



# B·Mike



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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

Take a seat- we have an announcement:



## Branch 82 General Membership Zoom Meeting

Wednesday, May 12th, 2021  
7PM to 9PM

More details to follow in the April issue.



## In This Issue:

Branch 82 Election Violation and Appeal Update  
Hot Ticket  
Judith Hyde Scholarship Application

# A Tale of Two Carriers

-David Norton, President

I have the pleasure of meeting almost every brand new letter carrier that is hired in the Portland District at New Employee Orientation. It is there where I get a chance to talk to new employees, inform them about the NALC, and talk about this new job they have been hired for. I try and encourage them, talk about the good aspects of the job, how it has been a good job for me, and how it can also be a good job for them, all while trying to be realistic about how things work in the Postal Service. Sometimes I look out into the crowd of fresh faces, excited to start this new journey in their life, and think to myself, man, these poor bastards have no idea what they are getting into. Unbeknownst to these new carriers, they are in a tough position. While everyone has different experiences when they start out as letter carriers, for the most part, it is difficult to be the new person at the Postal Service. I would also say, it is especially difficult for letter carriers over any other craft. It's a difficult job to learn. Every craft has to deal with management and their expectations, but letter carriers also have to deal directly with the public and every weather condition that every season can throw against them. The whole thing can be a shock. Some people do just fine, and some people really struggle with it. This job is certainly not for everyone. We have all been there before. We have all been sitting in the room during orientation with our preconceived ideas on what the job of letter carrier is going to consist of, and while some things haven't changed much about being a new carrier, the people sitting in the room now are all starting as a non-career employee.

Since the creation of the CCA position in 2013, that is the method for starting as a letter carrier, and then convert to career. At this point right now, more than half of the letter carriers that are working today in Portland started their career at the USPS as a non-career employee. I, like many of us out there started my career as a Part Time Flexible (PTF) carrier. While PTFs were a flexible part of the workforce that didn't have a route, could be moved around the installation, worked on days off, and had to wait to convert to regular, they were still career employees that were earning towards retirement, had access to the Federal Employees Health Benefits (FEHB), and had all other benefits that

career letter carriers had. Starting out as a flexible employee is always difficult, but the benefits that you received as a PTF made the job much more desirable.

There have always been non-career carriers in our contract, even before the CCA position, and it is the same in every other postal craft. First there were Casuals and then in 2006 there were Transitional Employees (TEs). In the past these non-career carriers were used in small doses, hired for specific reasons in specific places, or used for holiday help. They were never a major part of the workforce. It was in 2007 that the Postal Service stopped hiring PTFs and started only hiring TEs.

Every new carrier that entered the work force was a non-career TE. I know carriers that were hired merely months apart, some as career PTFs and some as TEs. Those that were hired as PTF carriers enjoyed access to the FEHB, retirement saving, Thrift Savings Plan (TSP) matching from the USPS and all of the other rights and privileges that career employees have. Those carriers currently have 13 years of seniority in their installation and towards a federal retirement. Those carriers that were hired as TEs stayed as non-career carriers until a neutral arbitrator created the CCA position in the 2013

National Agreement between the NALC and the Postal Service. Those carriers who were TEs became CCAs. The NALC negotiated a path to career for CCAs, and the carriers who started off as TEs finally made regular on July 27th, 2013. If you were hired on as a TE in 2007 when the Postal Service abandoned the model of hiring directly to career, you have seven years of seniority (going on eight) in the installation and towards a federal retirement. Those six years spent as a non-career employee count for nothing.

The fact that we have carriers that were hired around the same time with significantly different retirements is disgraceful, and the NALC as well as the other Postal Service craft unions should be negotiating to make sure this never happens to any other craft employee in the United States Postal Service. If ratified, the new National Agreement between the NALC and the USPS will cap CCA time to two years. In my opinion, this is a big step in the right direction for letter carriers. But it is not enough. We should be work-



ing to further restrict the time spent in a non-career status in the Postal Service or, ideally, eliminate the practice all together. Other unions should also make this a top priority. Those carriers who have had to spend time in a non-career position should also be able to buy their time back towards retirement. Since our federal retirement is controlled by the Office of Personnel Management (OPM), this is something that is going to have to come from congress. We have seen bipartisan support for something like this in the past. In 2019 Representatives Derek Kilmer, D-Wash., and Tom Cole, R-Okla., introduced the Federal Retirement Fairness Act. It was designed to allow those employees hired into non-career positions within the federal government to make catch up contributions to their federal retirement. Of course, a lot happened between when it was introduced in 2019 and now, but this issue is something that affects other federal employees in other sectors of the federal government and is something we should be pressing our elected officials to pursue.

There is also a lesson in negotiating for the future. It was a different time delivering mail back then. In 2006 the prefunding mandate was passed, the Postal Service was paying a lot of money towards it, and in 2008 the housing market collapsed. We were in the Great Recession, and the amount of first-class mail that we were delivering plummeted. I remember there were days that I would pull down my entire route into a single tub. It was scary. We had a postmaster general who wanted to get rid of Saturday delivery, members in congress who were constantly attacking the Postal Service, it's dire financial situation, and it's relevancy. It was a difficult time to negotiate a contract. The Postal Service clearly wanted to go to a model of a flexible, non-career workforce and they just forced it upon the postal crafts. They basically got what they wanted. Several postal craft unions ratified contracts to permanently create a non-career starting position. By the time the NALC was negotiating a contract in 2013, the writing was on the wall. There was also a real sense that we had to do *something* for those employees that were stuck in limbo non-career positions. That was TEs for us, and Casuals in the clerk and Mail Handler crafts. Having a non-career position that has more rights and a pathway to career is better than what we had before. Right? In my opinion, no. Ultimately moving away from the PTF model has done more harm than good, certainly for the union, but also for the Postal Service. It has made these jobs less desirable, driven higher turnover, and has affected staffing. And what about those dire conditions from back then? We are now delivering seven days a week and parcel volume is through the roof. The lesson: even in tough economic times, you must always bargain for the future and the future of the craft. It isn't easy, but we are

now dealing with the consequences of decisions that were made back then.

I am proud that the NALC is working towards making things better for CCAs by capping the non-career time to two years. If the contract is ratified, it will make it easier for other unions to bargain for the same with their positions. I am also proud that the NALC has never bargained for a true, two-tiered wage system. All career carriers are going to reach the same pay step. This is not the same in other crafts where new employees starting right now will never make the same as employees that started before them. We cannot have a workforce that is us and them. We must remember that solidarity is about ALL carriers. Not just now, but also in the future.

## Branch 82 Officers

|                  |                |              |
|------------------|----------------|--------------|
| President        | David Norton   | 503-493-5903 |
| Vice President   | Jim Baxter     | 503-493-5903 |
| Sec/ Treasurer   | Matt Pierce    | 503-493-5903 |
| Rec. Secretary   | Ken Wilson     | 503-493-5903 |
| Editor           | Suzanne Miller | 503-493-5903 |
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| Chief Steward    | John Kunz      | 503-493-5903 |
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| LCPF Rep         | Sue Canfield   | 503-493-5903 |
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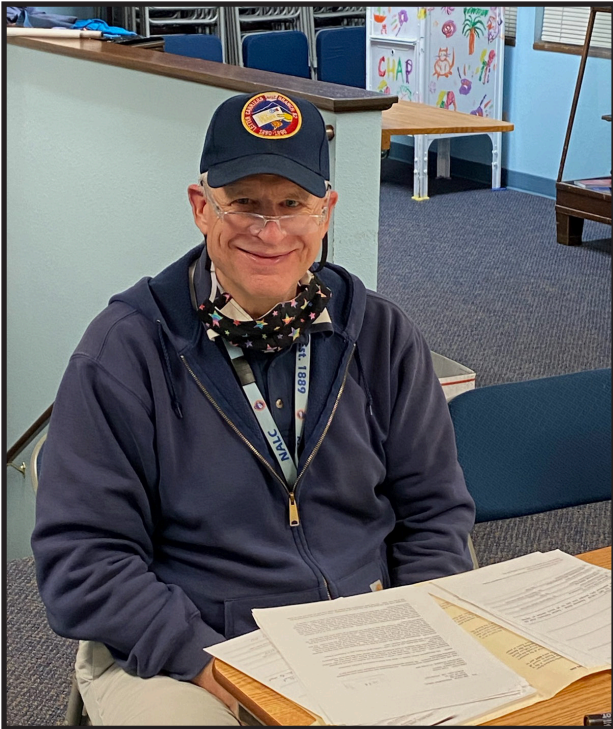
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| Sallie Green   | 503-493-5903 |
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# Almost to the End

- Jim Baxter, Vice President



As most of you probably know, this is my last term as your vice-president. By the time you read this I will have worked for or around the post office for 40 years. Believe it or not, it seems like only yesterday. I still remember my “academy” days and the two days I went out with the OJIs. I remember my probation and how stressful it was. So does my wife. She reminds me of it from time to time when she hears me talking to a new CCA late in the evening at home in my office about their working conditions. I do know what it’s like to work as a letter carrier now. The drain on you and your families- not because of the hours which in many cases are really rough- but because of how you are being treated.

When I first became a steward my main goal was not contract enforcement but to ensure that the new people had as good of a job as I had through my career. I have kept that as my goal for the entire time I have been a steward and officer in this branch. I remember the first day I carried on my own. I remember that another carrier came out to check on me. She yelled at me, exasperated, “Is this all the farther you are?” She drove off and returned in a few minutes and took some mail. Within 20 minutes a bunch of others showed up and got it all delivered. Other times carriers would tell me to do things better or how to do things faster. But never once did a supervisor come to me with a clipboard and tell me that I didn’t make their numbers.

For someone to come to you with an f\_ \_ \_ , oops there’s that word that Suzanne won’t let me use, clipboard telling

you that you didn’t make some number is outrageous. Let’s face it: most of the people with clipboards couldn’t do our job; that’s why they are carrying a clipboard. They wonder why people quit, call in sick or just don’t care. All they have to do is look in a mirror. Why would anyone have a “sense of urgency” about the mail when no matter what you do it’s not good enough?

Harvey was our supervisor at University Station, and every day he would get on the intercom, tell us something, and end it with “Be safe out there today,” and he meant it. When I was chief steward I was called to one of the stations to meet with a carrier and the manager. The manager told me he was going to tell a carrier to slow down and wanted me to make sure the carrier knew that he was serious. And he did tell the carrier to slow down, and we both told the guy that we expected him to do it. Fast forward to now and a carrier is hiding mail in a storage locker and the supervisor is asking the other carriers why they aren’t as fast as this guy. The storage rental place sells the locker, they find all the mail, management is shocked and the guy is prosecuted and goes to jail. End of the story? No, not hardly. The guy gets out of jail and is reapplying with the post office. They would have rehired the guy except that one of the truly sharp management people spotted the guy while at his final interview and told him to get out of the building. True story, I can’t make this stuff up.

In today’s post office, at least here in Portland, the routes are completely out of adjustment. Several of the stations need two or three routes added. So remember when the supervisor comes for your times, taps on the clipboard and tells you that your times are not acceptable, remember they don’t know if the clipboard is right or not. Give them an honest time and fill out the 3996. Like I wrote last month, it is up to them to figure out what to do with the work. Your responsibility is to work in a professional manner for your customers and your coworkers.

We a signed minor route adjustment agreement that we have used for years. It works pretty well; routes that are too long get shortened, and routes that are too short are made longer. Currently, management either can’t because management outside Portland won’t let them or for some other reason that I don’t know won’t enter into our agreement again. I was told a long time ago to always deal truthfully with management. I have tried to do that for the 25 years or so that I have been doing the union’s work. Sometimes things are just out of my control. Last year I told one of the managers that I would help her adjust her station. It’s probably the only station or office in the branch that could be adjusted and have a route removed. But I can’t ethically



advocate to take a route out of one station when management refuses to add the twenty or so routes to the rest of the city. I am truly sorry that I can't do what I said I would do. But how can I do that? I have untold carriers who are hassled everyday about their numbers because their routes are too long and a bunch of CCAs that can't be converted because management refuses to do the right thing.

So your route is too long, what do you do? You put in for a special test. The M-39 states that if your route is more than 30 minutes over six weeks in a row and you put in for a test, management has to complete that test within 28 days. When you put in for the test, management is not going to do it. Your steward will have to file a grievance to try to force them to do it. That's where we are at right now all over the city.

I always try to look at the bright side. Hopefully, management will see the light and work with us to adjust routes. They have in the past, and I truly believe they will again. Hang in there. Delivering the US Mail for the American people really is a great job. Put in for those special tests.

Good Luck,  
Jim



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**B-Mike**

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# Branch 82 Election Violation and Appeal Update

-David Norton, President

As you are aware, there was a formal challenge to the last branch wide election for the position of Executive Board Member at Large concerning allegations that Jamie Partridge, as a candidate for the office of Executive Board Member, violated NALC election regulation 9.7 which states:

*Branch officers and candidates may not use branch funds, employees, office space, telephones, facilities, equipment or materials to campaign.*

The aggrieved party appealed their complaint to the Branch 82 Election Committee which consisted of members Willie Groshell, Jim Falvey, and Char Bryce acting as chair. The Election Committee investigated these claims and found evidence that a violation did occur. Due to the violation, the Election Committee's recommendation was to disqualify Jamie Partridge as a candidate for the position of Executive Board Member at Large and declare the next highest vote getter as the winning candidate.

Jamie appealed the Election Committee's recommendation to the Branch 82 Executive Board held in January 2020. Jamie Partridge was allowed time to defend himself against the allegations citing six major reasons: a lack of due process, a lack of evidence, other candidates alleged violations, the alleged violation was minor, his past record and length of membership, and that the remedy for an election violation should be to rerun the election. A vote was held on the matter, and the Executive Board voted to uphold the Election Committee's recommendation.

Mr. Partridge appealed this decision as stated in the NALC Regulations Governing Branch Election Procedures (RGBEP) to the following Branch 82 General Membership meeting. During the Branch 82 General Membership Meeting in February 2020, the members in attendance discussed the issue, and Mr. Partridge again had an opportunity to defend himself. A vote was taken, and the members voted to uphold the Branch 82 Election Committee recommendation to disqualify Jamie Partridge as a candidate for the position of Executive Board Member at Large and declare the next highest vote getter as the winning candidate. Jamie Partridge appealed the Branch's decision to the national NALC Committee on Appeals.

After the Branch election, I, as president, sent NALC

President Fred Rolando a letter seeking some guidance on the Branch's decision to remove Jamie Partridge from the Branch 82 Executive Board. He sent me a response letter indicating that the decision may not be legally correct. It stated in part,

*In those instances where the Branch determines in an election appeal that a successful candidate committed a violation of the NALC election regulations, the appropriate remedy is a rerun election for the office in question.*

It was my decision that, in light of Jamie Partridge's appeal of the Branch decision, and while also trying to accommodate the will of the Branch vote, I would allow Jamie Partridge to remain on the Branch 82 Executive Board as well as invite the next highest vote getter, Jonathan Cabral, to also sit on the board. This has been the arrangement ever since.

Recently, this February, 2021, Branch 82 finally received a decision from the national NALC Committee on Appeals. Their ruling was that the Branch's decision to remove Jamie Partridge from the position was improper citing the same regulation that was cited earlier in Fred's letter. The decision from the NALC Committee on Appeals was based solely on whether removing an officer under the RGBEP was proper. It was not.

During the February 2021 Branch 82 Executive Board Meeting, the board, including Jamie Partridge and Jonathan Cabral, discussed the decision. To spend the money on rerunning an election this far into the term seemed foolish especially when we have elections coming up at the end of the year. To avoid spending the members' money on rerunning the election for the position of Executive Board Member, the board voted unanimously to keep both Jamie Partridge and Jonathan Cabral on the Executive Board until the end of the term.

This has been a long and arduous process, one that was made more difficult due to the COVID-19 pandemic. It has created strong opinions and sore feelings on all sides of the issue. Things like this are certainly never desired nor are they ever easy to deal with. I hope that the decision by the Executive Board in light of all the contributing factors of the case can finally put the issue of Jamie Partridge's election violation, the subsequent votes, and appeals, to rest. Sometimes the best decisions in moving forward are the ones that attempt to accommodate everyone but satisfy no one.



Maria Cochran, Oak Grove



Dave Halverson, Oak Grove



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# From the Desk of the Chief Steward

-John Kunz, Chief Steward

We at Branch 82 have been seeing a lot of attendance related discipline for unscheduled absences being issued to letter carriers in Portland. As I review every case that has come across my desk, I have noticed some could and should have been protected under the Family and Medical Leave Act or as most people know it, FMLA.

The Family and Medical Leave Act (FMLA) was a bill passed by congress and signed into law by President Bill Clinton in 1993. The law provides job protected leave to employees who qualify. This means if you have an approved FMLA condition, management cannot discipline or terminate you due to the absences accrued from the use of this leave. The law allows employees who have been employed by the Postal Service for at least 12 months and have completed at least 1250 work hours during the 12-month period immediately preceding the date the leave starts (about 24 hours a week), to take up to 12 weeks of leave a year for an approved FMLA condition.

An FMLA condition is classified as a "Serious Health Condition" that makes the employee unable to perform the essential functions of their job, or an immediate family member such as a spouse, parent or child. This "serious health condition" is broken up into roughly 6 categories:

**1) Hospital Care:** an overnight stay in a hospital, hospice, or medical care facility. (Includes any period of incapacity or any subsequent treatment in connection with the overnight stay.)

**2) Absence plus treatment:** A period of incapacity of more than three consecutive, full calendar days, and any subsequent treatment or period of incapacity relating to the same condition, that also involves:

**A)** Two or more in-person visits to a health care provider for treatment

**B)** At least one in-person visit to a health care provider for treatment which results in a regimen of continuing treatment under the supervision of the health care provider. For example, the health provider might prescribe a course of prescription medication or therapy requiring special equipment.

**3) Pregnancy** (this includes pre-natal care)

**4) Chronic Conditions requiring treatments:**

**A)** Any period of incapacity due to or treatment for a

chronic serious health condition, such as diabetes, asthma, migraine headaches.

**B)** A chronic serious health condition is one which requires visits to a health care provider (or nurse supervised by the provider) at least twice a year and recurs over an extended period of time.

**C)** A chronic condition which may cause episodic rather than a continuing period of incapacity

**5) Permanent/ long-term conditions requiring supervision** for which treatment may not be effective, but which requires the continuing supervision of a healthcare provider.



**6) Multiple treatments:** A condition that would likely result in a period of incapacity of more than three consecutive, full calendar days if the employee or employee's family member did not receive the treatment.

If you meet the conditions for FMLA and you have been using scheduled or unscheduled leave for a serious health condition as defined above, then you qualify and should seek out FMLA protection.

The way you request FMLA protected leave is either through the 1-877-477-3273 (USPS Sick line) or through

# Hot Ticket

submitted by LC Hansen, retiree

your local supervisor/ station manager in your station. If you use the USPS sick line, follow the voice automated prompts and request a new FMLA case. This will give you a temporary FMLA case number until you fax or mail in your paperwork. If you go through your local management, fill out a PS form 3971 for the selected type of leave and mark FMLA. This should prompt your local management to cover your leave with a temporary FMLA case number until you send in your paperwork.

There are two types of FMLA paperwork you can use: NALC forms or Department of Labor Forms. The NALC form is one page and generally easier to use (you can get this form from Branch 82 or online at [nalc.org](http://nalc.org) under workplace issues/ contract administration unit). The Department of Labor form is four pages. The USPS will mail you these forms when you make a new FMLA request.

Whichever form you use, it is your responsibility to ensure your health care provider fills out the forms properly and thoroughly. It is also your responsibility to ensure they are submitted in a timely manner, which is 14 days from your return to work. You can request an extension from FMLA, but you must do that prior to the end of the 14 day period. If your healthcare provider does not fill them out properly, you will be issued a request for more information.

After you receive your completed FMLA forms from your healthcare provider, your next step is to fax them to FMLA. Please fax it or mail it yourself, do not give it to management to fax in. The whole key to having a successfully approved FMLA case is filing proper paperwork in a timely manner. If you do this and receive an approved FMLA leave request, this may save you the stress of having to go through the discipline procedure so many members are currently experiencing at Branch 82. Remember, FMLA is a legal right guaranteed by federal law available to you and your family to protect your job. Please use it.

Hopefully this article will help those carriers and their families who have rights to FMLA leave protection. Your union officers at Branch 82 are here to help you and your families in any way we can. We are all well versed in FMLA leave protections and how to fill out the forms properly. We have the NALC FMLA forms available to you and a fax machine so you can fax your forms to FMLA. Please don't hesitate to call and ask for help.

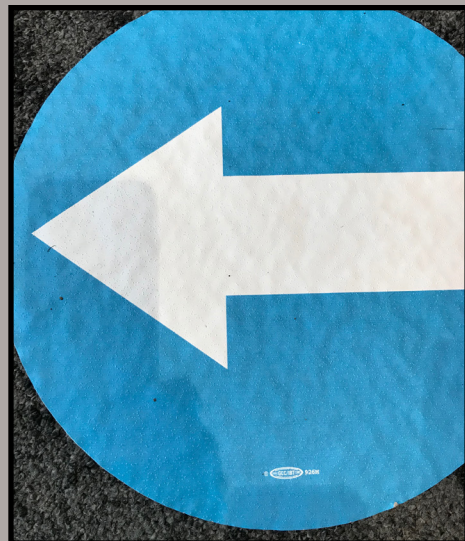
Until next month...  
jkunz

Before computers you scored tickets by waiting in person or on the phone. My carrier schedule dictated using the phone. Dial, dial again, hope... fortunately my union wages meant I could afford good seats.

This story starts with the truth that I wanted to impress a new date, so I popped for two on the center aisle, 13th row. My date found the opening act, Little Anthony and The Imperials, boring. She also had never heard of the headliner: Bob Marley and the Wailers. Afterwards she judged them "okay." I judged that this was not happening as a relationship. Not all dates are hot, right? I'd had a joyful musical night, my soul rising, joined with the crowd although I felt like I was alone.

This story concludes this past month when I had a truly hot date. I got vaccinated. I jumped on the computer at the precise time. Score! I went to the appointment feeling alone and unsure about possible crowded conditions. The Convention Center is a union venue, clean, organized. The workers all, without exception, looked happy. Several warmly thanked me for coming. Our National Guard directed us through the lines. I took a photo, not at the selfie station, but of the union bug displayed on the stickers on the floor.

If it was up to me, every letter carrier would already have the hot ticket because the mail is essential to a functioning civil society. For a year, through all the contagion and fear, the workers in the PO have literally nurtured democracy. I fondly wish you all get pokey arms soon, and as for me, since my arm is sore I should probably distract myself with reggae, union style.



**B-Mike**

## Branch 82 Non-Members

Neville Chambers, Beaverton  
Steve Dean, Beaverton  
Steven Eldridge, Beaverton  
Robert Gardner, Beaverton  
Michael Porschien, Beaverton  
Kristyann Stafford, Canby  
Keith Wray, Canby  
Richard Roberts, Evergreen  
Wei Wu, Evergreen  
Thomas Breadon, Forest Grove  
Emilia Brodeur, Forest Grove  
Daniel Ford, Forest Grove  
Sheila Root, Forest Grove  
Mary Bobnick, Gresham  
Marc Detweiler, Gresham  
Melita Clark - Hillsboro  
De Bui, Lake Grove  
Stephan Block, Lake Oswego  
Albert Chan, Lents  
Ronnie Lewis, Lents  
Jeffrey Smith, Lents  
Christian Strong, Lents  
Elizabeth Krieger, McMinnville  
Riley Sticka, McMinnville  
Connor Swift, McMinnville  
Mikka Vironen, McMinnville  
Brandy Bosnar, Newberg  
Robert Kahl, Newberg  
Benjamin Siefken, Newberg  
Kenneth Boettcher, Oak Grove  
Rex Paschall, Oak Grove  
Jared White, Oak Grove  
Shawn Graham, Oregon City  
Eric Ridley, Oregon City  
Billy Sapp, Oregon City  
Mona Zirkle, Oregon City  
Robert Hawkins, West Linn  
David Rheame, West Linn  
Patrick Dyche, West Slope

## INJURED AT WORK?

Call BRANCH 82 OWCP REP  
Mike O'Connor

Wednesdays and Thursdays  
503 493-5903

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## Branch 82 Monthly Meetings

General Membership 2<sup>nd</sup> Wednesday, 7:00PM

Retiree Luncheon 2<sup>nd</sup> Tuesday, 11:30AM

Stewards Council 3<sup>rd</sup> Wednesday, 7PM

Executive Board 4<sup>th</sup> Wednesday, 6:30PM

All members are welcome, unless otherwise noted.

All meetings are held at the NALC Branch 82 Office,

5265 NE 42<sup>nd</sup> Avenue.

Retiree Luncheons are held at

Izzy's EastPort Plaza, 3846 SE 82<sup>nd</sup> 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](mailto: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





Dan Oldham, Rose City Park



Alan Hartley, Holladay Park

Want to see your buddy in  
the B-Mike?  
Send in their picture!  
How about you and your  
casing neighbor?  
Send it in!  
Hilarious office antics?  
Send it in!

smiller.eightytwo@gmail.com

B-Mike | NALC Branch 82

2018 NALC Local Area Portland, OR 07015  
NALC AFL-CIO Charles N. Coyle  
President David H. Markson

# BRANCH 82

B-MIKE

## THE 2020 B-Mike

JANUARY FEBRUARY MARCH APRIL  
MAY JUNE JULY

PRIOR YEARS  
COMING SOON

Subscribe Form  
Email Address: \_\_\_\_\_ Submit

Head over to  
**NALCBranch82.org**  
and check out our new website!  
Once on the Branch 82 website, you will have access to...

- The B-Mike
- Locals and Other Valuable Resources
- Upcoming Events
- Major NALC and Postal News

National Association of Letter Carriers  
Portland, Oregon  
BRANCH 82



# MDA Report

-Abe RedCloud, MDA Rep

Hey everyone! Ready for an exciting MDA report?...  
.....I can't HEAR youuuu....I said.....**ARE YOU  
READY FOR AN EXCITING MDA REPORT???**  
Much better!!

So our first event will be a raffle, since it's still not safe to do the labor bowl. I know, I know, here's what you're thinking, "Joy....another iPad and go-pro...whoopee....".

**NOPE!!!!** This year we are changing up the prizes AND THERE'S MORE!!!! That's right!!! Instead of 3 prizes, there will be **5 PRIZES!!!!** Not only that, I have researched all these prizes and the ratings of each are high and deemed in the top 10 of their category on a web search! So not only are they AWESOME NEW prizes, they are all HIGH QUALITY!!! Like the Waterboy, Bobby Boucher would say, "Now that's HIGH quality H2O!". Here are the prizes for this year's raffle:

- 1 = Vizio V21 sound bar**
- 2 = Apple Watch series 3**
- 3 = Mifo 05 plus gen 2 earbuds**
- 4 = Echo 4th Gen**
- 5 = VR Empire VR headset with controller**

**SEE?!?!?! Look at those highly useful, awesome new prizes!!** If you are actively working in the Portland area, then your steward will have tickets for sale starting March 22nd. Here are the dates of the raffle and cost of tickets:

## **Dates:**

**Monday, March 22nd - Friday, June 18th**

## **Price:**

**\$5 each or 5 tickets for \$20**

That gives you a little less than 3 months to get some tickets. MDA needs your help! As COVID-19 hasn't been contained yet, MDA hasn't been able to run events to fundraise. So it's up to the organizations that usually fundraise for them to step up. I ask you all to PLEASE buy some tickets for the raffle.

Did you usually go to the Labor Bowl? Well instead of spending your \$60 for that, how about buying \$20 worth of raffle tickets? If you are retired or unable to buy tickets from a steward, Branch 82 will have tickets available

at the office. You can either stop by in person, or send a check made out to Branch 82 and mail it to:

5265 NE 42nd Ave  
Portland, OR, 97218

Include a note that you would like to purchase raffle tickets, how many, and a return address. We can then mail you back the stubs for the tickets you purchased.

Last year, we were able to raise \$1,000 with our raffle.

**I challenge all members of this branch to double that this year! Let's raise \$2,000 with this raffle!!!**

But I need your help! Can't afford tickets? Try to get friends or family to buy some tickets. That's right, our raffle is open to ANYONE!! So please help our branch raise money for MDA and make a difference! Let's do this!!

That's all for now everyone, please get everyone in your offices or friends and family excited about the prizes and sell/buy some tickets! Together we can make a difference!

Until next time,  
In Solidarity,  
Abe RedCloud



**B-Mike**



# Spring Into Action

-Bruce Hall, Veterans Representative

Spring begins on March 20, 2021. This is normally the time of changing from a season of darkness into one of bright, new optimism. Change is not easy. We need to be alert, educated, and ready to spring into action when necessary. We need to continually contact our congresspersons and ask them to do all they can to take care of our veterans. If you would like to keep up on specific legislation or VA benefits, you can contact VFW's Washington Office at [vfwac@vfw.org](mailto:vfwac@vfw.org). A member of VFW's National Veterans Service will respond as soon as possible.

Unemployment is a big problem for veterans as troops return from war. There are a couple of websites available to aid in job searches: [www.WorkInOregon-Veterans.jobs](http://www.WorkInOregon-Veterans.jobs) and [www.hoh.greatjob.net](http://www.hoh.greatjob.net).

Another big problem in our society is emotional pain and suffering. Nearly one in every five American adults has a diagnosable mental health condition. Plus, many people sustain traumatic brain injuries which can affect emotional functioning. Many more are addicted to drugs and alcohol. Often our friends, neighbors, co-workers, and even family members are suffering emotionally and don't recognize the symptoms or won't ask for help.

Here are five signs that may mean someone is in emotional pain and might need help:

1. Personality changes
2. Uncharacteristically angry, anxious, agitated, or moody
3. Withdrawal or isolation from other people
4. May neglect self-care and engage in risky behavior
5. Overcome with hopelessness and overwhelmed by circumstances

Have you noticed someone who used to be optimistic and now can't find anything to be hopeful about? That person may be suffering from extreme or prolonged grief or feelings of worthlessness or guilt. People in this situation may say that the world would be better off without them, suggesting suicidal thinking.

The VFW sponsors a program called CHANGE DIRECTION in an effort to deal with Mental Health Wellness. If we recognize that someone is having emotional pain or suffering, we need to reach out, connect, inspire hope, and offer help, showing compassion and a willingness to find a solution to their problems.

If everyone is more open and honest about mental health, we can prevent pain and suffering, and those in need will get the help they deserve. For more information, go to [changedirection.org](http://changedirection.org).

This is tax season, so I would like to mention a couple of hot ticket things about TAXES. The IRS Volunteer Income Tax Assistance (VITA) and the Tax Counseling for the Elderly (TCE) Programs offer free tax help for qualified taxpayers. Call VITA at 1-800-906-9887 or TCE at 1-888-227-7669 for more information and qualifications, or go to [www.aarp.org/money/taxes/aarp\\_taxaide](http://www.aarp.org/money/taxes/aarp_taxaide). The only free online tax preparation and filing assistance for veterans, active-duty military, and all qualifying taxpayers can be found at [www.myfreetax-es.com](http://www.myfreetax-es.com).

Also, veterans may qualify for Oregon State Property Tax exemptions or deferrals.

1. Disabled Veterans having a disability of 40% or more can qualify for a state property tax exemption for a portion of their property's assessed value (call 503-988-3326 or online [www.oregon.gov/dor](http://www.oregon.gov/dor)).

2. Disabled Veterans and Veterans over 62 may qualify for property tax deferral (call 1-800-356-4222).

Volunteer to help others by springing into action. We can join veterans' organizations or other organizations such as churches, neighborhood associations, schools, etc. in order to use our talents to help others. There are so many opportunities to volunteer. Helping others will make volunteering a rewarding experience.

Let your senators and representatives be aware of your veterans' issues!

Spring into Action!

## 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 TOTTON**, 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



# Cruel, Corrupt, and Criminal: Many Reasons to Dump DeJoy

submitted by Jamie Partridge, retiree

**Mail delay** - driving away business and undermining public confidence

**Understaffing**—which could have been anticipated

(Covid quarantine, online shopping, FedEx & UPS dumping)

**Poor safety practices** (testing, contact tracing, masks, social distancing) leading to infections and understaffing

**Low wages, forced overtime, stressful conditions** (speed-up) leading to new employees washing out

**Long hours and no days off** leading to early retirements

**Removal of mail processing machines and collection boxes**

**Running private contractors** (trucking) on long unnecessary trips, profiting those companies (and DeJoy's investments in XPO)

**Criminality** – Broke U.S. and North Carolina **campaign finance laws** with a “straw donor” scheme: Pressured employees to make campaign donations. Reimbursed employees for such donations, and used corporate money to support individual politicians

[The House Committee on Oversight and Reform has opened an investigation into these allegations and the possibility that DeJoy lied to the committee, and has called for the Postal Service to suspend him]

[coworker.org/petitions/investigate-louis-dejoy-s-illegal-campaign-donations](https://coworker.org/petitions/investigate-louis-dejoy-s-illegal-campaign-donations)

**Corruption**—Contributed millions to Trump and Republican National Committee then jumped to the front of the line to be hired

[Did not go through the normal vetting process for Postmaster General; two separate search firms were used by the USPS board, and neither firm mentioned DeJoy in their list of candidates]

**Continues to hold stock** (through his children) in his former company that contracts with USPS – XPO— which has increased their business with USPS under DeJoy

[New Breed Logistics overbilled the USPS when DeJoy was CEO]

**Bad for workers** — A history of leading companies (New Breed Logistics & XPO) guilty of union-busting, discrimination, **excessive injuries, sexual harassment, inappropriate use of temps and independent contractors, denial of paid leave.**

\*A history of leading companies that **eliminate jobs** through automation and speed-up

**Replaced or reassigned** 23 senior USPS executives, displacing institutional knowledge

**Plans to reduce work hours** by 10% through

\*Running trucks & mail carriers on schedule, **with or without mail**

\***Eliminating overtime**

\***Reducing retail hours**

\***Consolidating plants**

\***Closing post offices**

**Plans to raise prices**

\*for delivery to Alaska, Hawaii, and Puerto Rico

\*for non-profit mailers

**Ideological commitment to privatization of public services** – a board member of the Fund for American Studies in Washington, DC



NATIONAL ASSOCIATION OF LETTER CARRIERS

Branch 82

5265 NE 42nd Ave  
Portland, Oregon 97218



**B·Mike**



Non-Profit

U.S. Postage Paid

Portland , Oregon

Permit No. 4

ADDRESS SERVICE REQUESTED

## Save the date:

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

# THE LIFE OF ADDY

Addy was an advertisement, an ad. She was full of vitality, optimism and promise, only to sadly discover that Bulk Business Mail seldom receives the love it so richly deserves.



BR 82'S PUSHING THE ENVELOPE / BY KERRY WAITE & TERRY KNOTT  
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