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TRANSPORTATION COMMITTEE *News*



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VOL. 2, No. 2

FEBRUARY 1945

TIRE QUOTAS SLASHED!

WPB CUTS ALLOCATIONS

In order to fill military requirements of tires during the first quarter of 1945, the War Production Board has limited the use of cotton tire cord and fabric in the production of passenger car, motorcycle, and bicycle tires during this period.

Under this limitation on tire cord and fabric, it is estimated that the tire industry will be able to manufacture only 5 million passenger car tires during the first 3 months of the year, or a reduction of nearly 1,650,000 tires compared to production levels reached during the latter part of 1944. A production of 8 million passenger car tires might have been reached, had previously scheduled increases gone into effect in the first quarter, and if all component materials and manpower proved to be available.

In announcing this reduction in tire production during the first quarter of 1945, WPB pointed out that the progress of the war will determine whether future passenger tire production will be further expanded, curtailed or continued at the level announced. In the way of a warning, WPB added that "A" card holders must live with existing tire casings for a good part of 1945; recapping whenever needed — now more than ever — is the answer to the non-essential "A" card driver. Camelback of adequate quality is available without restriction. Holders of "B" and "C" rations cannot expect to receive as many Grade 1 tires as had been planned. They too must conserve existing tire carcasses in every way if they are to continue to use their cars in their essential occupations.

JANUARY QUOTAS DECREASED

Following the action of the War Production Board in cutting the January allocation of tires for civilian use, the Office of Price Administration on December 26 announced a sharply reduced January tire quota.

The quota of new passenger tires will be 1,800,000, down 200,000 from December's quota of 2 million. A particularly severe cut has been made in small truck and bus tires. January quotas will be 216,000, down 64,000 from the December quota of 280,000. The importance of this decrease becomes more apparent when it is realized that there remains a backlog of nearly a half million passenger car and over a hundred thousand truck tire applications from December.

In announcing the decreased quotas, Max McCullough, Deputy OPA Administrator for Rationing, said, "In the past 60 days, every responsible official concerned with the tire problem has called attention to the increased shortage.

"In addition, since last June the Office of Defense Transportation has shown concern with the effect of the increasing tire shortage on Transportation facilities for both passengers and freight.

"Certainly no vehicle owner today can be unaware of the fact that General Eisenhower has asked for more tires to support our invasion forces and has termed tires his 'number one shortage item.'

"Yet the War Production Board continues to receive reports, I am advised, that a substantial proportion of the recapping facilities in the country are remaining idle. WPB has allocated an adequate quantity of good grade camelback for recapping.

"At the same time, passenger car and commercial vehicle owners are swamping our local War Price and Rationing Boards, as well as our Emergency Truck Tire Boards, with applications for new tires. The plain fact is that the demands of General Eisenhower and General MacArthur are receiving first consideration by WPB in the allocation of tires. This is right and proper.

"To civilian vehicle operators, I can only say this: We can help you only if you help yourself. The way to help yourself is to have your tires recapped promptly, before they are worn beyond the recapping stage. From the reports of idle recapping facilities, I am forced to conclude that there are many vehicle operators trying to scrape through this critical period hoping to avoid recapping and to find tires available. Failure to recap in time can only lead to needed cars and trucks being laid up for lack of tires.

"Government agencies are doing their utmost to provide tires to keep essential transportation moving. But our efforts will fail, to the detriment of the war effort, if vehicle owners neglect to do their part. This means proper inflation, proper driving, and, above all, prompt recapping.

"Car-pooling as well as recapping is essential. A car pool of four cars will save 75 percent wear on tires."

Col. J. Monroe Johnson, ODT director, pointed out that "commercial motor vehicle operators have stretched their tire supply through methodical application of such conservation measures. Passenger car owners will have to be just as thorough and scientific in their tire conservation efforts.

(See page 7)



Published monthly by the Mileage Conservation Section, Gasoline Rationing Branch, Office of Price Administration, Washington 25, D. C.

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Volume 2

No. 2

MILEAGE RATIONING Highlights

New Car Quotas

After the January quota of new passenger cars was made available for rationing, the stockpile of new cars dropped to below the 15,000 level. This is only slightly above one day's supply in normal peacetime.

For the fifth consecutive month, September through January, only 3,000 cars were made available to eligible buyers. On the basis of such a limited quota, few people can expect to replace a worn-out car with anything other than a used vehicle.

By OPA Regions the quota of 3,000 was distributed as follows:

I (Boston)-----	230
II (New York)-----	590
III (Cleveland)-----	345
IV (Atlanta)-----	347
V (Dallas)-----	620
VI (Chicago)-----	390
VII (Denver)-----	72
VIII (San Francisco)---	406

Promotional Material Available to Committees

The mat shown on this page (No. M-160) is available in 2-inch size for use in house organs or plant publications to promote car-sharing.

Address all requests to the Editor. (See above.)

This mat, as well as others previously offered in the News, will be supplied without cost to Committees.

Used Car Price Ceilings

All prospective buyers of used cars should be reminded that dollar-and-cents ceiling prices have been established on all used cars. The only exceptions are cars that are not American-made, and the provisions of the price regulation are effective whether the sale is made by a dealer or between consumers.

Each seller must furnish the buyer with a "certificate of transfer," giving a complete description of the car and the total amount of the transaction. This certificate is filed by the buyer with his local War Price and Rationing Board when applying for a gasoline ration for the car. At this time the certificate is examined to see that the price ceilings have not been violated.

However, there are some sellers of used cars—both dealers and private individuals—who attempt to violate the regulations through evasive practices. These "hidden" violations do not appear on the certificates of transfer, and are sometimes hard to detect. Some facts that buyers of used cars should check carefully in order to protect themselves from these hidden violations of the ceiling prices are:

(1) Be sure you do not pay more for a car than the price listed on the certificate of transfer. Side payments in cash, or any similar form of subterfuge, are violations of the used car regulation.

(2) Be sure you get the year and model of car described on the certificate of transfer and are not being required to pay for a more expensive model than the one you are getting. Each year and each model of car has a separate ceiling price.

(3) Be sure you get a reasonable price for the car you may be trading in. A reasonable allowance depends on the general condition and market value of a car, but such allowances as \$1 or \$2 are clearly unreasonable.

(4) Be sure you do not buy "on time" if you offer to pay cash. It is illegal to require that a used car be bought on the installment plan or financed by any particular company.

(5) Be sure you get a "warranted" car if you are paying a "warranty" price. Only dealers who have repair facilities or have written authority from OPA are

allowed to sell at 25 percent more than the "as is" ceiling for warranted cars. A dealer charging the warranty price must give the buyer a written warranty stating that the car is in good operating condition and promising to stand half the cost of any repairs necessary within the first 30 days or 1,000 miles of driving, whichever is reached first. Private individuals cannot sell at the warranty price.

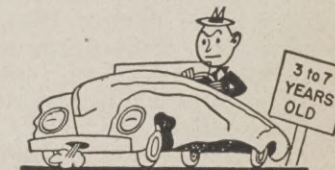
In addition to pointing out the above types of hidden violations which prospective buyers should check on, OPA is also anxious to help get refunds for those who have already bought used cars since July 10, 1944, and have been overcharged.

Tell your local War Price and Rationing Board if you think you were required to pay more than the legal ceiling price for your used car. **HELP OPA HELP YOU!**

WHICH CAR IS YOURS ?



7 PERCENT CAN SAY:
"SURE, MY CAR'S OKAY!"



FENDERS BENT? ENGINE MISS?
35 PERCENT LIKE THIS.



33 PERCENT LOOK SAD
DRIVING IN A CAR THIS BAD.



AND ALMOST 25 PERCENT
RESEMBLE THIS DISPAIRING GENT.

WATCH YOUR CAR LUBRICATION
WATCH YOUR TIRES
WATCH YOUR BATTERY
WATCH YOUR SPEED

IF YOU EXPECT TO—

KEEP YOUR CAR ON THE ROAD

Gasoline Has Gone To War

By Q. W. Regestein
Chief, Gasoline Rationing Branch

Too many American car owners are of the opinion that there is no need for gasoline rationing. They have heard that petroleum production has increased to new records, that new gasoline refineries have been built, and that storage facilities are bulging with gasoline that could be given to civilians for passenger car use.

What they have heard is only partly true. Production has been

increased significantly, new refineries have been built, and a good portion of the storage facilities are used to capacity; but demands for petroleum products have increased way ahead of production, new refinery capacity and much of the old is turning out nothing but high-octane gasoline for military machines, and a large part of the storage facilities are needed for non-civilian products.

Gasoline Has Gone To War

In the January issue of the Transportation Committee News were two charts prepared by the

Petroleum Administrator for War showing the comparison of gasoline supply and demand in war and peacetime. To me, these charts are the best way of understanding the need for gasoline rationing. Out of every 42 gallon barrel of petroleum produced in 1941, 18 gallons of automotive gasoline were refined. Today, only 10 gallons of automotive gasoline are refined from a barrel of petroleum, and even a part of this is used by the Armed Forces. The remainder must be equitably proportioned among essential trucks, busses and passenger cars. I hope that all Transportation Committees will study these charts and, in turn, acquaint the employees in their plants with the true story of the need for gasoline rationing.

The pictures on this page are dramatic evidence that gasoline has gone to war. These official United States Army Signal Corps pictures are only three of hundreds taken in all theaters of war that so vividly show why civilians must be content with a little less until victory is won.

I can safely say that we can expect little change in the present gasoline allotments to civilians until the war in Europe is concluded. Even then, relief will be questionable. Military demands based upon the conduct of the war against Japan will have to be met first.

Until this day of final victory, civilians on the home front must maintain their war effort on the supplies of gasoline available to them. Not one gallon can be wasted. This is not too much to ask when the armies of America are showing the way.



Above. — Valuable gasoline consumed by fire following a collision of two trucks somewhere in France.



Center.—Transportation is one of the major problems in the present, fast-moving mechanized war. This picture shows a long convoy of army tank trucks moving thousands of gallons of gasoline toward the front somewhere in France. Since the armies in France have been supplied largely by truck, huge quantities of gasoline have been needed for this purpose alone.

Right.—Gasoline dump on Bougainville burning fiercely after Japanese bombing attack.



(Official photos U. S. Signal Corps.)

HERE *and* THERE *with* Committees

American Brass Company

Since the present Transportation Committee at the Ansonia Branch of the American Brass Co. was organized in July 1943, they have proved that the car-sharing average can be raised to a high level. During the period from July 1943 to March 1944, the average for the day shifts climbed from 2.75 to 4.25, reducing the total annual supplemental driving among employees by 545,532 miles. And this record was made regardless of the fact that the plant is composed of three distinct factory groups containing 26 departments approximately 1 mile apart.

Because of the many department locations and shifts at this plant, the Committee consists of 19 members, 17 of whom are employed throughout the mills. The individual members are responsible for all rationing among workers in their departments; they approve or reject applications, check passengers, mileage and all other necessary details, and promote car-sharing. Through this procedure the work of the Transportation Committee as a whole and the Transportation Office is held to a minimum. On applications that qualify with adequate riders and correct mileage, only one Committee member's approval is necessary; on all other applications, a majority of four Committee members' approval over rejections is necessary.

The co-chairman of the Committee is in charge of the Transportation Office which is located in the Employment Office where personnel records are available. Complete and current records are maintained. Coupons returned to the Committee from local Boards are checked, recorded on the driver's card, and endorsed. Employees call at the Office for their rations when ready unless the shift worked makes this impossible; in this event one of the Committee members, a sergeant on the plant protective force, delivers the coupons and returns the receipt.

The Transportation Committee points out that their record in car-sharing is partly due to a plan adopted in the Fall of 1943 which was similar to the "30-day ration" plan provided in Amendment 129,

effective August 1, 1944. On applications where car-sharing arrangements had not been satisfactorily completed, the Committee requested local Boards to issue rations sufficient for only 30 days. This procedure resulted in a 450 percent increase of passengers in previously less-than-full car clubs, a 20 percent increase in car clubs, and a 24 percent decrease in the number of applications for rations. After Amendment 129 became effective, only 8 percent of the total applications approved by the Committee were issued 30-day rations.

The following paragraph taken from the report submitted by the Committee brings out an important function of a Committee—that of selling the employees on the program.

"As all Transportation Committees realize, many and varied problems are continuously evolving to disrupt a smoothly operating rationing system. However, the ration Boards, generally, are extremely cooperative and understanding of the problems involved in keeping employees at work under the pressing wartime restrictions, production requirements and manpower shortages. The employees are exceedingly cooperative and, for the most part, willing to abide by the rationing regulations when fully explained by Committee members. The psychological aspect of the contacts and salesmanship involved in the rationing program need careful consideration and development."

Hill Field

This view of the Transportation Office at Hill Field, Army Air Forces Base near Ogden, Utah, gives a hint as to why the Salt Lake City District Office characterizes it



as "one of the best." Add the fact that the Field's car-sharing average, including coupes, is 4.4 by actual count of the State Road Patrol and the reason becomes clearer. Seventy-five percent of the Field's 16,000 operating personnel come to work in privately owned cars from a radius of 75 miles. Committee certification has been so accurate that it seldom is questioned by any Board concerned.

Kaiser Company, Inc.

It has been some months since the story appeared in the employee publication—"Fore 'n' Aft"—of the Kaiser Co., Inc., Richmond, Calif., but it is no less appropriate now than then. Under the title, "How're You Coming?" on a two-page, illustrated center spread, the transportation problem at this company was discussed. It started as follows:

"One day last week a girl welder walked into her local ride bureau and caught the eye of the woman behind the counter. "Look," she said, "it's now 5 minutes after 4. In 15 minutes the express will leave for Fortieth and San Pablo. I'll get there a few minutes before 5. Then I'll take the streetcar to Fourteenth and Broadway and wait there for the East Oakland bus. If I'm lucky, I'll get home about 6 o'clock. If I make a bad connection, and I have three of them to make, or if the bus is late, I'll get home about quarter of seven. I like my job but I don't feel like spending 5½ hours a day getting to and from it. So please sign this." And she slapped her quit slip down on the table.

"Instead, the ride bureau was able to furnish this over-traveled welder with the names of four car owners who were listed as having space in their cars. She got a ride with one."

New Jersey Shipbuilding Corp.

Upon termination of their contract with the Government, the New Jersey Shipbuilding Corporation released all but 250 of their employees from whom coupons representing 89,000 gallons of gasoline were recovered by G. J. Rothweller, chairman of the Transportation Committee. The coupons and the document register were forwarded to the Perth Amboy local Board.

Douglas Aircraft Co., Inc.

A mixture of the "tested devices" for successful Transportation Committee operations and a variety of original ideas for the promotion of car-sharing have led to an average of 4.06 persons per car driven to the vast plant of the Douglas Aircraft Company at Oklahoma City, Okla. This enviable record has been established by a staff of 26 in a completely equipped Transportation Office, under the direction of Transportation Committee Chairman J. M. Harris, who have kept some 20,000 Douglas workers on the job as far as transportation is concerned.

Furthermore, the Committee has not stopped with obtaining rations for the employees at Douglas. Maintenance of employee cars has been made an important activity.

With no garages near the plant, arrangements were made with the leading repair shops in Oklahoma City to care for cars of Douglas employees on a priority basis. When a vehicle needs repairs, the owner secures from the Transportation Committee a priority card. Presentation of this card assures the employee one-shift service so that his car will be ready when he and his car-club are ready to go home. Similar arrangements have been made for lubrication service. A group of 27 Oklahoma City filling stations remain open on certain evenings to work on Douglas employees' cars.

In an effort to assure proper tire care, the Committee recently enlisted the aid of the tire dealers in Oklahoma City. As a result, 52 expert tire men were assigned to a mass inspection of tires on cars in the Douglas parking lots. In 4 days, every car was checked, notices were sent to owners, and countless tire losses were avoided. And a final but no less important maintenance feature at Douglas is a plan whereby any car that breaks down within 10 miles of the plant will be towed in, repaired if possible, and be ready for the owner when his shift is finished. The driver and his passengers leave the car by the road, get a ride with a passing driver, and notify the Transportation Committee upon arrival at the plant; the committee does the rest. This procedure has reduced late arrivals and absenteeism to an absolute minimum at Douglas.

Regular space in each issue of the

plant publication "Airview News" has been given to the Transportation Committee and its activities. Copy has been very effective. On November 18, a series of articles began on individual employees with exceptional records of car-sharing. The first story told of one employee who had driven 56,000 miles to and from the plant since October 1942, with a full car-club and no record of late arrival or absenteeism.

E. I. du Pont de Nemours & Company

The Transportation Committee at the Spruance Plant of the E. I. du Pont de Nemours & Co., Richmond, Va., has found that the grouping board shown below has assisted materially in forming car-clubs at this plant. On the board in spaces numbered to correspond with the zone map of the labor area are hung slips for drivers with space for additional passengers and for employees looking for rides. The board is conveniently located in the Transportation Office so that requests in person or by phone are handled with equal dispatch.



The six-man, joint management-labor Committee at this plant has been active in employee transportation since the beginning of gasoline rationing in 1942. The success of their efforts is indicated by the car-sharing average of four persons per car despite shift rotation of nearly half of the 4,000 employees.

Tampa Shipbuilding Company

R. S. Carnes, Ration Officer, Tampa Shipbuilding Co., Tampa, Fla., writes:

"On page 2 of your December issue you show that the Employees' Transportation Department of the Consolidated Steel Co., Ltd., Los

Angeles, saved for the 8 weeks from July 17 to September 9, 66,075 miles by picking up coupons from employees when they were terminated.

"We checked over our records for the same period, and we found that we had saved 160,425 miles; for the 6-month period, June through September 1944, we had saved 718,875 miles."

Can any other committee top this record?

In connection with recovering rations on termination, a rather thorough procedure has been developed at this plant. In the first place, when an employee receives his rations through the Ration Office, he also receives a typed slip informing him that the coupons issued are for the express purpose of driving a car to and from work, and that upon termination of employment, the unused coupons become invalid and must be surrendered. The employee is warned that failure to surrender the proper number of coupons may prevent him from obtaining supplemental rations at a new place of employment. When an employee quits work with this company, he visits an "Exit Interviewer" who attempts to get him to reconsider his decision to leave. If the termination is definitely decided upon, a messenger conducts the employee to the Ration Office where his record of gasoline rations is cleared. If it is found that the employee had been receiving rations through the Office, he is asked to surrender the remaining coupons. Upon surrender of outstanding coupons, the employee is given a receipt, a duplicate of which is forwarded to the appropriate local Board. Other employers in the area have adopted the same procedure, and with the cooperation of local Boards, drivers who fail to surrender the proper number of coupons frequently find it impossible to secure a new ration until the period for which the old ration was issued has expired.

**Have We Heard From
Your Committee?**

**Why Not Send In
a Story?**

Jack & Heintz DO Something About It

During the summer of 1943, long after Jack & Heintz, Inc., of Bedford, Ohio, made the home-to-work transportation of their associates a basic part of their war production program, it became increasingly evident that some arrangements would have to be made for automobile maintenance. To cope with this situation, the JAHCO-Goodrich Service Center was opened in September 1943, for the purpose of supplying all mechanical service necessary to maintain the cars of associates in good operating condition for the duration of the war. Shortly after the first of the year Jack & Heintz assumed complete control and active management of the enterprise. Today, it is known as the JAHCO Service Center.

This modern service center is located in Bedford about equidistant from the 13 JAHCO plants in Bedford, Cleveland, and three adjoining suburbs, in a modern, well-lighted building having approximately 12,000 square feet of working space. Driving from any of the suburb plants to the center requires only 5 minutes. When work is needed on an associate's car, he contacts his plant transportation representative who, in turn, fills out a work order, and arranges with the service center to have the work done. When arrangements are completed, the car owner is given an approved work order and a pass to the center good only for the date agreed upon—usually 2 or 3 days later if the repairs are not urgently needed. On the specific day, the car is driven directly to the center from where the driver and his passengers are furnished transportation in company-operated busses to the various plants.

The service center is operated on a nonprofit basis and strictly for the convenience and welfare of the JAHCO associates. Since the center is manned by a staff of expert automobile mechanics who take personal pride in their work, the company can safely assume the responsibility of doing this work at a minimum cost. The center is operated 24 hours a day—7 days a week. On this basis, more than 1,000 cars a month can be serviced or repaired. In February 1944—the first month during which the company had responsibility for the operation and management of the center—approximately \$8,500

worth of work was done. Seven months later, in September of 1944, the volume of business had increased to \$16,000 per month.

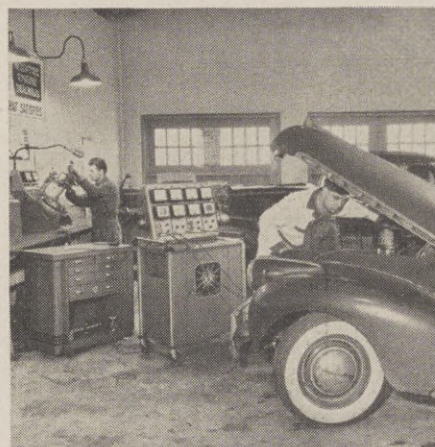
Every associate's car is subject to a regular parking lot inspection by trained inspectors. Reports of such inspections are made available to both the car owner and the Transportation Office and form the basis for directing attention to the need for wheel alignment or balancing, brake adjustments, repair of broken springs, tire recapping or repair, etc.



Work done is of the highest type.

These parking lot inspection reports, since October 1943, show very definite progress in the matter of proper maintenance of tires and cars. In the first month, the inspection showed that 43.5 percent of the cars needed repairs. Eleven months later in September of 1944, the percentage of cars needing repairs had decreased to 28.2.

These percentages are significant since they are inversely propor-



Modern equipment is of the best.



A large, well stocked parts room is needed.



The staff at JAHCO Service Center.

tional to the life expectancy of the cars inspected.

The original Transportation Committee at JAHCO consisted of 3 representatives from management and 3 representatives from the ranks of labor. The membership of the Committee expanded as production expanded. Today the Transportation Department consists of a Transportation Manager, 5 Transportation Chairmen, 3 of whom act as Assistant Transportation Office Managers, 5 Transportation Representatives, 3 Secretaries, and 5 Clerks—a total personnel of 19 associates.

The first promotional effort of the original Committee was directed to the problem of "selling" the workability, convenience, and value of car-sharing pools in order to insure full loads for all cars. Periodic transportation surveys of all associates and a complete alphabetical file of drivers and riders and zone files were the principal tools used to achieve most efficient use of available private vehicles.

DO'S

For More Tire Mileage

For the duration, your car is only as good as its tires.

As the war goes on, many motorists will have to lay up their cars because of the rubber shortage.

As an over-all measure to lengthen tire life and so insure essential private transportation, our Government has found it necessary to ration gasoline, and restrict driving speeds.

These regulations will not, within themselves, insure maximum tire life. It is quite possible to observe the law and still have your tires wear out much sooner than they should.

Under the rationing and conservation program, 1 year's normal supply of rubber has been made to do 3 years' service, but the tire situation is more critical than ever.

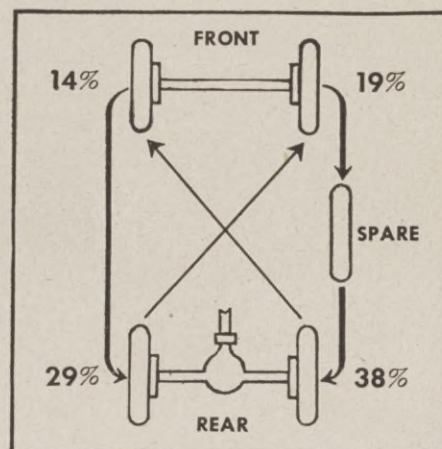
Millions of tires now in use must be kept in service by prompt repairing and recapping.

In addition to slower speed, there are at least a dozen points that must be observed if you are to get full mileage out of your tires.

Prompt attention to these points may easily double the life of your present tires.

Car Life Depends on Tire Life.

CORRECT METHOD OF ROTATING TIRES

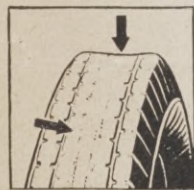


(The percentage figures indicate the average wear that can be expected at each position.)

DON'TS



Gage tires before adding air. If pressure in any tire is 3 lbs. below that in running mates, check tube and valve for leaks.



Avoid center wear from over-inflation.



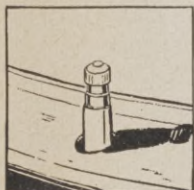
Keep brakes in proper adjustment.



Rotate wheels regularly. (See center column diagram.)



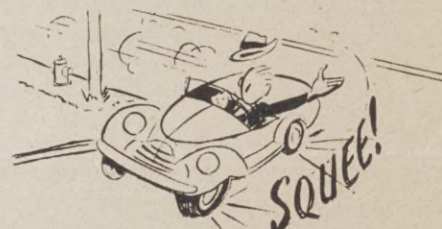
Demount tires from wheels when rotating and check for "breaks" or "bruises."



Prevent valve leaks by using caps with undamaged rubber washers.



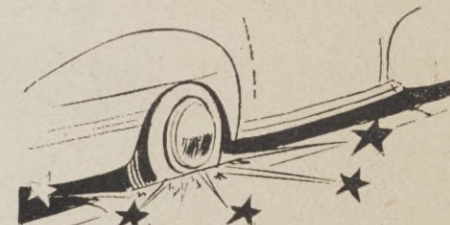
DON'T make jack rabbit starts.



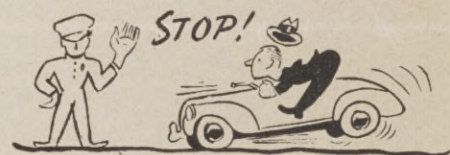
DON'T make tires squeal when turning.



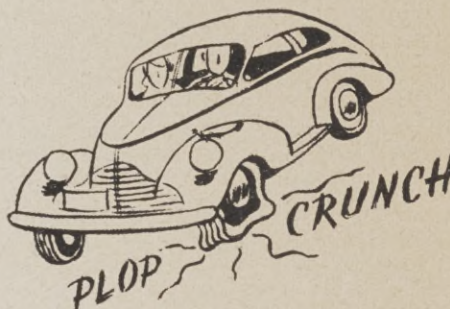
DON'T drive your car if your wheel alignment is not correct.



DON'T scrape or bump the curb when parking—keep out of car tracks.



DON'T stop too fast—anticipate stops and roll up to them.



DON'T run on a "flat"—even for a short distance.

Stewart-Warner Corporation

The following is taken from the Transportation Column of "The War Worker," employee publication of the Stewart-Warner Corporation, Chicago, Ill. It is more than timely as well as indicating activities somewhat unrelated to car-sharing but which Committees can profitably engage in.

CARBON MONOXIDE POISONING

"With the advent of winter, the seasonal rise in carbon monoxide asphyxiation may be expected. In 1943, motor vehicle exhaust gas caused 232 fatalities. The funda-

mental rule "don't run the engine of an automobile except in the open air" will be forgotten or ignored by some again this year.

"Carbon monoxide itself, is a colorless, odorless gas which is nearly always present in the exhaust fumes from a cold automobile engine, due to incomplete combustion of the gasoline. Inhaled carbon monoxide gas combines with the blood, rendering a portion of the corpuscles useless. Drowsiness comes so insidiously that by the time one becomes aware that something is wrong, it may be too late to escape. Muscles and nerves refuse to function.

"Always open the garage doors when starting an automobile engine and back it out into the open before warming up the engine. Make sure there are no leaks in the muffler or exhaust pipe which may seep through the floor into the interior of the car. It is a good idea even in winter time to leave one window partially open."

And our attention was attracted to something in a lighter vein in the same column. It goes:

*Jack and Jill went up the hill
To fetch a pile of neighbors—
For they were swapping rides,
you see,
When driving to their labors.*

here's why
you should
SHARE YOUR CAR
until

Vital transportation must be preserved.

Inadequate manpower for automobile repair work.

Civilian gasoline supply reduced by war demands.

Tire quotas still short of tire needs.

Only 200 new cars per state remain unsold.

Rationing means sharing what's available for

You and your fellow worker!

==== **WORK WITH YOUR TRANSPORTATION COMMITTEE**

The Transportation Committee News is printed with the approval of the Bureau of the Budget as required by Rule 42 of the Regulations of the Joint Committee on Printing.

1945

FEBRUARY

TRANSPORTATION COMMITTEE NEWS

OFFICIAL BUSINESS

OFFICE OF PRICE ADMINISTRATION
WASHINGTON 25, D. C.

PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, \$300
(GPO)