Brothers and Sisters, earlier this year I wrote my article to help educate the active membership regarding on-the-job injuries. Due to recent issues that could have been avoided, again there is a need to address on-the-job injuries. Had our members been more aware of some procedures vital to the process, the delays, apprehension, and doubt may have been avoided. First and foremost, reporting an accident to your supervisor/manager immediately is a key component to the process. Second, do not rely on your supervisor/manager to properly process your claim, this has been an issue.

Fact: In 102 of 471, 22% of the case files reviewed by the OIG found management personnel made improper revisions to the employee and the supervisor sections of the claim form. In fact to make you aware, the following are a top ten of management violations in regard to on-the-job injury claims:

1. Failure to provide a receipt for a submitted CA-1 or CA-2.
2. Providing a CA-2 instead of a CA-1.
3. Failing to provide a receipt for a submitted CA-1 or CA-2.
4. Delaying the forwarding of a CA-1 or CA-2 to OWCP.
5. Failure to provide completed copy of CA-1 or CA-2.
6. Contacting the carrier’s physician in person or by phone.
7. Failure to provide copy of written contact with physician to the carrier and OWCP.
8. Failure to provide carrier a copy of any written notice of controversy and challenge/appeal information.
9. Failure to advise carriers of the right to select a physician of his or her choice.
10. Delaying the forwarding of Form CA-7 to OWCP (needed after 45 days of COP).

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

Three forms are vital to the process: CA-1, CA-16, CA-17. These three forms must accompany an injured carrier if medical attention is required. A CA-1 and a CA-17 can be downloaded online if necessary, a CA-16 (Authorizing Examination and/or Treatment) is provided by management and cannot be downloaded online. The number one violation (see above) is failure to provide a signed CA-16 in the case of a traumatic injury. The Employee and Labor Relations Manual (ELM) outlines the proper procedures management is required to follow.

CA-1, definition, Federal Notice of Traumatic Injury and Claim for Continuation of Pay/Compensation: This form is used by a federal employee to provide notice of traumatic injury and to claim continuation of pay (compensation). The form must be filed with one’s employing agency. Note: Occupational disease, use Form CA-2 instead of form CA-1.

Traumatic Injury, definition, is an injury you can
Branch 599 Office
3003 W Cypress Street
Tampa FL 33609-1617
813.875.0599
Fax 813.870.0599
www.nalc599.com
Tony Diaz
President
tony_diaz599@yahoo.com

Tampa Letter Carrier
Tony Diaz
Publisher
Phyllis R. Thomas
Editor
editor@nalc599.com
Branch 599 Office
813.875.0599

National Association of Letter Carriers, Branch 599, 3003 W Cypress Street, Tampa FL 33609-1698, 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, NALC. It is the policy of this publication that all articles submitted for print must be signed by the writer.

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.

Shop Stewards

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<th>Station</th>
<th>ZIP</th>
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<tr>
<td>Tampa Stations/Branches</td>
<td>33510/11</td>
<td>Chief Steward, Brian Obst</td>
<td>813.661.1636</td>
<td>727.458.0679</td>
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<tr>
<td>Brandon</td>
<td>33510/11</td>
<td>Terry Franklin</td>
<td></td>
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<td></td>
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<td>Luis Cruz</td>
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<td>Carrollwood</td>
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<td>Commerce</td>
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<td>Forest Hills Annex</td>
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<td>33611/16</td>
<td>Jackie Allen</td>
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<td>Todd Soular</td>
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<td>Produce</td>
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<td>Ruskin/Sun City Ctr</td>
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<td>Patrick Wimberly</td>
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<td>Seminole Heights</td>
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<td>Sulphur Springs</td>
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<td>Steve Hall</td>
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<td>TCA/Hyde Park</td>
<td>33606</td>
<td>Mike Williams</td>
<td>813.873.7189</td>
<td>813.541.3092</td>
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<tr>
<td>TCA/Peninsula</td>
<td>33609</td>
<td>Andre Stafford</td>
<td>813.873.7189</td>
<td>813.600.0638</td>
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<tr>
<td>TCA/West Tampa</td>
<td>33607</td>
<td>Michael Smith</td>
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<td>813.326.0717</td>
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<tr>
<td>Temple Terrace</td>
<td>33617</td>
<td>Warren Sumlin</td>
<td>813.988.0152</td>
<td>813.486.7612</td>
</tr>
<tr>
<td>Town ‘N Country</td>
<td>33615/35</td>
<td>Brian Obst</td>
<td>813.884.0973</td>
<td>727.458.0679</td>
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<tr>
<td>Ybor City</td>
<td>33605</td>
<td>Andre Hinton</td>
<td>813.242.4507</td>
<td>931.980.5169</td>
</tr>
</tbody>
</table>

Tony Diaz
President
tony_diaz599@yahoo.com

Vice President
Brian Obst
727.458.0679
cell 813.598.9635

Recording Secretary
Michael Brink
813.875.0599

Financial Secretary
Alan Peacock
813.892.9378

Treasurer
John Gebo
813.503.1256

Sergeant-at-Arms
J.C. Howard
813.310.0689

MBA/NSBA
Al Guice
813.465.9754

Health Benefit Rep.
Detlev Aeppel
813.242.4507

Director of Retirees
Alan Robinson
813.843.9762

Trustees
Lori McMillion, Ch.
José Oliva
Jim Good
813.817.8877
813.299.8442
813.417.8877

Labor Management
Nick Cullaro
813.541.8159
Warren Sumlin
813.486.7612

Presidents Emeritus
Garland Tickle • Orbe Andux
Donald Thomas • Michael Anderson
James Good • Alan Peacock

TAMPA LETTER CARRIER
Will you be ready for route inspections?
With route inspections scheduled for many of our Tampa stations and our outside offices, now is the time to begin educating yourself.

Here are a few tips you should know about your route inspections, references from the NALC Route Protection Program.

- Five working days before the start of the count, management must post a notice giving the schedule of the count week and the date of inspection.
- Pay attention during the Dry Run; management must give you a chance to practice filling out PS Form 1838-C, this is the form you will be filling out all week, except inspection day(s).
- The Dry Run is a practice session, and must be conducted within 21 days prior to the start of the count and route inspection. All carriers in the unit must participate in the Dry Run. The supervisor must review your form for accuracy, error, or omission and discuss any problems with you. They may require you to complete a second form, if necessary. My advice is to focus during the Dry Run, this 1838-C is vital to an accurate inspection. Ask questions, do not rush, and do not let management rush you during this process.
- Hopefully, all of you are casing and carrying your routes correctly, efficiently, and safely. From experience, it is difficult to incorporate and change to new/correct delivery techniques the week of inspection that you do not normally perform day-to-day, the inspectors will know.

Examples: In the office, check yourself to see if you are aimlessly walking around the office, making multiple trips to the hot case with one piece of mail, tapping letter when casing, leaving your case or turning around to carry on a conversation, or if you are casing your DPS. On the street, are you not always wearing your seat/lap belt and shoulder belt at the appropriate times, not closing your door at every intersection, not securing your vehicle when necessary, not taking the key out of the ignition each time you turn your LLV off when stepping out of your vehicle, or heaven forbid, not shutting your vehicle off each time you step out of your vehicle? Additionally, are you talking on the phone while delivering and/or driving, delivering with the mail on your lap or holding the mail in your hand, delivering the route out of sequence/order? You will not be able to remember to correct all of these deficiencies for the entire day with an inspector in the LLV with you. Work on AM casing and carrying your route the proper way, not necessarily the easy way; ask questions if you are not sure, know your craft.

Quick Hits:
Information you should know
* Using the stride length (a person of average height has a stride length of about 2.1 to 2.5 feet) we can say that approximately, there are 2,000 to 2,500 steps in the average person’s mile. Each mile that a person walks burns roughly 100 calories.

* The NALC Member App is available for download at iPhone App Store and the Google Play Store for Android. As technology increases our ability to communicate, NALC must stay ahead of the curve. From websites to email to social media, this union has continually developed the tools to put the most up-to-date information and resources into the hands of our stewards and members. The app contains links to workplace resources, including the National Agreement, the JCAM, the MRS, CCA resources, and more. It also includes legislative tools, such as a bill tracker, an individualized list of your congres-
Tribute to a Hero

Sulphur Springs carrier, Jason Moss, and three Tampa Police officers were congratulated by Tampa’s new Chief of Police for their efforts in pulling an elderly handicapped man out of a burning house. For this Jason received a Citizen Appreciation Award. The ceremony was held downtown on July 20, at Police Headquarters and was attended by the Postmaster of Tampa, the management staff of Sulphur Springs Station, his steward Steve Hall, his parents, girlfriend, and Branch 599 President Tony Diaz. Congratulations, Jason, for going above and beyond the call of duty!

Jason also received a letter from NALC President Fred Rolando along with a NALC Hero Pin and will be featured in an upcoming article in The Postal Record.

Sharing Our Members’ Joys and Sorrows

Our deepest sympathy and prayerful support is extended to President Emeritus Orbe Andux and family at the passing of his wife, Alicia, August 20; to Jim Pasco [retiree] and family at the passing of his wife, Linda, September 4; and to John W. Syron III [Town N’ Country] and family at the passing of his father, John W. Jr., September 12.

Around the Horn from the President’s Desk

(Continued from page 3) Professional representatives and PAC information. And one of the coolest features: an Interactive Non-Scheduled Days calendar. When you install the app, it’ll ask you for your home ZIP Code, so it can give you the correct legislative information. You then sign up for notifications based on your interests.

Look forward to talking to you again on the next Around The Horn
As stewards we are exposed to all kinds of cases. Contract or discipline there are no two that are exactly alike. Each case has its own set of circumstances and it is up to the steward to sort it all out to allow for a proper outcome for the grievant in all these cases.

I know that we have all heard it before, but no truer statement has been made than what I will be stating next… Things are not always what they seem!

Now you are probably wondering just what do I mean by this statement. I’m glad you asked. How many times have you looked at an everyday situation and assumed you knew what was happening? The police officer who has someone pulled over during rush hour, he must have been speeding. Do you ever think it could be something else?

Well grievance handling is the same thing, when you see a discipline case for poor attendance do you automatically assume the worst about the individual or do you keep an open mind and take the time to look at all the information in the case file? Has the investigation been full, thorough and objective and have all the facts been brought out into the harsh light of reality?

Many times a grievance will be filed and it will initially look as if there is no excuse for the situation and no ability for a positive resolution for the grievant, almost as if the outcome is determined before the steward begins their work on the case. I am here to tell you that it is rarely the case.

Good stewards are good investigators and they will leave no stone unturned in their defense of the grievant or their drive for a resolution to enforce the contract. Stewards must develop their interview skills to ensure that no information crucial to the case is missed. Remember the answers are always there, it is our job as stewards to mine the case and pan through the information and evidence to find those nuggets that will turn the case in your favor.

It sometimes is a difficult task, but the reward is worth the effort expended. Don’t allow yourself to get trapped in the mire of first impressions, peel back the layers of the case and look further and you will be surprised at the things you will find. Don’t allow management to intimidate you when working on a grievance. Do interview all those who might have important information about the case that you need to know. Remember that management is not on your side and if they have the information it is your job to get it and prove your case to provide the best representation to the branch members.

I don’t know about anyone else, but I do know that when I am successful in processing a case, whether it is contract or discipline, there is no greater feeling. I get a thrill when I am able to get a grievant back to work or to clear an unwarranted discipline from their file. Justice is a wonderful thing and it is there for the taking as long as you remember… Things are not always what they seem!

Until next month I leave you with… Knowledge is the Key!

Brian Obst
Vice President
Stations/Branches Chief Steward

Southern Area Driver of the Year Award

Brandon Carrier Daniel Ontengco received an award that only 7 others in our Suncoast District qualified for…Southern Area Driver of the Year Award.

Daniel has earned over 4,000 hours of sick leave during his 44 year career, in fact right at 4,300 hours.

District Manager Eric Chavez has personally presented the awards throughout the district.

Congratulations, Danny!
# 4th Annual MDA Charity Golf Tournament

@ Heritage Harbor Golf & Country Club

Sponsored By NALC Branch 599

**November 5, 2017**

Contact Info: Alan Robinson 813-843-9762 / Tony Diaz 813-598-9635 or 813-875-0599

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| **Business Name or Individual Name:** |
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MDA Federal ID#13-1665552

Make Checks payable to: NALC Branch 599; For MDA; 3003 W. Cypress Street, Tampa FL 33609
4th Annual MDA Charity Golf Tournament
@ Heritage Harbor Golf & Country Club
Sponsored By NALC Branch 599

8:00 AM Shotgun Start
$60 per person
Range Balls
Round of Golf
Lunch

November 5, 2017

Longest Drive
Closest to Pin
Optional:
Chipping/Putting Contest

Contact Info: Alan Robinson 813-843-9762 / Tony Diaz 813-598-9635 or 813-875-0599

Golfer 1 ___________________________  Golfer 3 ___________________________

Golfer 2 ___________________________  Golfer 4 ___________________________

All Money Due by October 28, 2017

Make Checks payable to: NALC Branch 599; For MDA; 3003 W. Cypress Street, Tampa FL 33609
The anticipation of the largest most powerful Atlantic Ocean hurricane barreling straight for you is as agonizing an ordeal as one can experience. The days of preparation, the eagerness, the nervousness, as you watch for good news with each updated weather report, changing channels for a better report. If there is power, you watch the horror as the Caribbean gets destroyed, Florida cities being devastated by the oncoming storm. You watch on the Weather Channel, CNN, MSNBC, or the local news stations with the flooding and destruction, wondering if you are in for the same fate. Will everything you have worked for your entire life be destroyed with one storm, in a 6 to 12 hour period? Is your family in a safe place? Did you prepare enough? Are your windows boarded and protected to withstand the howling winds? Do you have enough sandbags for the surge of water? Do you have enough food supplies to last for an unknown period? What happens if you lose power? For how long? Will your generator start and work throughout the storm? Do I have enough gas? What happens if the storm is more intense than what was expected? Should you have evacuated as many neighbors and friends have done?

These are thoughts, feelings, and emotions I felt and I am certain we all felt at some point on Sunday evening into Monday morning (September 10-11). The emotional rollercoaster is exhausting, grueling and agonizing. Making matters worse was when Hurricane Irma actually hit the bay area, it was in at night. The eeriness of the unknown swirling, howling winds, the potential tornados, the amount of rain, the possible flooding, the unknown damage outside. You hear noises and wonder, you feel the wind gusts and worry, you hear a transformer blowing and you flinch.

Hurricane Irma was a beast of a storm, packing monster winds and producing a water surge not seen before over such a large region. The entire state of Florida, in an emergency state, with other states in its wrath, Georgia, South Carolina, and others in the southeast. The damage it left behind in vacation destinations was extensive. Paradise for many who travel the Caribbean, St. Maarten, St. Thomas, St. Johns, Turks and Caicos, and many more; the destruction of our own state paradise destination, Key West.

The phenomenon of all the water in Tampa Bay and the bay area beaches being pushed away. The Hillsborough River, the causeway, Bayshore Boulevard, canals, and Pinellas County beaches were depleted of billions of gallons of water. Where did this water all go? What surge would it be sent back with? Well fortunately for the Tampa Bay area it never really returned to cause the major flooding that was anticipated.

After the storm you continue to hear of local flooding and see your neighborhood and city with tree debris everywhere. Your friends and family are still without power, residents trying to get back home with limited gas and major traffic jams, grocery stores closed or with limited supplies, gas stations empty, traffic lights out. You just want things to return to normal, to just be able to turn on a light, turn on your air conditioner, take a hot shower, turn on a TV and watch any show, cook a hot meal, or boot up your computer.

One thing it did in my neighborhood, and I am sure with many neighborhoods, was brought neighbors together, assisting with removing loose items from yards before the storm, cutting, drilling, hammering, nailing plywood. Sharing needed tools, supplies, water, ice, and sandbags. Everyone was scattering to protect their property, their families, but concerned for others.

The relief it is over, even with minor damage, we accept it, knowing we dodged a potential catastrophe, we dodged a life changing event.

Note: The Branch Union Hall was fortunately spared any serious damage. A small amount of water was forced into the building, all cleaned up. After all is said and done we will fill our dumpster 3 times with windblown tree debris, this process will take about 3 weeks, our dumpster is emptied once a week.

Connect at facebook.com/groups/nalc599

Get involved!
Your future depends on it!
Nick’s News

Although numerous articles have been written concerning the use of software tools that are used by management, I’d like to touch on the subject again briefly. Management for as far as I can foresee will always use some type of tool to try and limit the number of hours that you use as a carrier. PET and DOIS are a couple of these tools and I’m quite sure that there will be variations of current or different ones in the future. What these tools are supposed to do is assist you in estimating your daily workload; they are not to instruct or mandate your day. Management will never just sit at the desk and announce to everyone take all the time you need, see you when you get back. They will always try and get a commitment from each person of the number of hours that you will use that day, so they can try to hold you to it.

If you are having trouble giving estimates, start by taking daily notes of mail at your case and the volume that management gives to you. Take notes of your times on the street and how long sections of the route take you. Write down things like the weather, accountable items, full coverages and DPS counts. Slowly you’ll start to realize how long the route takes you with different amounts of mail on different days of the week.

Please understand though that the estimate that you give your supervisor in the morning is subject to change whenever something dictates that it change. It could be prior to leaving to the street, midway through the day, or near the end of the day. Your responsibility is to keep management informed when our daily estimate does change, whenever that may be. Please do not allow management to dictate or instruct you of your estimate; first of all, that is an incorrect practice. And second, do not just let management write down whatever they want for your estimate and go along with it. We are responsible for estimating our day’s work; if you’re having trouble doing that let management, a steward, or a senior carrier know and they’ll help you. Just remember that your estimate is not a deadline, it is an estimate. Estimates are not precise or exact, they are a range.

With the new pay raise on our September 8 check, please keep in mind those that have been affected by recent hurricanes and consider donating to the Postal Employees Relief Fund. You can go to the site, postalrelief.com, for information about the fund, whether it be to donate or apply for assistance.

Also, please consider signing up for the Letter Carriers’ Political Action Fund. This fund helps pass letter carrier friendly legislation, regardless of political party. Their motto used to be Give me 5, for $5 a paycheck and would make great impacts if we all considered giving.

Unionism: The policies and practices of labor unions, particularly those concerned with protecting and furthering the rights of workers.

Rap Session
NALC President Fred Rolando addressed the delegation at the Region 9 Rap Session held in Greensboro N.C. The RAP Session was attended by Branch 599’s President Tony Diaz and Arbitration Advocate Detlev Aeppel, from August 18-20, along with Branch leaders from through our region. Kenny Gibbs serves as our Region 9 National Business Agent.

What is a Rap Session?
Article 3 Section 4(b) of the NALC Constitution states:
(b). The National President shall, once each year except in the year of the National Convention, call a national conference. This conference shall be voluntarily attended by only State and Branch Presidents or their designees, with their expenses to be borne by the State Association or Branch represented.

National conferences are better known as rap sessions. — nalc.org
Pratt, Kane and Tobin Retired!

Congratulations to Gerald Kane Jr. [Interbay], to Joann Pratt [Temple Terrace], and to James Tobin [Interbay] who received their retirement pin and gratuity from President Tony Diaz during our September Branch meeting!
Shop Stewards will Meet
- Tuesday 7 PM
  - October 3
  - October 31

Executive Board Meets
- Thursday 6:30 PM
  - October 5
  - November 2

Branch 599 Meeting
- Thursday 7:30 PM
  - October 5
  - November 2

Sunday Work Party
- at our Hall 9-11 AM
  - October 8
  - November 12

Retirees Breakfasts
- Monday October 2 9 AM
  - Denny’s Restaurant at Dale Mabry & Spruce
  - 2004 N Dale Mabry Highway, Tampa
- Tuesday October 10 8:30 AM
  - Bob Evans Restaurant off Fletcher
  - 12272 Morris Bridge Road, Temple Terrace 33637

Bill & Shirley Moran
Gold Card Member Branch 1477 St. Petersburg
Honorary Member Branch 599 Tampa

NEED UNIFORMS IN A HURRY?
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