

Mr. BROOKS. On the record. Mr. McMillan, what is the economic justification of the Mailster as opposed to the larger truck? How do you think the payout will run?

Mr. McMILLAN. We had a study made by Arthur D. Little Co. a couple of years ago, Mr. Chairman. The Mailsters are more economical on the short routes. I believe the 15-miles-or-less routes. And if the route is longer than 15 miles, the four-wheel vehicle is more economical. This is over the life of the vehicle.

Incidentally sir, I noticed as I walked out this morning that we have some six or seven types of the new vehicles at the Post Office Department, presumably for the benefit of Mr. Watson, and we would be pleased to have you come by and look at them.

Mr. BROOKS. Where are they?

Mr. McMILLAN. They are located in the circle of the Post Office Department building on 12th Street. There is a canopy between the buildings.

Mr. BROOKS. They are going to be there all afternoon?

Mr. McMILLAN. Yes, sir.

Mr. BROOKS. Congress will start soon, so it might be late this afternoon but I might run down and take a look.

Mr. McMILLAN. This would give you a good idea of what we are buying at this time.

Mr. BROOKS. I would appreciate your giving me the average length of your routes, and the breakdown between the 15-mile routes and the smaller ones.

Mr. McMILLAN. May I furnish that for the record?

Mr. BROOKS. Yes. Get that for the record.

(The information requested follows:)

<i>City delivery routes susceptible to motorization</i>	
<i>Length</i>	<i>Number of route</i>
Routes up to 15 miles.....	62, 500
Routes over 15 miles.....	23, 500*
Total.....	86, 000

<i>Length of city delivery routes</i>	
<i>Type of route</i>	<i>Average miles</i>
Foot routes.....	8. 0
Mailster routes.....	11. 3
Right-hand-drive truck routes.....	29. 0

Mr. BROOKS. We are going to be committed to some small vehicles for the under-15-mile lengths to have a more favorable payout; is that right?

Mr. McMILLAN. That is correct.

Mr. BROOKS. So we are still going to have to have some small vehicle for the short hauls?

Mr. McMILLAN. In order to handle the parcel post you almost have to have a vehicle between 260 and 300 cubic feet in capacity. This is one of the principal benefits of mechanizing the route, you can take the parcel post along with you.

One parcel post route normally covers eight carrier routes. In other words, if you have eight foot routes, you have to have a parcel post route, an extra man, an extra vehicle, and an extra trip. If you mecha-