

The Twig of the Branch



Branch 1477 West Coast Florida Letter Carriers



Serving:

**St. Petersburg — Largo — Dunedin — Pinellas Park — Indian Rocks Beach
Punta Gorda — Englewood — Bradenton Beach — Palmetto — Ellenton**

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VOICE OF BRANCH 1477

MARCH, 2022

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PRESIDENT'S REPORT

By President Joe Henschen

Twitter @ JaHe1

Things the Boss Ignores

It's not uncommon for a supervisor to feel the pressure to follow the orders directed at them by their superiors. It's for this reason we have such callous USPS leadership at the local level. When you're told to jump, managers must jump and then continuously direct Carriers to do the things they hated to do when they were Carriers. What starts out as a "make the numbers game" evolves to careless decisions. Take for example training, If we follow the guidelines of the Standard Training Program better habits beget more efficient, productive, accurate employees and retention rates climb. Poor attention to detail leads to poor performance.

The Standard Training Guide states:

Orientation: The first phase of training for City Letter Carriers is to attend orientation. Orientation gives new employees an introduction to the Postal Service. Many issues are covered such as postal history, how mail is processed throughout the system, employee conduct, safety, and employee resources. New employees will also take the oath of office. Orientation is scheduled to take 16 hours.

Driver training: The second phase of the training is focused on driver instruction. New City Carriers will spend 11.5 hours focusing on right hand drive vehicles, defensive driving, and the safe driver program. Carriers will also be familiarized with the long-life vehicle (LLV). The last component of driver training is for Carriers to receive their right-hand driving privilege certification. Carriers who have not yet completed driver training and received their right-hand drive certification may not operate right-hand drive vehicles.

NEXT BRANCH MEETING AT THE HALL AND VIA ZOOM: THURSDAY, MARCH 10, 2022

Shadow day: A new and critical step of the training program is to provide a shadow day. An eight-hour shadow day must be provided for new Letter Carriers at their assigned duty station prior to the academy. During the shadow day, newly hired Carriers will observe a City Letter Carrier for eight hours to become familiar with the duties of a Letter Carrier. New Carriers should not be performing duties or handling mail on their shadow day.

This is outlined in the **Standard Training for City Letter Carriers Administrator Guide**, which states: **Newly** hired Carriers are only to observe the full range of Carrier duties and are not to deliver mail or drive Postal vehicles. A jump seat should be provided for the ride along portion. **Newly** hired Carriers must attend Welcome to the Postal Service and take the Oath of Office before permitted to handle mail. The shadow day provides new Letter Carriers with a glimpse of what Letter Carriers do on a daily basis, and also helps them understand whether delivering mail is a good fit for them. Local union representatives and fellow Letter Carriers can help ensure that new Carriers do not touch the mail or perform duties during their shadow day by notifying the branch president if they see any violations of the above guidelines. Available resources at the district levels may affect the order in which these first three components occur.

Standard training for City Letter Carriers, Carrier Academy: During the Carrier Academy, a certified City Letter Carrier facilitator delivers 32 hours of classroom instruction. This includes lecture sessions, hands-on practice, and discussion. The program provides working knowledge of City Carrier responsibilities; safety on the job; recording work hours; classes of mail; Carrier case configuration; Carrier route books; mobile delivery devices (scanners); accountable items and extra services mail; casing mail; forwarding; returned and undeliverable mail; pulling down the Carrier case; leaving the office; delivery types and mail receptacles; delivering the mail; collecting outgoing mail; returning to the office; and marketing postal products and services.

The recommended class size is 4 to 12 learners, with a facilitator-to-learner ratio of 1:6 to provide classroom interaction, group exercises and discussions between the new Carriers and the classroom facilitator. These classrooms are designed as working delivery units and equipped with, among other things, working electronic badge readers and mobile delivery devices. New Carriers get experience casing and pulling mail, handling

Delivery Point Sequence (DPS) mail and Flats Sequencing System (FSS) mail, and even delivering mail on mock routes. Mock collection and delivery setups include park-and-loop, curbside, dismounts, cluster box units and collection boxes. Each class should include EAS (supervisor or managerial position) support personnel. EAS support personnel do not facilitate at the academy; however, they are responsible for supporting the learning process in the academy and are there to assist the course instructors with indoor and outdoor hands-on activities. **Another important aspect that EAS support personnel help with is to make sure new Carriers are being paid for their time spent during training.** They can also ensure new Carriers are matched up with, and report to work at the same time as, their on-the-job instructor in their employing office at the conclusion of the academy.

On-the-job Training: After completing the Carrier Academy, new Carriers receive on-the-job instruction with a qualified on-the-job instructor (OJI) at their assigned duty station. This phase of training includes a series of lessons, demonstrations and practices that instruct the new Carrier in the tasks of a City Letter Carrier, such as conducting vehicle inspections, setting up the scanner, handling undeliverable mail, using the throwback case, pulling down the mail, loading the vehicle, and identifying types of mail, just to name a few. On The on-the-job training requires a minimum of 24 hours to complete but may be extended to 40 hours if needed. On-the-job instruction should be one-on-one training and should occur during a normal delivery day, including all office duties. The instructor completes the Individual Training Progress Sheet (PS Form 2432) daily to ensure the new Carrier receives all of the appropriate training.

Carriers recently through training, and On-the-Job Instructors, I guarantee will attest that's not how it's done! Carriers that haven't had OJT are delivering mail for weeks waiting on an Academy slot for training. Shadow days, if a new employee is lucky enough to get a Shadow Day scheduled, find themselves reporting at 10 and shadowing a few hours before they are given 2 hours to deliver on their own. Management hides hours in training operations probably for bonuses or to stay under the radar on telecoms.

Fortunately, the NALC and USPS foresaw potential for abuse of the system and have an established Advanced Dispute Resolution Process to resolve these types of issues On-the-job instructors, fellow City Letter Carriers, and NALC representatives such

as Shop Stewards are the eyes and ears on the workroom floor needed to observe deviations from these guidelines. Please keep detailed records of the failure in this process and report it to your Stewards and Officers.

The "Ski Report"

By Steve "Ski" Wojchowski

Alt. Steward - Madeira Beach

April 1990

Recently I presented a grievance case and had a Letter of Warning completely removed due to the fact that it was issued for a first offense of a minor nature. My defense was based on the fact that the supervisor's action violated specific parts of our National Agreement, the 1987 Memorandum of Understanding in regard to disciplinary procedure and was in direct opposition to three separate arbitration cases. I was very satisfied with the fruits of my labor at the time and didn't give the matter another thought until a short time later when the same supervisor issued another LOW to a different Letter Carrier for a first offense of the same nature. That concerned me.

If we, as Letter Carriers, keep making the same mistakes, the degree of discipline keeps increasing with each instance even if we plead ignorance of the postal regulations. It's simple. We're in violation and it must be dealt with! Why then, are supervisors allowed to continually mete out unwarranted discipline and then merely plead ignorance of the contract during grievance proceedings and the whole thing is out of their hands?

I say they are in violation, and it must be dealt with!! It's simple!

If we are wrong, we are either put on restriction, suspended with-out pay, or even terminated. I feel this should apply to management also! If they continually violate the contract or fail to follow the prescribed steps in disciplinary procedure, they should suffer some type of monetary loss for their actions and especially when they act blatantly without any concern for the employee or cost to the Postal Service. Furthermore, if the supervisor insists he was only following instructions from upper management, then the manager should pay.

Whenever an arbitrator overturns a discipline case for lack of just cause. The supervisor should have to cover the cost of the arbitration. In overtime cases that are upheld, they should have to pay the grievant out of their own pockets as a deterrent to making the same mistake again.

I perceive two main things occurring under such circumstances. #1-Stress would be drastically reduced and thus improving working conditions, and #2-there would be a tremendous decrease in arbitration cases and grievances and the costs they entail. There can be no doubt that when a supervisor knows he/she'll have to dig into their own pocket because of his ignorance of the contract or an upheld harassment charge, he will make very sure that any discipline he administers would be for just cause.

Unfortunately, postal management does not agree with this concept. So, what do you think their plan is to provide funding for these incompetent manager and inefficient supervisors' ineptitude?

Why, raise the postal rates, of course!

Letter Carriers will be blamed anyway!!

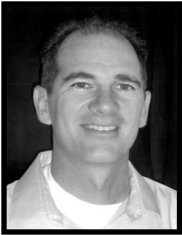
Till Next Month Keep your head on straight and maintain a steady pace. See Y'all at the Hall.

As you read the Welfare Report in this month's Twig you will see the notice that Brother "Ski" Wojchowski was in a pretty serious vehicle accident and is recovering in a rehabilitation facility.

The majority of you that read the Twig never had the pleasure of meeting Ski. He was a regular contributor to the Twig and did so with wit, sarcasm, and a unique way to resolve issues. Those that do remember Steve probably introduced themselves by leading with: "Are you the Ski report Ski?"

Brother Ski, get better soon.

Joe



Hubble's Troubles

*By Executive Vice President,
Chris Hubble*

Parcel Delivery Pilot...M-01975

The Postal Service and the NALC have agreed to begin a pilot program to evaluate the operational feasibility and concepts of full-time parcel delivery assignments and/or full-time combination assignments that include parcel delivery. The pilot sites will include parcel delivery outside of normal delivery windows, the use of parcel post assignments, and any other concept mutually agreed to by the national parties. The pilots are subject to the following:

- Delivery units/or installations will be jointly selected to participate in the pilot
- The national parties will determine what parcel delivery concept(s) will be tested in each location
- Any City Letter Carrier available in accordance with collective bargaining agreement may be used to deliver parcels in the pilot
- Time records and other data associated with routes in locations included in the pilot will not be used for any route evaluation or adjustment purpose unless jointly agreed upon by the national parties

Upon conclusion of the pilots, the national parties will evaluate the results and jointly determine if, how, when, and where any concepts tested will be implemented on a permanent basis. If a decision is made to permanently implement, the parties will also jointly determine how to create, evaluate, and adjust such assignments as necessary to ensure they are as near to eight hours as possible. The agreement is effective from February 9, 2022, through April 30, 2022.

Could there be an alternate route adjustment process?

Last month, I wrote about proposed route count and inspections. Well, there has been talks of cancelations. The discussions have included a route adjustment process using DMS (Delivery Management System) which tracks Carriers' location with Geo-fence technology, a system based on the concept of virtual geographic zones.

With the most recent software updates to the MDD, specifically the "How Am I Doing" app, provides information related to performance. The app tracks parcel delivery as well as how much of the route has been completed (traversed), among other factors.

With that said, a "digital street review" could possibly replace the traditional 3999 process used to record data the day an examiner would otherwise go out on your route with you. The times off a traditional 3999 are used to determine the time value of territory transferred from one route to another.

There are other factors to consider if such a process is possible. Besides delivering the mail between sector/segments, other street functions we accomplish as Carriers on our routes that should be considered are known as "Street Allied Time". The loading and/or unloading of mail and parcels are just one of those functions. In addition, travel to and from the route as well as relay time between park points and travel within the route. Furthermore, there is the delivery of parcels and collections. What's more, street breaks and wash up time prior to lunch...the list goes on and on.

Both the NALC and the Postal Service recognize the importance of maintaining routes in proper adjustment throughout the year. The City Delivery Route Alternative Adjustment Process in 2014-2015 (M-01845) reduced disputes and was more efficient and less intrusive compared to a unilateral route count and inspection.

It is my anticipation that both parties explore new and innovative methods for maintaining routes in proper adjustment throughout the year in an efficient and effective manner.

***We are back to having
in-person
Branch Membership Meetings at the Hall.***

Please plan to wear a mask.

***We can have up to 20 people and be able to
safely social distance.***

Meetings will continue to be held via Zoom.

***As of now, food may be provided depending on
the number of attendees.***

Minutes of February 10, 2022 Membership Meeting

Meeting called to order at 7:00 p.m. by President Joe Henschen.

Invocation by: O.D. Elliott.

Pledge of Allegiance: led by President Joe Henschen.

Branch by the Numbers: As of PP 26 the Dues Roster has 787 Active Members with 771 paying dues. We have 33 members with no deductions, 5 are on Military Leave. 4 paying direct, 4 OWCP, with 5 on LWOP. Retirees 577 (84 Gold Cards). 1348 Total Members. 124 Members in the NALC Health Benefit Plan.

I would like to welcome Kelly Bins from Absolute Quality Interpreting Services LLC.

Treasurer: Chuck Cavicchio—Read balances. Motion to accept the report of the Treasurer by O. D. Elliott, seconded by Tom Phillips.

Director of Retiree Affairs: O.D. Elliott—No Report

Director of Insurance: Tom Phillips—Gave some tips on how to keep your New Year's resolutions.

Political District 13 Liaison: Tom Phillips—Asked everyone to contact your Senators Rubio and Scott and ask them to vote yes on H.R. 3076. (Postal Service Reform Act).

Trustee Report: Brian Andrews—Books for December are done and in order. Meeting soon to audit January's books.

Editor/Webmaster: Judy Dorris—No Report.

Vice President Report: Zulma Betancourt—Warned Carriers not to sign management's computer-generated PS Form 3971 leave slip following an absence. Some are being charged LWOP. Fill out your own slip.

Executive Vice President: Chris Hubble—Waived his report due to the Installation of Stewards. Gave Welfare Report.

Welfare Reports:

Sad report:

- Romulo Sugar, Carrier Port Charlotte Annex—Wife had surgery.
- Bill Loomis, Retiree Largo—Wife passed away.
- Linda Held, Carrier Dunedin—Had surgery.
- Bruce Berkey, Carrier Palmetto—Father ill.
- Ken Grasso, Branch Secretary—Wife in the hospital.
- Sheryl Suntheimer, Retiree Punta Gorda—Husband passed away.
- Tony Mells, Retiree Open Air—Is hospitalized.
- Steve "Ski Report" Wojchowski, Retiree Madeira Beach—Was in a serious vehicle accident and is currently in a rehab facility recovering.
- Richard Speck, Retiree Seminole—Passed away.

Installation of Stewards:

President Henschen read the names of the Stewards and Alternates for this year. Had them repeat the Letter Carrier's Oath and raise their hands to affirm. See Page 11 in the Twig for Directory of Stewards.

Training for the new Stewards will be in the hall on Thursday, February 17th from 12:00 – 4:00.

Presidents Report:

February 8th in a 342-92 vote, the House of Representatives passed the Postal Service Reform Act of 2022 (H.R. 3076).

The strongly bipartisan bill includes key measures to strengthen the Postal Service, including provisions that eliminate the mandate to pre-fund its retiree health care benefits decades in advance and codifying the requirement to provide six-day delivery. It also includes provisions to reduce postal health care costs by maximizing participation in Medicare on a prospective basis.

This bill also integrates future postal annuitants into Medicare. Postal Employees and annuitants would continue to take part in what would be a restructured FEHBP program. While the benefits would remain the same, the premiums would be significantly reduced because the participants would be placed in a separate risk pool.

Discussed various reasons that some annuitants enroll in Medicare A & B, as doing so results in virtually no out-of-pocket health care costs. The reasons why some don't could be because they have alternative coverage through the Veterans Administration, live in areas where there are no Medicare Providers, or they didn't enroll at age 65 and now they would face a 10% per year penalty increase in premiums for every year they delayed enrollment after first being eligible.

Delegates for the National Convention need to acknowledge their intent to go the Convention. As of now, only 11 Delegates have responded.

On February 1st, there was a Region 9 Presidents meeting. Topics Covered:

Food Drive is still planned for Saturday, May 14, 2022. Valpak to produce the cards. We will hold off making financial commitments until last minute as we do not know how Covid will affect us by May.

Covid update: In December 2020, the largest spike on positive tests for Letter Carriers was 12,000 in one day. Two weeks ago, the NALC reported 15,000 in one day, and has exceeded that number two times since.

Covid Memos set to expire on 2/1/2022 will be extended to April.

Protocol to return to duty after Covid: NALC had taken issue with some places that were using Supervisors, instead of the Health Nurse to make that decision.

The new 2019-2023 JCAM was released with some 2016-2019 information missing. Article 8 which should read that Overtime on your own route is considered Overtime for equitability purposes was left out. The current version on the NALC website is up to date.

The Safety Ambassador Program is immediately discontinued. Should be back to having Safety Captains.

There is a Dispute in pay for PTFs: They are currently being underpaid as management calculated their rate incorrectly. The case is a National Dispute and scheduled for April, although it appears likely that it will be pre-arbed and all impacted PTFs will be made whole.

Juneteenth will not be a holiday for Letter Carriers

as our contract was already in place, unless it is agreed to in a memorandum. It will be the subject of Contract Negotiations in 2023.

There is a new process for Route Count Inspections. This new process uses data from your scanner.

As of now, all Formal Inspections have been cancelled.

New Uniforms: In 2018, new materials, styles and colors were tested by Carriers. In April, the new polo will be available, in July, Cargo Pants will be available.

Step B Decisions will no longer be emailed to the Business Agent. NALC lost an Arbitration regarding timeliness.

St. Pete Grand Prix is scheduled for February 25-27. If anyone is available, we could use volunteers, especially for Friday.

Old Business:

Still awaiting quotes on replacing/repairing the roof on the hall. Baldwin Roofing stopped by today and will give an estimate next week.

We have researched a new VOIP (voice over internet protocol) phone system. It will be less expensive than the system we are currently using, much of which is not even functioning properly. Should be training on it soon.

New Business:

F.O.P. has called on us to make a donation. Motion made to donate \$300 to the F.O.P. by O. D. Elliott, seconded by Shiela Bradley.

Motion passed.

President Henschen answered several questions from Stewards pertaining to issues in their offices.

Meeting adjourned.

***** SAD NEWS *****

After General Membership Meeting, we were informed that:

Dan Nix, Carrier Open Air—Father passed away.

George B. and Annie R. Elliott, Branch 1477 Scholarship Program

ELIGIBILITY CRITERIA

1. At time of application applicant must be the son, daughter, or dependent of an active, retired, or deceased regular member of Branch 1477 as defined in Branch 1477's by-laws.
2. Applicants who have one parent in management and one parent a Branch 1477 member are eligible, provide all other eligibility requirements are satisfied.
3. When making application, applicant must be a high school senior or working toward an undergraduate degree in a community college, university, or vocational/technical institute.

REQUIREMENTS

1. Applicants must have a cumulative GPA of 2.0 or SAT and/or ACT scores reflecting the national average. GPA or SAT and/or Act scores must accompany application.
2. Application must be signed by the President or Secretary of Branch 1477 to verify parent's Branch 1477 membership.

REGULATIONS

1. Scholarship will be paid to the student and/or the college after acceptance to the college.
2. Scholarship may be used for any accredited trade school, vocational/technical institute, community college, or university.
3. Scholarship is non-renewable. Past recipients are ineligible to apply for future scholarships. Scholarship applications are valid for current year only.
4. Winners will be selected by a random drawing at the June branch meeting.
5. Two scholarships in the amount of \$750.00 each will be awarded.
6. Applications must be postmarked by May 31st.

**George B. and Annie R. Elliott,
Branch 1477 Scholarship Application**
(Must be postmarked by May 31st)

Branch 1477 Scholarship Committee 5369 Park Blvd. Pinellas Park, FL 33781
Please print clearly.

Please accept my application for a Branch 1477 Scholarship. I am a senior in high school, or working toward an undergraduate degree in a community college, university, or vocational/technical institute.

Branch 1477 Member _____	Active	Retired	Deceased
(name)			
Relation to Branch 1477 Member	Son	Daughter	Dependent

Applicant's name _____

Applicant's home address _____

City, State Zip _____

Applicant's phone number _____

This is to certify that the above named Branch 1477 parent is a member in good standing in Branch 1477.

_____ Date _____
(signature of Branch 1477 President or Secretary)

I certify that the foregoing information is correct to the best of my knowledge,
and that I have included all required items with this application.

_____ Date _____
(Signature of Applicant)



Retiree Update

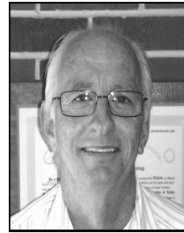
*By Director of Retiree Affairs,
O.D. Elliott*

Recently a Carrier contacted me with a question about receiving the OPM Supplement. He gave me the following scenario. He is 59 years of age and will turn 60 on the last day of the month in which he plans to retire. He plans to retire on the 15th of that month. He has 23 years of service. I told him that under the scenario he gave me, not only would he not be eligible for the Supplement, but that he would permanently lose 10% of his annuity. He then stated that he had something from HRS stating that he could retire on the 15th even though he wouldn't turn 60 until the last day of the month. If he had something to that effect from HRS, then they gave him misinformation or incomplete information. Yes, he could retire short of his 60th Birthday with only 23 years of service, i.e., an Early retirement also known as "MRA (minimum retirement age) plus 10." This type of retirement comes with reduced benefits of 5% for each year under the age of 62. In his case, two years under age 62, he would lose 10% of his annuity and this loss is permanent. It would also eliminate him receiving the OPM Supplement.

If considering retirement, here are the requirements:

Under CSRS, you are eligible for optional retirement at age 55 with 30 years of service, age 60 with 20 years of service or age 62 with 5 years of service.

Under FERS, you can retire with 30 years of service if you have reached your MRA (Minimum Retirement Age), age 60 with 20 years of service or age 62 with 5 years of service. The MRA is determined by the year of your birth, from age 55 if you were born prior to 1948 to age 57 if born in 1970 or later. Under this retirement you would receive a supplement from OPM which would cease at age 62, at which time you would become eligible for Social Security.



Legislative Update

By Gene Carroll, CDL District 15

Today, in a 342-92 vote the House of Representatives passed the Postal Service Reform Act of 2022 (H.R. 3076). NALC President Fredric Rolando called the passage "a huge victory for the American people, who rely on the Postal Service for affordable and high-quality universal service."

The strongly bipartisan bill includes key measures to strengthen the Postal Service, including provisions that eliminate the mandate on the Postal Service to pre-fund its retiree health care benefits decades in advance and that codify the requirement to provide six-day mail delivery. It also includes provisions to reduce postal health care costs by maximizing participation in Medicare on a prospective basis.

The legislation, which was drafted by Committee on Oversight and Reform (COR) Chairwoman Carolyn Maloney (D-NY), Ranking Member James Comer (R-KY), COR Subcommittee Chairman Gerry Connolly (D-VA) and Committee on Education and Labor Ranking Member and COR member Virginia Foxx (R-NC), reflects a broad bipartisan consensus that was 15 years in the making and that has the support of the four postal unions, the mailing industry and Postal Service management.

"NALC commends Chairwoman Maloney and Ranking Member Comer for their bipartisan leadership to get this momentous bill passed in the House," NALC President Rolando said. "We also appreciate every House member who supported this bill by voting "yes."

"With House passage, we are one step closer to dramatically improving the financial stability of the Postal Service. We call on the Senate to debate and pass H.R. 3076 as soon as possible—and then to send it to President Biden for his signature.

"I want to congratulate and thank all the NALC members who lobbied their members of Congress to win House passage and urge them to help finish the job by contacting their senators to urge them to vote for H.R. 3076."

The Postal Service Reform Act (H.R. 3076) passed in the House of Representatives with 342 bipartisan

votes. Now, NALC is asking all letter carriers to contact their senators and ask them to vote "yes" on this important legislation.

NALC thanks every letter carrier who lobbied their representatives to win House passage. We are calling on NALC members to finish the job by contacting their senators to urge them to vote for H.R. 3076.

Take action

- Call your senators at **844-959-1425**
- [Visit NALC's Legislative Action Center](#)

Information on H.R. 3076

H.R. 3076 is a bipartisan bill that will bring financial stability to the Postal Service. It includes key provisions for letter carriers, including eliminating the mandate that requires the Postal Service to pre-fund its retiree health care benefits decades in advance and codifying six-day mail delivery. It also integrates future postal annuitants into Medicare.

NALC

Auxiliary 181 News

By Dottie Tutt-Hutchinson

We mourn the passing of Bill Moran and send our sincere condolences to his wife of 68 years, Shirley, and his family. Although he had serious health issues in recent years, we didn't expect him to go so soon. They both have been Auxiliary supporters and friends for many years. We will miss the twinkle in his eyes when he proudly told us about his family of 3 children, 5 grands, and 4 greatgrands.

Bill faithfully and honorably served Branch 1477 for 30 years as an officer, President of the Sunshine City Carriers, trustee, representative at state and national conventions, and MDA supporter. Even when he retired, he and Shirley represented Brookfield and Arslan Uniforms in Tampa and Hillsboro county for 30 years. As President of the SCC he worked to build the Letter Carrier Hall on 66th Street North, and he successfully lobbied the state of Florida not to tax our uniforms. We've sadly lost a wonderful man.

My first experience working with Bill was when he, John LaBrake, and I served as Trustees. We had a hard time deciphering the books of various accounts; and after 4 hours of frustration, Bill

exclaimed he was taking a break, so did John, while I said I'd carry on. Bill roared, "We're taking a break!" Since I didn't know him well, I jumped up, surprised. Bill winked, and said we all need a break. He was the best "boss" I ever had.

With the generous donations of Union Carriers, we raffled 3 baskets of goodies to help 3 families get through the holiday season. All the items in the baskets were donated by Auxiliary members, with special thanks to Joyce Keller for so much, Alice Wannike for the fine liquor, and Sandy Hart for all the Gator memorabilia. I wish Alan won the latter!

Alice Wannike hosted the January meeting, but our February one was cancelled due to Joyce getting Covid. I'll host the March 2nd meeting. Our St. Pat's party will be March 13th at 1:30 at Joyce's home.

We're hoping for full recoveries for Sandy after her hip surgery, Lorie Davenport for her second bout with Covid, Joyce's Covid struggle, and Diana Keller after a serious car accident. Proud thoughts for Joyce who gave Carriers apples and donuts in December, and my grand, Madelin for graduating Summa Cum Laude from UF.

Belated February birthday wishes to TC Bourlon and happy anniversary to Zulma and Rudy Betancourt. Happy March 15th birthday to Lorie Davenport.

Steward Meeting Attendees

Meetings are held at the Hall and on Zoom, led by Joe Henschen and Chris Hubble

January 20th:

Shiela Bradley, Cheryl Anderson, Anthony Roger, A.J. Pollard, Chris Kotonski, Tonya Lee, Tiffany Naughton, Donny DeMilta, Mark Patrick, Ken Domingos, Tom Phillips, Eric Short, Brian Andrews, Bert Lewis, Colton Smith

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Eric Short (727) 251-9846

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Crossroads 9	Ken Domingos	(716) 598-1205
Alt	Jody Dodd	(727) 772-0577
Crossroads 10	Ben Hamilton	(727) 735-5125
Euclid	Kerry Thompson	(347) 623-2108
Alt	Patrick Green	(813) 671-4770
Gateway	Georgia Beckford	(727) 239-2391
Alt	Tom Phillips	(727) 458-4127
Gulfwinds 7,11,15	Zulma Betancourt	(813) 597-8363
Madeira Beach	Patrick Jacques	(727) 218-2721
Midtown 5	Anwar Douse	(727) 495-3535
Midtown 12	Patrice Cannonier	(786) 200-0957
Northside 2	Tiffany Naughton	(727) 642-5466
Alt	Suzette Brown	(727) 580-1084
Northside 16	Tonya Lee	(813) 270-2918
Alt	Ben Mead	(727) 249-4610
Open Air	Ben Toussaint	(727) 463-3001
Alt	Scott Archbold	(727) 422-4766
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Alt	Scott Held	(727) 418-5742
Ellenton	Mark Patrick	(941) 524-1746
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Largo 73/78	Eric Short	(727) 251-9846
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March, 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3 Executive Board	4	5
6	7 <i>Pinellas Park Retiree BK</i>	8	9	10 General Membership (at the Hall)	11	12
13	14	15	16	17 Steward's Meeting	18	19
20	21	22	23	24	25	26
27	28	29	30	31		