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TRANSPORTATION COMMITTEE *News*



PUBLISHED MONTHLY BY THE OFFICE OF PRICE ADMINISTRATION

VOL. 2, No. 3

MARCH 1945

1945 PREDICTED AS HARDEST YEAR

In a recent report, the Office of War Information, using data furnished by the War Production Board, the Office of Defense Transportation, the Office of Price Administration, and other agencies concerned with civilian transportation, made the following statement:

"Owners of passenger automobiles, trucks, and busses will face, during 1945, the hardest period since the war began."

This prediction is based on the following which are excerpts from the OWI report.

THE GASOLINE SITUATION

Even though the certified production of all petroleum liquids for February 1945 is at an all-time peak and the current production of all grades of gasoline is also at a record-breaking total, the problem of gasoline supplies for civilians remains acute. Reason for lack of improvement: Military demands have expanded along with increased production.

Military requirements are currently on the increase. This always causes greater demands on transportation facilities. At the present moment, transportation is tighter than supply.

Increased gasoline supplies for use abroad are expected from the Near East and Middle East late this year. If the war's pace should slacken late in 1945 or if "Victory-in-Europe" Day should arrive at that time, some surpluses may be expected for civilian use depending on a decrease, if any, in military demands. Officials cautioned, however, that more liberal rationing of gasoline after "V-E" Day is con-

tingent on a number of factors which would prevail at that time.

Col. J. Monroe Johnson, ODT Director, made the following comment about gasoline supplies and the condition of the Nation's gasoline-powered automotive vehicles:

"... Because of the shortage of tires, parts, and new vehicles, there is no immediate prospect that ODT will increase its claims for gasoline for civilian use."

Consumption of gasoline has recently been running slightly higher than allocations, meaning that the Nation is using reserves, according to PAW.

Gasoline Has Gone To War!

Although the German offensive in France during December is now history—

500,000 gallons of American gasoline was either captured or destroyed in just one offensive.

THE TIRE SITUATION

With tires carrying more freight and passenger traffic today than ever before in history and with military mechanization requiring more and more tires, the problem of producing enough tires for essential civilian and military transportation is acute, ODT officials emphasize.

The armed forces now need about 30 percent more tires than they are getting. The military hopes to get approximately 20,000,000 heavy-duty tires in 1945, or about 10,000,000 more than in 1944. There are

two million American-made military vehicles rolling on rubber throughout the world.

In the face of multiplied military tire requirements, the Nation's civilian owners of passenger automobiles will have to endure another year of stringent rationing. WPB has reduced the production of civilian passenger car tires in the first quarter of 1945 from an anticipated 8,000,000 tires to 5,000,000 tires.

Recent monthly tire quotas allocated by OPA are as follows:

Month	Passenger Car Tires	Truck and Bus Tires
Dec. '44	2,000,000	400,000
Jan. '45	1,800,000	326,200
Feb. '45	1,600,000	326,200

THE PASSENGER CAR SITUATION

No new passenger cars will be produced in 1945, WPB says.

The future of civilian passenger car transportation in America looks grim with automobiles disappearing from highways at the rate of about 4,000 daily or nearly 1,500,000 annually due to such factors as scarcity of tires, replacement parts, and mechanical deterioration, according to the Office of Defense Transportation.

Scrapping of private passenger automobiles continues at a high rate, and the total number of such cars in the hands of essential drivers is getting dangerously low. ODT, making its study from sources other than registrations, estimates that the national total of passenger cars as of January 1, 1944, was 25,900,000. This figure dwindled to 24,400,000 as of January 1, 1945.

TRANSPORTATION COMMITTEE News

PUBLISHED MONTHLY BY THE OFFICE OF PRICE ADMINISTRATION

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Room 2202, Run-stop 252-J
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Volume 2

No. 3

MILEAGE CONSERVATION Highlights

NEW CAR RATIONING

Under Amendment 18 to Ration Order 2B, home-to-work travel requirements are no longer a qualification for a new 1942 passenger car. In other words, no employee, regardless of the essentiality of the establishment where he works, will be eligible for a new car to drive to work.

Prior to this change in Ration Order 2B, 26 groups have been eligible. The new list includes only eight. This action was taken in view of the dwindling supply of new cars available for rationing, which, today is approximately 10,000. Monthly applications for new cars have been running about five times greater than the present national quota of 2,000 units.

However, used 1942 models can be purchased by all persons who are eligible for preferred mileage of 200 or more miles per month for a period of at least a year, if it can be demonstrated that other vehicles are not available and that public transportation is not available and adequate.

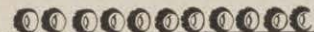
A second important change in the automobile rationing regulations is the elimination of the requirement that applicants for certificates for used 1942 cars locate a specific vehicle before applying for a ration certificate. This will do away with the inconvenience of finding a suitable car only to have a local War Price and Rationing

CIVILIAN USE OF AUTOMOTIVE SUPPLIES

GASOLINE USED IN PASSENGER CARS

1938		342,511,000 Barrels
1939		358,844,000 Barrels
1940		376,612,000 Barrels
1941		424,710,000 Barrels
1942		327,962,000 Barrels
1943		244,628,000 Barrels
1944		249,520,000 Barrels

TIRES SOLD FOR PASSENGER CAR USE

1938		37,766,000 Tires
1939		49,558,000 Tires
1940		50,600,000 Tires
1941		54,079,000 Tires
1942		3,546,000 Tires
1943		13,259,000 Tires
1944		18,000,000 Tires

NEW PASSENGER CARS SOLD

1938		1,958,000 Cars
1939		2,724,000 Cars
1940		3,464,000 Cars
1941		3,780,000 Cars
1942		251,088 Cars
1943		209,583 Cars
1944		67,800 Cars

Board determine that the applicant is ineligible.

The new-car eligibility list is now as follows:

1. Government employees provided they are engaged in one of four occupations, namely, fire fighting, crime detection, law enforcement specifically related to public health and safety, or transportation of mail.

2. Physicians, surgeons, and midwives, who are governmentally licensed, for necessary out-of-office calls or calls between offices.

3. Regularly licensed farm veterinarians, for serving agricultural establishments.

4. Public-health nurses, for necessary calls.

5. Ministers or religious practitioners authorized by organized religious faiths for regularly serving a locality.

6. Members of the armed forces or State military forces covered by the National Defense Act, as amended, for transportation on official business but not including transfer from post to post or home-to-post travel, provided that commanding officers supply statements that alternative means of transportation are not available and adequate.

7. Taxicab owners for replacements, or, with permission from the Office of Defense Transportation, for additions to their fleets.

8. Owners of car-rental businesses, where the vehicle will be used exclusively for rental to persons in any of the seven foregoing categories in exchange for a ration certificate for a new car.

GASOLINE AND TIRES HAVE GONE TO WAR

DELCO-REMY PUBLICIZES CAR-SHARING

It has always been recognized that publicity is an important and almost necessary part of any good Transportation Committee Program. Gasoline rationing with the requirement of car sharing, like any of the other rationing programs, is to a large degree based upon cooperation of the American people. This is the democratic way of life. But it is also part of the democratic way that Americans know why gasoline must be rationed and why car sharing is necessary.

We have seen numerous examples of publicity used by different transportation committees throughout the country. House organs and employee publications have been an effective media. The two stories shown below have been reproduced from the front pages of the January 5 and January 12 issues of the "Delco-Remy Clan," employee publication of the Delco-Remy Division of General Motors, Anderson, Ind. Both are very good examples of

this type of publicity which we feel is essential to the success of the program in any plant.

The second story announcing the adoption of the "Windshield Car-Sharing Pledge Sticker" idea was of more than passing interest to officials of the Office of Price Administration in Washington. The stickers were printed by Delco-Remy from matrices furnished by OPA after they were offered in the December issue of the "News."

It is believed that the use of a car-sharing sticker by more committees would help materially to increase the car-sharing average. In a way, the idea puts car sharing among individual drivers on somewhat of a competitive basis. Those drivers who have not made too much of an effort to complete their car clubs may not care to be one of the group driving to a plant where most of the cars display a sticker, indicating that the other fellow's

car is doing a real wartime job.

Other committees which have not taken advantage of the columns of their house organ or employee publication to help their car-sharing program can, if they wish, obtain a variety of materials from their local OPA district offices or from the editor of the "News." A number of printing matrices are now available; any part of the "News" may be reproduced without permission or credit; and district offices and local boards can readily supply facts and figures around which stories may be built.

And, as a last minute thought, publicity for the program may help your plant win the OPA citation announced in the January issue of the "News."

Ride-Sharing Is Nothing Compared to Creeping Your Way Along War-Torn Streets of Distant Cities



America is using each day 89,000 barrels of gasoline more than its allotment for civilians.

The national inventory of civilian automobiles has dropped more than 4,000,000 since the war started. The average age is eight years.

The national inventory of new automobiles now is less than 20,000.

The rubber situation which looked so promising a couple of months ago has become increasingly alarming as war demands grow.

Aside from patriotism, do the foregoing statements leave you any doubt that car-sharing is

smart business? All of us know that we can't hope for new automobiles for a long time to come.

There is a tire shortage, there is a gasoline shortage, and there is an automobile shortage. No greater proof of the gasoline shortage is needed than the fact that the petroleum industry—not the government—in 1944 spent many thousands of dollars of its own money advertising the shortage and urging conservation.

Therefore, if your ration board or your plant transportation committee cuts you to the quick on your gasoline al-

lowance, they're doing it to help win the war. But they're doing more than that. They're doing you a personal favor. They are compelling you to prolong the life of your car. Someday you'll need it badly and may look back ruefully on the miles you wasted on jaunts that accomplished nothing more than the satisfaction of a whim.

Your Car Is Vital

Your automobile is more than a mere personal possession. It is a link in our national transportation system. If you wear it out you will be forced to use overtaxed public transportation or stand out and wave your thumb. You will be compelled to lose many valuable hours at your job—hours that mean much to your pocket-book, but what is more important, hours that are vital to the war machine.

Sure, it's a nuisance to join a ride-sharing club! But it's nothing compared to inching your way along the rubble-filled streets of distant cities where war is raging. Those men are not thinking of convenience. They're thinking of their very existence.

This war isn't over by a long shot. The scope of fighting in the Pacific staggers the imagination. And it will become more staggering when our army goes into China.

Beside all of this, ride-sharing seems like a pretty trivial contribution, doesn't it?

Transportation Office Explains Urgent Need for Ride-Sharing



Martha Anderson, a Plant One inspector who brings six passengers to work every day, proudly becomes the Number One person to display one of the ride-sharing stickers which the Delco-Remy Transportation Office plans to distribute here next week. Jesse Biddle, of the Transportation Office, watches her place the sticker on the windshield. With her husband in the Seabees, Martha has continued to use the family car to bring Delco-Remy folks to work. She picks up five passengers in Elwood and a sixth in North Anderson. (The inset at left is a reproduction of the sticker.)

Delco-Remy folks, living in four or five surrounding counties and a large number of them driving several miles a day or night to work, have done an outstanding job of ride-sharing—one that has been commended often by the OPA.

But the job still isn't good enough!!

We must and will do everything possible to keep full passenger lists at all times. 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. Like our boys on the cold German Front, it is time to take another hitch in our belts and face the toughest wartime winter yet.

Sure... our record of ride-sharing looks good, perhaps one of the best among large industries where people are drawn from a wide

area. On the average, each car driving to Delco-Remy carries 3.5 passengers. And in some sections, the average soars above the 4 mark—with the Elwood district showing a high of 4.7 passengers.

Room for Improvement

But our average could and should be higher. Discounting a few drivers who work unusual hours and have little, if any, opportunity to fill their cars, there are still too many on regular shifts who haven't made a conscientious effort to co-operate on pooling their cars. There also are those who fail to tell the Transportation Office when they lose passengers, when they are transferred or when they change shifts.

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.

SHARE YOUR CAR

HERE *and* THERE *with* Committees

Champion Spark Plug Company

The success of the Transportation Committee at the Champion Spark Plug Co., Toledo, Ohio, is ample evidence that a committee need not resort to the unusual to develop and maintain a consistently good record of mileage conservation. For sometime now, the car-sharing average at this plant has been above 3.5, and, as reported by the Toledo District Office, "Nothing exceptional or out-of-the-ordinary accounts for the excellent results in this transportation program, outside of the fact that the committee functions as a committee and is consistently on the alert for adding to the car-sharing groups."

The committee of three Champion employees, all members of Local 12, U. A. W., C. I. O., spend 100 percent of their time on employee transportation. The report on their operations reads like the Transportation Committee Manual. They maintain the recommended files, meter mileage, arrange car clubs, check statements of irregular hours with department foremen, endorse coupons before they are given to the employees, pick up rations on terminations, extend earliest renewal dates following days off, vacations or other leave, and publicize car sharing with posters and other material.

Shown below are the committee members, Miss Irene Cherry, Bruce Melvin, chairman, and Wayne Wisebaker, vice chairman.



In addition, the committee has worked closely with the plant protection officers to obtain the most efficient and safest use of the plant

parking lot; they have obtained the cooperation of the local transit company in handling employees who use public transportation—very often special busses are dispatched to accommodate employees in several departments which occasionally must work unusual hours; every 90 days when a renewal application is filed, a committee member discusses tire and vehicle maintenance with the applicant; and the committee assists employees with all rationing programs—food, shoes, etc., as well as gasoline and tires.

HAVE YOU SENT IN THAT COMMITTEE STORY?

The United-Cheyenne Modification Center

The United-Cheyenne Modification Center, operated by United Air Lines, Inc., Cheyenne, Wyo., has been selected by R. C. Anderson, assistant to Ed. Hanna, Gasoline District Rationing Representative for that area, as a most cooperative organization — doing an excellent job on conservation through ride sharing.

Mr. Anderson writes: "The Modification Center employees at the present time number 900. They operate two shifts and a skeleton shift. There are 470 employees on the first shift, 400 on the second, and 30 on the skeleton shift. The center furnishes four busses for the day shift from Fort Collins, Colo., transporting 169 employees and three busses on the evening shift. They also furnish three busses for the day shift from Greeley, Colo., transporting 168 employees and two busses on the evening shift.

"Their radius of labor area is approximately 60 miles. The busses operate approximately 876,200 passenger miles per month. This is a very appreciable saving, compared to the mileage required if these people were transported by private passenger car.

New England Shipbuilding Corporation

Since receiving the 1944 annual report of the Department of Personnel Services, New England Shipbuilding Corporation, South Portland, Maine, we are better able to understand how the car-sharing average for this company has remained above four persons per car during the entire year.

In addition to Mr. William R. Bennett, Jr., and Mr. Jore F. Hickey, Director and Assistant Director of Personnel Services, thirteen people assist employees of New England Shipbuilding Corporation with their problems of housing, rationing, transportation, and miscellaneous services, including income tax returns, motor vehicle operator's licenses, etc. Both Mr. Bennett and Mr. Hickey are management representatives on the joint-management-labor Transportation Committee at the plant. Labor representatives are Mr. Michael J. Foley, chairman, and Mr. Richard Leath.

The following are excerpts from the report:

RIDE SHARING.—The whole picture on ride sharing at the New England Shipbuilding Corporation has greatly improved during 1944. During the year the employees of this yard were made to feel more and more "ride-sharing" conscious, and except for the very small minority which will always exist everywhere, our employees have cooperated very well in ride sharing and in the program to conserve gasoline and tires.

RATIONS RECOVERED.—The program inaugurated on September 1, 1943, to recover gasoline rations from employees separating from the shipyard or no longer having any need for their gasoline ration though they still remain in the shipyard, has seen success far greater than anticipated by anyone. The most encouraging development has been the willingness of employees still employed in the shipyard to turn back their gasoline rations voluntarily, when for various reasons they no longer need them.

(Continued on page 5, Column 1)

GASOLINE AND TIRES HAVE GONE TO WAR

(Continued from page 4, column 3)

(Editor's note. — The report shows that coupons representing nearly one million miles of travel were recovered during 1944.)

ENDORSEMENT OF GASOLINE COUPONS.—Before any employee at the New England Shipbuilding Corporation receives his or her gasoline ration, the Department of Personnel Services first endorses each and every gasoline ration coupon.

BUS SERVICE.—During 1944, the Department of Personnel Services in conjunction with the transportation Committee has done a great deal to synchronize bus service to the shipyard. Many individual complaints were straightened out, and many suggestions were passed on to the various bus companies. As the year ends, we feel that bus service to the shipyards is operating far better than at the start of 1944.

Camp Chaffee, Arkansas

An excellent record of car sharing has been established at Camp Chaffee, Ark., under the direction of Col. Charles J. Deahl, Jr., the camp commander.

The 1,276 passenger cars used in home-to-work driving there, carry an average of 5,125 passengers per day, or 4.02 persons per car, even though many of these cars are only two- and three-passenger coupes. Apparently every car is carrying its full capacity.

Colonel Deahl has accomplished this record through his untiring efforts to conserve gasoline, automobiles, and tires. He personally supervises the work of the transportation office and under his orders no more than a 30-day ration is issued unless the applicant has a full-car club.

Camp Chaffee is an outstanding army post, located in the foothills of the Ozark Mountains, about 15 miles from the city of Fort Smith. The population of Fort Smith jumped from 38,000 in pre-war times to about 75,000, creating a difficult transportation problem.

Colonel Deahl realized the problem he faced and lost no time in setting up a transportation office in the headquarters building. S/Sgt. A. Oliver was appointed chief clerk

and is still serving in that capacity under Lt. W. C. Stewart. The team of Lieutenant Stewart and S/Sgt. Oliver has been an outstanding success.

Pensacola Naval Air Station

"Rides" is the name of a new weekly publication which the Rationing Office of the U. S. Naval Air Station at Pensacola, Fla., "un-

RATION RECOVERY BOASTS

In the August-September issue of the "News" we challenged Transportation Committees to match the savings accomplished by the New England Shipbuilding Corporation in the recovery of gasoline ration coupons over a 9-month period. The savings represented 41,296 gallons recovered, or 619,440 travel miles.

Here are a few of the challengers:

Grumman Aircraft, Long Island, N. Y., covering a 9-month period reports—

Number of coupons recovered.....	22,620
Gallons represented.....	92,083
Mileage saved.....	1,381,252

Hunter Field, Savannah, Ga., was reported by the Atlanta Region to have recovered coupons showing:

Gallons represented.....	56,738
Mileage saved.....	851,220

Their record shows 942 cars carrying 3,296 passengers for the past year as against 1,142 cars carrying 3,107 passengers for the previous year. From the recovery figures reported, it is evident the Transportation Committee of this field was quite successful in recovering ration evidences from a substantial percentage of the 200 car owners who no longer use their automobiles for transportation between home and Hunter Field.

Todd Houston Shipbuilding Corporation, Houston, Tex., just got under the deadline for printing this issue with their report for 1944:

Number of coupons surrendered.....	18,556
Gallons represented.....	92,780
Mileage saved.....	1,391,700

New York, OPA Region 2, praised 27 companies for recoveries during September, October, and November 1944 as follows:

Number of coupons surrendered.....	34,763
Gallons represented.....	173,815
Mileage saved.....	2,607,225
Tire mileage saved.....	10,428,900

Maryland Drydock, Baltimore, Md., reports almost 100 percent recovery of gasoline coupons on employment termination. Success is attributed to "hook" words on their receipt form—which practically make the surrender mandatory before an employee can get his pay check.

Let's stop for a moment and reflect just what these reports mean in saving.

The total recovery shown by these four reports amounts to 414,416 gallons of gasoline—or 6,231,397 travel miles. Carrying it one step further—at a tire life expectancy of 25,000 miles per tire, the mileage saved would amount to 995 tires, enough to equip 248 automobiles for approximately 3½ years.

furled to the breeze" in November, at the direction of Capt. James H. McKay.

The editor in a statement of policy said:

"'RIDES' is a publication with a purpose; and its purpose is to discover empty seats in the cars that come in on the station morning and night. Having discovered these empty seats the purpose will be to tell the folks who don't have a regular ride to work just how to go about filling the empty seat with a seat (of pants)."

SHARE YOUR CAR

Did You Happen To Hear

... Robert Benchley ... on "We, the People" recently.

We have always tried to present the serious side of the Transportation Committee program, however, we got a "kick" out of Benchley's script and must admit car sharing can be presented effectively in a lighter vein. Thought you might enjoy it, so here goes. . . .

"Tonight let's talk about you for a change—the inner you. To begin with, you should know that the greatest way to conserve cars, gas and tires is by forming a car pool. And believe me, I should know how, having been an old car-pooler since sprightly youth. How well I remember my first car pool. I was riding down Sunset Boulevard in my model T Ford . . . Suddenly my eager little eyes spotted a trim little torso topped off with a splash of blond hair. Instinctively, my model T came to a screeching stop, and I said: 'Pardon me, but would you like to join my car pool?' That was the first black eye I'd ever had all to myself, but unfortunately not my last. Oh, yes . . . oh, yes . . . car pools . . . car pool.

"Well, let's take it from this angle. Five neighbors are going to work in five different cars. That means they're using five times more cars, gas, and tires than is necessary . . . yeah, I caught that mistake too. It wouldn't be five times more than is necessary because they have to go to work in at least one of the cars. So actually, it breaks down to a definite percentage. With that figure as a basis, let's proceed. Now as . . . see how it clarifies as it unfolds?

"Now let's determine how much war material we've saved by having those neighbors run the one car. To begin with, we have five cars, with one to carry—which leaves four cars. Let's see—that leaves four cars out.

"Let's . . . well, let's consider the gas we've saved, shall we? Four round trips with four cars would total eight trips. Now, the number of gallons we've saved is a very interesting figure. Translating those gallons into rubber brings us to what we have conserved in tires. Four cars times four tires, carry the spares. Well, I'll be a son-of-a-gun, we've saved 16 tires, or, well . . .

"Let's discuss how one organizes a car pool, shall we? Now let me tell you how I did it. It may assist you in avoiding some of the pitfalls. One Sunday I toured our neighborhood getting volunteers for my car pool. Patriotism surged through my veins whenever it could get through. Monday morning, four other patriots were waiting at my garage. One was in a bathing suit. She misunderstood the meaning of the word pool . . . she thought . . . But my heart sank when I opened the garage door. I forgot I sold my car in 1929; but Benchley was determined to conserve cars, gas, and tires. I couldn't let those other patriots down. I bought a car. I also brought along sandwiches and beer. Well, other neighbors heard about that and got patriotic and joined my car pool. So I rented a bus and tripled my beer and sandwich order. You're probably wondering what one does when one's car pool gets out of control—or oversponsored, so

to speak. Well—I now operate the only privately owned fleet of busses in my neighborhood.

"But, seriously speaking, ladies and gentlemen, organized car pools are a definite part of winning this war on the home front. Form a car pool in your neighborhood. Ride to work together. Rotate the use of your cars, and leave the other cars home. That's how you can conserve gas, cars, and tires for the fighting men. If you have any trouble following my car pool plan—just remember—into each vineyard some grapes of wrath must fall.

"And now if you'll pardon me, I have to go down to the scrap drive headquarters and get my rubber heels back. I keep falling over backwards . . . I don't know wea . . . what is wea . . . something . . . Good night."

Car-Sharing Poster

Page 7 of this issue has been used to present a poster suggestion, with the idea that committees may display the page on a bulletin board or in the transportation office after they have read the "News." Committees wishing to reproduce the poster in quantities will be furnished printing matrices or glossy prints 8 x 10½ inches in size. Address requests to the editor.

Transit Company Promotes Care of Private Automobiles

The advertisement reproduced here is an excellent example of the public-spirited cooperation of all hands which has made it possible to maintain essential transportation in face of all but insurmountable difficulties.

It appeared in Washington, D. C., newspapers when the first real cold wave of winter swept down upon the Nation's capital.

TO THE PUBLIC:

More cold weather is just ahead. It will bring additional problems of transportation for you and for us.

TO US

cold weather means more difficulty in starting our vehicles. The better quality gasoline is going to the armed forces and justly so

If you see our vehicles with motors running at times when they are not carrying passengers, we want you to know the reason. The buses must be ready to carry you to work and home again. At present we are using tractors and trucks to expedite starting on cold days.

TO YOU

who have individual transportation or who are members of "Share the Ride" clubs, cold weather also may mean starting trouble.

Therefore, we urge you to take good care of your car. Keep it in a heated garage if possible or where it is least exposed to weather. Safeguard your usual means of transportation so that you will not be forced to place an additional load upon public facilities.

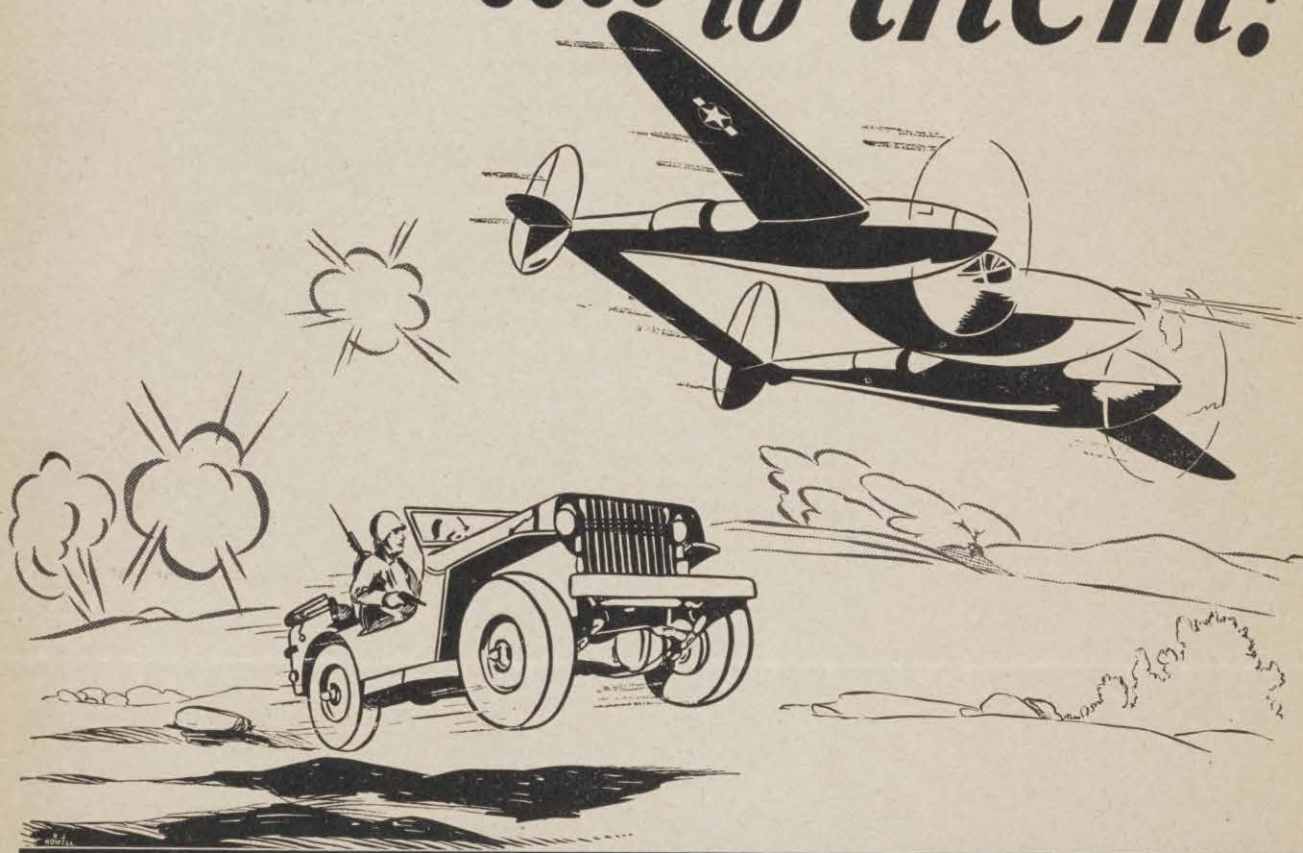
We are using all our experience and skill to maintain our bus service and we want to assure our patrons that we are fully aware of our responsibility to the public.

Thanks for your cooperation,

Capital Transit Co.

GASOLINE AND TIRES HAVE GONE TO WAR

GASOLINE AND TIRES ***CAN'T*** BE RATIONED *to them!*



SHARE YOUR CAR

SHARE YOUR CAR

More Mileage From Your Ration—Here's How

Some time ago the Philadelphia District Office distributed these mileage conservation hints to committees for use on posters or billboards. We pass them along to you as they cover appropriate suggestions.

1. Drive slowly—drive smoothly.
2. Avoid sudden starts and stops—anticipate traffic light changes.
3. Avoid idling your motor.
4. Do not start your motor until your car is fully loaded—then start moving gradually.
5. Start early and take it easy.
6. Do not "rush" parking-lot gates at the end of a day's work.
7. Study the routes between your home and your work. Find a shorter route even if it is not the one you prefer.
8. If you must use your car for necessary shopping, park it out of the congested district. Shop near your home. Organize car-sharing clubs for shopping—alternate driving with your neighbors.
9. Keep your tires properly inflated. Check at least once a week.
10. Have your carburetor adjusted by an expert and keep the mixture lean as possible. Use the same gasoline regularly if you can.
11. Keep your motor clean—remove carbon—replace bad plugs—grind valves and replace piston rings when needed. Gasoline in the crank case will not get you to work.
12. Expand your car-sharing club. Carry more riders, drive your car less frequently. Use public transportation whenever possible.

The Eager Beaver



M-141

Mat No. M-141. Size 2 1/4 in. wide.

Promotional Material Available to Committees

Matrices, from which printing plates may be cast, are available for these cartoons. Committees will find them useful in plant publications and otherwise for program promotion. Requests should include matrix number and should be addressed 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.

The Eager Beaver



M-142

Mat No. M-142. Size 2 1/4 in. wide.

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