



## We Are Ready

**T**his follows last month's article concerning management's unfortunate decision to walk away from negotiations to continue a joint route adjustment process this year.

I want to begin by reporting that the advice from here hasn't changed since last month: *"Make those few folks who run operations for the Postal Service take full ownership of the results of their lousy decision."*

Why think this way? Let's see: We are at impasse on negotiations for a new contract and headed to interest arbitration. Why? Because these same folks I'm talking about can't bring themselves to agree that they won't contract out our work. Next, we have a postmaster general who has publicly said that he agrees with "practically everything" in H.R. 2309 (the Issa bill). Enough said on that subject.

On one hand, we have every reason in the world to do our part to save the Postal Service. We'll do that as soon as we find a dance partner. On the other hand, we have no reason at all to try to save these particular individuals from themselves. Just say "no!"

**My report on the specific actions we've taken to assist you follows:**

We began our efforts by looking at the letter carrier's role in the route count and inspection process. We updated the *NALC Route Protection Pocket Handbook*. This valuable resource was originally published several years ago. To be honest, there were very few changes needed, so those of you who were using the old version didn't miss much. After all, we're just going back in time.

We printed plenty of copies of the updated pocket handbook. This is the best reference material for letter carriers that we have. These pocket handbooks are available through each NBA office and the NALC Supply Department.

Our goal was to make a copy of the *NALC Route Protection Pocket Handbook* available to every NALC member who was going through a route count and inspection. Those of you who had route counts and inspections this spring would be much better judges than I of how we did.

As far as training for letter carriers goes, Chapter 1 of the *NALC Route Protection Program* is still as good as

gold. We're hoping that your branch used it.

Next, we were looking to add to what has been done in the past to assist local branches in policing route counts and inspections to ensure that they're done correctly and that routes are adjusted to as near eight hours of work per day as possible.

In our effort to meet this end, we have created the *2012 NALC Guide to Route Inspections*. It is available on the City Delivery page of the NALC website. We also have mailed a copy of this new tool to each branch president.

This guide takes you step by step through the entire route inspection process. It also includes a forms description section. This is where you can go to learn how to read all of the various forms that are used in the route inspection process. It is our hope that you find the new guide to be useful.

But wait—there's more! Additional assistance is available through your national business agent's office. Each branch president will be provided grievance handling assistance along with a hard copy of the *2012 NALC Guide to Route Inspections*. With any luck at all, you should already have this material.

**On a related note, at the 2010 national convention in Anaheim, CA, it was suggested that we create a daily log for letter carriers to use. Previously, we had the Workhour Workload Report (All Routes) posted daily under the JARAP 2011 agreement. This report allowed the letter carrier to verify information recorded by management.**

Now that the JARAP 2011 agreement has expired, we have created a daily log for letter carriers to use. This form has places to record information such as clock rings, mail volume, auxiliary assistance and other daily information that we have an interest in keeping up with. For those of you who take notes each day, this will be another way to keep track of things as they happen.

The daily log form is available on the City Delivery page of the NALC website. You can print the form out and simply fill in the information you want to keep track of or type your information directly into the form and save it on your computer for your records.

**Anyone get the acronym at the top?**

