

From Federal/Postal Employees Outreach 'Straight Talk' List
The Internet Voice of Federal Injured Workers Since 1997
<http://expage.com/owcp>

GIVE THIS TO TREATING PHYSICIAN WHEN INJURED ON DUTY TO ASSIST DOCTOR IN
DETERMINING MEDICAL RESTRICTIONS

(NOTE: If necessary this should be modified and re-typed to fit to your
particular duties)

* * * * RURAL LETTER CARRIER DUTIES * * * *

OFFICE DUTIES

As a rural letter carrier, there are many physical duties and requirements.
The day begins sorting "flat-size" mail (magazines & large size envelopes) and then letters
into a
6 shelf "U" shaped case, with up to 540 vertical separations, which are in route delivery
sequence.

This involves reaching from hip level to above the head and turning the wrists to get the
mail in
the case.

This entails approximately 3.5 to 4.5 hours of continuous standing, twisting, turning,
and reaching over the shoulder. This is done an average of 3000 times per day. A carrier is
also
required to lift, from the floor, trays of unsorted mail weighing between 17 and 29
pounds.

Parcels for the route are then taken from a wheeled hamper which stands 2 feet 4
inches high. This consists of constant bending, reaching and lifting parcels weighing from
ounces up to 70lbs. and arranging them in delivery sequence in the hamper and sorting
"parcel markers" into the case.

The mail is then withdrawn from the letter case and strapped
into bundles for delivery. This entails standing, twisting, turning, bending and
reaching.

The letters, flats and small parcels are then put into the wheeled "bungie" hamper which
stands 3 ft. high. The wood bottom of the hamper is supported by bungie cords which
allows the hamper bottom to fall and rise as the weight is placed in or taken out.

A route on an average day, has approximately 15-25 full bundles of mail, an average
bundle of mail
weighs 13-15 lbs. and 3 or 4 large parcels weighing up to 70 lbs.

The hamper is then wheeled to the vehicle for loading. The bundles and parcels are then
lifted out of the
hamper and loaded into the vehicle. This consists of bending, lifting, twisting, turning and
stooping.

In addition routes have many bundles of "box holder" mail, this is mail

carriers do not sort and is delivered to each box on the route. The weight of each bundle of "box holder" mail varies significantly.
(CAIT January 1999)

DELIVERY DUTIES

The delivery part of the day then begins. The route delivery consists of sitting on the right hand side of a normal left hand drive vehicle, just "off" the door with room for one bundle of mail upright between the carrier and the door.

The left leg is angled over to the left in order to operate the gas pedal and brake.

Parcels and "flat bundles" are piled between the right foot and leg and the right wall of the car.

Three bundles of strapped mail sit in the driver's seat.

The carrier steers with the left arm and hand; using the directional signal or windshield wipers involves leaning further with the left arm and hand to reach them. The right hand and arm are involved in pulling the appropriate mail from the bundle on the carrier's right, opening up to 500 or more mailbox doors and putting the mail in the box and shutting the mailbox door securely.

If the carrier has "box holder" mail this entails an extra bundle to reach from when delivering the mail. Rural letter carriers may have as many as 5 different "bundles" to get mail from at each box.

At each delivery stop that has a parcel too large for the mailbox or requiring a "signature" for delivery the bundle between the carrier and the door must be moved to the left side of the car, the legs must lift over the flat bundled mail and parcels at their feet for them to climb out of the car.

Delivering this parcel or mail consists of walking, walking up and down stairs, walking on uneven terrain, twisting, turning, bending, reaching and stooping (when removing the larger parcels from the car).

Many routes have a "collection box" on their route that requires getting out of the car in the above described manner, bending and stooping to remove the collection mail and putting it in the car and climbing back in the car, getting their legs and feet over and past the flat bundles and parcels on the floor.

Since all the mail will not fit in the front area of the vehicle carriers, on average of 3 times during delivery, have to stop the vehicle and retrieve mail from the rear area of the vehicle. This entails turning in the seat and getting up on your knees and bending over the seat and reaching to get an average of 4 bundles of mail with an average weight of 13-15 lbs. per bundle.

Delivery time is approximately 3 1/2 to 5 hours in all types of weather conditions. The heater/air conditioner in the vehicle helps, somewhat, but one window has to be down at all times for delivery.

On returning to the office the carrier must carry a tub of all mail and small

parcels collected for mailing from the route that day back into the office.

The size of the tub is 18"W X 13"L X 11.5" H, the weight varies from day to day averaging 20-30 pounds. Also, any parcels or mail undeliverable that day. Parcels weigh up to 70 pounds.

Once back in the office a rural carrier will usually have mail to case.

Casing time is from 15 to 60 minutes.