Branch 2184 ...
Union Courier

Official Publication of Branch 2184, NALC, AFL-CIO Spring 2026

Branch 2184
Southeast Michigan
National Association
of Letter Carriers
AFL - CIO
6969 Monroe
Taylor, MI 48180-1815
(313) 295-1640
Fax: (313) 295-4134
E-Mail:
NALC2184@sbcglobal.net
Web Site www.nalc2184.org

Office Hours:
9:00 a.m. - 5:00 p.m.
Monday through Friday

Calendar
Branch Meetings:
June 3, 2026
(7:30 p.m. - Union Hall)
Retirees Meetings
June 11, 2025
(12:30 p.m.)

In This Issue:

Presidents Reports	1-3
EVP's Report	4
The Branch 2184 Way	4-5
New Flag	5
New Members	6
Your Work, Your Time	6-8
Thunderstorm Safety	9-10
Branch 2184 Annual Picnic	11
Hatch Act Information	12-13
Election Notice	13
Trustees Report	14
Contract Corner	15-16
Scholarship Application	17
Letter Carrier Political Fund	18-19
Summer Greetings	20

President's Report

USPS TEMPORARILY SUSPENDS FERS CONTRIBUTIONS

Our employer, the United States Postal Service, has suspended its employer contributions to the Federal Employees Retirement System (FERS) annuity, starting April 10, 2026, to conserve cash. The USPS looks to save $2.5 billion this fiscal year, and this is meant to ensure continued payroll and supplier payments amid a "cash crisis." **This does not impact current or future retiree benefits.**

COMMITTEE OF LAWS APPROVES PROPOSED BYLAWS

The NALC Committee of Laws, consisting of Mack Julion (Chairperson), James Yates (member) and Mauel Peralta Jr. (member), have approved our Branch's proposed bylaw changes as of 04/17/2026. The committee stated as follows:

"Dear President McGregory: The Committee of Laws has reviewed the proposed By-Law amendments of Branch 2184, and finds that they do not conflict with the National Constitution.

Article VI, Section 7. — Approved

Article VI, Section 9. — Approved

Therefore, inasmuch as they are the wish of your membership, the proposed By-Law amendments are approved."

The Retiree and Health Benefits Officer shall be a retired member and a member of the NALC Health Benefit Plan. The Retiree and Health Benefits Officer shall coordinate all activities of the retired members of the Branch. He/she shall be the legislative advocate and the Congressional liaison for the retired members of the Branch. The Retiree and Health Benefits Officer shall exchange information with the National and State Directors of Retirees and shall advise all members on retirement matters. The Retiree and

(Continued on page 3)

Officers

President	Walt McGregory
Executive VP	Jacqueline McGregory
Vice President	Darryl Clay
Recording Secretary	Katrina Jones
Financial Secretary Treas	Mark Owen
Sergeant at Arms	Paula Hall
Retirees Officer	Scott Watts
Health Benefits Rep	Jerry Cerpa
MBA Representative	Erik Venzke
Trustee	Jillian Hudgins
Trustee	Dave Reise
Trustee	Joe Golonka
Editor	Jim Hales
Arbitration Advocate	Walt McGregory
Route Adjustment Specialist	Dave Reise
Branch Scribe	Joe Golonka
Injury Compensation	Erik Venzke
Injury Compensation	Joe Golonka
Web Page Design	Jim Hales

Branch Contract Administration Unit

Joe Golonka	Chairperson
Walt McGregory	Member
Jackie McGregory	Member
Darryl Clay	Member
Dave Reise	Member

Branch 2184 Union Courier is published 4 times a year by Branch 2184, National Association of Letter Carriers.

The opinions expressed in this publication are not necessarily those of the editorial staff or the officers of the branch.

We invite all members to contribute articles for publication. Copy should be typed, double-spaced and signed by the contributor. The editorial staff reserves the right to edit, delete or reject the article for the good of the branch.

In the hope that material contained herein may be of benefit to the goals of the NALC, permission is hereby granted to copy or use material in this publication with our best wishes.

Stewards

Allen Park	Mark Owen
	Kris Shaw (alt)
Belleville	Hill Weber
Dearborn (Main)	Damon Green
Dearborn (Annex)	Jacqueline McGregory
	Jillian Hudgins
	Mohamad Rahal (alt)
	Kim Miller (alt)
Dearborn Heights	Shaun Fowlkes
	Chanel Harrison
	Marwan Ghoteimi (alt)
	Shannon Clark (alt)
Dundee	Walt McGregory (alt)
Flat Rock	Walt McGregory (alt)
Grosse Ile	Rachel Stachulski
Inkster	Scherrie Lacey
	Kaliah Patrick (alt)
	Tristan Allen (alt)
	Jacqueline McGregory (alt)
Lincoln Park	Scott Watts
	Kris Shaw (alt)
	Patrica Jones (alt)
Monroe	Jacqueline McGregory (alt)
	Keith Benedict (alt)
Northville	Jennifer Rake
Plymouth	Diego Forshaw
	Dan Marek
Rockwood	Walt McGregory (alt)
Taylor	Keith Benedict
Temperance	Walt McGregory (alt)
Trenton	Jeffery Webb
	William Douglas
	Tracy Mitchell (alt)
Westland	Ananias Epps
	Nakia Whitfield
	Bryan Mikich
	Walt McGregory (alt)
	Jacqueline McGregory (alt)
	Natalie Mikich (alt)
Canton	Ramon Robinson
	Brian Fryer (alt)
	Jacqueline McGregory (alt)
Ypsilanti	Paul Bordine
	Ashley Seper
	Troy Randazzo (alt)

(Continued from page 1)

Health Benefits Officer shall perform such duties as the NALC Constitution and General Laws of the NALC Heath Benefit Plan may require, and shall counsel, advise, and assist participation in the plan. He/she shall be knowledgeable of all major PSHB programs and be available to assist members.

The Retiree Officer and Health Benefit Officer positions are now combined going forward as of the start of the 2027-2029 term of office. This will take effect following the installation of officers and stewards for the new term here in Branch 2184.

COMMITTEE OF PRESIDENTS MEETING (COP)

The 2026 Spring NALC Committee of Presidents (COP) meeting was held April 19–20, 2026, at the Hilton Ponce Golf & Casino Resort in Ponce, Puerto Rico, hosted by Branch 826.

Branch Presidents from around the country gathered and networked about current issues facing letter carriers today.

President Brian Renfroe spoke to all of us in attendance for a few hours on Sunday April 19 about the current economic status of our employer and how contract negotiations were going. President Renfroe stated that the Postal Service was running out of cash and had already borrowed the legal maximum of $15 BILLION DOLLARS in the past. President Renfroe told us that the borrowing limit for the USPS had to be increased for the USPS to effectively be able to continue to do business and serve the American public at least six days a week as it currently does.

President Renfroe went on to tell us that he expected that we may not have a negotiated contract and that we were probably going to interest arbitration for our next contract. Our current contract expires May 22, 2026. If there is not a newly negotiated contract by then, the terms of our current contract will still be in effect until there is an arbitrated or negotiated successor contract.

NALC Collective-Bargaining Conference June 1-3 in Washington, DC

I have an arbitration hearing on June 3, 2026; thus, Executive Vice President Jackie McGregory will be attending this event in my place. EVP McGregory will report on this event at the September 2, 2026, Branch membership meeting.

OUR BRANCH PICNIC

Branch leadership has decided to change the Branch 2184 picnic this year to the month of July instead of its previous date in June. The picnic will be here on the union hall grounds on Sunday July 19th, 2026, from Noon until 6:00 p.m. We look forward to seeing you!

BRANCH 2184 FACEBOOK PAGE

As of 05/04/2026, there are 261 members on the Branch's Facebook page. The page is growing daily. If you are on Facebook, please search for our page. You will have to answer a few questions sch as who your steward(s) are and what building work out of, and you will be approved. If you are retired, just let us know what building you retired from and who your steward(s) were. There is up to date information about what is going on within your branch, at the state, regional, and national level of NALC. There are always contractual updates and information.

Take a moment to look at it. Our Facebook page is only for current Branch 2184 members. No former members or nonmembers are allowed.

-- *Walt McGregory*
President

EVP's Report

RETIREMENT SEMINAR A SUCCESS

On April 12, 2026, the Branch hosted a comprehensive retirement training seminar here at the Branch union hall with Region 6 Retirement Specialist Robbie Gardiner from NALC Branch 116 Fort Wayne Indiana and our own Retiree Officer, Scott Watts. There were about 40 members along with their spouses that showed up to the training.

CONTRACT ENDS ON FRIDAY, MAY 22, 2026

If we do not have a newly negotiated contract when the current contract ends, the existing language continues until there is a newly ratified or arbitrated contract. Please keep up with the latest news on NALC.ORG, the Branch 2184 Facebook page and at your branch membership meetings.

NALC FOOD DRIVE

By the time this is read by our membership, the 2026 Annual Food Drive will be in the books. This year's Food Drive took place on Saturday May 09, 2026**.** I would like to thank the Branch 2184 Food Drive Coordinators; Recording Secretary Katrina Jones and Trustee Jillian Hudgins for all their hard work with the Food Drive Kick Off meetings here at the Branch office. Thanks also to all the Branch 2184 volunteers, stewards, officers, and coworkers throughout our 20 buildings for all your assistance with gathering food for our Food Bank partners.

74th BIENNIAL NATIONAL CONVENTION IN LOS ANGELES

The Branch has finalized plans for our convention delegates planning to attend the NALC National Convention in Los Angeles August 3-7, 2026. Convention delegates will provide the Branch with convention reports once they return, to be published in a future Branch 2184 *Union Courier* newsletter.

--Jacqueline McGregory
Executive Vice President

The Branch 2184 Way

Many are aware that I am outspokenly proud of Branch 2184's longstanding commitment to first-rate, no-nonsense Contract enforcement. This has been the defining hallmark of Branch 2184 for the entirety of my more than 50 years of union activism in this branch. City letter carriers have defined workplace rights and work rules negotiated into a Labor Contract. These rights and work rules have never been optional, despite decades of postal management's continuing bad faith refusal to abide by the mutually negotiated covenant, the very Contract that they signed.

Postal management personnel that come into Branch 2184-represented installations from certain places where contract enforcement is less of a priority will often experience a workplace culture shock. Many of them have a difficult time adjusting to a work environment where the letter carrier local union and its representatives rigorously and unapologetically enforces the National Agreement. They also quickly learn that we are exceptionally good at what we do.

Our Branch's immutable policy is simply no exceptions and no excuses, ever. No "go along to get along" cowardice or selective contract enforcement will be tolerated in our Branch. Over the years a few self-serving individuals have weaseled into the "union business" in Branch 2184, but sooner or later they were purged – some of them voluntarily and some involuntarily.

Very early in my union career in the Plymouth installation our small, single office branch approved a merger with Branch 2184. For this relatively new (at the time) steward, that opened the door to the defining work of my adult life. From the very first day it was made very clear what the expectations were for a steward in Branch 2184. Along with that came all of the resources, training, and backup that any union representative could ever ask for.

More than 50 years later, none of this has changed. It is and always will be "the Branch 2184 way" of doing business. It is also the ONLY way of effectively dealing with a Postal Service management

corps whose arrogance, disrespect and outright contempt for the city letter carrier workforce has always existed and is now perhaps worse than ever. We did not choose this fight, but we will NEVER walk away from it.

--Joe Golonka
Branch 2184 Contract Administration

New Flag

On April 22nd our Branch 2184 President Walt McGregory and Marine Corps Veteran / Retired Letter Carrier Jim Hales took down our weather beaten flag and raised a new one.

Branch 2184 New Members

Jeannie Dennis	Monroe
Lawrence Desaussare	Dearborn Heights
Kyle Fisher	Dearborn Heights
Jeremiah Greer	Westland
Delwin Jackson	Northville
Mitchell Jacobs	Dearborn Heights
Lisette LeBron	Grosse Ile
Michael Martin	Dundee
Ishia Matthews	Dearborn Heights
Raymond McClurkin	Ypsilanti
Jeremy Patton	Dearborn
Tyson Petterson	Trenton
Ashleigh Rayl	Allen Park
Shah Shamier	Ypsilanti
Rylie Thom	Ypsilanti
Julian Zindejas	Northville
Nabil Al-Zaidy	Inkster
Bryesha Arnold	Ypsilanti
Tyress Claiborne	Dearborn
Shunigua Foster	Inkster
Davis Hoydic	Monroe
LaCarol Jones	Inkster
Kalyn Kamin	Belleville
Shaun McQuithey	Taylor
Blake Mello	Monroe
Marika Neal	Westland
Kenyon Nelson	Inkster
Latonya Pagh-Powell	Ypsilanti
Carson Selwa	Dearborn
Brandie Taylor	Canton
David Thomas	Lincoln Park
Alexander Trotty	Dearborn
Trinell Walker	Dearborn
Krystal Washington	Dearborn Heights

Welcome to Branch 2184

Your Work, Your Time

During recent years USPS management has waged an aggressive campaign to convince letter carriers that several nonexistent "time standards" should be adhered to in the office as well as during the street time portion of a letter carrier's workday. These fictitious and often delusional attempts to invent non-negotiated time values for letter carrier work duties are nothing new. They are merely another tactic in management's never-ending efforts to create a work environment where they attempt to dictate how long your daily work should take, regardless of reality.

In fact, the opposite is always true. In every situation letter carriers are the sole determinant of reality -

(Continued on page 7)

(Continued from page 6)

through the performance of their work each day. No matter how much the Postal Service wants to "standardize" letter carrier duties, your job consists of hundreds of daily variables. No two workdays are ever the same and the even next few minutes cannot be predicted with certainty. Letter carrier work simply cannot be accurately quantified by any sort of preset time values, especially in the street. That is exactly why PS Form 3996 requires ***only an estimate*** of the time necessary to complete all assigned daily duties.

It is time once and for all to stop giving credence to management's bogus nonsense and to focus solely on the only thing that matters each day – the safe and accurate completion of your assigned work while using all the time that you need, no more but also no less. Always remember that you are the sole owner of your daily work, not your supervisor, not your postmaster, and not even the Postal Service itself. More specifically, immediately reject any of the following false claims by management:

- The false claim that letter carriers are only allowed one hour (or less) to complete all morning office duties. There simply is NO such USPS office work time standard for letter carriers. Your office time each day determined by the amount of "caseable" mail volume as well as other required duties such as vehicle inspection, obtaining accountable items etc. Office time also includes myriad variables such as service talks, customer inquiries, changes of address and other route maintenance duties. Also keep in mind that SPRs (small packages and rolls) are counted as caseable mail volume, and you must be allowed office time to either case them, tray them, or some of both.

- The false claim that you are only "allowed" 22 minutes (or less) for loading your vehicle. Again, there is NO such time standard for letter carriers. Loading the vehicle takes as long as it takes. This can be more than 22 minutes or less than 22 minutes. There is no predetermined time value that has been negotiated or agreed to by the Union, despite bogus claims by management to the contrary.

- The false claim that your street time (and so-called "pivots") are determined by DOIS or some other computer-generated fantasy numbers. Again, the actual time needed to safely and accurately complete ALL street duties is determined ONLY by you, NOT by management. It always takes whatever it takes, no more and no less. Management can and does provide their "expected" times, but this should NEVER be confused or conflated with any sort of obligation to complete your work within their often wildly inaccurate expectations.

- Also remember that there are NO existing time standards for ANY street functions. There is no standard time for a walking pace (steps per minute) or a specific number of deliveries per hour, regardless of the type of deliveries. There also is no standard time for parcel or accountable item delivery, or for preparing your mail and satchel for the next relay, or refreshing the tray with mail for mounted delivery, or any other delivery function. Each of these functions takes whatever time is necessary to complete them.

- Also remember that you are allowed as many comfort breaks as is reasonably necessary for your personal needs. These comfort breaks ***are in addition to and are separate*** **from** your two contractually negotiated paid 10-minute street breaks and your 30-minute unpaid lunch time.

- Finally, there is a never-ending but always false claim by management that you are "allowed" just 5 minutes to complete afternoon office duties after returning from the street. There is NO such negotiated time standard for afternoon office duties and the time necessary will depend solely on what needs to be taken care of before leaving for the day. For a listing of specific afternoon office duties, please see the M-41 Handbook, chapter 4. Also, in all Branch 2184-represented installations letter carriers are allowed up to 5 minutes of daily washup time on the clock after returning from the street.

Perhaps the saddest part of Postal management's never-ending quest to badger letter carriers with bogus time expectations is that this is all so unnecessary to begin with. No one goes looking for ways to make their job more difficult or time-consuming. If

just left alone to do their work, letter carriers will always find the most efficient way to get the job done. Yet, the USPS persists with a childish obsession of attempting to "control" letter carrier work through attempted intimidation and absurd levels of micromanagement.

When will this end? Based on current trends, the answer to that question appears to be never. It is no secret that 80% or more of the excessively bloated horde of postal management do not have real jobs, do not touch the mail and provide nothing whatsoever of value to the debt-ridden Postal Service, thereby wasting hundreds of millions of dollars annually. Relentlessly badgering those who do have real jobs provides a phony mask of alleged necessity, but that is simply a fraud - just as they are to begin with.

--Joe Golonka
Branch 2184 Contract Administration

May 25th 2026

OUR ADVERTISERS ARE YOUR FRIENDS MENTION

YOU SAW THEM

IN OUR NEWSLETTER.

The Weingarten Declaration

"If the discussion I am being asked to enter could in any way lead to my discipline or termination or impact my personal working conditions, I ask that a union steward, representative or officer be present.

Unless I have representation I respectfully choose not to participate in this discussion.

Keep in mind if you do not **REQUEST UNION REPRESENTATION**, then you are considered to have waived this valuable right.

Remember the magic words --

"I WANT TO SEE MY STEWARD"

LETTER CARRIER THUNDERSTORM SAFETY

Previous articles in this series have discussed heat safety as well as winter weather hazards that affect letter carriers. This article will discuss letter carrier safety during thunderstorms and accompanying severe weather hazards. As with all aspects of safety, knowledge, planning, and situational awareness are necessary to minimize risks associated with outdoor environmental hazards. Advance knowledge and clear thinking are your greatest assets when hazardous conditions exist.

Thunderstorms can occur throughout the year in Michigan but primarily happen during the warm season. Much of Southern Michigan experiences an average of about 40 days per year with thunderstorms. This decreases to less than 20 days per year in the Eastern Upper Peninsula. In Michigan thunderstorms usually will approach from a west or southwest direction. However, they can come from any direction or develop overhead, especially in the summer.

Warm air and moisture are the fuel that creates and powers thunderstorms. As air rises it cools and moisture within it condenses into liquid water droplets or ice crystals that we see as clouds. The condensation of water vapor into liquid cloud droplets releases heat and keeps the process going. In some instances, the resulting cloud will tower several miles into the sky. This is the classic cumulonimbus or "thunderhead" cloud. The process of rising air and transfer of heat that is the impetus for thunderstorms is a large-scale version of the same process that creates popcorn, known as convection. In fact, summertime thunderstorms are often referred to as "popcorn" thunderstorms because of how they are formed and because a thunderstorm cloud often seems to "pop" in the atmosphere.

Thunderstorms typically form as a single "cell" that consists of an updraft of rising air and a corresponding downdraft of sinking air. The thunderstorm downdraft is accompanied by rain and often by strong winds and hail. Thunderstorms also can form in clusters or in lines that extend for hundreds of miles. There is one very dangerous type of thunderstorm that is known as a supercell thunderstorm. Supercell thunderstorms contain an area of rotation that is known as a mesocyclone. Supercells always have a high risk of producing severe weather, including tornadoes.

The strong updrafts in thunderstorms can result in the formation of very large hail, sometimes as large as golf balls or tennis balls. Hail this size is not only very destructive, but also can cause serious injury to a letter carrier or anyone caught outdoors away from shelter. The National Weather Service defines a storm as severe if it produces winds of 58 mph or more, hail 1" in diameter or larger, or produces a funnel cloud or tornado.

There are some helpful clues that we can use to determine if a sunny morning might be followed by afternoon or evening thunderstorms. A warm late spring or summer early morning where the ground is dry because no dew formed overnight is a sign of potential instability in the atmosphere, which can be manifested in the form of thunderstorms later that day. When small, ragged white clouds that resemble shell bursts or castles appear in the sky during the morning or early afternoon hours, thunderstorms are likely later that day. These clouds, a definite sign of instability in the atmosphere, are known as altocumulus castellanus, or "accas" in weather lingo.

The classic saying, "red sky in the morning, sailors take warning" has some truth to it and has been recognized since ancient times. A reddish atmosphere is usually caused by dry and dusty air aloft, whereas a yellowish atmosphere is usually associated with moister air. Since weather systems generally move from west to east at our latitude in the Northern Hemisphere, a red sky in the east at sunrise means that dry and stable weather may be moving away, often to be replaced by wet and unsettled conditions approaching from the west.

By definition, all thunderstorms have lightning; otherwise, they can't be called thunderstorms since thunder is a direct result of lightning. Letter carriers delivering mail are frequently at risk for being directly or indirectly affected by lightning strikes. There are two types of lightning: Cloud to cloud lightning, which is visually spectacular and can be a threat to aviation but is otherwise not harmful; and cloud to ground lightning, which is threat to any person, animal, or object on the surface of the earth.

Before cloud to ground lightning occurs, an invisible channel of charged particles will flow upward from the earth while oppositely charged particles flow downward from the thunderstorm cloud. When these channels meet, the charged particles move freely along the now completed circuit, creating the spark that we see as visible lightning. When you scuff your shoe on a carpeted surface and then touch a metal object, the spark that sometimes occurs is a miniature lightning bolt. Lightning is essentially a giant spark of electricity, but a potentially lethal one. On average, lightning kills about 30 to 40 people and injures hundreds more in the United States each year.

There is an old saying that if you hear the thunder the lightning missed you. That may be true, but that does not mean the next one will miss you. Letter carriers on park and loop walking routes or who are delivering to outdoor cluster boxes should be particularly mindful of lightning hazards. Electrically active storms can produce as many 100 or more lightning strikes per minute.

Lightning can and will occur in any part of a thunderstorm. It can travel several miles from its point of origin and strike the earth even where the weather does not appear to be threatening and the sun is still shining. This is commonly known as a "bolt from the blue." Many golf courses and public swimming areas use a "30-minute rule" where activities are not allowed to resume until 30 minutes after the last lightning flash is seen or thunder is heard. Letter carriers should follow their own instincts when frequent lightning is occurring and take a break, if necessary, until conditions are less threatening. The most intense portion of a thunderstorm usually does not last long.

During recent years several letter carriers in the United States have been killed or seriously injured by lightning while delivering mail. But there are ways of minimizing your risk. During intense lightning it is best to seek shelter in a building or an enclosed vehicle. Lightning frequently jumps from one object to another and it usually but not always seeks out the highest object in the immediate area. That is why it is always dangerous to seek shelter under a tree. Metal objects as well as water are good conductors of electricity. The metal body of most vehicles will usually channel lightning directly into the ground without harming the occupants. Contrary to myth, it is not the rubber tires that provide protection in a vehicle.

It is possible to detect lightning up to 200 miles away which can be heard as static on the A.M. radio band, especially if you are tuned to the low end of the band. This can be a useful clue for knowing if thunderstorms are developing or moving into your region. Lightning is usually not detectable on the F.M. band except as a clicking sound if it is very close. A person that has been struck by lightning does not carry any residual electrical charge. Lightning deaths frequently occur because of cardiac arrest, and the prompt application of CPR by a properly trained person will often revive a lightning strike victim.

All letter carriers will experience thunderstorms while working. Knowledge and situational awareness can and will make the difference with your safety during hazardous weather conditions.

--Joe Golonka
Branch 2184 Contract Administration

NALC Branch 2184

Annual Picnic

6969 Monroe Blvd Taylor, MI

Sunday, July 19, 2026

Noon to 6 pm

FREE Food and Drinks

to Members and Their Families

- Dunk Tank
- Face Painting
- Petting Zoo
- Lawn Games
- Train Rides
- Water Inflatables
- Music
- Pony Rides
- Cotton Candy
- Snow Cones
- Hamburgers
- Hot Dogs

Hatch Act Information For Active Letter Carriers

The Hatch Act is a federal law that restricts the political activities of federal, state, and local government employees, supposedly to ensure a nonpartisan workforce and prevent political coercion. It was enacted in1939 back when the Post Office Department (as it was known prior to July 1971) was fully a federal government, Cabinet level agency.

Despite the current iteration of the USPS as an independent "quasi-government" agency, most of the Hatch Act's restrictions continue to apply to active postal employees. Hatch Act reforms in 1993 did ease some of these restrictions. Of importance, Hatch Act restrictions **do not apply** in any manner to retired postal and federal employees. The corrupt and lawless regime currently in power in the United States has openly violated the Hatch Act on numerous occasions, but that does not means that you also should do so. Violations of the Hatch Act by active postal employees have potentially serious consequences. The following is a summary of important Hatch Act provisions:

Letter Carriers MAY: Active (non-retired) letter carriers may – while on their own time, away from work, out of uniform and not using a postal vehicle:

- Be candidates for public office in non-partisan elections (that is, elections in which none of the candidates are to be nominated or elected are representing a political party).
- Register and vote.
- Sign and circulate candidate nominating petitions and ballot initiative positions.
- Assist in voter-registration drives.
- Speak and write publicly and otherwise express opinions about candidates, ballot measures and issues (again, while off the clock and out of uniform).
- Attend political rallies, meetings and other events.
- Attend fundraisers and contribute *their own money* to political organizations and campaigns.
- Volunteer for political campaigns and encourage others to volunteer.
- Participate in phone-banking and precinct-walking for candidates and ballot measures.
- Display bumper stickers, lawn signs and other campaign paraphernalia (not on postal vehicles).
- Raise money for the Letter Carrier Political Fund from other NALC members. (Note: Letter carriers detailed to 204b or other higher-level assignments should not solicit contributions to the Letter Carrier Political Fund from postal employees who may be viewed as their subordinates.)
- Volunteer, run for and hold an office in a local or state political party or club.

Letter Carriers MAY NOT: Active letter carriers may not - while on the clock, at the workplace, in a postal uniform or in a postal vehicle - engage in any of the otherwise permissible political activities listed above. For example, while on the clock, at the workplace, in a postal uniform or in a postal vehicle, you may not:

- Send or forward a partisan political e-mail.
- Wear or display any political or campaign material, even as a computer screen-saver or desktop wallpaper, or a calendar.
- Circulate partisan political materials to co-workers.
- Sign up electronically to contribute to the Letter Carrier Political Fund or solicit other letter carriers to contribute.

DO NOT EVER: Active letter carriers may not ever - even on their own time and away from work:

- Use their official titles or positions when engaging in otherwise permissible activities.
- Raise money for partisan political groups or campaigns (except for the Letter Carrier Political Fund), including phone-banking, letter-writing, selling tickets, hosting a fundraiser, inviting people to attend a fundraiser, or allowing your name to be used in a fundraising appeal. Again, you can make your own personal contributions, on your own time.
- Otherwise solicit, receive or handle contributions for a partisan political group or campaign.
- Run for elective office in partisan (party-label) elections (even if you report "No Party Affiliation").
- Raise money for the Letter Carrier Political Fund from non-NALC members (except from their immediate family members in the same household).

When in doubt, please seek clarification BEFORE proceeding. If you have further questions about the Hatch Act or its specific applicability, please contact the union office at (313) 295-1640.

--Joe Golonka
Branch 2184 Contract Administration

Election Notice

BRANCH 2184, SOUTHEAST MICHIGAN

This is official notice to all members of Southeast Michigan Branch 2184 that nominations for Branch President, Executive Vice-President, Vice-President, Recording Secretary, Financial Secretary-Treasurer, Retiree and Health Benefits Officer who must be a retired member and a member of the NALC Health Benefits Plan, Mutual Benefits Representative, Sergeant-at-Arms, three (3) Trustees, and all station Stewards; as well as State and National convention delegates for the 2027-2029 term of office will be taken at the regular Branch membership meeting on Wednesday, October 7, 2026 at 7:30 p.m. at the Branch 2184 office on 6969 Monroe Street, Taylor, MI 48180. All branch officers by virtue of their positions are automatic delegates to the State and National conventions. Elections will be conducted by mail and the results will be announced at the December 2, 2026 membership meeting.

--Katrina Jones
Recording Secretary

Address Correction Requested

When you move, change your name, leave the letter carrier craft, retire, or your phone number changes, we need to hear from you. Your member benefits, newsletter and other mailings may be affected if we don't have the new information. It only takes a phone call or drop us a note. We will do the rest.

Call 313-295-1640

Report of the Trustees

On Friday, February 13, Branch 2184's Trustees conducted a comprehensive audit of the Branch finances and property. Such audits are required by the United States Department of Labor and must take place at least once every 6 months. Branch 2184 Financial Secretary-Treasurer Mark Owen provided helpful assistance with obtaining and providing necessary financial records and access to all inventoried Branch property.

The Branch Trustees independently reviewed every voucher, receipt, statement, and financial transaction that occurred during the 6-month period from August 1, 2025 through January 31, 2026. We also carefully inventoried all Branch property, going room by room in the Branch 2184 office and also in our storage facility. When clarification or additional information was determined to be necessary, we questioned the appropriate Branch officer(s) who provided this to our satisfaction. The Trustees also annotated a listing of items in the storage unit that were determined to no longer be of any use or value to the Branch in order for the membership to authorize their disposal.

The Trustees are pleased to report that all Branch 2184 financial records were found to be in order and that all Branch property was fully accounted for. The Executive Board as well as our Branch membership were apprised of our findings at their respective meetings. The next Branch 2184 audit is scheduled for August, 2026. Members that have any questions during the interim period should direct them to the appropriate Branch 2184 officer.

Branch 2184 Trustees

--Dave Reise, Chairperson
--Joe Golonka
--Jillian Hudgins

Branch 2184 Web Site

www.nalc2184.org

CSRS & FERS Annuity Payments
Branch Calendar
"FMLA" forms
OWCP Information
Carrier Pay Chart
CCA Information
2184 Memo of Understanding
National Agreement
2025 JCAM
Grievance Forms
Grievance Guidelines
Grievance Issue Statements
Defenses to Discipline
MRS, M-39, M-41
Retirement Information

Scan the QR code below to go to our Web Site

Branch Uniform Bank Now Open!

As our new CCA Brothers and Sisters join us as new members, Branch 2184 is asking our retired and active carriers to donate new or used uniforms that they no longer need. If you would like to donate please bring them to the Branch office or give them to your Steward to drop off.

CCAs please call prior to coming to the Union Hall so that we can make sure someone is available to assist you. Lets make our new members feel welcome.

For more information call
313-295-1640

Lets make our new members feel welcome.

Retirement Counseling

If you are planning on retiring from the USPS, Branch 2184 is offering Retirement Counseling Assistance. Our Branch 2184 Retirees Officer will have a one-on-one with you and will answer questions and assist in filling out your retirement papers.

It is recommended that you order your Blue book at least 90 days in advance of your retirement date.

After you get your blue book contact the branch office so we can help you fill out the proper forms and schedule your HR Shared Services retirement counseling appointment.

June 19th 2026

Attend Your Branch Meetings

Next Branch Meeting

June 3rd, 2026

7:30 pm @ Union Hall

Next Retirees Meeting

June 11th, 2026

12:30 pm @ Union Hall

Contract Corner:

Special Route Inspections

Letter carrier-initiated Special route inspections are conducted under the provisions of the M-39 Handbook (Management of Delivery Services), section 271.g. To qualify for a special route inspection, a letter carrier assignment must show at least 30 minutes of overtime and/or assistance on three of more days per week for any period of six consecutive weeks (where work performance is otherwise "satisfactory"), excluding the month of December. More on phony management claims of alleged "unsatisfactory performance" below. Additionally, if the 6-week qualification period begins in November and continues into January, this is considered as a consecutive period even though December is omitted.

Of importance, the qualification criteria are only about the assignment and not the regular carrier assigned to it. Thus, any days where .50 or more overtime and/or assistance is used on the assignment during the six-week qualifying period are counted, regardless of who does the work. Additionally, the six-week qualifying period does NOT have to occur immediately prior to a letter carrier's special inspection request**.** However, a special route inspection request should be based on reasonably current data for the assignment.

The provisions of the M-39 271.g further state that

(Continued on page 16)

(Continued from page 15)

when these qualification criteria have been met, the regular carrier assigned to the route shall, upon request, receive a special mail count and inspection **to be completed within four weeks of the request.** In accordance with the M-39 Handbook section 272, this mail count and inspection must be conducted in the same manner as a formal count and inspection – that is over a period of one full week.

Management sometimes attempts to avoid doing special route inspections by subsequently claiming that work performance during the qualifying period was allegedly not "satisfactory." However, such after-the-fact claims are typically bogus and undocumented. In order to substantiate such claims, management must provide actual evidence of any specific work deficiencies as well as evidence that these alleged deficiencies were brought to the attention of the carrier during the qualifying period. Computer generated workload numbers such as DOIS data are by themselves worthless for purposes of claiming alleged performance deficiencies.

Finally, management's failure to conduct a special route inspection within four weeks of the carrier's request or failure to adjust the assignment within 52 days of the completion of a special inspection is grounds for entering into the grievance procedure. Additionally, any management denial of a special route inspection request based on alleged non-qualification of the assignment OR bogus claims of unsatisfactory performance should be immediately investigated and reviewed by the union and the appropriate grievance(s) initiated as deemed necessary.

Light and Limited Duty and Overtime Work

Letter carriers with existing work restrictions (both light and limited duty) are allowed to sign either the Regular or Work Assignment Overtime Desired Lists during the quarterly signup periods, and to perform overtime work that is available within their current medical restrictions. This was clarified as part of a NALC/USPS Joint Statement on Overtime negotiated by the National parties in June 1988, and it remains part of the existing work rules applicable to Article 8 of the National Agreement.

The relevant language goes on to provide that "whether or not an employee on limited or light duty is actually entitled to overtime depends on his/her physical and/or mental limitations." What this means is that management has no obligation to try to assign overtime work to limited or light duty employees if none is available that meets the employees' medical restriction criteria. Additionally, the absence of available work within existing medical restrictions can also be considered when determining quarterly equitability among those that have signed either or both of the two regular Overtime Desired Lists.

Vacant Assignment Bid Notices and Long-Term Absences

Fulltime letter carriers who are off work for lengthy periods due to illness, injury or other reasons are entitled to be notified when vacant assignments are posted for bid in their installation. However, this requirement is not automatic on the part of management and it first requires a request in writing from the carrier.

This is addressed in both the Collective Bargaining Agreement as well as our Branch 2184 Local Memorandum of Understanding (LMOU). The relevant National Agreement language is found in Article 41, section 1.B, which states in part: "When an absent employee has so requested in writing, stating a mailing address, a copy of any notice inviting bids from the craft employees shall be mailed to the employee by the installation head." This same language also appears in Item #22, section 1(b) of Branch 2184's Local Memorandum of Understanding. Thus, if you have requested in writing that notices inviting bids are mailed to you and have provided a mailing address, management is required to mail them to you and to do so in a timely manner.

Be aware that the impetus for this always begins with the letter carrier, who must be able to prove that they made a request in writing to the installation head that notices inviting bids are mailed to them, and they have included a current mailing address. Management otherwise has no obligation to notify an absent letter carrier of assignment postings. **It is strongly recommended that when notifying management in writing of a request to be mailed notices for bids that you make a copies for yourself and for your steward.**

--Joe Golonka
Branch 2184 Contract Administration

Branch 2184 2026 Scholarship Application

Qualifications:

1. Must be a dependent child of a Branch 2184 member in good standing (active or retired) or a child of a member now deceased.
2. Applicant's parent must be a member in good standing of Branch 2184 for at least one (1) year prior to making application, with the exception of children of members now deceased who were previously members in good standing of Branch 2184 at the time of their death.
3. Must be a high school senior, high school graduate, GED recipient, or attending college or technical school (undergraduate) at the time of submitting the application, and attending an eligible school in the fall. **
4. Only one application per child per year. Only one scholarship per family will be awarded each year.
5. Student must have maintained a 2.0 grade point average or above. A copy of grade transcript or equivalent must accompany application for scholarship.
6. If the NALC parent of a successful applicant is suspended by the Branch or makes an application for a supervisory position before monies are paid, the scholarship will be cancelled. Children of members who have applied for a supervisory position are excluded from making application for two (2) years following withdrawal of the supervisory application.
7. Students with full scholarships are not eligible.
8. Eligible schools: accredited and licensed colleges, trade schools, community colleges and schools of higher education only. The institution's eligibility shall be determined by the scholarship committee.
9. All decisions of the scholarship committee will be final.

**** TO BE ELIGIBLE TO APPLY FOR THIS SCHOLARSHIP YOU MUST BE ENROLLED IN OR ENTERING AN ELIGIBLE SCHOOL FULL OR PART-TIME IN THE FALL OF 2026.**

Awards:

1. The scholarship committee shall award the scholarships by random drawing of all eligible applicants.
2. Scholarships will be on a yearly basis and will be awarded at the October monthly meeting.
3. Scholarships will be awarded in allotments of $500.00. Four (4) scholarships of $500.00 shall be allocated.
4. Four (4) alternates will be selected in the event that any scholarship winners are later ruled ineligible. The alternates' names will not be disclosed.
5. The scholarship will be disbursed to the student when a copy of a receipt for tuition, room and board, or books is provided to the committee. The student must be full-time or part-time as established by their school or college.

Member's Name:	Member's Phone Number:
Member's Station:	
Applicant's Name and (Date of Birth):	**Name of School:**
Address:	**Address:**
Signature of Member:	Date:
Signature of Applicant:	Date:
Signature of Steward or Officer:	Date:

THIS APPLICATION MUST BE MAILED TO THE FOLLOWING ADDRESS:

SCHOLARSHIP COMMITTEE
BRANCH 2184, NALC
6969 Monroe
Taylor, MI 48180-1815

Applications Must be Received by SEPTEMBER 30, 2026

ALLIE BROS UNIFORM STORE

20295 MIDDLEBELT ROAD
(3 blocks south of 8 mile)
LIVONIA, MI 48152

MON/TUES/WED/FRIDAY 9:00AM – 5:30PM
THURSDAY 9:00AM - 7:00PM
248-477-4434 www.alliebros.com

Scan code above for our catalog.

- Supporting Postal carriers, drivers, clerks and all Postal employees with the best inventory for your Postal uniform requirements.
- Our tailors hem your pants free while you're shopping so you take them home with your uniform order.
- Come shopping at Allie Bros to enjoy our 'best value pricing' and assistance from our friendly staff.
- Call your order in - we'll ship it for free.

Letter Carrier Political Fund Contributors

Allen Park

John Harris III
Jacinthia Hogans-Bunch
Tod Lilla
✔ Mark Owen
Kevin Pierson
Karen Russell
✔ Kris Shaw
Robert Willbanks

Belleville

✔ Bryon Hendricks
✔ Lynn Taylor (R)
✔ Cindy Trzeciak (R)

Dearborn Main

Jerry Cerpa (R)
✔ Darryl Clay (R)
✔ Wanda Ellison
✔ Lisa Franklin
✔ Damon Green
✔ Yvonne Jackson
✔ Bob Panchenko (R)
Mark Spight
✔ Ed Waldon
✔ Tammy Wheeler
✔ Leonard Zawisa (R)
✔ Margaret Zywicki (R)

Dearborn Annex

✔ Mark Cornett
✔ Sherry Garcia
Karl Tamburro
Jillian Hudgins
✔ Mark Judd (R)
✔ Thomas Klecha (R)
Joanne Kuzala (R)
✔ Roderick Lelental (R)
✔ Melvin MacDonald (R)
✔ Carol Macieczni (R)
William Mather (R)
✔ Jackie McGregory
✔ Brian Robinson
✔ Brian Rodden (R)
Sellier Jason
✔ Jerry Taylor
✔ Cathy Tondreau (R)
✔ Joseph Vitie (R)
✔ Steven White (R)

Dearborn Heights

Roger Corpolongo (R)
Shawn Fowlkes
✔ Hassan Ghoteimi
✔ Marwan Ghoteimi
Chanel Harrison
✔ Ian Mair (R)
✔ James Powell (R)
✔ Pamela Sellers
Christopher Tostige (R)
Manual WIlliams
✔ Jim Wolstencroft (R)

Dundee

✔ Jerome Mannlein (R)

Flat Rock

✔ Lillian Bogosian

Grosse Isle

✔ Rachel Stachulski

Inkster

Phil Ashford
✔ Carl Gibbs (R)
✔ Scherrie Lacey
Diama Taylor
✔ Kaliah Patrick

Lincoln Park

✔ Thelma Balogh (R)
✔ Arleen Blanchard
✔ Laura Fitzgerald
✔ Paula Hall (R)
✔ Ronald Hausch (R)
✔ Nicole Pace
✔ David Reise (R)
✔ Barbara Scaggs (R)
✔ Scott Watts (R)
William Mason (R)

Monroe

Carissa Creech
✔ Joanna MacKinnon
✔ Kenneth Masserant (R)
✔ Erik Venzke

Northville

✔ Ricky Hatfield
✔ Jennifer Rake
✔ Janice Mitchum
✔ Val Watkins
Loianne Vester

Plymouth

Otis Barney
✔ Mary Ferrari (R)
✔ Diego Forshaw
✔ Tiffani Howell (R)
✔ Patricia Linna (R)
✔ Gary Macioce (R)
✔ Mary Byrnes (R)
✔ Joan Ping (R)
✔ Kristie Nelson

Rockwood

Taylor

✔ Adeyinka Adeduntan
✔ Keith Benedict
✔ Patricia Davis (R)
✔ Dawn Gable
✔ Alexander Heatherly
✔ Jason Josaitis
✔ Ryan Judd
✔ James Kelly (R)
Frances McGuchin (R)
✔ Walter Modelski (R)
✔ Timothy Murray
✔ Bob Parisi
✔ Tom Rauch (R)
✔ Bob Sedore (R)
Victor Siemiacz
✔ Irene Sly (R)
✔ Suzanne Stevens (R)
✔ Jeanie Youtsey

Temperance

✔ Kari McLachlin

Trenton

✔ Gwen Heffinger (R)
✔ Larysa Larson
Tracy Mitchell
✔ Casey Pennington
✔ Jeffery Webb
✔ William Douglas

Westland

✔ Arnita Adams
✔ Bertha Battista
✔ Felicia Davis
✔ Ananias Epps
✔ Albert Gilliespie
✔ Cynthia Harris
✔ Katrina Jones
David Marshall
✔ Walter McGregory
✔ David Rumley
✔ Bryan Mikich
✔ Natalie Mikich
✔ Edward Sikora (R)
✔ Aaron Toth
✔ Nakia Whitfield

Canton

Angeleta Eaton-Hicks
✔ Joe Golonka (R)
✔ John Hite
✔ Bonnie Price (R)
✔ Ramon Robinson
✔ Denise, Viola
✔ Shatyra Youmg

Ypsilanti

✔ Paul Bordine
✔ Timothy Bowsher (R)
✔ Paul Debruyne
✔ Patricia Neeley
✔ Dave Rowland
✔ Danita Hill

✔ Check mark indicates you are signed up for automatic contributions.
R = Retired members.

Protect your job "**Give to the Letter Carrier Political Fund** today!"

Call

313-295-1640

LCPF Disclaimer

By making a contribution to the Letter Carrier Political Fund, you are doing so voluntarily with the understanding that your contribution is not a condition of membership in the National Association of Letter Carriers or of employment by the Postal Service, nor is it part of union dues. You have a right to refuse to contribute without any reprisal. The Letter Carrier Political Fund will use the money it receives to contribute to candidates for federal office and undertake other political spending as permitted by law. Your selection shall remain in full force and effect until cancelled. Contributions to the Letter Carrier Political Fund are not deductible for federal income tax purposes. Federal law prohibits the Letter Carrier Political Fund from soliciting contributions from individuals who are not NALC members, executive and administrative staff or their families. Any contribution received from such an individual will be refunded to that contributor. Federal law requires us to use our best efforts to collect and report the name, mailing address, occupation and name of employer of individuals whose contributions exceed $200 per calendar year. Any guideline amount is merely a suggestion, and an individual is free to contribute more or less than the guideline suggests and the Union will not favor or disadvantage anyone by reason of the amount of their contribution or their decision not to contribute.

LETTER CARRIER POLITICAL FUND
DELIVERING NALC'S MESSAGE TO WASHINGTON

BRANCH 2184 • Southeast Michigan
NATIONAL ASSOCIATION OF LETTER CARRIERS • AFL-CIO
6969 Monroe
Taylor, MI 48180

The Branch 2184 Officers and Stewards would like to extend to you and your families best wishes for a healthy, happy and Summer.

May you enjoy all the blessings of peace and liberty, and the benefits of the special strength that flows from solidarity.

Walter McGregory, *President*

Jaqueline McGregory, *Executive VP*

Darryl Clay, *Vice President*

Katrina Jones, *Recording Secretary*

Mark Owen, *Financial Secretary Treasurer*

Paula Hall, *Sergeant at Arms*

Jerry Cerpa, *Health Benefits Representative*

Scott Watts, *Retirees Officer*

Erik Venzke, *MBA Representative*

Jillian Hudgins, *Trustee*

Dave Reise, *Trustee*

Joe Golonka, *Trustee*