

Volume 80 Number 1

Charles N. Coyle Branch 82 Chartered December 15th, 1890

January 2020



The Rose City

# The Mike



Beaverton, Canby, Forest Grove, Gladstone/Happy Valley, Gresham, Hillsboro, Lake Oswego,  
**“An Injury to One is an Injury to All”**  
McMinnville, Newberg, Oregon City, Portland, St. Helens, Troutdale, West Linn



Michael Phelan and Andy Sarver-Collections

## OUTGOING EDITOR'S NOTE

I WOULD LIKE TO THANK the Branch for allowing me to edit the B Mike for the past six years. It has been a pleasure. I would like to thank Molly Barrett for her witty *Madame Maggie* series and Kevin Wrede for his ongoing excellence with *Pushing the Envelope*. Three things we can all support: 1) Workers rights. 2) Unionism. 3) A public Postal Service. Have a happy 2020 everyone! Tom Richardson



Last Punch for Ricky McVicker - Oak Grove

## INJURED AT WORK?

Call BRANCH 82 OWCP REP  
Mike O'Connor

Wednesdays and Thursdays  
503 493-5903

## 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, 6PM

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

## 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)

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 (CLC), 5265 NE 42ND Avenue, Portland, Oregon 97218.

Phone 503-493-5903. Office hours: M-F 8:00am—5pm, Sat. 8:00—11am.

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: [suzzz18@hotmail.com](mailto:suzzz18@hotmail.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

# NEW YEARS RESOLUTIONS FOR THE POSTAL SERVICE

David Norton, President

**H**APPY NEW YEAR FELLOW LETTER CARRIERS! After a long and crazy 2019, I hope this new year finds you safe and healthy and rested. Of course, I know that none of those could possibly be true if you worked this past peak season at the post office. This last holiday season saw letter carriers deliver more parcels than ever before. Letter carriers worked countless hours, 7 days a week to get this done. Many people were on edge, tired and stressed, but (for the most part) letter carrier held it together and did their jobs like the professionals that they are. It is never easy during the holidays, but that is our busiest time of year and its important for the Postal Service to get it right.

So that brings up an interesting question, did the Postal Service get it right this last holiday season? The answer is not that easy. There are some things that postal management did right. For instance, they hired a lot of CCA carriers early in the year instead of just waiting for peak season. The normal trend has postal management usually waiting until right before the holidays to hire some help for the Christmas rush. It never goes over very well. By the time the busy season hits, stations are “staffed” with untrained, new employees that generally don’t know what they are doing, are just learning a new job, and aren’t prepared for the craziness of the season. Not so this year. At least in the City of Portland, postal management put an emphasis on hiring early in the year and then tapered off towards the end. This year, CCA staffing was slightly up from the year before, but the vast majority of CCAs on the roles had at least gone through their training and had some experience carrying mail. This is something that I always pushed for and wanted every year to no avail. I think with the record number of parcels we had, the decision to hire early this year might have made the difference in getting through peak. Let’s hope that management adopts the same philosophy in 2020.

So, I got one of my wishes this last year from postal management (barely though, there still wasn’t the staff we needed). Let’s talk about a few more New Years resolutions that we would like to see in the coming year:

Of course, we all want to see the prefunding mandate lifted through congress (it should get a floor vote this coming year), new vehicles, postal banking and a lot of

other great, transformative changes to the Postal Service, but right now lets just focus on some small, very attainable goals.

## 1. Stop trying old, failed ideas.

Usually when a plan is implemented and fails, companies don’t just keep trying it every couple of years. Not so with the Postal Service. They just keep trying the same worn out plans to the same result. The Consolidated Casing initiative is the perfect example. The Postal Service has tried the caser/streeter idea before, and guess what? It was scrapped before due to the number of hours used to implement it, and low and behold, they are trying it again to the same conclusion. Stop trying the same old, worn out plans. Try and assist carriers in ways that make their jobs easier and more efficient. We have a basic model that has worked for years. Let’s do what works and focus on things that make that better instead.

## 2. Stop obviously violating the contract

This is an easy one. 2019 saw Branch 82 fight some of the most unnecessary battles that we ever had to fight. Management was insistent on violating some of the most basic tenets of our contract. We had to grieve management posting our routes for bid. They did this even though there is overwhelming contractual language and precedent for when and how to post routes when they are vacated. We won these cases, but we had to go through the fight anyways. We also saw management conduct 6 day route counts with an obvious agenda in mind. They conducted their route tests, doing whatever was necessary to reach their stated goal, cutting out routes. We grieved the violations and had them all thrown out.

Lets just stop the obvious violations. I’m not talking about management just screwing things up or getting it wrong, I mean knowingly violating the contract to try and get what they want. It just costs a lot of time, energy and money when they conduct business that way.

## 3. Be helpful.

This last holiday season I saw more petty arguments between management and letter carriers than I have in a while. It was the busiest time of the year, letter carriers

were working more hours than ever, they were being drafted on their SDOs, and management decides to fight carriers over putting their parcels in delivery order or filling out 3996s properly. When it is game time and we are supposed to be working as a team, it is not the time to hammer employees with technical handbook and manual arguments and pull the old “I’m the boss, you have to do it my way whether it is efficient or not” routine. Management depends on letter carriers to do the most important job in the post office at the most important time. So why decide to make things harder on them. I realize that management has the right to manage, but a real leader knows when to get out of the way or see when their job is to help. Be helpful.

#### 4. Focus on real staffing

Management can improve upon what happened last year. There is nothing wrong with hiring extra people to get the job done. The more carriers we have, then less overtime those carriers will incur. Real staffing looks like every station having multiple CCA carriers available to carry overtime and cover incase of illness or injury. We have had real staffing at the Postal Service in my career. There is no reason we could strive for it once more. Why pay out all of the overtime pay? Staff offices appropriately and carriers wont get burnt out and the job will get done more efficiently.

These are just a few of my wishes for the year ahead. This small list certainly isn’t the only thing I would like to see for 2020, but it is something very doable that could garner huge results. New Year’s resolutions don’t have to be big sweeping changes. If I said “I’m going to get massively ripped and become rich”, I am just setting myself up for failure. I can start by committing to eat healthier, exercise more and work within a personal budget. Postal management can do that. We would all love to see those big changes that this company needs for 2020. But at least, just try to do better. For every-one’s sake.

## IN MEMORIAM

JERRY FITZSIMMONS

NELS CHRISTENSEN

DONALD THOM

# DUMBER than a box of ROCKS

**F**IRST, I WOULD LIKE TO THANK all of you who have just completed another Christmas season. I know you all worked a lot of hours. I know it was tough. Thank you for keeping our jobs relevant in the age of the internet. Over the past four years I have met with almost every carrier hired during that time. I ask them all the same question, “How many of you use the Postal Service to pay your bills?” And almost to a person, none of them do. Maybe five people over the last two years use our service. Parcels and eCommerce are the answer to that loss of revenue.

*Jim Baxter*  
**Vice President**

Another thing that will help is management not being dumber than boxes of rocks. Maybe we should have an award called the Dumber Than a Box of Rocks. The one who wins it would have to carry it with them wherever they went. I know that many of you may be thinking that your supervisor or manager would easily win the award, but you’d be wrong. Most of those folks are just following instructions. They actually know what they are doing doesn’t make much sense.

Second place would go to the management person that came up with the idea of CCAs only working 48 hours a week. Local management was forced to send CCAs home at 48 hours, even those on opts. Management would then pay that CCA at the overtime rate for the hours of the opt that they didn’t work. Most of the CCAs actually want to work and need a lot of hours to be able to afford to live in the Portland area. The guy that thought that up should have to wear a bag of pebbles.

The dumber than a box of rocks award goes to the guy that came up with what the Post Office is doing at Kenton Station. I have worked for the Postal Service since 1981 and I have seen a lot of dumb things, but Kenton takes the cake or if you like, the box of rocks. I can tell

you how dumb it is, but words cannot explain it. Really you have to see it yourself.

The “experiment” started this past September. I started my day there at about 6 am, the casers started at 5 am. I hadn’t seen the cases until then. They have 6 routes using 3 pieces of casing equipment. One piece for each route. Each case has six shelves with a PCV pipe attached to the front with the labels attached. So, think about this, could you do this with your route? Would all your addresses fit into a single 6 shelf case. Sure, they would. Just like at Kenton, you would have 5 or 6 deliveries per slot, they wouldn’t fit very well but they would fit. So just like the casers at Kenton as you pull down you have to route each cell. That’s efficient. Right?

Then the carriers come in to pick up their routes and go deliver. First, they have to load. That’s an interesting experience. The SPURs aren’t cased so the carriers are loading them using the load feature. There are piles of the SPURs and parcels all over the vehicles. So, in the pouring rain, they are scanning SPURs and parcels and loading them into ProMasters. Everything is soaking wet. (The ProMaster is a subject for different time, but whoever bought the ProMasters is dumber than a box of rocks.) So now the carriers are in trouble for having too many stationary events. The carrier has to separate the SPURs and parcels into sections from the piles they made with the load feature, then route them for delivery. The guy who came up with this has never carried mail, but believes that this change shouldn’t take any longer. Then you get to deliver what someone else has cased. No matter how good the caser is and believe me they are good, it’s just not the same as delivering what you have cased yourself.

So, like I said earlier, I was at Kenton on the first day back in September. I walked in and saw the cases and the casers working in them. I was taken back by what I saw. There was a lady there from the National Post Office, I told her that this was going to be an ergonomic nightmare for the casers. I explained to her about the casers having to bend all the mail and the problems that is going to cause with wrists, elbows and shoulders. She looked at me with her eyes and mouth wide open as if to say “WWWWHHHHHAAAATTTT?” Then she said that this was the future of the Service. She looked at the mail and asked one of the other management people, “Where did all this mail come from?”. She is dumber than a box of rocks, but she doesn’t win the award. The person that thought this up wins the award. I don’t know for sure how many hours over budget they are, but I am sure they are breaking the bank with this program.

The real reason they are doing this is to save space in buildings. If they could save enough space, they could consolidate offices and by that save millions on rent. Years ago, some smart person decided that it was better to rent than to own our buildings. The people that made that decision would win the all-time Dumber Than a Box

of Rocks Award. Management has some space taped off to mark the recaptured space. Management is not supposed to use that space. But you know of course they are using it. It is full of all kinds of stuff. I think the station floor space was actually used more efficiently prior to the experiment. But let’s say they could combine three offices in Portland. They could get rid of two managers and six supervisors. That would save, including benefits, about a half million dollars a year. That’s real money! If you get rid of enough managers and supervisors, you could get rid of whole Regional Offices and that’s where the real savings could be found. But they won’t do that because guess why? That’s where the award winners are.

So, hang in there. I don’t believe this program will last much longer. Not everyone that works away from the stations are award winners or future award winners. Maybe the next PMG will see that the first thing that needs to be done is cut overhead. And that overhead is in the form of people that do not touch the mail.

Good Luck, Jim

**H**ELLO AGAIN from the cluttered desk of the secretary-treasurer of Branch 82 and happy new annual leave year! I hope and trust this finds you all well. While I suppose I should at some point get used to it, I still can’t believe that another year has passed already. Which is apparently one of the few universally shared human experiences. The subjective sense that time moves faster as we get older is part of being human. It still never ceases to surprise me though.

2020 marks the 50 year anniversary of the wildcat strike that established the NALC as a union. A lot has certainly changed for letter carriers since 1970. It has consistently been shown that two of the great keys to personal happiness are celebrating successes and experiencing gratitude. As members of this great union we definitely have

had success and many people to be grateful towards. I find it sad that sometimes the pervasive nega-

tivity that comes down from above in the Post Office can infiltrate and affect our brothers and sisters. While things can and should always be better, and the union will be there to fight for them, this doesn’t mean that we shouldn’t slow down and note our triumphs. So now is a time to look back and see how far we’ve come. In the interests of keeping this brief I’ll just focus on one small part of our success, our pay. There have, of course, been many others, if you’d like to read about

*Matt Pierce*  
**Sec/Treas**

them all, I suggest you pick up a copy of *Carriers' in a Common Cause*. It can be ordered or downloaded from NALC.org.

Prior to 1970 it took 21 years to reach top pay as a letter carrier and it was up to congress to decide to give carriers any further wages. The pay situation at this point had become so dire many letter carriers qualified for welfare. There is a very famous photo of letter carriers from Branch 41 in Brooklyn all waiting in their uniforms after work to apply for welfare in 1969. Hundreds of letter carriers in New York and Brooklyn alone were receiving welfare at the time. For some of them, they received more in benefits than their take-home pay. This all culminated in the postal strike of 1970 and ultimately the right to bargain collectively for pay and benefits in front of a neutral arbitrator. All of us still owe those strikers a great debt of gratitude.

Now flash forward to the present day and let's reflect on how far we've come. In the June of each year the U.S. Bureau of Labor Statistics publishes a snap shot of work related statics on every major metropolitan area in the country for the previous year. In June of 2019 they published the following - "Workers in the Portland-Vancouver-Hillsboro Metropolitan Statistical Area had an average (mean) hourly wage of \$27.00 in 2018 about 8 percent above the nationwide average of \$24.98." Remember this is an average of all occupational wages across all education and experience levels. These jobs include healthcare practitioners, legal, management, architecture and engineering, and computer and mathematical. Yet with 7 years' experience a regular letter carrier will be making over this average and will continue to do so for the rest of their career.

The Portland Housing Bureau publishes the Median Income for a Family of Four every year as a reference point on housing affordability. Their findings for 2018 Median Income for a Family of Four was \$73,300. This of course assumes that most households were made up of two working adults and two children. I personally know several ODL letter carriers that made with overtime and after dark payments well over this amount on one income. A step O regular letter carrier would need to average only about 5.5 hours of overtime a week to have personally surpassed this limit.

We should, of course, not leave out our hard working CCA brothers and sisters. Based upon 2018 wages in Portland Oregon CCA's earned well above the average starting wage and when they worked 38 or more hours a week they also earned above the average Per capita income per Portland area worker of \$36,303.

In 50 short years in the 230 year history of the USPS, NALC letter carriers have gone from qualifying for welfare to being above average wage earners in the greater Portland area and the majority of the rest of the country. I think that this definitely is something that

deserves a moment of reflection and appreciation. Obviously wages are not the only form of compensation we receive, this doesn't include matching TSP contributions, still getting what less than 25% of workers have, a defined retirement, health care, worker's compensation, Union protection from discipline and something that is far too scarce these days a job from which you are unlikely to be summarily fired through no great fault of your own.

So while I think that we can all agree that things can and should be better, I think now is the time for us to all sit back and be grateful and appreciate how far we've come in such a short ways thanks to those brave men and women in 1970.

In solidarity, your secretary-treasurer Matt

## ELECTION RESULTS FOR BRANCH 82 ELECTION

*held December 9, 2019*

### EDITOR:

Suzanne Miller	303
Tom Richardson	184

### EXECUTIVE BOARD AT LARGE:

Betty Nash	293	[15]
Abe RedCloud	219	[12]
Jamie Partridge	202	[15]
John Kunz	174	[7]
Jonathan Cabral	144	[9]
Randall Hoxie	139	[7]
Joe Fruichantie	137	[8]
Kollin Luman	127	[5]
Don Cadwell	125	[10]
Jason Drost	105	[4]
Michael Magarro	69	[4]

### TRUSTEES: (5 ELECTED)

Lois Brumfield	352
Sallie Green	343
Ted Lulich	310
Julius Fildes	304
Casey English	296
George Wallenstein	225

[ ] Contested ballots

FROM THE DESK OF THE

# CHIEF STEWARD

**2019** IS QUICKLY COMING TO A CLOSE and that will usher in 2020 with new challenges and battles. Over the last year Branch 82 has had many challenges, struggles, and victories. I would like to take this time and discuss them with you to and to update you on the progress or lack of progress. First let me take this time to thank all of the stewards at the stations for their help. Without them nothing we do can be successful. I encourage all members to thank them as well, they have the toughest job in the Branch.

Branch 82 has had many challenges this last year. These challenges include:

*Article 1 (management doing craftwork) violations,*

*Article 8 (Over Time) violations,*

*Article 12 (transfer) violations,*

*Article 16 (discipline),*

*Article 34 (Kenton consolidated casing test) violations,*

*and Article 41 (CCA opt, 6 day route counts, and reversion/posting of route) violations.*

I am only listing the major challenges, there are many more that I could discuss. These I feel are the most important.

I like hearing bad news first, so next I will discuss the struggles. Article 34 which is the umbrella contract provision to justify the consolidated casing test at Kenton Station has been the biggest struggle for Branch 82. The NALC fought in court to stop the test but was unsuccessful. Branch 82 has filed grievances regarding abolishment of routes, construction of routes in violation of the handbooks and manuals, posting and bidding of routes, the test itself, and office breaks. These issues include out of schedule pay to all regular carriers effected by this test and additional remedies for CCA opt violations. Plus potential conversions for CCA's who did not convert due to this test. All of these issues have been grieved and impassed by DRT.

Some may ask what does that mean. This means Branch 82 has done everything in its power to stop the test, it is now up to the national level arbitration going on as we speak. If we are successful at arbitration the test will stop, all routes will return to pretest configuration, out of schedule pay will be paid to all regular carriers who

were affected by the test, CCA's will get additional remedies for opt violations/missed conversions. If we lose, Kenton Station may very well be the status quo. This is how serious this issue is, it seems the Post Office is going for broke on consolidated casing. The only thing I have experienced at Kenton Station is chaos on a daily basis.

We have had numerous victories this year:

*The improper reversion of routes were successfully grieved with back pay awarded.*

*Improper delaying of the posting of routes were successfully grieved with back pay.*

**John Kunz**  
**Chief Steward**

*Improper 6 day route counts were successfully grieved and stopped at DRT.*

*Lots of discipline for attendance, conduct, and safety were successfully grieved with either modified remedies or thrown out altogether.*

*Improper denial of transfer out of the city were successfully grieved granting the carrier the denied transfer.*

*CCA opt violation remedies were successfully increased.*

*Lots of overtime violations were grieved for maximization of the ODL.*

*Improper start time changes were successfully grieved with back pay.*

These victories will not end the violations, but it grants proper remedies to the effected people. I have been the chief steward for two years now and the job is very busy and stressful. Every day brings a new group of grievances that can be difficult and challenging to get proper settlements on. I really do enjoy the challenge to prove my case.

I would like to thank all of the stewards at the stations for their perseverance and hard work, without them this union would not function. We just had elections for stewards in every station, some have stepped down to let new people become stewards. I would like to thank every person who has volunteered to take on this job. I look forward to working with every one of you. Have a happy holidays. Until next year.

JKunz, your Chief Steward

**H**APPY NEW YEAR!!!!!!! Welcome to 2020 Everyone!!! I hope your year has started out amazing and continues to be the best year ever. Speaking of the best year EVER, guess what? Our fundraising totals for MDA for 2019 was the BEST we have EVER done!!! Thank you sooooo much everyone! Can I get a cheer for the amazing, precedent setting for Branch 82, total of \$27,056!!! I remember a few years ago, having a dream and a goal to break \$25,000. Well, in 2018 we broke that goal as we raised over \$26,000. Then in 2019 we raised more. You know where this is headed, right?

My new goal for us sisters and brothers of Branch 82 is to break the \$30,000 mark! I know we can do it! All we need is another great year of events, all of you coming and enjoying those events and a new event...that's right, well

kinda right. We are going to try the scavenger hunt idea again, but at a different time of year.

## Abe RedCloud MDA Rep

We are going to be doing the MDA Scavenger Hunt at our Branch Picnic / softball tourney at Cook Park! I'd really appreciate it if this year you can make it out to the scavenger hunt! With this event prospering and maybe switching around another event, I think we could get to that \$30K mark!

That's right, I said switching around an event! So David Norton, Elizabeth Squires (MDA rep) and myself had a meeting where I pitched a new idea for the LaborBowl. Last year we had the event at the new Kingpins in Tigard and it cost us twice as much to run the event. In 2018 at Sunset Lanes our charge from the bowling alley to run the event was around \$1,400. Then in 2019 at Kingpins (Sunset Lanes was demolished), the event cost us \$2,660!

I wasn't happy with it at all, so I went searching for a new bowling alley that could hold all of us and wasn't a big corporation that is going to gouge our fundraising totals and I found one!!! Kellogg Bowl in Milwaukie is only going to charge us \$850 to run the event there!! With food and beverages added it will total around \$1,300!!! At that meeting we all agreed to do the 2020 Labor Bowl at Kellogg Bowl in Milwaukie. Only problem was the date when they will let us run the event.

### Here is the schedule for the 2020 MDA events:

- #1 = **Branch 82 Raffle** = Feb 12 - April 8th, and the drawing on April 8th at the Branch General Meeting
- #2 = **Labor Bowl** = Sunday May 17th at Kellogg Bowl in Milwaukie
- #3 = **Scavenger Hunt** = July Branch Picnic (Don't know date yet)
- #4 = **Regional Assembly Raffle** = October 4-9
- #5 = **Fill the Satchel** = October

You know what you should do right now? Write those dates down on your calendar or pull out your phone and snap a pic or input the dates into your phone on your

phone calendar. Let make this year the year we break \$30,000!

**In 2020, we made the most money, for MDA, everyone say HOORAY!**

Let's make it happen brothers and sisters! Let's make that silly rhyme above come true. In fact, if we can do it, I'll sing that rhyme at the December Branch meeting in 2020! I pledge this to you! I'll also make it longer!! Help me put those words right into my mouth!

## MDA, MDA, MDA, MDA, MDA!

That's All Folks! lol

In Solidarity, Abe RedCloud

# BRANCH 82 OFFICERS

<b>President</b>	David Norton	503 493-5903
<b>Vice President</b>	Jim Baxter	503 493-5903
<b>Sec/Treasurer</b>	Matt Pierce	503 493-5903
<b>Rec. Secretary</b>	Ken Wilson	503 493-5903
<b>Editor</b>	Suzanne Miller	503 493-5903
<b>Dir. of Retirees</b>	Sam Smith	503 493-5903
<b>Health Benefits</b>	Eric Matras	503 706-8717
<b>Chief Steward</b>	John Kunz	503 493-5903
<b>Sergeant At Arms</b>	Chuck Solomon	503 493-5903
<b>Safety Officer</b>	Don Cadwell	503 493-5903
<b>LCPF Rep</b>	Sue Canfield	503 493-5903
<b>Organizing</b>	Willie Groshell	503 493-5903
<b>Veterans Rep</b>	Bruce Hall	503 285-8468
<b>MDA Rep</b>	Abe RedCloud	503 493-5903

### EXECUTIVE BOARD AT LARGE

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

### AUXILIARY OFFICERS

<b>President</b>	Daphne Strohl	503 771-2610
<b>Secretary</b>	Gladys Hall	503 285-8468
<b>Financial Sec.</b>	Ruth Wells	360 253-4098

# NO PAYMENT! 90 DAYS

ON NEW, USED AND REFINANCED VEHICLES!

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



**AUTO SOLUTION**

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

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

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

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

OUR #1 PRIORITY IS YOU!

503-760-5304 or 800-331-0968  
[www.nwprioritycu.org](http://www.nwprioritycu.org)



NW PRIORITY  
CREDIT UNION



MILWAUKIE | SE PORTLAND  
BEAVERTON | PORTLAND P&DC  
VANCOUVER | PORTLAND AIRBASE



Federally Insured By NCUA

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

# Resolution:

## Unionize Amazon Delivery

**Whereas:** Jeff Bezos, billionaire CEO of Amazon, announced September 19th that Amazon would be purchasing 100,000 electric-powered delivery vans, half the number of delivery vans used by the US Postal Service, meaning that Amazon plans to cut into the USPS delivery market in a big way, and

**Whereas:** Amazon added 10,000 vans to their delivery fleet just during the 2019 holiday peak, and

**Whereas:** Amazon drivers are paid about half what a career letter carrier is paid, giving Amazon delivery a competitive edge over USPS delivery, and

**Whereas:** The percentage of Amazon parcels delivered by NALC members has dropped by about half in the past few years while the number of Amazon parcels delivered by Amazon drivers has doubled, and

**Whereas:** Fred Rolando, president of the National Association of Letter Carriers, has stated that our union is discussing whether it makes sense for NALC to consider helping those drivers organize into a union. "In the past, we've shied away from this issue," Rolando said. "I've concluded that we can no longer do that," therefore be it

**Resolved:** that NALC Branch 82 call on the national NALC to establish a taskforce to study the feasibility of the NALC, or the NALC in collaboration with other unions, assisting Amazon delivery drivers in organizing a union, and be it finally

**Resolved:** that this resolution be forwarded to the Oregon State Association of Letter Carriers and the national NALC conventions for concurrence.

*Submitted by Jamie Partridge, Tom Richardson, Colin Moore, Chandler Hull, Mark Flegel, Stephen Schmidt, Willie Groshell, Benjamin Stutz, Rogue Robertson, Jason Haire*

# LAST

# PUNCH

# BUNCH

Forest Ehrlin-West Slope

Stephanie Gary-Gresham

Rick McVicker-Oak Grove

Deborah Romero-Lents



# Brookfield® Uniforms

### EXPERIENCE THE BEST IN POSTAL UNIFORM QUALITY AND SERVICE

- Union Preferred Supplier of Union Made and Made in the USA products
- Free Hem – Free Waist Alterations – Free Shipping
- Spend the Full Allowance and Receive Pair 5 oz. Slacks or Short
- Or Full Allotment Bonus of \$45

## Buy Union It Matters

### Call Your Experienced Representatives

**Donna Halvorson 503-781-0624 or Fax: 503-786-6120**

**Scott Lahn 334-220-5150**

**Covering the Greater Portland Area**

## World Class Service

**Brookfield Customer Service at 1-800-527-0606**

**Monday-Friday 7am-6pm & Saturday 8am-1pm, CST**

**[www.brookfielduniforms.com](http://www.brookfielduniforms.com)**

# Rest In Peace

## Jerry (Fitz) Gordon Fitzsimmons

1955-2019

Jerry peacefully passed away on December 2nd, 2019 in Portland, Oregon. He is survived by his mother Lois, wife Barbara, His daughter Megan, his stepdaughter Nita, 5 grandchildren, and 9 great grandchildren.

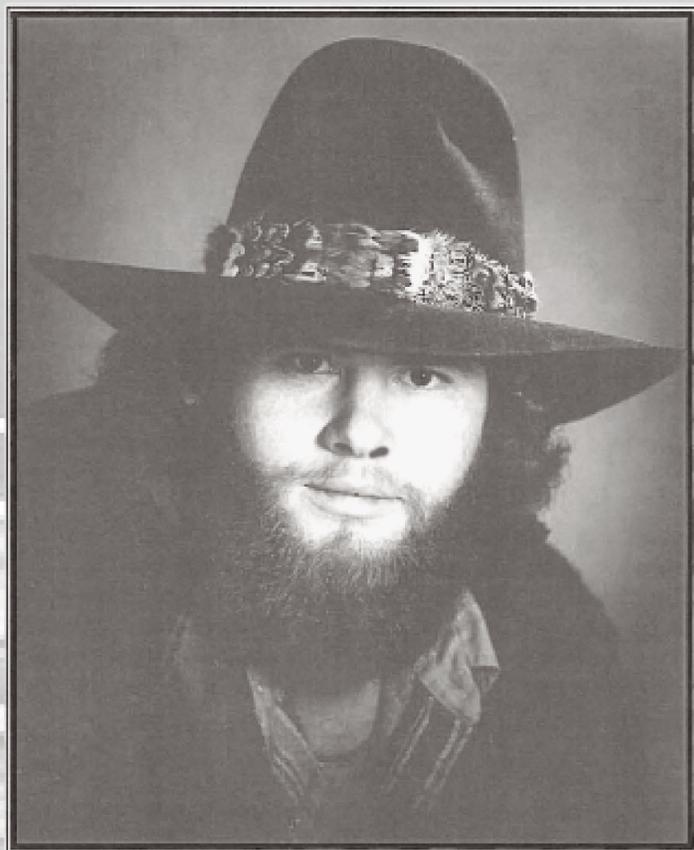
Jerry will forever linger in the hearts and souls of the people who were blessed by knowing him. He might be gone, but this cowboy will always be with us in our memories.

Jerry G. Fitzsimmons was born on the cold and snowy morning of February 4th, 1955; in the small town Stettler, Alberta Canada to Gordon and Lois Fitzsimmons.

The Fitzsimmons family moved to the U.S. in October of 1957 when Jerry's father Gordon pursued his career as a union electrician. While Jerry was still in high school, his family was blessed by the addition of his two siblings; Twyla and Brian.

Jerry graduated from Gresham High School in 1973, and went on to serve in the United States Air Force for three years. After his military service, Jerry took a few years to discover himself and became passionate about a great many things, including photography, guitar, motorcycles, and fishing.

Jerry admired his father's dedication and pride in being a union worker, and found his true calling as a letter carrier for the United States Postal Service in 1984. In his later years, Jerry furthered his dedication to his profession by becoming the



vice president of his local chapter of the National Association of Letter Carriers union, Branch 82 in Portland, Oregon.

Jerry was driven in his work, more than most people; dedicating himself to transform his talent as a wordsmith and orator to become a voice for the men and women who were walking the same rain-soaked streets as he had for more than 20 years.

# A CHALLENGING NEW YEAR

**T**HE BEGINNING OF A NEW YEAR is a time of reflection and also a time of anticipation. Our nation is in a state of flux. Many things have changed, many things are changing, and many things will change. We will face many challenges in this New Year. Hopefully, we will overcome these challenges and have a GOOD year.

## *Bruce Hall* Veterans Rep

As we look back over the past few years, we see a time of war and turmoil. We had the horrific event of 9/11/2001, which

started our Global War on Terrorism. We went to war in Afghanistan, followed by war in Iraq 2003-2011, then a renewed conflict in Afghanistan which ended at the end of 2014. Supposedly these wars ended, but we still have a few thousand troops in Iraq and Afghanistan as supporters and trainers to those countries' armies. So we are not out of Iraq and Afghanistan! So continue to Support our Troops. They are still in harms way. Our troops continue to perform extraordinarily and give much in the fight to provide freedom. Only time will tell how effective their efforts have been. Freedom is not Free!

War has been a part of this world since the beginning of civilization. No one really likes war, but it has been a reality throughout history. We need to look at history and realize that war should be the last resort in our country's foreign relations, and we should seek peace and reconciliation wherever possible. But we need to exercise wisdom and reservations in immediately withdrawing troops and assistance in areas where we have been involved. War is bad but if it wasn't for war, we wouldn't have our freedom. Freedom is not Free! There are still forces in the world that need to be dealt with. We need to keep a military force ready to deal with these forces. I feel that there are resources available to assist Veterans. We need to continue to take advantage of these resources.

Over the past several years, the military has experienced several challenges related to war; excessive deployments, separation from family and friends, severe injuries, and many deaths. Then as our involvement in the war was decreased, the military was faced with different challenges such as reduction in force, which forced many troops out of the service, resulting in unemployment and readjusting to civilian life; having to find housing, medical coverage, schools, jobs, and ways to meet

everyday needs. This has been tough in our depressed economy. We need to insure that these veterans receive the support and benefits for their dedication and sacrificial service for freedom!

Of course, benefits and assistance due veterans is controlled by congress, so we need to continually inform and hopefully influence our political leaders to make the right decisions in regards to veterans. This will take a continuous effort from us, to contact our representatives and senators. If you would like to receive a weekly update of Veterans Issues and Legislative Actions, please send your Name, E-mail, and Zip Code to me via Mail: Bruce Hall, 8017 N. Washburne Ave., Portland, OR, 97217, or Email to: [vfwbruce@gmail.com](mailto:vfwbruce@gmail.com). I can get you signed up for the VFW Action Corps Weekly. It is available to anyone who desires it.

Hopefully, we can meet the challenges and support and assist our Veterans during this New Year!!



## ACTIVE DUTY

ROBERTO JIMENEZ, (Creston) Army, Qatar  
CASEY JAMES, (Waterfront) Army, Jordan  
NOAH DUARTE, son of Ricardo Duarte (St. Helens) Army, South Korea  
DARREN CRUZ, son of Gary Cruz (River District) Army, Ft. Lewis  
BILL QUIGLEY JR, grandson of Ken Quigley (Gold Card Member) Army, Iraq  
CHRISTOPHER MANIVANH, son of Simang Manivanh (Hillsboro) Army, Iraq  
GREG GERARD, son of George Gerard (Beaverton) Navy, Virginia Beach  
ZACHARY PADACA, son of Eleanor Padaca (River District) Navy  
JARED SZAROLETA, son of Donna Szaroleta (Oak Grove) Marines, Camp Pendleton  
DEAN SCHUCHARDT, son of Patricia Schuchardt (Multnomah) Army  
TOM TOTTEN, son in law of Lee Travis (retired) Army, S. Korea DMZ  
CONNOR SHEEHAN, son of Pat Sheehan (retired) Army, Ft. Houston  
MATTHEW UNDERWOOD, son of Rick Underwood (River District) Marines, Camp Pendleton



*Branch 82's Rockin' Holiday Party*



Kevin Pham - Rose City Park



Richard Johnson - Holladay Park

# FDR'S SECOND BILL OF RIGHTS

IT IS OUR DUTY now to begin to lay the plans and determine the strategy for the winning of a lasting peace and the establishment of an American standard of living higher than ever before known. We cannot be content, no matter how high that general standard of living may be, if some fraction of our people—whether it be one-third or one-fifth or one-tenth- is ill-fed, ill-clothed, ill housed, and insecure.

This Republic had its beginning, and grew to its present strength, under the protection of certain inalienable political rights—among them the right of free speech, free press, free worship, trial by jury, freedom from unreasonable searches and seizures. They were our rights to life and liberty.

As our Nation has grown in size and stature, however—as our industrial economy expanded—these political rights proved inadequate to assure us equality in the pursuit of happiness.

We have come to a clear realization of the fact that true individual freedom cannot exist without economic security and independence. “Necessitous men are not free men.” People who are hungry and out of a job are the stuff of which dictatorships are made.

In our day these economic truths have become accepted as self-evident. We have accepted, so to speak, a second Bill of Rights under which a new basis of security and prosperity can be established for all regardless of station, race, or creed.

Among these are:

The right to a useful and remunerative job in the industries or shops or farms or mines of the Nation;

The right to earn enough to provide adequate food and clothing and recreation;

The right of every farmer to raise and sell his products at a return which will give him and his family a decent living;

The right of every businessman, large and small, to trade in an atmosphere of freedom from unfair competition and domination by monopolies at home or abroad;

The right of every family to a decent home;

The right to adequate medical care and the opportunity to achieve and enjoy good health;

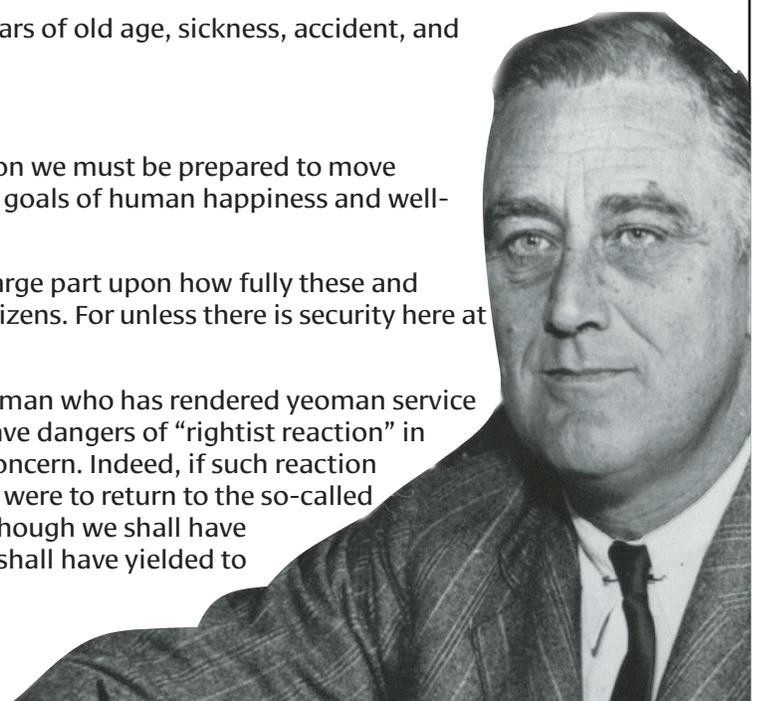
The right to adequate protection from the economic fears of old age, sickness, accident, and unemployment;

The right to a good education.

All of these rights spell security. And after this war is won we must be prepared to move forward, in the implementation of these rights, to new goals of human happiness and well-being.

America's own rightful place in the world depends in large part upon how fully these and similar rights have been carried into practice for our citizens. For unless there is security here at home there cannot be lasting peace in the world.

One of the great American industrialists of our day—a man who has rendered yeoman service to his country in this crisis—recently emphasized the grave dangers of “rightist reaction” in this Nation. All clear-thinking businessmen share his concern. Indeed, if such reaction should develop—if history were to repeat itself and we were to return to the so-called “normalcy” of the 1920's—then it is certain that even though we shall have conquered our enemies on the battlefields abroad, we shall have yielded to the spirit of Fascism here at home.



# NALC BRANCH 82 MEMBERSHIP MEETING

December 11, 2019

**Call to Order:** 7:10 PM

**Retired Member Deceased:** Jerry Fitzsimmons - Parkrose, former Branch Vice President.

**Gold Card Retired Member Deceased:** Nels Christensen-Lents and Donald Thom-Midway.

**Moment of Silence:** Fitzsimmons meant a lot to this branch.

**Officers Absent:** Brumfield, Magarro, Nash and Richardson.

**Membership Report: Active-Regular** - 1,118 CCA - 215 Management or other crafts - 42 Retired - 519 Gold Card - 73 Total - 1967 **New Members:** 9 CCAs and 6 retirees. **Newly Retired:** Forest Ehrlin-West Slope, Stephanie Gary-Gresham, Rick McVicker-Oak Grove and Deborah Romero-Lents. **Cancelled:** Ivy Huff-Creston/Management. **Separated:** Justin Cole-Rose City Park.

**Secretary-Treasurer's Report:** Why the retirement fund was so low? Pierce - bylaws only require placing \$600 into fund each year. Retirees get bonus checks from this fund. With many retiring lately, funds are quickly exhausted.

**Executive Board Expenditure Recommendations: Motion:** To send up to five people to Labor Law Conference in January, 2020, at a cost of up to \$500. Carried.

**Election Results:** Norton thanked Char Bryce for chairing election committee.

**B-Mike Editor:** Suzanne Miller

**Executive Board Members at Large:** John Kunz, Betty Nash, Jamie Partridge and Abe RedCloud.

**Trustees:** Lois Brumfield, Casey English, Julius Fildes, Sally Green and Ted Lulich.

Pierce - prices for hotels at National Convention \$300 to \$350 a night

**New Business:** Pierce passed out proposed budget for 2020. Talked about benefits for officers and how that is paid. Benefit costs of a full-time officer and active carrier about \$35,000 a year. Retirees dues went up by \$5.00. Estimated total income of branch next year \$725,517. Office equipment budget is up because we will be getting new computers next year. Campaign for Door to Door delivery spent \$5,000 of \$10,000 set aside. Total expenses are estimated to be \$730,485, less \$5,000 for Door to Door. Proposed budget comes before branch as recommended by budget committee. **Motion:** To approve proposed 2020 budget. **Seconded:** Carried: **Unanimously**

**Resolutions and Bylaws:** Falvey read proposed resolution concerning endorsement of political candidates for 2020 election for President of United States, committee recommended disapproval. Vote confirmed committee's recommendation.

New resolution concerning family obligations versus mandatory overtime and new proposed bylaw changes were read only tonight, will be voted on at next meeting.

**Food Drive Report:** Food Bank wants to test paper bags at one site next year.

**Healthcare for All:** Fildes - Oregon Senate bill 770 would implement a task force to look into health care for all people and to write a bill to implement it.

**Labor/Management Report:** Norton - ugly out there. Partridge - really bad service in 97217 zone. Community rally. 50 people called on postal service to end experiment with their mail service. Kenton Business Association is mad about poor service. Currently a hiring freeze. We won route reversion grievance.

**Health and Safety Report:** Cadwell - take care of each other and

CCAs. VMF manager said if a vehicle is written up, it is red-tagged and shouldn't be used.

**Legislation Report:** We reached critical numbers for HR 2382, pre-funding fix. This will go the the floor for a vote. If passed, it would really fix a lot.

**MDA Report:** Red Cloud - raised over \$27,000 in 2019. Next year trying for \$30,000.

**Retiree's Report:** Blau passing baton to Sammy Smith. Norton thanked Blau for 14 years as Director of Retirees.

**Veteran's Report:** Hall spoke about a program called Operation Homefront. Dollar Tree stores partner with local military units for this program.

**Labor Solidarity Report:** Partridge - other postal unions also showed up at Kenton Rally and some retirees. If you want to become involved with Communities and Postal Workers United, see Jamie.

**Hospitality Committee Report:** Norton thanked Canfield, Carlson, Brad Melland and Bryce for tonight's meal.

**Good of the Association:** Red-Cloud and Canfield announced Rick Banton is this year's Volunteer of the Year. Jerry Fitzsimmons was first Volunteer of the Year for Branch 82.

## For the Betterment of the Service:

**Kitty Award:** Casey English won \$85.00.

**Jackpot:** \$530.00 unclaimed by Marlo Foster - Tigard.

**Treasure Chest:** \$300.00 unclaimed by Phoebe Ferguson - CCA Creston.

**Adjourned:** 8:53 PM.



NATIONAL ASSOCIATION OF LETTER CARRIERS  
BRANCH 82 (B Mike)  
5265 NE 42<sup>nd</sup> AVENUE  
PORTLAND, OREGON 97218

NON-PROFIT  
U.S. POSTAGE PAID  
PORTLAND, OREGON  
PERMIT No. 4  
Address Service Requested



GENERAL MEMBERSHIP MEETING  
6:15pm dinner, 7pm meeting  
second Wednesday of the month

## NOW IN AN APP! **THE LAWN MINE DETECT-O-MATIC** *FROM POPEIL!*

It is said that "Neither snow nor rain nor heat nor after dark stays these couriers from the swift completion of their appointed rounds". However, we have to mention that once in a while these appointed rounds can be slowed down when an unsuspecting shoe meets the aftermath of Spot's last repast.

Fear no more, for the Lawn Mine Detect-O-Matic app is here! Using the latest in micro-electro-mechanical smart phone technology, LMDOM constantly surveys the landscape for potential hazards and immediately alerts the user to potentially menacing mounds. Can also be configured to warn of street supervision. *(As seen on TV)*

