

Doc.
Pr32.4261
V.2
No.8

TRANSPORTATION COMMITTEE *News*



PUBLISHED MONTHLY BY THE OFFICE OF PRICE ADMINISTRATION

VOL. 2, No. 8

AUGUST 1945

CAR-SHARING IN WORLD WAR I

Although there was no organized car-sharing in World War I, the linen-duster era is forcibly brought to life in Western Electric's campaign for better car-sharing. Included in this group from the Western Electric Co.'s Hawthorne Works in Chicago are, from left to right, Phyllis Kulacz, Violet Hajek, Catheryn Raleigh, and C. R. Eickstaedt.

These girls and their driver donned apparel of three decades ago and climbed into a 1915 automobile to illustrate how far they will go to ease the transportation situation.

According to William F. Fels, Chairman of the Transportation Committee, the car-sharing average on the principal shift is 3.9 persons per car. This enviable record is, no doubt, due to the well-organized and efficient operation of the Committee, which includes Mr. Fels, S. T. Rockwell, Daniel Moore, and Frank B. Greco.

Mr. Fels further states that one of the major activities of the Committee is impressing on Hawthorne workers the necessity for car-sharing. Mass meetings, posters, articles in company publications, and outdoor stunts are employed to call attention to the critical shortage of cars, gas, and tires. In another instance, a horse and buggy driven by a girl to various plant locations indicated to the workers that they might come to this form of transportation if they neglected car-sharing.



To further improve transportation the Committee has worked in close cooperation with transit companies, serving the Hawthorne plant. As a result, the bus, street-car, and elevated lines have been able to render better service. In spite of vastly increased employment, the number of private passenger cars used in home-to-work travel has been considerably reduced. These results have been accomplished by both improved car-sharing and the better use of public facilities.

As an important part of their car-sharing campaign, Western Electric gave 2 one-semester courses in automotive conservation. Those attending received instruction in tire switching, lubrication, motor care, driving habits, and other subjects calculated to make prewar automobiles last longer. As is usual with Committees of this type, no local board has had reason to complain

about any of the applications certified by this Committee.

In recognition of its achievements in transportation conservation, Western Electric has been presented with the OPA Citation.

It would be difficult to imagine that the car pictured has been in constant use for the past 30 years. But there is no imagination necessary to convince anyone that cars now in operation must be kept in operation and used to their maximum capacity by full car-sharing. Just

as care has nursed this 1915 model through World War I and now World War II, the country's transportation system demands that the cars now on the road be kept on the road by proper care and full use.

FIRST CITATION IN REGION 1 AWARDED TO BETHLEHEM- HINGHAM SHIPYARD

First official recognition of the adoption and efficient operation of an Organized Transportation Plan in OPA Region 1 was given when Eldon C. Shoup, Regional Administrator, presented the OPA Citation to officials of the Bethlehem-Hingham Shipyard, Hingham, Mass., on April 26, 1945.

In addition to company officials, the presentation ceremony was attended by Union officials, plant superintendents, employees of the Transportation Office, regional rep-

(Continued on p. 3)



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

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.

Any material included in the Transportation Committee News may be reproduced, excerpted, or used as background material.

Address all communications to:

The Editor
Transportation Committee News
Room 2202, Run-stop 252-J
Office of Price Administration
Federal Office Building No. 1
Washington 25, D. C.

Vol. 2

No. 8

OPA CITATIONS

Readers will notice that this issue of the *News* is devoted almost entirely to stories and pictures of presentations of OPA Citations.

As a matter of policy, we have publicized the first Citation awarded in the country, the first in each OPA region, and, as space permitted, the first in each OPA district, but so many fine pictures and stories have been received that we have purposely altered the pattern to allow coverage of more presentations.

We wish to point out that the establishments chosen for inclusion in this issue were selected on no particular basis. Other material on hand will be used in subsequent issues.

At the time this is written nearly 1,000 Citations have been awarded throughout the country. The geographical distribution appears somewhat unbalanced, but we are certain that this situation will become less pronounced as OPA field representatives complete the necessary checking prior to nomination.

It has been very gratifying to officials of the Office of Price Administration to see the enthusiasm with which establishments have accepted the Citation. It is further proof that both management and labor have realized the basic importance of employee transportation.

GASOLINE ♦ TIRES ♦ AUTOMOBILES

Third Quarter Gasoline Allocations

Gasoline allocated for civilian consumption in the United States during the third quarter of 1945 was set by the Petroleum Administrator for War at 1,404,000 barrels per day, providing an additional allowance of 140,000 barrels per day which will be consumed by the previously announced increase in the value of the "A" ration and the raising of the "B" ceiling.

When announcing the civilian gasoline quota for the third quarter, Mr. Davies, Deputy Petroleum Administrator, stated: "The regular and extra allocations have been made with the understanding that the petroleum industry will be able to continue its all-out production and that every barrel not required for military and other essential war needs should be made available to the civilian motorist as rapidly as possible."

"OPA has expressed concern the last few months because consumption of gasoline by civilian motorists has steadily risen and now substantially exceeds the regular allocation. OPA has informed us that this excess of consumption over the allocation is largely attributable to issuance of gasoline to civilians above their eligible requirements as defined in OPA rationing regulations."

"Continued overconsumption can only result in a reduction in future allocations for civilian motorists."

Mr. Davies urged the motoring public to make every effort to keep consumption within allocations. This can be accomplished, he said, only if those entitled to gasoline allotments in excess of the basic "A" ration cooperate with their local OPA boards by applying only for the minimum amount of gasoline needed for their essential driving.

The total civilian allocation, 1,404,000 barrels per day for the third quarter, has been distributed among the three claimant agencies as follows: ODT, claimant for passenger cars, busses, trucks, and taxicabs—1,018,000 barrels per day; Office of Civilian Requirements, claimant for civilian uses—93,000 barrels per day; and War Food Administration, claimant for agricultural uses—153,000 barrels

per day. The ODT and OCR claims are greater than for the preceding quarter while the WFA claim is 40,000 barrels per day less, reflecting the normal seasonal fluctuation in agricultural requirements.

Changes in Tire Rationing Regulations Important to Terminating Employees

Through the adoption of Amendment No. 101 to the Tire Rationing Regulations, local boards may now issue certificates for Grade 1 passenger-car tires for an automobile being used to effect a bona fide change of residence by gasoline obtained through the issuance of a special gasoline ration.

This means that war workers moving from one city to another for occupational reasons or persons whose employment has been terminated and who wish to return to an original residence or a new residence will now be eligible for Grade 1 passenger car tires, *if a local board issues a special ration for the move.* It is to be pointed out, however, that certificates will be issued to eligibles on this basis only after all other eligibles have been considered. In other words, such eligibles are included at the bottom of the present preference list.

New 1945 Cars Rationed to Essential Users; New 1942 Models Ration-Free

Amendment No. 22 to Ration Order 2B provides that all cars imported or manufactured after July 1, 1945, shall be rationed, for the present time, to the eight essential classes of drivers formerly eligible for new 1942 cars, which became ration-free July 18, 1945.

This means that anyone who can find a new 1942 automobile is eligible to purchase it and that all certificates previously issued for 1942 cars became invalid after July 18, 1945.

There are only about 6,000 of these cars available or about 1 percent of the original stock pile of 530,000 new cars on hand February 1, 1942.

The original stock was a 53-day supply in normal times but it has been stretched over more than 3½ years by rationing. The limited classes of eligible drivers will be expanded as soon as new-car production makes it possible.

Bethlehem-Hingham Shipyard Citation

(Continued from p. 1)



W. H. Collins (right), Vice President of Bethlehem Steel Co., receives OPA Citation from Eldon C. Shoup, OPA Regional Administrator, Boston, Mass.

representatives of the War Production Board, and regional and local officials of the Office of Price Administration.

Much of the credit for the way in which employee transportation to and from the Bethlehem-Hingham Shipyard goes to M. A. Turner and his coworkers in the Transportation Office. Mr. Turner has handled the problem from the beginning. He placed into effect the car-sharing plan which has proved so successful, allowing the shipyard to establish and maintain one of the best records in the New England area. Where needed, bus service was inaugurated to bring employees from outlying districts. Early in April 1943, the shipyard train, the first of its type in the country, started service between Boston and Hingham. When employment at the yard was at a peak, the train carried 800 workers from the Boston area.

The group picture at the right shows Mr. Turner receiving the Citation from Mr. Collins, surrounded by other company officials and employees of the Transportation Office.

Louisiana Ordnance Plant Receives Citation

In awarding the Citation to the Louisiana Ordnance Plant, Mr. E. A. Speriky, District Director of OPA in Shreveport, praised the Transportation Committee for having set such a good record under the most complicated circumstances. The plant covers an area of 16,000 acres and its employees come from approximately 50 different cities and towns within a radius of 70 miles.

It is somewhat difficult to get to the plant inasmuch as the nearest town of any size is 10 miles away, and Shreveport is 23 miles distant. Added to these difficulties is the fact there are 11 shift changes in 10 different plant areas every 24 hours. In spite of the problems presented by these circumstances, this war plant through its comprehensive car-sharing program was able to set a record of carrying an average of 4.46 persons per car.

Mr. C. C. Orlowski, Chairman of the Transportation Committee, reports that his Committee, in addition to its ride-sharing program, has also been very active in recovering invalidated supplemen-

tary ration coupons. From October 1944 through March 1945, the plant board recovered 3,020 coupons, totaling 15,100 gallons of gasoline and 37 tire certificates, from terminating employees.

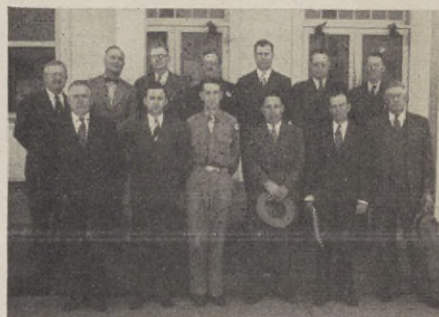
The bus companies serving the plant give monthly reports showing

where and on what shifts transportation is available to employees. With the data thus gathered and by a strict adherence to their rule, that everyone driving to and from work carry at least three other persons, the Trans-

portation Committee has been able to maintain the fine car-sharing average previously established.

The Committee receives a daily employee termination list from the pay-roll department and this is checked with the ration files. Local Boards are notified immediately, when it is impossible to recover rations from employees upon termination.

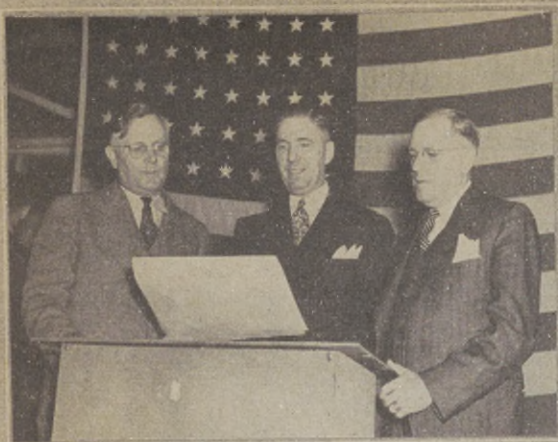
The employees at this plant come under the jurisdiction of 9 parish Local Boards. It is easy to understand why the Louisiana Ordnance has very happy relations with all of these Boards.



Left to right, Christine Gladney, Betty Roberts, Belmira Barrows, Francis Courtney, Helena Pratt, Mr. Turner, Sam Long, Mr. Collins, Sam Wakeman, general superintendent of Bethlehem-Hingham, Mr. Shoup, E. C. Hollis, Irene Bishop, Norma Saville, and Alaine Farrel.

if you want to ride.
**RECAP
IN
TIME!**





Citations

Shown here are a few of the recent winners
of the OPA Citation

TOP, left to right:

Caterpillar Tractor Co., Peoria, Illinois
American Optical Co., Southbridge, Massachusetts
Winters & Crompton Corp., Grandville, Michigan
Higgins Industries, Inc., New Orleans, Louisiana

CENTER, left to right:

Lubbock Army Air Field, Lubbock, Texas
Pampa Army Air Field, Pampa, Texas
Ypsilanti-Reed Furniture Co., Ionia, Michigan

BOTTOM, left to right:

Pantex Ordnance Plant, Amarillo, Texas
Aireon Manufacturing Corp., Kansas City, Kansas
Swift & Company, Kansas City, Kansas



HERE *and* THERE *with* Committees

NEBRASKA ORDNANCE PLANT

The responsibility of coordinating transportation for the entire personnel of the Nebraska Ordnance Plant, Fremont, Nebr., rests upon the shoulders of Mr. C. P. Wood, of the Transportation Office.

This is no small responsibility when it is pointed out that the plant covers an area of over 17,000 acres, and draws its workers from 51 different towns.

Because of the extensive area covered by the plant, and the fact that the shops are scattered, even to the four extreme edges, a considerable amount of intra-area travel is necessary. There are nine plant-owned busses, operating 6 days a week on a round-the-clock schedule, which serve as transportation within the plant grounds.

Until about a year ago, however, it was still necessary for drivers to deliver their passengers to their individual work stations. To eliminate this extra mileage NOP installed a bus terminal on a convenient site near the main entrances to the plant. At this point busses gather at shift changes and transport the occupants of passenger cars to their individual stations. Now a driver may discharge all of his riders at one place, allowing a very appreciable passenger car-mileage savings.

A recent conservation month at the Transportation Office included the disposition of 610 gasoline applications, 102 tire applications and 370 rides for employees. According to Mr. Wood, the employee ride handling alone will average in the 500's each month.



A view of the Transportation Office and personnel is shown above.

CURTISS-WRIGHT CORPORATION

Ever since rationing began in the Buffalo area in 1942, the Curtiss-Wright Airport Plant at Buffalo, N. Y., has retained the services of an expert tire man with 22 years' experience in the tire business, who makes regular inspections of tires on employees' cars parked on company lots, and gives expert advice on tire care.

It is estimated that this service has saved hundreds of tires and prolonged the life of an inestimable number.

We have reproduced here the simple form card tag which the inspector uses in making notations of needed repairs and which he attaches to the car door. A duplicate of this card is filed with the Transportation Office for reference when tire applications are screened.

LICENSE NO. _____		DATE _____		
CURTISS-WRIGHT CORPORATION AIRPLANE DIVISION — BUFFALO PLANTS				
In order to conserve rubber and assist you in keeping your car running, an inspection of your tires was made today.				
TIRE INSPECTION TAG	TIRE	SERIAL NO.	SHOULD BE	TODAY'S AIR PRESSURE
	R. F.	_____	_____	_____
	L. F.	_____	_____	_____
	R. R.	_____	_____	_____
	L. R.	_____	_____	_____
	SPARE	_____	_____	_____
SIGNED _____			INSPECTOR _____	
REMARKS: _____				
ANOTHER CURTISS-WRIGHT SERVICE				
			PLANT _____	
C-WB 665				

Over a year ago Curtiss-Wright made arrangements with seven different gasoline stations located near the plant where employees could leave tires which would be picked up, recapped and returned within 3 days. This service has also saved much rubber.

Considering that certificates for 800 to 1,500 tires per month are issued (depending on quota), rubber is a sizeable item in this plant's transportation problem.

TITEFLEX INCORPORATED

Space was freely given in a recent issue of *The Titeflexer*, plant publication of Titeflex, Inc., Newark, N. J., to impress emphatically on employees the vital need for the automobile conservation program. Bare facts were printed about the seriousness of the dwindling supplies of automobiles, automobile parts, tires and the scarcity of manpower to repair automobiles.

Under a caption of "Titeflex Cars Are Getting Old—Will They Last Out the Jap War," the critical situation was brought home to Titeflexers as it affects their own cars and their means of transportation. Employees were cautioned to give their aging cars the utmost in care and to reduce traffic accidents (one of the worst hazards).

Under a subcaption "Our Own Leaping Lenas," Ed Freeland, Transportation Coordinator, records some interesting facts which he dug up on employees' cars, among other items—their ages. The oldest car is of the 1926 vintage—a patriarch of 19 years; five are 16 years old and the overall average is 8 years.



Pictured above are four of the 16-year-olds with their drivers. Left to right: Jack Kozik, Joseph F. Kearns, Henry L. Davisson, and James J. Ricci. All four cars are reported to be in good mechanical condition, despite their age.

DES MOINES ORDNANCE PLANT

The Des Moines Ordnance Plant, a division of the United States Rubber Company, covers 5,400 acres of ground, 9 miles north of Des Moines, Iowa. Its 10,000 employees come from 69 Iowa towns within a radius of 60 miles. This situation made it impossible to follow the plan of having one centralized Transportation Committee. They tried it and were unable to sell the ride-sharing program because they were not "close" enough to the employees. Their solution of the problem may be of interest to others in the same situation.

A competent young lady, such as the one shown in the accompanying picture, was appointed as a "Service Representative" on each shift and for each building. In this manner the same people work together at all times. This closer contact makes selling the program much easier as is evidenced by the fact that the plant's car-sharing average increased from 2.89 persons per car in September 1942 to 4.00 persons per car in February 1945.



Although the Service Representative maintains close, friendly relationship with the workers, the Central Transportation Committee gives her the advantage of constant supervision and advice.

By working in close cooperation with the employment department the Committee has been able to have included in the employee's first day orientation program, instruction stressing the need for conservation of gas, tires and automobiles; and the importance of car-sharing.

The Committee is informed prior to any employee termination and is able either to salvage unused coupons or send a report to the employee's home board.

Because of the splendid results accomplished by the Transportation Committee's practical and effective operation, the Des Moines Ordnance Plant was awarded the OPA Citation. Although all committees may not be able to use the methods followed by this Committee, it is certainly a good example of the different plans that can be devised in order to attain a high car-sharing average.

CONTINENTAL MOTORS CORPORATION

The Transportation Committee at Continental Motors Corporation, Muskegon, Mich., has in a very definite way been directly responsible for the plant's receiving the OPA Citation.

Although many of their employees come from a radius of 100 miles, they were able to boast of a record of 3.6 persons per car at the time of the Citation ceremony.

Cooperation between the Management and the Labor members of the Committee has been one of the biggest contributing factors to the success of the program.

The accompanying picture is indicative of the neatness and industry of the Committee, as well as to illustrate by the wide use of posters the active campaign for car-sharing that it is promoting.



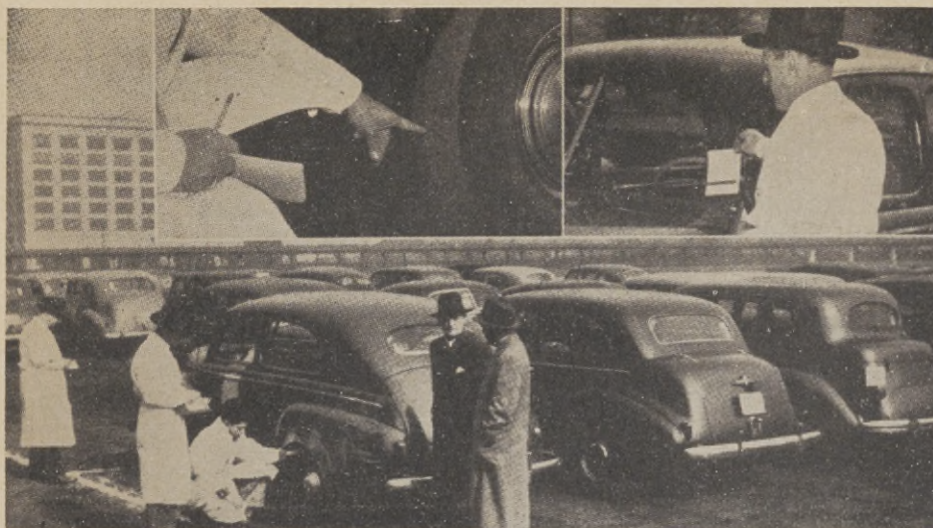
Committee members shown in the picture are: standing at counter, Oren Jacobs, labor representative; Phillip J. Mahn, management representative; at telephone, Derk Peterman, assistant to Mr. Mahn; working at files, G. L. Anderson, labor representative; and Mrs. Marian Fearnly, representative on Plant Area Board.



"Which would you rather have—Gas, Steak or Nylons?" roving reporter's question at **Morris Paper Company, Morris, Ill.**—answers were amusing, we reserve comment, however, it might prove incriminating. . . . **Cesna Aircraft Company, Wichita, Kans.**, asked drivers to notify Transportation Office when going on vacation—rides will be found for their passengers. . . . 1930 vintage U. S. S. **Arizona** is transporter of seven "Navy wives" to **Goodyear Aircraft Corp., Litchfield Park, Ariz.**—standing rule when car won't run—"front seat pushes, back seat relaxes." . . . "No charge made for air put in tires"—timely reminder of **Army Air Field, Harvard, Nebr.** . . . Rack near time clock at **J. A. Zurn Manufacturing Co., Erie Pa.**, holds supplemental gas forms—convenient! . . . Transportation Office pinch-hits for "Lost and Found" Department for articles left on busses serving U. S. Naval **Ammunition Depot, Hastings, Nebr.** . . . **Allis-Chalmers La Porte Works, La Porte, Ind.**, warns that inattention, chance-taking, speeding, and other traffic violations as well as failure to keep cars in safe condition, are human faults—not bad luck. . . . **Lone Star Cement Corp., Houston, Tex.**, offers booklet "Driving Rules"—has loads of hints on proper car upkeep. . . . "Champ" **Hap Morris, Salt River Valley Water Users' Assoc., Phoenix, Ariz.**, carries six 200 lb. passengers—healthy load! . . . **Rohr Aircraft Corp., Chula Vista, Calif.**, slogan—"Remember! One Person for Every Tire!" . . . Over 300 workers obtained rides or passengers in 4 months through Transportation Office of **Higgins Industries, Inc., New Orleans, La.** . . . **Sunflower Ordnance Works, Lawrence, Kans.**, inaugurated two new services, one for bus riders—a new shelter with canteen—no more waiting in rain or snow—for car-owners a repair service while you work, complete with an attendant picking up and delivering the car after repairs are made. . . . All employees of **Stewart-Warner Corp., Chicago, Ill.**, are filing new abbreviated transportation cards to supplement permanent file, best way of being sure data is current.

**THE EDITOR OF THE NEWS
CAN USE MORE
STORIES ON COMMITTEES!**

Tire Inspection Day for Wekearnyans



White-coated expert tire repairmen recently inspected 20,000 tires on 5,000 employee-owned automobiles in parking lots of Western Electric, Kearny Works, Kearny, N. J.

Picture shows experts beginning their inspection tour of the cars. (Insert left) Inspector points to a dangerously smooth tread. (Top right) Inspection ticket is being tucked behind windshield-wiper of a car on which a number of tire defects were found.

C. W. Sterling, Chairman of the Labor-Management Transportation Committee, Kearny Works, made arrangements for the inspection in an effort to extend the life of employees' tires.



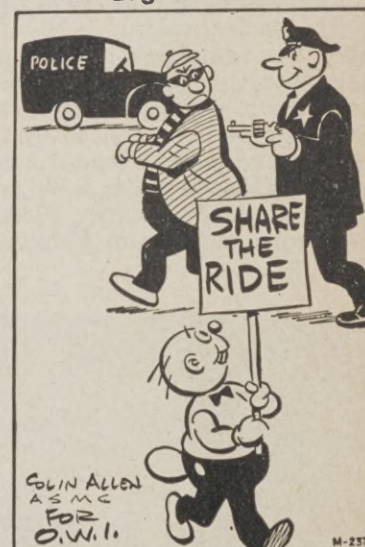
Mat No. M-246—2" wide

CAR-SHARING CARTOONS

Mats for the cartoons shown here are available to Transportation Committees for use in plant publications. Please order by mat number and address all requests to the Editor. (See page 2 for proper address.)

U. S. GOVERNMENT PRINTING OFFICE 654870°

Eager Beaver



Mat No. M-237—2" wide

1945

AUGUST



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

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

LYNN STATE AGRICULTURAL COLLEGE LIBRARY