

# City delivery updates



**Brian  
Renfro**

**W**e are currently in the middle of a three-month cold-weather uniform pilot in four locations—Houston, Boston, Pittsburgh and the Milwaukee/Green Bay area. Various garments and fabrics are being worn by letter carriers in these locations. The intent of this pilot is to get carrier feedback on the fabric and functionality of the garments being tested, not the design or appearance.

The test uniforms are in line with multiple uniform resolutions passed by the delegates of previous national conventions. These resolutions include calling for better weather protection, health-enhancing comfortable uniforms,

a long-sleeve polo shirt, a navy blue polo shirt, reflective tape on work garments, sun protective clothing and cargo-style pants and shorts. The letter carriers participating in this pilot have provided quality feedback thus far.

The uniform control committee that was established in Article 26 of the National Agreement is in the process of planning a similar warm-weather pilot later in the year. NALC Director of Life Insurance Myra Warren heads the committee for NALC. Tom Gavin of Scranton, PA Branch 17 and Stafford Price of Chicago Branch 11 also serve on the committee. Once these pilots are concluded, the committee will take the feedback into consideration and work with our uniform vendors to improve current uniform items offered to letter carriers and potentially develop new items to be offered through the current uniform program.

I want to express my gratitude to the carriers who are participating in the pilot. The feedback we have received thus far has been invaluable.

## New scanner functionality update

**Currently, about 75,000 mobile delivery devices (MDDs)** have been deployed to replace the old scanners. This covers about half of all city routes. The Postal Service plans to deploy MDDs on all routes by the end of September 2015. Once all the MDDs are deployed, every letter carrier will be working with the new scanner. Two updates in functionality have recently been activated. The first is a text-messaging feature that allows two-way communication between the carrier using the MDD and the station or post office. The text messaging capability has been enabled for several weeks now. The feedback has been positive so far.

The second update is activating the sign-on screen capa-

bility. Customers now may sign on the device itself rather than on a PS Form 3849. A few minor changes were made to *Handbook M-41* to accommodate this change.

The customer will now sign on the MDD screen for any article that requires a signature. If this is not possible for any reason, a 3849 still may be used. Upon returning to the office, the carrier will show the accountable clerk the MDD where the signature was captured. PS Form 3821 will not change. However, the supervisor has the ability to print an electronically generated report showing items signed for on the MDD. This is an additional option for carriers to have proof of clearance for accountable items.

## City Delivery Route Alternative Adjustment Process (CDRAAP)

**In January, several CAU staffers and I trained a total of 370 NALC members** from across the nation on CDRAAP, with a special emphasis on using Carrier Optimal Routing (COR) as a tool in route adjustment. I am firmly convinced that the overall quality of people we have doing this work is outstanding.

CDRAAP evaluations and adjustments have started nationwide. One of the most important parts of this process for any letter carrier is knowing how to read PS Form 1840 Reverse. This is the form that each letter carrier is given that shows a proposed route adjustment prior to the adjustment consultation. This month's Contract Talk (beginning on the next page) is a simple, easy to understand explanation of how to read this form. I encourage all active letter carriers to spend a few minutes reading this section and to familiarize yourself with the 1840 Reverse.

## New vehicles

**The Postal Service recently deployed around 3,500 new minivans** in different parts of the country. These vans have solid paneling rather than windows down the sides.

There has been quite a bit of concern expressed about the blind spots and sunlight blinding the driver's view of the rear-view camera screen in the rear-view mirror. We have discussed these concerns with the Postal Service. We are working to determine the best ways to modify the vehicles to eliminate the blind spots and improve safety overall. We are working to implement these modifications as soon as possible.

## City carrier assistant conversions to full-time career status

**As of press time, about 15,000 city carrier assistants** have been converted to full-time career status since November 2013. Congratulations to all of these now-full-time career letter carriers.