



B·Mike



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"An Injury to One is an Injury to All"

The Official Publication of Branch 82

Portland, OR

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

Happy Thanksgiving!



**Branch 82 Membership
Check-In Zoom Meeting
Sunday, December 6th
6PM to 8PM
Details on page 5**

Branch 82 Non-Members

Neville Chambers, Beaverton
Steve Dean, Beaverton
Steven Eldridge, Beaverton
Robert Gardner, Beaverton
Michael Porschien, Beaverton
Richard Roberts, Evergreen
Terry Spivey, Evergreen
Wei Wu, Evergreen
Kristyann Stafford, Canby
Keith Wray, Canby
Thomas Breadon, Forest Grove
Emilia Brodeur, Forest Grove
Daniel Ford, Forest Grove
Sheila Root, Forest Grove
Mary Bobnick, Gresham
Marc Detweiler, Gresham
Stephan Block, Lake Oswego
De Bui, Lake Grove
Connor Swift, McMinnville
Elizabeth Krieger, McMinnville
Benjamin Siefken, Newberg
Robert Kahl, Newberg
Jack Eskelin, Oregon City
Mona Zirkle, Oregon City
Rex Paschall, East Portland
Marianne Belser, Kenton
Patrick Dyche, West Slope
Kenneth Boettcher, Oak Grove
Jared White, Oak Grove
Christian Strong, Lents
Jeffrey Smith, Lents
Ronnie Lewis, Lents
Robert Hawkins, West Linn
David Rheume, West Linn

INJURED AT WORK?

Call BRANCH 82 OWCP REP
Mike O'Connor

Wednesdays and Thursdays
503 493-5903

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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 2nd Wednesday, 7:00PM

Retiree Luncheon 2nd Tuesday, 11:30AM

Stewards Council 3rd Wednesday, 7PM

Executive Board 4th Wednesday, 6:30PM

All members are welcome, unless otherwise noted.

All meetings are held at the NALC Branch 82 Office,

5265 NE 42nd Avenue.

Retiree Luncheons are held at

Izzy's EastPort Plaza, 3846 SE 82nd Avenue

The B-Mike is the official publication of Charles N. Coyle Branch 82 National Association of Letter Carriers, affiliated with Oregon AFL-CIO and Northwest Oregon Labor Council (OLC), 5265 NE 42nd Avenue, Portland, Oregon 97218. Phone 503-493-5903. Office hours: M-F 8:00am-5pm, Sat 8:00-11:00am.

The B-Mike is published monthly and mailed to the Branch 82 mailing list. The B-Mike is published to promote the objectives of this Branch and to provide better communication with our members. Individual opinions expressed herein are not necessarily those of the Branch Officers or Branch 82, unless identified as such. The editorial committee reserves the right to edit or refuse publication of any article. Articles for publication must be in Word or PDF form and received by the 15th of the month. E-mail articles to: smiller.eightytwo@gmail.com. If you have questions or to request a deadline extension, call the editor in advance. The advertising deadline is also the 15th of the month. All ads must be in PDF form or have prior approval of the editor. Mail to the B-Mike, c/o Branch 82. For rates and further information, call 503-493-5903.



What Next?

-David Norton, President

There is so much we don't know about what is happening next this year. Both as letter carriers and also as Americans. Things will probably have changed, maybe dramatically, by the time you are reading this article.

As I am writing this, carriers everywhere are working a record number of hours and the elections are coming up. By the time you receive this B-Mike, we will know who won the presidential election (theoretically), we will know who will be on the city council seats, who the mayor will be and what ballot measures have passed and failed. But my fear is that letter carriers will still be working record numbers of hours going into peak season.

The presidential election and the rhetoric surrounding it brought down extra scrutiny upon the Postal Service and vote-by-mail. With President Trump's false claims that vote-by-mail is unreliable and susceptible to rampant fraud, the spotlight was on the Postal Service leading up to the election. Postal Management instituted an "everything must go everyday" edict to avoid any negative optics or alleged malfeasance regarding election mail. So, letter carriers all over this country were left to get everything out even if that meant delivering to some very late hours. In many places the estimate process has gone from "what time will you be returning?" to "can you come back today?" The amount of packages that we are delivering is only going to increase as we go into peak season, but my hope is that there may be some sort of break beforehand, and the USPS will be allowed to manage the workload (like we always did in the past) after the election is over. I guess we will see.

No one needs a time machine to know that staffing is going to be an issue going into peak season and maybe even well into the future. There are many reasons adding to this but the driving force is the sheer volume of parcels that letter carriers are delivering. There is barely a route out there that has flex time on their route where they can help out if there are sick calls in their office. I look at staffing numbers constantly, and on paper, it isn't that bad. On any given day, Portland City may be planning on going down 10 to 13 routes. In the entire city. That is between 17 stations. That normally would be pretty good. The problem comes when there are sick calls in an office, and there are quite a few in most offices on any given day. Carriers are already maxed out on their own routes. Helping out with sections pushes carriers way over any kind of normal delivery time.

While monitoring city wide clock rings at Branch 82, we are seeing some carriers delivering over 12 hours a day on their own route. Right now, every route is an overburdened route. Staffing has always been challenging during COVID.

On any given day, we can go down multiple people for weeks at a time to quarantine. This happens for many different reasons. Things are challenging right now, and every solution is complicated and difficult, but nothing is going to change while we are handling the number of parcels that we are. This is a problem that isn't just Portland or Branch 82 centric. This is an issue all over this country. I talk to other presidents in other cities, and they tell me the same story. In fact, when looking at staffing nationally, Portland is doing better than most every other major US city. If we are an example of decent staffing right now, what is going on in other places! I don't have to tell you, fellow letter carriers, how difficult it is to deliver under these conditions. Hopefully there is a lull between the election and peak and then things get better after the first of the year.

Also, while I am writing this article, our national officers in the NALC are currently in arbitration on our National Agreement. By the time you are reading this article they may be wrapping it up. Here's hoping that they made some strides to getting us a contract that will be beneficial to letter carriers. Personally, I have a laundry list of things that I would like to see in our next contract and have some ideas where we, as a union, should be going. Staffing is a big part of that. COVID will eventually go away, but this ecommerce reality that we are living in will not. We need some guaranteed staffing levels that help protect carriers against working excessive hours. Overtime is great, and it is something that I relied on for many years as a carrier, but the vast majority of complaints we get at Branch 82 are about forced overtime, even before COVID. Throw in a route adjustment agreement between the parties, and we are getting closer to a contract that will really protect carriers on the route. That would check two things off of my list. It would really help both sides. I know many people in management that feel the same way I do. I'm sure our national officers are doing their best to represent our interests. Let's hope an arbitrator will go along with it.

I wish I had some kind of insight that will tell us what is going to happen next. You can take a look at what is going on around us and make a prediction, but that is about it. With how this year has been going, who can say what is next. 2020 has been a river of uncertainty and we all have been paddling down this unknown river canyon unsure of what is coming around the bend. None of us signed onto the struggles but we have all been forced to become explorers in this new world we are living in. Letter carriers have tackled all of these problems and will continue on performing their duties with grit and resilience, one hurdle after another. Whatever comes next. One doesn't need a crystal ball to know that future.

Things to Think About

- Jim Baxter, Vice President

Recently, I wrote about never missing a day because of bad weather. I got a call from a long time coworker and friend Kris. He reminded me of the rest of that story. He clearly remembered that on really bad days he would come by my house in his 4 wheel drive pickup and give me a ride. We carpooled as I recall, but he did drive on those incredibly icy Troutdale days. He told me that he has 36 years of seniority now. We laughed about the first day we met. He was out with the OJI, Charlie Brown, and they had stopped at a park in the west hills to use the restroom. I pulled up and stopped. Charlie and I spoke about how we thought that there was no way that the post office would continue. Kris remembers me telling him that he should not go out and buy a house or a car because he wasn't going to have the job very long. We have laughed about that day through the years. He is now ready to retire.

Kris has worked hard over the years to help make sure that the job did continue. Now he is in a position to retire with a good pension, money in his thrift savings plan, and since he is only 57, five years or the social security offset.

Kris did that by coming to work and doing a good job with the mail for his customers. We should all be doing that. Take the time to do the job right. We need our customers' support. It appears we have that now. But we need to continue to do a great job for them. That job is delivering the right mail to the right customer every time, not just stuffing it into a box because some goofy supervisor thinks doing a good job means going faster than is safe and proper.

Our job has changed a lot since Kris and I started. We delivered literally tons of first class letter mail each year. Now we deliver literally tons of parcels. And that's what the job is going to be in the future. Not only do we have to do a great job with the mail we currently deliver, but we must grow the business by selling our products. But I am sure you all realize that already.

Gone are the days that we can just assume that the mail will be there again the next day. We must compete with the other services for the parcel business. We do a better job than those other companies right now. If we didn't, they wouldn't be dropping off thousands of packages every day for us to deliver. They would do it themselves.

There are a lot of other things to think about or just remember in this job. So we all know that we can get in trouble trying to do this job. And our system of discipline is what it is. The boss calls you to the office to ask you a bunch of questions. You have a right to have the steward with you while this is going on. You have the right to know what the

supervisor is investigating. You have the right to discuss what happened with the steward before the questioning begins. You have the right to take notes or write down what you have said. Your steward has the responsibility to write down what you have said. Make sure that the steward is getting down what you say. These rights are guaranteed through a Supreme Court decision called Weingarten.

After the interview, the supervisor decides that your behavior is so egregious that you need to be corrected through formal discipline. Formal discipline should be used to correct behavior that is egregious. Not just because you are not fast enough or because you were sick. Management is not required to give you a shop steward when they are handing you the discipline nor are they required to tell the shop steward that they gave you some type of written discipline. Management will want you to sign for the letter. Sign for the darn thing. The signature only means that you got it, not that you agree with it. You have 14 days to file a grievance or have a grievance filed on your behalf. That time goes fast. Some issues are complicated and need a lot of prep work and calls to the union office. The steward needs to get steward time. Investigate. And file the grievance at the first level. Please, don't just take that discipline and stuff it in your case drawer. If you do that, the discipline will remain in your file for two years and management may try to use it as a building block to fire you. This job is too good to lose because of something as simple as giving a piece of paper to your shop steward.

Hang in there. It doesn't matter if you are currently a CCA at the beginning of your career or an old, old man like Kris. Just come to work. Do the best job you can, and before you know it 30 years will have passed and you will have the same great retirement that Kris is going to have. We all need to work smarter, not necessarily harder.

Good Luck,
Jim

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



ANNOUNCEMENT

**Branch 82 will be having a
membership check in meeting over Zoom on
Sunday, December 6th, 6PM to 8PM.**

This check in meeting is open to all members in good standing.
If you would like to attend, please contact Branch 82 (email preferably) and
give us the following information:

Your name

Your email address

After you register, you will be sent a link to the Zoom meeting.

We will have a brief amount of time for questions and answers. If you have
questions, concerns, issues, or problems you would like to discuss, please
email them to us in advance. We are going to try and get to them all.

This is not an official meeting but simply a member check-in over Zoom.
We will not have reports, etc. If you do not have access to technology for
this check-in, we apologize.

This has been a tough year, and it has been difficult to connect with
everyone.

Please let us know if you want to take part. Hope to see everyone there!

Branch 82
NALCBranch82@hotmail.com
503-493-5903



Hello Again From The Office Of Your Secretary-Treasurer.

-Matt Pierce, Secretary-Treasurer

Hello Brothers and Sisters. I hope this finds you all in good health and high spirits. When you're reading this we will finally be concluded with one of the most contentious political campaigns our country has ever seen. Not Jefferson V. Adams bad but certainly one of the ugliest in living memory. With that behind us, I think now is a perfect time to focus on the future because the future of your union job, wages, and benefits rests as much or more with the actions of congress than it does with the USPS.

I know what you're thinking: "it's a good thing I'm a dues paying union member so the NALC can make sure politicians back our issues." I wish it were that simple.

The NALC is prohibited by law from donating union dues directly to political candidates. The Postal Service, as a government organization, cannot contribute to political candidates. Unfortunately our business competitors and those politicians that would like to remove all rights and benefits from federal employees are not also legally bound. In short, those politicians who oppose us are being funded by our employer's competitors and those ideologically opposed to your wages and benefits, and our employers and unions' hands are tied. It is up to us to save this company; no one else can.

Letter Carrier Political Fund (LCPF), as you may know, is the NALC political action fund (PAC) that supports legislative candidates who stand up and fight for issues affecting letter carriers and their families. For those of you who don't, LCPF is a federally registered PAC (Political Action Committee) established by the NALC in 1976 under its previous name COLCPE. The LCPF is non-partisan and supports both Democrats and Republicans. In many election years contributions were almost equally divided between Republicans and Democrats. Parties at local levels decide who to support based on meetings with the candidates. They consider the candidates' views on letter carrier issues, the candidate's previous voting record on letter carrier issues, and the opinions of letter carriers in each locality on their choice for a particular office.

A strong and well-funded political plan is crucial for the continued survival of the Postal Service, letter carrier jobs, and the retention of benefits for both active carriers and retired postal annuitants. There are a myriad of laws and federal regulations that affect the wages, benefits and other conditions of letter carriers' lives. Congress has repeatedly shown that these laws are not sacrosanct. Congress can with a single vote and a swipe of a presidential pen take away almost everything that letter carriers rely upon. Some people do not like the idea of "paying off politicians".

Believe me, none of us do. Funding the campaigns of political figures with your interests in mind is the way the system works. Voting for those individuals is important, but they need money to educate more voters than just us, on why they should be elected. With the advancement of advertising, running for office has become a very expensive proposition. No matter how good or moral a candidate is, without money they cannot get elected. Candidates know this and whether they are Republican or Democrat, they remember who contributed money to get them elected.

We are stronger than you may think. If roughly a quarter-million active and retired letter carriers donate just \$5 per pay period, we can raise millions of dollars in just one year. This would do a great deal to save the Postal Service and our jobs and benefits. The importance of subscribing to regular LCPF contributions is much more important than just the money though. Politicians research PACs, and when they see that not only is a PAC's asset large but that the number of contributors is equally large they take notice. It means that this PAC represents a lot of people with a similar interest that believe in it enough to donate their hard earned money. This also means that they probably believe in it enough to turn out and vote for a candidate who supports their interests.

The NALC has asked all carriers to consider a contribution to the LCPF. If you are already giving to the LCPF, I thank you. You are truly making a wise investment in your future. For the other active carriers and retirees, you have worked too long and hard to be denied your well-earned retirement benefits. It is time for each of us to step up once again and join the NALC in this modern line of battle. We all know what is necessary, so let's get started. Tomorrow may just be too late.

Joining the LCPF is easy. As a member of the NALC, there are several easy ways to give to the Letter Carrier Political Fund.

Payroll deduction: Contribute automatically, using PostalEase (either online or by phone) to set up an allotment deduction from your USPS paycheck.

Direct bank withdrawal: You can authorize the fund to withdraw a monthly electronic contribution directly from your personal checking account.

Annuity deduction: Retired letter carriers can elect to give monthly via an automatic deduction from your monthly annuity.



If you need help getting signed up you can fill out the online form at: nalc.org/government-affairs/political-activity/yes-i-want-to-become-a-pac-member Someone from the NALC will contact you to assist you in signing up to contribute. Contributions to the LCPF are not federally tax deductible but most Oregon residents do qualify for a tax credit under ORS 316.102. The credit allowed is the lesser of the following: the total contribution, not to exceed \$100 on a joint return or \$50 on any other type of return, or the tax liability of the taxpayer. For a letter carrier donating \$5 per pay period and filing jointly they get the majority of their contribution back from the state. Please contact your tax professional for individual issues and questions.

In solidarity,
Matt

Branch 82 Officers

President	David Norton	503.493.5903
Vice President	Jim Baxter	503.493.5903
Sec/ Treasurer	Matt Pierce	503.493.5903
Rec. Secretary	Ken Wilson	503.493.5903
Editor	Suzanne Miller	503.493.5903
Dir. of Retirees	Sam Smith	503.493.5903
Health Benefits	Eric Matras	503.706.8717
Chief Steward	John Kunz	503.493.5903
Sergeant At Arms	Chuck Solomon	503.493.5903
Safety Officer	Don Cadwell	503.493.5903
LCPF Rep	Joe Fruichantie	503.493.5903
Veterans Rep	Bruce Hall	503.285.8468
MDA Rep	Abe RedCloud	503.493.5903

EXECUTIVE BOARD AT LARGE

Jon Cabral	503.493.5903
John Kunz	503.493.5903
Betty Nash	503.493.5903
Jamie Partridge	503.493.5903
Abe Redcloud	503.493.5903

TRUSTEES

Lois Brumfield	503.493.5903
Casey English	503.493.5903
Julius Fildes	503.493.5903
Sallie Green	503.493.5903
Ted Lulich	503.493.5903

Proposed Resolution:

Postmaster General Louis DeJoy Should Resign or be Removed

Whereas, new Postmaster General Louis DeJoy's first months in office were marked by changes in policy that, in the name of "efficiency" delayed mail and undermined public confidence in the Postal Service, and

Whereas, these changes were halted by public outcry, congressional inquiries, and court orders, yet these same destructive changes could resume anytime after the 2020 election ends, and

Whereas, proposed changes, such as cuts in retail hours and delaying mail to cut overtime, in the name of "efficiency" sound like the preliminary steps to privatization and the weakening of unions that the Trump White House has supported, and

Whereas, the Postal Service should be preserved as a public good and part of our basic infrastructure, with a Universal Service Obligation to serve everyone, which private companies would never want to have to do, and

Whereas, Postmaster General DeJoy has also been compromised by massive political donations just prior to his appointment, by allegations of campaign finance violations, and by charges of conflict of interest regarding ties to postal competitors, therefore be it

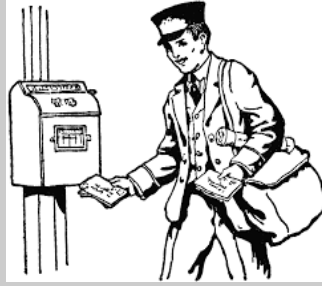
Resolved, that National Association of Letter Carriers-Branch 82 urges that Postmaster General Louis DeJoy either resign or be removed from office, to be replaced by a Postmaster General who is committed to support a strong, public postal service, and who will defend it from attack rather than attacking it, and further be it

Resolved, that this resolution shall be forwarded to the 2021 Oregon State Association of Letter Carriers convention, the national NALC Executive Council, the NW Oregon Labor Council (AFL-CIO), and the Oregon State AFL-CIO Executive Board for concurrence.

Submitted by Jamie Partridge, Ryan Gray, Rogue Robertson, Mark Flegal, Tom Richardson, Josh Alfsen, Chandler Hull, Stephen Lemm, Sammy Smith, Patrick Little, Stephen Quirke, Kristin Hargis



B·Mike



Last Punch Bunch

Jeff Aldridge - Oak Grove

Wendy Berger-Wood - Forest Grove

Carol Hamley - Holladay Park

Tim Jenson - Rose City

Glen Masuda - Parkrose

Diane Nauertz - Multnomah



Nice Mr. Zip mask, Glen! Congratulations, and enjoy retirement!



Wendy, thank you for all your years of service as shop steward at Forest Grove Station. Congratulations!



Carol, thanks for bringing joy to the Last Punch page! Big congrats!



When told to "smile like you mean it," Tim does not disappoint. Rose City Park misses you!





DID YOU KNOW?

The Branch 82 uniform closet supports new CCAs throughout the entire state of Oregon, not just Portland district carriers.

We are in great need of uniforms.

You may have an entire rack of shirts or just one pair of pants- Branch 82 will gladly accept whatever you can find. Please help your extras to find their way into a sack and donate them to the uniform closet.



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Meet The Steward:

Sallie Green, River District steward

My name is Sallie Green. I have been a letter carrier since September of 2006. I have been a member of Branch 82 since I started in the Postal Service. I am currently a trustee and a steward at River District DCU. I have been an alternate steward and a regular steward at River District since 2016. I was an alternate steward as a PTF in 2007, when it was Forest Park, after Kelly Pendell inspired me. I was pregnant at the time and had to stop attending meetings and then took time off with the baby.

I have had two children and raised three children while working for USPS. Finding uniform clothes to wear was a challenge. I had to make due with adding panels to the pants but found that men's shirt jacks worked well for me for tops because there were no options for maternity uniform clothing. There is one website that now carries postal uniform maternity shirts: mypostaluniforms.com. They come in long sleeve and short sleeve options. I have donated to the uniform closet: 2 small, 2 medium, 2 large, short sleeve shirts and 1 small, 1 medium, 1 large long sleeve tall shirts from this website. Please come to the hall if you are in need of a maternity shirt.

Maternity shirts:
mypostaluniforms.com

Here is a list of other postal uniform sites that sell regular uniforms:

brookfield.com
skaggs.com
postaluniformsxpress.com
postaluniformsdirect.com
postaluniformdiscounters.com
postaluniformsonline.com

I had the pleasure of working at the union hall for a time and got to learn a great deal about what happens to a grievance once it moves on from the informal level at the station. I hope to continue to serve my fellow carriers as steward in the years to come.

Outside of work I love to spend time with my kids. I try to attend as many cheer competitions and baseball games as I can, when there isn't a pandemic. I also enjoy rugby and played for many years and was going to practices again before sports were put on hold. I try to be crafty in my free time as well.



OUT THERE



"OuT tHeRe"



B-Mike

Open Season News

-Eric Matras, Branch 82 Health Benefits Rep


Brothers and Sisters, Happy Holidays!

Open season is now upon us. The annual Federal Employees Health Benefits (FEHB) open season runs from **November 9 through December 14**. If you are a member of our fabulous union owned and operated plan visit www.nalchbp.com to access all needed information for members.

For general information about health plan options and to be a part of the Postal Service's new Virtual Open Season visit <http://liteblue.usps.gov/openseason>. I suggest starting with a link called Checkbook's Guide to Health Plans for Federal Employees where you can compare available plan options. Go to PostalEASE to make any enrollment changes. When you visit the liteblue Human Resources page you will see a link to Virtual Open Season. There are a number of open season videos and a schedule of open season webinars planned on various dates in November and December.

Another great thing to do is to go to <https://www.opm.gov/healthcare-insurance> for more links to compare and contrast various FEHB plans.

In Solidarity
Eric Matras
Branch 82 Health Benefits Representative



[Register Now](#)

NALC Health Benefit Plan Virtual Events

October 26, 2020—December 9, 2020

Virtual sessions kick off on 10/26 and run through 12/09. Select the date and time that works best for you.

In Memoriam

Herb Couperthwaite

Murray Falk

Ronald Hendricks

Dale Schwager

Tricia Taitano (formerly Cruz)

A Brief History of Children Sent Through the Mail

-Danny Lewis, SMITHSONIANMAG.COM

In the early days of the parcel post, some parents took advantage of the mail in unexpected ways.

One of the most overlooked, yet most significant innovations of the early 20th century might be the Post Office's decision to start shipping large parcels and packages through the mail. While private delivery companies flourished during the 19th century, the Parcel Post dramatically expanded the reach of mail-order companies to America's many rural communities, as well as the demand for their products. When the Post Office's Parcel Post officially began on January 1, 1913, the new service suddenly allowed millions of Americans great access to all kinds of goods and services. But almost immediately, it had some unintended consequences as some parents tried to send their children through the mail.

"It got some headlines when it happened, probably because it was so cute," United States Postal Service historian Jenny Lynch tells Smithsonian.com.

Just a few weeks after Parcel Post began, an Ohio couple named Jesse and Mathilda Beagle "mailed" their 8-month-old son James to his grandmother, who lived just a few miles away in Batavia. According to Lynch, Baby James was just shy of the 11-pound weight limit for packages sent via Parcel Post, and his "delivery" cost his parents only 15 cents in postage (although they did insure him for \$50). The quirky story soon made newspapers, and for the next several years, similar stories would occasionally surface as other parents followed suit.

James Beagle was the first-known account of a child being sent through the mail. (Public Domain)

In the next few years, stories about children being mailed through rural routes would crop up from time to time as people pushed the limits of what could be sent through Parcel Post. In one famous case, on February 19, 1914, a four-year-old girl named Charlotte May Pierstorff was "mailed" via train from her home in Grangeville, Idaho to her grandparents' house about 73 miles away, Nancy Pope writes for the National Postal Museum. Her story has become so legendary that it was even made into a children's book, *Mailing May*.

"Postage was cheaper than a train ticket," Lynch says.

Luckily, little May wasn't unceremoniously shoved into a canvas sack along with the other packages. As it turns out, she was accompanied on her trip by

her mother's cousin, who worked as a clerk for the railway mail service, Lynch says. It's likely that his influence (and his willingness to chaperone his young cousin) is what convinced local officials to send the little girl along with the mail.

Over the years, these stories continued to pop up from time to time as parents occasionally managed to slip their children through the mail thanks to rural workers willing to let it slide. Finally, on June 14, 1913, several newspapers including the Washington Post, the New York Times, and the Los Angeles Times all ran stories stating the the postmaster had officially decreed that children could no longer be sent through the mail. But while this announcement seems to have stemmed the trickle of tots traveling via post, Lynch says the story wasn't entirely accurate.

"According to the regulations at that point, the only animals that were allowed in the mail were bees and bugs," Lynch says. "There's an account of May Pierstorff being mailed under the chicken rate, but actually chicks weren't allowed until 1918."

But while the odd practice of sometimes slipping kids into the mail might be seen as incompetence or negligence on the part of the mail carriers, Lynch sees it more as an example of just how much rural communities relied on and trusted local postal workers.

"Mail carriers were trusted servants, and that goes to prove it," Lynch says. "There are stories of rural carriers delivering babies and taking [care of the] sick. Even now, they'll save lives because they're sometimes the only persons that visit a remote household every day."

Luckily, there are more travel options for children these days than pinning some postage to their shirts and sending them off with the mailman.



Thanksgiving

-Bruce Hall, Veterans Representative

Thanksgiving is on November 26, 2020. We often talk about thanking veterans for what they have done and for what they are doing. I would like to include veterans in the act of being thankful. Everyone should be thankful for many things:

Freedom-- We should thank veterans for providing our freedom through their great sacrifices.

Families-- We should be thankful for our great heritage and the benefits of having those who will love and support us.

Faith-- We should be thankful for being allowed to practice our beliefs in greater powers, for we know that there is a need for assistance from powers greater than our mortal selves.

Friends-- We should be thankful for our network of friends who give us additional love, support, and fellowship.

Fairness-- We should be thankful that we live in a country that provides the provisions for all to be treated fairly. Unions were created to assist in this process.

Food-- We should be thankful for a country that has an abundance of food, plus we have programs to assist those who lack food. We can show thanks by sharing.

Fun-- We should be thankful for all the things provided for us to enjoy life. We should be thankful for things to do, places to go, and sights to see in our great country.

Future-- We should be thankful for the future that we have in our great country. But we need to also remember that the future depends on us, and we can affect our future by the decisions we make, the things we do, and the plans we make.

So let's all **BE THANKFUL** for all these things and remember that many of these things are possible because of the freedom provided by veterans.

Remember veterans on Veterans Day, November 11, 2020.

Due to the COVID-19 pandemic, the Veterans Day Parade was canceled, along with most Veterans Day events. So, I encourage you to remember the veterans that you know and thank them for their service. Veterans can find several businesses and restaurants that offer specials and discounts that day. Check out military.com/2020veterans-day/discounts on the internet. Enjoy the day as we honor veterans.

HAVE A GOOD VETERANS DAY!!



First prize for Best Costume goes to this family strolling through NE Portland on Halloween.

ACTIVE DUTY

ROBERTO JIMENEZ, (Creston) Army, Qatar

CASEY JAMES, (Waterfront) Army, Jordan

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

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

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

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

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

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

DEAN SCHUCHARDT, son of Patricia Schuchardt (Multnomah) Army

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

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

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

Who is getting service awards at YOUR station?
Send photos to smiller.eightytwo@gmail.com.



Chris Nizinski receives his 30 year pin at Rose City Park. Congrats!



Surrounded by parcels, Ray Phan shares a congratulatory elbow bump with Rose City Park management for 25 years of service.

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The November general membership meeting is canceled.

FOR BUSY CARRIERS

PUZZLES

Match the Mail to the Receptacle!



1



2

Bonus Question: Which delivery has the bad dog?
(Answers below!)

A



B



(Come now, you know you're right! No need to look here!)

PP. 82'S PUSHING THE ENVELOPE BY KERRY WAITE & TERRY KNOTT
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