## Rural Carrier Guide to Edit Book Maintenance

## Edit Book Maintenance is essential for:

- Capturing New Deliveries
- Correcting Out of Sequence Deliveries
- AMS Matching the 4003 - Line of Travel
- Managing Active \& Vacant Deliveries
- Non-Delivery Day Customers
- Generating New Case Labels
*** Must be maintained monthly - if you have no changes in a specific month, then notify your manager and they will report it to the appropriate department.


## AMS Route Summary Page

(This will accompany new edit sheets)


## Case Equipment Section:

- Verify your casing equipment configuration is correct by making sure it has the right number of pieces, and that they are in the right order. Shelving is normally set at either 4,5 or 6 shelves. ${ }^{* * *}$ This is essential to case labels printing correctly and will significantly reduce time spent on cutting and taping new labels***


|  | -residentul- |  |  |  |  | -susiness- |  |  |  |  | -posox- |  |  |  | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1621 Type | 1 OTHER | 2 Curb | 3 CSU | 4 CEMT | TOTAL | 5 OTHER | 6 curs | 7 CBU | 8 CENT | total |  |  |  |  |  |
| Possible Dev | 0 | 532 | 0 | 0 | 582 | 0 | 4 | 0 | 0 | 4 |  | 0 |  | 0 | 586 |
| Actie Del/ | 0 | 552 | 0 | 0 | 582 | 0 | 4 | - | 0 | 4 |  | 0 |  | 0 | 586 |
| Active wiopes | 0 | 607 | 0 | 0 | 607 | 0 | 4 | 0 | 0 | 4 |  | 0 |  | 0 | 611 |
| Drop Stpps $=14$ | NoStes $=106$ |  | Vscances = 0 | POBar Trewtacks $=0$ |  | Inbourd $=0$ |  | Oubound $=0$ |  | Sesomal Detiveres $=0$ |  |  |  |  |  |




## Allocated Case Cells Section:

- Displays the cell utilization per shelf. Each full shelf has 40 cells and the wing shelf has 20 cells, so depending on the equipment and number of shelves, the Total Available will vary.
- Each shelf should have the $1^{\text {st }}$ cell designated for the COARS/ 3982 Labels.
- 10 cells are reserved at the end for CFS.


## Delivery Count Section:

- This section provides a summary of Active Deliveries, and they are split several ways. It will show Residential vs. Business deliveries, and then the 4 types for each.
- The 4 types are Curb, CBU, Cent and Other (More information on following pages).
- ***Active Delivery Total from this Summary Page must match the 4003 to ensure your evaluation and salary is correct. Submitting changes for your edit book is only half of the process, the 4003 must be submitted to generate a new 4241-A***.



## Delivery Type Section:

- Please verify that your deliveries are coded correctly. There are 4 possible choices:

1) CURB - Traditional Mailbox that you would drive up to.
2) OTHER - A delivery that is a dismount and the mail is brought inside, such as a school or business.
3) $\underline{C B U}$ - CBUs that are posted on a pedestal.
4) CENT - CBUs that are recessed into a wall.

| 2IP CODE: | 12589 | ROUTE: R003 |  | bun | TYPE | ON | E Bund |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{gathered} \text { SEQ } \\ \# \end{gathered}$ | PRIMARY ADDRESS | $\begin{aligned} & \text { COMPLETE } \\ & \text { STREET NAME } \end{aligned}$ | SECY <br> ABBR | SECY <br> UNIT <br> \# | $\left\lvert\, \begin{aligned} & \text { DELV } \\ & \text { TYPE }\end{aligned}\right.$ | $\begin{gathered} \hline \text { USG } \\ \text { CODE } \end{gathered}$ | No |  | $\left\lvert\, \begin{aligned} & \text { ADDR } \\ & \text { SORI }\end{aligned}\right.$ |  |  | S | DR OP | $\left\lvert\, \begin{gathered}\text { NDD } \\ \text { SMTWHFS }\end{gathered}\right.$ | $\left\lvert\, \begin{gathered}\text { CO } \\ \text { NG }\end{gathered}\right.$ |  | ADDR MKR | $\left\|\begin{array}{l} +4 \\ \operatorname{CODE} \end{array}\right\|$ | Additional info | alternate <br> ZIP / RTE |
| **R1  <br>  1 <br>  2 <br>  3 <br>  4 | ${ }^{8}$ | BEL AIR DR | $\begin{aligned} & \text { APT } \\ & \text { APT } \\ & \text { APT } \\ & \text { APT } \end{aligned}$ | $\begin{aligned} & 2 \\ & 1 \\ & 2 \\ & 2 \\ & 1 \end{aligned}$ | CURB curb CURB CURB | $\begin{aligned} & R \\ & R \\ & R \\ & R \\ & R \end{aligned}$ |  |  |  | $\left\lvert\, \begin{aligned} & 1 \\ & 2 \\ & 1 \\ & 1 \\ & 1 \end{aligned}\right.$ |  |  |  |  | 18 |  |  | $\begin{aligned} & 8901 \\ & 8901 \\ & 8900 \\ & 8900 \\ & 890 \end{aligned}$ | MARTINES <br> Campbell /vanspa <br> NJE <br> EORBETT/STROUD <br> KEYER |  |
| 5 | 6 |  | $\begin{aligned} & \text { APT } \\ & \text { APT } \\ & \text { APT } \\ & \text { APT } \\ & \hline \end{aligned}$ | $\begin{array}{\|l\|} \hline 2 \\ 1 \\ 2 \\ 2 \\ 1 \end{array}$ | CURB CURB CuRB CURB | $\begin{aligned} & \hline \mathrm{R} \\ & \mathrm{R} \\ & \mathrm{R} \\ & \mathrm{R} \\ & \hline \end{aligned}$ |  |  |  | $\begin{array}{\|l} \hline 2 \\ 1 \\ 1 \\ 1 \\ 1 \end{array}$ |  |  |  |  |  |  |  | $\begin{aligned} & 8901 \\ & 8901 \\ & 8900 \\ & 8900 \\ & 8 \end{aligned}$ | CaRRon/HYLAND/L anE ROLIMAN VILLAFANE MORETII/FUOCO |  |
| 10 11 12 | 2 2 1 1 |  | $\begin{aligned} & \text { APT } \\ & \text { APT } \\ & \text { APT } \\ & \text { APT } \end{aligned}$ | $\begin{aligned} & \hline 2 \\ & 1 \\ & 2 \\ & 1 \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline \text { CURB } \\ & \text { CURB } \\ & \text { CURB } \\ & \text { CURB } \end{aligned}$ | $\begin{aligned} & \hline R \\ & R \\ & R \\ & R \\ & R \end{aligned}$ |  |  |  | $\begin{aligned} & 1 \\ & 1 \\ & 1 \\ & 1 \\ & 1 \end{aligned}$ |  |  |  |  |  |  |  | $\begin{array}{l\|l} 8901 \\ 8901 \\ 8900 \\ 8900 \\ 8900 \end{array}$ | GRANIER NOODRUFF RIVERA/SHELTON aCKER/MATOS |  |
| 13 14 15 16 | $\begin{aligned} & 931 \\ & 304 \\ & 312 \\ & 316 \end{aligned}$ | $\begin{aligned} & \text { ORCHARD DR } \\ & \text { NEW HURLEY RD } \end{aligned}$ |  |  | $\begin{aligned} & \hline \text { CURB } \\ & \text { CURB } \\ & \text { CURB } \\ & \text { CURB } \end{aligned}$ | $\begin{aligned} & \hline R \\ & R \\ & R \\ & R \\ & R \end{aligned}$ | c |  |  | $\begin{aligned} & 1 \\ & 1 \\ & 2 \\ & 1 \\ & 1 \end{aligned}$ |  |  |  |  | 19 |  |  | $\begin{array}{l\|l\|} \hline 2994 & 2 \\ 4136 & 0 \\ 4136 & = \\ 4136 \end{array}$ | $\begin{aligned} & \text { ROGERS } \\ & \text { vazQues } \\ & \text { FRIEDIE } \end{aligned}$ |  |
| 17 18 19 20 | $\begin{aligned} & 315 \\ & 317 \\ & 335 \\ & 401 \end{aligned}$ |  |  |  | CURB CURB CURB CURB | $\begin{aligned} & \hline R \\ & R \\ & R \\ & R \\ & R \end{aligned}$ |  |  |  | $12$ |  |  |  |  |  |  |  | $\begin{array}{l\|l\|} 4104 \\ 4104 \\ 4104 \\ 4104 \\ 4138 \end{array}$ | GUERCIO/LAST STOP LIGHT GLEMBOCKI/STONE |  |
| 21 22 23 24 | $\begin{aligned} & 24 \\ & 30 \\ & 48 \\ & 56 \end{aligned}$ | KINGSVIEW RD |  |  | $\begin{array}{\|l} \hline \text { CURB } \\ \text { CURB } \\ \text { CURB } \\ \text { CURB } \\ \hline \end{array}$ | $\begin{aligned} & \hline R \\ & R \\ & R \\ & R \\ & R \end{aligned}$ |  |  |  | $\begin{array}{\|l} \hline 2 \\ 2 \\ 2 \\ 2 \\ \hline \end{array}$ |  |  |  |  |  |  |  | $\begin{aligned} & 4102 \\ & 4102 \\ & 40 \\ & 4102 \\ & 4 \\ & 4102 \end{aligned}$ | OBRIEN/VADUSER BOCCANFUSO/SUMM EREORD pONOHUE/CLAVIN VANDUSER C |  |
| 25 26 27 28 | $\begin{aligned} & 60 \\ & 70 \\ & 74 \\ & 80 \end{aligned}$ |  |  |  | $\begin{aligned} & \hline \text { CURB } \\ & \text { CURB } \\ & \text { CURB } \\ & \text { CURB } \end{aligned}$ | $\begin{aligned} & \hline R \\ & R \\ & R \\ & R \end{aligned}$ | c |  |  | $\begin{aligned} & \hline 1 \\ & 1 \\ & 1 \\ & 1 \\ & \# \end{aligned}$ |  |  |  |  |  |  |  | $\begin{aligned} & 4102 \\ & 4102 \\ & 4102 \\ & 4102 \\ & 42 \end{aligned}$ | ATKINS PUICKSELL PELO/CAMM |  |
| 29 30 31 | $\begin{aligned} & 82 \\ & 84 \\ & 84 \\ & 104 \end{aligned}$ |  |  |  | CURB | R R R |  |  |  | 1 1 1 |  |  |  |  |  |  |  | $4 \begin{aligned} & 4102 \\ & 4102 \\ & 4142 \\ & =\end{aligned}$ | $\begin{aligned} & \text { GUFLER/CHIMG } \\ & \text { NASHER/FELDMAN } \\ & \text { FENRY/PETROCELI } \end{aligned}$ |  |

## Usage Code Section:

- Please verify that your deliveries are coded correctly. There are 2 possible choices:

1) $\mathbf{R}$ - Residential
2) $\mathbf{B}$ - Business.

## No Stat Section:

- Please verify that your deliveries are coded correctly.

1) Blank - Stat/Occupied
2) $\mathbf{C}$-CDS/Vacant over 90 days (Only for Rural).
3) $\underline{\mathbf{Y}}$-Same as a C, but meant for City Delivery.
***C or Y , delivery is not counted towards active box counts***.


## Vacant Indicator Section:

***Should be blank, only for City Delivery***.

## Seasonal Indicator Section:

 ***Should be blank, except for 3 offices with Seasonal Delivery*** (12533, 12701 and 12788).
## Drop Section:

- Will be blank in most scenarios, but indicates that there is a $2^{\text {nd }}$ or 3 rd family at the address.
- Example: Drop 2 is a home with 1 mailbox, but has 2 families. This will notify mailers to increase your Box Holders by 1 , so the address would get a $2^{\text {nd }}$ Red Plum.



## Non-Delivery Day Section:

- Each day of the week is a choice. The mail we be pulled from the DPS on the designated day.
- Just write in the day of the week to have the mail pulled from the DPS.
- Not for holds, only Businesses that are closed on the same day every week.
- Examples:

1) S-Saturday could be a business or school.
2) $\mathbf{F}$ - Friday could be a Town Hall that is either closed or closes before the carrier would arrive.

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| ADDR MKR | $\left\|\begin{array}{l} +4 \\ \operatorname{CODE} \end{array}\right\|$ | AdDItional info | alternate <br> 2IP / RTE |
| :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & 3901 \\ & 3901 \\ & 3900 \\ & 3900 \end{aligned}$ | fartines <br> CAMPBELL/VANSPA <br> NJE <br> CORBETT/STROUD <br> KEYER |  |
|  | $\begin{aligned} & 3901 \\ & 3901 \\ & 8900 \\ & 8900 \end{aligned}$ | $\begin{aligned} & \text { CARRON/HYLAND/L } \\ & \text { RNE } \\ & \text { ROLLMAN } \\ & \text { VILLAFANE } \\ & \text { MORETTI/FUOCO } \\ & \hline \end{aligned}$ |  |
|  | $\begin{aligned} & 8901 \\ & 8901 \\ & 8900 \\ & 8900 \end{aligned}$ | gRanier <br> WOODRUFF <br> RIVERA/SHELION <br> acker/matos |  |
|  | $\begin{aligned} & 2994 \\ & 4136 \\ & 4136 \\ & 4136 \end{aligned}$ | $\begin{aligned} & \text { ROGERS } \\ & \text { VAZQUES } \\ & \text { FRIEDLE } \end{aligned}$ |  |
|  | $\begin{aligned} & 4104 \\ & 4104 \\ & 4104 \\ & 4138 \end{aligned}$ | SUERCIO/LAST STOP LIGHT SLEMBOCKI/STONE |  |
|  | $\begin{aligned} & 4102 \\ & 4102 \\ & 4102 \\ & 4102 \\ & \hline \end{aligned}$ | bBRIEN/VADUSER <br> boccanfuso/summ ERFORD ponohue/clavin Tanduser c |  |
|  | $\begin{aligned} & 4102 \\ & 4102 \\ & 4102 \\ & 4102 \end{aligned}$ | ATKINS <br> puIckSELI <br> PELO/CAMM |  |
|  | $\begin{aligned} & 4102 \\ & 4102 \\ & 4142 \end{aligned}$ | GUFLER/CHIMG WASHER/FELDMAN HENRY/PETROCELL |  |

## Address Marker Section:

1) $\mathbf{H}$ - Approved Hardship. It should also be listed on the route's dismount worksheet and renewed each year. Local management must submit Hardship forms to Operations.
2) DNA - Door Not Accessible.
3) NSL - No Secure Location.

## Door Not Accessible:

- Addresses where we cannot knock on a door to deliver.
- Situation where we cannot physically get to the residence/building
- Driveways exceeding .5 mile rule
- Gated residence



## No Secure Location:

- We can access the door but we will not leave a package due to security concerns




## Additional Info Section:

- This is where you would update the customer's name that would display on the case labels.
- Space is limited, so prioritize which names to list.
- Updated case labels are a great resource for the newer RCAs.



## Cell Size Section:

Most address are either a Cell 1 or 2 for spacing, and can be more or less based on the specific route, volume and space in the office.

Make sure every delivery point has a designated cell size.

To the left, you can see 335 and 401 New Hurley Rd with a box around their information. 401 New Hurley Rd is blank for the cell size and will have a 0 in the program. When a delivery point has a 0 , it will merge with the previous address.

The label will print as 335-401.


## Additional Cell Size Info:

1) 80 - This designation means that the address is Vacant well over 90 days and you do not want the address label printed.
2) 81 - This designation is for street customers that have only a PO BOX in the same office and do not receive street delivery.
3) $\mathbf{8 3}$ - This designation is for future deliveries. An example would be a new development that is partially dedicated and the other future deliveries have already been identified by AMS \& 911.
4) 89 - This designation is to annotate a structure that no longer exists. Example: Business may expand and purchase an adjoining lot, condemn the building and level the lot to create an additional parking lot.
***Cell Sizes $80,81,83 \& 89$ will appear as a \# sign on your next set of edit sheets, and the case label for this address will not print. This is a great way to clear out labels that had to be cut out, and will free up additional space for active customers at the same time***.

## IMPORTANT: This information must match to ensure your Evaluation/Salary is CORRECT!

$$
\text { ***Updating your Edit Book is only half of the process. Once your edit book has been corrected, your manager must also submit your } 4003 \text { / }
$$ Line of Travel with the updated box count changes. This will ensure you are properly evaluated and receiving the correct salary.

The $1^{\text {st }}$ image is from the AMS Summary page that accompanies your edit sheets. The $\mathbf{2}^{\text {nd }}$ image is from the route's 4003 - Line of travel.
*Take the (Other+Curb) from AMS Summary $=4003$ Regular Boxes. *Take (CBU+Cent) from AMS Summary $=\underline{4003}$ Central Boxes. Obviously customers are constantly moving, but in order for the 4003 to be processed, the District can only approve when the variance is 1 or less between the 2 programs. In the example below, you can see that the 71 Other +27 Curb to the 98 Regular Boxes on the 4003 . And the AMS Summary page has 515 CBUs accounted for and the 4003 has 516 , which would be accepted because the total box count has a variance of 1 or less. ***If your route serves more than 1 zip code, you will have more than 1 AMS Summary page and will need to add all the boxes from each page to match the 4003 - Line of Travel***

|  |  |  |  |  | CENT | Delivery Counts By 1621 Type |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1621 Type |  | -RESIDENTIAL-- |  |  |  | -RES- <br> TOTAL |  | OTHER | $\begin{array}{ll} \\ 6 & \text { CUSB } \\ & \text { CUSS } \\ \end{array}$ |  |  | 8 CENT | -BUS- TOTAL | $\left\lvert\, \begin{array}{cc}  & -\mathrm{PO} \text { BOX } \\ 9 & \text { RES } \end{array}\right.$ | 10 B-- |  | TOTAL |
|  | Possible Delv | 71 | 27 | 515 | 0 | 613 |  | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 613 |
|  | Active Delv | 71 | 27 | 515 | 0 | 613 |  | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 613 |
|  | Active w/Drops | 71 | 27 | 515 | 0 | 613 |  | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 613 |
| Drop | tops $=0$ | NoStats $=20$ |  | Vacancies $=0$ | PO Box Throwbacks $=0$ |  |  | Inbound $=0$ |  |  |  | Outbound $=0$ | Seasonal Deliveries $=0$ |  |  |  |  |
| 10/27/2 | 8 (Seq 1) | 47:22 |  | Hardship * |  |  |  | Remeasured * |  |  |  |  | Seasonal Route * |  |  |  |  |
| Vehicle | Route | Regular | Central Boxes | Weekly Dismounts | Weekly Dismount Distance |  |  | CBU <br> NDCBU <br> Coll Comp |  | Parcel <br> Locker |  | Vehicle Data |  | Option <br> Election | Locked Pouch |  |  |
| Stops |  |  |  |  |  |  |  | GOV | EMA |  |  | Total No |  |  | Avg Dly Wt |
| 22 | 12.50 | 98 | 516 | 138 |  | 4710 |  |  |  |  | 32 |  | 38 |  | X | - |  | 0 | 0 |

