



# Tampa Letter Carrier

Volume 9 - Issue 5

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

Tampa, Florida

May 2010

## President's Report

by Jim Good

President - Branch 599

### Committee of Presidents Report

I have just returned from the semi-annual Committee of Presidents (COP) meeting held on Sunday & Monday, April 11<sup>th</sup> & 12<sup>th</sup> in Phoenix, Arizona. As always, the presidents from around the country were given an update by NALC President Fred Rolando. His three hour address was followed by an extensive question and answer period during which time every president had the opportunity to raise any questions/issues that he/she wanted answered. It came as no surprise that the majority of questions pertained to the MIARAP process for adjusting routes and the elimination of six-day delivery.

Because a number of carriers in the Tampa Installation know that their routes are over eight hours, even after the last MIARAP "review" was completed sometime in early 2010, I wanted to know from President Rolando how this issue should be addressed. I knew that carriers still had the right under Section 271.g of the M-39 to file for a special inspection and the request must be honored as long as they qualified by using at least ½ hour of overtime or auxiliary assistance three days per week for six weeks. I was not sure, however, what management could do if the resulting six-day mail count mandated by the special inspection showed the route to be over eight hours. Did they have the right to mandate the excess time be put on a route that showed actual clock rings of less than eight hours; did they have the right to count a route that they thought was under eight hours; or were they mandated to bring the District Evalua-

tion and Adjustment Teams (DEAT) back into the station to complete the adjustments? President Rolando stated that the DEAT teams must be re-activated to come back and oversee the results of the special inspection and adjustment of the routes. This answer was also sent out to all the local presidents by Judy Wiloughby, our national business agent, upon my return to Tampa following the COP meeting. So if a carrier requests, and is granted, a special inspection which results in proving their route to be over eight hours, local management must contact the Area/Regional Team (ART) who will re-activate the appropriate DEAT team. If a station manager refuses to contact the ART, request to see your shop steward and have him call my office. No route adjustments may be made without the involvement of the appropriate DEAT team. There are currently no plans to adjust routes in 2010 unless the parties at the national level agree to continue to use the MIARAP, or another mutually agreed upon process.

President Rolando stated that Postmaster General Potter addressed a senate subcommittee on March 18<sup>th</sup>, arguing that in order to stay financially stable Congress must address the Postal Service's overpayment of retiree health benefits to the tune of \$75 million dollars. This was brought about by the 2006 Postal Accountability and Enhancement Act, which mandated that the Postal Service pre-fund seventy-five years of future retiree health benefits. For the past three to five years, the Postal Service has been paying between three and five billion dollars per year into this fund, and they have still been operating in the black. Potter went on to say that if they had access to the money that was overpaid into this fund *there would be no need to*

*do away with six-day mail delivery*, yet he now continues to state just the opposite. Doing away with six-day delivery would not solve the Postal Service's financial problems; it would make them worse. It would open the doors to companies that would welcome the opportunity to deliver the items that our customers need delivered six days a week like DVD's from Netflix, prescriptions, and daily newspapers and magazines, just to mention a few. But Postmaster General Potter is in the news daily saying that if we continue to deliver six days a week we will lose \$238 billion in the next ten years, that the only answer is five day delivery and the general public doesn't really care about the loss of Saturday delivery.



So we need to get the word out to the media and not just through ten second sound bytes like they have been allotting us time for. At the COP, Florida State Association of Letter Carriers President, and former National Business Agent Matty Rose spoke to President Rolando and all the presidents in attendance. He asked that our union, at the national level, coordinate an effort to get the message out, and the sooner the better. He implored President Rolando, in the tone of unionism (and jokingly reminding Fred that he was once his boss) to quickly organize and rally the troops to educate everyone about what needs to be done and why. I'm quite sure that President Rolando will act quickly and aggressively in the very near future, so I am asking that all Branch 599 letter carriers be ready to act once we get the OK and the marching orders from our national leaders. This is one fight that we cannot afford to lose!

**Branch 599 Officers**

PRESIDENT	Jim Good	(813) 417-8877
EXECUTIVE VICE-PRESIDENT	Dook Ramotar	(813) 767-0322
VICE-PRESIDENT	Gilbert Cabanas	(813) 855-0516
RECORDING SECRETARY	Mike Brink	(813) 661-1106
FINANCIAL SECRETARY	Tony Diaz	(813) 598-9635
TREASURER	Michael Anderson	(813) 967-1615
TRUSTEE	Silven Zimmerman	(813) 380-3731
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	Detlev Aeppel	(813) 505-7914
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	James Dobson	(813) 661-1636
Carrollwood	33618	Eddie Berroth	(813) 493-5224
Commerce	33602	Dook Ramotar	(813) 767-0322
Forest Hills	33612	Alan Robinson	(813) 843-9762
Forest Hills Annex	33613	Nick Cullaro	(813) 541-8159
Hilldale	33614	A. Sam Santilli	(813) 215-7595
Hilldale Annex	33634	Julio Acosta	(813) 889-3913
Hyde Park	33606	Tom Cobert	(813) 694-0711
Interbay	33611	Sammy Graham	(813) 832-6644
Interbay	33629	Brian Obst	(727) 458-0679
MacDill	33608	Sammy Graham	(813) 832-6644
Palm River	33619	J.C. Howard	(813) 621-1976
Plant City	33565	Varick Reeder	(315) 491-6234
Port Tampa	33616	Sammy Graham	(813) 832-6644
Produce	33610	John DeRosa	(813) 850-8418
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	Don Wiseman	(813) 713-6273
Tampa Carrier Annex	33609	Tom Cobert	(813) 694-0711
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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The National Association of Letter Carriers Branch 599, 3003 W. Cypress Street, Tampa, FL 33609-1617, publishes the *Tampa Letter Carrier* monthly.

The opinions expressed in this publication are those of the writers, and do not necessarily reflect the opinions of Branch 599.

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Articles must be submitted no later than the first of the month. Submit articles as .txt, .rtf, .doc or .wpd documents attached to email sent to [newsletter@nalc599.com](mailto:newsletter@nalc599.com).

**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**  
**La Septima Café**  
**140 Parsons Ave.**  
**in Brandon**

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

Unionism

by Brian Obst

Chief Steward - Branch 599

*Our Commitment to Serving the Community*

May 8, 2010, is the culmination of a year of planning and preparation. The Letter Carrier's National Food Drive is one of the single most important days of the year in the drive to provide for the communities in which we serve.

The Food Drive will help fill the Food Banks and Pantries of communities around the country, helping those in need by providing the food to feed families in need. It is one of the most gratifying days that I work each year and it fills me with hope for our country and pride in it's citizens. Every year the members of our communities always find a way to dig deep to provide for those less fortunate than themselves.

Last year the Food Drive raised a record of 73.4 million pounds of food throughout the nation, an amazing number when you look at the difficult financial times we are all facing. No matter how difficult things are in the country it seems that people will always pull together to help out when they are given the opportunity. I want to point out that last year the Tampa Bay area (Tampa, St. Petersburg and Clearwater) were responsible for not only the highest collection amounts in their respective branch size groups (St. Petersburg

Branch 1477 and Clearwater Branch 2008) and the highest collection amount in the Nation (St. Petersburg Branch 1477) but the Bay area collected 4,824,079 pounds of food. This total is unmatched anywhere else in the nation and is something that every carrier should take pride in. Our collection total in Tampa Branch 599 was 1,669,740 pounds and that was slightly over 1 million pounds less than the best in the country, St. Petersburg Branch 1477.

This day is difficult for everyone involved, as it takes a large effort from everyone to help make it go off with a minimum of difficulty. Yet at the end of this day I can't help but feel good as I see the results of the collection come pouring in at the station. LLV after LLV full of donated food for unloading and preparation for transport to the warehouse for distribution is a wonderful sight. You will be tired by the end of the day but it is a good tired.

Remember as we approach the second Saturday in May that the seventeen years that have gone before have been great but we all need to pull together to make this, year eighteen, the best collection year ever. The Union needs volunteers in all stations to help with the unloading of trucks and preparation for transport of the food so speak to your steward or call the

Union Hall to see what you can do to help. Remember you don't need to be there forever but any time you can give to help is appreciated.



I want to thank you all in advance for all of your efforts to make this Food Drive even more successful than last year. One last thing that you should all know is this is one of the community support things that the Letter Carriers do to help out the community. When it comes down to the American Public thinking about Postal issues remember they will remember things like the Food Drive, MDA Drives, Toys for Tots, Neighborhood Watch and other programs of that nature that we all take part in to help out in the communities where we work and live.

The Letter Carrier's Food Drive just another way we are being a good neighbor and supporting our communities. Remember - **Knowledge is the Key.**

Brian Obst  
Chief Steward

**Arslan Uniform Drawing**

The Arslan Uniform prize for the May 6<sup>th</sup> Branch 599 meeting will be **\$350.00**. If you are in attendance at the meeting and your name is drawn, you will win the **\$350.00** 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? There have been many changes happening that affect your daily work, so you really need to keep informed regarding your rights. What better place to keep updated than at the branch meeting?

Hope to see you there on May 6<sup>th</sup>.

**Health & Welfare**

We are sad to announce the passing of retired carrier and former shop steward and NALC Branch 599 trustee Dennis Lorenzo, Sr., father of Carrollwood carrier Dennis Lorenzo, Jr., on March 27th. Our deepest condolences go out to the Lorenzo family.

Condolences also go out to Brandon carrier Martin Morris and his family on the loss of his brother-in-law.

Get well wishes to Brandon carrier George Brown who is recuperating from knee surgery.

# ***ARSLAN UNIFORMS***

*Bill & Shirley Moran*

*Retired Letter Carrier Branch 1477 St. Petersburg*

*Honorary Member Branch 599 Tampa*

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

320 PATLIN CIRCLE EAST    PHONE: 727-584-4307

LARGO, FL 33770-3063    CELL: 727-543-0705    FAX: 727-585-9367

*bilmor@tampabay.rr.com*

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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**

## Around The Horn

### *Five Day Delivery*

**B**rothers and Sisters, the great debate on the proposed 5-day work week is in full swing. Here is what I can tell you as of press time for this month's edition of *Around The Horn*. I know all of you have been asked by either your customers, friends or family members questions about losing Saturday delivery. We have all heard the differing opinions, from approval to disapproval and from compassion to heartlessness. It is something we all need to take seriously, and while it may not happen immediately the Postal Service has begun to implement their plan. On March 29, the U.S. Postal Service said it wanted to end Saturday mail delivery by early next year as part of a comprehensive plan to cut jobs, save billions of dollars and cope with the impact of declining mail volume and the Internet age.

According to the USPS, we face a projected \$238-billion deficit over the next decade. The Postal Service Board of Governors recently approved budget cuts (5-day service) and ordered Postmaster General Potter to submit the proposal to the Postal Regulatory Commission. Included in the proposal along with cutting one day of service is the elimination of approximately 49,000 full-time and part-time jobs. Here is the math, 26,000 positions through employee attrition, 13,000 part-time and about 10,000 carriers retire each year. The average age of a Letter Carrier is 53, thus a high attrition rate is expected over the next few years. This should

spare those carriers that would have been included in those numbers. Eliminating one day of delivery would save the Postal Service 3.3 billion in the first year and 5.1 billion annually by the year 2020 and a poll quoted by Potter says 71 percent of Americans favor the five-day delivery week to save money, again according to the USPS.

The NALC has wasted little time, it has launched a 5-Day is the Wrong Way page on the Union's web site. The web site was created to dispel misleading information the Postal Service has posted on their web site. President Rolando issued this statement "The arrogance of the Postal Service in this campaign to sell five-day delivery as the answer to the Postal Service's problem is astounding. Given that Congress has shown very little interest in eliminating Saturday service, the Postal Service should focus its energies on real solutions, not risky and counterproductive service cuts." He also emphasized that "the decision to reduce the level of service and slow mail service in America is not the Postal Service's to make". "The Postal Service should stand down on this reckless drive to end Saturday delivery - it would do more harm than good and it distracts us from the real solution, eliminating the crushing burden of a deeply flawed pre-funding policy." The NALC will begin to assemble our lobbying network to challenge the Postal Service's plans.

In fact, I believe this will become our largest lobbying effort in the history of the NALC. We must succeed on Capitol Hill to defeat this 5-Day delivery plan. In the upcoming weeks and months the NALC will need eve-

ryone to contribute. If you are not an e-Activist, you are encouraged to sign up on the NALC web site, it's free (<http://www.nalc.org>). Now is also the time to contribute to COLCPE, we must have the funds available in order to protect our jobs, sign up at the next Union Meeting, May 6th. We must educate and inform the public "to learn the whole story". This can be accomplished by commercials, press releases and informational pickets, stay tuned. In the mean time you can educate yourself through the NALC website, the Postal Record, the NALC bulletin and <http://www.Postalnews.com>. Get involved, your job is on the line!!



by Tony Diaz

Financial Secretary - Branch 599

#### **Quick Hits: Information you should know**

- \* There were 6,468 new members that enrolled Nationally into the NALC Health Plan. Branch 40, located in Cleveland, Ohio had the highest number of new members with 176. Branch 38, located in Springfield, New Jersey has the most Health Plan members in a single Branch at 1,660.
- \* With the continued weak economy the 7th COLA has no accumulation.

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

**Branch Meeting**

**Thursday, May 6**

**7:30 PM**

## And The Beat Goes On

### *Saving Your Job*

**P**lease listen carefully as the menu has changed.... How many times do you hear this? It sure does get old, especially when you call the same place for over a year and nothing has changed, even our NALC Health Plan.

Well, it's a known fact from years ago that my articles do get noticed in high places (as they did many times by postal management) and just this week the NALC called this writer in regard to my article in the April *Tampa Letter Carrier* on CVS drug stores. They wanted to know what problems I was having. I told the woman that I and other carriers in the Tampa area are having problems with CVS. She then asked if I would fax the article to them ASAP and told me that CVS headquarters would be notified. I called the Branch 599 office and they faxed the article over. As they have always said, the pen is mightier than the sword.

Brandon had another retiree luncheon at Buddy Freddy's on April 6, and another big turn out due to the hard work of myself and more so of Jim Fowke. Due to the small amount of employees in Brandon, and those once stationed in the Brandon P.O., you stay there, we invite all who ever worked there, clerks, carriers, managers and even those few who were there and didn't work.

In the April issue of the newsletter there was a good article by our Executive Vice-President Dook Ramotar on reasons why a five day work week may become a reality: The amount of people, among them craft employees, and let us not leave out management, paying all their bills online, and never buying stamps any more; another is the lack of parcels, as Dook stated. Years ago in New York, and elsewhere, any parcel over two pounds was put on a truck and delivered by Parcel Post, which was a bid position. As a PTF I

had the bad luck to be on this run for a few days, but there were guys that loved it. As time went on, the P.O. didn't want parcels and United Parcel Service, who were always in the background, started getting more and more and we lost out. Now look, the Postal Service wants it back, 50 years too late.

As we all know, postal management is their own worst enemy and look at all the asinine things they have done and lost money on over the past years. The only reason the post office is still here is because of the hard work and dedication of the letter carriers, for sure not by postal management.

I started my career in the post office late in life as I had already been a union house painter for over fifteen years and found out first hand how tough life could be working in the trades. In those fifteen years I never had a paid day off. I had no health benefits and over time, **NO PERKS AT ALL OF ANY KIND!**

Many a winter I stood in the unemployment line. Every Tuesday at 2 P.M. was my day and time and the following week they sent you a very small check. Those were very tough years, risking my life with forty foot extension ladders, working with lead paint, and traveling to whatever job the union sent you to. Someone told me I should take the civil service test and go into the post office, not for the low wage, but for the benefits and I did and got hired in March 1966. The wage was one of the lowest in the country, like \$2.00 per hour and change. But what an easy job it was. There was no overtime and no coffee breaks, and even then management was lousy but they didn't bother you as much as they could not get anyone to work at the post office. Everyone was working a second job, mostly as taxi drivers, bartenders, driving a bus, or as yours truly, painting on my day off. Talk of a strike was daily conversation among the craft employees. The

thought of losing our jobs as federal employee's was a monster issue, but it got to the point of "*what do we have to lose*"? There were carriers with children on welfare.



So the strike was called by Local 36 in New York City and all offices in the New York area walked picket lines at each office. I remember there was ONE scab and he was never talked to again till the day he retired. Well, you all know what happened. The president of the United States called in the national guard to move the mail and no one lost their job, thank god. And then for the first time, we got contract negotiations and a decent wage came and more benefits. Everyone won, even management and the scabs. As we all know, as a result of all that, the letter carrier has received a very good living wage with O.T. and double O.T., a good health plan, retirement benefits, and paid holidays.

For the past forty years at every contract negotiation, thanks to our national union officers, and your union dues, and let us not forget, COLCPE, the NALC has got us all a very good contract.

For the first time in history the post office is having a hard time to survive and the union has asked for help from all the high paid letter carriers to give a few dollars to COLCPE to help keep your jobs.

Have you done so? If not, why not?

It's your job you're saving.

**HELP** Ella Winner in her up and coming event.

This determined 57 year old has pledged \$2,300.00 **AND** will walk 60 miles in three days.

She's not playing!!!

Her opponent, "Breast Cancer" has a record of 192,370 woman and 1,910 men alone 'this year'. Please donate. Change adds up.



**VS.**



**Ella will cook one of her famous breakfasts for the Station that collects the most money.**

This fight is sponsored by Susan G. Komen Foundation. Event 1472  
Participant 5004179

## A Point of Personal Privilege

by Leslie Ray Garcia

### *The Death of Ben Franklin's Idea*

**T**he Postmaster of the United States, the many executive vice presidents and vice presidents, and the Board of Governors, are determined to implement five day delivery regardless of any consequence. I believe they think they are above the law and it will benefit them financially to do so. They are cooking the books to show the financial savings to Congress to justify their five day delivery plan. I have written in previous articles as to the financial incomes of what I call upper management and how much money they have accumulated through (bonuses) incentives. Postmaster Potter, should he retire today, would receive over \$1 million a year income.

They have never been concerned about service nor the well being of any of the many floor supervisors, station managers, letter carriers, clerks, maintenance personnel, or mail handlers. Ever since the advancement of automation and the contracting out of different services such as express mail to one of our competitors, Federal Express, and certain deliveries by DHL, the USPS has consistently gone in the red. The only consistent factor has been the elimination or reduction of craft positions and the increase of bodies at L'Enfant Center. By the way, the nine members of the Board of Governors are strictly businessmen and not one has ever delivered mail for 5, 10 or more years. They must think this is such an easy job that "a caveman can do it". Maybe they ought to do like

some bosses are doing: go undercover. Do the job during the harsh winter months of the North and then do it during the humid summer months of the South. Try living (*and delivering*) in the real world instead of living in your ivory towers.

One of the many USPS Vice Presidents, Sam Pulcrano, has lead the charge through an internal five-day task force (how many millions of dollars did these pencil pushers waste?) and Mr. Pulcrano informed the Board of Governors that a web site has been created (at what cost?) to provide customers with details of the five day delivery plan. This web site will contain "...a special section telling business mailers how to manage this change in delivery." How can you tell businesses how to manage when you don't know how yourself?

On March 2, 2010, the USPS announced that a five day delivery is a critical element of a larger plan that ensures that the organization remains viable and includes legislative and regulatory changes. Why don't they say the eventual privatization of the USPS? It was stated that the USPS needs flexibility to make decisions on the pre-funding of retiree health benefits. This sounds like they want retirees to find their own insurance. The USPS wants pricing and delivery frequency. This sounds like increases of stamps, etc. and the outsourcing of what jobs we have left. It was stated that they have national polls that state the American people approve of a five day delivery schedule. Have you been polled as to this question? I know I haven't been.

The following polls show supposed approval for 5 day delivery: USA/Gallop 58% ages 18-34, 73% ages 55 and older; Gallop earlier showed 69% of all groups, and Rasmussen 66%. Those polled stated only if five day delivery maintained stable stamp prices and maintained financial stability. Pulcrano detailed: 1. street delivery and blue box collections will be eliminated on Saturdays (Is this service?) 2. express mail service will continue 7 days a week. Fed X doesn't fly our contracted mails on Saturdays or Sundays and since when does one pay a competitor to work for you in the same field you're in? Can they be trusted to prioritize our mailings over theirs? 3. P.O.s open on Saturday will remain open. How long is open and which ones will be open at all? 4. P.O. Box accessibility will continue, bulk mail and drop shipments will continue to be accepted at facilities that are currently open. Yes, but only if and when they are open.

For the first time in the history of the USPS there will be layoffs. There were no layoffs even during the Great Depression. Should Congress agree to this (and yes Congress has to agree by passing a law changing six day to five day) 45,000 carrier tech jobs (T-6s) will be eliminated. This will invoke the bumping process by seniority, Article 41. Once a T-6 bids to a regular route the T-6 will lose that pay. If the T-6 does not bid to a route, he/she becomes an unassigned regular and maintains the pay for two years (so I've

(continued on page 9)





Branch 599 President Jim Good congratulates Jim Brophy on his retirement

### **Personal Privilege** *(from page 8)*

heard, and the supposed savings won't take effect until the 3<sup>rd</sup> year but loses bumping rights). All letter carriers and T-6s with 6 years of seniority or less will more than likely be laid off, too. I guess they will lose all benefits unless they pay for it themselves. How much revenue will be lost in order for this transition to take place? Mr. Pulcrano told the Board of Governors the estimated annual savings would be \$3.1 billion dollars if the USPS went to five day delivery. Apparently Mr. Pulcrano envisions savings through the elimination of craft employees but he didn't state immediate savings.

It sounds good to those that want Saturdays off but this will only

open a pandora's box because USPS management will continue to circumvent any agreement,, as has been their past practice. This will probably cause the demise of the union and the elimination of all benefits. You will be forced to work for minimum wage if you want a job. The USPS will be allowed to bring in part-time workers on a daily basis from labor suppliers such as Manpower. This is the start of the USPS becoming an independent delivery business which will probably be owned by the members of the Board of Governors and the upper management at L'Enfant. The USPS is a lucrative business provided it is not mismanaged. (See losses in revenue for the past 12 years) You want to save money

and recover revenues? Cease incentives! Fire the Postmaster and his cronies. Declare their deferred salaries unconstitutional and make them get unemployment pay. Just like those craft employees will have to do.

*"The darkest hour of any man's life is when he sits down to plan how to get money without earning it."*

*Horace Greeley*

## Notes from Tampa Letter Carriers, Inc. Executive Board Meeting on March 23, 2010

Meeting called to order by Chairman Tony Diaz at 7:00 pm.

The Financial Report was given by Treasurer John Gebo.

The Building Manager's Report was given by Mike Anderson. Mike said that he received two inquiries regarding the sale of the land across the street from the Union Hall. Neither of the offers was close to our asking price of \$125,000.00.

A motion was made and seconded, to sell bricks to start a building maintenance fund, at \$50.00 per brick. A discussion was had and the motion was passed.

A motion was made to list the names of donors in the Tampa Letter Carrier Newsletter was made, seconded and passed.

A motion was made and seconded to adjourn. Passed. The meeting was adjourned at 8:35 pm.

The names of the donors to the Building Maintenance Fund so far are as follows:

Jim Brophy, Sal Marsala, Detlev Aepfel and J. R. Eldridge.

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### President's Station Visits

Temple Terrace Annex 33617	Tuesday, May 4
Town & Country 33615	Thursday, May 6
Carrollwood 33618	Tuesday, May 11
Hilldale 33614	Thursday, May 13
Forest Hills Annex 33613	Friday, May 14
Forest Hills 33612	Tuesday, May 18
Produce 33610	Thursday, May 20
TCA 33609	Tuesday, May 25
TCA 33607	Wednesday, May 26
TCA / Hyde Park 33606	Thursday, May 27
Ybor City 33605	Tuesday, June 1
Sulphur Springs 33604	Wednesday, June 2
Seminole Heights 33603	Thursday, June 3
Commerce 33602	Tuesday, June 8

**"Mary Lou Jackman-William Corbeau" Scholarship Application**  
**(Please do not reduce the size of this application)**

Name of Student \_\_\_\_\_ Female \_\_\_\_\_ Male \_\_\_\_\_  
 (print legibly)  
 Street Address \_\_\_\_\_

City, State, Zip Code \_\_\_\_\_

Contact phone number \_\_\_\_\_

NALC Branch # \_\_\_\_\_

Member's Name (must be printed legibly) \_\_\_\_\_

This is to certify that the above named member of the FSALC is a member in good standing.  
(Must be signed by Branch President or Secretary)

\_\_\_\_\_ date \_\_\_\_\_  
 Signature Branch President or secretary

Return all applications to:  
Jesse A. Costin, FSALC Director of Education  
232 Glen Eagle Circle  
Naples, Florida 34104

**The following requirements must be adhered to in order to qualify.**

1. Student must have graduated from an accredited high school or have a GED.
2. Student must be a dependent of a member or the spouse of a deceased member of the FSALC who has not remarried.
3. Applicant must enroll as a full-time student in an accredited college or university, and submit proof of enrollment to receive the funds if awarded. (DO NOT SUBMIT PROOF NOW)
4. Applications must be postmarked on or before July 16, 2010.

This scholarship award is based on a random drawing, not on academic records or qualifications. There will be four scholarships awarded - two for a female, and two for a male - each in the amount of \$2000. The drawing will be held during the NALC National Convention August 9 -13, 2010.

**Please do not reduce the size of this application.**

A.R. "Tony" Huerta NALC Branch 599  
3003 West Cypress Street  
Tampa FL 33609-1617  
(813) 875-0599 fax (813) 870-0599  
<http://www.nalc599.com>

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