



CARL J. KENNEDY BRANCH 704

THE LETTER CARRIER REPORTER

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NOVEMBER 2021 *Email Address: nalcbranch704@outlook.com* Printed by Branch 704



CONGRATULATIONS

ON YOUR RETIREMENT

ROBERT CASTORENA !!

Serenaded by Jimmy Chang and the crew. The song was...

"Leavin' on a Jet Plane"!

One
Long
Weekend
Happy
Retirement!



President's Article

Dear Brothers and Sisters,

I would like to thank everyone that participated at the Branch Meetings, whether in person or on the WebEx. I would also like to thank the retiree volunteers that come in every month and help with the newsletter. Safety is a concern for every one of us, and when it concerns the Postal Service, it is part of our job as a Letter Carrier. Being safe will enable you to work the job, finish, and go home to your family in the same condition as when you left for work. Some employees do not realize that safety is an everyday concern- not just when something is broken or not working. I have spoken to carriers whose vehicle is in need of service or repairs and management has not properly fixed the problems. The carrier then takes the vehicle to the street anyway and places themselves and others in jeopardy. You must do a thorough inspection of your vehicles each morning so that you catch all items that need repair or service. If we take the time to report vehicle defects, the vehicle should be taken out of service and sent for proper repairs. Use Form 4565 to report vehicle defects or vehicle repairs needed. The form provides a space for your supervisor to sign so that you have a receipt. Get the form signed and keep your receipt—don't lose it. You will need it later when your supervisors deny knowledge of the defects you reported.

EXPANDED VEHICLE SAFETY CHECK

- | | | |
|----------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|
| 1. Look under body for oil and water leaks. | 11. Check right side for body damage. | 18. Adjust center rear view mirror. |
| 2. Inspect two front tires for inflation and wear. | 12. Check right door lock. | 19. Check steering wheel play. |
| 3. Check hood latches. | 13. Open door and move into driving position. | 20. Check accident report kit. |
| 4. Check front for body damage. | 14. Start engine. (If in enclosed area, wait until after step 21.) | 21. Check window locks. |
| 5. Check left side for body damage. | 15. With assistance - adjust pot-lid and left front mirror. | 22. Check windshield wipers and washers. |
| 6. Check left door lock. | 16. With assistance - check headlights, taillights, brake lights, 4-way flashers, and directional signals, front and rear. | 23. Check horn. |
| 7. Check for rear end leaks. | 17. Adjust right-side rear-view mirror. | 24. Check gauges (gas gauge requires 30 seconds for "warm-up"). |
| 8. Check all rear tires for inflation and wear. | | 25. Check foot brake (no more than 2 inches free play). |
| 9. Check rear for body damage. | | 26. Check hand brake. |
| 10. Check rear door lock. | | 27. Check seat belt and fasten. |

NOTE: This check list has been programmed to take the driver in a logical sequence around the RHD vehicle with a minimum of lost motion. For LHD vehicles - work from right side to rear to left side beginning at Item 5. Items 15 and 16 - if no assistance readily available, handle personally.

M-41 842.1 Reporting Defects

Driver must (a) report all mechanical defects or failures and major body damage on PS Form 4565, Vehicle Repair Tag as soon as noted, and (b) immediately turn in the completed form to a dispatcher or manager. Minor body damage can sometimes await repair until the next regular inspection and need not be reported more than once.

M-41 842.2 Preparation of PS Form 4565

Whenever a motor vehicle requires repairs, complete PS Form 4565 in triplicate as follows:

- Enter vehicle number and the hour and date vehicle was checked in.
- Put check mark opposite item requiring repair, or, if not listed, enter opposite Other Repairs.
- Describe details of repair under Remarks. For example, if brake block is checked, state pulls to the right, brakes fading, etc.

M-41 842.3 Disposition of PS Form 4565

M-41 842.31 Deliver to the garage dispatcher or manager for initialing. Driver copy will be returned to you and should be kept as proof that damage was reported.

M-41 842.32 Attach dispatcher copy to PS Form 4570.

M-41 842.33 Mechanic copy is sent to the garage with vehicle

If the vehicle you took to deliver mail is not safe, and you get into an accident or injury in the vehicle, management will assume you are at fault because you chose to drive an unsafe, unrepaired vehicle. The USPS is short of vehicles that are running well, due in part, because of their age. Management will want you to take a vehicle, even if something is not working, because of these shortages. They tell you it will be fixed and then give it to another, inexperienced carrier who is not aware it needs repaired. Do not do this! If the vehicle is not safe, this is the only time you have the right to disagree with management. You should refuse this instruction by management, as it can place your life and others in danger and is a safety hazard. Should the

vehicle be given to another carrier or employee to drive, fill out a PS Form 1767 Hazard Form and call the branch office.

Nominations for Delegates to the 72nd National Convention in Chicago, Illinois were held at the October 7, 2021 Branch Meeting. Letters will be sent to delegates with the instructions per Article V, Sect 1C of the Branch bylaws. You are required to submit a non-refundable registration fee of \$15 to the branch Financial Secretary within 30 days of your election as a delegate. Delegates who do not submit the required fee by November 6, 2021, will be dropped from the eligible delegate list according to Article V, Sect 7 of the bylaws. So, delegates, make sure to pay your fee by November 6th. If you are writing a check, make it payable to the NALC Branch 704 and put in the comments "delegate fee". Please notify the branch **in writing** if you decide to withdraw your name from the delegate list for any reason. Veterans Day is November 11, 2021. NALC Branch 704 extends their gratitude to all veterans for their service to our country, service to our customers, service to our community, and dedication to our union brothers and sisters.

I want to wish everyone a safe and Happy Thanksgiving Day with your family and loved ones.

In Solidarity,
Kathy Walter



MONTHLY MEETINGS

Branch Meeting-Thursday, November 4, 2021 @ 7:00pm
Stewards' Meeting-Thursday, November 18, 2021 @ 5:30pm
Executive Board Meeting-Tuesday, November 23, 2021 @ 6:00pm

*Schedule
Change*

Vice President Article

The USPS and the NALC have extended eight (8) COVID-19 related memorandums of understanding through December 31, 2021. The MOUs will be administered, as if they had been in effect, without interruption since the original effective date of March 18, 2020.

President Biden needs to appoint a replacement for Postal Service Chair Ron Bloom whose board term expired last December. He is a holdover governor of the Postal Service from President Trump. Why am I saying this? Well Postal Chair Ron Bloom worked at a private equity firm that profited from privatizing the Royal Mail. This is of great concern because he is a partner at a private equity firm helping to oversee the US Postal Service. True North Research recently detailed the privatization ambitions of Brookfield Asset Management (BAM), for-profit firm Ron

Bloom helps lead. The US Postal Service, effective October 1, will hold itself to lower mail delivery standards (i.e., longer delivery times), increasing the time it takes to deliver 39 percent of first-class mail. USPS did this just seven years ago and the results were bad. Cost savings were not realized, the significantly reduced service standards were never met, and large amounts of first-class mail, USPS's most profitable product, permanently left the system.

Then, as now, USPS said having a lower service standard would be good because it would provide greater predictability in delivery times, thereby benefitting customers. Yet, USPS never met the target to deliver 96 percent of first-class mail on time and first-class mail delivery times declined in five of the past seven years. Here is the actual On-Time delivery for the last seven years:

2014 actual delivery 94.11%, 2015 actual delivery 89.64%, 2016 actual delivery 92.34%, 2017 actual delivery 93.29%, 2018 actual delivery 92.07% , 2019 actual delivery 92.02%, 2020 actual delivery 89.73%, 2021 (Q1) actual delivery 78.44%, 2021 (Q2) actual delivery 78.13% and 2021 (Q3) actual delivery 87.60%.

USPS should halt this mail slowdown plan and inform Congress, our customers, and other stakeholders of what it would cost to meet the mail standards adopted in 2014 . If it does not, Congress should compel it to do so, and Attorneys General of the states, many of whom have strongly objected to the October 1 mail slowdown, should take legal action.

The public should not blame the postal workers. The Unions fought the changes which will push the 1-to-3-day First-Class mail delivery to a routine 1- 5 days. It's all part of a controversial 10-year reform (read cost-cutting plan) overseen by former President Donald Trump major donor, Postmaster General Louis DeJoy, which includes deep slashes in staff overtime and eliminating some mail sorting machines that expedite the overall process. Just before the slow down, the price of First-Class stamps rose to 58 cents along with other First-Class mail. Pricier First-Class mail by itself will not replace the revenue lost. In fact, I believe the increase will further decrease revenue. Raising the cost of First-Class mail, when the country is trying to recover from a pandemic that caused loss of jobs and businesses, is not a good business practice. The pandemic caused a steep drop in business mail and now our competitors are using the cost increase and mail slow down against the USPS. Low-income households and small businesses would be impacted the most.

The United States Postal Service is a tent pole of American democracy and a major cog in the country's supply chain - delivering medicines, ballots, paychecks. I worry that this deliberate slowdown and cost increase will turn off some postal customers who can afford to choose alternative services and will further reduce stamp related revenue.

October is National Breast Cancer Awareness Month. It is a time to learn more about the disease and efforts to cure it. Aside from skin cancer, which all city letter carriers should be aware of, it's the most common cancer for American women. Most breast cancers are found in women who are 50 years or older. Risk factors include genetic mutation, having dense breasts, family history of breast cancer and prior personal history of breast cancer. Staying healthy throughout your life helps reduce cancer risk and improves your chances of survival if it occurs. Some people have no symptoms of breast cancer, while others may experience the following signs:

1. Any change in the size or shape of the breast
2. Pain in any area of the breast
3. Nipple discharge other than breast milk, including blood
4. A new lump in the breast or underarm

If you have any symptoms that concern you, consult your health care provider right away!!! Mammograms remain the best way to detect breast cancer early. Although screening doesn't prevent breast cancer, it helps identify cancer in earlier stages and ideally lead to better health outcomes.

Be safe and drink plenty of water!
In Union Solidarity,

Mark Follet
Vice President

Chaplain's Report

Time is precious. It is the substance that makes up your life, and God has only given you a specific amount. You don't know how long it's going to last, so you need to make the most of it. Taken from "Walking With God" by Charles F Stanley. "Teach us to number our days, that we may present to You a heart of wisdom." Psalm 90:12. Blessings To All. Chaplain, Rick Evans 520-248-9643



Our Deepest Condolences to:

The Family of Retiree Member Cynthia Phillips
Member Moira McLaughlin on the loss of
her Husband
Member Paul Brown on the loss of his Father
Member Chris Meirhofer on the loss of his
Father

Get Well Soon to: Member Jonathan Waite and the Son of Member Rose Boey

Branch 704 pays respect to ALL OUR MILITARY VETERANS!

*** THANK YOU FOR YOUR SERVICE TO OUR COUNTRY ***

Happy Veterans Day – November 11, 2021



Health Benefit Report

TICK-ING TIME BOMBS (Bug- borne diseases are spreading across the U.S.)

Last year it was murder hornets. This year it was cicadas. But those news-grabbing bugs pose far less risk than what's waiting in the bushes around many of our backyards: ticks. Ticks have been associated with 16 different diseases in the U.S. Here's how to protect yourself. (And if you develop any of these symptoms, seek medical help immediately.)

Beware Of Sudden Food Allergies. More and more people begin developing rashes, hives, and GI distress three to six hours after eating red meat. Even stranger, patients showed high blood levels of a sugar molecule, known as alpha-gal, that's typically found in other mammals but not humans. The culprit: Lone star ticks, common in the southern and eastern parts of the country, were picking up the molecule by biting animals, then spreading it to humans. Once introduced to this otherwise harmless molecule, our bodies interpret it as a threat, and our immune systems attack. The only way to treat this new disorder, Alpha-gal Syndrome, is to avoid red meat, dairy, and foods that gelatin, or other animal products. Why this disorder seems to be on the rise isn't clear, says Scott Cummins, M.D., associate professor of medicine at the University of North Carolina. Typical symptoms include hives, rash, and itchiness, but in extreme cases it could result in full-on anaphylaxis.

Take Rashes Seriously. Many of us are familiar with the circular bullseye rash that's a hallmark of Lyme disease. But another tick-borne illness, Rocky Mountain Spotted Fever, carries its own distinctive rash- blotchy redness starting on hands, arms, and feet two to four days after infection, then spreading. Most common among people ages 55 to 64, the disease moves fast and is considered more likely to lead to severe symptoms than other tick diseases, including coma, respiratory failure, tissue death in extremities, organ failure and death.

Pay Attention to Lingering Colds. As many as 476,000 people may contract Lyme disease annually after a bite from a blacklegged (deer) tick, says the Centers for Disease Control and Prevention. And the erythema migrant rash---the telltale bullseye, occurs in just 70 to 80 percent of patients. The rest must figure if their fatigue, headache, fever, chills, aches, and swollen lymph nodes warrant seeing a doctor. The difference is that Lyme disease is bacterial, not viral, and unlike a cold, it will get worse if you ignore the symptoms. After a month, flu-like issues can evolve into severe headache, neck stiffness, facial droop on one side, joint pain and swelling, and inflammation of the brain and spinal cord. Catch Lyme disease early and a two-week course of antibiotics should do the trick. Delaying treatment could result in long term neurological damage.

Source: AARP.ORG/BULLETIN JULY/ AUGUST 2021 Mike Zimmerman

The Best of Health to You and Yours,

Bruce D Jenkins

Health Benefits Representative (520) 273 4798

Retiree Representative Report

Last month I explained when the new contract was ratified earlier this year by the active letter carrier membership, recently retired carriers were included in the retroactive pay provision. Since then, I have been contacted by a few members who retired during the back pay period (November 23, 2019-April 9, 2021) and have not received their checks. The postal service found it to be more convenient to send the back pay checks to the last station the retired or separated employee was assigned. This was done on August 20, 2021. Hopefully by now, the information has been passed along and those members who were due the retroactive contractual increase checks have picked them up or made arrangements for some other form of delivery.

The Postal Service Reform Act (H.3076/S.1720) which was introduced in Congress a few months ago needs our continued help in urging our representatives and senators to endorse and back this very important legislation. NALC strongly supports both bills. By contributing to the LCPF (Letter Carrier Political Fund), we can add some financial reinforcement to our support. As active letter carriers, we contributed to LCPF to protect our jobs and preserve the USPS. In retirement, we participate to maintain our pension, receive COLA's, and keep our benefits from the threat of reduction.

Upon retirement, the NALC National HQ sends out a packet with form 1189 to fill out to continue membership in the NALC. The form must be signed by a branch officer, and you must provide your retiree (CSA) information. Reduced dues will be deducted from your annuity once your case clears interim status. Mutual Benefit Association (MBA) provides a \$5000 accidental death insurance policy at no additional cost. When OPM grants online access and your full annuity begins, signing up for LCPF is easy. Select the Organizational Allotment option from the Menu and scroll down to the Letter Carrier Political Fund and follow the instructions. Participation is vital to our cause. If possible, please consider contributing a comfortable amount. If circumstances change, you can always vary the amount. Keep in mind, the amount deducted is monthly, not biweekly.

If any retiree is interested in purchasing a 2022 color coded calendar, please call the branch office. They will be available soon for \$3.50. Many thanks to all of you who help at the branch. Putting the newsletter together and getting the information out to the membership would not be possible without your contributed valuable time. Stay safe and be well.

In Solidarity,
Art Higven 520-304-4196

Congratulations on your 50 Year Award!!

Thomas Kempster, AKA "TK", being presented with his 50 Year Award by Union Steward, Joe Scaramella (on the right). TK is a T-6 out of Desert Foothills. Best Wishes from Branch 704.



CONTRACT TALK

Several carriers have been injured on the job recently and have had problems with their workman's compensation claims. Some of these carriers have not been paid correctly or have unpaid medical bills. When you are hurt on the job there are important steps that must be followed to have a successful outcome. The Federal Employees Compensation

Act (FECA) provides you certain protections when injured on the job. When a letter carrier is injured on the job, it is essential to have everything necessary to have a carefree, accepted claim.

In a traumatic injury case (a wound or other condition of the body caused by external force, including stress or strain), this specific event type

occurs within in single workday or work shift, i.e., twisting your ankle or a dog bite. You should immediately notify your supervisor and request medical treatment. The postal service is required to provide you with paperwork for treatment called a CA-16 (Authorization for Medical Treatment), a CA-17 (Duty Status Report) and a CA-20 (Attending Physicians Report). These forms are also available on the Department of Labor (DOL) website DOL.gov. **Make sure** the Physician knows you are a federal employee.

Once the proper forms are obtained for medical treatment, you will need to complete a Form CA-1 (Traumatic Injury and Claim for Continuation of Pay/Compensation). The employee completes page 1 of the CA-1. On page 1 of the form on line 15 the employee can choose to use sick or annual leave or receive Continuation of Pay (COP). It is recommended that the employee request COP. Management must complete page 2 of the CA-1. Management should also complete page 4 of the form, which is a receipt of Notice of Injury. It is important that you keep copies of everything you complete and give to the Department of Labor. The CA-1 must be completed within a 30-day window to receive COP. Your supervisor has a 10-day window to get the CA-1 to OWCP. In most cases, the letter carrier relies on management to do this work for them. This is where all the problems start. You are the responsible party to complete the process. For example, you are required to swipe the time clock to be paid. Make sure you clock in everyday to assure correct pay. The same goes with an injury claim. Also, management has no clue how to complete an injury claim CA-1. They choose to set it aside until they have time to figure it out.

The USPS has a new program called Employees Compensation Operations and Management Portal (ECOMP). Injured letter carriers can now file claims electronically via OWCP's ECOMP web portal. ECOMP allows employees to electronically file claim forms, compensation forms, track the status of forms or documents submitted through ECOMP, and electronically upload and submit documents to existing OWCP claim files. Register from your home computer, tablet, or cell phone at the ECOMP website, <https://www.ecomp.dol.gov>. The employee will have a record of submission and peace of mind knowing their claim was reported and filed. This is good news for injured workers. **Remember**, always check your emails because your claim notifications will be there. After submitting all your information, it is directed to your supervisor to complete their part.

Finally, notify management of your choice of leave to use. The first three days must be used with annual, sick or LWOP. The carrier must submit a PS Form 3971 to ensure proper payment, so you do not miss a paycheck or get a reduced paycheck. Make every effort to get your 3971's to management either by dropping it off or electronically sending it to your supervisor. It is **your** responsibility to notify management of what type of leave you are requesting when you are off work.

Keith Gaub is our Branch 704 OWCP Representative. You can reach him by calling the Branch at 520-323-2117 or at 520-275-8737. Keith is retired and works another job, so please leave him a message and he will get back to you.

In Union Solidarity,
Mark Follet
Coronado Station Steward

New Career Conversions



Amine Bouchentouf – Ft. Lowell

Pete Torres - Mission

Michael Alden - Ft. Lowell

Sylvia Echeverria – Mission

Joshua Bryant – Mountain View

Alexander Mann – Coronado

Brian Ochoa - Mission

Alexander Teso - Cherrybell

Carl J. Kennedy Branch 704
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Telephone: 520-323-2117
NOVEMBER 2021 NEWSLETTER

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ALEXIS PADILLA	TREASURER
BRUCE JENKINS	HBA REPRESENTATIVE
ART HIGVEN	RETIREE REPRESENTATIVE
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TRUSTEES

PETE TADEO

MIKE DONNELLY	VACANT
TIFFANY EGGERT	JC MENA

CHAPLAIN

RICK EVANS

STEP A REPRESENTATIVE

ALEXIS PADILLA	323-2117
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SHOP STEWARDS

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