



B·Mike



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"An Injury to One is an Injury to All"

The Official Publication of Branch 82 *Portland, OR*

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Branch 82 shop stewards check in over Zoom.



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A Questionable New Postmaster General for a Questionable Future

By David Norton, President

Hello fellow letter carriers. I would love to ask if everyone is doing well, but I'm afraid that I already know the answer.

COVID-19 is still a major problem facing this world, and letter carriers everywhere are performing their duties in an increasingly difficult environment to navigate. As I write this, many states are starting to open parts of their economy, and Oregon has opened up certain counties. All of it to mixed results. The most populous counties of Multnomah, Washington and Marion counties are still closed. We have reached 100,000 deaths in this country at the hands of COVID-19. Letter carriers are still working in this new reality. A reality that includes talks of the Postal Service becoming insolvent this fall without legislative action.

And now, it was just recently announced that we have a new postmaster general. Louis DeJoy is set to be the 75th Postmaster General of the United States of America. He is a businessman who was CEO of North Carolina based New Breed Logistics from 1983 to 2014, and retired after his company was acquired by Connecticut-based freight transporter, XPO Logistics for a reported \$615 million. He then served as CEO of XPO's supply chain business in North America until 2015, and was appointed to a strategic role on XPO Logistics' board of directors where he served until 2018. Lately his main role has been supporting the Republican Party. Louis DeJoy has contributed more than \$1.2 million to the Trump Victory Fund, and millions more to Republican Party organizations and candidates. He was also in charge of fundraising for the Republican National Convention. He is only the 5th Postmaster General to come from outside of the organization. He is expected to begin serving in his new role effective June 15. His experience in supply chain logistics was clearly a factor in his appointment. What is less clear, and more troubling, is how much of his appointment to this position was due to his relationship with President Trump. Trump has already made clear his desires to privatize the Postal Service, and he is certainly not beneath destroying an American institution that is mandated by the Constitution over some petty feud with Amazon packages and Jeff Bezos. Is Louis DeJoy his man for that job? I guess time will tell.

In a telecom with President Fred Rolando, Fred talked about his first meeting with Mr. DeJoy. He met with President Rolando after he was appointed to the job but before

it was announced. President Rolando said that Mr. DeJoy said all of the right things; he understood the importance of the agency, he wants to work with the unions, etc. It all comes down to Mr. DeJoy's agenda. If he wants to come in and strengthen the organization and work with the unions to create a workplace based on mutual respect, safety and security for employees, then he is going to have a willing partner and advocate in the NALC. If his goal is to try and privatize the Postal Service or strip away collective bargaining and workplace rights, then he is going to have a problem. Again, I guess we will see.



Branch 82 President David Norton meeting outgoing Postmaster General Megan Brennan during the dedication ceremony for the new Portland Plant in 2019.

For many of you out there, the outgoing Postmaster General, Megan Brennan may be the only Postmaster General you have ever known. Aside from being the first woman to be Postmaster General (it seems crazy that it took so long), she was also a career postal employee. She started off like everyone did, on the workroom floor. That fact cannot be discounted. She understood the agency and the business, but she also understood postal culture, history, and craft dynamic. I'm not saying that she was perfect, but she was at least a lifer that, I believe, was a willing partner to work with. I had the opportunity to meet Postmaster Brennan during the dedication ceremony for the new Portland plant. We shook hands and I introduced myself as the local NALC president. She thanked me for my service to the Postal Service and the NALC. She was pleasant.

While there is some definite cause for concern with the new appointment to Louis DeJoy, it is important to remember that we have had terrible Postmaster Generals in the past that have not had letter carriers nor the Postal Service's best interest at hand. It wasn't that long ago that we had to struggle through the days of Patrick Donahoe as Postmaster General advocating for 5 day delivery and personally pushing special interests, namely then California Congressman Darrel Issa's desire to privatize. Between 2006 and 2015 there was a real sense that the Postmaster General did not have the Postal Service's back. But guess what? None of those proposals came to fruition, and we zoomed along with the economy up until where we find ourselves today. Believe me, where we find ourselves today is concerning, and it's not just the appointment of the Postmaster General. The Deputy Postmaster General, Ron Stroman resigned following Megan Brennan as well. Stroman was someone that worked closely with the NALC and had a deep understanding of internal postal processes as well as legislative and policy matters. David

Williams, the Vice Chair of the USPS Board of Governors also resigned. We are losing years of proven leadership and knowledge and crossing our fingers on a giant question mark. This wave of leadership changes at the United States Postal Service, coupled with the rhetoric coming out of the White House and the Postal Service's current financial situation all add up to a potential tidal wave of doubt and uncertainty for the future.

Luckily, regardless of all the ominous signs, the Postal Service remains a valued institution to Americans today. Even more so because of the pandemic that everyone is facing. The beauty of politics within the Postal Service is that it transcends all parties. It is not about red states or blue states. We deliver a vital service to every American regardless of where they live, their economic situation, their race, their religion, their background or their political party. We provide a service that this country needs.

We have weathered plenty of crises in the past, and we can make it through this one as well. Whatever the President says, and even whatever the Postmaster General says, the public are on our side, and it is the people that are going to make sure that this organization survives into the future.

It started with Benjamin Franklin, one of our founding fathers and one of the greatest minds this country has seen. Now, 75 Postmaster Generals later, we are here with Louis DeJoy. He clearly has been successful. A career in logistics will serve him well in his new position. If he wants to streamline operations and make the Postal Service more efficient, there is no way that he can ignore the bloated middle management, and "support" positions that are so prevalent in this organization. Maybe instead, he will focus on the processing, distribution, and delivery of mail (what a novel idea!). There is a lot that he can do to make the Postal Service successful without sacrificing service standards to our customers or turning to cuts to craft workforce pay, benefits and workplace culture.

Here's hoping that Mr. DeJoy heeds this historic moment. He has an amazing opportunity. In these troubled times, he can work towards taking this beloved organization and put it on a path of growth and success so that all Americans, present and future, can access and use its essential

services. He can use his skills to strengthen the Postal Service and its employees. He would have a willing partner in the NALC. Or he can listen to the noise and the special interests, and attempt to dismantle this institution, and he will be met with a fight both from the NALC and the American public. Let's hope that Mr. DeJoy makes the right choice.

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Where Are We Now and Where Are We Going

By Jim Baxter, Vice-President

It's Sunday morning, and I am doing my usual- drinking coffee and watching the news. There was a story out of Missouri about a Great Clips shop that had just reopened. One of the workers had symptoms of the virus and came to work anyway. It turns out she had the virus and exposed over 130 people including a co-worker that became sick. As Oregon reopens and we start delivering to businesses again, we will be at greater risk. Be vigilant. Sanitize your hands after every loop. The CDC reports that there is a 75% reduction in transmissions if people wear a mask. Many of your businesses may require a mask to enter the building to deliver their mail; please do so. I know they are a pain, but do it for your co-workers. Wearing a mask is not about you. It is about us as a group taking care of each other. The stylist in Missouri was sick and came to work anyway. If you are sick, for heaven's sake stay home. Don't expose your co-workers.

I have been getting a lot of calls about the future of the post office and whether we will have jobs come September. My expert opinion is yes. Congress will act, the post office will continue, and we will have jobs. Again, we need to be vigilant. We need to have a say in the legislative process. If we stay silent we may end up with things we don't want. I started carrying in 1981. At that time, letter carriers did not pay into Medicare. Congress started looking at legislation that would require that all Postal employees pay into Medicare. I remember our union president telling everyone to contact their representatives and tell them to keep letter carriers out of that legislation. The senior carriers that I worked with laughed and said that there was no reason to write letters or call because there was no way that Congress would make us pay into Medicare. After all, we had federal health-care for life. Well guess what? We were required to pay into Medicare.

We could lose a lot more now. We need to keep an eye on any legislation. I don't think the Postal Service will privatize because, let's face it, it is only profitable in a small portion of this country. The Service loses money delivering to rural areas. No business will want to take that over, and Congress will not pass any legislation that would require rural America to pay the price to live in rural America. So what could we lose? We could get sucked back into the Federal Government and lose our right to collective bargaining. That is our right to have a union.

What would that look like? My sister-in-law lives in Pendleton and works for the Umatilla County court system. She does not have a union. She was just told that she is getting a 17% pay cut and being furloughed about a day and a half

a week until at least the end of the year. And you guessed it, she was told that she has to get the same amount of work done. What could we lose?

We need only to look back to what it was like to work for the Post Office prior to the 1970 strike and the Postal Reorganization that was enacted after the strike. There are a lot of things that we take for granted that could just vanish. So I will try to name a few. We have overtime lists. Prior to the strike you were told to work overtime or not based on what management wanted to do. As reserves and CCAs, we have the right to opt. That would be gone. If you don't think that would be a real pain, talk to anyone that was a TE. We have the right to a uniform allowance. Carriers at one point had to buy their own and pass a daily inspection. The right to hold your route and the ability to bid another instead of being assigned. If management didn't like you, you could be put on the graveyard shift. The main thing we could lose is a progressive discipline system and our just cause rights. Think about a discipline system where you could be given a letter of warning and your only recourse is to talk to the person that gave it to you. Or worse, be fired and your only recourse would be to hire a lawyer and go before a MSPB judge. You call in sick a couple of days, miss an express or are simply not as fast as some supervisor thinks you should be. You are told that you are to deliver this amount of mail and in this amount of time. That would clearly be different from the way we do it now. Now they tell us what they want delivered, and we tell them how long it will take. Without our contract and collective bargaining, if you are not fast enough you could easily spend \$15,000 to go before an MSPB judge. That could take a year, and you would be without pay the whole time. This stuff isn't anything new. It's the system that most federal employees work under today.

Don't get me wrong. I am not saying this will happen. But it could. Many people in Congress have been complaining for a long time about letter carriers having the right to negotiate our wages and that would also include cost of living raises. The congressional people that don't like collective bargaining may see this as their opportunity to take those rights away. It would be as simple as adding a rider on the legislation to save the Postal Service. So pay attention to what is going on in Washington. Write a letter. Make a phone call. Or simply send an email to your representative. It is easy stuff to do. I don't want you to lose stuff because of legislation now the same way I lost stuff in the 1980s.

Good Luck,
Jim





Sellwood CCA Ian Heggen is rolling right along on a drizzly Portland day.



River District carrier and shop steward Al Davison is masked up and ready to deliver.



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Hello Again From the Office of Your Secretary-Treasurer.

By Matt Pierce, Secretary-Treasurer

I hope and trust that this finds you all well. The recently passed Coronavirus Aid, Relief, and Economic Security Act, also known as the CARES Act, included a great many provisions meant to financially keep businesses and individuals afloat during an unprecedented freeze on the majority of American life. The CARES Act also allows temporary loan and withdrawal options to TSP participants affected by COVID-19. Before anyone withdraws their money early though, I want them to really think about if there's no other way to get what they really need.

Trust me, I totally get it. It's easy to focus on the present -- the bills you have to pay, the things you want to buy -- and assume you'll have time in the future to start saving for retirement. As my grandfather used to say though, "The easiest time to save money is when you're earning it." The longer you wait, the tougher it will be to amass a sufficiently large nest egg. For example, if you wait until you are 35 to start saving for retirement, you'll have to set aside \$671 a month to reach \$1 million by age 65 (assuming an 8 percent annual return after fees). But if you start at age 25, you'll need to save just \$286 a month to hit \$1 million by the time you're 65.

The Thrift Savings Plan was designed to provide you with income after you retire. The amount you will have in your account at retirement depends on the decisions you make—how much you contribute, how you invest, and whether you take money out of your account— before you retire. This is why I always tell people to only borrow from your TSP as a last resort.

The 1st reason is: You'll make less money. Many people like the fact that they can borrow the money at a low interest rate and pay themselves back with interest. But remember, money not invested is money that's not earning money. When you repay your loan, your payments (including interest) are deposited back into the traditional (non-Roth) and Roth balances of your account. The loan interest rate you pay for the life of the loan will be the G Fund's interest rate that is in effect on the date that your Loan Agreement is generated. If your TSP investments, such as in the Lifecycle fund earn higher rates of return than the interest rate on the loan, your TSP account will end up being smaller than it would have been if you had not borrowed from it.

This can be a lot more money than many people realize. You can figure it out yourself with the many available online compound interest or investment returns calculators. Just adjust the starting balance and the differences in rate of return. Let's take an example of a carrier who is contributing \$200 a month to the L2040 fund and borrows \$10,000 from their account for 5 years. They have to pay it back at about \$170 a month, which is principle and g fund interest and continue hopefully to contribute the \$200. But because of the fact that the money isn't growing compounded in the fund, the difference in the fund balances after 5 years average returns is almost \$3000 dollars. \$3,000 on a \$10,000 loan is not an insignificant amount of money to

lose. It's certainly a lot more money than the very low interest rate you pay it back at would lead you to believe it costs.

In our example, the carrier was able to keep contributing \$200 to their TSP and make the loan payments, but if you are not able to contribute as much to the TSP because of the financial burden of your loan payments, your TSP account will not grow as quickly. If you have to reduce your contribution rate to below 5%, you will not receive the full agency/service match.

The next reason is that you might find yourself paying extra penalties and taxes. If you don't have enough money to pay back your TSP loan in time, your unpaid balance will be considered a distribution. That means you'll be looking at a 10% penalty in addition to higher income taxes. For those nearing retirement, there's a potential tax trap for those who have an outstanding loan when they retire. If you leave service with an outstanding TSP loan, you must repay the loan in full, including interest. If you have not made that payment within 90 days, a "taxable distribution" of the unpaid loan amount that would be taxable on withdrawal will be declared, potentially subjecting you to significant tax penalties. A delay in repaying a loan also may affect the processing of a withdrawal, if you intend to make a withdrawal election soon after retiring.

Those who find a need for a lump-sum of money later in their working careers might want to consider taking out an age-based in-service withdrawal rather than a loan, so long as they are at least age 59 ½. After that age, there is no early withdrawal tax penalty for taking out an in-service withdrawal. Until the recent law change, there had been several downsides to taking age-based withdrawals, only one was allowed and those who took one could not take partial withdrawals after they retired but instead had to make a decision affecting the entire account. Those rules no longer apply. Now, up to four in-service age-based withdrawals are allowed per year and there is no limit to the number of partial withdrawals after retirement.

The final reason is that even if you borrow the money to buy a house, a TSP residential loan is not a mortgage. Therefore, the TSP loan interest payments are not tax deductible, as they might be for a mortgage or home equity loan.

Again, trust me, I know what it's like to be broke and need money, but taking money out of your TSP defeats the whole reason you put it in there in the first place! For it to grow over time.

Repeat after me: My TSP is not a piggy bank. This is why I need to have an emergency fund.

I truly hope that all of you and your families are well.

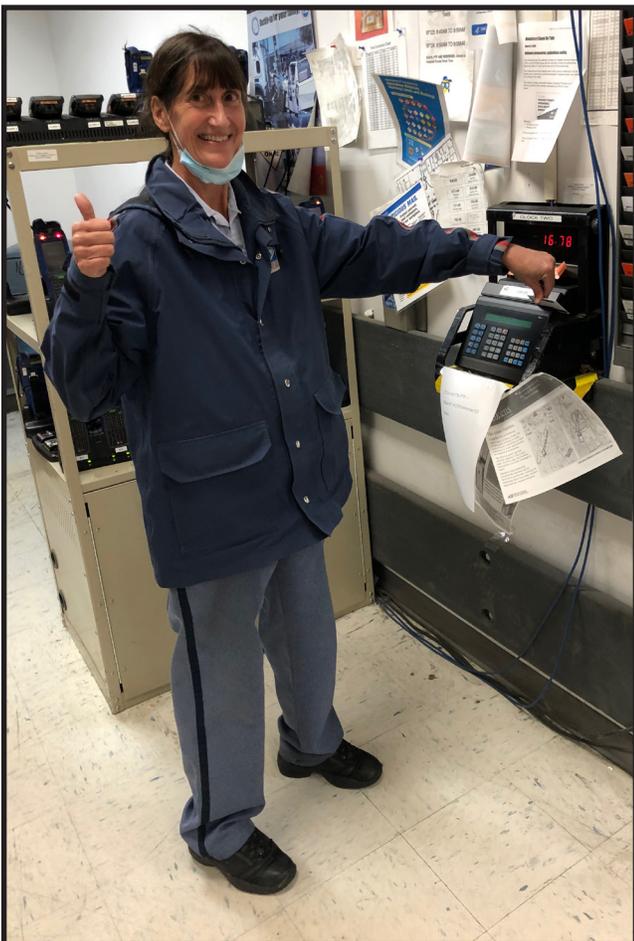
Until next time,
in solidarity, Matt.



Linda Stevens, Hillsboro Bill Stevenson, Midway



Last Punch Bunch



Thumbs up to you too, Linda!
Good luck in your retirement!



Bill, thank you for serving your
fellow carriers as steward.
Enjoy your retirement!



Action Needed to Save Our Postal Service

by Jamie Partridge, Retiree

Postal workers, retirees and our allies have been busy stirring up media attention and pressure on Congress to appropriate sufficient funds to save the people's postal service. In Portland, Communities and Postal Workers United (CPWU) along with the Jobs with Justice coalition have staged three recent actions, two at the East Portland Post Office, another at the Portland P&DC mail processing plant by the airport. More are in the works (probably June 16) and everyone can participate, even if only from home (see below).

A small gathering of clergy, community and postal union leaders memorialized postal workers who have died from Covid-19 on April 28th, Workers Memorial Day, outside East Portland Post Office. The Reverend John Schwiebert of CPWU led the ceremony: "We pray this morning for the forty-five workers who have lost their lives while performing the essential services we count on every day." Willie Groshell, president of the Oregon State Association of Letter Carriers, continued: "Every single day I deliver medicine to veterans, every single day I am the only point of contact for some of my customers, and it blows my mind that in this perilous moment the postal service is being denied assistance by the federal government."

Governor Kate Brown, Senator Ron Wyden and Representative Earl Blumenauer sent messages of appreciation for postal workers and called on Congress to appropriate emergency funds to sustain the USPS. Daniel Cortez and Joe Cogan, leaders of the local American Postal Workers Union, echoed these sentiments and called on the public to rally behind their postal service. The rally generated television and radio coverage as well as a cover story in the Northwest Labor Press.

On May 8th, dozens of cars with signs, music and balloons rallied outside the Portland Processing and Distribution Center in solidarity with postal workers at their shift change. As the essential workers streamed in and out of the plant, postal retirees and community allies shouted encouragement, honked horns and danced to the tune of "Please, Mr. Postman" and other postal favorites. Television and newspaper coverage brought the message "Save Our Public Postal Service" to a supportive public.

On May 21st, thirty cars circled the East Portland post office, honking and displaying balloons and signs reading "Solidarity with Essential Workers," "Hazard Pay for Essential Workers" and "Save Our Postal Service." Letter carriers were also serenaded while loading their vehicles. The car caravan also visited Fred Meyer grocery workers and Legacy Emanuel hospital workers, attracting local television coverage.

The Covid-19 economic collapse has caused a 30% drop in mail volume with an expected 50% drop by summer. Postal revenues are falling precipitously. The Postmaster General recently predicted that the USPS will run out of money by September.

In April the Postal Board of Governors (PBOG), the postal service's bi-partisan governing body, called on Congress to appropriate \$25 billion immediately and additional funds over time to sustain the service.

However, recent top personnel changes have included the loss of two PBOG members (the former OIG who advocated for postal banking and the Deputy Postmaster General, who was a vote-by-mail booster) and the appointment of a Trump crony as Postmaster General (PMG).

New PMG Louis DeJoy is not only a \$2 million contributor to the Trump campaign and in charge of fundraising for the Republican National Convention. More alarming is his thirty-five year experience in "labor analytics" -- the art of eliminating jobs. His former company, XPO Logistics, has a terrible labor record, rife with red flags including sexual harassment, discrimination, speedup, workplace injuries, excessive use of temps, misclassifying workers as independent contractors, and inadequate sick leave during the current pandemic. ("New Postmaster General Is an Expert Job-Killer" by Joe Piette, Labor Notes)

The funding that the postal board of governors is asking from Congress includes \$25 billion for "modernization." What might DeJoy's version of modernization look like? Take a look at the website of XPO: "Our focus is on robotics, autonomous vehicles, automated sortation systems, drones and other cutting-edge technologies that speed goods through the supply chain.... Once startup is complete, our managers use XPO Smart™ labor analytics to optimize productivity." In other words, the company specializes in the science of weeding out any worker who's not super-productive and super-compliant, regardless of seniority or humanity. We can expect DeJoy to bring this same sensibility to running the postal service

The Trump administration has threatened to veto any funding for the postal service which does not mandate major reforms. We know what "reforms" the administration wants and now they have a PMG with the experience and mindset to carry them out. To head off job loss and service cuts -- loss of delivery days, closure of facilities, outsourcing of work, and restrictions on union rights -- will require a fierce battle by postal workers and our community allies. Tighten your belts, comrades.

To send letters to Congress, go to USMailNotForSale.org. To contribute in other ways -- writing letters to the editor, downloading a window sign, helping to pass a City Council resolution, reaching out to veterans, small business, rural, senior or faith-based groups -- visit the facebook page "Save Our Postal Service". To reach Communities and Postal Workers United, go to cpwunited.com.



On May 8th, people decorated their cars to show support for essential employees and postal issues.



A few updates from National...

Bipartisan poll demonstrates overwhelming support for direct funding of USPS

On May 1, North Star Opinion Research and Hart Research Associates, leading Republican and Democratic public opinion firms, released the findings of a national poll commissioned by NALC regarding the continued operation and funding of the U.S. Postal Service during the COVID-19 pandemic. The results of the poll show overwhelming bipartisan support for the Postal Service, with 94 percent of all registered voters polled saying mail and package service is important to them. In addition, 95 percent of registered voters polled said that receiving official government recommendations, supplies, medications and test kits related to COVID-19 via the mail is important to them during this crisis.

When respondents were asked whether they would favor or oppose appropriating funds for the Postal Service to maintain operations through the coronavirus crisis in the next round of financial relief legislation, 92 percent of voters said that they would favor this move. Additionally, 78 percent of voters prefer federal funding over increasing parcel rates, and 70 percent prefer direct funding over government loans.

The poll results clearly show that the American public overwhelmingly supports the direct appropriation of funds for the Postal Service during the pandemic. NALC will continue to work with Congress and the White House to stabilize the agency in the next stimulus package so that the Postal Service can continue to serve the needs of 160 million homes and businesses every day. To view the results of the bipartisan poll, please visit the "Government Affairs" page on the NALC website.

New coronavirus federal aid package includes funding for USPS and hazard pay for carriers

A new coronavirus aid package was recently released by House Democrats that includes \$25 billion in direct funding to the Postal Service. The bill would also repeal restrictions on a \$10 billion line of credit that was authorized in a previous stimulus package. There is also a hazard pay provision that would include postal employees. Certain members of the Senate and the administration will likely resist many of the provisions of the package once the negotiations for a final bill begin.

"Letter carriers should continue contacting their senators to urge support for funding in the next stimulus package," NALC President Fredric Rolando said. "Let your senators know how important the Postal Service is to the American public, and that funding is necessary to replace lost revenue from declining letter volume related to the pandemic, and for COVID-19-related expenses." For more information about how to take action, please visit the "Government Affairs" page on the NALC website.

Pandemic forces cancellation of the NALC National Convention

The COVID-19 pandemic has forced the cancellation of the NALC's 72nd National Convention. At the direction of the NALC Executive Council, Headquarters has notified the convention center, convention hotels and various convention vendors of its decision to cancel the convention, which was to be held Aug. 17-21 in Honolulu, HI. The Council made the unprecedented decision after it became clear that the state government of Hawaii could not provide any assurance that gatherings with the number of delegates attending would be allowed in August. Nor could it be assured that travel to Honolulu would be permitted under the state's strict quarantine law, which currently requires all travelers to self-isolate for 14 days upon arrival in the islands.

President Rolando thanked the leadership of Honolulu Branch 860 for all their hard work in preparing for the convention and expressed the NALC's hope that it would be possible to convene in Hawaii in the future. Please see the NALC website for information regarding cancellation of hotels and travel reservations.



Flag Day

by Bruce Hall, Veterans Representative

Flag Day is June 14, marking the day the Continental Congress adopted the flag as our country's official symbol.



Late in 1775, a committee of Congress with Benjamin Franklin at the head, decided upon a form for a new Flag with thirteen red and white stripes, with crosses of St. George and St. Andrew on a blue field. During 1776 and 1777, a number of flags with thirteen stripes came into use and the need for a national emblem was realized.

On June 14, 1777, Congress passed an act stating, "the flag of the thirteen United States be thirteen stripes, alternate red and white, that the union be thirteen stars, white in a blue field, representing a new constellation."

On January 13, 1794, Congress voted that the flag should have fifteen stripes and fifteen stars because Vermont and Kentucky had become states. This Flag remained in use until April, 1818, when Congress passed an act providing that the Flag should have the thirteen horizontal stripes, alternate red and white, and that the union should display twenty stars representing the number of states then in the Union. It also provided that on the admission of every new state to the Union, a star should be added on the following July 4th, and this has been the regulation ever since.

The white in the Flag symbolizes our liberty and freedom, the red signifies the courage and sacrifices of our nation's defenders, and the blue stands for the loyalty and unity of our citizens.

The flag brings out a wide range of emotions in people from love, thankfulness, and patriotism to hate, unthankfulness, and spite. There have been times of controversy over flying our flag. Some people in protest have even mutilated and burnt the flag. I like to remember how the flag has been the symbol of the freedom which veterans have fought to preserve. Remember the pictures of soldiers carrying the colors into battle. One great picture is the raising of the flag on Iwo Jima. Even though there has been some controversy, I like to hope that we will remember the word "INDIVISIBLE" in the Pledge of Allegiance and remember what our flag stands for and how to display it.

The following are some rules for properly displaying the United States Flag:

- *Don't decorate the flag.
- *Display the flag from sunrise to sunset normally. It can be displayed after dark if properly illuminated.
- *The flag should be hoisted briskly and lowered ceremoniously.
- *The flag can be displayed during inclement weather if you have an all weather flag.
- *If you want to put the flag on your vehicle, fix the staff firmly to the chassis or to the right front fender. Don't drape it over the hood, top, sides, or back.
- *When displaying the flag next to state or municipality flags, the American flag should be at the center and at the highest point of the group.
- *A flag carried in a procession should be to the right of the marchers.
- *On a stage or in a church, The American flag should be on the speaker's right.
- *The flag should never touch anything beneath it, including the ground, the floor, water or merchandise.
- *The flag should not be displayed with the stars down, unless you intend to send a distress signal.
- *When the flag is being hoisted or lowered, when it passes in parade or in review, when the Pledge of Allegiance is said or the National Anthem is being rendered, people should stand at attention and place their hand over their hearts. Men not in uniform should remove their headdress, and persons in uniform should render a military salute.
- *One change in the law under the National Defense authorization Acts of 2008 and 2009 authorizes veterans and out-of-uniform military personnel to render hand-salutes during the raising, lowering or passing of the flag and also during the playing of the National Anthem.
- *A Flag in poor condition should be destroyed in a dignified way, preferably by burning.

To make flag disposal easier for people, our VFW Post obtained an old US Postal Service collection box and had it repainted and labeled as a flag drop box. Then we located it at the Ace Hardware, 7825 N. Lombard St., Portland, OR, on October 13, 2014. Since that time, we have collected 1120 worn out flags. We are planning a Flag Disposal Ceremony at Bateman Carroll Funeral Home located at 520 W. Powell Blvd., Gresham, OR. We normally have the



ceremony on Flag Day, but because of covid-19 pandemic, we are moving the ceremony to Monday, June 15, 2020, at 10am. The funeral home is still working out the details for the ceremony which might vary because of government restrictions. They might resort to a virtual format if necessary. Please contact me at 503-285-8468 or email me at vfw-bruce@gmail.com, if you would like to attend or watch the ceremony online. Our goal is to honor the flag and make it easy for people to have their old flags disposed of properly. **Continue to fly the flag properly and with pride!!!** There are a few other things to bear in mind at this time of year and some dates of importance.

- June 6, 1944 D-Day
- June 14, 1775 US Army founded
- June 22, 1942 Pledge of Allegiance recognized by Congress
- June 22, 1944 GI Bill signed into law
- June 25, 1950 Korean War began
- June 30, 2008 New GI Bill signed into law
- July 4, 1776 Independence Day

Hopefully, everyone can celebrate these dates and remember all who have served and are serving our Great Country, The United States of America!!

Do you have a great picture of a fellow carrier? Or yourself? Maybe an idea for an article, or even a question? Maybe you want to nominate your steward for "Meet The Steward." Send your submissions to **smiller.eightytwo@gmail.com.** Be a part of your newsletter!

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

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
- JARED SZAROLETA**, son of Donna Szaroleta (Oak Grove) Marines, Camp Pendleton
- 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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Representing Oregon Unions

And Employees in

Matters of Collective Bargaining

And Civil Rights

(Law Firm retained by NALC Branch 82)



B-Mike

Congratulations Bob DiNovo!

Postal Management celebrates Multnomah carrier Bob DiNovo's 50 years of service while Branch 82 President David Norton presents him with his gold card, commemorating Bob's 50 years of membership in the NALC. What is a Gold Card? NALC members who have belonged to the NALC for 50 years or more are awarded life membership with gold membership cards. Once life membership is obtained, dues are no longer required. Many Gold Cards have been issued in Branch 82, but this is President Norton's first presentation to an active letter carrier.

Bob DiNovo started his career as a letter carrier in 1970, and is the most senior carrier in the Portland installation. Soft spoken and steady, he has been a fixture at Multnomah Station (and on the ODL!) and plans to keep going. Maybe it's the great attitude, maybe it's the dedication, or maybe it's all the golf in his free time, but Bob has found the recipe to a long and successful career. Way to go, Bob!



MDA Report

By Abe RedCloud, MDA Rep

I hope this finds all of you safe and healthy! I'm reposting the same info for our current event and the possible labor bowl. As far as when I write this on May 20th, we are still planning on the Labor Bowl happening on August 2nd. Please look at the July B-Mike for any changes. Speaking of that, please get your bowling team together, and get an awesome theme going to bring your team spirit!!!! I also need donations for the silent auction, so please call the hall or me if you have anything that could be donated for the silent auction at the labor bowl. The MDA needs our support more than ever, which means **we as a union need to do all we can** to raise the most donations we can for them!
Let's do this, NALC!!!

CURRENT MDA EVENT:

So the raffle is still on like Donkey Kong! Here is the info:

Ticket Prices:

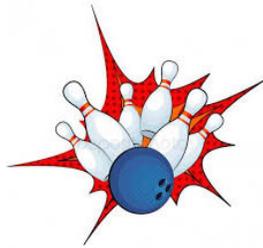
\$5 a ticket or for \$20 you get 5 tickets.

Prizes:

1st Place = GoPro Hero 7

2nd Place = Ipad mini 4

3rd Place = \$50 Visa card



Drawing date:

Sunday July 12th

If public gatherings still aren't allowed in July and our picnic is canceled, then I will update all of you on a new date for the drawing. If you're currently working, PLEASE buy a ticket! With this pandemic, the fundraising for MDA is massively down this year, so we need your help, everyone! Please give your steward at your office \$5 for a ticket today! If you're a steward and don't have tickets, please call the union hall and they can send out a packet of tickets to you. We appreciate your help!

NEXT MDA EVENT:

The next event is BRANCH 82'S ANNUAL LABOR BOWL! Our new date for this event is Sunday, August 2nd. Please put this date on your calendar. Here is the info:

Location: Kellogg Bowl, 10306 SE Main St, Milwaukie, OR, 97222

Date: Sunday, August 2nd

Registration: 11am - 12pm

Bowling: 12pm - 2pm

Minimum Entry Donation: \$60

Food and Drink: Pizza and soda for all bowlers. Beer available for purchase.

Theme: You pick your own team theme!!!! That's right, you come up with your own team theme, and then we will have voting and everyone on the winning team will get a prize!

SPECIAL RAFFLE:

If you raise at least \$100 for your entry, then you will get a raffle ticket for a special prize. This is the only way to get tickets for this special awesome prize! The more money you raise, the more tickets you get for this raffle.

So please put Sunday, August 2nd on your calendars now and start saving each paycheck. Ask your friends and family if they either want to come bowl with you, or if they will give you a donation to help you bowl and get in that special raffle! Last year we had 130 bowlers!!!! Let's do that again!! If we do, then I think we could raise \$10,000 with this event alone!!! Help me spread the word to everyone you know and then we can all witness Branch 82's Annual Labor Bowl be a HUGE success!

And please get some donations to the hall or give me a call for the silent auction we have at the labor bowl.

RHYME TIME:

"In 2020, we made the most money.

For MDA, let's all say Hooray!

Raffle came first, along with this verse.

Aiming super high, higher than the sky.

Fingers are crossed tight,

hopefully this soars to a new height!

Tickets are being sold,

and everyone has been told.

COVID-19 has hit us,

getting TP is a big fuss!

Self quarantine is in effect,

stay 6 feet away to not infect.

Masks here and masks there,

there are masks everywhere!

Some bought in a store and some homemade,

wonder if this fashion will ever fade?"

New Verse:

Events are being cancelled and postponed,

a lot of our lives are being forced to stay home.

The date had to be changed for our Labor Bowl,

I really hope it works out with all my soul!

Take care everyone!

In Solidarity,

Abe RedCloud



B-Mike



The pandemic can't stop Asha Nelson-Nehl from helping fellow Sellwood CCA Chelsea Klimowicz celebrate her 29th birthday.

INJURED AT WORK?

Call BRANCH 82 OWCP REP
Mike O'Connor

Wednesdays and Thursdays
503 493-5903

Check www.nalc.org
or visit the NALC app for
statements from
President Fred Rolando, MOUs
and other updates regarding
COVID-19.

REFINANCE your current vehicle from another financial institution to NWPCU. *Or...* **PURCHASE** a new or used vehicle and finance with us.

**NO PAYMENT!
90 DAYS**

ON NEW, USED AND REFINANCED VEHICLES!

When you purchase through **AUTO SOLUTION**, our Auto Broker, you'll receive an additional .25% off of our already LOW rate. Call **Peter (503-913-3721)** and he will find your dream new or used vehicle.

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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*First payment may be deferred up to 90-days and is dependent upon when your loan closes. Interest continues to accrue during the deferred payment period. The actual Annual Percentage Rate (APR) is based on your credit history and other credit qualifications. All rates are subject to change at any time without notice. All credit is subject to approval. Current NWPCU auto loans may refinance with a minimum advance of \$5,000. **APR=Annual Percentage Rate. Promotion effective January 1 through March 31, 2020. Contact us for details.



WACKY ROUTE PETS



Meet Pearl the Pig

Sure, we all have dogs on the route. Ferocious beasts and kindly soulmates.



We've all shared a friendly hello with the neighborhood cat but also almost had our fingers shredded by the vicious feline in "that one house."



Mason Lunch from Rose City Park greets his route buddy, Pearl the Pig.

But who out there has customers with a more original sort of pet? Who goes beyond the run of the mill average dog and cat?

Or, which "average" pet has proven to be extraordinary to you??

Send your Wacky Route Pet photos to smiller.eightytwo@gmail.com.



NATIONAL ASSOCIATION OF LETTER CARRIERS

Branch 82

5265 NE 42nd Ave
Portland, Oregon 97218



B·Mike

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Portland, Oregon

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ADDRESS SERVICE REQUESTED



**ALL JULY MEETINGS
ARE CANCELLED**
August meetings to be determined

THANK GOODNESS FOR BOB, WRATH DISTRACTOR

**EVERY STATION HAS A BOB, THE LIGHTNING ROD WHO
DIVERTS OUR OVERLORDS' ANGRY EYES FROM OURSELVES**

- Boss, I accidentally scanned the dog and sprayed the Express.
- Hey Chief, we don't really have to report *all* accidents, right?
- You're gonna tell me I can't smoke in the rest room?
- I don't give a rusty rip what the computer says.
- I have no idea how that got in the waste mail.
- Hello? What? You mean I'm *not* off today?
- Never thought you'd find *that* nap spot!
- I was off by one for the whole block?
- Somebody broke my scanner again.
- That wasn't *my* beer can in the van.
- Who's carrying my section today?
- I swear it was a 30-minute lunch.
- What's wrong with sweatpants?
- You can hardly see the dent.
- I'm casing some DPS today.
- Can I help it if I'm slow?
- It was my day off.

