



B·Mike



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"An Injury to One is an Injury to All"

The Official Publication of Branch 82 *Portland, OR*

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

We all know that letter carriers go beyond just delivering the mail. Creston carrier Terri Palmer went the extra mile when she noticed an elderly customer's mail piling up. She took action and saved her life that day.

Palmer has been recognized by NALC as a local hero.

**Congratulations,
Terri!**



NOTICE FOR NOMINATIONS AND ELECTION OF DELEGATES

Nominations and Elections for State and National Convention Delegates:
Nominations will be held at the September 8, 2021 branch meeting for election of delegates to the 2022 NALC State Convention next Spring and the 2022 NALC National Convention next summer. All branch members are eligible for nomination as delegates. Candidates must accept the nomination at the time it is made or, if absent, must submit written acceptance to the Secretary/ Treasurer by September 10, 2021. The election will be held at the October 13, 2021 branch meeting.

Wasn't I Hired to Be a Letter Carrier?

-David Norton, President

Things have been tough lately for letter carriers. Most stations across the City of Portland and in surrounding Associate Offices (AOs) are understaffed. The parcel volume isn't going away. During the time of year where things normally slow down, it seems that things are busier than ever. With people off due to COVID related reasons, Emergency Federal Employee Leave (EFEL), or any other variety of reasons, it doesn't look like things are going to change much in the near future. This gives us somewhat of a grim outlook going into our heavy vacation season. Traditionally most people like to take their Annual Leave during the summer months. Last year, with stay at home orders in effect in most places, safety concerns and little opportunities to travel, there were many people that decided to give up their vacation time. With most COVID restrictions starting to lift, you can bet that everyone is going to want to get out this summer and enjoy some new found freedom.

We are hiring locally, but we aren't getting enough people in to cover for retirements and other people leaving. I know that the Postal Service is trying some different things to increase hiring. I have seen Every Door Direct Mailings (EDDM), Craigslist ads, fliers, and signs. We track their postings constantly. The overall hiring process is slow, and we all know the difficulties that come with being a new letter carrier. If you are brave enough to risk your relationships with friends and family, you could always suggest a future for them as a letter carrier with the United States Postal Service; you can probably get them a job. The holidays will never be the same for anyone.

All of this trouble with hiring and staffing is not unique to the letter carrier craft. Other postal crafts are experiencing the same difficulties. This goes especially for the rural carriers and the clerks. Shortages in those crafts have resulted in letter carriers, especially CCAs, doing that work.

Depending on where you are, you may have different issues. There are many Portland City stations that may have one whole clerk on any given day. How much time would it take for that one clerk to get a whole operation's work done? Your supervisor or manager may have no other choice but to send some carriers over to do clerk work. I know in some places, there are CCA carriers whose job is predominantly clerk work every day. They may be starting their day with the other carriers in their office or they may be coming in at 3AM to start. No CCA signed up to do clerk work every day, and that is certainly NOT something that we at Branch 82 want our members to be doing on a daily basis. We were hired to deliver the mail and that is what we should be doing. God knows there is enough carrier work to go around. When letter carriers are forced to do

clerk work, that means that those carriers are not available to carry routes or sections. This usually means that other carriers are getting mandated to carry off assignment overtime in their absence. Sometimes that means getting drafted on your scheduled day off.

The solution to this problem, like so many in the Postal Service, is not an easy one. If it wasn't for those carriers helping out on the clerk side, what time would the mail be ready for you to take out and carry? Remember the situation with the station with one clerk? The operation starts with the clerks. They unload the trucks, distribute the mail and parcels. If that process doesn't happen on time, carriers have to wait, and that means management will be forced to change our start times. In this case, we aren't talking a half an hour or so. Many stations would be forced to have their carriers start at 10 or 11AM, maybe later. No one wants that. Not you, nor your customers. The work has to get done.

That leaves us with little options. If you are one of the carriers that are coming in early and doing clerk work, be sure to clock over on the timeclock to a clerk function. It is important that those hours are tracked. The number of clerks in your office is determined by the hours that are worked there. If clerk hours are not being reported, it may show that your station doesn't qualify for the number of clerks you have. That may lead to management reverting one of those jobs creating even more of a problem. The clerk's union, the APWU, must be able to accurately show how many hours are being used, even if they are not being used by their members.

There are certain provisions for carriers doing clerk work in our contract. It may be a contractual violation of crossing crafts, and the APWU is absolutely grieving it as such, but we can do that work. That is not the case in regards to rural work. Article 7 states:

Rural carriers excluded. Paragraph A of this Memorandum of Understanding (National Agreement page 155) provides that the crossing craft provisions of Article 7.2 (among other provisions) apply only to the crafts covered by the 1978 National Agreement—i.e., letter carrier, clerk, motor vehicle, maintenance and mail handler. So crosscraft assignments may be made between the carrier craft and these other crafts, in either direction, in accordance with Article 7.2. However, rural letter carriers are not included. So crosscraft assignments to and from the rural carrier craft may not be made under Article 7.2.

City letter carriers are NOT supposed to be doing rural

carrier work. Much like the clerk situation, offices that have combined city and rural routes in it, have in many cases, been forced to send city carriers over to the rural side in order to cover for rural carrier vacancies. Every office is different, and certainly all rural delivery is not the same. When people think of "rural delivery" it usually brings to mind some country road out in the middle of nowhere with miles and miles between stops. In many associate offices, however, the boundary between what is "city" delivery and what is "rural" delivery can be pretty murky. There are rural carriers that deliver their routes out of Promasters and whose routes are primarily apartment delivery. Regardless of what situation you are in at your station, this is something that is not allowed in our contract, and Branch 82 is actively grieving it. If this is happening to you, please tell your shop steward about it. If this is happening in your office and you are a shop steward, please let us know so we can try and put a stop to it.

As separate crafts within the Postal Service, we all have a different part to play in the processing, distribution, and delivery of mail. Sometimes we go along with our day, our own cog in the big postal machine, not knowing how the craft jobs impact our own. Other times, like now, it is glaringly obvious. None of this is to speak against the hard work that those other craft employees are doing. We have talked a lot about problems with staffing. Those issues are complicated, and solutions are not necessarily easy or fixable at the local level. Those problems exist within all postal crafts, and they are a nationwide problem in many cities. It isn't just Portland and the AOs that Branch 82 represents that are left to deal with this. The problems we have in common with other crafts do speak to the interconnectedness of all postal employees.

Every craft plays a part, and the completion of our mission as letter carriers cannot exist without the success of each other.



Branch 82 is vaccinated! From left: Mike O'Conner, OWCP Rep; Brad Mellon, Office Assistant; John Kunz, Chief Steward; David Norton, President; Jim Baxter, Vice-President; Matt Pierce, Secretary/ Treasurer. All are shown proudly displaying their vaccine cards.



In honor of Dog Safety Awareness Month, carriers at Multnomah Station had target practice with their dog spray. Not today, dogs!



Change is Going to Happen

- Jim Baxter, Vice President

I started with the post office at Creston Station in 1981 as a PTF. Eighteen months later they told me that I was converting to regular and had been assigned a residual vacancy at University Station. They had just completed some sort of route adjustment and created a new route. The route was a monster. As a reserve they either put me on it or I opted on it, I don't really remember, but it came up for bid and I told the boss that I was going to bid it. I had the route until 2001 or so, 17 or 18 years. Every couple of years management would do an adjustment on the route. Oh well, I didn't really care, change is going to happen. Sometime around 2001 management split University Station and sent part to Multnomah Station. The route that I had for 18 years went to Multnomah.

I had 21 years seniority and lost the route on a bid down. Interestingly enough, I didn't have one delivery that I started with. Things change at the Post Office.

I was Chief Steward for 8 years. I lost the election for President. Good thing my pal Ted had given me some of the best advice that anyone has given me during my postal years. He told me to bid Route 0903 at River District. I carried that route for 6 years and it was adjusted 5 times. Things change at the post office.

I've been your Vice-President for almost 6 years, and during that time I have met with almost all of the new CCAs from all over the district. That's over 2,000 new carriers. I have asked every class for a show of hands to see if they pay their bills through the mail. Not more than two people a year from all over the state are still paying their bills using the mail.

When I started, everyone received their bills through the mail and then sent back the payment through the mail. That was a great stream of revenue. It paid our salaries and everything it takes to run the Post Office. That mail is gone, and sadly it is not coming back. However, the Postal Service built a huge infrastructure to handle all that mail that doesn't exist anymore. There are a lot of processing plants all over the country. We also have a new postmaster general that was appointed by the last president. That guy came into office during the last election cycle and tried to make changes in processing. I don't think that was the smartest thing to do. It looked really political. The country is still in turmoil over that election.

So what's he doing now? He has come up with a ten year plan to put the Postal Service on good financial footing. Personally, I don't know enough about the ten year plan to say whether it is a good plan or not. I do know that because of the plan, Congress in a by-partisan way is taking up postal reform. That reform would eliminate the pre-funding mandate and integrate Medicare into a retiree's health care

package. We have all been trying to get rid of the pre-funding mandate the past decade or so. A ten year plan for the Postal Service, you're kidding right? Management can't make a plan to get the mail delivered everyday let alone a ten year plan. But if it gets us postal reform and ends the pre-funding mandate, I'm for it.

He also closed a bunch of regional and district offices and eliminated a bunch of management jobs. He gave them an early out and from what I hear they are going to have RIF (Reduction in Force) for management people. I've carried a satchel for many years. You know what we do, load our bag with mail and pack it around. I have for a long time considered management a weight in my satchel. We all have to carry the weight of management. Management is overhead that doesn't generate any revenue. We need to generate enough revenue to cover the cost of their excess. Eliminating several thousand overhead positions is a good start. It's too bad for them, but things change in the Postal Service. All those extra people can become letter carriers.

I know the new postmaster would like to close some processing plants, but is that infrastructure still needed? If they are not needed, we are carrying the people that work in those plants in our satchels too. No craft employee will lose a job if they close some of those facilities. They can become letter carriers or the junior person could be excessed into the carrier craft. No one will tell you that we don't need more carriers. No full time craft employees will lose a job.

Believe it or not they used to hand cancel every letter, the clerks would sort them by hand. Carriers would get the letter mail at their cases in random order and case it into a letter case. If someone moved you would write the new address on each letter. The bundles of flats would come in random order. Now they come in the order of your line of travel. You can't imagine how much easier they are to case now. The mail once went by train and the mail cars had clerks sort the mail as the train rolled across the country. Now it goes by air. I have never heard anyone say we should still be sorting mail in rail cars. Those jobs changed. I haven't heard anyone say we should get rid of DPS or go back to hand writing our nixies (forwards). Let's face it, change is going to happen.

Collectively, we need to ensure that we have jobs 10, 20 and 30 years from now. There has been a lot of change in the past 40 years and there will be a lot more in the next 40. Do we want to throw out this new postmaster because he wants to rightsize management and mail processing? I didn't trust his former boss, but that doesn't mean the postmaster is wrong. My goal, and it should be all our goals, is to ensure that we have jobs as long as we want them and that we pass a Postal Service on to the next generation of letter carriers so they also can have a pension and a good retirement. As letter carriers we have to embrace the change. It's going to happen and we need to collectively work to ensure the service continues. Change is going to happen whether we like it or not.

Good Luck,
Jim



B·Mike

Transfers and Mutual Exchanges

-Matt Pierce, Secretary-Treasurer

Hello Again and Happy Spring from the office of your Secretary-Treasurer. One of the issues that we have been dealing with a lot at the office lately is that of transfers. It makes sense. Many more letter carriers than in years past have distant family or relationship obligations that necessitates them moving their letter carrier career to a different installation. A lot has changed since the new memos on CCA conversions. This month I'll discuss why in some ways it's going to be harder than ever to get a transfer and the other way carriers can move around the country that many carriers don't know about or utilize, mutual exchanges.

The obligation to accept transfers to vacant assignments can be found in the Transfer Memo incorporated into the National Agreement. It is in Article 12.6, Transfer Memo, 1.B, which states in relevant part:

1.B. Installation heads will afford full consideration to all reassignment requests from employees in other geographical areas within the Postal Service. The requests will be considered in the order received consistent with the vacancies being filled and type of positions requested. Such requests from qualified employees, consistent with the provisions of this memorandum, will not be unreasonably denied. Except in the most unusual of circumstances, if there are sufficient qualified applicants for reassignment at least one out of every four vacancies will be filled by granting requests for reassignment in all offices of 100 or more work-years if sufficient requests from qualified applicants have been received. In offices of less than 100 work-years a cumulative ratio of 1 out of 6 for the duration of the National Agreement will apply.

This language is also incorporated into the most recent memo on CCA conversions, M-1876. It states that when 3 or 5 residual vacancies, based on the size of office, are filled by the conversion of a CCA to career one qualified career letter carrier should be accepted for transfer. This is great as it balances the needs of career letter carriers to move around the country and the needs of CCA carriers to become career letter carriers. The new contract includes language that requires the USPS to convert to PTF any CCAs who have served consecutively in an installation for more than 2 years to PTF. The problem that this may create for some career letter carriers may not be obvious but is something that all letter carriers considering transfer anytime in the future should be aware of. Under the previous rules of conversion and transfer. PTFs and UARs were assigned to vacant positions prior to converting CCAs to career or considering those positions for transfer. To still allow carriers to transfer to installations with multiple PTFs

a new memo was signed recently, M-1947. It states:

When a full-time regular opportunity becomes available in an installation which has a PTF city letter carrier(s) on the rolls on the date the opportunity is filled, the opportunity will be filled in accordance with Item 1 of the Memorandum of Understanding Re: Full-time Regular Opportunities - City Letter Carrier Craft. If the opportunity could have been filled in compliance with the appropriate ratio through the acceptance of a voluntary reassignment (transfer) of a career employee had no PTF letter carriers been on the rolls, the opportunity to transfer may be offered to a career bargaining unit employee who had a request pending in eReassign at the time the opportunity became available. In this instance, employees who accept the opportunity to transfer shall report to the installation as a PTF city letter carrier and shall begin a new period of seniority in the gaining installation. Transfers accepted in accordance with this agreement shall be counted when determining the ratio.

Basically this means that if you transfer to an installation that has PTFs you become the junior PTF and not a regular assigned position.

The other issue to consider is, the NALC has 2,500 local branches representing letter carriers in all 50 states, the District of Columbia, Puerto Rico, the Virgin Islands and Guam. This represents tens of thousands of post offices. In many parts of the country the largest town for many miles around may not have a very large city carrier complement. In one of these offices once they take one transfer the next 5 vacant positions would have to be filled by CCA conversions. In an office of say 30 carriers, it could take the better part of a decade for six carriers to retire or leave. Since carriers can now only transfer once full-time positions become vacant, this could mean a really long wait depending on where a carrier wished to move. It's also important to note that once you apply for transfer online you must re-up your request every year or lose your spot in line. Fortunately there is another option for carriers needing to move, mutual exchanges. By carriers trading installations 1 to 1 it doesn't harm the conversion ability of CCAs and therefore can occur even in installations to which no transfers are available.

Career letter carriers may exchange positions with other career employees anywhere in the country. The general policy governing this swap is found in the Employee and Labor Relations Manual (ELM) at Section 351.61. The policy requires the installation heads of both post offices to approve the mutual exchange. The policy also places restrictions on exchanges between categories of employees. Section 351.61 states:



Career employees may exchange positions (subject to the provisions of the appropriate collective bargaining agreement) if the officials in charge at the installations involved approve the exchange of positions. Mutual exchanges must be made between employees in positions at the same grade levels. The following employees are not permitted to exchange positions:

- a. Part-time flexible employees with full-time employees.
- b. Bargaining employees with nonbargaining employees.
- c. Nonsupervisory employees with supervisory employees.

The Memorandum of Understanding Re: Mutual Exchanges allows city letter carriers to be granted a mutual exchange without regard to their pay grade. It further states carriers in grades CC-01 and CC-02 (T-6's/Utility carriers) are considered as being in the same grade for the purposes of mutual exchanges.

When mutual exchanges are made between letter carriers from one installation to another, the carriers will retain their seniority or shall take the seniority of the other exchangee, whichever is the lesser. This is different from other transfers which requires that the transferring employee begin a new period of seniority. The JCAM makes clear that any mutual exchange is an exchange of positions and not assignments. The routes of the letter carriers involved in the swap are posted for bid in accordance with the provisions of Article 41.1.

The approval process for a mutual exchange is the same as any other transfer request. The installation heads requirement to afford "full consideration" to all reassignment requests apply to mutual exchanges just as to any other transfers. In evaluating and responding to mutual exchange requests, installation heads should follow the criteria provided for in the Transfer Memorandum.

Finally, once letter carriers have agreed to exchange positions, they should each write a letter to the installation head in the location where the other letter carrier is employed requesting the mutual exchange. They should also write a letter to their own installation head notifying them of their request and include a copy of the mutual request letter. NALC members may find and publish ads for mutual exchanges in The Postal Record each month. Refer to the pages near the end of each issue for instructions on submitting an ad. Carriers may also wish to search online for the branch representing the location they wish to move to and contact them about placing an ad in their local newsletter. If you need help or you get denied for a transfer or exchange, please contact your union steward.

Until next month, I remain yours in solidarity.
Matt

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

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From the Desk of the Chief Steward

-John Kunz, Chief Steward

There seems to be a lot of anger in the post office right now. I have heard many complaints from our members regarding staffing issues, overtime issues, mandating issues, COVID-19 leave issues, route counts issues, sick leave issues, and discipline issues. Some of these issues have made people very angry which in turn manifests itself into outbursts on the workroom floor or refusing to follow the instructions of their supervisors or manager. I caution people to be very careful to refuse an instruction from management. This refusal stops the union from grieving the issue and opens the door to insubordination which in turn will probably lead to some sort of discipline. In my career I have always followed the advice given to me from the old-timers in the post office to "obey now, grieve later."

When management violates the contract, there is always a remedy to "make the grievant whole". Some examples of this are:

"Management improperly mandates non-ODL carriers to carry off assignment OT.....remedy: pay the ODL at the appropriate rate the time that was mandated and an additional 50% to the mandated carriers....."

Management improperly medical certs a carrier who called in sick.....remedy: pay the carrier any out of pocket expenses associated with the doctor's visit along with mileage to and from....."

Management improperly denies a COVID-19 leave request.....remedy: convert any leave (SL, AL, or LWOP) through a payroll adjustment to the appropriate COVID leave type....."

Management improperly denies a 271.G special route count request.....remedy: pay the carrier a daily permissive remedy until management conducts the route test and adjusts the route....."

Management improperly disciplines a carrier.....remedy: pull and purge the discipline from all OPF and postal files ASAP....."

These are a few examples of actions and remedies for violations of our national agreement. None of these remedies can happen without the follow through of the action. If you refuse the instruction or action then there is no remedy. We have been seeing a lot of people refusing instruction or orders of management lately. Some examples of this include the following:
"Management instructs a carrier to provide medical documentation for an unscheduled absence.....The

carrier refuses and tells management he will not provide the requested documentation....."

Management is following the juniority list and mandates a carrier next in line to work off assignment.....The carrier says no, they're not carrying.....the supervisor instructs the carrier to carry.....the carrier refuses, clocks out, and goes home....."

Management instructs a carrier to fill out PS Form 3996 for overtime requested on his route.....the carrier refuses.....management then gives the carrier a direct order.....the carrier refuses again....."

Management instructs a carrier that they are drafted to work on their SDO.....the carrier refuses and tells them he will not be showing up to work....."

Management instructs a carrier to go to the office for a discussion.....the carrier refuses to go to the office.....instead clocks out and goes home....."

These are a few examples of carriers refusing to follow the instructions of management.

The problem with refusing instructions from management is, it no longer becomes about the original issue. It now becomes about the refusal. The refusal on the part of the carrier takes away the union's ability to grieve and opens the door to possible corrective action.

I understand that people are upset about these issues and I am too, but I always remember that management is the boss. They have the right to give me instructions. My power is the grievance procedure, and we have been very successful using this avenue.

Until next month.....
JKunz,
your chief steward



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Last Punch Bunch

Dave Boettcher - Collections

Michael Hughes - Parkrose

Brain McNealy - Beaverton

John Rypczynski - Lents



President Norton congratulates new retiree Dave Boettcher.



Boettcher and the retirement party crew at the Collections Unit before he starts his last shift. Congratulations, Dave!

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Flag Day

-Bruce Hall, Veterans Representative

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

Late in 1775, a committee of Congress with Benjamin Franklin at the head, decided upon a form for a new flag with thirteen red and white stripes, with crosses of St. George and St. Andrew on a blue field. During 1776 and 1777, a number of flags with thirteen stripes came into use and the need for a national emblem was realized. On June 14, 1777, Congress passed an act stating, "the Flag of the thirteen United States be thirteen stripes, alternate red and white, that the union be thirteen stars, white in a blue field, representing a new constellation."

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

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

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

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

*Don't decorate the flag.

*Display the flag from sunrise to sunset normally. It can be displayed after dark if properly illuminated.

*The flag should be hoisted briskly and lowered ceremoniously.

*The flag can be displayed during inclement weather if you have an all-weather flag.

*If you want to put the flag on your vehicle, fix the staff

firmly to the chassis or to the right front fender. Don't drape it over the hood, top, sides, or back.

*When displaying the flag next to state or municipality flags, the American flag should be at the center and at the highest point of the group.

*A flag carried in a procession should be to the right of the marchers.

*On a stage or in a church, The American flag should be on the speaker's right.

*The flag should never touch anything beneath it, including the ground, the floor, water or merchandise.

*The flag should not be displayed with the stars down, unless you intend to send a distress signal.

*When the flag is being hoisted or lowered, when it passes in parade or in review, when the Pledge of Allegiance is said or the National Anthem is being rendered, people should stand at attention and place their hand over their hearts. Men not in uniform should remove their headdress, and persons in uniform should render a military salute.

*One change in the law under the National Defense Authorization Acts of 2008 and 2009 authorizes veterans and out-of-uniform military personnel to render hand-salutes during the raising, lowering or passing of the flag and also during the playing of the National Anthem.

*A flag in poor condition should be destroyed in a dignified way, preferably by burning.

To make flag disposal easier for people, our VFW Post obtained an old US Postal Service collection box and had it repainted and labeled as a flag drop box. Then we located it at the Ace Hardware, 7825 N. Lombard St., Portland, OR, on October 13, 2014. Since that time, we have collected 1370 worn out flags. We are planning a Flag Disposal Ceremony at Bateman Carroll Funeral Home located at 520 W. Powell Blvd., Gresham, OR. We will have the ceremony on Flag Day, Monday, June 14, 2021, at 10am. The public is invited to attend at the funeral home, or you can view it online. The ceremony will be streamed on Bateman Carroll's Facebook website starting at 10am. Please contact me at 503-285-8468 or email me at vfwbruce@gmail.com, if you would like to attend or watch the ceremony online. Our goal is to honor the flag and make it easy for people to have their old flags disposed of properly. Continue to fly the flag properly and with pride!!!

There are a few other things to bear in mind at this time of year and some dates of importance.

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

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



PROPOSED RESOLUTIONS

TO BE VOTED ON AT THE JULY MEETING

Resolution: Fire the Postal Board of Governors and PMG DeJoy

Whereas: On March 23, 2021, Postmaster General (PMG) Louis DeJoy with the unanimous approval of the Postal Board of Governors (PBOG), released a Ten-Year Plan, "Delivering for America," which cuts retail hours, closes post offices and plants, delays mail delivery, raises prices and calls for "wage restraint" and "reduced work hours," and

Whereas: Even before the release of this Ten-Year Plan, over a hundred Congress members, including most of the Oregon delegation have called for the removal of DeJoy due to his degradation of the USPS in 2020, and

Whereas: Only the Postal Board of Governors can hire and fire the PMG but the President of the US can fire ("for cause") and nominate replacements to the PBOG, and

Whereas: President Biden has nominated three pro-worker, pro-service potential PBOG members to fill vacancies; but the six current PBOG members are solidly in favor of DeJoy's past performance and his future plans, and

Whereas: Fifty-three Representatives, led by Oregon's Earl Blumenauer and Peter DeFazio, have sent a letter to President Biden, calling on him to fire the entire Postal Board of Governors for "gross negligence ... in fulfilling its statutory responsibilities to run an effective Postal Service" and "replacing them with nominees of the caliber of your recent nominees for the three vacant board seats" (March 18, 2021), therefore be it

Resolved: That NALC Branch 82 supports the above Congressional appeal to President Biden to fire the current Postal Board of Governors and replace them with nominees who will remove PMG DeJoy, and be it further

Resolved: That NALC Br. 82 will support public events called by postal unions in favor of the above Congressional appeal and be it finally

Resolved: That this resolution be sent to the NALC national Executive Council, the Oregon State Association of Letter Carriers Executive Board, the Oregon AFL-CIO Executive Board and the NW Oregon Labor Council for concurrence.

Submitted by Jamie Partridge, Chandler Hull, Jason Haire, Tom Richardson, David Medford, and Rogue Robertson

Resolution: PMG 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



Rick Banton is pictured with the beauty of spring in the West Slope neighborhood.



Gresham carrier James Yax flashes a smile before continuing his route on a sunny Spring day.

ATTENTION

Three resolutions previously published in the B-Mike have been withdrawn by the maker:

HR 1258 Door Curb Delivery (March 2020)

Check Elderly (April 2020)

Defund Police (July 2020)



B-Mike

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INJURED AT WORK?

Call BRANCH 82 OWCP REP
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Wednesdays and Thursdays
503 493-5903

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.



NALC Branch 82 Membership Meeting May 12, 2021

Call to Order: 7:06 PM

The meeting was held in person and on Zoom. Pledge of Allegiance.

Deceased:Carriers: President Norton read a list of all deceased members since the last meeting in March 2020

Friend of the Branch Deceased:
Beth Hyams – LC Hanson's wife

Moment of Silence.

Norton spoke about some of the procedures for tonight's meeting. There was a brief sound issue which was eventually solved.

Roll Call of Officers: President David Norton, Vice-President Jim Baxter, Secretary/Treasurer Matt Pierce, Recording Secretary Ken Wilson, Chief Steward John Kunz, Beaverton Chief Steward Betty Nash, Director of Retirees Sammy Smith, B-Mike Editor Suzanne Miller, Director of Health Benefits Eric Matras, Safety Officer Don Cadwell, Executive Board Members Jamie Partridge and John Cabral, Trustees Lois Brumfield, Casey English, Julius Fildes, Sally Green and Ted Lulich; Sergeant at Arms Chuck Solomon, LCPF Representative Sue Canfield, Veteran's Representative Bruce Hall, MDA Representative Abe Red Cloud.

Officers Absent: Brumfield, Hall, Matras, Lulich, Smith and Solomon.

Officers Excused: None.

Members Excused: None.

Attendance will be recorded on Zoom and taken by the Secretary/Treasurer. Reading of the Minutes:dispensed.

Communications:The complete file is maintained in the President's office.

Membership Report:

Active-Regular- 1161
CCA- 176
Management or other crafts- 33
Retired- 519
Gold Card- 70
Total- 1959

Another delay occurred due to sound issues.

Secretary-Treasurer's Report:

Pierce started his report stating there were 14 months worth of bills that had to be reviewed. All bills which were paid during this time were all bylaw related expenses. The only extra funds spent were on COVID related expenses.

Financial Transactions Report/

Review: Pierce presented a report which showed the bank balances as of the last meeting, Pierce listed all of the checks which were written over the last 14 months. He showed each page on the screen and gave the members time to ask any questions about them. Motion: To pay the bills. (Baxter) Seconded: Multiple members. Carried.

Budget Report: Pierce went over the budget for 2021. This budget was reviewed and approved by the executive board in January 2021.

Motion: To approve the 2021 NALC Branch 82 budget. (Baxter) Seconded: Multiple members. Carried. Norton said he wanted to go back to the membership report and read all of the retirees.

Labor-Management Report: There are no removals before the branch. Conversions are happening at a good clip. They are converting at just about a year of service. Postal management is being shuffled around right now. The Portland district has changed. They will be rifting management employees at this point. There will be many managerial changes because of this.

COVID-19: President Norton gave an update regarding COVID.

Health and Safety Report: Cadwell gave a safety and health update. Norton said new OPM guidelines are helping us to get our members the leave needed for COVID. We are able to get time off to get vaccinated. He wanted us to encourage all members to get vaccinated.

Trustees' Financial Report:

All trustees are now vaccinated, so they will start having regular meetings soon.

Judith Hyde Scholarship Committee Report: Applications will be accepted past the May 1st deadline.

Food Drive:It has currently been postponed. There is a way to donate online for the event.

MDA Raffle:We are still running our raffle. The winner will be announced at June's Steward Council.

Legislation Report: Norton went over all of the postal related bills before Congress. Motion: To support Senator Merkley's USPS shipping equity act. (Pierce) Second: Several members. Carried.

Resolutions and Bylaws: Three resolutions originally printed in the B-Mike were withdrawn by the makers. Two new ones have been sent in. Norton read them to the members. The first one was a resolution to fire the Postal Board of Governors and PMG DeJoy. The second one is titled "Dump DeJoy." This one also spoke about firing PMG DeJoy. They will be printed in the next B-Mike and then voted on at a later meeting.

Labor Solidarity Report: The Trail Blazers are locking out local IATSI members.

LCPF Report: Norton said the union is still pushing people to sign up for LCPF.

Veteran's Report:Hall was out mowing the lawn.

Good of the Association:Robertson wanted to know if there would be a meeting next month? Motion: To have the next General Membership meeting on the second Wednesday in July. (Pierce) Seconded: Multiple members. Carried. Norton said they are planning for the July meeting to be an in person meeting.

Adjourned: 9:14 PM



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ADDRESS SERVICE REQUESTED

The next General Membership meeting will be held Wednesday, July 14 at 7pm. This will be an in-person meeting at the Branch 82 Union Hall. (We will not be serving dinner at this time.) You must be fully vaccinated and register in advance. To register, please call the hall with your name, station, and email address. If anything changes due to COVID restrictions, Branch 82 will contact you.



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