



Winter 2007

National PCC Day - CWPPC Shines Again!

2008 CWPPC Calendar of Events

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Nonsense!
Did You Know
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How Specs Live Forever



- **February—date to be determined—Meeting Scheduled in Marshfield**
- **April or May—Many of you made the suggestion that it is time to tour of the USPS Wausau Distribution Center again! Meeting scheduled in Wausau.**
- **September 17, 2008—National PCC Day. Location to be determined.**



Left
Jean Rustad-Johnson is holding the winning certificate for “PCC Leadership Award—Great Lakes Area—PCC of the Year Level 24 or Below.”

Right
Lori Rogney is holding the winning certificate for “PCC Leadership Award—Great Lakes Area—Postal Co-chair of the Year!”

On September 19th several of our members got up very early in the morning, too early, to hitch a ride on bus to attend the National Postal Customer Council Day in Oconomowoc.

The day was hosted by the Milwaukee and Great Madison PCC’s. Everyone was treated very well, with food and gifts a plenty, including a USPS Quick Service Guide!

We watched the live broadcast from the Postmaster General and our keynote speaker was Stephen M. Kearney, USPS Vice President, Pricing and Classification.

Everyone that participated from Central Wisconsin earned 2 certificates; Mail Center Professional Certification and Quality Processes

Professional Certification.

The training sessions included:

- Powering up your Business with Intelligent Mail®, with Brian Euclide—TEC Mailing and George Strand—USPS
- Flats Sequencing System (FSS) Overview, with Don Landis—Arandell Corp. and Steven Wenzel—USPS
- Addressing the Bottom Line Understanding CASS™, DPV™, and LAC-SLink™, Chris Lien—Business Objectives and Steve Johnsen—USPS
- Value of Mail, Elizabeth Lombard—Pitney Bowes and Melinda Stefanski—USPS
- Mailpiece Quality, Ralph Hass—Northwestern Mutual and Steve Johnsen—USPS

Mailers Tips—Intelligent Mail Barcode

The Intelligent Mail barcode, formerly known as the 4-State Customer barcode, is 65-bar USPS barcode used to sort and track letters and flats. This barcode expands mailers’ ability to track individual mailpieces and provides greater visibility into the mailstream.

The use of the Intelligent Mail barcode is optional right now. However, many mailers are finding that it makes good business sense to begin using it. Beginning in 2009, the Intelligent Mail barcode will be required to qualify for automation discount.

One of the services available is OneCode ACS.

- OneCode ACS provides mailers with automated address corrections when a mailpiece can’t be delivered. OneCode ACS lets mailers use just one barcode instead of a combination of text endorsement,

participant code, mailer keyline and POSTNET barcode. This service is currently available only for use with First-Class Mail, Periodicals mail and Standard Mail.

For more information go to:
www.usps.com/mailpro/2007/mayjune/page5.html

Recap—June Meeting & Tour

Nonsense!!



“Sometimes the appropriate response to reality is to go insane.” Philip K. Dick 1928-1982

“Suburbia is where the developer bulldozes out the trees, then names the streets after them.” Bill Vaughan 1915-1977

“It’s amazing that the amount of news that happens in the world every day always just exactly fits the newspaper” Jerry Seinfeld



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Panel Discussion

Gail Wenninger and Glenda Fenske, USPS Representatives, and Don Rogatzki of Office Enterprises conducted a panel discussion on questions and concerns resulting from the new rate case and how these issues were resolved. Mary Ward, USPS mail piece design analyst will also give a few tips on how to make your mail piece more cost effective. Membership participation was welcomed.

Eastbay Distribution Facility Tour

The tour was excellent! We saw equipment we never seen before and the massive conveyor system. It is amazing how much product move out of the facility in one day.

Elections

Re-elected 2-Year Term : John Leek—Treasurer, Connie Ward—Security
Elected 2-Year Term: Joelle Schillinger—Board Member, Dan Otto—Board Member
Elected: Sheri Reinert—Ad Hoc Board Member



Left to Right—Mary Ward, Gail Wenninger, Glenda Fenske, and Don Rogatzki



← USPS News Link

“How Specs Live Forever”

The U.S. standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That’s an exceedingly odd number. Why was that gauge used? Because that’s the way they built them in England, and the U.S. railroads were built by English expatriates. Why did the English people build them like that? Because the first rail line were built by the same people who built the pre-railroad tramways, and that’s the gauge they used.

Why did “they” use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used

that wheel spacing. Why did the wagons use that odd wheel spacing? Well, if they tried to use any other spacing the wagons would break on some of the old, long-distance roads, because that is the spacing of the old wheel ruts. So who built these old rutted roads? The first long-distance roads in Europe were built by Imperial Rome for the benefit of their legions. The roads have been used ever since. And the ruts? The initial ruts, which everyone else had to match for fear of destroying their wagons, were first made by Roman war chariots. Since the chariots were made for or by Imperial Rome, they were all alike in the matter of wheel spacing.

Thus, we have the answer to the original questions. The United States standard railroad gauge of 4 feet, 8.5 inches derives from original specifications for an Imperial Roman army war chariot. Specs and bureaucracies live forever. So, the next time you are handed specifications and wonder what horse’s ... came up with them, you may be exactly right. Because the Imperial Roman chariots were made to be just wide enough to accommodate the back ends of two war horses.

Publication—The Motivational Manager—Anecdotes
“Found on the Internet, source unknown.”

<http://www.lakelandpcc.com/>