



849 Express

National Association
of Letter Carriers Branch 849

Volume 12, Issue 1
February 2016

President's report

INJURED ON THE JOB

We have had many on-the-job injuries recently. Please make sure you are doing your part to stay healthy and accident-free. Work safely. Wear your seatbelt; abide by the M-39 when you are delivering your route. Depending on the modes of delivery, that dictates the rules for remaining safe.

Those rules are in place to protect you and get you home safely. That is the end game. If you are injured on the job, please see a steward so we can get you the information to ensure management properly completes the paperwork and gets things paid.

We have had several grievances as of late on providing documentation when management requests it. Here is the language that employees at the post office must follow (yes, that means us as carriers):

ELM 513.364 Medical Documentation or Other Acceptable Evidence

When employees are required to submit medical documentation, such documentation should be furnished by the employee's attending physician or other attending practitioner who is performing within the scope of his or her practice. The documentation should provide an explanation of the nature of the employee's illness or injury sufficient to indicate to management that the employee was (or will be) unable to perform his or her normal duties for the period of absence. Normally, medical statements such as "under my care" or "received treatment" are not acceptable evidence of incapacitation to perform duties. Supervisors may accept substantiation other than medical documentation if they believe it supports approval of the sick leave request.

ELM 513.365 Failure to Furnish Required Documentation

If acceptable substantiation of incapacitation is not furnished, the absence may be charged to annual leave, LWOP, or AWOL.

What the means for us is this: When management requires you to provide documentation for an absence of 3 days or less, you must provide it to get your sick leave paid. In addition, the documentation must say something to the effect of "unable to perform his or her normal duties" or "unable to work." Just because you go to a doctor and get a note, it doesn't mean management has to approve the sick leave request. This is not to say that they couldn't accept a note or your word when you called in for 3 days or less, but the issue lately is that they aren't. If management does this to you, please let a steward know. Provide the steward with a copy of the doctor's note, your copay receipt showing what you paid (I recommend paying up front at the time you go to the doctor) and a MapQuest printout showing the mileage to and from the doctor's office. We can file a grievance and get you reimbursed for your copay and mileage in addition to the sick leave if they won't correct it, as long as the documentation is sufficient.

STATE TRAINING

State training in Denver was fantastic as usual. The Stewards training was great, and I continue to learn so many things to help me be a better steward every time I attend trainings. It's also a helpful refresher to refocus and make sure we are abiding by the National Agreement and our Branch is running effectively. There is so much to learn and remember.

It was encouraging to see so many newer carriers interested in their jobs. From our branch, four carriers attended training for the first time. I am thankful for Stephanie LaFave, who stepped up to be a steward and help our branch back in September, and Natasha Barlass, who stepped up to be a steward effective Feb. 1.

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Stewards

Old Town/Main

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Old Town/Main

Stephanie Lafave-Kiel
(970) 800-1471
postalgirl@hotmail.com

Natasha Barlass
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Alternate Stewards

Main: Fred Mendez, Gerry Hoffman, Duane Gentz

OTS: Karen Ulvang, Jeff Rokosz,
Brian Buster, Todd Perkuhn

Active Union Members

Robert Abbott, Brian Abell, Diane Adams, John Adams, Jim Allen, John Altizer, Linda Anderson, Nathaniel Archuletta, Aaron Arns, Frank Arrington, Steven Artlip, Joshua Barlass, Natasha Barlass, Ruben Bautista, Betsiann Beutler, William Bond, Lauren Bowyer, Sean Bowyer, Pamela Budkovich, Lois Buffington, Brian Buster, Chris Cabral, Nicholas Christiansen, Travis Cobb, Christopher Collins, Charles Corbett, Gina Cordova, Paul Couperus, Karen Czarnecki-Kelly, Rochelle Deckard, Martin De Los Santos, Candace Dolph-Garcia, Paul Eaton, Gordon Emslie, Danielle Fake-Moorman, Gary Fink, Amanda Friar, Jason Garcia, James Geary, Duane Gentz, Clay Gomez, Gabriel Gonzales, Steven Graham, Virginia Greene, David Ham, Jessica Harris, Kayte Hay, Lynda Hickey, Kathryn Hicklin, Karin Higgins, Gerald Hoffman, Mark Hoffman, Jose Ibarra, Lili Jacobs, Kristin Joachim, Mike Jones, Janae Judkins, Dennis Ketterling, James Kunze, Stephanie Lafave, Steve Liddle, Eric Ligothe, Gregory Linder, David Livingston, Jesse Martinez, Clint Massey, Michael Mattson, Joshua Mayes, Alex McEwan, Laurie Meek, Fred Mendez Jr., Genoveva Moncayo, Michelle Nickolson, Nancy Nolte, Anna Null, Barbara Olarnik, Rex Paul, Todd Perkuhn, Nicholas Petenes, Patricia Porter, Nicholas Pratt, Buzz Puschnig, Christopher Quint, Jacqueline Raynes, Rik Raynes, Dennis Reffner, Donald Reinholz, Jeff Rokosz, Bill Russell, Jim Sanchez, Christine Scallon, Deb Schwartz, Joe Shroba, Kent Simpson, Zach Smith, Drew Stivers, Scott Summerhays, Charles Trainer, Karen Ulvang, Chris Vandewalle, Lauren Vandewalle, Bret Van Ness, Rico Vasquez, Suzanne Wadsworth, Amanda Weirich, Jerry Wetzler, Melissa Whitehouse, Jason Williams, Brandy Wilson, Brian Willson, Frederick Yates, Brian Zentmire.

Thanks for being part of the NALC, we truly need to say united!

Retired Union Members

Rick Atkinson, Michael Bezenar, Don Brown, Mike Casey, Roger Cogburn, Dennis Custer, Rita DeWitt, John Douthitt, John Edwards, John Franz, John Gallegos, Melvin Hartung, William Hergenreter, Grover Hill, Stephen Hill, Thomas Hunsader, Cynthia Kestrel, Bobby Kimberling, Paul Kipping, Bob Lauer, Wallace Liggett, William Mares, Tom Meek, Ceci Morgan, Ray Neel, Jerome Nycz, Nancy Olsen, Mark Orlowski, John Rinne, Tommy Robinson, Paul Roggy, Leonard Russ, Don Schelly, Michael Scobey, Anita Smith, Jack Spies, Ron Sundsted, Judy Sweek, Bob Vise, Gary Winkler.

Thank you to all our retired members for your years of service!

Non-Members

Michael Abeyta, Diane Albers-Hartzell, Dean Biggs, David Breault, Lyn Brown, Wayne Brown, Caren Campbell, Susan Case, Diana Copple, Claude Decrescenzo, Nancy Fitzgerald, Jerry Gaudot, Greg Hermanson, Michael Kelly, Dusty Koenig, Dan Manson, Bill Offerman, Patricia Ridgely, Scott Roth, Patricia Schneidmiller, Louis Shiers, Brian Smith, Richard Spring, Donna Wagner, Jeff Wallace

Sign up a non-member- Eligible to win a \$40 Gift Card

Calendar of Events

Union Meeting @ 6 p.m. – 3/8/16
 Daylight Savings Time – 3/13/16
 Union Meeting @ 6pm – 4/12/16
 State Convention – 4/29-4/30/16
 Union Meeting @ 6p.m. – 5/10/16
 Food Drive — 5/14/16
 Holiday-Memorial Day – 5/30/16

RETIREE BREAKFAST: 2nd Monday of the month, 8 a.m. at the Breakfast Club, 121 W. Monroe Drive, Fort Collins.

Remembering Kevin Lovett

Kevin Lovett, who passed away Dec. 20 at age 67, was a letter carrier for many years. The last several years of his career he served as a T-6 at the Main Post Office. He enjoyed telling stories about serving as a “summer casual” when in high school and college – and having to work two tours when the trains would deliver mail twice a day.

I remember him telling me that one of the reasons he maintained his union membership was because of his mother’s strong belief in unions. Another thing I remember about Kevin is his pride and excitement when he got to run in the Boston Marathon.

After retiring from the Postal Service, Kevin had a “second career” with the Food Bank for Larimer County. He started out as a volunteer, then was hired full-time as the volunteer coordinator. He served in that job for about 10 years.



— Judy Sweek



President's report

Continued from Page 1

We still have openings for at least one steward at the Main Office. If we can get one more steward at Old Town, Stephanie would focus her attention on the Main Office. In addition, if one of those stewards wants to focus on OWCP/on-the-job injury compensation, we could use that. Because we have had so many injuries lately, it would be beneficial to all of our carriers to have someone focus just on that. It can get so detailed that all of the information would be easier to retain if there is only one category to focus on.

We also need help in the following areas: Food Drive, MDA fundraising events, Mutual Benefits Association, Customer Connect Coordinator at the Main Office and Old Town Station, and Safety Rep at Old Town. Most of this work would be done on the clock. Let me know if you are interested in learning more about any of these or stepping up to help.

I need to ensure that our supervisors are scheduling our meetings for Informal and Formal A to meet. Currently we have to continuously harass them until they make time, when management should be scheduling them. This is one of many refreshers I took away from the training.

CDRAAP/Route Adjustments: There have been several Special Route Counts requested due to routes being overburdened. If you feel your route is over, you can request a Special Route Count to get it adjusted to an 8-hour route. If you need help with this, please let us know. The issue we have had more than once is the data that management is selecting is not "most representative of the route." Basically, they are selecting the lesser data, and not taking into consideration what would be the most representative or the carriers input. If this happens to you, please let me know, so I can walk you through what to do and, if necessary, file a grievance.

National Collective Bargaining: Contract negotiations began Feb. 19. We keep our current contract, which is officially up May 20, until the next one is settled. We are optimistic about these negotiations as we do have a better environment with which to bargain. In 2011, it was challenging due to many factors. All union members have a voice in negotiations.

MSP Scans: It seems to be the flavor of the New Year. Please make sure you are scanning all scan points on the route you are on. If you are on a route and the regular carrier has not done his or her job to have reminder cards where they are, please ask a supervisor for the list of MSP scan points.

Scan every parcel/bar code you see. Ensure you are entering your mileage, etc. Failure to do so can be Failure to Follow Instructions, as we have all been instructed to do these easy jobs. We get paid to do these things, so please do. The problem comes in situations where you did scan, but scanner errors or a malfunctioning scanner may be the issue. Management is quick to blame the carrier. If you scan everything and have corrected an issue management has brought to your attention, then you should be fine. If management issues discipline for MSP Scans, etc., please let a steward know so we can immediately file a grievance. Management cannot use the scanner, GPS, etc. to issue discipline. As long as you answer accordingly in an interview, you should be safe from discipline or it should be easy to get thrown out if management chooses to issue discipline based on scanning barcodes but the computer not showing it.

I have heard concerns about GPS on the scanner, and it being capable of recording/taking photos. Although the scanner may have that ability, management does not yet have the platform or the computer programs to be able to use these functions. I discussed this with our National Officer Brian Renfroe at State Training. Simply put, management cannot discipline us as carriers by using the GPS/MSP scans alone. Please let me know if there is anything I can help you with. We need to stick together to strengthen our union and have a stronger voice. Thank you all for being a member of our great union – we couldn't do it without you.

CCA use of personal vehicle: In accordance with the National Agreement, local management has agreed to pay CCAs \$25 a day if you use your personal vehicle. I know I brought this up in the last newsletter, but I still would not recommend using your personal vehicle. If you do choose to use your own vehicle, management must complete the appropriate paperwork and you should receive a separate check for \$25 per day for the use of your personal vehicle. If you do not, please see a steward.

Please work safe and ensure accurate delivery for our customers. These are reasons why we have jobs. I am looking forward to spring weather, but it appears winter isn't quite ready to go away.

As always, I am here to help you all. Please let me know if you have any questions or concerns. Hope to see you at the next meeting.

— Danielle Fake-Moorman



State Training report

The NALC held its annual State Training on Jan. 29 and 30 at the Crown Plaza Denver Airport Convention Center. There was a Steward's collage in the morning on both days and a variety of training classes for everyone, including New Officers Training, Preparing for Retirement, Technology & Social Media, and Route Counts and Inspections, just to name a few on the first day alone.

Because I'm nearing retirement, the Preparing for Retirement class was important to me. In the military portion of the book, Questions and Answers on FERS #70, it states: "No FERS credit is given to an employee for service for which he or she receives military retired pay unless the retired pay is awarded."

This is the good part: "An employee who is receiving military retired pay which bars credit under FERS (or CSRS) for military service may elect to waive the military retired pay in order to have the military service for the purpose of computing annuity benefits." So, prior to retirement you can wave the military pay and have the years of service

added to the postal service.

National officer Brian Renfroe, Director of City Delivery, passed along a lot of good information about the new postal trucks. In the back of the truck, the carrier will be able to stand and do his or her work. There will be shelves on both sides for parcels. In the front by the tray, there will be shelves to load and hold mail. The tray will have two shelves and can turn 12 degrees to alleviate turning of your back so much. The seat will not only move forward and back but also up and down. Right behind the front door on the right side (these are right-side drive) is a door so the carrier can do the work needed and get out of the truck on the side and not the back to stay out to traffic.

As always, the training was very productive and packed with useful information. It also was very time intensive, as I spent a total of 24 hours in the two days of training sessions.

— Gerry Hoffman

I was fortunate to go to state training Jan. 29 and 30 in Denver. This is the second NALC event I have attended. You meet new people and get new perspectives each time you go.

I went to the 2015 State Convention last year, and it still amazes me to learn of the collective years of service not only of those who attend, but the years their family members have given. There are many generations represented within the NALC.

There were many training sessions to choose from, so I'm guessing I missed as many good ones as I attended. I have two that I would like to mention.

Route inspections: Route inspections are designed to adjust a route as close to eight hours when performed by the regular carrier. There is a lot of detail that goes into a route inspection. The NALC website has the 2012 Guide to Route Inspections under workplace issues then city delivery. It is a 188-page document that is broken down into sections. The first section gives an overview of the route inspection. The next few sections provide a breakdown of what needs to be done before, during and after an actual inspection. The remaining sections detail how the

adjustment is determined and all the forms that are used during the route inspection. I see these becoming more frequent with the volume of parcels growing and with the growth in Fort Collins.

Workers compensation: There is too much information regarding Workers Compensation to cover it here. The breakdown is there are two types of claims. A traumatic injury means a condition of the body caused by a specific event or incident, and an occupational injury meaning a condition produced by the work environment over a period longer than a single workday or shift.

Regular carriers and CCAs are covered under worker's compensation for work-related injuries. If you sustain a work-related injury, don't brush it off; file a claim and take care of yourself. You may regret it later if you don't.

The NALC is the organization you want to be a part of if you want to know about the things that affect your job, income and life. I'm still trying to figure out what my part is, but being involved helps me narrow it down.

— Jim Kunze

Letter Carrier Political Fund Supporters/Participants:

Aaron Arns, Rick Atkinson, Brian Buster, Dennis Custer, Danielle Fake-Moorman, Virginia Greene, Gerry Hoffman, Dennis Ketterling, Fred Mendez, Jeff Rokosz, Leonard Russ, Bill Russell, Scott Summerhays, Judy Sweek, Karen Ulvang

Thank you all for your added support in the Fight for all of our Jobs!



National CCA Conference draws strong support

The NALC's first national conference exclusively for CCAs and newly converted regular carriers overwhelmingly showed that the new wave of letter carriers are passionate about both their careers and their union.

Around 175 attendees from 38 states arrived for the event Jan. 17-19 in St. Louis. The turnout included about a 50/50 mix of CCAs and newly converted regulars, along with national and regional NALC board members.

The conference proved to be very informative, educational and interactive.

NALC President Fredric Rolando addressed many questions and suggestions on the first day. Rolando spoke about the importance of getting CCAs engaged in the union as they are the union's future.

Throughout the conference, speakers elaborated on many ways to become involved in the union. Positions include stewardship, advocates for arbitration, community service leaders, safety ambassadors, legislative/political roles, training/education roles, treasury/finances, secretarial, presidency, journalism and much more.

The following two days of the conference were led by Brian Renfroe, the director of City Delivery. Microphones were set up in the aisles to allow attendees to voice their concerns and make suggestions. An overwhelming number of attendees participated in the discussions.

Hot topics in the Q-and-A session included revamping the carrier academy for more extensive training, which is already in the works. Another topic brought up many

times was compensation for CCAs, whether it be more pay or more benefits such as additional health care insurance, increased clothing allowance and a right to include time for service to the USPS to count towards retirement. The NALC responded with the attitude that they are on board with these concerns and they are on their list to go over in collective bargaining.

The NALC presented a new resource guide for CCAs that members were given to bring back to their local branches. The guide was referenced throughout the conference and questions were taken. The new resource guide is now in the process of being reviewed and will be widely distributed in the near future.

Renfroe also brought up a proposal to expand ways to convey union news and information through a variety of platforms. Many people agreed to the idea of an NALC App with either an RSS feed or push notifications for transmittal of information, and possibly even a podcast. This way the NALC can provide its members with the easiest, most current way to access information and appeal to those who keep up with technology, especially the younger generation of carriers coming onboard.

Renfroe said that when the union decided to hold a meeting for CCAs they weren't sure what to expect, but the participation and genuine concern from members at the conference made him feel "really good about the future."

— Natasha Barlass

Get involved and know your rights!

Training is ongoing. Please let any of the OJIs or stewards know if you have any questions.

OJIs at the Main: Paul Couperus, Duane Gentz, Fred Mendez, Rico Vasquez and Stephanie LaFave

OJIs at Old Town: Brian Buster, Jeff Rokosz, Danielle Fake-Moorman, Steven Artlip and Betsi-Ann Beutler

Thank our OJIs, we need more out there willing to help train our new carriers! We also have set up a Mentor Program at both offices. All new CCAs will have an assigned person as their mentor to help answer questions.

Stay informed online

In order for you to keep up to date on the latest news concerning our jobs log on to these sites:

Postalreporter.com; NALC.org; UnionPlus.org – union members benefits; Liteblue.usps.gov – All of your HR info and discounts for postal employees

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Stewards report

I recently went to the state training for stewards to better support and protect my coworkers here in the Fort Collins area. I became a union steward for both the Main office and Old Town Station a few months ago and was grateful for the opportunity to learn more about my position and how best to support my fellow letter carriers.

I enjoyed the training, and was very impressed with the information we gained at the rap session on the second evening after classes were done. Several pieces of information caught my attention and got me excited for the future of the post office, my favorite being the new vehicles and the features they will come with.

Everyone has experienced difficulties with keeping scanners charged enough to get through the day. From what we were told, we will be getting charging docks in our vehicles even before the new trucks get here. The new vehicles are being built with carrier input this time and

therefore should be much more user friendly than the dreaded FFV. We no longer will have to deliver out of the back of the trucks as a side door will be available. Moving trays and shelving for mail and parcels also will be seen with the new design.

Among the training available was a political advocacy class. This is important to all our jobs whether you are union or not. It is important to stay educated on bills that affect our jobs and benefits. Knowing who supports the Postal Service is very important. Many politicians would like to see us go to five-day delivery, cut our benefits and, worst of all, privatize the post office, Not a single one of us would be happy if that were to happen. The newest contract is about to be negotiated, and now is the time to get involved and support our brothers and sisters in the union.

— Stephanie LaFave

Vice President's report

Social media can serve essentially the same purpose as a newsletter. We must spread the NALC message, and now is the time to take an active role in using social media. Whether you want to find out what the union is doing or what you may be missing, Facebook, Twitter and Vine (what?) are just a few examples to keep members up to date. Take a few minutes and tweet, like or share the knowledge. Technology is at your fingertips.

Attention all NALC veterans!

There is an NALC veterans group for full-time and part-time employees and retirees. In this exclusive group, you can access information on rights and benefits within the USPS. In case you haven't heard, 30 percent of NALC members are veterans. As this newly established group grows (7,000 members so far) more resources will become available. For more info and to receive your one-of-a-kind veterans pin, visit the official NALC website or stop by and see me to fill out a card.

— Fred Mendez

Brothers and Sisters,

Our job sometimes hangs in the balance like a ping pong ball. Our concerns are shuttled back and forth as if we were a second thought to our representatives in Washington, DC. We have to call upon those who will listen to us in fighting back bad legislation, such as cutting back on service standards.

In response, we have to be the ones to promote beneficial legislation. As a federal employee or a veteran, a lot can be accomplished with the swipe of a pen. Therefore, take out your pens to reach the ears of your reps in Washington. Write or e-mail them and educate yourselves and them on postal reforms. Use the NALC website's Legislative pull-down menu to find a topic you feel compelled to write about.

It may only take about 10 minutes of your time. Include who you are as an employee, their constituent, member of the community, and a voter. Don't forget that you, too, are a person that depends on the services of the Postal Service whenever you conduct e-commerce, as well. Describe the problem, point out the possible solution, ask the question – co-sign such and such house resolution HR12 for example. Thank them for their time and send that message as if your job depends on it.

— In solidarity, Karen Ulvang



Thrift Savings Plan (TSP): Are you contributing?

The Thrift Savings Plan (TSP) is an integral part of retirement benefits for Letter Carriers. Upon retirement, if you are a member of the Federal Employees Retirement System (FERS), which covers employees hired after 1986, you are entitled to retirement benefits from the USPS, Social Security, and the TSP.

Your monthly annuity payments from the USPS and Social Security are dependent upon your length of service; however, TSP benefits are determined by how much you contribute and what funds you choose to invest in. The USPS automatically contributes 1% of your salary to the TSP, but that alone is not enough to ensure you live a comfortable retirement. To make sure you have enough money to live the “good life” in retirement, you need to be contributing to the TSP.

Who likes free money? We all do. If you contribute 5% to the TSP, the Postal Service will match that 5% dollar for dollar. It is very important to try to contribute at least 5% to get this great match. You will essentially be getting a 100% return on your investment. An added bonus: Contributions are generally pre-taxed, essentially meaning more dollars go into the TSP than they would in your after-tax take-home pay.

For newly converted regulars, especially if you are younger, sometimes it can be tough to find the money to contribute to the TSP. Until you start getting your pay in-

creases, money may be tight. If at all possible, find a way to contribute that 5% each pay period. Time is your friend. An example: If you contribute \$200 every month for 30 years, with a 7% rate of return you will have an investment of \$242,000. Let's say you wait 10 years and contribute that same \$200 a month, this time for only 20 years. That investment is only going to be worth \$105,000. It pays to start as early as you can!

You also may choose how to invest in the TSP. You can be aggressive and invest in stock market index funds or be very conservative and invest in bond funds with a guaranteed rate of return with zero risk. Or, you can place your money into a “target date fund” which shifts the risk of the investment based on the date you plan to retire. Early on in your career, the fund invests more aggressively (stocks), and then as you near retirement age the fund adjusts and shifts the ratio towards more conservative (bonds) investments.

To invest in the TSP or change the amount you are contributing, you will need to log on to PostalEASE. To change TSP investment funds, log on to tsp.org. If you have any questions about how to begin contributing or change investments, please see me and I can walk you through the process.

— Brian Buster, Secretary, Branch 849

Safety Reps

Duane Gentz @ Main

Danielle Fake-Moorman @ OTS

If you are having a difficult time getting safety repairs taken care of, fill out a 1767 safety violation form and send it straight in to Denver. If that doesn't work you can contact OSHA: www.osha.gov - you can fill out the online complaint form. Or you can call 1-800-321-OSHA (6742)

PLEASE WORK SAFELY EVERY DAY! Wear your seatbelt, keep your door shut, pull your parking break and wear your satchel. YOUR FAMILY NEEDS YOU.

Vacancies to be filled

Informal A steward at the main office, Informal A steward at Old Town Station, MDA representative/Fundraiser, Customer Connect Coordinator at Main Office and Old Town Station, Food Drive Coordinators at both Old Town and the Main, MBA (Mutual Benefits Association) Representative. Safety Rep @ OTS (Most of these require very little time and most work is done on the clock. It would be helpful if we had more people interested in helping with these events) No matter how big or small the roll we need you... If you are interested please Danielle know – or just show up to a meeting!



**NATIONAL ASSOCIATION OF
LETTER CARRIERS BRANCH 849**

THE 849 EXPRESS
PO BOX 849
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Article Submissions to Joe Shroba
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Address Service Requested



WE WANT YOUR UNUSED UNIFORMS

Please bring in your older/lightly-used uniforms. There is a closet set up at Old Town Station and an area at the Main Office breakroom for donated uniforms available to CCAs and new members.

MDA BOWLING FUNDRAISER

Thanks to all of you who donated or were able to bowl. We raised \$1,000 for MDA!!!!

We couldn't have done it without you. The youth who suffers from a muscle disease thanks you for helping to send him to summer camp in Empire.

We are always looking for ways to do better and raise more money. If you have any suggestions or would like to set up an event, let Danielle know.

Branch 849 Officers (terms of office are 1-1-15 to 12-31-16)

- President.....Danielle Fake-Moorman
- Vice-President (Includes Sergeant at Arms).....Fred Mendez
- Treasurer.....Virginia Greene
- Secretary.....Brian Buster
- Trustees.....Paul Couperus, Karen Ulvang and Judy Sweek

Delegates to the NALC Colorado State Convention: 2016 (Boulder): Danielle Fake-Moorman, Lauren Vandewalle, Virginia Greene, Karen Ulvang, Judy Sweek, Jerry Hoffman and Jim Kunze

Delegates to the NALC National Convention: 2016 (Los Angeles): Danielle Fake-Moorman, Lauren Vandewalle, Virginia Greene, Karen Ulvang, Judy Sweek, Jerry Hoffman and Jim Kunze

Attention Members:

In order for you to keep up to date on the latest news concerning our jobs log on to these sites-
Postalreporter.com; NALC.org; UnionPlus.org -Union Members benefits; Liteblue.usps.gov- All of your HR info and discounts for postal employees

**Branch Meetings are held at 6 p.m. the 2nd Tuesday of every month, except those Tuesdays following a holiday (it is then moved to the 3rd Tuesday) at 2810 Meadowlark Ave. (basement of church)
On Branch Meeting nights, your dinner is served free of charge and all members present are entered in a drawing for a \$25 gift card!**