BEFORE THE
POSTAL RATE COMMISSION
WASHINGTON, D.C. 20268–0001

POSTAL RATE AND FEE CHANGES, 1997

Docket No. R97–1

RESPONSE OF UNITED STATES POSTAL SERVICE
WITNESS MODEN TO INTERROGATORIES OF
TIME WARNER, INC.
(TW/USPS–T4—1–3(C), 3(E)-10)

The United States Postal Service hereby provides responses of witness Moden to the following interrogatories of Time Warner, Inc.: TW/USPS–T4—-1–3(c), 3(e)-10, filed on July 21, 1997. Interrogatory TW/USPS–T4—3(d) was redirected to witness Seckar.

Each interrogatory is stated verbatim and is followed by the response.

Respectfully submitted,

UNITED STATES POSTAL SERVICE

By its attorneys:

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August 4, 1997

INTERROGATORIES TO WITNESS MODEN (USPS-T-4)

TW/USPS-T4-1

a Please explain the difference between MODS I and MODS 2 facilities and the MODS data collected in the two types of facilities. Additionally, please state whether the MODS facilities referred to by you and other witnesses include (1) only MODS 1 facilities; (2) all MODS 1&2 facilities; or (3) MODS 1 and some MODS 2 facilities.

b. What are the current numbers of MODS 1 and MODS 2 facilities?

c Please provide a list of the MODS facilities referred to by you and other USPS witnesses in this docket. Also, please indicate for each of these facilities:

(1) if it is an SCF;

(2) if it is an ADC;

(3) whether it is MODS I or MODS 2;

(4) the number of MPFSM 881's installed; and

(5) the number of MPFSM 1000's installed.

d. How many SCF's are non-MODS facilities? Please provide a list of all such facilities.

e. Do the volume and manhour data reported by a MODS facility include data from the stations and branches of that facility?

f. Are there any MPFSM's in non-MODS facilities? If yes, please state the number of MPFSM 881 and MPFSM 1000 machines in non-MODS facilities and provide a list of those facilities.

g. How many of the postal facilities in New York city are MODS facilities? Please list them.

h. Are there plans to extend the MODS system to more facilities? If yes, please describe those plans.

Response:

a. MOD 1 and MOD 2 sites have the same reporting requirements. The only difference is that MOD 1 sites report through a mainframe based reporting system while MOD 2 sites use a PC based system. As detailed in c. below, there are currently 419 MODS sites of which 257 are Processing and Distribution Facilities or Centers, which I refer to collectively as MODS facilities. Other witnesses should be queried directly on their use of terminology.

b. There are 257 as discussed in answer a. above.

c. A listing of current MODS sites is attached with a cross reference to SCF. The MODS code for each is also indicated. To determine ADC status, this list can be compared to the appropriate Domestic Mail Manual Labeling List - L004, L102, L603, or L604 – depending on the type of mail involved. A site inventory for the MPFSM 881 is attached. A deployment listing for the MPFSM 1000 was provided for MC97-2 in response to NDMS/USPS-T7-7.

d. SCF list L005 should be compared to the MODS site list provided in c. above to determine which SCFs do not correspond to a MODS site or facility.

e. Only in a few limited cases, particularly in New York City.

f. One MPFSM 881 is located in each of the following: Calvert DDC Station, Lutherville Oks MD, Magothy Bridge, Mansfield, Bryan, Concord, and San Ramon. Two are in South Anne Arundel. All MPFSM 1000s are in MODS facilities.

g. MODS sites in and near New York City are shown in the MODS site list provided in c. above beginning at SCF 100.

h. Not to my knowledge, except to the extent that sites open or close, or gain or loose mail processing functions.

PAGE 1

FINAME	MODS_CODE	SCFID	SCF	SCFNAME
SAN JUAN P&DC	2	1	006	SAN JUAN PR
SAN JUAN AMF	2		006	SAN JUAN PR
SPRINGFIELD P&DC	1	1	010	SPRINGFIELD MA
SPRINGFIELD BMC	3		010	SPRINGFIELD MA
WORCESTER P&DC	2	1	015	WORCESTER MA
NORTHERN HASP FAC	2		015	WORCESTER MA
MIDDLESEX-ESSEX P&DC	1	1	018	MIDDLESEX ESSE
BOSTON P&DC	1	1	021	BOSTON MA
NORTHWEST BOSTON P&DC	1	0	021	BOSTON MA
BOSTON AMC	1		021	BOSTON MA
MAIL BAG BOSTON	3		021	BOSTON MA
BROCKTON P&DC	2	1	023	BROCKTON MA
MANSFIELD PROTY ANNEX	1	0	023	BROCKTON MA
CAPE COD P&DF	2	1	025	BUZZARDS BAY M
PROVIDENCE P&DC	1	1	028	PROVIDENCE RI
MANCHESTER P&DC	2	1	030	MANCHESTER NH
NASHUA NH REC	2	0	030	MANCHESTER NH
PORTSMOUTH P&DF	2	1	038	PORTSMOUTH NH
PORTLAND P&DC	1	1	040	PORTLAND ME
BANGOR P&DF	2	1	044	BANGOR ME
WHITE RIVER JUNC P&DC	2	1	050	WHITE RIVER JU
BURLINGTON P&DF	2	1	054	BURLINGTON VT
HARTFORD P&DC	1	1	060	HARTFORD CT
HARTFORD PMPC	1	0	060	HARTFORD CT
ENFIELD MTE	2	0	060	HARTFORD CT
BRADLEY AMF	1		060	HARTFORD CT
SOUTHERN CT P&DC	1	1	064	NEW HAVEN CT
BRIDGEPORT P&DF	1		066	BRIDGEPORT CT
WATERBURY P&DF	2	1	067	WATERBURY CT
STAMFORD P&DC	2	1	068	STAMFORD CT
NEWARK P&DC	1	1	070	NEWARK NJ
NJ INTL & BMC	3	0	070	NEWARK NJ
NEWARK AMC	1	0	070	NEWARK NJ
NO JERSEY PMPC	2	0	070	NEWARK NJ
NORTH JERSEY PMPC #2	2	0	070	NEWARK NJ
DVD BLDG P&DC	1	0	070	NEWARK NJ
KEARNY NJ REC	2		070	NEWARK NJ
MTEC	3		070	NEWARK NJ
PATERSON P&DC	1	1	074	PATERSON NJ
HACKENSACK P&DC	1	1	076	HACKENSACK NJ
MONMOUTH P&DC	2	1	077	MONMOUTH NJ
WEST JERSEY P&DC	2	1	079	WEST JERSEY NJ
SO JERSEY P&DC	1	1	080	SOUTH JERSEY N
TRENTON P&DC	1	1	085	TRENTON NJ
PRINCETON NJ REC	2	0	085	TRENTON NJ
KILMER P&DC	2	1	088	KILMER NJ
NEW YORK MORGAN P&DC	1	1	100	NEW YORK NY
J A FARLEY P&DC	1	0	100	NEW YORK NY
CHURCH ST P&DC	1	0	100	NEW YORK NY
STATEN ISLAND P&DF	2	1	103	STATEN ISLAND
BRONX P&DC	1	1	104	BRONX NY
NY METRO PMPC #2	1	0	104	BRONX NY

PAGE 2

FINAME	MODS_CODE	SCFID	SCF	SCFNAME
METRO NY PMPC	1	0	104	BRONX NY
WESTCHESTER P&DC	1	1	105	WESTCHESTER CO
QUEENS P&DC	1	1	110	QUEENS NY
KENNEDY AMC	1	0	110	QUEENS NY
HALMAR AMF	2		110	QUEENS NY
LA GUARDIA AMF	1		110	QUEENS NY
BROOKLYN P&DC	1	1	112	BROOKLYN NY
WEST NASSAU P&DC	1	1	115	WESTERN NASSAU
WESTERN NASSAU NY REC	2	0	115	WESTERN NASSAU
MID-ISLAND P&DC	1	1	117	HICKSVILLE NY
ALBANY P&DC	1	1	120	ALBANY NY
ALBANY NY REC	2		120	ALBANY NY
MID-HUDSON P&DC	2	1	125	MID-HUDSON NY
FISHKILL NY REC	2	0	125	MID-HUDSON NY
SYRACUSE P&DC	1	1	130	SYRACUSE NY
SYRACUSE NY REC	2		130	SYRACUSE NY
UTICA P&DF	2	1	133	UTICA NY
BINGHAMTON P&DF	2	1	137	BINGHAMTON NY
BUFFALO P&DC	1	1	140	BUFFALO NY
BUFFALO AMF	1		140	BUFFALO NY
ROCHESTER P&DC	1	1	144	ROCHESTER NY
ELMIRA P&DF	2	1	149	ELMIRA NY
PITTSBURGH P&DC	1	1	150	PITTSBURGH PA
PITTSBURGH BMF	3	0	150	PITTSBURGH PA
PITTSBURGH PA REC	2	0	150	PITTSBURGH PA
PITTSBURGH AMF	1		150	PITTSBURGH PA
HARRISBURG P&DC	1	1	170	HARRISBURG PA
EQUIP DIST FAC (EDF)	2	0	170	HARRISBURG PA
KEYSTONE P&DF	1		170	HARRISBURG PA
LANCASTER P&DC	2	1	175	LANCASTER PA
YORK PA REC	2	0	175	LANCASTER PA
LEHIGH VALLEY P&DC	2	1	180	LEHIGH VALLEY
LEHIGH VALLEY PA REC	2		180	LEHIGH VALLEY
PHILADELPHIA P&DC	1	1	190	PHILADELPHIA P
PHILADELPHIA BMF	3		190	*PHILADELPHIA P*
PHILADELPHIA AMF	1		190	PHILADELPHIA P
MTEC-PHILADELPHIA	3		190	PHILADELPHIA P
SOUTHEASTERN P&DC	2	1	194	SOUTHEASTERN P
READING P&DF	2	1	195	READING PA
DELAWARE P&DF	1	1	197	WILMINGTON DE
WASHINGTON P&DC	1	1	200	WASHINGTON DC
WASHINGTON, DC AMC	1		200	WASHINGTON DC
CENTRAL FLORIDA PMPC	1		200	WASHINGTON DC
JACKSONVILLE PMPC	1		200	WASHINGTON DC
MIAMI PMPC	1		200	WASHINGTON DC
BOSTON PMPC	1		200	WASHINGTON DC
ROCHESTER PMPC	1		200	WASHINGTON DC
PHILADELPHIA PMPC	1		200	WASHINGTON DC
PITTSBURGH PMPC	1		200	WASHINGTON DC
SO MARYLAND P&DC	1	1	207	SOUTHERN MARYL
CPTL BLTWY HUB&SPOKE	4	0	207	SOUTHERN MARYL
MAIL TRANSPORT EQ CTR	3	0	207	SOUTHERN MARYL

PAGE 3

FINAME	MODS_CODE	SCFID	SCF	SCFNAME
WASHINGTON BMC	3		207	SOUTHERN MARYL
SUBURBAN MD P&DC	1	1	208	SUBURBAN MD
BALTIMORE P&DC	1	1	210	BALTIMORE MD
BALT INC MAIL P&DF	2	0	210	BALTIMORE MD
BALTIMORE AMC	1		210	BALTIMORE MD
EASTON P&DF	2	1	216	EASTON MD
FREDERICK P&DF	2	1	217	FREDERICK MD
NORTHERN VA P&DC	1	1	220	NORTHERN VIRGI
WASHINGTON-DULLES AMC	1	0	220	NORTHERN VIRGI
DULLES P&DC	1		220	NORTHERN VIRGI
CHARLOTTESVILLE P&DF	2	1	229	CHARLOTTESVILL
RICHMOND P&DC	1	1	230	RICHMOND VA
RICHMOND AMF	1		230	RICHMOND VA
NORFOLK P&DC	1	1	233	NORFOLK VA
NORFOLK AMF	1	0	233	NORFOLK VA
NEWPORT NEWS VA REC	2	0	233	NORFOLK VA
ROANOKE P&DC	2	1	240	ROANOKE VA
SALEM VA REC	2	0	240	ROANOKE VA
LYNCHBURG P&DF	2	1	245	LYNCHBURG VA
LYNCHBURG VA REC	2	0	245	LYNCHBURG VA
CHARLESTON P&DC	1	1	250	CHARLESTON WV
CHARLESTON WV REC	2	0	250	CHARLESTON WV
FALLING WATERS WV REC	2	0	254	MARTINSBURG WV
HUNTINGTON P&DF	2	1	255	HUNTINGTON WV
CLARKSBURG P&DF	2	1	263	CLARKSBURG WV
GREENSBORO P&DC	1	1	270	GREENSBORO NC
GREENSBORO BMC	3	0	270	GREENSBORO NC
GREENSBORO NC REC	2		270	GREENSBORO NC
GREENSBORO AMC	1		270	GREENSBORO NC
RALEIGH P&DC	1	1	275	RALEIGH NC
RALEIGH AMC	1		275	RALEIGH NC
ROCKY MOUNT P&DF	2	1	278	ROCKY MOUNT NC
CHARLOTTE P&DC	1	1	280	CHARLOTTE NC
CHARLOTTE AMC	1		280	CHARLOTTE NC
FAYETTEVILLE P&DC	2	1	283	FAYETTEVILLE N
LUMBERTON NC REC	2	0	283	FAYETTEVILLE N
FAYETTEVILLE NC REC	2	0	283	FAYETTEVILLE N
KINSTON P&DF	2	1	285	KINSTON NC
HICKORY P&DF	2	1	286	HICKORY NC
ASHEVILLE P&DF	2	1	287	ASHEVILLE NC
COLUMBIA P&DC	1	1	290	COLUMBIA SC
COLUMBIA AMF	1		290	COLUMBIA SC
CHARLESTON P&DF	2	1	294	CHARLESTON SC
CHARLESTON SC REC	2	0	294	CHARLESTON SC
FLORENCE P&DF	2	1	295	FLORENCE SC
GREENVILLE P&DC	2	1	296	GREENVILLE SC
GREENVILLE AMF	2		296	GREENVILLE SC
N ATLANTA METRO P&DC	1	1	301	NORTH METRO GA
ATLANTA P&DC	1	1	303	ATLANTA GA
ATLANTA BMC	3	0	303	ATLANTA GA
ATLANTA AMC	1		303	ATLANTA GA
AUGUSTA P&DF	2	1	308	AUGUSTA GA

PAGE 4

FINAME	MODS_CODE	SCFID	SCF	SCFNAME
MACON P&DC	2	1	310	MACON GA
SAVANNAH P&DF	2	1	313	SAVANNAH GA
JACKSONVILLE P&DC	1	1	320	JACKSONVILLE F
JACKSONVILLE BMC	3	0	320	JACKSONVILLE F
JACKSONVILLE FL REC	2	0	320	JACKSONVILLE F
JACKSONVILLE FL AMF	1		320	JACKSONVILLE F
DAYTONA BCH P&DF	2	1	321	DAYTONA BEACH
TALLAHASSE P&DF	2	1	323	TALLAHASSEE FL
PANAMA CITY P&DF	2	1	324	PANAMA CITY FL
PENSACOLA P&DC	2	1	325	PENSACOLA FL
GAINESVILLE P&DF	2	1	326	GAINESVILLE FL
MID FLORIDA P&DC	1	1	327	MID-FLORIDA FL
ORLANDO P&DC	1	1	328	ORLANDO FL
SOUTH FLORIDA P&DC	1	1	330	SOUTH FLORIDA
MIAMI P&DC	1	1	331	MIAMI FL
MIAMI AMC	1		331	MIAMI FL
FORT LAUDERDALE P&DC	1	1	333	FT LAUDERDALE
WEST PALM BEACH P&DC	1	1	334	WEST PALM BEAC
TAMPA P&DC	1	1	335	TAMPA FL
TAMPA FL REC	2	0	335	TAMPA FL
ST PETERSBURG P&DC	1	1	337	ST PETERSBURG
LAKELAND P&DC	2	1	338	LAKELAND FL
FT MYERS P&DC	2	1	339	FT MYERS FL
MANASOTA P&DC	1	1	342	TAMPA FL
BIRMINGHAM P&DC	2	1	350	BIRMINGHAM AL
BIRMINGHAM AMF	2	0	350	BIRMINGHAM AL
BIRMINGHAM AL REC	2		350	BIRMINGHAM AL
HUNTSVILLE P&DF	2	1	357	HUNTSVILLE AL
MONTGOMERY P&DC	2	1	360	MONTGOMERY AL
MOBILE P&DC	2	1	365	MOBILE AL
NASHVILLE P&DC	2	1	370	NASHVILLE TN
NASHVILLE AMC	2	0	370	NASHVILLE TN
ANTIOCH TN REC	2	0	370	NASHVILLE TN
CHATTANOOGA P&DC	2	1	373	CHATTANOOGA TN
CHATTANOOGA TN REC	2	0	373	CHATTANOOGA TN
KNOXVILLE P&DC	1	1	377	KNOXVILLE TN
SOUTHEAST AREA HASP	2	0	377	KNOXVILLE TN
KNOXVILLE TN REC	2	0	377	KNOXVILLE TN
MEMPHIS P&DC	1	1	380	MEMPHIS TN
MEMPHIS BMC	3	0	380	MEMPHIS TN
MEMPHIS AMC	1		380	MEMPHIS TN
MEMPHIS SUP & REP FAC	2		380	MEMPHIS TN
JACKSON P&DC	2	1	390	JACKSON MS
GULFPORT P&DF	2	1	395	GULFPORT MS
LOUISVILLE P&DC	1	1	400	LOUISVILLE KY
LOUISVILLE KY REC	2	0	400	LOUISVILLE KY
LOUISVILLE AMF	1		400	LOUISVILLE KY
LEXINGTON P&DC	1	1	403	LEXINGTON KY
LONDON P&DF	2	1	407	LONDON KY
ASHLAND P&DF	2	1	411	ASHLAND KY
PADUCAH P&DF	2	1	420	PADUCAH KY
BOWLING GREEN P&DF	2	1	421	BOWLING GREEN

PAGE 5

FINAME	MODS_CODE	SCFID	SCF	SCFNAME
BOWLING GREEN KY REC	2	0	421	BOWLING GREEN
COLUMBUS P&DC	1	1	430	COLUMBUS OH
COLUMBUS AMF	1		430	COLUMBUS OH
TOLEDO P&DF	1	1	434	TOLEDO OH
CLEVELAND P&DC	1	1	440	CLEVELAND OH
CLEVELAND AMF	1		440	CLEVELAND OH
AKRON P&DC	1	1	442	AKRON OH
AKRON OH REC	2		442	AKRON OH
CINCINNATI P&DC	1	1	450	CINCINNATI OH
CINCINNATI BMF	3		450	CINCINNATI OH
CINCINNATI AMF	1		450	CINCINNATI OH
MTEC CINCINNATI	3		450	CINCINNATI OH
DAYTON P&DF	1	1	453	DAYTON OH
DAYTON OH REC	2	0	453	DAYTON OH
DAYTON AMF	1		453	DAYTON OH
INDIANAPOLIS P&DC	1	1	460	INDIANAPOLIS I
INDIANAPOLIS AMC	1	0	460	INDIANAPOLIS I
GARY P&DC	2	1	463	GARY IN
GARY IN REC	2	0	463	GARY IN
SOUTH BEND P&DC	2	1	465	SOUTH BEND IN
FT WAYNE P&DC	1	1	467	FORT WAYNE IN
FORT WAYNE IN REC	2	0	467	FORT WAYNE IN
KOKOMO P&DF	2	1	469	KOKOMO IN
MUNCIE P&DF	2	1	473	MUNCIE IN
EVANSVILLE P&DF	2	1	476	EVANSVILLE IN
MADISONVILLE KY REC	2	0	476	EVANSVILLE IN
TERRE HAUTE P&DF	2	1	478	TERRE HAUTE IN
LAFAYETTE P&DF	2	1	479	LAFAYETTE IN
ROYAL OAK P&DC	1	1	480	ROYAL OAK MI
DETROIT P&DC	1	1	481	DETROIT MI
DETROIT BMC	3	0	481	DETROIT MI
DETROIT AMC	1	0	481	DETROIT MI
FLINT P&DC	1	1	484	FLINT MI
SAGINAW P&DC	2	1	486	SAGINAW MI
LANSING P&DC	2	1	488	LANSING MI
KALAMAZOO P&DC	2	1	490	KALAMAZOO MI
KALAMAZOO MI REC	2	0	490	KALAMAZOO MI
GRAND RAPIDS P&DC	1	1	493	GRAND RAPIDS M
GRAND RAPIDS AMF	1	0	493	GRAND RAPIDS M
TRAVERSE CITY P&DF	2	1	496	TRAVERSE CITY
DES MOINES P&DC	1	1	500	DES MOINES IA
DES MOINES BMC	3	0	500	DES MOINES IA
DES MOINES IA REC	2		500	DES MOINES IA
CEDAR RAPIDS P&DC	2	1	522	CEDAR RAPIDS I
MILWAUKEE P&DC	1	1	530	MILWAUKEE WI
MILW PRIORITY ANNEX	1		530	MILWAUKEE WI
MILWAUKEE WI AMC	1		530	MILWAUKEE WI
MADISON P&DC	1	1	535	MADISON WI
GREEN BAY P&DC	2	1	541	GREEN BAY WI
WAUSAU P&DF	2	1	544	WAUSAU WI
EAU CLAIRE P&DF	2	1	547	EAU CLAIRE WI
OSHKOSH P&DF	2	1	549	OSHKOSH WI

FINAME	MODS_CODE	SCFID	SCF	SCFNAME
SAINT PAUL P&DC	1	1	550	SAINT PAUL MN
MINN-SAINT PAUL BMC	3		550	SAINT PAUL MN
TWIN CITIES MN AMC	1		550	SAINT PAUL MN
MTEC SAINT PAUL	3		550	SAINT PAUL MN
MINNEAPOLIS P&DC	1	1	553	MINNEAPOLIS MN
DULUTH P&DF	2	1	556	DULUTH MN
DULUTH MN REC	2	0	556	DULUTH MN
BILLINGS P&DC	2	1	590	BILLINGS MT
PALATINE P&DC	1	1	600	PALATINE IL IM
BUSSE SURFACE HUB	2	0	600	PALATINE IL IM
CAROL STREAM P&DC	1	1	601	CAROL STREAM I
CHICAGO OHARE AMC ANX	1	0	601	CAROL STREAM I
CHICAGO BMC	3	0	601	CAROL STREAM I
CHICAGO MTEC	3	0	601	CAROL STREAM I
SOUTH SUBURBAN P&DC	1	1	604	SOUTH SUBURBAN
FOX VALLEY P&DC	1	1	605	FOX VALLEY IL
CHICAGO P&DC	1	1	606	CHICAGO IL
O'HARE AMC	1	0	606	CHICAGO IL
CHICAGO ACTIVATION	1	0	606	CHICAGO IL
SGR HOUSE/CHICAGOP&DC	1	0	606	CHICAGO IL
IRVING PARK RD P&DC	1		606	CHICAGO IL
ROCKFORD P&DC	2	1	610	ROCKFORD IL
ROCK ISLAND P&DF	2	1	612	ROCK ISLAND IL
DAVENPORT IA REC	2	0	612	ROCK ISLAND IL
PEORIA P&DF	1	1	615	PEORIA IL
PEORIA IL REC	2	0	615	PEORIA IL
BLOOMINGTON P&DF	2	1	617	BLOOMINGTON IL
CHAMPAIGN P&DF	2	1	618	CHAMPAIGN IL
SPRINGFIELD P&DC	1	1	625	SPRINGFIELD IL
ST LOUIS MO P&DC	1	1	630	SAINT LOUIS MO
ST LOUIS BMC	3	0	630	SAINT LOUIS MO
MTEC ST LOUIS	3	0	630	SAINT LOUIS MO
ST LOUIS MO AMC	1		630	SAINT LOUIS MO
CAPE GIRARDEAU P&DF	2	1	637	CAPE GIRARDEAU
KANSAS CITY MO P&DC	1	1	640	KANSAS CITY MO
KANSAS CITY MO AMC	1		640	KANSAS CITY MO
COLUMBIA MO P&DF	2	1	652	MID-MO FACILIT
KANSAS CITY KS P&DC	2	1	660	KANSAS CITY KS
KANSAS CITY KS BMC	3		660	KANSAS CITY KS
TOPEKA P&DF	2	1	664	TOPEKA KS
WICHITA P&DC	1	1	670	WICHITA KS
WICHITA KS REC	2	0	670	WICHITA KS
OMAHA P&DC	1	1	680	OMAHA NE
OMAHA AMF	1		680	OMAHA NE
LINCOLN P&DF	2	1	683	LINCOLN NE
NORFOLK P&DF	2	1	687	NORFOLK NE
GRAND ISLAND P&DF	2	1	688	GRAND ISLAND N
NEW ORLEANS P&DC	1	1	700	NEW ORLEANS LA
NEW ORLEANS AMC	1		700	NEW ORLEANS LA
BATON ROUGE P&DC	1	1	707	BATON ROUGE LA
BATON ROUGE LA REC	2	0	707	BATON ROUGE LA
SHREVEPORT P&DC	2	1	710	SHREVEPORT LA

FINAME	MODS_CODE	SCFID	SCF	SCFNAME
LITTLE ROCK P&DC	1	1	720	LITTLE ROCK AR
SHERWOOD AR REC	2	0	720	LITTLE ROCK AR
OKLAHOMA CITY P&DC	1	1	730	OKLAHOMA CITY
OKLAHOMA AMF	1	0	730	OKLAHOMA CITY
TULSA P&DC	1	1	740	TULSA OK
TULSA OK REC	2	0	740	TULSA OK
TULSA AMF	1		740	TULSA OK
NORTH TEXAS P&DC	1	1	750	NORTH TEXAS TX
INTL & EXPED SVC CTR	2	0	750	NORTH TEXAS TX
DALLAS P&DC	1	1	752	DALLAS TX
DALLAS AMC	1	0	752	DALLAS TX
DALLAS BMC	3	0	752	DALLAS TX
TYLER P&DC	2	1	757	TYLER TX
FT WORTH P&DC	1	1	760	FORT WORTH TX
WACO P&DF	2	1	766	WACO TX
HOUSTON P&DC	1	1	770	HOUSTON TX
HOUSTON AMC	1		770	HOUSTON TX
N HOUSTON P&DC	1	1	773	NORTH HOUSTON
BEAUMONT P&DF	2	1	776	BEAUMONT TX
BEAUMONT TX REC	2	0	776	BEAUMONT TX
SAN ANTONIO P&DC	1	1	780	SAN ANTONIO TX
LAREDO TX REC	2	0	780	SAN ANTONIO TX
SAN ANTONIO AMF	1		780	SAN ANTONIO TX
CORPUS CHRISTI P&DC	2	1	783	CORPUS CHRISTI
MCALLEN TX REC	2	0	785	MCALLEN TX
AUSTIN P&DC	1	1	786	AUSTIN TX
AMARILLO P&DF	2	1	790	AMARILLO TX
LUBBOCK P&DF	2	1	793	LUBBOCK TX
ABILENE TX REC	2	0	795	ABILENE TX
EL PASO P&DC	2		798	EL PASO TX
DENVER P&DC	1	1	800	DENVER CO
DENVER BMC	3	0	800	DENVER CO
WESTERN AREA REC 1	2	0	800	DENVER CO
PORTLAND OR REC	2	0	800	DENVER CO
DENVER AMC	1		800	DENVER CO
COLORADO SPRINGS P&DC	2	1	808	COLORADO SPRIN
CHEYENNE P&DC	2	1	820	CHEYENNE WY
TWINS FALLS ID REC	2	0	833	TWIN FALLS ID
BOISE P&DC	2	1	836	BOISE ID
BOISE AMF	2		836	BOISE ID
SALT LAKE CITY P&DC	1	1	840	SALT LAKE CITY
SALT LAKE CITY AMC	1	0	840	SALT LAKE CITY
SALT LAKE CITY UT REC	2		840	SALT LAKE CITY
PHOENIX P&DC	1	1	852	PHOENIX AZ
PHOENIX AMC	1	0	852	PHOENIX AZ
GLENDALE AZ REC	2	0	852	PHOENIX AZ
TUCSON P&DC	2		856	TUCSON AZ
ALBUQUERQUE P&DC	2	1	870	ALBUQUERQUE NM
ALBUQUERQUE AMF	2		870	ALBUQUERQUE NM
LAS VEGAS P&DC	2	1	890	LAS VEGAS NV
LAS VEGAS NV AMC	2	0	890	LAS VEGAS NV
RENO P&DC	2	1	894	RENO NV

FINAME	MODS_CODE	SCFID	SCF	SCFNAME
RENO AMF	2		894	RENO NV
LOS ANGELES P&DC	1	1	900	LOS ANGELES CA
WORLDWAY AMC	1		900	LOS ANGELES CA
MARINA P&DC	1	1	902	INGLEWOOD CA
MTEC - LOS ANGELES	3	0	902	INGLEWOOD CA
LOS ANGELES BMC	3		902	INGLEWOOD CA
LONG BEACH P&DC	1	1	907	LONG BEACH CA
PASADENA P&DC	1	1	910	PASADENA CA
VAN NUYS P&DC	1	1	913	VAN NUYS CA
INDUSTRY P&DC	1	1	917	ALHAMBRA CA
ONTARIO INTL AIRPORT	1		917	ALHAMBRA CA
MARGARET SELLERS P&DC	1	1	920	SAN DIEGO CA
CHULA VISTA CA REC	2	0	920	SAN DIEGO CA
MIDWAY P&DF	1		920	SAN DIEGO CA
SAN DIEGO AMF	1		920	SAN DIEGO CA
SAN BERNARDINO P&DC	1	1	923	SAN BERNARDINO
SAN BERNARDINO CA REC	2	0	923	SAN BERNARDINO
RIVERSIDE CA REC	2	0	923	SAN BERNARDINO
SANTA ANA P&DC	1	1	926	SANTA ANA CA
ANAHEIM P&DF	2		926	SANTA ANA CA
OXNARD P&DF	2	1	930	OXNARD CA
SANTA BARBARA P&DC	2	1	931	SANTA BARBARA
BAKERSFIELD P&DC	2	1	932	BAKERSFIELD CA
FRESNO P&DC	2	1	936	FRESNO CA
SELMA CA REC	2	0	936	FRESNO CA
SALINAS P&DF	2	1	939	SALINAS CA
SAN FRANCISCO P&DC	1	1	940	SAN FRANCISCO
SAN FRANCISCO AMC	1	0	940	SAN FRANCISCO
OAKLAND P&DC	1	1	945	OAKLAND CA
MTEC RICHMOND	3	0	945	OAKLAND CA
HAYWARD CA REC	2	0	945	OAKLAND CA
OAKLAND AMF	1		945	OAKLAND CA
SAN FRANCISCO BMC	3		945	OAKLAND CA
NORTH BAY P&DC	2	1	949	NORTH BAY CA
SAN JOSE P&DC	1	1	950	SAN JOSE CA
STOCKTON P&DC	2	1	952	STOCKTON CA
MODESTO CA REC	2	0	952	STOCKTON CA
SACRAMENTO P&DC	2	1	956	SACRAMENTO CA
SACRAMENTO AMF	2	0	956	SACRAMENTO CA
MARYSVILLE P&DF	2	1	959	MARYSVILLE CA
HONOLULU P&DC	2	1	967	HONOLULU HI
PORTLAND P&DC	1	1	970	PORTLAND OR
PORTLAND AMF	1	0	970	PORTLAND OR
SALEM P&DF	2	1	973	SALEM OR
EUGENE P&DF	2	1	974	EUGENE OR
SEATTLE P&DC	1	1	980	SEATTLE WA
SEATTLE BMC	3		980	SEATTLE WA
SEATTLE AMC	1		980	SEATTLE WA
EVERETT P&DF	2	1	982	EVERETT WA
TACOMA P&DC	1	1	983	TACOMA WA
OLYMPIA P&DF	2	1	985	OLYMPIA WA
SPOKANE P&DC	1	1	990	SPOKANE WA

FINAME	MODS_CODE	SCFID	SCF	SCFNAME
PASCO P&DF	2	1	993	PASCO WA
ANCHORAGE P&DC	2	1	995	ANCHORAGE AK
ANCHORAGE AMF	2		995	ANCHORAGE AK

FSM (MODEL 775/881) SITES (AS OF AP 7 WK 1)

NO.	SCF RANGE	ZIP CODE	FACILITY NAME	FSM QTY
1	006-009	00936-9997	SAN JUAN P&DC	3
2	011	01101-9998	SPRINGFIELD MAIN OFFICE	1
3	010-013	01152-9700	SPRINGFIELD P&DC	4
4	012	01201-9998	PITTSFIELD	1
5	014-017	01546-9997	CENTRAL MA MPC	4
6	018,019,055	01889-9997	MIDDLESEX-ESSEX P&DC	2
7	021,022	02205-9998	BOSTON P&DC	10
8	020,023,024	02401-9997	BROCKTON P&DC	2
9	027-029	02904-9997	PROVIDENCE P&DC	3
10	030-034	03103-9997	MANCHESTER P&DC	3
11	038,039	03801-9997	PORTSMOUTH P&DF	1
12	040-043,045,048	04101-9997	PORTLAND P&DC	2
13	041	04103-9997	NORTHWEST ANNEX ME	1
14	044,046,047,049	04444-9997	EASTERN MAINE P&DF	1
15	035-037,050-053,057-059	05001-9997	WHITE RIVER JUN P&DC	2
16	054,056	05452-9997	BURLINGTON P&DF	1
17	060-062	06101-9997	HARTFORD P&DC	5
18	063-065	06511-9997	SOUTHERN CT P&DC	4
19	066	06602-9997	BRIDGEPORT P&DF	1
20	067	06701-9997	WATERBURY P&DF	1
21	068,069	06910-9997	STAMFORD P&DC	3
22	070-073	07097-9997	NJI & BMC	2
23	070-073	07099-9997	DVD BLDG P&DC	5
24	070-073	07102-9997	NEWARK P&DC	3
25	074,075	07510-9997	PATERSON NJ	2
26	076	07606-9997	HACKENSACK P&DC	2
27	077	07799-1799	MONMOUTH PDC	2
28	078,079	07999-9997	WEST JERSEY P&DC	3
29	080-084	08031-9997	SO JERSEY P&DC	5
30	085-087	08650-9997	TRENTON P&DC	3
31	088,089	08901-9997	KILMER P&DC	4
32	100,101	10001-9997	NEW YORK MORGAN P&DC	17
33	102	10007-9997	CHURCH STREET	5
34	100	10017-9997	GRAND CENTRAL STA	1
35	100	10022-9997	F.D.R. STATION	1
36	101	10199-9997	JAMES A FARLEY	2
37	103	10314-9770	STATEN ISLAND P&DF	1
38	104	10451-9997	BRONX P&DC	2
39	104	10499-9997	PRIORITY MAIL CENTER	1
40	004,105-109	10610-9700	WESTCHESTER P&DC	5
41	111,112	11256-9997	BROOKLYN P&DC	4
42	110,113,114,116	11351-9700	QUEENS P&DC	4
43	114	11430-9997	KENNEDY AMC	2
44	115	11599-9997	WEST NASSAU P&DC	2
45	005,117-119	11747-9997	MID-ISLAND NY	6

FSM (MODEL 775/881) SITES (AS OF AP 7 WK 1)

NO.	SCF RANGE	ZIP CODE	FACILITY NAME	FSM QTY
46	120-123,128	12288-9997	ALBANY P&DC	4
47	124-127	12555-9997	MID-HUDSON P&DC	2
48	130-132	13220-9997	SYRACUSE P&DC	3
49	133-135	13504-9997	UTICA P&DF	2
50	137-139	13902-9997	BINGHAMTON P&DF	1
51	140-143,147	14240-9997	BUFFALO P&DC	6
52	144-146	14692-9997	ROCHESTER P&DC	5
53	148,149	14901-9997	ELMIRA P&DF	1
54	150-154	15290-9997	PITTSBURGH P&DC	8
55	155,157,159	15901-9997	JOHNSTOWN P&DF	1
56	160-162	16108-9997	NEW CASTLE P&DF	1
57	164,165	16515-9997	ERIE P&DC	1
58	166,168	16601-9998	ALTOONA	1
59	170-172,178	17107-9997	HARRISBURG P&DC	5
60	174	17405-9998	YORK	1
61	173-176	17604-9997	LANCASTER P&DC	2
62	169,177	17701-9997	WILLIAMSPORT	1
63	180,181,183	18002-9997	LEHIGH VALLEY P&DC	3
64	184,185,188	18505-9997	SCRANTON P&DF	2
65	182,186,187	18701-9997	WILKES-BARRE P&DF	2
66	190-192	19104-9997	PHILADELPHIA P&DC	15
67	189,193,194	19399-9997	SE PENNSYLVANIA	4
68	179,195,196	19612-9997	READING P&DF	2
69	197-199	19850-9997	WILMINGTON P&DC	3
70	200,202-205	20066-9997	WASHINGTON P&DC	12
71	201	20101-9997	DULLES IMF	5
72	206	20601-9998	WALDORF MD	1
73	207	20782-1177	CALVERT DDC STATION	1
74	206,207	20790-9997	SO. MARYLAND P&DC	5
75	208,209	20898-9997	SUBURBAN MARYLAND	7
76	210,211,219	21090-2238	BALTIMORE IMF	4
77	210	21093-9998	LUTHERVILLE OKS MD	1
78	211	21146-9998	MAGOTHY BRIDGE	1
79	212,214	21233-9997	BALTIMORE P&DC	8
80	214	21401-9998	SOUTH ANNE ARUNDEL	2
81	216	21601-9997	EASTON	1
82	217	21701-9997	FREDERICK P&DF	1
83	220-223,227	22081-9997	NORTHERN VA P&DC	8
84	228,229,244	22906-9997	CHARLOTTESVILLE P&DF	1
85	224,225,230-232,238	23232-9997	RICHMOND P&DC	6
86	233-237	23501-9997	NORFOLK P&DC	5
87	240,241,243	24022-9997	ROANOKE P&DC	2
88	239,245	24506-9997	LYNCHBURG P&DF	1
89	250-253	25350-9997	CHARLESTON P&DC	2
90	262-266	26301-9997	CLARKSBURG P&DF	1

FSM (MODEL 775/881) SITES (AS OF AP 7 WK 1)

NO.	SCF RANGE	ZIP CODE	FACILITY NAME	FSM QTY
91	271	27102-9998	WINSTON SALEM	1
92	270-274	27498-9997	GREENSBORO P&DC	5
93	275-277	27611-9997	RALEIGH P&DC	4
94	278-279	27801-9997	ROCKY MOUNT P&DF	1
95	280-282,297	28228-9997	CHARLOTTE P&DC	6
96	283-284	28302-9997	FAYETTEVILLE P&DC	2
97	286	28603-9997	HICKORY P&DF	1
98	287-289	28810-9997	ASHVILLE P&DF	1
99	290-292	29201-9997	COLUMBIA P&DC	3
100	294	29423-9997	CHARLESTON P&DF	1
101	295	29501-9997	FLORENCE P&DF	1
102	293,296	29602-9997	GREENVILLE P&DC	2
103	300-302	30159-9997	N ATLANTA METRO P&DC	8
104	303,311,399	30304-9997	ATLANTA P&DC	8
105	298,308,309	30901-9997	AUGUSTA P&DF	1
106	304,310,312,316	31213-9997	MACON P&DC	1
107	299,313,314	31401-9997	SAVANNAH P&DF	1
108	317	31702-9998	ALBANY	1
109	321	32114-9997	DAYTONA BCH P&DF	1
110	315,320,322	32203-9997	JACKSONVILLE P&DC	4
111	323	32301-9997	TALLAHASSE P&DF	1
112	324,363	32401-9997	PANAMA CITY P&DF	1
113	325	32501-9997	PENSACOLA P&DC	1
114	326,344	32608-9997	GAINESVILLE P&DF	1
115	327	32799-9997	MID-FLORIDA P&DC	2
116	328,329	32862-9997	ORLANDO P&DC	4
117	330	33082-9997	SOUTH FLORIDA P&DC	3
118	331,332,340	33152-9997	MIAMI P&DC	6
119	333	33310-9997	FORT LAUDERDALE P&DC	3
120	334,349	33406-9997	WEST PALM BEACH P&DC	4
121	335,336,346	33630-9997	TAMPA P&DC	5
122	337	33730-9997	ST PETERSBURG P&DC	2
123	338	33802-9997	LAKELAND P&DC	1
124	339,341	33913-9997	FT MYERS P&DC	3
125	342	34260-9997	MANASOTA	2
126	350-352,354,355,359,362	35203-9997	BIRMINGHAM P&DC	4
127	356-358	35813-9997	HUNTSVILLE P&DF	1
128	360,361,364,367,368	36119-9997	MONTGOMERY P&DC	2
129	365,366	36601-9997	MOBILE P&DC	1
130	370-372,384,385	37229-9997	NASHVILLE P&DC	4
131	307,373,374	37401-9997	CHATTANOOGA P&DC	2
132	377-379	37950-9997	KNOXVILLE P&DC	2
133	375,380,381,386,723	38101-9997	MEMPHIS P&DC	4
134	369,390-393	39205-9997	JACKSON P&DC	2
135	394-396	39503-9997	GULFPORT P&DF	1

FSM (MODEL 775/881) SITES (AS OF AP 7 WK 1)

NO.	SCF RANGE	ZIP CODE	FACILITY NAME	FSM QTY
136	400-402,471	40231-9997	LOUISVILLE P&DC	6
137	403-406	40511-9997	LEXINGTON P&DC	2
138	430-433,456,457	43216-9997	COLUMBUS P&DC	9
139	434-436	43601-9997	TOLEDO P&DC	2
140	440-441	44101-9997	CLEVELAND P&DC	7
141	440-441	44181-9997	CLEVELAND AMF	2
142	442,443	44309-9997	AKRON P&DC	3
143	444,445	44501-9997	YOUNGSTOWN P&DC	2
144	446,447	44711-9997	CANTON P&DC	2
145	449	44901-9998	MANSFIELD	1
146	410,450-452,459,470	45234-9997	CINCINNATI P&DC	7
147	453-455	45401-9997	DAYTON P&DC	3
148	460-462	46206-9997	INDIANAPOLIS P&DC	7
149	463-464	46401-9997	GARY P&DC	2
150	465-466	46624-9997	SOUTH BEND P&DC	2
151	467-468	46802-9997	FT WAYNE P&DC	2
152	469	46902-9997	KOKOMO P&DF	1
153	473	47302-9997	MUNCIE P&DF	1
154	476,477	47708-9997	EVANSVILLE P&DF	1
155	479	47901-9997	LAFAYETTE P&DF	1
156	480,483	48068-9997	ROYAL OAK P&DC	4
157	481,482	48233-9997	DETROIT P&DC	8
158	484,485	48502-9997	FLINT P&DC	2
159	486,487	48605-9997	SAGINAW P&DC	2
160	488,489	48924-9997	LANSING P&DC	3
161	490,491	49009-9997	KALAMAZOO P&DC	3
162	493-495	49599-5000	GRAND RAPIDS P&DC	4
163	496	49684-9998	TRAVERSE CITY MI	1
164	500-503,509,525	50318-9997	DES MOINES P&DC	4
165	520,522-524	52401-9997	CEDAR RAPIDS P&DC	1
166	530-532,534	53201-9997	MILWAUKEE P&DC	7
167	535,537,538	53714-9997	MADISON P&DC	2
168	541-543	54307-7003	GREEN BAY P&DC	1
169	544	54401-9997	WAUSAU P&DF	1
170	549	54901-9997	OSHKOSH P&DF	1
171	540,550,551	55101-9997	SAINT PAUL P&DC	5
172	553-555	55401-9997	MINNEAPOLIS P&DC	7
173	570,571	57101-9997	SIOUX FALLS P&DC	1
174	565,580,581	58102-9997	FARGO P&DC	2
175	590,591,821	59101-9997	BILLINGS P&DC	1
176	600,602	60095-9997	PALATINE	5
177	601,603	60199-9997	CAROL STREAM P&DC	4
178	604	60499-9997	SOUTH SUBURBAN P&DC	3
179	605	60599-9997	FOX VALLEY P&DC	3
180	606,608	60607-9997	CHICAGO P&DC	8

FSM (MODEL 775/881) SITES (AS OF AP 7 WK 1)

NO.	SCF RANGE	ZIP CODE	FACILITY NAME	FSM QTY
181	606	60666-9997	OHARE AMC	1
182	607	60701-9997	IRVING PARK ROAD P&DC	4
183	610,611	61125-9997	ROCKFORD P&DC	1
184	527,528,612	61201-9997	ROCK ISLAND P&DF	1
185	615,616	61601-9997	PEORIA P&DF	2
186	617	61701-9997	BLOOMINGTON P&DF	1
187	618,619	61821-9997	CHAMPAIGN P&DF	2
188	625-627	62703-9997	SPRINGFIELD P&DC	2
189	620,622,630,631,633	63155-9997	SAINT LOUIS P&DC	7
190	640,641,649	64108-9997	KANSAS CITY P&DC	5
191	650-653	65299-0001	MID MISSOURI GMF	1
192	648,654-658	65801-9997	SPRINGFIELD P&DC	1
193	660-662	66106-9724	KANSAS CITY	2
194	664-666,668	66675-9997	TOPEKA P&DF	1
195	670-672	67276-9997	WICHITA P&DC	2
196	515,516,680,681	68108-9997	OMAHA P&DC	3
197	683-685	68501-9997	LINCOLN P&DF	1
198	700,701,703,704	70113-9997	NEW ORLEANS P&DC	6
199	707,708	70821-9997	BATON ROUGE P&DC	2
200	710-712	71102-9997	SHREVEPORT P&DC	2
201	720-722	72231-9997	LITTLE ROCK P&DC	2
202	727	72701-9997	FAYETTEVILLE	1
203	730,731	73125-9997	OKLAHOMA CITY P&DC	3
204	740,741,743	74101-9997	TULSA P&DC	3
205	750	75099-9997	NORTH TEXAS IMPC	7
206	751-753	75260-9997	DALLAS P&DC	8
207	760-762,764	76161-9997	FT WORTH P&DC	5
208	765-767	76702-9997	WACO P&DF	1
209	770-772	77201-9997	HOUSTON P&DC	7
210	773-775	77315-9997	NORTH HOUSTON MPC	7
211	776,777	77704-9997	BEAUMONT P&DF	1
212	778	77801-9998	BRYAN	1
213	780-782,788	78284-9997	SAN ANTONIO P&DC	4
214	783,784	78408-9997	CORPUS CHRISTI P&DC	1
215	785	78501-9997	MCALLEN P&DF	1
216	733,786,787,789	78710-9997	AUSTIN P&DC	4
217	790,791	79120-9997	AMARILLO P&DF	1
218	793,794	79402-9997	LUBBOCK P&DF	1
219	769,797	79711-9997	MIDLAND P&DF	1
220	798,799,885	79910-9997	EL PASO P&DC	1
221	800-807	80266-9997	DENVER P&DC	7
222	808-810	80910-9998	COLORADO SPRINGS PO	1
223	820	82009-9997	CHEYENNE P&DC	1
224	836,837,979	83708-9997	BOISE P&DC	1
225	840-844	84199-9997	SALT LAKE CITY P&DC	3

FSM (MODEL 775/881) SITES (AS OF AP 7 WK 1)

NO.	SCF RANGE	ZIP CODE	FACILITY NAME	FSM QTY
226	850	85034-9998	RIO SALADO AZ	7
227	856,857	85726-9997	TUCSON P&DC	2
228	870-872,875	87101-9997	ALBUQUERQUE P&DC	2
229	864,889-891	89199-9997	LAS VEGAS P&DC	4
230	894,895,897,961	89510-9997	RENO P&DC	2
231	900-928	90009-9997	WORLDWAY AMC	1
232	900,901	90052-9997	LOS ANGELES P&DC	14
233	902-905	90311-9997	MARINA P&DC	3
234	906-908	90809-8998	LONG BEACH P&DC	3
235	910-912	91109-9997	PASADENA P&DC	2
236	913-916	91383-9997	SANTA CLARITA P&DC	5
237	917,918	91715-9997	INDUSTRY P&DC	4
238	919-921	92199-9997	M.L. SELLERS P&DC	8
239	922-925	92403-9997	SAN BERNARDINO P&DC	4
240	926,927	92799-9997	SANTA ANA P&DC	6
241	928	92803-9997	ANAHEIM P&DF	1
242	930	93030-9997	OXNARD P&DF	1
243	931,934	93102-9997	SANTA BARBARA P&DC	2
244	932,933	93380-8000	BAKERSFIELD P&DC	1
245	936-938	93706-8000	FRESNO P&DC	2
246	940,941,943,944,962-966	94188-9997	SAN FRANCISCO P&DC	10
247	945	94520-9998	CONCORD	1
248	945	94583-9998	SAN RAMON	1
249	945-948	94615-9997	OAKLAND P&DC	5
250	949,954	94952-9997	NORTH BAY P&DC	3
251	950,951	95101-8000	SAN JOSE P&DC	5
252	952,953	95213-9997	STOCKTON P&DC	3
253	942,956-958	95799-9997	SACRAMENTO P&DC	5
254	967,968	96820-9997	HONOLULU P&DC	4
255	970-972,986	97208-9997	PORTLAND P&DC	5
256	973	97301-9997	SALEM P&DF	1
257	974	97401-9997	EUGENE P&DF	1
258	980	98032-9997	SEATTLE DDC-SOUTH	1
259	981	98111-9997	SEATTLE DDC-EAST	1
260	980,981	98134-9997	SEATTLE P&DC	6
261	980,981	98159-9997	SEATTLE AMC	1
262	982	98203-9997	EVERETT P&DF	1
263	983,984	98413-9997	TACOMA P&DC	2
264	838,990-992	99202-9997	SPOKANE P&DC	2
265	995,996	99503-9997	ANCHORAGE P&DC	2
TOTAL				805
BOB FRISCH'S AREA ROLLUP				809
MONTHLY ENGR. TECH. REPORT				808

TW/USPS-T4-2 Please answer the following with the best estimates available to the Postal Service.

a. How many non-carrier route flats did the Postal Service handle in FY96? Please provide a breakdown by class of mail.

b. How many of the non-carrier route flats in FY96 received incoming secondary sortation on an MPFSM and how many received manual incoming secondary sortation? If possible, please specify by class of mail.

c. How many manual, MPFSM mechanized and MPFSM automated incoming secondary flats piece handlings are indicated by the FY96 national MODS data?

d. How many non-carrier route flats received incoming secondary sort at the delivery unit in FY96?

e. What proportion of the non-carrier route flats mailstream destines to zones with less than ten carrier routes?

f. What proportion of the non-carrier route flats mailstream destines to zones not served by MODS facilities?

Response

a. Below is a breakdown, by class, of the non-carrier route flats handled in FY 96.

NON-CR FLATS - FY96 (000s)

CLASS	PIECES
FIRST	5,427,354
PERIODICALS	5,237,542
STANDARD (A)	11,776,419
TOTAL	22,441,315

b. The Postal Service does not have data to show how many non-carrier route flats received incoming secondary sortation on a FSM or in manual operations. Distribution workload in operations is measured in handlings.

c. Total Piece Handlings (000's) for Incoming Secondary Flats operations as indicated by the FY96 national MODS data are 9,174,525.

Manual = 4,452,653
Keyed = 2,647,136
Barcode = 2,074,736

d. As indicated in 2B, the Postal Service does not have data to show how many non-carrier route flats received incoming secondary processing on an FSM or in manual operations. Consequently, we are also unable to provide how many non-carrier route flats received incoming secondary sort in delivery units in FY96.

e. In developing coverage factors for use in the models of witness Seckar, I am told the following information is available. Page 23 of LR-H-128 shows the percentage of flat mail destinating at SCFs with FSM 881s in zones with 10 or more routes for the categories of mail shown. Based on this information, we can say for SCFs with FSM 881s, 24 % of First-Class flats, 26.4 % of Periodicals flats, 27 % of Standard A Regular, non-carrier route presort flats and 24 % of Standard A Nonprofit non-carrier route presort flats destinate in zones with less than 10 routes.

f. This is not available. The available information is shown in LR-H-128, pages 22 and 23.

TW/USPS-T4-3 You state at page 11, line 21, of your testimony:

> "I have been advised that there are a couple of peculiar outputs from the cost models that do not reflect the aforementioned value of barcoding to operations. In both Periodicals and Standard (A) Nonprofit flats, the cost model outputs do not appear to adequately reflect the inherent differences in processing efficiencies between barcoded and non-barcoded mail. This circumstance is enigmatic, and we are determined to identify the factors that may have led to these results."

a. Which "cost models" does this statement refer to? Please describe and provide references to all cost models that produce such "peculiar outputs".

b. Who advised you of the "peculiar outputs" you refer to and when did you first become aware of this problem?

c. Please describe in detail these peculiar outputs, both with numbers and a narrative explaining why they are peculiar.

d. How much are these enigmatic conditions adding to the annual costs of processing (1) Periodicals; and (2) Standard (A) Nonprofit flats?

e. Have you or anyone else in the Postal Service considered the possibility that these peculiar results might occur because many periodicals (and Standard (A) nonprofit) flats are still being sorted manually even though they have been barcoded by the mailers? If yes, please describe your conclusions and what led to those conclusions. Also, please provide any data the Postal Service may have regarding the percentage of periodicals flats that are given automated sorting on flat sorting machines.

Response

a. The models that underline the cost results described below.

b. Witness Paul Seckar (T-26) advised us in June, 1997.

c. Witness Seckar's (T-26) testimony includes tables that reflect a lower processing cost for non-automation flats than for automation flats. All of these peculiar outputs are listed under the Actual Mail Makeup approach. Table III-2 shows a lower cost for non-automation flats at the 3-digit and Basic levels; Table III-3 shows a lower cost for non-automation flats at the 3-digit presort level; and Table III-5 shows a

lower cost for non-automation flats at the 3/5 presort level. These outputs are peculiar in the sense that they do not adequately reflect the value of barcoding to operations.

d. Redirected to witness Paul Seckar (T-26).

e. As I mentioned in my testimony, the circumstance is enigmatic. As of this date, we have not drawn any conclusions and do not expect to reach any until we have researched the matter further. The Postal Service does not have data to indicate the percentage of Periodical flats that are given automated sorting on FSMs.

TW/USPS-T4-4 At page 12, line 3 through page 13, line 4, you indicate that mailers of non-barcoded periodicals may have a stronger incentive to prepare 5-digit sacks with only a few pieces, and refer to this as a potential explanation for cost models not showing the expected cost difference between barcoded and non-barcoded mail.

a. Are you suggesting that the behavior described (entering 5-digit sacks with only a few pieces) leads to lower overall costs?

b. If the behavior you describe leads to higher costs, would not that have the effect of producing a larger differential between barcoded and non-barcoded mail in your cost models? Please explain your answer.

c. Please confirm that the behavior you describe does not affect palletized mail. If you cannot confirm, please explain.

d. Please provide an estimate of the percentage of periodicals mail that currently is entered by mailers on pallets, and describe the source of this estimate.

e. In your opinion, does the Postal Service receive more or fewer sacks with periodicals mail today than it did in 1986? Please explain your answer.

Response

a. No. In trying to understand the cause of the peculiar outputs we will look at ways in which the two mailstreams are different. One difference is the preparation requirements and rate eligibility between barcoded and non-barcoded periodicals. The behavior in my testimony was provided only as an example of how they differ.

b. I do not know how the cost model results would change if the behavior described in my testimony lead to higher costs.

c. Confirmed.

d. There is no estimate available for all Periodicals mail. However, LR-H-134, Section 2, page 43 shows 4.020 billion out of 7.223 billion Regular pieces is provided by mailers on pallets and LR-H-134, Section 3, page 43 shows 1.094 billion out of 2.148 billion pieces for Nonprofit is provided on pallets. See LR-H-190 for additional information on the sources of this data.

e. Fewer due to increased use of pallets.

TW/USPS-T4-5 In recent years the Postal Service has been certifying types of poly wrap materials that when used to enclose periodicals or other flats will not cause operational problems in sorting on the FSM'S.

a. Please provide a list of the currently certified materials.

b. In your opinion, will flats enclosed in these certified materials behave satisfactorily when processed on an FSM? If no, please explain why not.

c. In your opinion, do facility managers in facilities with FSM's generally use the FSM's to process flats enclosed in these materials rather than sort them manually? If no, please explain and provide an estimate of how many flats may be sorted manually when they could be sorted by FSM'S.

d. If in your opinion extra costs are being incurred because flats that could be sorted by FSM are instead sorted manually, please explain what the Postal Service is currently doing to address this problem.

e. What percentage of flats entered on FSM's are rejected by the machines? If possible, please provide separate estimates by class of mail and by whether the FSM's are used for manual keying or automated sorting.

f. What, if any, types of flats would are rejected by the FSM 1000 machines?

Response

a. See attached list.

b. Yes

c. Yes.

d. If this question is referring to polywrapped flats, see answer to part c above. In a broader context, local management has incentives to make use of the most efficient processing alternatives available. FSM processing is more efficient than manual distribution. Therefore, I do not believe that extra costs are being unnecessarily incurred. There are however, circumstances under which flats that are machinable on the FSM equipment are processed manually. For example flats which destinate at locations where flats sorting machines are not located and flats destined for zones with less than ten carrier routes, are sorted manually.

e. Through Accounting Period 11, 1997, the overall FSM reject rate is approximately 2%. It is not possible to provide separate estimates by class. See LR-H-134, Section 1, page 11 for rejects by processing method.

f. Pieces that do not meet the following dimensions:

Minimum Height 3.94"	Maximum Height 12"
Minimum Length 3.94"	Maximum Length 15.75"
Minimum Thickness .007"	Maximum Thickness 1.25"

Product Name	Polywrap Type	Approved for Use With		Mail Type	Manufacturer or Distributor	Contact	Telephone
		Weight	Trim Size				
AdPak EZ	shrinkwrap	2-7 oz.	6 x 7 to 8 x 11	direct mailpieces	Admiral Packaging	Ann B. Pare	401-276-8414
AdPak HC	polypropylene	up to 6 oz.	6 x 9 to 8 x 11	direct mailpieces	Admiral Packaging	Ann B. Pare	401-276-8414
AdPak N125	polypropylene	3-12 oz.	6.5 x 11	direct mailpieces	Admiral Packaging	Ann B. Pare	401-276-8414
AdPak 125	polyethylene	up to 6 oz.	6 x 9 to 8 x 11	direct mailpieces	Admiral Packaging	Ann B. Pare	401-276-8414
AdPak 150	polyethylene	up to 6 oz.	6 x 9 to 8 x 11	direct mailpieces	Admiral Packaging	Ann B. Pare	401-276-8414
Allied Signal RL-22	shrinkwrap	2-7 oz.	6 x 7 to 8 x 11	card packs, direct mailpieces	John Edwards Co.	Larry Mead	704-821-6244
Amtopp C1150	polypropylene	2-9 oz.	8 x 11	magazines	Amtopp Corporation	Ron Silen	201-740-8220
Amtopp C1160	polypropylene	2-9 oz.	8 x 11	magazines	Amtopp Corporation	Ron Silen	201-740-8220
Armin PS1	polyethylene	12-16 oz.	8 x 11	direct mailpieces	Armin Company	Richard A. Kula	847-680-0407
Armin 272	polyethylene	8-12 oz.	7 x 10	direct mailpieces	Armin Company	Richard A. Kula	847-680-0407
Armin 2402	polyethylene	12-16 oz.	8 x 11	direct mailpieces	Armin Company	Richard A. Kula	847-680-0407
Armin 2501	polyethylene	12-16 oz.	8 x 11	direct mailpieces	Armin Company	Richard A. Kula	847-680-0407
Bemis CO6-9150	polyethylene	4.5-16 oz.	8 x 11	direct mailpieces	Bemis Company, Inc.	Brian Silvers	815-544-4598
Clysar EZ	shrinkwrap	2-7 oz.	6 x 7 to 8 x 11	card packs, direct mailpieces	DuPont Company	Suzanne Riley	302-773-2289
Clysar ABL	shrinkwrap	2-7 oz.	6 x 7 to 8 x 11	card packs, direct mailpieces	DuPont Company	Suzanne Riley	302-773-2289
Cryovac D940	shrinkwrap	2-7 oz.	6 x 7 to 8 x 11	card packs, direct mailpieces	W R Grace & Co	Fred Calmes	800-845-FILM
Cryovac D955	shrinkwrap	2-7 oz.	6 x 7 to 8 x 11	card packs, direct mailpieces	W R Grace & Co	Fred Calmes	800-845-FILM
Cryovac MPD2055	shrinkwrap	2-7 oz.	6 x 7 to 8 x 11	card packs, direct mailpieces	W R Grace & Co	Fred Calmes	800-845-FILM
Cryovac MPD2100	shrinkwrap	2-7 oz.	6 x 7 to 8 x 11	card packs, direct mailpieces	W R Grace & Co	Fred Calmes	800-845-FILM
EZ Bag	polyethylene	up to 6 oz.	6 x 9 to 8 x 11	direct mailpieces	Sharp Packaging	Greg Knaebe	414-246-8815
InteTopp-222AA35	polypropylene	2-14 oz.	6 x 7 to 8 x 11	card packs	Amtopp Corporation	Ron Silen	201-740-8220
JR 106	polyethylene	up to 6 oz.	6 x 9 to 8 x 11	direct mailpieces	James River Corp.	Joe Gleisinger	513-576-7108
MAILRAP WC-725	polyethylene	up to 6 oz.	8 x 11	direct mailpieces, magazines	Innovative Packaging	Bruce Hollander	914-762-5404
MAILRAP WC-732	polyethylene	up to 6 oz.	8 x 11	direct mailpieces, magazines	Innovative Packaging	Bruce Hollander	914-762-5404
NEX 3015	polyethylene	3-12 oz.	6.5 x 11	direct mailpieces	New England Extrusions	Jeff Brandenberg	800-537-3180
PE 1020	polyethylene	12.6-16 oz.	7-8.5 x 11	direct mailpieces	Rexene Resins	Jim Leech	214-450-9000
SORTERAP MDC 1000	polyethylene	up to 6 oz.	6 x 9 to 8 x 11	direct mailpieces	PolyFlex Corporation	Bruce Hollander	914-762-5100
WC-802	coextrud-poly	3-16 oz.	8 x 11	catalogs, magazines	Innovative Packaging	Bruce Hollander	914-762-5404
WC-803	coextrud-poly	3-16 oz.	8 x 11	catalogs, magazines	Innovative Packaging	Bruce Hollander	914-762-5404

Additional poly wrap certifications not listed in Postal Bulletin 21930 (10-10-96)

Product Name	Manufacturer
942	Deerfield Plastics
Mobile Bicor 140 BSR-ONE	Mobile Chemical Company, Films Division
Armin Film Paper II Series	Armin Plastics
Armin Film Postal II Series	Armin Plastics
Exlfilm	Intertape Polymer Group

TW/USPS-T4-6. Your testimony refers several times (e.g. page 10 at line 28) to Processing & Distribution plants.

a. How many postal facilities, excluding BMC'S, are Processing & Distribution plants, as you use the term?

b. Are all Processing & Distribution plants, excluding BMC'S, MODS offices? If no, please list the exceptions.

c. You state at page 10, line 28, that: "Through AP 9, Fiscal Year 1997, Processing & Distribution plants processed 28 percent of their total incoming secondary flat volume using barcode readers on flat sorters, a six point increase over the same period last year (SPLY)." Is the 28 percent relative to all flats destined to zones in the service area of these plants, or just to the flats that these facilities currently process in-house?

Response

a. 257

b. Yes

c. The 28% is relative to the total incoming secondary piece handlings (TPH) of flats in the plants

TW/USPS-T4-7 At page 21, line 11, in describing manual sorting operations in the automated environment, you state:

"Manual cases become the method-of-last-resort, especially late in the evening as rejects from automated operations appear in quantity. To meet service commitments, manual cases must be staffed to handle these late surges."

a. Does this comment also apply to manual sorting in the early morning, as the postal facility prepares to dispatch sorted mail to its associate offices, stations and branches? Please explain your answer.

b. Does your comment apply both to manual letter and manual flat sorting?

c. Is it not also true that in staffing its manual sorting operations a postal facility needs to prepare for eventualities such as (1) breakdown of the automated sorting equipment; (2) insufficient capacity to meet service standards with the automated equipment due to later than usual mail arrivals (because of traffic, bad weather, etc.); and (3) insufficient capacity to meet service standards with the automated equipment due to heavier than usual mail volume? Please explain your answer.

d. Does your comment imply that in periods between the surges you describe, manual sorting operations are often over-staffed relative to the volume that is available for manual processing? Please explain your answer.

e. In your observation, experience and knowledge, do facility managers sometimes divert mail that could have been sorted by automation to manual sorting in order to keep the manual sorting clerks occupied in between surges?

f. Are you aware of any national or regional guidelines regarding how much an automated facility needs to "over-staff" its manual sorting operations in order to be prepared for the types of surges you describe? If yes, please describe those guidelines and provide a copy.

g. In your observation, experience and knowledge, to what extent will management in an automated facility staff its manual letter and flats sorting operations with more employees than is normally required in order to be prepared for surges of the type you describe?

h. Do postal facility managers use computerized tools in order to staff and schedule their mail processing operations? If yes, describe all such tools used in postal facilities, the extent to which each tool is used, and provide any available documentation.

Response:

a. Yes. In general, activity increases in manual cases as outgoing mail is prepared for dispatch near the end of Tour 3, and again as local mail is prepared for dispatch near the end of Tour 1.

b. Yes.

c. No, we do not staff in anticipation of these events. We staff to workload. Work rules provide sufficient flexibility to match the work force to the work load in manual cases. Mandatory overtime is available. Part time personnel can be scheduled and, when circumstances warrant, called in early. When sorting equipment breaks down, personnel can be shifted to manual cases.

d. No. See answer to c. above.

e. No.

f. No.

g. Not at all. See answer to c. above.

h. Yes. The Site Methods for the Evaluation of Technology Alternatives (META) system is the nationally approved system. It was required for RBCS activation and is required for the activation of new facilities. It is used at local discretion to adjust local staffing. A Site META Users Manual is being filed as Library Reference H-221.

TW/USPS-T4-8. At page 18, lines 17-21, you refer to opening units and pouching operations as main support activities.

a. Does the term "pouching operations", as used by you and other witnesses, refer only to the operation of putting mail in hanging sacks or pouches, or could it also include entering mail for dispatch in rolling containers?

b. If a bundle that will be sorted at another facility (e.g. outgoing bundle) is thrown directly from an opening belt into a sack or pouch that later will be dispatched, would that operation be referred to as an opening unit or a pouching operation? Please explain your answer.

c. Please confirm that MODS numbers 110-129 and 180-189 may be used with somewhat different meaning in different facilities. If not confirmed, please explain.

d. According to LR-H-146, preferential opening units are represented by MODS numbers 110-114 and 180-184, nonpreferential (BBM) opening units are represented by MODS numbers 115-117 and 185-189 and pouching operations are represented by MODS numbers 120-129 and 208-209. Are you, as an operations expert, convinced that this is consistent with the use of MODS numbers in all MODS facilities?

e. Please describe the conditions under which the Postal Service today puts mail with a domestic destination in pouches prior to dispatch. Particularly, under what conditions will periodicals mail be pouched prior to dispatch?

f. Please confirm that MODS numbers 110-129 generally refer to outgoing operations, while numbers 180-189 refer to incoming operations.

g. What MODS number(s) are normally used for SCF opening units?

Response:

a. Pouching operations can put mail in any variety of container for dispatch. See LR-H-147 Appendix A, Sections 120C for details.

b. Opening Unit. See LR-H-147 Appendix A, Section 110C and 180C for details.

c. As defined in Sections 110C and 180C cited above, they always mean Opening Unit. The activities and areas used to accomplish the function will vary with local circumstances, and individual numbers within the series will be assigned at local discretion to track the areas and activities actually used.

d. Yes, except that 208-209 is scan-where-you-band – but see answer to question c. above.

e. I assume your question applies to pouches or sacks. They are avoided except for parcels and irregular pieces that cannot be trayed. Periodicals might be sacked at a very small SCF without flat sorting machines.

f. Operations 110-117 are outgoing, operations 120-129 are pouching, and operations 180-189 are incoming. See Sections 110C, 120C, and 180C cited above.

g. Operations 110-117 and 180-189.

TW/USPS-T4-9 Please describe the instructions given to mail processing employees in MODS facilities regarding the use of time-clocks, and provide a written copy of those instructions. Additionally, please answer the following and explain your answer to each question..

a. Regardless of what may be the actual practice, are mail processing employees supposed to clock out of one operation and into another each time their assignment changes to a different operations If no, please explain.

b. Please explain, based on your observation, experience and knowledge, to what extent instructions regarding clocking in and out are followed in practice.

c. When an employee goes on a break, is he assumed to clock out of the operation he was assigned to prior to going on the break?

d. Is there a MODS number to be used by employees when they are not assigned to any specific processing operation? If yes, what number?

e. Witness Degen describes a situation where an employee may be clocked into a MODS mail processing operation but is observed by an IOCS clerk as doing something else, e.g. window service or administrative work. In such situations, should the employee have clocked out of the mail processing operation before commencing the other activity?

f. Could it happen that an employee is assigned to a 180 (incoming opening unit) operation at one point and then later in his shift is reassigned to manual letter or flat sorting but forgets to clock out of one operation and into another?

g. Could it happen that an employee is assigned to a manual flats case but later is told to move over to a manual letter case because of an unexpected heavy surge of letters that must be sorted prior to dispatch time? Could it also happen that, given the urgency, the employee in that situation forgets to clock out of one operation into another?

h. What procedures does management in MODS facilities normally apply in order to assure that employees are always clocked onto the operations where they are actually working?

i. In your observation, experience and knowledge, is assuring that employees are clocked into the correct MODS operation numbers high on the list of priorities for facility managers and supervisors?

Response:

Handbook F-22, Time and Attendance, Section 113.333, provides instructions on the use of the Employee Badge Reader. An extract containing Section 113.333 is attached. At orientation a supervisor will show a new employee how to use the Employee Badge Reader in accordance with these instructions.

a. Yes, unless they are moving frequently between operations or engaged in two activities almost simultaneously. See LR-H-147 Section 312.12 for details.

b. They are widely followed.

c. No.

d. Operation 340. It is little used since employees are properly engaged in productive operations with rare exceptions (e.g. power failure).

e. See a. above.

f. Yes.

g. Yes.

h. Section 213 of Handbook F-22 prescribes procedures for badge handling. An extract containing Section 213 is attached. Additionally, the Time and Attendance system provides for queries to determine which operation an employee is clocked-on, and to list all employees clocked onto an operation.

i. Yes.

113.23 Off-Line System. The off-line system is that portion of the host computer which receives correct and complete sets of transactions from the on-line system, calculates the total hours and pay credits for each employee, and produces summarized management reports based on these calculated hours.

113.3 Field Equipment

113.31 Equipment Type. The PSD System uses the following types of field equipment:

a. Main facility device controller (MFDC)

b. Employee badge readers

c. Transactors

d. Alphanumeric devices

e. High speed line printers

f. Platform and other scales

g. Badge Preparation Equipment

113.32 *Main Facility Device Controller.* The MFDC is an AT&T computer, Model 3B2. This computer controls all devices within a PSDS office, time stamps transactions, stores transactions on magnetic disk, and forwards the transactions to the host computer.

113.33 Employee Badge Reader

113.331 The employee badge reader (EBR) is a data collection terminal that records clock rings. It consists of a keyboard, message display, external clock, and a magnetic stripe reader. The external clock records time in a 24-hour format, using hours and hundredths.

113.332 The EBR visual display shows its status (READY, ON-LINE) and the status of a transaction (ACCEPT, REJECT) visual display. It also produces a loud tone when a transaction is accepted or rejected.

113.333 Employees should follow these procedures when using the EBR.

a. Select a clock ring type, for example, a BT (begin tour) or a MV (move) Once a clock ring type is selected, the EBR prompts the employee through the transaction by displaying messages on the message display.

b. When the EBR is ready to accept clock rings, the two status indicators marked READY and ON-LINE will be lighted.

c. When a clock ring is made, the READY status indicator will go off while the transaction is being processed.

d. When the computer in the DCS accepts the transaction, the yellow status indicator marked ACCEPT lights momentarily and the EBR will beep to indicate completion of the transaction.

e. If the DCS computer rejects the transaction, the red status indicator marked REJECT lights momentarily and the EBR boops to indicate rejection.

f. When the transaction is complete, either accepted or rejected, the green READY status indicator again indicates readiness for the next clock ring.

g. If the DCS computer is down, or the communications path is inoperative, the ON-LINE status indicator will be off, and the EBR will not accept transactions. The time display will also reflect four dashes.

113.34 Transactor and Alphanumeric Device

113.341 Description. Both the transactor and the alphanumeric device are AT&T PC 6300 desktop computers. The PC 6300 is equipped with a 20 megabyte hard disk and 640 kilobytes of random access memory. Internally, it is equipped with expansion boards that provide security, terminal emulation and communications. The distinction between a transactor and an alphanumeric device is a function of software and the configuration of the lower communications network. The transactor is connected to the DCS computer through a communication line; the alphanumeric device is connected directly to a port in the DCS computer.

113.342 Operation. In order to use the transactor or the alphanumeric device, an authorizer must have a logon ID and password for the DCS computer.

a. The application software is a menu driven system. An authorized user logs on to the DCS computer and makes a selection from the menu provided. The selections available will depend upon the authorizer's level of access, determined by DCS management.

b. After making a selection from the main menu, the authorizer will see a sub-menu detailing further selections available. The transaction screen will appear, allowing the user to enter the information into the system.

c. When the transaction is completed, press the transmit key to send the transaction to the DCS computer. The DCS computer will return an

213 Badge Handling

213.1 Employee Obtaining Badge

213.11 PSDS management will develop and implement local badge control procedures to insure that employee badges are not available for clocking purposes more than .08 hours before each employee's scheduled reporting time.

213.12 Management will evaluate individual work locations to determine if the full .08 hours of leeway is necessary to get employees on the clock by their scheduled reporting time.

213.13 Badges are to be made available for all scheduled employees, except those for whom a Form 3971, *Request for or Notification of Absence*, has been completed in advance.

213.14 Badges must be secured when not in use.

213.2 Employee Reporting For Duty. The employee must clock into the correct operation number at the scheduled reporting time, ready and able to begin work, and must report immediately to the work location. The employee must store any personal belongings and take care of any personal business before clocking in. An employee must not clock in more than .08 hours before the scheduled reporting time or more than .09 hours after the scheduled reporting time. All the employee's clock rings added together may not deviate more than .08 hours from the scheduled tour without specific supervisor approval to do so. The supervisor must enforce this procedure.

213.3 Removing Badges After Beginning of Tour. The supervisor must ensure that the unclaimed badges of employees who have not clocked-in are withdrawn from the rack 09 hours after the employee's scheduled begin tour time. These badges are to be retained at the appropriate control center or returned to the DCS.

213.4 Employee Clocking, Lunch Periods. The employee must clock out to, and in from, lunch at the authorized time, making certain not to exceed or reduce the scheduled lunch period by more than .08 hours, except that the total deviation of clock rings taken together, from the employee's scheduled tour, is not more than .08 hours for the day. After clocking out to lunch, the employee must leave the badge in the designated rack and not remove it from the work location without specific supervisory approval. The supervisor is responsible for disallowing any time resulting from an employee who clocked in early from lunch if the employee did not work. (See subchapter 720 for rules regarding the disallowance of time).

213.5 Employee Clocking, Moves to Another Operation. The employee must take her badge with her to any new work location. At the new work location, the employee must clock into the operation number of the new work location by making an EBR "move" transaction. (The supervisor may make such move rings especially when many employees move at one time).

213.6 Employee Clocking, End Tour. The employee must clock out at the scheduled ending time and leave the badge in the designated area. An employee must not clock out more than .08 hours before or after the scheduled end tour time without specific supervisory approval, except that the total deviation of all his clock rings taken together, from his scheduled tour, is not more than .08 hours for the day.

213.7 Removing Badges at the End of the Tour

213.71 The supervisor must ensure that badges of all employees who have not clocked out will be withdrawn from the rack .09 hours after the employees' scheduled end tour time and returned to the designated timekeeper or control center. Badges of employees remaining in an approved overtime status must not be picked up.

213.72 If a timekeeper is unavailable to pick up the badges, a supervisor must perform this procedure.

214 Tardiness

214.1 Employee Badge Handling. Employees who report to work .09 hours or more after their scheduled Begin Time are considered tardy. The supervisor or timekeeper is to collect all unclaimed badges at 09 hours after the scheduled tour start time.

214.2 Tardiness up to .50 hours (30 minutes)

214.21 When the employees report to work after .09 hours but before .50 hours of the scheduled Begin Time, they report directly to the designated timekeeper or control center to obtain a Form 3971. They must complete Form 3971 and have their supervisor sign the notified block.

214.22 Employees may be required or permitted to make up the period of tardiness by revising their scheduled tour for the day, providing the period of tardiness is without pay. Work that extends beyond

TW/USPS-T4-10 You indicate at page 13, line 7, that the Postal Service eventually will equip all its FSM 881 machines with OCR capability.

a. Will these OCR's permit automated incoming secondary flat sorting?

b. Please explain what value mailer-provided barcodes on flats will have once this deployment is completed.

Response

a. Yes.

b. Even after the Flat Mail OCR is deployed, barcoded flats will continue to have value to operations because of the address quality requirements of automation rate mail. Addresses on barcoded flats must be matched against CASS certified software thus ensuring their (and the associated barcodes) accuracy. Addresses on flats that will be read by OCRs are not required to be matched against CASS software. Also, the read rate of non-barcoded flats by the Flat Mail OCR is not expected to be comparable to the read rate of barcoded flats that is achieved by the Flat Mail barcode reader. Both of these factors equate to fewer rejects of barcoded flats.

DECLARATION

I, Ralph J. Moden, declare under penalty of perjury that the foregoing answers are true and correct, to the best of my knowledge, information, and belief.

Ralph J. Moden

Dated: 8/4/97

CERTIFICATE OF SERVICE

I hereby certify that I have this day served the foregoing document upon all participants of record in this proceeding in accordance with section 12 of the Rules of Practice.

Scott L. Reiter

475 L'Enfant Plaza West, S.W.
Washington, D.C. 20260–1137
August 4, 1997