type: 6 Cylinder, In-Line Gasoline  
 TRANSMISSION: Automatic 3 Speed  
 NOTE: Right Hand Drive

CURB WEIGHT, LESS PAYLOAD AND CREW:	
Front Axle	2050 Lbs.
Rear Axle	1650 Lbs.
TOTAL	3700 Lbs.
PAYLOAD: (Not Including Driver)	
Highway	1000 Lbs.
SHIPPING DIMENSIONS:	
Cu. Ft.	575
Sq. Ft.	78
LENGTH:	145.8 In.
WIDTH:	77.8 In.
HEIGHT:	89 In.
WHEELBASE:	91 In.

There is a twelve month or twelve thousand mile warranty on the vehicles.

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# QUESTION BOX

(1) Is it proper for a postmaster to give an employee the opportunity to elect discontinued service annuity due to job abolishment in lieu of reassignment?

A. No. This is in error and has caused illegal separations resulting in denial of annuity by the Civil Service Commission. Only the Regional Director for Employee and Labor Relations can determine when a position is abolished and no action must be taken to give an employee the opportunity to elect discontinued service annuity without prior approval of the Regional Director. (Reference: Southern Region Bulletin, 11-11-76)

(2) How is a registered letter delivered on a rural route?

A. Get signature for delivery on Form 3849, and on return receipt, if requested by the sender. If delivery is made to addressee's agent, addressee's name must be entered on Form 3849 followed by the signature of the person actually accepting delivery. Examine each return receipt for completion and make any necessary corrections at that time. Sign and date form.

(3) If unable to deliver the registered article, what is the procedure?

A. Enter registration number, office of origin, and name of addressee on Form 3849 and leave the form as a notice of arrival, if unable to deliver registered article. Endorse the article to show date notice was left. Return article to office or carrier delivery unit pending advice from addressee that delivery can be made. The carrier may again take the mail out for delivery without request from the addressee if he has reason to believe that delivery can be made. (Reference: 161.763, b, 3 and 4)

(4) Should parcels be taken out for delivery on the route on the first trip after they arrive at the office?

A. Ordinary parcels must be taken for delivery on the first trip after they arrive at the office. If a package is too large for the box, leave Form 3570, notice of attempt to deliver mail, in the box. (Reference: Rural Carrier Handbook M-37, 330, 331, 332)

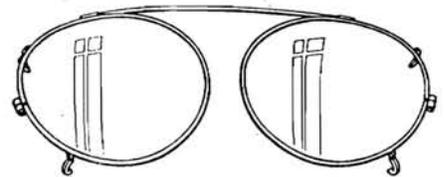
(5) When may packages, too large for the box, be left outside the box?

A. Packages too large for the box may be left outside the box, provided the patron has filed a written order to this effect on Form 4232. (Reference: Rural Carrier Handbook M-37, 333)

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## Clip-On Magnifiers



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## The Robot Holds Up the Mail

P. H. Hunott from Sikeston, Missouri informs us that this box was recently erected on route 4, Sikeston. It is constructed entirely of steel. The eyes are washers, nose of angle iron, hat of disc blade with a pan for the top.

Well, it is one way to hold up the mail (!?)

### KEEP YOUR SEAT

The Mailhawk picks up mail, lowers flag, delivers newspapers, mag. letters. **CARRIER REMAINS AT STEERING WHEEL.** Avoid mud, snow, soft shoulders with auto 4 to 5 feet from box.

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