



Tampa Letter Carrier

VOLUME 15, ISSUE 5

MAY 2016

Around The Horn from The President's Desk

11 more CCA Conversions

Congratulations to the 11 CCAs who were converted to regular fulltime carrier on April 30, 2016! Your special day has arrived...a day you will never forget. Good luck to all of you and start enjoying your Sundays off with your families.

Brothers and Sisters, last year there were several issues that arose regarding on-the-job injuries and the handling of Form CA-1. I wrote an article on the proper procedures for filing a CA-1 and the steps essential to the proper submission for approval. Again, with a number of on-the-job injuries, I am seeing some of the same issues, so here we are again:

What should a Federal Employee/ Postal Worker Do When Injured At Work (Traumatic Injury)?

Three forms are vital to the process: CA-1, CA-16, CA-17.

A Traumatic Injury is an injury you can pinpoint where and when and what time the injury occurred and provide

a narrative about the accident.

Example: Carrier Fred was injured (Where) at 1702 W. Denver Street, Tampa FL 33699, (When) on April 23, 2016, and (Time) it occurred at 2:35 PM. (Narrative) As I was delivering my route, I stepped up onto the porch at 1702 W. Denver, the porch gave way, my right foot and right leg crashed through the floor, my right knee twisted, and I heard a popping sound. I pulled myself out of the rubble and my knee had already begun to swell. I limped away from the porch and immediately called my office and spoke to my supervisor. I was instructed to drive back to the office, but told my supervisor I could not drive or walk because of my knee. The supervisor and manager drove out to my route to pick me up and to drive my postal vehicle back to the office.

Let's break it down further in steps: *Report to supervisor immediately:* Every job related injury, whether traumatic or aggravated by the employment, should be

reported as soon as possible to your supervisor and let your steward know what is going on also.

Obtain Medical Care: Before you obtain medical treatment, (unless it is an emergency situation) you will need from your supervisor, authorization to the medical treatment by use of a CA-16. It is essential that the CA-16 is signed by management. Emergency medical treatment may be obtained without prior authorization. You may initially select the physician to provide necessary treatment. This may be your private physician or an emergency room at a local hospital. Note: Occupational disease claims may not be issued without prior approval from OWCP, which is rare.

File Written Notice: In traumatic injuries, complete the employee's portion of Form CA-1. Obtain the form from



Tony Diaz
President
Branch 599

(Continued on page 3)

Branch 599 Meeting

Thursday
May 5
7:30 PM

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Please submit any and all articles to be published in the *Tampa Letter Carrier* to the Editor via email at editor@nalc599.com and also to the Branch Office at nalc599@verizon.net no later than the 5th of each month in order for us to meet our time limits to the publisher.

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Shop Stewards

Station	ZIP	Steward	Station No.	Steward's No.
Tampa Stations/Branches		Chief Steward, Brian Obst		727.458.0679
Brandon	33510/11		813.661.1636	
Carrollwood	33618	Freddie Nimphius	813.961.2962	813.263.7895
Commerce	33602	Pedro Jimenez	813.242.4507	813.727.9280
Forest Hills	33612	Nick Cullaro	813.935.2954	813.541.8159
Forest Hills	33613	Ed Humphries	813.935.2954	813.787.3914
Hilldale	33614	Darrick Smith	813.879.4309	813.446.5555
Hilldale Annex	33634	Varick Reeder	813.879.4309	315.491.6234
Interbay/Port Tampa	33611/16	Jackie Allen	813.831.2034	813.508.1440
Interbay/Peninsula	33629	Clement Cheung	813.831.2034	813.758.5910
Palm River Annex	33619	Pam Benton	813.663.0048	813.475.0753
Plant City	33564	Todd Soular	813.719.6793	508.615.6517
Produce	33610	Elvin Rodriguez	813.239.4084	646.346.3288
Ruskin/Sun City Ctr	33570	Aric Person	813.634.1403	813.545.7779
Seminole Heights	33603	Walt Rhoades	813.237.4569	813.389.1708
Sulphur Springs	33604	Steve Hall	813.237.4569	813.494.4669
TCA/Hyde Park	33606	Joe Bitz	813.873.7189	813.465.0004
TCA/Peninsula	33609	Alan Robinson	813.873.7189	813.843.9762
TCA/West Tampa	33607	Alan Robinson	813.873.7189	813.843.9762
Temple Terrace	33617	Warren Sumlin	813.988.0152	813.486.7612
Town 'N Country	33615/35	Brian Obst	813.884.0973	727.458.0679
Ybor City	33605	Detlev Aeppel	813.242.4507	813.505.7914

Around The Horn from The President's Desk

(Continued from page 1)

your employing agency, complete and turn it in to your supervisor as soon as possible. The longer you wait the less it is viewed as traumatic. Note: Occupational disease, use Form CA-2 instead of Form CA-1.

Obtain Receipt of Notice: A Receipt of Notice of Injury is attached to each Form CA-1 and Form CA-2. Your supervisor should complete the receipt and return it to you for your personal records. If it is not returned to you, ask your supervisor for it. This is very important...many injured carriers are not provided a receipt, that means no proof you turned in your form to begin the process. Now it sits on the supervisor's/manager's desk and is not submitted. The form is never received and you never receive a claim number. The scrambling begins because worker's comp is unaware and you may be waiting for a certain medical test. I see this happening way more than it should... protect yourself...get a receipt.

The importance of reporting your injury/accident immediately is key. The longer you delay reporting your accident the more scrutiny you will receive. Questions like: If you were traumatically injured, why did you wait several days to report it? Do you really need to report this, it happened 4 days ago? You have been walking around the office fine, is your leg injured that badly?

In all fairness to our carriers though, many delay reporting because: *I thought it was nothing. Many try to work through it, wait to see if the pain goes away, I know we are short carriers and I do not want to make it worse by going to seek medical care. While these are noble gestures, it is harmful both physically and your case is questioned.*

In case you missed this story:

If you did not see the video and the story on national television, You Tube, or another social media outlet of the

letter carrier in New York being arrested, please read below. I can assure everyone this case is being monitored very closely by the NALC and this treatment will not be tolerated.

Glen Grays, a postal worker (letter carrier) in Brooklyn, had his delivery route cut short on St. Patrick's Day when he was handcuffed by four plainclothes police officers and placed in an unmarked car. Cell phone video filmed by a bystander shows Grays in his U.S. Postal Service uniform, holding a package, when the officers approach him. The video doesn't show what led up to the encounter.

The footage was released this week by Brooklyn Borough President Eric L. Adams, who said Grays had been *carrying out his normal duties as a mail carrier when he got out of his truck and a vehicle passed by him, almost striking him. He made comments to the vehicle, as any New Yorker would*, Adams said at a news conference last week. *The occupants of the vehicle stopped, backed up when he was crossing the street delivering the package. According to Adams, those occupants were the four plainclothes officers who followed Grays to his delivery stop. The video shows the officers telling Gray to stop resisting. They then take him away in handcuffs, leaving his mail truck unattended. Yelling at the unmarked car about driving recklessly is the only action that Glen did that day that caused those plainclothes officers to stop their vehicle and to show who's the biggest and the baddest and place handcuffs on an on-duty postal employee who is delivering the U.S. mail*, Adams said. *If they would do that to Glen, in his postal uniform, they would do it to any other person of color in this community.*

Asked about the incident, the New York Police Department said only that *the matter is under internal review. Mayor Bill de Blasio will be in close touch with Police Commissioner Bill Bratton*

about this incident's investigation and findings, Monica Klein, the mayor's deputy press secretary, said in a statement. *We expect all members of NYPD to act professionally and respectfully*, Klein said.

The National Association of Letter Carriers is troubled by this incident, President Fredric Rolando said in a statement to The Post on Monday. *We trust that the police department will investigate this matter thoroughly and expeditiously, and that any necessary actions will be taken.* Grays, who said he was issued a summons for disorderly conduct that requires him to appear in court in May, told CBS *This Morning* on Monday that he was *extremely terrified* during the encounter. He said he has never been arrested nor received a summons before. *The only thing that saved me, I think, is because I was on videotape*, Grays told CBS. *I was afraid if I didn't comply, something was going to happen to me.* Grays is engaged to a New York police officer he met while on his delivery route, the *New York Times* reported. *I don't hate cops*, Grays told the newspaper. Pointing to his fiancée, he said: *I'm marrying one.*

Adams said Grays did nothing wrong in the video, adding: *It's hard not to believe that the only reason Glen was handcuffed is because of the color of his skin.* Grays is African American. *It's sad*, Grays told CBS. *I thought that when I put on that uniform, that I would be treated a little different. But it's no difference. I'm just another brother with a uniform.*

—Washington Post

Should you be interested in viewing the video, you can Google *You Tube* or go straight to youtube.com, then type in *Glen Grays*; you will be directed to the video: **NYPD unlawful arrest of U.S. Postal worker Glenn Grays.**

Quick Hits:

Information you should know

*) Vice President Alan Peacock has

(Continued on page 4)

Gary Stone Retired!

Congratulations to **Gary Stone** [Forest Hills], who received his retirement pin and gratuity from President Tony Diaz during our April Branch meeting.

The #2 seniority carrier in Tampa, Gary Stone officially retired after 47 years, on April 1. Forest Hills Station celebrated with Gary to make it a memorable time for him and his son. Congratulations, Gary, on a long and memorable career!



Around The Horn from The President's Desk

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taken a leave of absence for personal reasons. We wish Alan the best and a speedy return.

*) Contract negotiations are ongoing, two topics, we have heard are being

discussed, are parcel routes and workplace climate. Hopefully, CCA starting pay is being addressed.

*) Final CPR Class for 2016 will be Wednesday, May 18, at 7 PM. Please see flyer for more details....

Look forward to talking to you again on the next *Around The Horn* from the *President's Desk*

The Birdseye View

April showers and now May flowers as we are in the final days of our current contract with great hope for rapid improvements and protections for City Carrier Assistants. This group of employees has been the worst abused and mistreated since the first contract was created after the 1970 strike took place that created collective bargaining for postal workers. Even the former TE carriers were never treated with lower pay than career carriers and even though there was no path for career they were accepted with more respect and dignity than the City Carrier Assistants. The numbers that I previously wrote about still don't lie; for instance, the lowest retention rate of these employees as well as the highest rate of discipline, termination, accidents and frustration, all while paying the same dues that career carriers pay. The reasons for this are directly related to the budget that has bled the US Postal Service and cut

training, created more unsafe conditions, placed more burdens on employees to work when sick and forced overtime issues while poorly staffing to meet standards that don't even exist as they did four years ago. The upside is that we have and continue to convert CCAs to career and with an accelerated rate to reach top level pay that career carriers all have.

This year is not only a big year for CCAs and the USPS in general; it is also a huge year for the nation as a whole with so many controversial positions being taken leading toward conventions and elections. With labor screening taking place for endorsements in local, state, and national elections, the working class will be paying great attention to the candidates that are endorsed and the weight they will have on working class families. In all the parties' platforms there are great levels of division that take place during the primary seasons, hopefully

with the candidates that are nominated there will be a clearer message of the different platforms the voters will decide upon for all our futures. Politics in general have greatly divided the country even though the slow growth of the economy has putted along with low inflation and lower gas prices, maybe some joint leadership will eventually solve the issues that most citizens are concerned with. All we can do is vote then hope and pray. God bless you all and God bless America and the world we share.

Fraternally Yours for Solidarity and Unity,
 Alan Peacock
 Vice President NALC Branch 599



Alan Peacock
 Vice President
 Branch 599

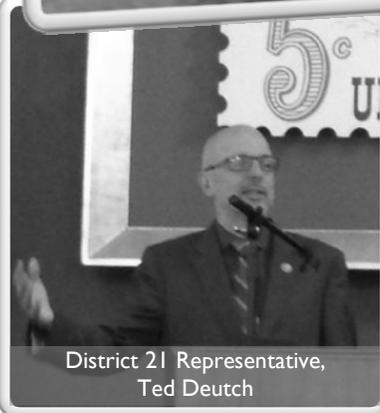
LOBBYING ON CAPITOL HILL



NALC President addresses the Florida delegation



Senator Bill Nelson's Legislative Assistant on Postal Issues, Alicia Tighe meets with the Florida Delegation



District 21 Representative, Ted Deutch



NALC Director of Legislative and Political Affairs, Kori Blalock Keller



Senate hopeful, District 9 Representative, Alan Grayson



Senate hopeful, District 18 Representative, Patrick Murphy

Legislative Report

Lobbying on Capitol Hill March 22-24

I was recently appointed Congressional District 14 Liaison (CDL) by FSALC President Al Friedman. The Florida State Association funded a trip to Washington DC to lobby on Capitol Hill. The Florida delegation, 36 in all, consisted of our state president, branch presidents, active and retired CDLs, and active carriers. Whether meeting with a representative or senator in person or meeting with an aid or a legislative correspondent, letter carriers were active on Capitol Hill addressing issues that negatively affect us. The NALC Legislative Department is staffed to combat and attack bills and resolutions that could be detrimental towards letter carrier wages, benefits, and retirement.

Day 1, our agenda was outlined by FSALC President Al Friedman and NALC Director of Legislative and Political Affairs Kori Blalock Keller. Days 2 and 3 included visiting the offices of 25 repre-

sentatives and Senator Nelson. The assignment was to communicate our positions, loud and clear.

House Resolution 12, (ensures the continuation of 6-day mail delivery service); Saturday mail delivery is what makes the USPS unique from its competitors. Eliminating Saturday mail delivery would eliminate jobs, harm service, and increase prices.

House Resolution 28, (ensures the continuation of door delivery for all business and residential customers), six days a week (sometimes seven); nearly 40 million residential and business customers throughout the country have their mail delivered to the door. Millions of households would be negatively affected by losing door-to-door service to cluster boxes.

House Resolution 54, (ensures to restore service standards that were in effect as of July 1, 2012), service standards were relaxed with disregard to providing prompt, reliable and efficient na-

tionwide service. Plant consolidations have changed the delivery standards to increase the expected number of days that it can take to deliver some types of mail. Again another negative effect.



Tony Diaz
NALC
Congressional
District 14 Liaison

Keys to successful lobbying:

1. Dress professionally.
2. Be punctual (arrive early).
3. Be courteous and respectful.
4. Be prepared and informed.
5. Tailor your meeting for whomever you visit (supporter or non-supporter).
6. Stay with the message, do not get derailed.
7. Do not discuss politics.
8. Take pictures, begin a relationship, and establish a rapport.

Once more, I appreciate the opportunity to lobby in DC on behalf of the NALC.



FSALC President Al Friedman, announces the itinerary

Lobbying on Capitol Hill March 22-24



House Representative Kathy Castor's Legislative Correspondent, Wendy Hamilton joined the Florida delegation

A Blunderful Blizzard of Boz

In my continuing study of humor, your blunderful Boz has grown to appreciate the wittiness inherent in language, especially in the use of puns and malapropisms. Although similar, the two forms differ in one respect: The pun is a deliberate misuse of similar words, while the malapropism is seemingly unintentional. Groucho Marx, Rodney Dangerfield, Henny Youngman and Dorothy Parker were masters of the former, while William Shakespeare, Richard Sheridan and Norm Crosby excelled in the latter. One can easily turn a pun into a malapropism by attributing the linguistic faux pas to another person. To wit:

Marty Roman used to explain that when he called in sick on Friday, but was found gallivanting on Saturday, this was due to his *weekend immune system*.

I was told by Freddie Nimphius that NALC branches once formed their own orchestras, including one in New York that had a *Martian band*.

My wife Donna declined a proposed date on New Year's Eve to hear the Florida Orchestra play Johann Strauss Jr. She complained that she doesn't like *Vietnamese Waltzes*.

My Russian-Cuban friend Leonore went to the dentist the other day. She chose nitrous oxide because *loco anesthesia* makes her crazy.

My Italian buddy Sam, the counterfeit Navy SEAL, likes to remind me about the courageous Roman emperor *Testicula*.

I ran across former coworker Madonna *Mud Best* at Trinity Medical

Center. She was suffering from nasal congestion. I told her not to worry; I wouldn't tell anyone that she is a *mouse breeder*.

Did you know that the seventeenth century painter Rubens suffered from chronic throat congestion? Well, Nick Cullaro informed me the legendary artist was *Phlegmish*.

The Hyde Park steward invented a new snack made from freeze-dried coffee beans. They're going to be called *Joe Bits*.

I'm quite sure that Walt Rhoades, the steward at Sulphur Springs' companion ZIP code, Seminole Heights, must be an ardent fan of ivy league colleges, since he reminded me that he was an *academia nut*. A *Rhoades Scholar*, perhaps?

The Book of Revelations is full of mystical visions. Retired carrier and perpetual student Al Tuttle traveled to South America to learn more about the *alpaca lips*.

My good friend and big brother Al Guice is always looking out for me. When I was a new retiree, he reminded me to make sure I was getting a monthly pension check from the *Opium Treasury*. (OPM, get it?)

When I asked retired carrier Ron Shumate how he felt about **Jeb!** dropping out of the presidential race, he casually responded that we need to *trim our Bushes*.

Carol, the wife of Rob *Binson* Guevarez, sent him to Publix to buy some ground chuck. Rob balked at

first, wondering why they would be selling a combination of *ground hog* and *wood chuck*.

Way back when Ohio Bob was our coworker, I was remarking about the commotion and tumultuous ruckus occurring at the Chinese zoo when a black-and-white bearlike creature escaped from its cage while carrying a bamboo stick in its mouth. Bob replied: *It must have been pandemonium!*

Your blunderful Boz was discussing the various titles used when Catholics pray to Jesus: Holy Redeemer, Sacred Heart, Good Shepherd, King of Kings, Infant of Prague, Flamenco Jesus. *Wait a minute!* said Hugo, the Springs' resident Bible expert, *where does the title Flamenco Jesus come from?* I replied: In Luke 5:1-11 and John 21:11, the disciples haven't caught any fish, but Jesus tells them to try one more time, saying: **CASTANETS!**

Everyone loves good-natured Robbie from Seminole Heights. His longish hair and souped up jalopy set him apart from the crowd. If he were to vacation in Nassau, would that make him a *bohemian Bahamian*?

Some of us old-timers don't hear so well anymore, like when we see television commercials for the asthma medicine, Symbicort. Does it contain *Formoterol* or *Ford Motor Oil*?

Carry On! -Boz



Jim Boczarski
Retired Member
Branch 599

Sharing Our Members' Joys and Sorrows

Our deepest sympathy and prayerful support is extended to **Julita Valdiri** [Temple Terrace] at the passing of her mother, March 28; and to **Armand Whitman** [retiree] at the passing of his mother, March 29.

Congratulations! Million Mile Awards



Congratulations to the 25 carriers who received a Million Miles of safe driving award; they were named in last month's newsletter!

CPR Class

Sign up now for CPR Class #2

Date: May 18, 2016

Time: 7 PM

Location: Letter Carriers Hall, 3003 W. Cypress Street, Tampa FL 33609

New Price: \$15 per person; \$10 to recertify

Invitees: Carriers, family, friends

Instructor: Certified qualified Instructor

Certification: Certificate for Successful Completion valid for 2 years

Registration: Contact your union steward or call our Branch office, 813.875.0599

Final day to register: May 16, 2016

*This is a cause that is near and dear to me.
The information learned during this class could save someone's life...it saved mine!
Tony Diaz*

Outside My Lines

In the April edition of the *Tampa Letter Carrier*, our president, Tony Diaz, included in his article information on the new 2016 Fiat Chrysler Ram ProMaster 2500 cargo van. The United States Postal Service plans to buy 9,113 of these 3.6 liter Pentastars with a V6 gasoline engine, 280 horse power and 260 pound-feet of torque. The vehicle will have a six-speed automatic transmission that was upgraded to accommodate the capability of its ProMaster's cargo-hauling. It is supposed to have up to a 10,000 mile gas engine oil change interval? The interior design and function is supposed to be of primary importance in which the driver spends endless hours at the wheel. This cab was designed with comfortable driving ergonomics. It is supposed to be fitted with accommodations to hold cargo down on the floor. The van has up to 12 tie-down rings with a 1,000 lb. rating that folds away to maintain a flat floor, along with 5 sidewall tie-down rings with a 550 lb. rating. The ProMaster is a separate order to replace its aging fleet of 180,000 aluminum mail delivery vehicles. The contract is supposed to be awarded in 2017. Five hundred seventy (570) Ford Transition Vans have also been purchased. The USPS plans to replace the majority of its 180,000 Long Life Vehicles (LLVs) at a cost of up to \$6.3 billion and the USPS has identified 15 possible manufacturers for their next generation of delivery vehicles.

The organization, Security America's Future Energy (SAFE) has furnished an analysis that suggests a \$1.9 billion savings for the USPS for the life of the fleet over the next 20-25 years by using off-the-shelf-mass-market vehicles and upgrading its fleet at least once.

Analysis results were based on **calculations** using the U.S. Department of Energy's Alternative Fuel Life-Cycle Environment and Economic Transportation (AFLEET) Tool, as well as a comparison of sample fleet of repre-

sentative vehicles from possible future USPS vehicle manufacturers that included the Jeep Cherokee, Ford Transit Connect and Nissan e-NV200. According to a report the USPS required a minimum 2,000 pound payload, the heaviest duty suspension available, pre-installed folding interior cargo shelves (capable of 50 lb./foot while riding on cobblestones at 10 mph), heavy duty cargo partition, dual defroster and tilt wheel, backup camera, load retainer, heavy duty air conditioning and heat, preinstalled decals (including various warning labels) and a 3-year 36,000 mile warranty with extra warranty provisions for key parts and payment to postal service or private garages for warranty repair work. The USPS is asking that the van have capabilities such as: a walk in cargo area, cargo area ventilation, and the ability to heat the vehicle cabin to 65 degrees Fahrenheit in temperatures as cold as 30 degrees below zero. Another must have is: the vehicle must reach a daily range of 70 miles driving in an eight-hour continuous operating period with at least 600 stops. According to Chrysler this van offers more than 35 active and passive safety and security features including electronic stability control. Ram's ProMaster has more than 14 configurations and its front-wheel drive is supposed to out-perform its rear-wheel drive competitors in slick surface conditions such as snow and its uni-body system under the cab is an enabler for ProMaster's segment exclusive front-wheel drive system. *The Ram ProMaster is suited to meet the challenging demands of a USPS delivery vehicle. Reliability, durability, ease of use, lower acquisition and operating costs are hallmarks of the Ram ProMaster*, said Bob Hegbloom President and CEO, Ram Truck Brand-FCA US.

After driving the LLV for over a decade before retiring, I found many problems with it that I hope the new vans will improve on. Will the new van

have insulation to assist with heat and cold weather especially with the heat coming off the engine? Will the vehicle have air conditioning units or will they be like the LLVs with those little fans for circulation? Will the new van have side notification devices to assist the driver if there is a vehicle in your blind spot? Will the van have a passenger-side window to help with blind-spots? Will the windshield wipers have multiple speeds? Will the van have an automatic off/on switch to have your headlights on at all times? Will all the rear lights flash on and off when applying the brakes? Will the USPS purchase the van at the low end of the price tag of about \$25,000 per van or pay a higher price for specific and necessary safety features? How often will the van have to have maintenance (estimated oil changes up to 10,000 miles)? How long will there be available repair parts for the van? Why isn't the USPS seeking an American made van?

I have found that analyses and calculations contain information and facts that do not work in real time, especially after being a letter carrier for 36 years. The vehicles utilized by the USPS are a different breed of animal. Stop and go at 600 stops over a period of 6 to 8 hours a day, 6 days a week, lessen the life expectancy of any vehicle's moving parts substantially as well as the vehicle itself. The weather plays havoc with all supposed seals and welded parts. Something else, the camera in the back is a very good idea, however, when it is raining the water on the lens often distorts the actual object behind you. It is my hope that the USPS seeks safety first.

Truth never damages a cause that is just.
—Mahatma Gandhi



Ray Garcia
Member
Branch 599



PUT YOUR NON-PERISHABLE DONATION IN A BAG BY YOUR MAILBOX.
WE'LL DELIVER IT TO A LOCAL FOOD BANK.

NATIONAL PARTNERS



Shop Stewards will Meet

Tuesday 7 PM
May 3
May 31

Branch 599 Meeting

Thursday 7:30 PM
May 5
June 2

Executive Board Meets

Thursday 6:30 PM
May 5
June 2

Sunday Work Party

at our Hall 9-11 AM
May 8
June 5

Retirees Breakfasts

Monday May 2 9 AM
Denny's Restaurant at Dale Mabry & Spruce
2004 N Dale Mabry Highway, Tampa

Tuesday May 10 8 AM
Bob Evans Restaurant
SR-60 & Falkenburg Road, Brandon

ARSLAN UNIFORMS

Bill & Shirley Moran

Gold Card Member Branch 1477 St. Petersburg
Honorary Member Branch 599 Tampa

**NEED UNIFORMS IN A HURRY?
SHOP BY PHONE FROM HOME**

320 Patlin Circle East, Largo FL 33770-3063
BILL'S CELL 727.543.0705 • SHIRLEY'S CELL 727.543.0708
FAX 727.585.9367
bilmor@tampabay.rr.com



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Introducing Mobile Deposits!

Now you can deposit your check with the ease of your Smart Phone. Just take a pic and click!

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 by NCUA.

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*Must be at least 18 years of age and be a member in good standing. Online banking account is required. Email address on file must be current. There is a daily deposit limit of \$5,000.



TAMPA POSTAL
 FEDERAL CREDIT UNION