



# B·Mike



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*"An Injury to One is an Injury to All"*

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



Women get it done at Sellwood Station! Pictured here left to right: Rebecca Flynn, Caitlin Love, Aimee Anderson, Jennifer McGeorge, Haylee Gonsalves, Susan Melcher.



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# An Important Benefit in the Face of Inflation

- David Norton, President

Prices everywhere are soaring and one only needs to go to the supermarket to buy groceries or fill up their car at a gas station to see that inflation is on the rise, and in a big way. Workers all over this country are struggling with the ongoing mess that the pandemic has produced. It has caused the slowing of the global economy overall, as well as shipping and supply chain problems. If you couple this with labor shortages in the trucking and the warehouse industry, it all adds up to higher prices for all of us. Wages in many industries don't necessarily keep up with these rises, and we have seen many workers demand some sort of compensation package to cover for this increase in prices.

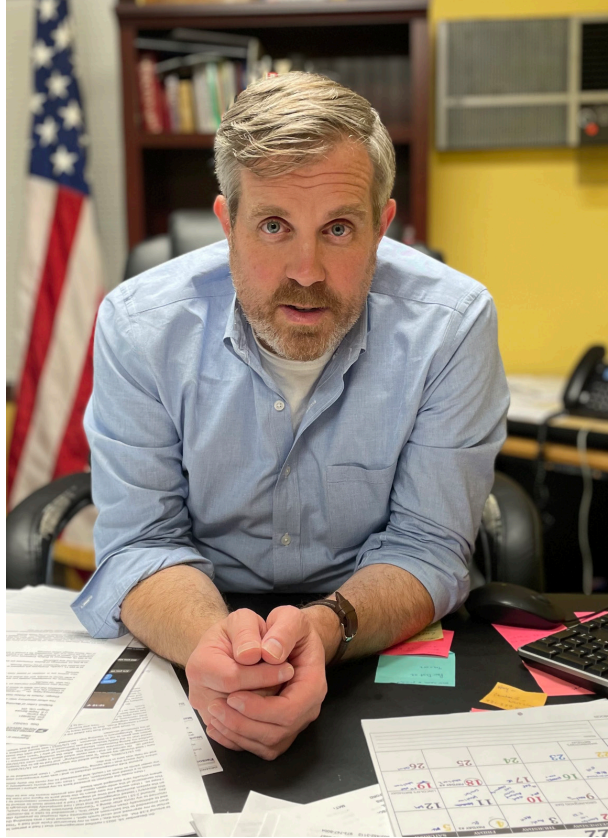
One major benefit we have as letter carriers that is afforded to us under our contract is Cost Of Living Allowances (COLAs). The COLA is for regular carriers, and it is based on inflation. This means that as inflation rises, regular letter carriers will get a raise. We saw one of our largest COLAs ever last year, and this one that we will be receiving shortly stands to be just as big. On February 10, 2022, the Bureau of Labor Statistics announced that the Consumer Price Index (CPI) for Urban Wage Earners and Clerical Workers (CPI-W) stood at 823.000 in January, 77.624 points above the base level of 745.376 in July 2019. So what this means is that the most recent COLA, the 5th COLA under the 2019-2023 National Agreement, stood at 64 cents per hour or \$1,331 annually. So, all regular letter carriers are going to be getting a 64 cent an hour raise.

Our next COLA, the 6th in this contract, will be determined on the increase in the CPI-W between the base index month and July 2022. It will be payable the second full pay period following the release of the July 2022 index.

So far, the five COLAs we have received in this contract have netted letter carriers 194 cents an hour in raises: 1st COLA, 8 cents per hour (\$166 annually), 2nd COLA, 9 cents per hour (\$188 annually), 3rd COLA, 20 cents per hour (\$416 annually), the 4th COLA, 93 cents per hour (\$1,934 annually), and now, the 5th COLA, 64 cents per hour (\$1,331 annually).

These raises are necessary for letter carriers and an important part of our contract. Many unions do not have uncapped COLAs. Many unions, if they have COLAs at all, are capped at a certain

percentage, like say a 5% COLA. In my opinion, a percentage of the cost of inflation just isn't good enough.



Maintaining the uncapped COLA in our future contracts is essential, and growing cost of living wage increases to all aspects of the workforce is crucial to enhancing the lives of our non-career craft employees. Right now, non-career carriers do not receive the COLA like regular carriers. CCAs receive a 1% raise every year of the contract. While 1% may be fine in times of a booming economy with no inflation at all, it just doesn't stack up against what we are currently seeing. Having some sort of wage increase for CCAs based on the CPI would be preferred instead of a blanket 1% wage. Sure, we'll take the 1%, but I think we can do better. While CCAs do not receive the COLA while they are not in a career status, they do receive the increased wages the COLA provides when they convert to career. Everyone benefits from an increase in pay for the letter carrier salary, and right now, the way things are looking, the top pay for letter carriers by the end of this contract could be close to \$75,000 a year. That's base pay!

While sometimes it is hard to sell the benefits of this job to new people starting out as letter carriers, it is easy to see the benefits of COLA increases.

Inflation is hard for working people. It is hard even with a COLA increase. Can you think of what things would be like without it; inflation is booming, and your wages just can't keep up with it? And in a place like where we live where housing costs are climbing? Well, that is the reality for most blue collar workers out there. We already have a problem with wages in this country. That stagnation is only intensified in times of inflation. COLAs aren't perfect and they don't solve everything, but they are necessary for workers and necessary for us as letter carriers to keep in our contract. We have a benefit that many others don't. We get a raise from our employer due to inflation. This is at a large cost to the Postal Service. They aren't going to just pay us because it is the right thing to do. Our national offices work hard to maintain the benefits we have in our contract, and keeping the COLA is top priority. The fact that we have it at all speaks to the hard work of the NALC, its officers, their foresight and the power of collective bargaining.



# CCA Academy

- Betty Nash, Vice President

Hi again to all you hard working letter carriers. Since my last article, I have been doing more and more of the CCA Academy presentations. I find that I really enjoy giving this presentation because it gives me the opportunity to share many of the benefits that our union has managed to gain for us through collective bargaining.

The majority of these new CCAs have never worked in a union environment before, some may even have a bad impression of what unions are about. Maybe someone in their family had a bad experience with a union, and once they make up their mind that the word "union" is a bad word, it's hard to change their opinion. Or perhaps they find it hard to contribute some of their hard-earned dollars for dues when they can still get the benefits for free. Some of the new CCAs just don't know what to expect from a membership in a union.



Of course, we discuss pay issues and how overtime and penalty overtime is paid. They often ask how long they can expect to be a CCA before they are converted to career, the benefits of opting, etc. I let them know that their stewards and fellow carriers will help them with their questions and all of the different terms that we use in the post office; they just have to ask for help. Everyone, including management, wants them to succeed. I hope that everyone reading this article will give a CCA help when asked. Even if they don't ask, if you see them struggling, lend a hand or advice so that they don't feel so alone. Remember, we were all there at one time- walking into a new office and feeling unsure if we could do this new job. A word of guidance can go a long way to support a new employee. These new CCAs are here to help us. They will make mistakes, so let's be patient and give them instruction, not insults.

As long as you do your job, the post office can be a very rewarding place to work. You get to work outside, which is the best part of the day. On your own, with no one next to you telling you

what to do and being able to set your own pace, going to lunch when you feel like it, going to break when you think it's necessary, organizing your deliveries so that it's logical. In addition to the freedom of being on your own for much of the day, you get to meet some really nice people. It's a great feeling when one of our customers goes out of their way to say thank you for the job that we do or give you a Gatorade when it's hot outside.

As letter carriers, we really do serve our community. We bring them much needed medicine, dog food, toilet paper, cards and letters from family, etc. I think that especially during the pandemic, people have come to realize just how important our job is.

I tell the CCAs that if they continue with the post office and make it their career, they will have that sense of com-

munity, good benefits, good pay, the feeling of a job well done, and for me one of the most important things: a sense of security. If there is a government shutdown due to political issues, many federal workers get furloughed. In the private sector they get laid off or fired due to other issues. The post office keeps working because we are essential workers, we are in the constitution, we have no layoff clauses in our contract, we keep the country running.

If the new CCAs want to be part of something worthwhile, something that contributes to the community, something that will offer stability to your family, then they should join the union and the USPS. I know that this may sound a little idealistic, but it's true.

Let's take care of each other.



**B-Mike**

# Hello Again From The Office Of Your Secretary-Treasurer

- Matt Pierce, Secretary-Treasurer

We often get calls and questions at the union hall by people who are seeking advice about what to do about money. It makes sense. We all go to work every day to earn money. For something we all deal with, money holds a singularly odd place in our culture. No matter what you do with your life or where you go, in some way we'll all have to deal with money. Yet openly and freely discussing it and sharing our experience with others about money is for some reason considered taboo. Therefore, since people don't feel comfortable discussing it with their friends and family, it only makes sense that they'd reach out to someone who they feel is qualified to advise them. That, unfortunately given the current laws and regulations in our country, is where well-meaning and trusting people can get themselves into a situation where they end up losing way more of their hard earned money than they need to.

I never give specific advice about what someone should do with their money. I'm not qualified, and I'd have to know much more about a person's specific situation than I could glean from one phone call. But there is one piece of specific advice I always tell people. If you go to any sort of professional for financial advice, always ask them if they are a **Fiduciary**. A fiduciary is a person or organization that acts on behalf of a person and is legally and ethically bound to act solely in their best interests. A fiduciary must put your best interest above their own. A financial advisor who's a fiduciary has an ethical duty to recommend the best investments for you, not one that makes them money.

Ideally, if you need help with your retirement planning, hire a fee-only financial planner, someone who only gets paid for their advice and not for anything else. Certified Financial Planners (CFPs) and Registered Investment Advisors (RIAs) are fiduciaries, for example. They don't get kickbacks from certain products, and they don't tack on extra fees. Instead they help you make a financial plan that works for you. But no matter who you go to, always ask them if they are a fiduciary. You can verify a CFP through the CFP Board's website.

Who else is held to a fiduciary duty? Lawyers are a typical example. Would we all be fine with some lawyers breaching client-attorney privilege or cutting a deal with the prosecutor's office to convince you to plead guilty in exchange for a kickback

on the saved court costs? Or convincing you to settle a lawsuit in exchange for some of the funds on the back end? No? Well it's now perfectly legal and accepted in the financial industry.



Fiduciary is a much higher level of accountability than the "suitability" standard required of financial salespersons such as brokers, planners and insurance agents who work with retirement plans and accounts. "Suitability" means that as long as an investment recommendation meets a client's defined need and objective, it is deemed appropriate, even if it isn't the best option for you but does make them the most money. Under a fiduciary standard, financial professionals are legally obligated to put their client's best interests first, rather than simply finding "suitable" investments. It leaves no room for advisors to conceal any potential conflict of interest, and it states that all fees and commissions for retirement plans and retirement planning advice must be clearly disclosed in dollar form to clients.

In the final year of the Obama administration, an update to the fiduciary rule expanded the "investment advice fiduciary" definition under the Employee Retirement Income Security Act of 1974 (ERISA). It automatically elevated all financial professionals who work with retirement plans or provide retirement planning advice to the level of a fiduciary, bound legally and ethically to meet the standards of that status. It would have required that all financial professionals (like brokers and insurance agents) adhere to the "fiduciary" standard—meaning they'd have to work in your best interest if they were advising you on your retirement investments. Simply, they would have had to put your needs before theirs.

When President Trump came into office, he repeatedly put a hold on the implementation of the regulations, and before it could finally be implemented, the Fifth Circuit Court of Appeals vacated the fiduciary rule in a 2-to-1 decision saying it constituted "unreasonableness," and that the DOL's implementation of the rule constitutes "an arbitrary and capricious exercise of administrative power," effectively requiring an act of congress to renew the requirement.

What does that mean for the average person like you and me? It means that it's once again perfectly legal for your retirement



planner to, in my opinion, scam you. I'm sure they'd take issue with the phrasing, but effectively it's what they're doing. For many financial planners, there's no requirement that the advice they give you is in your best interest. Instead, they can suggest products and funds that give them a kickback, even if the products don't perform as well as others or have higher fees attached to them. In fact, the White House's Council on Economic Advisers found that non-fiduciaries cost retirement investors (you and me) \$17 billion per year. That means if every financial advisor had to act in our best interests, the average little guy like you and me would have 17 billion dollars more every year of our money. You can look up various examples online but a small difference in fees of 1% to 2% can have a massive lifetime difference in the hundreds of thousands of dollars for the average investor.

Obviously, the financial industry has a lot of money to spend lobbying congress to make it very difficult for the fiduciary rules to be made into law. So until, if ever, that ever happens, please tell your family and friends to always ask any advisor if they are a fiduciary. Because remember, it is perfectly legal for lower income, hardworking people to be tricked and ill-advised by planners who have no qualms siphoning away the retirement savings the average American works so hard to stash away, all under the guise of "advising" them.

Until next time, In solidarity,  
Matt



**Sellwood CCA Xyla Parsons**

## Meet the Steward: Jennifer McGeorge, Sellwood



Hello beautiful people! My name is Jennifer McGeorge, and I'm a steward at Sellwood DCU. I've been a carrier for 5.5 years and steward for 4. I love being a mail carrier, especially at Sellwood. There is a great crew of people there. I choose to be a union steward because I love helping people. I especially try to look out for the CCAs because they have such a hard job. I always try to be open and approachable for any of my coworkers to come to me with issues. Even if they just need someone to vent to. It's a tough job but can also be very rewarding.

In my free time I love to spend time with my partner and our dog. We like to kayak and spend time outdoors, drink beer and cook dinners together. I also love doing yoga and meditating.

I look forward to a long career with the post office and am lucky to have so many awesome coworkers. Keep up the good work everyone!



**B-Mike**

# Women's History Month

March is Women's History Month, and the U.S. Postal Service proudly celebrates the accomplishments of women who have helped shape the organization.

USPS employs about 289,500 women, which is more than 45 percent of the postal workforce. Throughout our 242-year existence, women have contributed to our success across all areas including mail delivery and processing, transportation and leadership.

The contributions women have made to the Postal Service are too vast for one post, so we are highlighting just a few of the pioneering women who have helped make the organization what it is today. We also spotlight the diversity of women whose accomplishments are celebrated yearly on U.S. postage stamps.

Sarah Black is the first known woman appointed to carry mail in the United States. She was appointed on April 3, 1845, and her Charleston, MD, mail route garnered her a whopping \$48 per year salary.

Mary Fields, known as "Stagecoach Mary," is the first known African-American woman to carry mail. Born a slave, Fields was freed after the Civil War and eventually settled in Cascade, MT, where she began driving a mail wagon at age 63.

In 1913, Katherine Stinson became the first known woman to carry mail by airplane when she dropped mailbags from her plane at the Montana State Fair. In 1918, she became the first woman to fly the mail on a regular airmail route. By the end of the 19th century, women managed about 10 percent of the country's 70,000 Post Office locations. Pennsylvania had 463 female postmasters — more than any other state. Virginia was a close second at 460.

In January 1923, Elizabeth Barnard became the highest paid female Postmaster at that time when she was appointed to the job in Tampa, FL, with a \$6,000 annual salary. For comparison, the average annual salary for postal employees during that time was \$1,870.

During World War II, the number of female Postmasters increased significantly to more than 17,500 out of 42,680 in 1943.

After World War II, the overall number of women postmasters decreased slightly as men returned from the war and reclaimed



**Genevieve Baskfield, circa 1920**

Miss Genevieve Baskfield was appointed as a village carrier in Zumbrota, Minnesota, on June 1, 1919, at the age of 18. She resigned in September 1924 shortly after her father, who had been postmaster, left office.

their jobs. In August 1949, more than 40 percent of the nation's 41,575 postmasters were women.

In February 2015, Megan J. Brennan became the first woman to be appointed Postmaster General and the chief executive officer of the world's largest postal organization.

Since 1893, women and their contributions to the world have been celebrated on U.S. postage stamps.

Notable stamps include:

Eleanor Roosevelt, issued in 1998, honors the vocal and progressive First Lady who became a champion for social reform.

Sacagawea, issued in 1994, pays tribute to the only woman to accompany Lewis and Clark's expedition through the Pacific Northwest.

Women in Military Service stamp, issued in 1997, celebrates the nearly 2 million women who have served in the armed forces.

Amelia Earhart, issued in 1963, celebrates the first female to fly solo across the Atlantic Ocean.

Mexican-American singer Selena was celebrated on a stamp in 2011 for her role in popularizing Tejano music and breaking gender barriers.





# 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 2nd, 2022.

Date \_\_\_\_\_

I am the child of active/retired/deceased letter carrier \_\_\_\_\_  
of Branch 82, Portland, OR. I am a high school senior in the 2021-2022 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



**B-Mike**

# Opting: A Breaking Bad Story

- Jon Cabral, Chief Steward & Recording Secretary

It was a cold, dark, and misty morning, and the sky over the city looked as if it was about to burst, hinting at the great chance that it will not be a fun day to carry the mail. Yesterday was a holiday, and as the CCA made their way into work, exhausted from two long days of delivering Amazon parcels, they thought to themselves, no matter how bad the day might be, at least I will have my opt to rely on, nothing can take that from me. The CCA had just gotten through their 90/120 day probation, and had yet to experience the misfortune of having their opt broken. They had heard of it happening, but they work very hard, and surely their supervisor would not do such a thing to someone who shows up every day, does everything they are supposed to do, and has never complained once. Today was the day that all of their feelings of security would be shattered.

The CCA pulls into the parking lot of their station, sits for a minute to collect themselves before starting the work day, gets out of their car, and before they could even shut their door, they see a supervisor running up to them yelling some inaudible instruction. The CCA found this to be shocking, not because the supervisor was yelling something that sounded like they had a bunch of marbles in their mouth, that happened all the time, but because they had never seen the supervisor away from their desk before. The CCA yells out "What, I can't hear you." The supervisor finally makes their way over, after what seems like an eternity, and repeats what they were trying to say, "I saw you pull in, and I was trying to catch you before you clocked in." The Supervisor thinks to themselves, I certainly don't want to pay you, if you aren't even going to carry here today. The CCA says "Why, it's going to be a busy day, I want to get started." The Supervisor responds with "I know that! We have decided to BREACH the contract in multiple ways, and you are going to be the one to suffer! Ha-HA-Huh!!... Uh, sorry. Did I say that out loud?" The CCA says "Yes!" and slams the car door shut, in a final effort to show that they are not leaving, knowing now what the supervisor is about to say. The supervisor, finally getting to the point, tells the CCA, "You are going to another station on the other side of the city, they are 20 routes down, and I was ordered to send a 'good' CCA. We don't care about your opt on route 1, you have to go due to the needs of the Service." The CCA stands there for a moment, digesting what they had just been instructed, and accepts their fate. They simply say "Okay." The supervisor then says "Good. And oh by the way, you don't have a day off this week, I'll see you tomorrow."

The CCA opens the creaking door on their 1978 Chevy El Camino, gets in, shuts the door, and starts the car up. They then back up and start to drive out of the parking lot. All of a sudden, as the CCA traversed their way through the parking lot, looking through their rearview mirror, the sky finally opened up, and started to dump hail on the supervisor as they hobbled their way

back into the station to go further fester at their desk, like an open wound that has given up on healing, and has instead turned to corruption. The CCA calls their shop steward on their way to the next station, and informs them of everything that just took place. A couple days later the steward successfully files multiple grievances for the many violations that occurred when management decided to send the CCA to another station, didn't pay their mileage, and broke their opt for eight hours. Contractual justice had been found, but the paranoia of not knowing when their opt would be broken again lingered for their remaining time as a CCA.

The story above dramatizes events that take place far too often, when management decides to break bad in regards to the contract, and seemingly throws it out the window. I now would like to just

go over some opting facts, so everyone can know their rights, as well as the rights of their co-workers.

What is opting? – Opting is the act of placing a temporary hold down on a route that is expected to be vacant for an anticipated duration of five (5) days or more in the delivery unit to which they are assigned.

What kind of routes can be opted on? – Regular routes, Reserve Positions, and Carrier Technician assignments.

What creates an opt? – Carriers going out on leave, Regular Carriers and Reserves opted on other assignments, Details to other management or administrative positions, carriers elected as Full Time union officers, and carriers out on injury, amongst other various reasons.

Who can opt? – Regular Routes: CCAs, Reserves, Full Time Flexibles (FTFs), Part time Flexibles (PTFs), and Unassigned Regulars (UARs).

Reserve Positions: CCAs, FTFs, PTFs, and UARs.

Carrier Technician Assignments: career carriers, i.e. Reserves, FTFs, PTFs, UARs, and Regular Carriers.





When can a carrier start opting? – CCAs can start opting after 60 calendar days from their hire date. Reserves, FTFs, PTFs, and UARs can start opting immediately upon conversion.

How to opt? – Management is required to post an opt sheet each week, this is where you can sign up for the various routes that will be vacant for five (5) or more days. Note: management may accidentally fail to list all of the available routes. It is always good to keep an eye on the leave board and schedule, to see if there is something good to opt on that isn't listed.

Who gets awarded the opt? – The Career Carrier with the most seniority gets awarded the opt first, if no Career Carrier opts on an assignment, then the CCA with the highest relative standing is awarded the opt.

What can contractually break an opt? – Nothing, other than when the Regular Carrier who's assignment is being opted on, returns to the position, or when a Regular Carrier assumes the position, i.e. a vacant route was awarded to a Regular Carrier.

How long does an opt last? – The opt lasts until it is contractually broken, like when a carrier bids off of a route, it goes up for bid, and is then awarded to a new carrier.

Can you voluntarily break an opt? – Regular Routes/Reserve Positions: No, unless one of two scenarios takes place after a CCA is converted to a Full Time Regular Career position. 1. They will have the option to assume an arbitrary assignment if offered to them by management, or 2. They choose to voluntarily bid off of the route during the normal bid-cycle.

Carrier Technician Assignments: Career Carriers can voluntarily opt on and off a Carrier Technician Assignment, as it is a higher level assignment.

Does a CCA on a long-term opt have to assume an arbitrary assignment when converted to a Full Time Regular Career position? – Under no circumstances does a CCA, who is on a long-term opt, have to assume an arbitrary assignment given to them by management. Though they can choose to assume it if they want to.

When does an opt start? – Opts will typically start on the Monday following the posting of the weekly schedule. However, opts do not always necessarily start on a Monday, for example, a carrier could be planning to go out on FMLA leave starting after Monday, that is planned to be for a duration of five (5) or more days, in which case the opt would start in the middle of the week.



**New York City Letter Carriers, 1917**

From left to right: Miss Eleanora Regan, Mrs. Josephine Norton, and Mrs. Viva R. Hawley, three of New York City's experimental women carriers in December 1917.

## Branch 82 Officers

President	David Norton	503-493-5903
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**B·Mike**

# MDA Report

- Abe RedCloud, MDA Rep



Happy March, everyone! You know what March means???? Our first MDA event, that's what! And it's our yearly Branch 82 raffle!!!! I would have LOVED to do a Labor Bowl, but with the rise of the new COVID strain, it's yet again not the right time. So I ask that if you would normally put your \$60 in for bowling, think instead of putting that into the raffle! It's all for a good cause, and check out the AWESOME prizes in the MDA RAFFLE FLYER!!! Here are the important details:

**Price:** Tickets are \$5 each or 5 tickets for \$20

**Dates:** Tickets on sale March 9th - June 8th

**Drawing:** Drawings will be at the General Membership Meeting on Wednesday, June 8th. You do not need to be present to win. 1st ticket drawn = first pick, 2nd ticket drawn = second pick and so on. If not present, I'll text/call you.

**Tickets:** You can get tickets at the Branch 82 Union Hall or through the steward at your office.

**Questions:** Text/Call Abe at 831-331-0798, or call Branch 82 at 503-493-5935.

We have AWESOME PRIZES, and there are 12 chances to win something!!! Last year we raised \$5,300 with this raffle. Can we beat that this year? You know what's coming.....I CHALLENGE BRANCH 82 to raise \$6,000 for MDA with this raffle! The challenge has been thrown down, now let's see all you amazing people buy and sell some tickets!

Let's DO this Branch 82!

In Solidarity,  
Abe RedCloud

## Branch 82 MDA Raffle!!



**Details:**  
**Price:**  
Tickets are \$5 each or 5 tickets for \$20  
**Dates:**  
Tickets on Sale March 9th - June 8th  
**Drawing:**  
Drawings will be at the general meeting on Wednesday June 8th. You do not need to be present to win. 1st ticket drawn = first pick, 2nd ticket drawn = second pick and so on. If not present, I'll text/call you.  
**Tickets:**  
You can get tickets at the Branch 82 union hall or through the steward at your office.  
**Questions:**  
Text/Call Abe at 831-331-0798  
Or call Branch 82 at 503-493-5935



**Jane Mikesell, 1969**  
Courtesy Jane Mikesell

Mrs. Jane Mikesell began her 30-year postal career on May 13, 1968, as a letter carrier in Phoenix, Arizona. She was that city's first woman letter carrier.







**Evelyn Brown, 1967**

Mrs. Evelyn Craig Brown started delivering mail in Washington, D.C., in 1963. She was the first woman to deliver mail in the city since the World War II era.

## EAP Website Scavenger Hunt

### How to enter:


Go to the EAP website at [www.EAP4YOU.com](http://www.EAP4YOU.com).

Search the website for the answers to the five questions below, then email your answers to [Cerisse.M.Lee@usps.gov](mailto:Cerisse.M.Lee@usps.gov).

All participants will be entered into a drawing for an Amazon gift card. Seven (7) \$25 gift cards will be awarded. Deadline for entries is May 20, 2022.




### Scavenger Hunt Questions:

1. According to the EAP Overview Video, who can access the EAP benefits?
2. How and when can you access your EAP services?
3. What are five things My Strength offers?
4. What are the mediums that can be used for counseling services?
5. Name three recourses available for military/ veterans?



800-327-4968 (800-EAP-4YOU) | TTY: 877-492-7341

\*\*Sponsored by the ID-MT-OR EAP District Advisory Committee\*\*



**B·Mike**

# Remembering Tom Brown

Tom Brown passed away on January 29, 2022 at the age of 81. He had been enjoying retirement since the year 2000.

I met Tom in 1978 at Rose City Park Station as a PTF. I remained friends with Tom until his passing.

For those that didn't know Tom very well, he was a highly educated man having graduated from Gonzaga University. He taught English in Zambia, traveled to Africa at least 5 times and on his bucket list had wanted to travel to Africa one more time. Unfortunately he was unable to make it there before his death. He was an avid reader of murder mysteries and historical figures and loved Beethoven. He actually thought maybe he was Beethoven reincarnated, just kidding. But his love of classical music was in part because of his love for Beethoven. He was also an avid birder, having traveled to Panama, Belize, Mexico, Cave Creek, Arizona, and Eastern Oregon as well as other parts of the United States to spot as many different species of birds as possible. In his later years he would be found walking daily in Laurelhurst Park trying to spot those elusive birds.

In his early years he hitchhiked alone around Europe and North Africa. He thought himself very lucky that he was in West Berlin on June 26, 1963 to witness President John F. Kennedy say those famous words, "All free men, wherever they may live, are citizens of Berlin and, therefore, as a free man, I take pride in the words, Ich bin ein Berliner." Earlier in Tom's life, he worked on John F. Kennedy's campaign for president while living in Washington D.C.

I remember meeting Tom at Rose City Park Station and seeing what a great advocate for the union and workers' rights he was. He taught me to look out for your fellow carriers, be a witness and stand up for yourself and others. There was one time I remember when management had me clean up a route of four days of stacked up mail because of a snow storm on route 1303. I didn't finish casing up that mail until 3 pm as most of the regular letter carriers were returning to the station. Management was only going to give me two hours of street assistance. The flats alone for each street were so many, they filled one tray stacked upright. Tom went up to management and insisted I get more street help. Two hours wasn't going to cut it. I think management finally saw their miscalculations because of Tom's insistence, and I got a lot more street help. Thank Goodness.

Tom bid out of Rose City Park Station to the Main Office. He convinced Doug Lee and me to bid on two routes that were open at the Main Office and we both joined him there. Doug got there first and I waited awhile longer to bid out. The days at the Main Office I think were fairly happy days as carriers. We had no vehicles, just relay boxes with our push carts. For some of the routes we needed to walk under the Lovejoy Ramp and it was a little spooky for me. Tom, if he could, would meet me to walk back

to the station together to help alleviate my fear of the unknown. Those were the days of 8 hour routes and 701 for those old enough to remember.

Tom Brown will be missed. He had a great heart and a love of life. Rest In Peace, my Friend.

In conclusion, here is a poem he wrote about my route at Rose City Park Station.

An Ode to Jeannie (and Her Route)  
(Written to the tune of She was a Friend of Mine)

Jeannie is a Friend of Mine,  
Come the rain or come the shine.  
She is there most all the time,  
Ready with her Friendship Fine.

Jeannie's route's no Friend of mine.  
Or my body it's not kind.  
It goes oink-oink all the time,  
And in Fact it's a goddamn swine.

Thanks, Tom, for all the memories.  
Love Jeannie Mee Quan





# In Memory of Tom Brown

I met Tom Brown in 1975 at Rose City Park Station. I had just been made regular after serving two and a half years as a PTF at Tigard Station. As you could guess, there were a lot of vacancies there due to a new-fangled test called LCRES (Letter Carrier Route Evaluation System). Most of you will know it by a different name, the Kokomo plan.

As the months passed, Tom was a constant leader in that fight and showed himself to be a capable union person. I can still remember our meetings with legal counsel from headquarters and the way Tom was always at the forefront of those discussions.

When I think of Tom I am reminded of his wonderful wit and deep intelligence. He was one of the smartest people I have ever known. As a branch officer he represented many and was well respected by our members and postal management. I tried on several occasions to try to get him involved at the regional level for the NALC, but he knew what he wanted out of life and being stuck in an office wasn't it.

Tom loved to travel, and he had a treasure of memories from around the world. Many times, we would go for a beer after a meeting, and I'd love to hear his stories of the road. We were separated through the years by distance and interests, but I will never forget his quick smile and concern for others. Rest in peace, my friend.

Jimmy Williams

*In Memoriam*

**Tom Brown**

## Branch 82 Non-Members

Neville Chambers, Beaverton

Steve Dean, Beaverton

Steven Eldridge, Beaverton

Robert Gardner, Beaverton

Michael Porschien, Beaverton

Kristyann Stafford, Canby

Keith Wery, Canby

Ona Vesa, Creston

Jeffery Maloney, 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

De Bui, Lake Grove

Albert Chan, Lents

Ronnie Lewis, Lents

Jeffrey Smith, Lents

Christian Strong, Lents

Joshua Jennings, McMinnville

Elizabeth Krieger, McMinnville

Mikka Vironen, McMinnville

Brandy Bosnar, Newberg

Robert Kahl, Newberg

Benjamin Siefken, Newberg

Kenneth Boettcher, Oak Grove

Thomas Carter Jr, Oak Grove

Jonathon Ford, 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

Rachelle Slay, Parkrose

Justin Zimmerman, River District

Allen Nelson, Troutdale

Robert Hawkins, West Linn

Patrick Dyche, West Slope



# Spring Into Action

- Bruce Hall, Veterans Representative

The first day of spring falls on March 20, 2022, but on Ground Hog Day, February 2, 2022, Punxsutawney Phil came out and saw his shadow, so we are supposedly in for an additional six weeks of winter. Even with a longer winter, spring will come. Even with the pandemic, the administering of the vaccine should allow us to have a relatively normal time of changing from a season of dark, dreary depression into a new season of bright, new optimism. Change is not easy. We need to constantly know what is changing, how it's changing, and how we should handle change. We need to be alert, educated, and ready to spring into action when necessary to ensure that we take care of our veterans. We need to continually contact our congresspeople and ask them to do all they can do to insure that we 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 [vwac@vfw.org](mailto:vwac@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 have returned from the war, and the military is in the process of reducing the number of troops. There are a couple of websites available to veterans 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 affect emotional functioning. Also many more are addicted to drugs and alcohol, which affects their mental condition. 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:

You may notice sudden or gradual changes in the way that someone typically behaves. People in this situation may behave in ways that don't seem to fit their values, or the person may just seem different.

## 2. Uncharacteristically angry, anxious, agitated, or moody:

You may notice the person has more frequent problems controlling their temper and seems irritable or unable to

calm down. People in more extreme situations of this kind may be unable to sleep or may explode in anger at a minor problem.

## 3. Withdrawal or isolation from other people:

Someone who used to be socially engaged may pull away from family and friends and stop taking part in activities that used to be enjoyable. In more severe cases the person may start failing to make it to work or school. Not to be confused with the behavior of someone who is more introverted, this sign is marked by a change in a person's typical sociability, as when someone pulls away from the social support typically available.

## 4. May neglect self-care and engage in risky behavior:

You may notice a change in the person's level of personal care or an act of poor judgment. For instance, someone may let personal hygiene deteriorate, or the person may start abusing alcohol or illicit substances or engaging in other self-destructive behavior that may alienate loved ones.

## 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.

In order for us to help others, we need to practice Healthy Habits of Emotional Well-being.

1. Take care of ourselves, eat, sleep, and be active
2. Get checkups for our emotional well-being
3. Engage and connect wisely, have healthy relationships
4. Relax, reduce stress in our lives
5. Know the five signs of emotional suffering

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 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.myfreetaxes.com](http://www.myfreetaxes.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 others 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.

It seems like everything in today's world is political. The military is no different, therefore, it is vital that we continually watch the activities of our legislature. Veterans' organizations like the VFW and American Legion are constantly working on veterans' issues with our president and congress. The legislative priority goals for 2022 include: providing sufficient funding for all VA programs: protecting quality of life programs for military service members, retirees and their families: improvements in transition and employment tools for separating service members and veterans: and continued oversight and improvement to VA disability claims system. We must remain vigilant and remind congress that cutting any benefits earned by veterans, service members and their families is not acceptable. Let your senators and representatives be aware of your veterans' issues!

SPRING INTO ACTION, contact your congresspeople!

## ACTIVE DUTY

**Darren Cruz**, son of Gary Cruz (River District) Army, Ft. Lewis

**Noah Duarte**, son of Ricardo Duarte (St. Helens) Army, Ft Hood, Texas

**Greg Gerard**, son of George Gerard (Beaverton) Navy, Virginia Beach

**Casey James**, (Waterfront) Army, Jordan

**Roberto Jimenez**, (Creston) Army, Qatar

**Samuel Kunz**, son of John Kunz (Parkrose), Navy

**Christopher Manivanh**, son of Simang Manivanh (Hillsboro), Army, Iraq

**Zachary Padaca**, son of Eleanor Padaca (River District) Navy

**Bill Quigley Jr**, grandson of Ken Quigley (Gold Card Member) Army, Iraq

**Connor Sheehan**, son of Pat Sheehan (retired) Army, Ft. Houston

**Dean Schuchardt**, son of Patricia Schuchardt (Multnomah) Army

**Tom Totten**, son in law of Lee Travis (retired) Army, S. Korea DMZ

**Matthew Underwood**, son of Rick Underwood (River District) Marines, Camp Pendleton

## Proposed By-Law Change

(proposed new language in bold, italic)

### Section 5. EXECUTIVE BOARD

D. The Executive Board, as the Editorial Committee of the Branch publication, shall enforce without prejudice Branch policy. ***The monthly B-Mike shall be delivered to members at least ten days prior to that month's branch meeting, either by mail or on the Branch website.***

Submitted by: Jamie Partridge, Tom Richardson, Peter Shapiro, David Medford, Benjamin Stutz, Rogue Robertson, Sherry Jones, Colin Moore



**B-Mike**

## 100% Organized Offices

Aloha  
Collections  
East Portland  
Forest Park  
Gladstone/Happy Valley  
Holladay Park  
Hillsboro  
Kenton  
Lake Oswego  
Midway  
Multnomah  
Piedmont  
Rose City Park  
Sellwood  
St. Johns  
St. Helen's  
Tigard  
Waterfront

## INJURED AT WORK?

Call BRANCH 82 OWCP REP  
Mike O'Connor

Wednesdays and Thursdays  
503 493-5903

## MCKANNA, BISHOP, JOFFE

Attorneys

1635 NW Johnson Street

Portland, Oregon, 97209

Telephone: 503 226-6111

Fax: 503 226-5121

John S. Bishop Elizabeth A. Joffe

Elizabeth A. McKanna

Legal Assistant

Marla R. Menkins

Representing Oregon Unions

And Employees in

Matters of Collective Bargaining

And Civil Rights

(Law Firm retained by NALC Branch 82)

### 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.

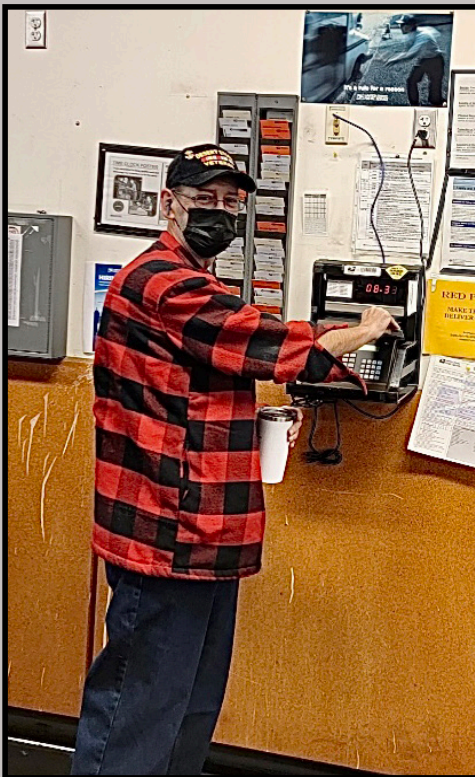






# *Last Punch Bunch*

Dale Archie- Lents  
**Congratulations!!!**



Dale Archie, Lents, making it official.



Long-lost MCSO Jack Melcher actually flew in from his new home in St. Paul, Minnesota just for Dale's retirement ceremony.





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# NALC Branch 82 Membership Meeting Februaury 9, 2022

**Call to Order:** 7:10

**Pledge of Alliance:** Bruce Hall

## **Deceased Members:**

Thomas Brown, former Branch 82  
Vice-President

## **Moment of Silence**

## **Roll Call of Officers:**

President David Norton, Vice President  
Betty Nash, Secretary-Treasurer Matt  
Pierce, Chief Steward & Recording  
Secretary Jon Cabral, B-Mike Editor  
Suzanne Miller, Health Benefits Officer  
Eric Matras, Director of Retirees Sam  
Smith, Sergeant At Arms Chuck Solomon,  
Safety Officer Don Cadwell, MDA Repre-  
sentative Abe RedCloud, Executive Board  
Members at Large Randall Hoxie, Janelle  
Lee, Trustees Lois Brumfield, Casey  
English, Dave Esch, Julius Fildes, Ted  
Lulich, George Wallenstein, LCPF Repre-  
sentative Sue Canfield, Veterans Represen-  
tative Bruce Hall

## **Officers Absent:**

Brumfield, Cadwell, Canfield, Wallenstein

## **First Time Members:**

Suriadi Santosa – Troutdale  
Kevin O'Regan – Kenton  
Monte Drake – Rose City Park

## **Guests:**

Hunter Gwen – In hiring process

## **Reading of the Minutes:**

Motio: Matris made a motion to dispense with the  
reading of the minutes. Seconded: Rick  
Banton, Carried. English made a motion  
to approve the minutes as printed in the  
B-Mike. Seconded: Cody Harris,  
Carried.

## **Communications**

## **Membership Report:**

Regular: 1161, CCA: 230  
Retiree: 522, Gold Card: 73  
Management & Other Crafts: 36  
New Members: CCA-50  
Total Membership: 2022  
Non-Members: 42, Organized: 97.075%

## **Retired:**

Deborah Carr – Tigard  
Benton Chong – Multnomah  
Hanna Kulesza – Evergreen  
Dale Archie – Lents

## **Canceled:**

Denise Arizmendez, Lents– Craft Trans-  
fer; Nicolas Carty, Creston– Craft Transfer

## **Separated:**

Mykla Anderson – Rose City Park  
Alexandra Davisson – River District  
William Dimezza – Multnomah  
Joe Fruichantie - Tigard  
Dyson O'Connor - Evergreen  
Jeremy O'Dea - Piedmont  
Ashley Ross – Rose City Park  
Michele Stupey - Tigard

## **Secretary Treasurer's Report**

## **Financial Transaction Report/ Review**

**Budget Report:** Harris made a motion to  
pay the bills. Seconded: English, Carried.

## **Executive Board Expenditure Recommendations:** None.

## **Unfinished Business**

**Trustee's Financial Report:** The new  
trustees will be meeting next week.

**New Business:** Partridge made a motion  
that Branch 82 endorse the Eviction Repre-  
sentation for All initiative. Seconded:  
Medford, Carried.

**Resolutions and Bylaws:** Norton an-  
nounced that English has been appointed  
to the Resolutions and Bylaws Committee.

Jim Falvey read a bylaw change submis-  
sion to the membership.

**Judith High Scholarship Report:** Lulich  
spoke and reminded the membership to  
look for the application in the B-Mike.

**Labor Management Report:** There are  
currently three removals in the branch. We  
have 12 conversions in the city and two  
in Beaverton. CCAs who started in June  
are already converting. They will be faced  
with the decision to have a second proba-  
tion or delay their conversion. Norton

reported that they are hiring and there is  
another job fair in March. Omicron struck  
just as things were getting better, but we  
should be seeing the other side of the in-  
crease in cases. He also spoke on how we  
are delivering free COVID tests.

## **Health and Safety Report**

**Legislation Report:** Norton announced  
that Postal Reform legislation passed in  
the House. The Senate vote will happen  
soon.

**MDA Report:** RedCloud informed the  
membership that we will have a new raffle  
starting next month.

**Starlight Parade:** RedCloud reported that  
it's happening Saturday, June 4th, and we  
will be doing a walking unit rather than a  
float.

**Food Drive Report:** Norton reported that  
the Food Drive is scheduled for the second  
Saturday in May. He added that 90 days  
out is really short notice.

**Veteran's Report:** Hall spoke on the  
essay competition that the VFW sponsors  
every year, and he reminded the member-  
ship that anyone is welcome and encour-  
aged to sign up for the VFW newsletter.

**Labor Solidarity Report:** Norton  
reported that city workers came up with a  
contract at the last minute. Partridge spoke  
about how various Starbucks are starting  
to organize.

**Good of the Association:** Medford rose  
to "sing praises to our union." He said we  
need to keep pushing for human rights and  
rights on the job and it's great to see so  
many people rising up.

**For the Betterment of the Service:**  
Kitty Award: Chuck Solomon won \$56.

Jackpot: \$585 went unclaimed by Lisa  
Eckenberg, McMinnville.

Treasure Chest: \$355 was unclaimed by  
Charles Linville, retired.

**Adjourned:** 8:28



**B-Mike**

NATIONAL ASSOCIATION OF LETTER CARRIERS

Branch 82

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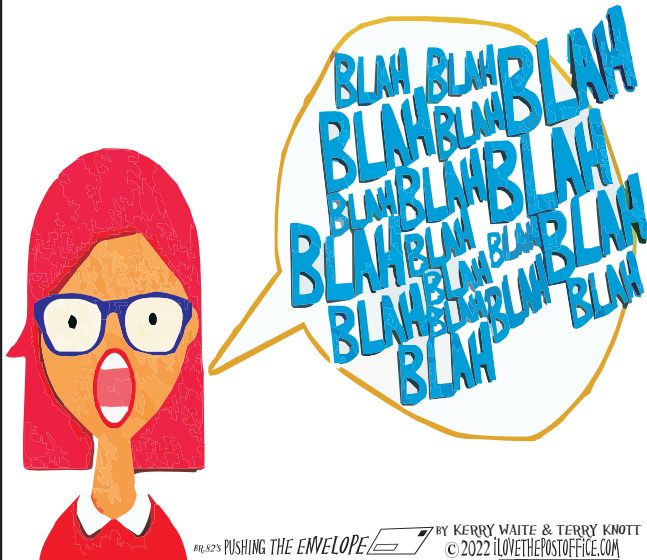
ADDRESS SERVICE REQUESTED

The next General Membership meetings will be held  
**Wednesday March 9 and Wednesday, April 13, both at 7pm.**  
These will be in-person meetings at the Branch 82 Union Hall.  
(We will not be serving dinner at this time.) We are following CDC  
guidelines and state and local restrictions regarding COVID. All  
meetings are subject to change.

## STRATEGIES IN AVOIDING YAKKY PATRONS

Every minute, nay, every second counts to our masters who live and die by the clock. When on the street, some time consuming delays, like waiting for a train, are unavoidable. But other time sappers can be blunted. One of these is your chatty customer. Of course, just like all of our patrons, we love the talkative types, but sheesh! we have a job to do. Here are a few methods to avoid yakky patrons.

- If you spot Gabby before Gabby spots you, consider hiding in your vehicle for a little while until the coast is clear. If your vehicle isn't handy, a tree, bush or vacant doorway will suffice.
- If hiding isn't practical, alter your delivery pattern so Chatty Cathy is your last stop. Hopefully she will have disappeared by the time you arrive at her place.
- Rain can be your friend when approaching Windy Wendy's house. Simply bury your head under your raincoat hood and keep your gaze shoeward. (If Wendy's usual chitchat tends to move into stemwinder territory, the raincoat trick may be necessary throughout all seasons.)
- Low crawling to the mailbox can be an effective mode of stealth delivery.
- Faking a cell phone conversation when delivering Gassy Jack's is effective.



Sometimes, despite your best defenses, a Garrulous Gary nails you. In this case, it's time to pull out a nifty conversation stopper or two to hightail it out of there.

- Hey, my band, Robot Friends, is playing this weekend over in Northeast at Bink's. Wanna come?
- You wouldn't believe what my colonoscopy revealed!
- By the way, they now have proof that Trump really won.
- So, do you think the moon landing was faked?
- What do you think about Amway products?
- I don't think I'm still contagious.
- What's that smell?
- Meow!

*Failing one of these, without blinking, stare silently at them with an expressionless face. Best if done when peering over the tops of eyeglasses. Works wonders.*