



B·Mike

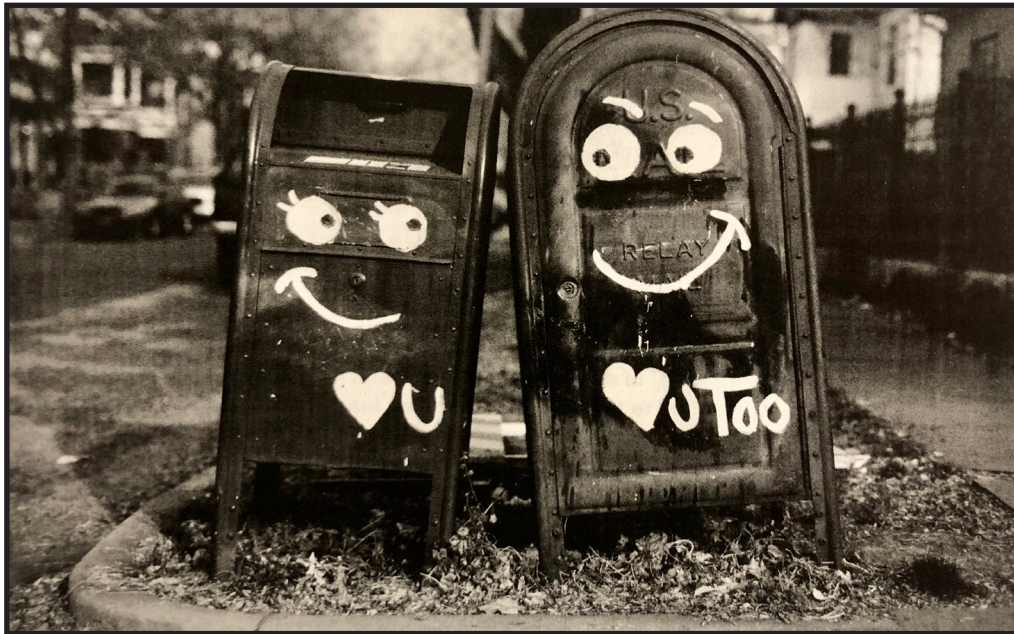


VOL 81
ISSUE 04
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"An Injury to One is an Injury to All"

The Official Publication of Branch 82 *Portland, OR*

Beaverton·Canby·Clackamas·Forest Grove·Gladstone·Happy Valley·Gresham·Hillsboro·Lake Oswego·McMinnville·Newberg·Oregon City·Portland·St. Helens·Troutdale·West Linn



Branch 82 General Membership Hybrid Zoom Meeting

Wednesday, May 12th, 2021

7PM to 9PM



In This Issue:

- General Membership Meeting Information
- Judith Hyde Scholarship
- MDA Raffle

Spring Edition Updates

-David Norton, President

Hello everyone. Spring is here, and that means changes in the weather. Cold mornings are turning into longer days, blossoming blooms, for some of us, allergies, and the hint of what's to come. Things are also changing around the post office. We are out of a nightmarish peak season, one that really didn't stop until recently, and maybe, just maybe, letter carriers can start having a close to normal schedule. Expect more change in the coming months, but for now here are a few updates of what has been going on recently.

Staffing

Locally, the Postal Service is still hiring, and we are still signing up a steady stream of new members. This hiring is better in some locations than others and right now, Portland is lagging behind other Associate Offices. I have talked about local staffing ad nauseum and it continues to be one of the biggest things Branch 82 pushes for. This is an issue that is not unique just to Portland. Cities all over this country are suffering from poorly staffed post offices. There have been reports of major mail delays nationwide. Locally I know that management will be making a push to hire before the summer by sending out an Every Door Direct Mailing (EDDM) and having some increased advertising. Let's hope that this pays off enough to get some people hired before the heavy AL season. This really is a good time to hire new employees. New carriers get the benefit of learning the job without all the craziness of peak season, and by the time they get through their training and probation, they should have many options on opt-able routes in their offices this summer.

COVID-19

With the passing of the new stimulus bill, the American Rescue Act, Effective March 12, 2021, federal employees will have access to Emergency Federal Employee Leave (EFEL). This also means that it is available to Postal employees. This is similar to the Family First Act leave that was used before. Letter carriers can use it for COVID related reasons, like quarantining periods due to COVID-19, and child care issues due to COVID-19. This is something that many carriers desperately need even as things slowly get back to normal. It is important to understand that we are not out of the woods yet. Schools have not opened completely, and parents are still dealing with online school and childcare issues. Also, a majority of letter carriers are still waiting to be vaccinated. The threat of COVID-19 is still very real. As I write this, the Governor of Oregon still has letter carriers classified as 1b, and we are scheduled to be eligible to start receiving our vaccine injections on May 1st. This may change as the state receives more vaccine. Keep checking the

website of the county you live in. It will tell you if you are eligible. It differs from county to county and from state to state. If you live in Washington, you are probably ahead of those of us who live in Oregon. Many people call and ask me if the Postal Service is going to facilitate us getting vaccinated at work. This of course would be great. Have a healthcare professional come to your station and administer the shot there. But there is not any indication that the Postal Service is going to do that. As of right now, we can use the leave to go and get the shot. If, for whatever reason, your supervisor tells you that you cannot go to your appointment to get the shot, we want to know about it. It is bad enough that letter carriers and really, all frontline workers, have had to wait as long as they have before they are vaccinated. We, along with grocery store workers, and others have been working through this entire pandemic. The American worker has kept this country going in the face of COVID-19. We should not have to wait any longer to be safe from it.

Contract

As most of you know by now, the membership has ratified the new contract between the NALC and the Postal Service. The turnout was much larger than expected and out of all that voted, over 94% voted to ratify the contract. That has got to be the biggest landslide in a contract ratification vote in NALC history. Now that the contract has been approved, there are many unanswered questions about it, like when we will be getting the retroactive raises, when will they implement the two-year cap on CCA status (it affects 5 carriers in Branch 82), and what's up with the committees that were supposed to be formed. Many of these things are unclear but as Branch 82 learns about it, we will get that information out to Shop Stewards to get it out to the workroom floor. Every time we get a new contract, the same thing happens. All of the nuance and idiosyncrasies of the language gets worked out after the fact. It seems that the negotiated language in this contract is much clearer than what we would usually get from something decided by an arbitrator. Hopefully, it will all play out smoothly.

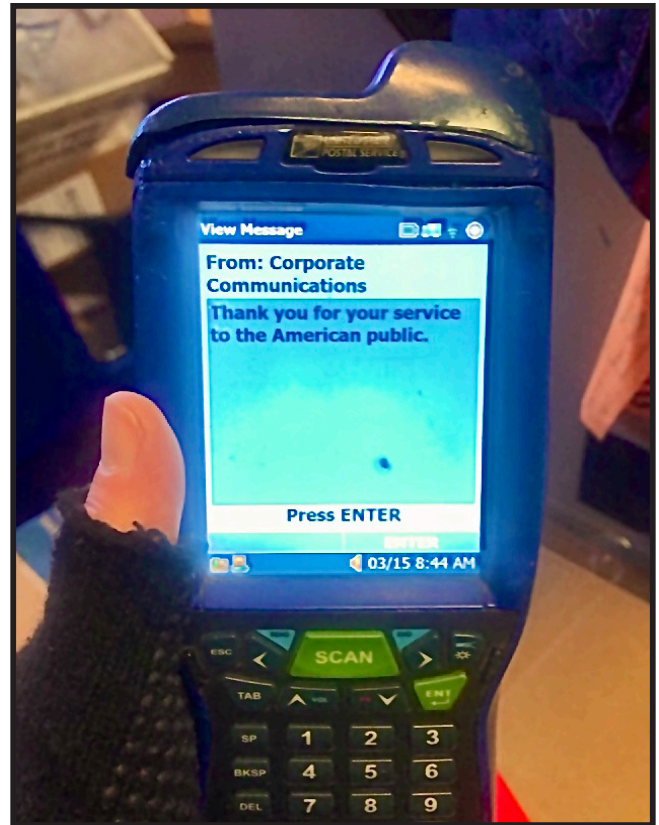
Meeting

We are going to have a General Membership Meeting in May. This meeting is going to take place on Zoom with an option for vaccinated members to be at the Branch 82 union hall. We are going to do the best we can to make it a seamless, productive meeting, but Zoom isn't exactly the easiest platform for holding a meeting. We hope that attendees can be patient and respectful. We had a membership check-in Zoom meeting last November, and it was a disaster. It was poorly attended. We didn't even have a quorum. There were several people who

just tried to dominate the meeting for their own personal purpose. It was really embarrassing. We advertised the meeting in the B-Mike and people showed up with real interest in how things were going since the lock down due to COVID-19. One of those members was my old letter carrier. I hadn't seen him since he retired. When I tried to talk to him at the meeting, he took a minute to unmute himself and during that time was promptly shouted down by another member who demanded to talk the entire time. The General Membership Meeting is for ALL members. Not just those who are the loudest or lacking any decorum. These are the things that don't happen when we are all meeting in person but can be taken advantage of over Zoom.

I have been having regular Steward's meetings since the lock down. These have all worked well. The success lies in the fact that everyone there is understanding, wants to do the work together, and is willing to work together. It is my hope that the meeting in May will be respectful, and we will get some stuff done.

As always, reach out to Branch 82 for any issues you are having in your office. Expect more changes to come this year, and hopefully those changes will be for the better. In some ways things are looking up, but we still have a ways to go. Regardless of what happens, we as letter carriers will continue to do the job we have been doing all along.



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ATTENTION!

Branch 82 General Membership Hybrid Zoom Meeting Wednesday, May 12th, 2021 7PM to 9PM

For our upcoming General Membership Meeting on May 12th, we will have two options for members to attend. The meeting will be held over Zoom, and there will also be an option for members who have been fully vaccinated to attend in person at the Branch 82 union hall.

If you would like to attend this General Membership Meeting, please call the Branch 82 office and provide us your name, email address, what station you are from or if you are retired, and let us know if you will be attending over Zoom or in person.

If you are attending over Zoom, we ask that you have your screen on and remain muted unless you are called on to speak. If you sign on after 8PM that evening, your attendance will not be counted for credit towards delegate/convention status.

As this will be our first full General Membership Meeting since COVID-19, it will not be a “business as usual” style meeting that many are accustomed to. Certain aspects of Robert’s Rules of Order may be suspended, we will shorten time that members get to speak, there will be fewer reports, and we will largely focus on the budget. We ask for your patience and understanding while we get through everything.

We hope to see you there. If you have any questions, concerns or problems, please contact the Branch 82 office. 503-493-5903.

Thank you!

From the Desk of the Chief Steward

-John Kunz, Chief Steward

When I started with the Postal Service over 20 years ago, the job we know today was very different. I was a PTF window/distribution clerk working in a relatively small office. It had no city or rural delivery. The office was all box section, meaning the clerks did all the city delivery to post office boxes. At that time, automation was just starting to take off at the distribution plant that sorted the mail. The letter mail came from the plant sorted by post office box section not delivery sequence. The flat mail was sorted by clerks in the office in big sorting cases. The parcels and spurs were also sorted by clerks in the office. Local raw mail was sorted and canceled in the office too; we actually had a large cancelling machine to do that job. The blue collection and drop boxes were confirmed using green and red placards, not scanners. We also had punch cards to record our work hours. The clerk uniform we all wore was a lite blue dress shirt, blue or grey slacks, tie, and name badge. As clerks we were represented by the American Postal Workers Union. This union at the time was the biggest in the postal service representing 500,000 to 600,000 workers. In my office we had close to ¾ nonmembers of the union and no local representation. The union was never talked about and nobody understood their rights or knew what the union did for them. Looking back, management took advantage of the lack of union representation and continuously violated the contract wherever they saw fit. Nobody said a word, not even the old timers.

I transferred into the carrier craft after two years of being a clerk. The difference between the two crafts was night and day for me. The first day I started as a carrier the local shop steward immediately introduced himself to me and got me signed up as a member of the NALC. The training I received as a carrier was one day with an OJI. The OJI literally said "you go that way, I go this way and I will meet you at the vehicle". The next day I was on my own having been fully trained as a letter carrier. I was given a map and told to just follow the mail. Needless to say, those first couple of months as a letter carrier were rough. The city had just undergone six day route counts due to implementation of DPS and flat sorting machines at the distribution plant. Every route seemed overburdened and overtime was used almost daily to deliver the mail. The mail volume consisted of letters and flats. At that time you maybe got 5-10 parcels per day, 20 on a heavy day. The contractual violations that the union dealt with were mainly overtime or discipline related. Around 2010, management invoked article 12 due to excessing of clerks in the office and at the distribution plant. Due to this all conversions were put on hold, we still had PTFs.

In 2013 I transferred to Portland just prior to the creation

of CCAs. The whole country was in the grips of Article 12 regarding excessing clerks from offices and plants, creating residual vacancies. This event created huge Article 8 violations in the form of mandating non ODL carriers with off assignment overtime. When CCAs were created, the city of Portland had lots of TE carriers. These TEs were made into the newly created CCA carriers. The officers in Branch 82 immediately went to work to push the conversion of CCAs to regular carriers. This did happen in late 2013 when many of the CCAs were converted to career into the residual vacancies from the Article 12 excessing event. Since I came to Portland, the branch has dealt with a vast number of contractual issues. These issues range from overtime, opt, bidding, route counts, steward time/info, transfers, reversions, and discipline. The branch deals with every issue, and I believe we have been extremely successful on most issues. Some issues we have grieved and won progressive remedies.

In my career and in my experience, no branch has represented letter carriers better than Branch 82. We have a great bunch of station stewards and they do their job well. Thank you to all the station stewards for their hard work and for continuing to represent your fellow letter carriers.

Until next month.....
JKunz



Last Punch Bunch

Randy Eisele
West Linn



B·Mike

Hello Again From The Office Of Your Secretary-Treasurer

-Matt Pierce, Secretary-Treasurer

It recently occurred to me that I passed something of an, admittedly arbitrary, milestone this month. I got hired on March 13th, 1999, so I just passed 22 years. I got hired when I was 21 years old. This means that I've now been working at the USPS for over half my life!

While pondering the less than stellar conditions that our CCAs are working under, I thought back to when I first became a letter carrier. I was treated very differently by both management and my fellow letter carriers than many CCAs are treated today.

A lot has changed since I started working here. I began my career with two weeks of training at the main post office downtown. When I reported to work at the old Sellwood station, I was introduced to my On the Job Instructor (OJI), Naomi. She really went out of her way to do a great job of training me in the office by allowing me time to practice all of the office duties of a letter carrier. Sellwood was a high volume office, and there were lots of flats and letter mail that took a long time to case. We didn't have DPS, scanners, or barcodes to scan. Once the mail was pulled down and we hit the street, delivery time was much easier than it is today. When you were on a route cased by the regular, the only mail you brought back was usually the out-going.

The Sellwood carriers spent three to four hours crammed in a small concrete office with four or five hours of street time. My street training consisted of me carrying one loop of a park and loop swing on her route around Duniway Elementary School while Naomi carried the other, usually the more difficult or longer loop. I'd slowly stumble and bumble my way through the loop I was carrying, back-tracking with regularity along the way, and return to the vehicle to find Naomi smiling and asking me with a wink, "What took you so long?" We used to get done with the route sometime between 1:30 and 2:30 PM and then go back to the office and case whatever mail was available for the next day before ending tour at 3:00. Back then many Sellwood carriers worked from 6:30 am to 3:00 pm. As long as you completed your route in 8 hours, management left you alone. There was no "undertime" back then.

I spent three relatively easy days with my OJI that lulled me into a false sense of security regarding my career with USPS. After that, I reported to work feeling pretty good about my new job. "This is going to be great!", I thought. Unfortunately, reality struck as I started carrying mail on my own.

Before being hired, I remember seeing carriers working. It looked like a cool job that I would enjoy and have no trouble whatsoever doing. To be honest, it looked really, really easy. I was an Eagle Scout with hundreds of miles of long distance hikes under my feet. I was in the best shape of my life. I thought that I would have no problems carrying mail until I ventured out on my own and found out how wrong I was.

The first time I was sent out alone was on the auxiliary route. I remember being lost and confused and turned around, but I was proud of myself when I got back in eight hours. That was until I was told it was only a four hour route. My supervisor mentioned that I was way too slow on the street and that I was even slower in the office. But he wasn't mean about it and acted like his heart wasn't really into saying it.

They joked around with me constantly. "When did they start letting Cub Scouts carry mail?" "When did I think I'd be old enough to have to buy my first razor?" I remember how well I was treated by the veteran carriers at Sellwood when I first started. Almost all of them went out of their way to offer words of encouragement and to let me know that the job would get easier and easier with each passing day. Several of them would drive by me on their way back to the office and, seeing that I was struggling, stopped and carried a loop or two for me.

When I carried sections on their routes, the carriers made sure that the mail that they handed off to me was well organized. They took the time to explain the line of travel, always with a map included. The mail was placed in trays with each bundle numbered and many of them took the time to count out the coverage for each and every swing.

I made mistakes more often than I'd like to admit, like leaving an outgoing letter (or ten) at their case with the mail I brought back. They would let me know about it after they had placed that letter or two (or ten) in the outgoing mail. If I brought back deliverable mail, they would bring it to my attention and tell me to be careful. They told me about my mistakes so that I would learn from those mistakes without bringing it to management's attention. They truly had my back.

That's how it was in the Sellwood office back then and probably in every other office as well. Heck, often even management treated me well! I remember supervisors offering me words of encouragement as I slowly improved



as a carrier. We were allowed some time to grow into the job. Nowadays it seems the CCAs are thrown to the wolves from day one, and they better get good quickly. By good they mean fast, which is not the only thing a “good” carrier used to be.

I am not surprised by management’s poor treatment of the CCAs. I am surprised and annoyed when I hear about fellow letter carriers treating CCAs poorly. I know some carriers complain that the CCAs give poor service to our customers. When regular carriers complain to me about the level of service, I always try to explain to them that the CCAs are working under rather lousy conditions. Also, I think that the level of service provided by the CCAs is directly related to the level of treatment the CCAs are subjected to by management. If management treats the CCAs well and does not overburden them with too much of a daily or weekly workload, their level of service will be greater than if they continually overburden them.

Management's treatment of new carriers varies from office to office within Branch 82 and no doubt varies in all of the post offices nationwide. There are several offices within our branch where management treats the CCAs as mere “grunts,” women and men who are there to keep their mouths shut and do as they are told. They expect to contact or schedule them at a moment’s notice to work up to 12 hours a day, 7 days a week. They overload the CCAs with work and unrealistic expectations.

Although fewer, there are actually offices in Branch 82 where management treats their CCAs in a more respectful manner. In some cases, they make an effort to properly train, mentor and develop them into productive letter carriers who are valuable to their office and to the USPS. These CCAs are far less likely to resign or be removed for some infraction of the rules.

I know that the overwhelming majority of the OJIs work very hard and do an excellent job training each CCA. I also know that many of our veteran carriers treat the CCAs well and go out of their way to be helpful to them. Unfortunately, there are some carriers that do not treat the CCAs in their offices the way I was treated when I started out as a letter carrier in Sellwood.

If all letter carriers treated the new CCAs well, their commitment to service would also be greater. If a carrier hands off a disorganized mess or a case that will take the CCA 15 minutes to organize, in addition to the actual hour

management gave them to deliver the section, then the CCA's level of service will suffer. Too much work coupled with unrealistic expectations by management is not a good recipe for customer service.

For those of you who go out of your way to make the CCAs feel welcome and are helpful to them as they learn the job, I say thank you. For those of you who could do a little better, try to remember to treat the CCAs the way you want to be treated. Or at least treat them as well as I was treated all those years ago in Sellwood Station.

Until next time,
Matt.

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Vice President	Jim Baxter	503.493.5903
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Rec. Secretary	Ken Wilson	503.493.5903
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Branch 82 Monthly Meetings

General Membership 2nd Wednesday, 7:00PM

Retiree Luncheon 2nd Tuesday, 11:30AM

Stewards Council 3rd Wednesday, 7PM

Executive Board 4th Wednesday, 6:30PM

All members are welcome, unless otherwise noted.

All meetings are held at the NALC Branch 82 Office,

5265 NE 42nd Avenue.

Retiree Luncheons are held at

Izzy's EastPort Plaza, 3846 SE 82nd Avenue

The B-Mike is the official publication of Charles N. Coyle Branch 82 National Association of Letter Carriers, affiliated with Oregon AFL-CIO and Northwest Oregon Labor Council (OLC), 5265 NE 42nd Avenue, Portland, Oregon 97218. Phone 503-493-5903. Office hours: M-F 8:00am-5pm, Sat 8:00-11:00am. The B-Mike is published monthly and mailed to the Branch 82 mailing list. The B-Mike is published to promote the objectives of this Branch and to provide better communication with our members. Individual opinions expressed herein are not necessarily those of the Branch Officers or Branch 82, unless identified as such. The editorial committee reserves the right to edit or refuse publication of any article. Articles for publication must be in Word or PDF form and received by the 15th of the month. E-mail articles to: smiller.eightytwo@gmail.com. If you have questions or to request a deadline extension, call the editor in advance. The advertising deadline is also the 15th of the month. All ads must be in PDF form or have prior approval of the editor. Mail to the B-Mike, c/o Branch 82. For rates and further information, call 503-493-5903.



Judith Hyde Scholarship Application

THE PURPOSE OF THE JUDITH HYDE SCHOLARSHIP is to reward the child of a Branch 82 letter carrier for community service as exemplified by Judith Hyde.

Judith Hyde came to know and love a little girl born HIV positive who had been adopted by a friend of hers. After the child died, Judith became concerned about the lack of knowledge among young people concerning AIDS/HIV. She was determined to walk across the United States from Portland to Washington, D.C. to raise awareness about this problem. Although her journey ended in Ohio due to her contracting liver cancer, her goal of community service lives on with this scholarship.

This scholarship consists of \$2000.00 per year up to four years to pay for education expenses at an accredited post-secondary school or technical institute.

SUBMIT THE FOLLOWING TO APPLY FOR THE SCHOLARSHIP:

1. What problem in the community has been of concern to you, and what have you done about it?
Please answer in detail up to two typed pages.
2. A short statement of post-secondary education plans/goals,
3. A short letter of recommendation from a friend or family,
4. A short letter of recommendation concerning your community service,
5. Grade point average on the most recent report card.

Each submission will be judged by a group of letter carriers including one parent of a past Judith Hyde Scholarship winner.

DEADLINE - All information must be submitted by May 1st, 2021.

Date _____

I am the child of active/retired/deceased letter carrier _____
of Branch 82, Portland, OR. I am a high school senior in the 2020-2021 school year.

Name of Applicant _____

Home Address _____

City _____ State _____ Zip Code _____

Phone # _____

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.

Signature of Applicant _____

Mail to: Branch 82 Scholarship Committee, 5265 NE 42nd Avenue, Portland, OR 97218



BRANCH 82 MDA RAFFLE !!!!



**NEW
PRIZES**



MIFO o5 PLUS GEN 2 EAR BUDS!!!



Raffle start date = Monday March 22nd

Raffle end date = Friday June 11th

Drawing Date = Wednesday June 16th

\$5 a ticket or
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BRANCH 82 MDA RAFFLE

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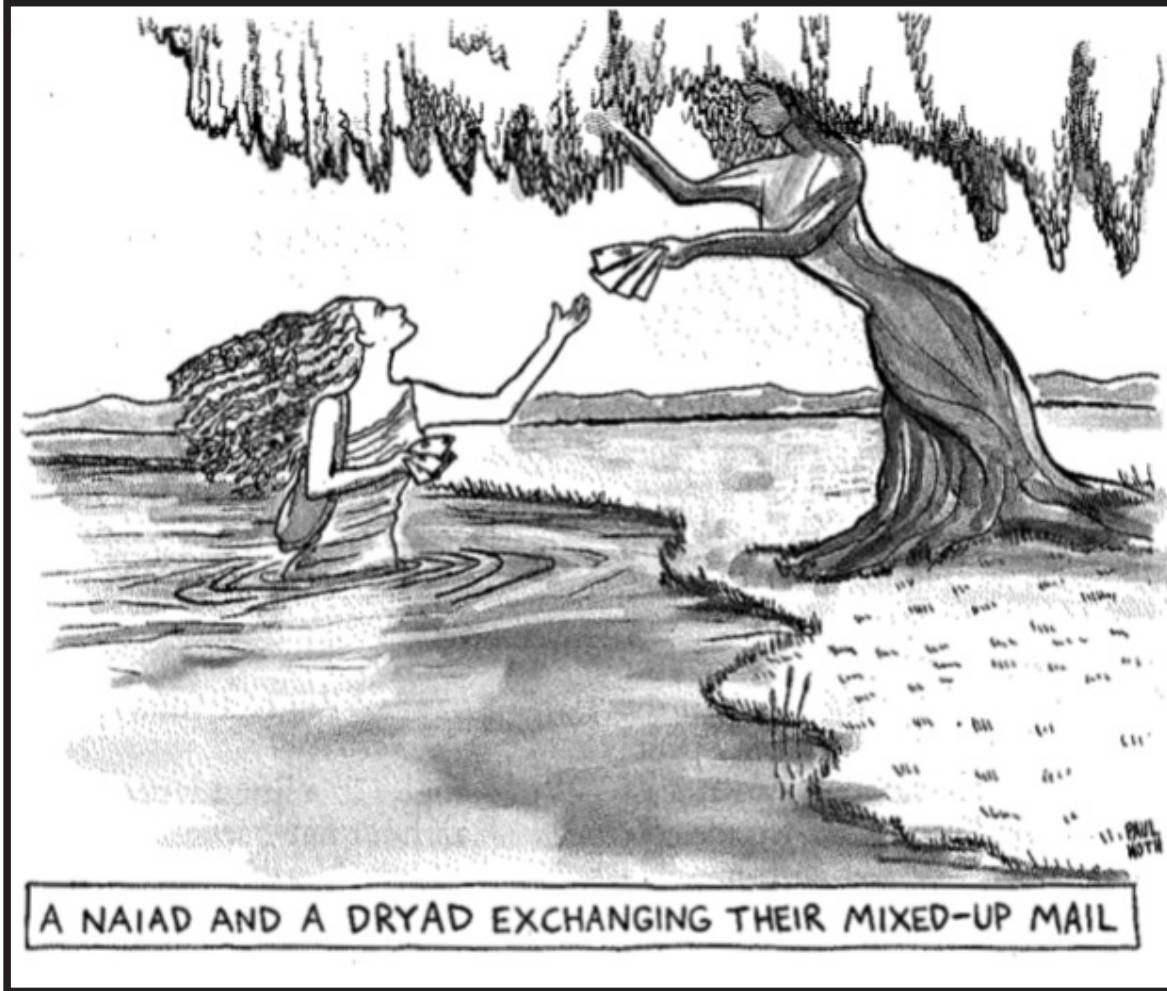
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You may have **EQUITY** in your vehicle! If you do, talk to one of our loan officers about the best way to use it.

If you are out-and-about and stop into a new car dealership, tell them you are a member of NW Priority Credit Union. We participate in the **CUDL** program. You can purchase your vehicle and have it financed with us without coming into our office. The dealership will get all your financing paperwork completed and your auto loan will be at **YOUR** credit union.

For those with less than perfect credit, we have a loan for you; our **DECLINING AUTO LOAN**. When you pay your loan on time for 12 months, we will **LOWER** your rate by .25%. This will happen yearly until the loan is paid off. This is a great loan to rebuild your credit.



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Veterans in Action

-Bruce Hall, Veterans Representative

Veterans have served our great nation in so many ways. We have a saying, "Freedom is not Free and All Veterans have given some and some Veterans have given All." We also say that we need to take care of our veterans. Most people agree, but there is great difference of opinion on how this is accomplished, and to what extent. We live in a democracy, so we are involved in a political and social system. Most decisions are made in the interest of certain individuals or groups rather than all mankind. Greed and self-interest seem to govern many of these decisions. We would love to live in a world with freedom, peace, cooperation, goodwill, equality, consideration of others, and good quality of life. This can only be achieved if we work together as veterans, inform others, and constantly convince our congress to do what's right when considering how to take proper care of our veterans.

We need to be active and vigilant in actions involving veterans. We need to constantly be in touch with our representatives and senators. There is a great deal of legislation being considered all the time concerning veterans. If you would like to get a weekly legislative newsletter updating legislative actions, please send your Name, Email, and Zip Code to Bruce Hall, 8017 N. Washburne Ave., Portland, OR, 97217, or email to vwbruce@gmail.com. I can get you signed up for the VFW Action Corps Weekly. It is available to anyone who desires it. By receiving this information, you can then appropriately contact your legislators about legislation affecting veterans.

One of the biggest issues that affects the Department of Defense and the Veterans Administration is proper funding. Congress needs to ensure that the funding appropriated is sufficient to take care of our uniformed and civilian personnel, maintain our readiness at the highest possible level, and sustain our technological advantages. We need to take care of those who have served and need assistance. So, contact your congresspeople and request that they work together to provide funds to modify sequestration and maintain a good National Security and take care of those who provide our National Security through their service and sacrifice. Please contact your congresspeople as soon as possible.

One way we can be active and support one another as veterans is to join a veteran's organization. Some that you might consider are following:

- American Legion
- National Association of Black Veterans
- Disabled American Veterans
- Military Order of the Purple Heart
- Paralyzed Veterans of America

Vietnam Veterans of America
Veterans of Foreign Wars
Veterans of Underage Military Service

Besides these, most of the military services have associations that you can join. There is strength in unity. We need to join together to ensure that everything possible is done to take proper care of our veterans. If you would like to become involved in any of these organizations or in programs that help veterans, please give me a call at 503-285-8468 or email me at vwbruce@gmail.com.

We would like to help our own members and family members who are on active duty. If you are in the military or have family members on active duty, please let me know if you have any special needs or if there is any way that we can help you. We appreciate your service and would like to do all we can to support you. Call me at 503-285-8468. Also keep me updated on your status and where you are serving.

We want to thank all our veterans for their service. Then we would like to encourage everyone to be active in our quest for the proper care of our veterans. Let's ALL work together to accomplish the mission of caring for veterans.

ACTIVE DUTY

ROBERTO JIMENEZ, (Creston) Army, Qatar

CASEY JAMES, (Waterfront) Army, Jordan

NOAH DUARTE, son of Ricardo Duarte (St. Helens) Army, Ft Hood, Texas

DARREN CRUZ, son of Gary Cruz (River District) Army, Ft. Lewis

BILL QUIGLEY JR, grandson of Ken Quigley (Gold Card Member) Army, Iraq

CHRISTOPHER MANIVANH, son of Simang Manivanh (Hillsboro) Army, Iraq

GREG GERARD, son of George Gerard (Beaverton) Navy, Virginia Beach

ZACHARY PADACA, son of Eleanor Padaca (River District)) Navy

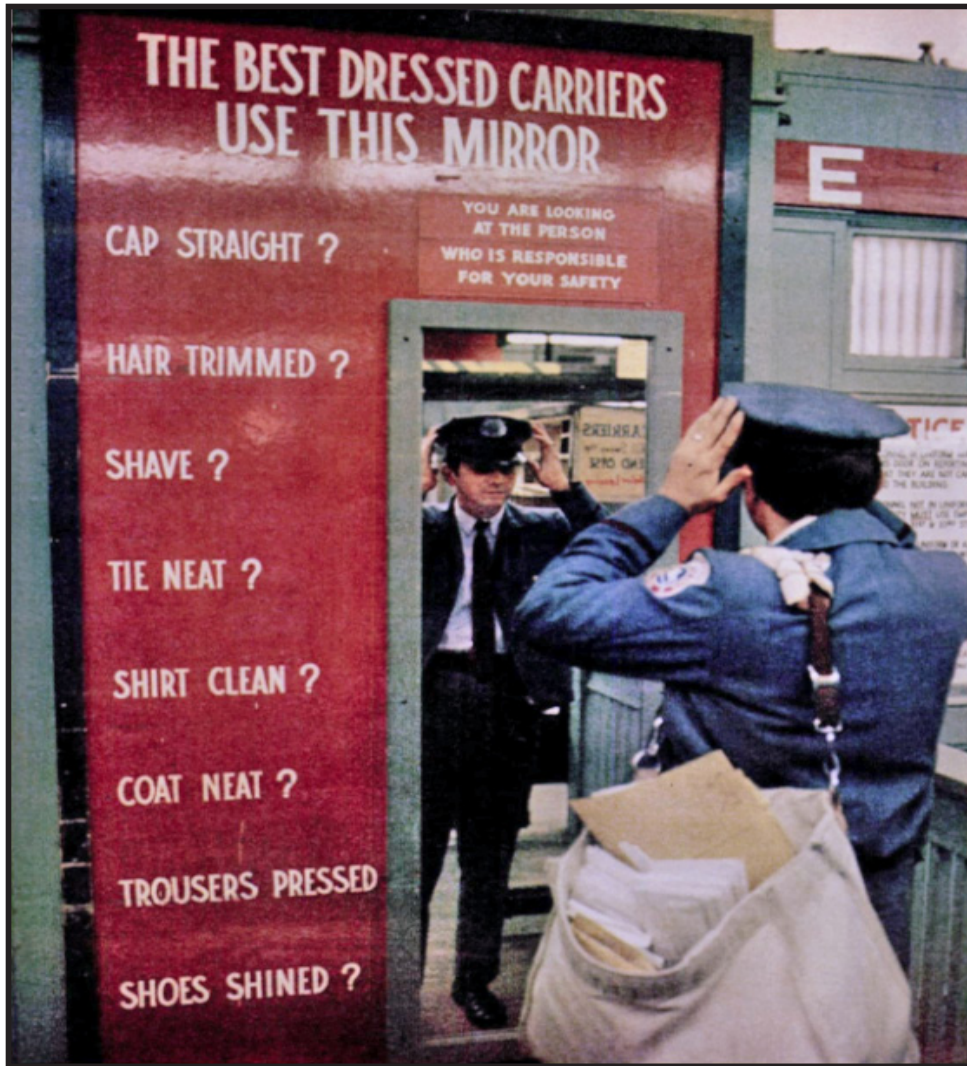
DEAN SCHUCHARDT, son of Patricia Schuchardt (Multnomah) Army

TOM TOTTEN, son in law of Lee Travis (retired) Army, S. Korea DMZ

CONNOR SHEEHAN, son of Pat Sheehan (retired) Army, Ft. Houston

MATTHEW UNDERWOOD, son of Rick Underwood (River District) Marines, Camp Pendleton





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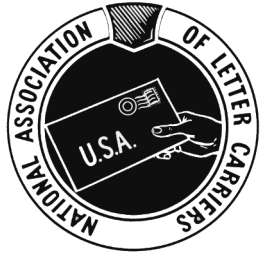
NATIONAL ASSOCIATION OF LETTER CARRIERS

Branch 82

5265 NE 42nd Ave
Portland, Oregon 97218



B·Mike



Hybrid Zoom General Membership meeting
Wednesday, May 12, 2021
7-9 pm

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WHAT THE HECK IS ACTUALLY IN THE NEW CONTRACT?

Quick quiz! Can you tell the real from the rumor?

- 1) Cases can accommodate Feng Shui principles allowing sorting by shape
- 2) Because of overuse, a ban on new acronyms is effective immediately
- 3) Commitment time will now be known as "EGT", Educated Guess Time
- 4) Sensors will be installed in case cells to measure productivity
- 5) Time wasting practices will be allowed off the clock
- 6) Stalking laws will be applied to street supervision
- 7) Breaks on overtime can be 1.5 times longer
- 8) Managers to be replaced by bots
- 9) Drone surveillance is off the table
- 10) MSPs are to be eliminated

Answers below

1) Fake news, 2) Yeah, right, 3) See #2, 4) Not any time soon, 5) True, 6) We wish, 7) Don't make me laugh, 8) They're not already?, 9) For now, 10) Mostly true.

