



Tampa Letter Carrier

Volume 8 - Issue 3

A.R. "Tony" Huerta - NALC Branch 599

Tampa, Florida

March 2009

President's Report

by Jim Good

President - Branch 599

Wrapping It Up

The Interim Route Adjustment Process is wrapping up, and as of February 9th there have been sixteen stations/offices that have lost one route and one station that has added one route. These figures are for the stations/offices that are represented by Branch 599: Tampa, Brandon, Sun City/Ruskin and Plant City. There are still two stations in Tampa that have not completed the process.

I believe that the system has worked well so far, but as with any adjustment process, minor adjustments and tweaks will need to be done after the carriers have compiled new data on their adjusted routes. The times for the territory that has been added or taken away from the routes are not the times of the carriers that now deliver them. So these tweaks will have to be done after the carriers have been on the routes for a while. It is extremely important that management follow up with these reviews in a timely manner, because the success of the new system will depend largely on reviewing these routes to ensure that the adjustments were done correctly. The memo addresses the reviewing of the adjustments as follows: "The District Team should monitor the parties at the local level to ensure that all adjustments implemented under this agreement are jointly revisited pursuant to M-39 243.6". That directive should ensure that the adjustments ac-

complished their goal. When looking at the results of this process, it is evident that although management did not recoup as much time savings as they might have through a traditional six-day mail count, there was indeed savings. Of course the postal service saved a huge amount of money using the interim process rather than the time consuming six-day process, but they were also successful because the letter carriers were consulted and gave back the time savings realized as a result of the drop in mail volume.

I would be lying if I tried to tell you that the entire process went smoothly and everyone was happy with the results. As I explained when we first began the adjustment process, any time that you remove from eight to fifteen hours from a station the territorial adjustments *must* affect a large percentage of the routes, even if many of them need no adjustment. When this territory is spread out through the station area and the routes are squared off, a route may, and often times does, change by as much as 50-75%. As stated in the past, the NALC has not been successful in convincing an arbitrator that such a change in territory constitutes an abolishment, and the union has decided at the national level that it is not in our best interests to try any further. We could get an adverse decision that could harm us even more.

Because of the number of routes that were eliminated, we are now realigning the T-6 strings. It has always been the policy of the branch to base these realignments strictly on seniority. If a senior carrier technician loses a route from his/her string because of that route being abolished, he/she will be given the opportunity to choose a route off of a string held by a junior carrier technician in

their station. That T-6 then picks a route to replace the one he/she lost, and so on down the line. When all is said and done there will undoubtedly be a number of routes left throughout the city that do not have carrier technicians assigned to them. We then make up strings consisting of these remaining routes at different stations. Although these strings are not the most desirable ones, there are certainly carriers who will be more than pleased to take these strings that go to two or three different stations, especially when they earn almost \$1200.00 more per year than if they were delivering just one route.

We should be able to tell within the next few months if the new route adjustment process is living up to everyone's expectations. It won't be perfect but we are not aiming for perfection. As long as the process reduces the stress placed on the carriers, saves the postal service money, and succeeds in making everyone's route as close to eight hours as possible, we will all be happy. The most important thing right now, in this time of layoffs and job losses, is that we all work together to help keep the postal service a viable company that holds a secure future for all letter carriers.



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Branch Meeting
Thursday, March 5
7:30 PM
at the Union Hall

Branch 599 Officers

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EXECUTIVE VICE-PRESIDENT	Dook Ramotar	(813), 404-4380
VICE-PRESIDENT	Gilbert Cabanas	(813) 855-0516, cell 597-7396
RECORDING SECRETARY	Mike Brink	(813) 661-1106
FINANCIAL SECRETARY	Tony Diaz	(813) 598-9635
TREASURER	Michael Anderson	(813) 681-5688
TRUSTEE (Chairman)	Henry Dupree	(813) 621-6471
TRUSTEE	Jose Oliva	(813) 873-2747
TRUSTEE	Terry Franklin	(813) 657-9690
SERGEANT-AT-ARMS	J.C. Howard	(813) 621-1976
MBA / NSBA	Albert Guice	(813) 621-7931
HEALTH BENEFITS	Lance Jones	(813) 220-1292
DIRECTOR OF RETIREES	John Gebo	(813) 985-5474, cell 503-1256
LABOR - MANAGEMENT	Brian Obst	(727) 458-0679
LABOR - MANAGEMENT	A. Sam Santilli	(813) 215-7595

Presidents Emeritus

Michael Anderson	Orbe Andux
Don Thomas	Garland Tickle

Branch 599 Shop Stewards

Brandon	33510	Terry Franklin	(813) 758-3061
Brandon	33511	Phil Chirico	(813) 657-3180
Carrollwood	33618	Eddie Berroth	(813) 493-5224
Commerce	33602	Pedro Jimenez	(813) 727-9280
Forest Hills	33612	Stephen Hall	(813) 494-4669
Forest Hills Annex	33613	Alan Robinson	(813) 843-9762
Hilldale	33614	A. Sam Santilli	(813) 215-7595
Hilldale Annex	33634	Butch Smith	(813) 889-3915
Hyde Park	33606	Tom Cobert	(813) 694-0711
Interbay	33611	Sammy Graham	(813) 832-6644
Interbay	33629	Jim Tobin	(813) 716-3696
MacDill	33608	Sammy Graham	(813) 832-6644
Palm River	33619	J.C. Howard	(813) 621-1976
Plant City	33565	Varick Reeder	(813) 746-0238
Port Tampa	33616	Sammy Graham	(813) 832-6644
Produce	33610	Maggie Lancaster	(813) 317-7522
Ruskin / Sun City Center	33570	Jack Hencoski	(813) 685-9034
Seminole Heights	33603	Tony Diaz	(813) 598-9635
Sulphur Springs	33604	John Rowland	(813) 770-7769
Tampa Carrier Annex	33607	Dook Ramotar	(813) 404-4380
Tampa Carrier Annex	33609	Dennis Lorenzo	(813) 966-3989
Temple Terrace	33617	Warren Sumlin	(813) 486-7612
Town & Country	33615	Brian Obst	(727) 458-0679
Town & Country	33635	Brain Obst	(727) 458-0679
Ybor City	33605	Detlev Aeppel	(813) 505-7914

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RETIREES BREAKFAST
(In Tampa)
First Monday of Every Month
9:00 AM at
The Coffee Cup
4407 N. Hubert
in Drew Park

RETIREES BREAKFAST
(In Brandon)
Second Tuesday of Every Month
8:00 AM at
Buddy Freddy's
134 Gornto Lake Rd S.
in Brandon

Read the *Tampa Letter Carrier* online at
<http://www.nalc599.com/newsletter.htm>

Running With You

Your 3996

How often have we heard the expression, "paper or plastic"? Most of us have heard it nearly everyday when we do our shopping at the supermarket. We also have joked about it among ourselves. Well, it's no joking matter any more. We have also heard comment on five day delivery. Recently, the top brass at the USPS floated the idea of five day delivery. What is this comment or suggestion saying to us?

At the last steward's meeting, *Running For You* asked about, and we discussed, the local route inspection (minor) going on at several offices in question. What are the carriers' concerns and suggestion on the process? We had some pros, some cons. Changes are hard for us to accept, especially when we were doing so for years, but for us to do business and be profitable at the same time, we have to accept changes and that's why these minor route adjustments being conducted at these offices need our honest input, commitment and for each of us to pull in the right direction for this to happen. And I mean everyone, USPS/NALC needs to be working together hand in hand.

I have discussed a few times in *Running For You and With You* the need to be able to fill out your 3996. This is the form you fill out if you will be going over eight hours for that day. Some of us are not doing so, so we would tell the supervisor or manager we would need 30 minutes to complete over 8 hours and the supervisor or manager would then give us 30 minutes or 1 hour trip to be back at a certain time. So we fail to fill out the OT needed for our own route (form 3996) and took the help slip for the trip and we left the office.

We assume that the supervisor knows we need X amount of time because we told them so in the A.M., plus the time for the trip and thus knows what time we would be back. Guess what? By not filling out the 3996 for your time on your own route before you left the office, this time is on you. How come? You have no document that says you were over 8 hours for the day and why? Because you failed to fill out the 3996, noting the trip for 1 hour (which you have a slip for) but you also have the 30 minutes needed for your own route, which there is no slip for. You took the supervisor at his word that

he would put down the time you needed for your route in his calculation of what time you will be back in the P.M. Later that day when this does not happen, you are called into the office for an I.I. for an *unprofessional estimate*. You say to the supervisor, "I told you I will need 30 minutes for my route today!" But the answer you get back is, "Did you fill out a 3996?" You reply, "No, but I told you." Again, the reply to you is, "Did you fill out a 3996?"

Running for You suggests that you make sure before you leave to deliver that the supervisor knows whether or not that you need time on that day. **Do not take their word.** You do the math: 8 hours work, 30 minutes extra on your route, plus one hour trip = 9 hours and 30 minutes. If you start out at 7:30 that day your end tour time would be 5:30 pm on that day. This means you would be back after the 5:00 pm window.

Running with You would like to comment briefly on the five day delivery proposal. Many have suggested that the two slowest days are Saturday and Tuesday. This may be so but I do not really believe going to five days would actually help us financially. Maybe I'm wrong but I believe we would lose business on the first class mail.

Let's say we decided on Saturday no delivery. No mail on Saturday. The following Monday is a holiday, so no mail on Monday. After Friday, the next delivery day is Tuesday. Your statement was mailed on Thursday the 8th, due date was the 26th of the month. Now if the statement was sent on the 8th, you probably would receive it by the 14th or 15th of the month. Therefore, to be on time with your payment you would have to pay you bill as soon as you get your statement. Again, you get your statement on the 15th, which is a Thursday, the next week. Then, on the Thursday (15th) you mail your statement so the company would get it by the 22nd or the 23rd, which is just a couple days before the due date.

Now I ask, how many of us get our statement and then write out a check to that company the next day? I don't think many of us do so, and if we procrastinate and let a couple of days slide we would end up not only paying late fees but if we had a good interest rate, we would probably lose out on

that too, bumping us to a higher bracket. If this happens once or twice, you get the idea, "I will be paying my bills online from now on..." as you would not be laying out \$29.00 or \$35.00 a month extra on late fees plus higher interest rate. The same happens if we choose Tuesday as no delivery day. Anyway you look at it, we lose a delivery day and bills would be late a day or more in delivery.



Executive Vice-President - Branch 599

On the paper or plastic, when enough customers complain on them getting their mail late to these people in the credit cards departments, they probably would try to get the customer to accept bills online, and should this happen, we lose first class mail coming into our homes and going out from our homes. There are a lot of people promoting green and *Save Our Environment*, etc. Companies now want us to shop online, view their catalogs, with the same prices in catalogs as in the ads in the stores. Look at our newspapers, they are getting smaller everyday. They too are hurting in the ad department and we need to use our resources to promote our first class department.

Think about it.

So long from *Running With You*.

"Never allow someone to be your priority while allowing yourself to be their option."
Anonymous

Arslan Uniform Drawing

The Arslan Uniform prize for the March 5th Branch 599 meeting will be \$200.00.

If you are in attendance at the meeting and your name is drawn, you will win the \$200.00 donated by Bill & Shirley Moran of Arslan Uniforms.

Why not come to the meeting, hear what is going on in your union, and maybe win some big money?

Hope to see you there on March 5th.

ARSLAN UNIFORMS

Bill & Shirley Moran

Retired Letter Carrier Branch 1477 St. Petersburg

Honorary Member Branch 599 Tampa

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TAMPA LETTER CARRIERS PRESENT

BINGO

COME JOIN THE FUN

EVERY WEDNESDAY AND FRIDAY

**DOORS OPEN AT 5:30
GAMES START AT 6:30**

AT THE TAMPA LETTER CARRIERS HALL

3003 W. CYPRESS ST.

TAMPA, FL. 33609 813-877-4785

Things You Should Know

Survival In 2009

First, let me congratulate my good friend Ray Garcia on his retirement on January 31st, 2009. May your retirement last at least as long as your thoughts were on that issue throughout your career. Good health in your new life.

The word *survival* seems to be the latest thought that now faces all of us in our daily lives. Our great union and the postal service must really work together to overcome this great second depression. Our latest efforts by our local and national unions to join in the adjustment of routes demonstrates our capacity to act quickly and responsibly in order to capture the under time issue.

On the other hand, our postmaster, Mr. Potter, is calling for the elimination of one delivery day, possibly Saturday. Now I know this idea has gained support even among our own letter carriers. Try to remember that this idea will destroy thousands of letter carrier jobs, which must be resisted to the displeasure of some. With over 200,000 letter carriers nationally, those T-6s that would be impacted number in the thousands.

I realize that those T-6s that would be impacted would also enjoy a two year grace period. Now a domino effect would start to occur for many other carriers during this two year adjustment period. If a T-6 bids on any vacant route during the two year adjustment period, that would end their T-6 status. The postmaster is excited over the thought of eliminating one day of delivery because it would allow him to freeze carrier hiring for at least five years. These same T-6s that would be impacted would have the option to bid on any open route during that grace period thus stopping the junior carriers from enjoying those better open routes, in addition to freezing our PTF carriers in their current position before converting to regular carriers. All of us would enjoy the idea of two consecutive days off but not at the expense of the other carriers who would suffer greatly because of this change.

Remember, our union was created to protect all of it's members, not a selected few. We must try to do everything we can to weather the storm, stay busy, and stay calm, and help our union in any way possible to survive. In a world where so much communication is done through the Internet and fax machines, we must work together to overcome this crisis. First, we can all join COLCPE because

by Gilbert Cabanas

Vice-President - Branch 599



these funds help cover campaign expenses for solid, labor friendly members in Congress. This COLCPE money not only helps our current letter carrier to keep their current benefits, but also will help our retired carriers. Repealing the windfall elimination provision remains one of the NALC priorities. This current provision can reduce a carrier's social security benefits by more than half its initial amount.

Our current carriers must work together to protect their benefits like health care, cost of living, plus their yearly raises. All these benefits were achieved and negotiated with the union's collective negotiating strength. These benefits can only be retained with the support of labor friendly members in Congress. This is now more true than ever. Even if you cannot attend meetings or spare your time to help in the direction of the union's programs, you can still join this great union's cause. Remember, only money can speak volumes when winning support for our issues in Washington, because everyone today has a crisis that needs attention.

Proposed By Law Change

Change to Standing Rules

Now reads:

3. The installation of Officers/Stewards and Retirees Banquet shall be held on the third Saturday in January of each year. Awards are to be presented at the Installation Dinner on a continuous basis to all Branch officers, Shop Stewards and Representatives who have served faithfully for the year.

Changed to read:

3. The Installation of Officers/Stewards and Retirees banquet shall be held on the third Saturday in January every three years following the December elections. Awards are to be presented at the Installation Dinner on a continuous basis to all Branch Officers and Representatives who have served faithfully for the three year term.

On the years without Officer Elections:

a. Shop Stewards will be installed at the January Union meeting following the December elections. Awards are to be presented to all shop stewards who have served faithfully for the year.

b. Retirees Banquet will be organized and run by the Director of Retirees on a date set by the Director of Retirees.

Around The Horn

Proposed Service Cuts

Brothers and Sisters, I am certain all of you either read, heard or watched the testimony of Postmaster General Jack Potter before the Senate subcommittee. Potter said the Post Office may be forced to cut back to five day delivery for the first time in the agency's history, citing rising costs and an ongoing decline in mail made worse by the global recession. I read an interesting quote: "Worsening economic conditions and the changing habits of Americans are threatening to do to the U.S. Postal Service what neither snow, nor rain, nor gloom of night could, stop delivery of the mail, at least for a day." The potential move, which would have to be approved by Congress and postal officials, could mean the elimination of mail on either Saturdays or Tuesdays, the two slowest days. Another hurdle besides approval would be to persuade Congress to remove a requirement attached to appropriations bills since 1983 that bars the postal service from cutting back to five days.

The service has entertained the notion of a five-day week in the past, but it has never been put forth as explicitly as this version. Opposition to the plan has surfaced as Dan G. Blair, the regulatory commission's current chairman, stated that cutting back a delivery day could further accelerate declines in mail volume. Cutting a day could also have a dramatic effect on weekly magazine publishers, direct-mail firms and other businesses that rely on the mail. In fact, Scott Couvillon, president of marketing and product development for Ducky, a direct-mail firm, said, "The loss of a day could affect retailers' promotional efforts. Household products and grocery coupons are generally targeted for delivery early in the week, while consumer electronics retailers send out promotions later in the week."

Already, the number of items delivered by the Post Office last year dropped by over 9 billion, to 202 billion items, marking the largest annual drop in history. This year could also be the first time since 1946 that the amount of money collected by the Postal Service declines from the year be-

fore. The Post Office delivered mail seven days a week long, long ago, including twice-a-day stops in some cities. The switch to six-day service came in 1912, when the agency eliminated Sunday delivery due to objections from Christian groups. "A lot of people look for the postman every day," said A. Lee Fritschler, a former chairman of the Postal Regulatory Commission, and a public policy professor at George Mason University. "The Postal Service will tell you that they are a community service. I think a lot of people will wonder what happened to their mail on Tuesday or Saturday if it doesn't come any more." Postmaster General Potter stressed that the post office has already taken dramatic steps to try to control costs, including \$1 billion a year in cuts since 2002, reducing the workforce by 120,000 employees and halting most construction. I am of the opinion that Postmaster Potter, instead of proposing for a five-day work week, should focus strongly to convince Congress for the requirements to be loosened for the advance payments into the retiree health fund that consumed close to \$6 billion last year. This is a 10-year funding plan that began in 2007, intended to put the Postal Service on sound financial footing. For the past two years, USPS has been making mandated deposits between \$5.4 to \$5.8 billion a year to a trust fund set up for future retirees' health care benefits. The escrow fund as I call it, already has amassed \$33 billion. However, with losses of \$5.1 billion in 2007 and \$2.8 billion in 2008, the Postal Service needs a reprieve from these obligations. If you do the math, instead of showing the billions in losses the Postal Service would have actually showed a profit in each of the last two years. Don't be surprised if the Postal Service soon asks for another increase in first-class postage, now at 42 cents, as a swift infusion of capital. President William Young responded with this gem, and I quote "The United States Postal Service is a critical part of the country's financial infrastructure. In a time of national financial crisis – with tens of millions of citizens under distress, millions of jobs disappearing, millions of homes being foreclosed, retail enterprises shutting their doors, factories closing – the very last thing this nation needs is to fracture the service that binds the nation together. The continued appearance of letter carriers delivering the mail to the doorstep of every home and business and bank and credit card company six days a week is absolutely essential to economic recovery."

by Tony Diaz

Financial Secretary - Branch 599

Quick Hits: Information you should know

*) There is no projected accumulation yet for the fourth regular cost-of-living adjustment (COLA). The COLA would be payable the second full pay period following the release of the January 2009 Consumer Price Index.

*) As Chairman of T.L.C., I would like to invite anyone who would like to attend a T.L.C. Board Meeting. The business decisions regarding our beautiful Letter Carriers Hall are conducted. We have many challenges to address this year that will require difficult decisions and decision making. Meetings are held the 4th Tuesday of every month. Again all members are welcome!

*) Finally, I would be remiss if I did not address the better than a half dozen remarks I received in regards to the congratulatory comments I wrote, directed at my long time friend and Carrollwood retiree, Bob West. I was in no way compensated by Bob for the pleasantries written in last month's article, nor did I allow Bob to write his own article or influence me in any way, nor does he have any incriminating pictures of me. There were no ulterior motives, just a great friend. I would hope this would put to rest any further preposterous remarks. LOL. Thanks for the interaction. It has been fun.

Look forward to talking to you again in the next *Around The Horn*.

Branch 599 Shop Stewards 2009

Terry Franklin - Brandon 33510

Unionism

by Brian Obst

Chief Steward - Branch 599



Article 14
Safety and Health

Safety and health are of the utmost importance for all employees of the United States Postal Service, craft and management, as it goes hand in hand with our daily duties.

The JCAM Article 14 details all of the pertinent information about safety and health in the Post Office and it is here that we take most of our discussion from so be sure to review this article at your leisure to ensure you get all the information available.

Responsibilities for safety and health – who do they fall on? The correct response would be *all employees*. We all have responsibilities when it comes to safety and health. Management are tasked with the responsibility of providing safe working conditions for all employees and it is the union’s responsibility to cooperate with management in their efforts to fulfill this responsibility. Putting it simply, all employees are tasked with the responsibility to assist in keeping the workplace as safe as possible. No one may turn a blind eye to any safety concern.

Cooperation – both management and the union insist on the observation of safe rules and safe procedures by employees and both

also insist on the prompt correction of any unsafe condition. Machinery, vehicles, equipment, and the workplace must all be maintained in a safe and sanitary condition, including adequate occupational health and environmental conditions. It is management’s responsibility to make available for the employees at each installation the proper forms to report unsafe and unhealthful conditions. These forms would include red tags (for removal from service of defective equipment), 1767’s (for reporting unsafe conditions), vehicle reports (for reporting vehicle problems), as well as others. It is the responsibility of the employee to properly report any unsafe or unhealthful condition utilizing the proper reporting forms.

Employees who feel that a problem is not getting the proper attention after reporting and discussing the problem with management and their steward may file a grievance at the Formal A level within fourteen days of supervisory notification if corrective action has not been taken. The employee may also take the issue to the union representative for the local Safety and Health Committee, who will take it up with the supervisor involved as well as the next Safety and Health Committee meeting. Our local Safety and Health Committee member is Vice-President Gilbert Cabanas and he has made it clear that he wants to hear from you with your safety and health issues so he can

address them with OIC John Nagel. Mr. Nagel has emphasized safety since his arrival here in Tampa and the only way to make it better is to bring forth all problems so they may be addressed promptly in the proper corrective manner.

Does OSHA (Occupational Safety and Health Act) have any power over the postal service? This is a good question and the answer is *yes*. Ever since the passage of the Postal Employees’ Safety Enhancement Act of 1998, OSHA has had jurisdiction over the postal service in matters of occupational safety and health. Although it is one option available for use if problems are not being addressed locally, it is recommended to use the local safety committee and the grievance process whenever possible for addressing safety and health concerns.

I will wrap this up by saying that safety is everyone’s responsibility. Don’t take this responsibility lightly, for the accident you prevent might have involved you! Lets all pull together to make the workplace a safe place to work for everyone.

Yours in brotherhood,
Brian Obst
Shop Steward - Town and Country

Branch 599 Shop Stewards 2009



Phil Chirico - Brandon 33511



Eddie Berroth - Carrollwood



Pedro Jimenez - Commerce

Branch 599 Shop Stewards 2009



Stephen Hall - Forest Hills



Alan Robinson-Forest Hills Annex



Sam Santilli - Hilldale



Butch Smith - Hilldale Annex



Tom Cobert - Hyde Park



J.C. Howard - Palm River



Jim Tobin - Interbay 33629



**Sammy Graham - Interbay
33608, 33611, 33616**



Maggie Lancaster - Produce



Varick Reeder - Plant City



Detlev Aepfel - Ybor City



**Brian Obst - Town & Country
& Branch 599 Chief Steward**

Branch 599 Shop Stewards - 2009



Jack Hencoski-Ruskin/Sun City



Tony Diaz-Seminole Heights



John Rowland - Sulphur Springs



Dook Ramotar - TCA 07



Dennis Lorenzo - TCA 09



Warren Sumlin - Temple Terrace



Toby Aldridge, Ray Garcia, and Nick Stopay are congratulated by President Jim Good (third from left) on their recent retirements from the USPS.

A Point of Personal Privilege

by **Leslie Ray Garcia**

Are You Kidding?

Postmaster General Potter has gone before Congress and requested the waiver of 6 day mail delivery, reducing it to five days due to the \$2.8 billion deficit and the loss of mail volume. (No mention of a 39% pay raise for him and his other cohorts was discussed, even though he has said civilian CEOs with less employees are salaried at a much higher rate. Postmaster General Potter, with all due respect, craft employees at the USPS average about \$5 an hour less than those employed at UPS, etc., which is roughly a difference of \$10,000 a year.) This reduction of delivery to five days will eliminate the T-6 position and will lessen the letter carrier craft by about 20% nationwide. That eliminated day is yet to be determined but I will wager you that it will not be Saturday. Even money has it on a Tuesday. The reason for the day not being Saturday is there won't be any tee times left for those bosses that are regularly off on Saturdays.

If you want to cut expenses, consolidate these positions at USPS headquarters:

- (1) *Postmaster General - \$263,575.00*
 - (a) Vice President Strategic Planning (b) Chief Postal Inspector
 - (c) Judicial Officer (d) Senior Vice President Intelligent Mail and Address Quality

- (2) *Deputy Postmaster General - \$238,654.00*
 - (a) Senior Vice President Operations (b) Vice President Delivery and Retail (c) Vice President Network Operations Management (d) Vice President Engineering (e) Vice President Facilities

- (3) *Executive VP Chief Marketing Officer;*
 - (a) Vice President International Business (b) Vice President Customer Service (c) Vice President Product Development (d) Vice President Pricing and Classification (e) Vice President Sales

- (4) *Chief Financial Officer and Executive Vice President; \$218,654.00*
 - (a) Vice President Treasurer
 - (b) Vice President Supply Management
 - (c) Vice President Controller

- (d) Vice President Chief Technology Officer
- (5) Senior Vice President Government Relations
- (6) *Executive Vice President Chief Human Resources Officer; \$228,654.00*
 - (a) Vice President Employee Resource Management (b) Vice President Labor Relations
- (7) *Senior Vice President General Counsel; \$218,654.00*

Of course the above salaries do not include performance awards, pension benefits, accrued leave annual or sick, deferred compensation, non-cash awards, airline clubs, spousal travel and security costs. For fiscal year 2008, Postmaster Potter would receive only \$857,459 dollars. Mere chump change, right?

Next consolidate these positions:

- (1) Vice President Eastern Area
- (2) Vice President Great Lakes Area
- (3) Vice President New York Metro Area
- (4) Vice President Northeast Area
- (5) Vice President Pacific Area
- (6) Vice President Southeast Area
- (7) Vice President Southwest Area
- (8) Vice President Western Area
- (9) Capital Metro Operations Manager.

How about eliminating the eleven members

of the board of Governors? Each one averages \$30,000 dollars a year plus \$300 a day for up to 42 days of meetings, or \$12,600. The total for each is \$42,600 annually for a grand total of \$468,600 dollars per year.



Then there are 85 District Managers nationwide, approximately 377 Post Office Operations Managers, 25,250 Postmasters, a minimum of 2 area managers per postmaster, and approximately 31,787 Supervisors and Managers.

As of 2006, EAS grade 20 earned a maximum of \$76,320.00 (without bonuses); EAS 21 got \$80,027; EAS 22 got \$86,733; EAS 23 got \$91,460; EAS 24 \$95,986; EAS 25 \$100,760 and EAS 26 got \$105,786.

Of course this doesn't include additional savings on gasoline for personal auto usage by management, food, etc. Could I have found some expense savings? Maybe just a little bit!

"Some folks can look so busy doing nothin' that they seem indispensable."
Kin Hubbard



Ray Garcia's Last Punch

A.R. "Tony" Huerta NALC Branch 599
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