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TRANSPORTATION COMMITTEE *News*



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MAY 1945

THE IMPORTANCE OF THE TRANSPORTATION COMMITTEE PROGRAM

There is little doubt but that Transportation Committees are aware of the importance of the program in their individual plants and in plants in a limited area, but few of them have any idea of the magnitude and the importance of the program for the country as a whole.

There are nearly 25,000 Transportation Committees throughout the Nation. Such participation in the program is, in itself, rather conclusive evidence that committees have an important part in the maintenance of our civilian transportation facilities, but when the total number of employees in this number of plants, the number of drivers whose applications for supplemental gasoline are certified by committees, and the mileage driven by these drivers are considered, the importance becomes more evident.

On the basis of OPA District Office summaries of monthly car-sharing reports from Transportation Committees, there are approximately 25 million employees whose travel requirements are coordinated by committees. Of this total, approximately 60 percent or 15 million use slightly more than 5 million passenger cars either as drivers or riders. This number of vehicles is about half of the total used for home-to-work travel.

We can only approximate the supplemental mileage driven in cars under the supervision of committees, but, by using the average issuance of all supplemental rations, we can obtain a figure sufficiently accurate for comparative purposes. The average monthly mileage of all "B" and "C" supplemental

rations is very close to 500 miles. When this average is multiplied by the number of cars under the supervision of committees, we find that committees control through their certification home-to-work travel of 30 billion miles each year. And this estimate is conservative. For the most part, drivers in this group are those eligible for preferred mileage, and the average issuance would naturally be somewhat greater than the average for all drivers which includes issuance under the present "B" ceiling limitation.

With the magnitude of the program in mind, it is easy to see the importance of a slight increase in the Nation-wide car-sharing average or the importance of rations that become invalid through termination of employment. Theoretically, an increase in the car-sharing average from 3 to 3.3 persons per car or 10 percent would allow an annual saving of 3 billion miles. Actually, this maximum saving would not result but if only half were saved, the figure would still be quite impressive. The same is true of the possible savings through the surrender of rations when a supplemental ration holder terminates his employment. The total number of terminations are not known, but estimates are fairly high; and on the basis of ration recoveries as reported by a few committees, the savings could easily add to millions of miles each month.

For the most part, Transportation Committees have done an outstanding job; however, the record of many could be improved to give the savings discussed above.

Car-Sharing Campaign Off to Good Start

According to OPA District Office reports, the Nation-wide car-sharing campaign scheduled for inauguration during the month of April has gotten off to a good start. Numerous districts were able to complete plans so that the kick-off occurred last month; others have delayed until May.

Of particular interest in the field reports was the indication of Transportation Committee cooperation in the campaign. Few reported any reluctance on the part of committees to take part. Some reported that committees planned to take the active lead in their area, offering assistance of all kinds to local War Price and Rationing Boards and other local groups sponsoring the campaign.

In one area where the various committees have always worked together closely, they are all furnishing a central car-sharing office with cards showing drivers from their plants who need additional riders or who have another seat available and prospective riders who can help a driver comply with car-sharing requirements.

This excellent cooperation on the part of committees is further proof that many of them, as well as the management of their respective plants, realize the importance of employee transportation and the seriousness of the problem now confronting us. These committees may find that the caution they are now using will later pay dividends.

Incidentally, this car-sharing campaign is part of an overall gasoline conservation drive which includes the use of gasoline for nonhighway purposes—especially in agriculture, and the use of gasoline in commercial vehicles.



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Vol. 2

No. 5

MILEAGE RATIONING Highlights

Acknowledgment of Surrendered Gasoline Rations

Effective May 1, 1945, under the provisions of Amendment No. 183 to Ration Order 5C, Transportation Committees which have been designated as eligible to receive gasoline ration coupons invalidated by reason of termination of employment will be furnished with official OPA receipt forms on which the surrender of coupons must be acknowledged.

The Form OPA R-599, is reproduced on this page. For convenience in handling, the forms, in duplicate, are bound in books of 50. One copy will be given to the person surrendering the coupons; the duplicate copy will remain in the book to be returned to the OPA District Office along with all surrendered coupons. Since the receipts are serially numbered, an accurate and complete record of all coupon surrenders will be possible, protecting the ration holder and the Transportation Committees alike.

If they have not already done so, OPA District Offices will soon distribute the receipt books to designated committees and instruct them in the correct use and handling of the forms.

Government Mileage Program Result Is Companion Effort to Committee Plan

The companion program to that of Transportation Committees in OPA's effort for mileage conservation bears the dignified title of the Government Mileage Conservation Program. It is designed to reduce official travel of Federal, State, county and municipal government units throughout the United States and, like the car-sharing program, has a definite, measurable result.

In the calendar year 1944, the 48 State governments cut their official business mileage over 440 million miles below that operated in 1941, the last normal pre-war year. The agencies of the Federal Government, despite the War Agency group which has been created during the war years, show a cut in official automobile travel of more than 60 million miles in 1944. Local units of government contribute an additional 100 million miles to the reduction record.

The process by which this governmental program has operated is not unlike the Transportation Committee set-up. The executive heads of all governmental units were asked to designate an official to be known as the Mileage Administrator. Upon this officer fell the responsibility of so organizing the official travel of his unit of government that the passenger cars, trucks, and motorcycles would show a mileage reduction of at least 40 percent below that operated in 1941. In recognition of the fact that the duties and responsibilities of government vary greatly, the Office of Price Administration did not prescribe a specific method by which the mileage reduction could be attained, but rather left it

to the governments themselves to decide where and how services would be revised and reduced to effect the desired result.

Like the "Citation" which is now being given to the outstanding establishments in the Transportation Committee program, an "Award of Merit" goes to those governments which make a mileage reduction of 40 percent or more below 1941 for any calendar or fiscal year or any four consecutive quarters. This Award has been given to the States of New Mexico, Missouri, Connecticut, New Hampshire, Maine, Nevada, Oklahoma, Rhode Island, and Georgia. Other States have apparently qualified on their 1944 record, and the figures are now being checked. In the Federal Government the Award has gone to the Department of Agriculture, Federal Deposit Insurance Corporation, Federal Power Commission, The National Archives, Interstate Commerce Commission, Federal Trade Commission, and the Federal Works Agency.

Important to the governments in this program, in addition to the conservation of gasoline, tires, and automobiles, is the money saving in more efficient official travel. The State governments report savings from \$92,000 to over 2 million dollars per year at administrative costs of under \$8,000. The State mileage reduction alone in 1944 saved taxpayers over 21 million dollars. Many governments plan to continue some aspects of the program in the post-war years as a sound economy measure for more efficient government service.

OPA FORM
(1-45) R-599

UNITED STATES OF AMERICA
OFFICE OF PRICE ADMINISTRATION

ACKNOWLEDGMENT OF SURRENDERED GASOLINE RATIIONS

THIS COPY TO BE GIVEN TO PERSON SURRENDERING RATION		2498913
PERSON TO WHOM RATION WAS ISSUED		DATE SURRENDERED
ADDRESS—NUMBER AND STREET		NUMBER AND TYPE OF COUPONS SURRENDERED
CITY, POSTAL ZONE NO., STATE		
SIGNATURE OF RATION HOLDER		
SIGNATURE AND TITLE OF PERSON RECEIVING SURRENDER		

PERRIN FIELD RECEIVES FIRST CITATION IN REGION V

The first OPA Citation to be presented to an establishment in OPA Region V for the adoption and efficient operation of an Organized Transportation Plan was awarded to Perrin Field, Sherman, Tex., a pilot school of the Army Air Forces Central Flying Training Command.

The Citation was awarded on March 14 to Col. Ross F. Cole, commanding officer of the field, by Guy W. Thomasson, OPA District Director, Dallas, Tex., in the presence of the Transportation Committee members and other OPA representatives.

In making the presentation, Mr. Thomasson, commended the field for the car-sharing record that has been established and maintained, which averaged 4.23 persons per car during the 3 months prior to the award. This average, according to Thomasson, is the highest of any establishment in the Dallas OPA District, which covers the north and eastern part of Texas, and is one of the few above four persons per car in OPA Region V,

which covers six southern and southwestern States.

It is understood that Colonel Cole only recently took over the duties of commanding officer at Perrin Field, coming from an assignment as air member of the War Department Manpower Board, stationed in Dallas, and before that from a tour of over 3 years with the Sixth Air Force in the Caribbean area. With this background giving him the importance of gasoline in the war effort and the importance of employee transportation, it is better understood why Colonel Cole pledged continued support of the car-sharing program at Perrin Field when he accepted the citation.

According to Lt. David D. Panich, chairman of the Transportation Committee, credit for the enviable car-sharing record that has been established at Perrin Field is due to the splendid cooperation of the drivers themselves, but the record, however, indicates that the committee itself has been active in the program.



Col. Ross F. Cole, commanding officer at Perrin Field, receives Citation from Guy W. Thomasson, OPA District Director, Dallas, Texas, in the presence of Transportation Committee members. The group in Colonel Cole's office includes, left to right, Lt. Jack Steinman, Major Earl S. Miller, Mr. Thomasson, Colonel Cole, Lt. David D. Panich, and Capt. R. L. Chadwick.

Todd-Houston Shipbuilding Corporation

A total of 26,076 applications for gasoline were handled during 1944 by the staff of 11 working in the Employees' Service Division of Todd Shipbuilding Corporation, Houston, Tex. Over 12,350 applications for tires and 41 applications for new cars were also received. This represents the mileage rationing requirements for approximately 20,000 employees of the shipyard.

However, various other services are also rendered to the employees of this yard; included are:

Employee transportation: Share-the-ride, coordination of bus service.

Rationing: Requests for stoves, rubber boots, lost ration books (food and gasoline), nonhighway gasoline for stoves, motor boats, lawn mowers, etc.

Housing: Certificates of availability.

Applications for motor vehicle operators' licenses.

These services were also available to some 1,500 employees of subcontractors connected with the shipyard.

Walter R. Lalley, chairman of the Transportation Committee and secretary to the Employees' Service Division, in his report on the activities and accomplishments of the committee states: "The number of lost man-hours saved, due to the services rendered by the Employees' Service Division, is hard to estimate, for without this department the employees of the Todd-Houston Shipbuilding Corporation would have been compelled to lose many man-hours if it had been necessary for them to place their applications with their respective ration boards."

Share-the-ride statistics for this yard show a steady increase in the number of riders. January 1943 began with a low of 2.91, which increased to 3.6 by December 1943, and 4.48 by December 1944.

The Transportation Committee also reports gasoline ration recoveries for the year 1944—

Gasoline saved 115,269
Mileage saved 1,729,035

This fine record of reclaimed rations has been attained through an established procedure of requiring employees to obtain gasoline clearances before terminating their services at the shipyard.

HERE *and* THERE *with* Committees

Singer Manufacturing Company

That the Transportation Committee and the operation of the War Transportation and Ride-Sharing Plan of the Elizabethport, N. J., works of the Singer Manufacturing Co. has never before been given recognition in the columns of the "News" can best be explained by the axiom—"the best come last."

The operation at Singer dates back to the early part of July 1942, and always has been and still is a model. So much of a model, in fact, that a number of OPA field representatives from the middle western States "trained" at Singer to prepare themselves for the program after December 1, 1942, when gasoline rationing was extended to the entire country. Thus, the efficiency of the Organized Transportation Plan at Singer can be found rather far afield.

Some committees would claim that the operation at Singer is too elaborate, and that employees of a plant can be gotten to their jobs with far less mechanics than followed at Singer, but the claim would be valid only to the extent that the committee has recognized that employee transportation is basic to production and how well they want to do the job.

In addition to really minimizing the number of cars used to bring employees to the Elizabethport works—coupons are not used unless absolutely necessary—the Singer plan was one of the first to incorporate arrangements for maintenance of employee cars, the use of handouts, good publicity, and other features that help such a program.

The actual mechanics of the Singer plan depend to a large extent upon their transportation maps. By the use of colored pins representing shifts and space available, car-sharing arrangements are expedited. In addition, a current location map of available cars is maintained—cars that may be brought into service when needed. They have found this map of much value, pointing out that a car in a regular club which must go out of service need not mean absenteeism or inconvenience until the car is repaired.

DeLaval Steam Turbine Company

We have had occasion to "lift an eyebrow" from time to time when hearing or reading about an exceptionally high car-sharing average, the oldest jalopy in service, the most efficient car-club, the greatest distance driven to work, and the like, but no longer; we are ready to believe anything after looking at the picture below. It shows the car-club of Mr. Clarence Plummer, an employee of the DeLaval Steam Turbine Company, Trenton, N. J. Mr. Plummer is pictured in the center.



This over-sized car-club originated through necessity. About 2 years ago one of the special busses serving employees of this plant was discontinued. When notified of this loss of service, the Transportation Committee checked their car-owner file to secure transportation for the 18 employees who depended on this bus for home-to-work travel. It was noted in the file that Mr. Plummer owned a large 1937 Packard which was not in use. When called upon to help, Mr. Plummer was most cooperative and agreed to carry half of the "stranded" employees.

Incidentally, records in the transportation office show that none of the members of the group have been late or absent because of transportation since the club was formed.

We have no picture to substantiate this statement, but we understand Mr. Plummer also has a part-time job in another war plant—you guessed it—he also has another car-club.

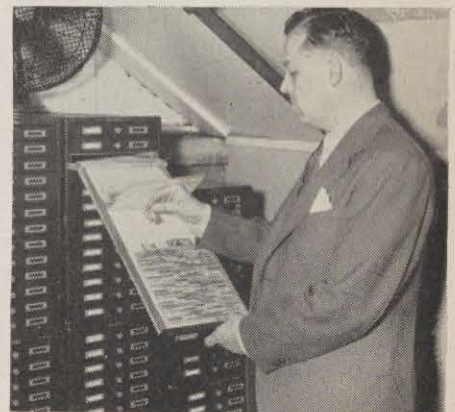
Eastern Aircraft

An interesting feature of the plant transportation program operating with such good results at the Eastern Aircraft Plant, Division of General Motors, Trenton, N. J., is the photographic file which contains small photos of every employee in the plant, taken at the time of employment.

The file has been a substantial aid in eliminating some of the annoyances brought about by the wartime transportation program. When an employee applies at the transportation office for a driver, rider, or alternate, he is given a list of names of those available in the zone in which his home is located. He is also shown pictures of these people, which in many cases helps him to recognize the ones he must contact, thus eliminating unnecessary waste of time.

Another advantage of the plan lies in the opportunity it provides for the applicant to make a choice of those to contact first, perhaps someone with whom he is acquainted.

The value of the photographic file was emphasized recently when employees of the local bus company ceased work during a labor dispute. Those without means of transportation poured into the plant transportation office seeking drivers to take them home, but little time remained in which to contact them. The pictures enabled them to identify almost immediately, potential drivers as they left the plant exits, thus helping to alleviate a serious transportation problem.



The picture above shows Mr. A. J. Bauhaus, coordinator of rationing, looking over the photo file.

Sperry Gyroscope Company, Inc.

The Transportation Committee of Sperry Gyroscope Co., Inc., Garden City, N. J., has adopted a more stringent method of verifying applications for supplemental gasoline rations.

Because of the nature of the plant's operation, research laboratory work, half of the employees work irregular hours and approximately the same number use their private cars when traveling on company business.

Previously all claims of irregular hours and traveling on company business were verified verbally with the employee's immediate supervisor; however, while this method was successful, a few injustices made tightening of the control desirable.

At present a card system is being used. When an employee claims irregular hours, overtime or Sunday work, or travel in his own car on company business, a questionnaire card is sent to the supervisor, which he fills out, signs and returns to the transportation office.

It is felt this method causes a supervisor to stop and think before answering the various questions and placing his signature on the card.

As a matter of fact, this new procedure has brought about a marked reduction in employee claims on applications for supplemental gasoline rations.

Savanna Ordnance Depot

One of the first establishments to be nominated for an OPA Citation in the Moline district was the Savanna Ordnance Depot, Proving Grounds, Illinois. The District Office, in making the nomination, granted the maximum point count for all items considered essential to the efficient operation of an organized transportation plan. The depot boasts that a car-sharing average of more than 5 persons per car has been maintained over a long period of time.

The principal factor which has materially aided the depot in maintaining this high average, is their

established system of checking all cars in and out of the grounds each day. The primary purpose of this checking system is, of course, for the protection of government property, but it affords an easy means of counting the number of riders carried in each car. The information obtained from these regular counts has proven most valuable to the Transportation Committee office in maintaining an efficient transportation system for employees.

The method used in checking cars and counting passengers is a simple one.

Each employee's car is given two identical numbers, one to be placed on the windshield and the other on the rear window. This provides the only identification used by the depot and transportation office.

The guards at the gates check these numbers in and out daily, and, on alternate days take a count of the number of passengers per car and the number of passengers per bus. (Picture below shows cars being checked out of the grounds.



The guards are furnished with a mimeographed list of the numbers assigned the cars and the number of passengers in each car-club according to the records of the transportation office. When a car is not carrying its full quota the number is circled in red and the driver is asked for an explanation. One day's report showed only 8 cars with less than full car-clubs.

At the end of the day a summary is made by the guard showing (1) the total number of cars; (2) the total number of passengers; (3) the average number of passengers per car; and (4) the driver's explanation of not carrying a full car-club.

Pratt & Whitney Aircraft

After hearing so much about the almost impossible job of preparing a monthly report on car-sharing and what the value of the data might be, we are really encouraged by the following sent in by Ted Buell of Pratt & Whitney Aircraft, East Hartford, Conn.

"P & W A car-sharing averages—We watch them closely. In fact, we constantly are compiling figures and making surveys, because they are an aid to self-improvement. Each center submits a daily report. Cars are divided into four regular shifts—7:00 to 3:30, 3:30 to 12:00, 12:00 to 7:00 and office, 8:00 to 5:30; odd shifts—believe it or not, we have a varying number of people on 57 different shifts; irregular hours; and, finally those who drive to meet a bus or another driver—these folks seldom, if ever, have riders. These figures are assembled for monthly reports to the OPA; they are also used as a guide to each center's efficiency. Our staffs are alert to the desirability of improving their figures—in fact they take pride in maintaining good averages. Occasionally, however, production change (or a transfer of employees from one plant to another) upsets car-clubs and, resultantly, our averages."

Chance Vought Aircraft

In addition to maintaining a well organized transportation plan within their own plant, Chance Vought Aircraft, a Division of United Aircraft, Stratford, Conn., has adopted another procedure to expedite the issuance of gasoline rations to its employees.

Chance Vought loans a clerk 3 days a week to each of two nearby local boards which serve a large number of the plant's workers. These clerks maintain separate Chance Vought files at the boards, pull file copies for board meetings and prepare ration book covers after the applications have been approved. This voluntary assistance is a great help to the boards in handling the ration requirements of the 4,400 aircraft drivers.

The Chance Vought Aircraft plant has displayed a most cooperative attitude in providing this assistance to the boards, and we hasten to extend the appreciation of the national office for their efforts.

CAUSE



FLAT TIRE

A tire run completely flat for a short distance will be damaged even while bringing it to a stop after a puncture or blow-out at high speed.

THE LIFE OF A TIRE

No two tires—even though identically alike and used on the same vehicle at the same time—will have equal life because road conditions are never identical even for tires on opposite wheels.

There are certain general operating conditions which the driver can control, such as proper air pressure, good wheel alignment and brake adjustment, careful use of brakes and acceleration, correct load and tire sizes, reasonable speeds and avoidance of road obstacles. A driver who will observe these conditions has a right to expect more service from his tires than the "hard driver" will obtain.

The pictures on these two pages illustrate the most common causes of tire trouble.

RESULT



CORD DAMAGE

Note cord pulled loose from original position. Riding on a flat tire, which may not have been observed by the driver, caused this irreparable damage.

CAUSE



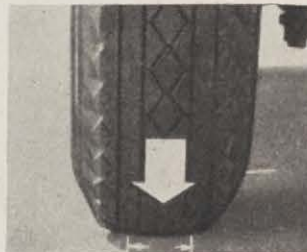
RESULT



UNDERINFLATION

Note the distorted sidewalls. Air pressure should not be permitted to drop to more than 3 lb. below recommended figures. Tread edges are worn excessively by underinflation.

CAUSE

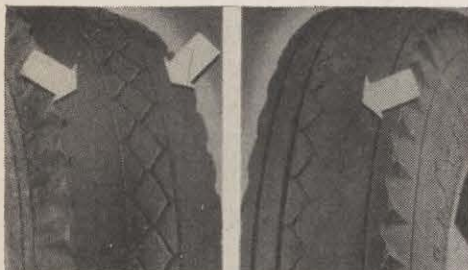


RESULT



OVERINFLATION

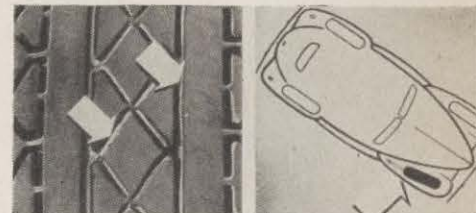
Note how the outer edges of the tread are lifted from the road by overinflation. Since the wear is concentrated on the central part of the tread, the rubber at this portion is worn more rapidly.



SIDE OR CAMBER WEAR

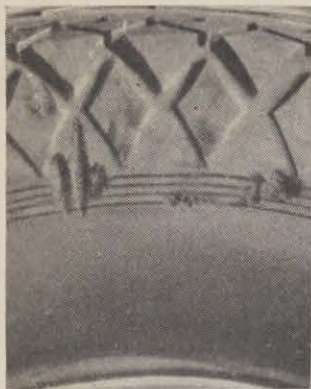
Rotate wheels when tire shows excessive side wear. If excessive wear shows on one side, demount tire and tube and reverse so smooth tread is in opposite position on same wheel.

**TIRES ARE AT WAR
PROTECT THEM
TO THE LAST MILE**



INCORRECT ALIGNMENT

Incorrect alignment of the front wheels will scrape tread rubber from either or both tires and is a common cause of rapid wear. Misalignment is the only cause of sharp or "feathered" edges shown above. A tire $\frac{1}{2}$ inch out of alignment is dragged sideways 87 feet in every mile.



CHAIN WEAR

Chains applied too tightly or inside out, or to underinflated tires, will cause this damage.

TIRE CARE

Every car owner must continue to practice the utmost in conserving his tires. Care for your tires today as you never did before!

Keep air pressures up to standard recommended by manufacturer—do not underinflate—do not overinflate.

Have your tires inspected regularly for cuts, bruises, or any other tire-killing mechanical defects.

Avoid curb wear as well as sudden starts and stops.

Observe the war speed of not more than 35 miles an hour.

Protect your present tires by prompt recapping and regular care.



Bent axles, wobbly wheels, out-of-round brake drums, brakes out of adjustment, or uneven caster are other mechanical difficulties which may cause irregular wear as shown above and which must be corrected to save the tire.

WHEN
WERE
YOUR TIRES
CHECKED
LAST?

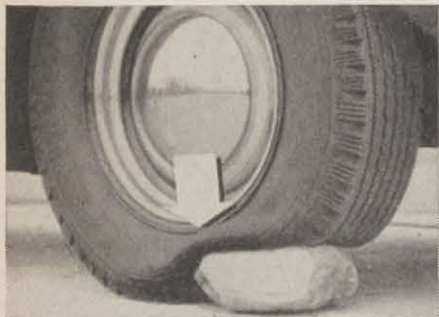
RECENTLY?



TIRES CAN
BE MADE
TO LAST
LONGER
THROUGH
REGULAR
CARE

TIRES DAMAGED BY CUTS

A tire's tread and sidewall are tough and resistant to cuts, but an occasional sharp object such as a piece of glass or metal will cut a tire. Since rubber cuts easiest when wet, tires are more likely to be cut on a wet road than on a dry one.



Certain loose objects will break the cords of the tire fabric if struck with enough force.



The force with which a tire hits the edge of a hole in the pavement may cause a bruise.



Rim bruises or fabric breaks will result if a tire is crushed against a curb in parking or turning.

The pictures used to illustrate these pages have been furnished by the Goodyear Tire and Rubber Company, Inc., however their use does not constitute an endorsement by the Federal Government since the Government does not endorse any product.

Excerpts From Plant Publications

"Unfortunately many thousands of cars today are showing premature wear because their owners have failed to take proper care of them in the past. It is now the eleventh hour with respect to car maintenance."

—THE COLTSMAN,
Colt's Patent Fire Arms Mfg. Co.

"To use a popular song title, if you want to keep your car rolling, 'You've Got to Accentuate the Positive, Eliminate the Negative' in the manner in which you take care of the family bus from here on in."

—THE WAR WORKER,
Stewart-Warner Corporation.

"In peacetime, tire abuse is costly negligence, but in wartime it's also unpatriotic. . . . Much depends on taking care of our tires. We must do it."

—THE MILLER MASCOT,
Miller Printing Machinery Co.



"THEY'RE HAUNTING THE SAME HOUSE TO SAVE GAS AND OIL."

Mat No. M-17

Size 2 in. wide

"Car sharing, car conservation, and careful driving will make every gallon of gasoline, every tire, and every car do a bigger job and will help to shorten the time to victory."

—THE CHAMBERS WORKS NEWS,
*Dupont Chambers Works and
Associated Industries.*

"Today, more than ever before, tire care is squarely up to the car owner. The extent to which he accepts this responsibility may mean the difference between riding and walking later on."

—THE HOWE FULCRUM,
Howe Scale Co.

"Go easy on those tires. They are hard to get, and they are needed as badly as ammunition by our fighting men."

—CANNONEER,
Cannon Electric Development Co.

"Share your ride; do your part in the final big push. . . . Don't use your cars unless absolutely necessary, as they must last a long time before new ones are available. It's up to you. Share your ride and shame the chiseler."

—FOOD MACHINERY NEWS,
*Tractor Division of Food
Machinery Corporation.*

Car-Sharing Posters

Shown in the column on the right is the third of the industry-sponsored posters that will be distributed by local clubs and affiliates of the American Automobile Association. This poster, as well as the fourth of the series, is being sponsored by the Thermoid Company.

"Do your part to protect the life of your car so that you will have your mileage today and tomorrow. Instead of permitting little imperfections and minor troubles go unattended until they become serious, it now becomes necessary to adopt preventive maintenance to conserve your precious transportation facility."

—CHICAGO AIRVIEW NEWS,
Douglas Aircraft Co., Inc.

"Our Government isn't kidding us. There is an immediate and acute shortage of tires, gasoline, and cars, and the only way to lick the situation is to conserve and to double up more than ever before. . . . Ride-sharing is a small but important contribution to the war effort. Therefore, it is only right that we should pledge to share our cars till Victory."

—DELCO-REMY CLAN,
*Delco-Remy Division of
General Motors.*



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1945

MAY



OFFICE OF PRICE ADMINISTRATION
WASHINGTON, D. C.
OFFICIAL BUSINESS

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