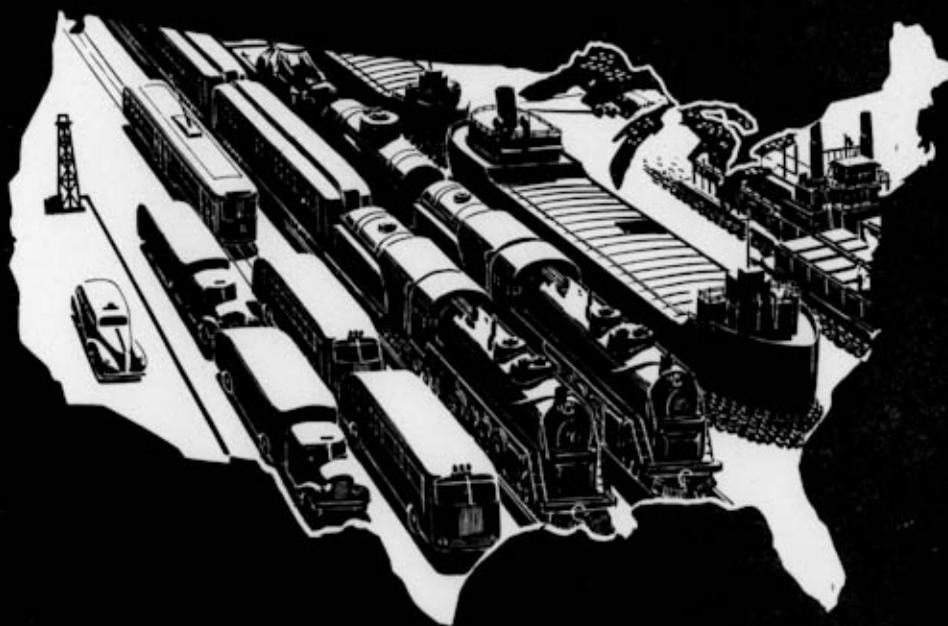


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PROGRESS REPORT PRESIDENT



The Office of
DEFENSE TRANSPORTATION

OFFICE OF DEFENSE TRANSPORTATION

Progress Report to the President for the Second Quarter 1943

SUMMARY

Railway-Transport--Passenger Traffic (Page 1)

An active publicity campaign was again undertaken, stressing the growing transportation needs of our armed forces and essential travel and urging the elimination of non-essential trips.

The average number of troops, excluding furlough travel, handled during the second quarter approached two million per month.

Freight Traffic Volume (Page 2)

Revenue ton-miles partly estimated rose 15.5% in the second quarter of 1943 and about 22% for the six months as compared with corresponding 1942 period.

Three factors developed during the period to interfere with normal second quarter seasonal flow (1) the extreme late opening of lake navigation, retarding the ore loading program, (2) coal strikes, (3) floods in the Mississippi Valley.

Forecast of Traffic for the Year 1943 (Page 6)

Revenue ton-miles for 1943 are estimated at 15% above 1942. Passenger-miles for the year are estimated at 49% above 1942.

Freight Equipment Conservation (Page 6)

The full impact of the effect of General Orders 1 and 18 was felt during the second quarter. L.C.L. carloadings showed a decrease of 9% as compared with the second quarter of 1942 and a 38% decrease as compared with the second quarter of 1941.

It is estimated that the increased average load per car resulting from shippers' voluntary action and from the loading requirements of ODT 18, caused a saving in car usage of about 250,000 cars per month during the second quarter of 1943, when compared with the average load per car on the 1941 basis, and in excess of 400,000 cars per month when based on the 1938 average load.

Port Conditions (Page 9)

Export freight traffic moving through the ports continued to increase during the period but in spite of the increased volume further progress was made in reducing the number of old cars at the ports. Cars on hand 30 days or longer, as of the first of the month,

Summary

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amounted to 9,885 for April; 7,443 for May; 5,030 for June; and 2,573 for July.

Activity at North Atlantic Ports during April was on a moderate level, increasing to a peak near the middle of the quarter. Ports in the Southern Region operated considerably below capacity for the most part.

Considerable cargo delays and undue loss of car efficiency were caused in the Pacific Northwest area by the (1) failure of the Russians to accept cargo that had been requested by them (2) lack of specific ocean shipping information on the part of the War Shipping Administration in so far as the movement of Russian vessels was concerned (3) movement of export commodities westward by Federal Surplus Commodities Corporation under domestic billing.

Coal to New England (Page 11)

Bituminous coal shipped all-rail to New England during the second three months of 1943 decreased 631,565 net tons or 18% from 1942. The net decrease by all routes was 140,454 tons, there being an increase of 883,588 tons via North Atlantic Ports.

Anthracite coal shipped to New England during the second quarter of 1943 showed a decrease of 205,206 net tons or 11.6% from the second quarter of 1942.

Ore Movement (Page 12)

As of May 1, the movement of ore down the Lakes this year was approximately 6,600,000 gross tons behind 1942. The goal of 95,000,000 tons of ore originally set by WPB was subsequently reduced to 91,000,000 tons.

Grain Movement (Page 13)

The demand for cars for the movement of grain has been very heavy, not only for the movement of domestic grain, but also for Canadian food wheat.

Traffic Research (Page 14)

In connection with its responsibility for carrying on the necessary traffic research, the Division of Traffic Movement has made studies on the following subjects:

1. Traffic Moving to and from Pacific Coast States.
2. Monthly Freight Traffic Forecasts.
3. Elimination of Transportation Waste.

Petroleum Transport (Page 17)

The second quarter of 1943 showed distinct improvement over the first quarter in volume of petroleum and its products brought to District No. 1. Average barrels per day amounted to 1,351,419 as compared with 1,177,148 in the first quarter.

Pipe Lines (Page 17)

Disastrous floods did extensive damage to pipe line properties during the second quarter. However, excellent records were made by all pipe lines operating in the more important areas.

Tank Trucks (Page 20)

The effect of the allocation of the 1,092 tank trailers during the first quarter of 1943 is now being fully reflected in the tank car permit situation. As of July 1, 1943, there remained in effect permits authorizing the movement of 35,239 carloads or a total reduction of 18,234 carloads per month from April 1, 1943.

Truck Movement from Greensboro, North Carolina to Northern Points (Page 20)

Due to gasoline shortage in the District of Columbia area in May, trucks were put in operation between Greensboro, North Carolina and this area. During the period of May 28 to June 30, approximately 190,000 barrels of petroleum products were moved by truck.

General Order ODT 37 (Page 21)

This Order, which became effective June 1, 1943, regulates the delivery of less than truck load lots of petroleum products by tank truck.

Tank Cars (Page 22)

There have been maintained during the second quarter over 73,000 tank cars for Eastern Petroleum Service and more cars are being added each day. The cars are averaging 219 barrels per car and the volume being moved into District No. 1 daily is at the one million barrel mark.

Waterways Transport (Page 24)

The Inland Waterways barge conversion program should be completed during the month of July. As of July 1, 103 barges, out of the 116 included in the program, had been converted.

The Division of Coastwise and Intercoastal Transport investigated the use of 25 vessels, for which clearance had been requested by the War Shipping Administration, and approved the requisitioning of these vessels for the armed forces.

General Order ODT 40 became effective July 2, 1943. It was issued for the purpose of controlling the employment of vessels through the control of sales and charters.

Rubber Borne Transport - Critical Situation in Northern East Coast Area (Page 27)

Due to the almost complete extinction of existing gasoline stocks at a number of points in the Northern East Coast area, the OPA at the request of ODT, on May 23, extended remaining second quarter gasoline allotments to commercial vehicles to July 25, thereby requiring of all commercial motor carriers a reduction in gasoline consumption of approximately 40%.

Curtailment in Gasoline Rations for Motor Carriers of Property (Page 28)

At ODT's request, WPB certified a list of industries in which curtailment in operations would be injurious to the war production program and the maintenance of essential civilian economy.

District offices, placed on a quota basis representing the maximum gallonage of motor fuel that could be restored to the appellants, were instructed to honor appeals on the part of carriers in the Northern East Coast area to the extent that operations are included in the WPB preferential list.

As of July 3, approximately 56% of the quotas established for property carrying vehicles had been returned to essential operators.

General Order ODT 39 (Page 29)

General Order ODT 39, issued on May 27 and applicable to all commercial motor carriers of passengers, required a minimum reduction in motor vehicle miles of 20%, based on those miles operated during the week ended May 22.

Motor Transport of Property except by Tank Truck (Page 31)

Outside of the critical situation in the Northern East Coast area reports indicate that, with but few exceptions, all essential freight was handled during the quarter without serious delay.

For-Hire Carriers (Page 32)

The for-hire carrier industry appears to be gradually increasing the utilization of its equipment to full capacity. In general, operators are hauling more freight with less equipment than ever before.

Farm Vehicles (Page 33)

No serious problems have arisen in the movement of agricultural commodities during the second quarter.

Joint Action Plans (Page 33)

As a result of the Amendments 3 and 3A to General Order ODT 17, many joint action plans have been formulated and put into effect. 221 plans, in which thousands of private carriers have participated already, have been submitted. 142 have been cleared for approval, and 59 are the subject of further handling or awaiting final action.

Joint Information Offices (Page 35)

At present there are 80 Joint Information Offices authorized and 66 in operation. During the second quarter there were reported to the offices, 119,000 vehicles, and 285,000 tons of freight of which 115,000 were assigned.

Allocation of New Commercial Motor Vehicles (Page 36)

A total of 19,650 new commercial vehicles was released during this second quarter. There are at the present time about 33,900 new commercial motor vehicles remaining in the civilian pool.

Construction of New Equipment (Page 37)

Construction of 2,100 heavy trucks which were to be produced during the second quarter is now practically completed with the exception of about 800 White trucks. Practically all of the 2,500 trailers, 600 third axle attachments and 6,000 truck and trailer bodies provided for during the second quarter have been completed.

Transit Equipment (Page 38)

Allocation of bus equipment to locations showing necessary proof of need continues. 233 integral buses, 2,044 adult bus bodies and 21 school bus bodies were allocated during the quarter.

Local Transport Conservation Program (Page 41)

Results of conservation programs as compiled from the returns for some 800 local operating companies are indicated in graphic form in Schedule P, attached.

General Orders ODT 20A and 26A (Page 42)

In an effort to better adapt certain existing general orders previously issued to operating conditions, General Orders ODT 20A and 26A were issued. These Orders affect taxicab and rental car operations.

Establishment of ODT Liaison Positions in Office of Maritime Commission (Page 43)

At the request of the Maritime Commission, there has been established within three of their Regional Construction Offices a liaison position for a representative of our Division of Local Transport.

Materials and Equipment (Page 43)

The complete procedure for obtaining controlled materials from the War Production Board, under the Controlled Materials Plan, was followed for the first time during the past quarter.

Memorandum has been submitted to the War Production Board showing the accumulating deficit in transportation requirements which is resulting from the allotments thus far made to ODT based on a minimum essential quantity of carbon steel per quarter. The accumulating deficit of the second and third quarter allotments were shown to amount to 385,200 tons of carbon steel for "A" products only.

During the first 6 months of 1943, locomotive production amounted to 197 steam, 194 Diesels and 13 full electrics.

Materials for construction of 1,200 troop cars and for construction of 175 petroleum pressure cars have been allocated for this purpose in the third quarter.

Transportation Manpower Situation (Page 48)

Employment of Class I Railways showed an increase of 1.6% from mid-March 1943 to mid-April 1943 and an increase of 0.3% from mid-April to mid-May.

Employment in the for-hire trucking industry rose to an estimated 531,000 in May 1943, an increase of .06% from March.

Employment in the local transit industry in May rose to approximately 240,000 as compared with 238,000 in March. Employers estimated that the peak employment for the industry during 1943 would be 251,000.

In the intercity bus industry employment was approximately 49,000 in May, an increase of 3.1% over March 1943.

Industry Manpower Programs (Page 51)

Three special programs to meet manpower needs were completed during the second quarter. They pertain to:

1. Rivers and intercoastal waterways
2. Petroleum trucking industry
3. Taxicab industry

Selective Service Problems (Page 52)

The bulletin on Selective Service procedures was completely revised to take account of recent changes in Selective Service policies and procedures.

Track Labor Shortages (Page 53)

Movement of the first group of 6,000 Mexican workers into this country was completed during June, and arrangements were made for bringing in an additional group of 9,000 workers.

Ex Parte - 148 (Page 54)

ICC decision in Ex Parte 148 was handed down on April 8, 1943.

Rate Bureau Regulations (Page 54)

Further hearings on Bill S-942 relating to legislation for the regulation of rate bureaus were suspended until Fall.

Rate Adjustments (Page 55)

Application for rate adjustment and other matters pertaining thereto, requiring attention thereto in the second quarter, included: (a) Application of Export Rates on Government Traffic through Pacific Coast Ports, (b) Storage in Transit Tariff Applicable to Commercial Freight for Export, (c) Rates on Cinchona Bark from Mexico and Central America, (d) Rates on Tractors from Springfield, Illinois to Mexico, (e) Rates on Imported Vegetable Oils, (f) Rates on Coke from Ironton, Ohio to Kentucky, (g) Rates on Raw Sugar to Wallaceburg, Ontario.

Storage Situation in Pacific Coast Area (Page 57)

During the second quarter, it was necessary for the Division of Storage to devote most of its time to the storage situation on the Pacific Coast in order that adequate storage and handling facilities may become available to take care of the contemplated increases in the Army, Navy and Lend-Lease Export Programs.

Cold Storage Facilities - Pacific Coast (Page 59)

Survey is now being made of the possibilities of substantially increasing the sharp freezer facilities in the Pacific Coast area. Recommendations have been made for the erection of 1,000,000 cubic feet (75% freezer and 25% cooler) in San Francisco and Seattle areas.

Federal Emergency Warehouse Association (Page 60)

As of July 1 a total of 32 Federal Emergency Warehouse Associations had been organized and the War Department alone, as of June 15, occupied slightly over 9,000,000 square feet of floor space in the facilities operated by these associations.

Refrigerated Warehousing (Page 61)

The cold storage warehousing situation is fairly satisfactory except in the North Atlantic ports, other than Boston, and on the Pacific Coast.

Puerto Rican Transport (Page 62)

Office of Defense Transportation is now engaged in two distinct fields of activity in Puerto Rico. One results from the extension of normal ODT activities to the island; the other results from the taking control of and operation of the American Railroad Company of Porto Rico.

Administration (Page 64)

During the quarter the House approved an appropriation of \$14,650,000 for ODT. The Senate accepted the House Bill without change so far as ODT appropriation was concerned.

Changes in the organization included the appointment of Mr. John L. Rogers, formerly Director of the Division of Motor Transport, as Assistant Director of the Office of Defense Transportation. Mr. Harold C. Arnot became Director of the Division of Motor Transport.

OFFICE OF DEFENSE TRANSPORTATION

Progress Report to the President for the Second Quarter of 1943

RAILWAY TRANSPORT

Passenger Traffic

The approach of the summer vacation season with its anticipated increase in travel in the face of an increasing volume of military traffic, expected to reach its peak in October, caused an intensification in our campaign for voluntary travel conservation.

An active publicity campaign through the press, radio and otherwise with the cooperation of the railroads was again undertaken and reached its peak during the last week of June prior to the period of heavy passenger travel over Fourth of July holiday. The copy used in this campaign stressed the growing transportation needs of our armed forces and essential travel, urged the elimination of non-essential trips and a modification in the normal vacation travel habits of the public to meet wartime conditions.

All Government Agencies were again requested to adhere more closely to the ODT program of (1) scheduling annual leaves throughout the year, avoiding holiday periods, (2) reducing Government business travel to the minimum and (3) scrutinizing carefully all requests for speakers at conventions, trade shows, etc., bearing in mind that the appearance of Government representatives at such meetings stimulates the attendance and often provides the major reason for the meeting.

In a further effort to conserve coach and Pullman equipment for military and other essential travel, the railroads were not permitted to expand their services by adding regular trains to resort areas this summer. Some exceptions to this policy were made in the case of coach trains operated between Saturday noon and Sunday midnight and on other days of the week for short-haul coach travel of a semi-commuter type.

Approximately 55% of all Pullman cars in the country were assigned to troop service and about one-third of the coaches. Military troop movements continued to increase. This increase is expected to go on for several months. The average number of troops, excluding furlough travel, handled during the second quarter of the year approached two million per month as compared with a monthly average of approximately one and three quarter million during the first quarter of the year.

Freight Traffic Volume

During the second quarter of 1943, freight carloadings, including l.c.l., increased 8% as compared with the first quarter of the year and were 4.3% less than for the corresponding period of 1942. The six months' carloadings for 1943 decreased 4.6% as compared with the first six months of 1942, due principally to the reduction in carloadings of forest products, ore and merchandise.

If l.c.l. is eliminated from the above statistics, the second quarter carloading figures are 8.1% in excess of the first quarter and 3.6% below last year, with the six months' figures 1943 being .7% below six months 1942.

Due to the increase in the average carload arising chiefly from General Order ODT 1 and 18, as hereinafter described, and the increased length of haul, the carloadings do not give the correct indication of the transportation service furnished by the railroads. This is measured by the revenue ton-miles.

Revenue ton-miles (partly estimated) rose 15.5% in the second quarter and about 22% for the six months as compared with corresponding 1942 periods.

Details of the foregoing figures follow:

| | Cars of Revenue Freight Loaded | | Percent of Increase or Decrease |
|--------------------------|-----------------------------------|-------------|------------------------------------|
| | 1943 | 1942 | |
| <u>First Quarter</u> | | | |
| Carload Freight | 8,480,275 | 8,264,415 | + 2.6% |
| Less Carload Freight | 1,179,640 | 1,891,787 | - 37.6 |
| Total | 9,659,915 | 10,156,202 | - 4.9 |
| <u>Second Quarter</u> | | | |
| Carload Freight | 9,165,977 | 9,511,863 | - 3.6 |
| Less Carload Freight | 1,271,130 | 1,395,336 | - 8.9 |
| Total | 10,437,107 | 10,907,199 | - 4.3 |
| <u>Six Months 1943</u> | | | |
| Carload Freight | 17,646,252 | 17,776,278 | - 0.7 |
| Less Carload Freight | 2,450,770 | 3,287,123 | - 25.4 |
| Total | 20,097,022 | 21,063,401 | - 4.6 |
| <u>Revenue Ten-Miles</u> | | | |
| 1st Quarter (000) | 170,793,306 | 132,025,560 | + 29.3 |
| 2nd Quarter (000) | 182,570,672* | 158,111,772 | + 15.5 |
| 1st 6 Months (000) | 353,363,978 | 290,137,332 | + 21.8 |
| *Partly estimated. | | | |

As a whole, the railroads throughout the United States expeditiously handled the large volume of traffic materializing in the second quarter.

Three conditions developed during the period to interfere with normal second quarter seasonal flow. The first was the extreme late opening of lake navigation. This year the Great Lakes ore loading program was delayed until the latter part of April or about a month later than in the 1942 season. Even after this delayed opening, retarded movement due to accumulated ice was experienced until the early part of May, with

resultant reductions in cargo handled as compared with previous seasons. As of the end of June, the accumulative ore loading for 1943 season showed a decrease of about 9,400,000 tons as compared with the same date in 1942, and represented a decrease of more than 4,000,000 tons, as compared with the same season of 1941.

The seasonal influence which caused a slackening of the traffic load was the recurring threats of and actual strikes which occurred during this quarter. A threatened strike on April first and actual strikes over the periods April 29 - May 1, June 1 - 8, and June 21-July 4, caused considerable less in production and consequent drop in transportation of coal. These repeated stoppages of coal production and slow return to work of the miners seriously affected coal loadings during this quarter, as shown by the following comparison:

| Date | Coal Loadings | | % Decrease |
|------------------|---------------|-----------|------------|
| | 1943 | 1942 | |
| Apr. 4 - June 26 | 1,757,683 | 1,987,935 | 11.6 |

The third and most important condition resulted from the extremely severe floods and areas of high water throughout the states bordering the Mississippi River and its primary tributaries. In early April, flood conditions developed in the Upper Missouri River Valley, causing flood crests which exceeded all previous records since 1881; disastrous results of this flood were felt throughout the month of April, with many railroads, structures, and yards being washed away or inundated for prolonged periods. In May, exceptionally heavy rainfalls in Oklahoma, Kansas, Missouri and Arkansas caused another flood which crested in the Arkansas River near Fort Smith at the highest level in more than 100 years.

Later in May, unusual rains caused the third critical flood condition in the Upper Mississippi River Valley, breaking all records for flood intensity since 1844. Again in June, heavy rains caused more flooding in Kansas, Missouri and Nebraska.

These floods caused severe damage to railroad property and facilities. Several large bridges were washed out and railroad yards as well as both main and branch lines at a number of locations were inundated and damaged. Although the majority of the affected railroads made remarkably fast recoveries, traffic was delayed due to the broad geographic scope of the flooded area, as well as to the prolonged duration of the floods. Coincidental with the first flood on the Arkansas River on May 17, the "Big Inch"-pipe line carrying petroleum to District No. 1, via Norris City, Illinois, was broken where it crosses the river at Little Rock, Arkansas. This important pipe line was not in service for eight days until construction of a temporary pipe line around the break could be completed.

After issuance of diversion and service orders, freight was re-routed around the flooded areas into the most available channels to permit movement to be expedited and to prevent congestion. A most remarkable recovery in transportation was accomplished and no instances of serious congestions or accumulations of traffic developed.

From a rail carrier standpoint, all lines operated efficiently and without delays during the period, with the exception of the aforementioned flood difficulties, and with the further exception of a serious retardation in rail movement on the Santa Fe Railroad west of Amarillo, Texas, where a tight operating condition of varying intensity was noted

throughout the quarter. Caused principally by power shortages and heavy military movements to and from the desert training area east of Barstow, California, congestion developed and prompt action was necessary to afford relief. Through diversion orders, the westbound load on the Santa Fe was reduced by distributing a portion of the business among other lines. As of the close of the quarter, the Santa Fe continued to operate near capacity and while no serious trouble now exists with this carrier, heavy traffic over its western lines still prevails.

The Southern Pacific also felt the brunt of heavy traffic loads in the southwest section of the United States and it was necessary during the latter part of June to relieve this carrier of some of its traffic load through diversion orders.

Forecast of Traffic for the Year 1943

In my Progress Report for the First Quarter of 1943, our forecast of traffic for the year 1943 indicated an increase of about 15% in revenue ton-miles and from 25 to 30% in passenger-miles.

In so far as revenue ton-miles are concerned, this forecast of an increase of about 15% over 1942, or approximately 735 billion ton-miles for the year, still appears to be a reasonable estimate. Our forecast of an increase of 25 to 30% in passenger-miles now appears too low and from present indications, passenger-miles for the year will be approximately 80 billion or 49% over 1942. Chart is attached as Schedule A, showing the trend of revenue ton-miles and passenger-miles from 1911 to 1942, with 1943 estimates as above.

Freight Equipment Conservation

To obtain maximum utilization of all freight equipment, many measures have been adopted in past months. Outstanding among these steps

are General Orders ODT 18, requiring the heavier loading of each carload of freight and General Order ODT 1, specifying a 10-ton minimum per cars containing merchandise freight. The full impact of these Orders was felt during this quarter and considerable car conservation resulted.

The car conservation resulting from General Order ODT 1 is indicated by the following table showing cars loaded with merchandise traffic (less-carload shipments) for the second quarter of this year, 1942 and 1941:

| | <u>Second Quarter</u> | <u>Carloads L.C.L.</u> |
|------------|-----------------------|------------------------|
| 1943 | | 1,271,130 |
| 1942 | | 1,395,336 |
| 1941 | | 2,080,633 |

The foregoing figures indicate a 9% decrease during the second quarter 1943 as compared with corresponding period 1942 and a 38% decrease as compared with the second quarter of 1941. General Order ODT 1 became effective May 1, 1942, and carriers were anticipating its effectiveness prior to that date. Accordingly, the conservation comparison with 1941 reflects more accurately the effect of the order.

There is every indication that this conservation in car utilization is being accomplished in the handling of the traffic in the face of noticeable increases in total volume of merchandise traffic. For example, in May 1942, Class I steam railways reported 7,461,960,659 pounds merchandise traffic handled and in April 1943, reported 8,746,465,014 pounds of merchandise handled, an increase of approximately 17%. While final reports for May 1943 have not yet been received, indications point to a May volume of about 8,400,000,000 pounds of merchandise traffic. Based on present indications, therefore, the second quarter of 1943

merchandise traffic load will be about 15% greater in volume than for the second quarter of 1942, which volume was accommodated with 9% less cars.

During the second quarter of 1943, some congestions and delays were encountered at some major merchandise transfer stations, due in part to the increased volume of traffic loaded to such transfer stations and, also, in part to difficulties encountered with respect to securing adequate labor to handle the increased volume. Accordingly, special permits were issued, authorizing the by-passing of these overworked transfer stations by cars loaded somewhat lighter than the minimum loading requirements of the Order. The issuance of such special permits, of course, gave due consideration to the use of cars which would otherwise have been moved empty. These permits were nominal in number.

During May and June of 1942, all special permits issued under Order 1 covered but about 2% of the total carloads of l.c.l. traffic. During the second quarter of 1943, special permits, issued for all reasons including the by-passing of overworked transfers, amounted to about 10% of the total cars.

Conservation under General Order ODT 18

General Order ODT 18, which became effective November 1, 1942, operated with noticeable success during the first half of 1943. It is estimated that the increased average load per car resulting from shippers' voluntary action and from the loading requirements of ODT 18, resulted in a saving in car usage of about 250,000 cars per month during the second quarter of 1943, when compared with the average load per car on the 1941 basis, and in excess of an average of 400,000 cars per month when based on the 1938 average load.

In 1938, carload freight averaged 35.78 tons per car, which figure increased to 38.15 tons per car in 1941; this was further increased to almost 40 tons per car during the first three quarters of 1942; and since Order 18 has been in effect, the average tons per car of all carload traffic have been consistently in excess of 40 tons per car. As above indicated, these heavier loadings of each car are in a measure responsible for the estimated ton-miles of revenue freight increasing about 15% during the second quarter of 1943, while actual carloadings decreased 4.3%. The other factor was a substantial increase in the average length of haul.

In view of the fact that the average freight car handles about two loads per month, potential car savings through General Order ODT 18 at the present time approximate the use of between 125,000 and 200,000 new cars.

PORT CONDITIONS

Export freight traffic moving through the ports continued to increase during the period. The extent of the increase in arrivals in the second quarter of the year, as compared with the first quarter, is shown by the following carloads handled through the various ports:

| | |
|-------------------|----------------|
| January | 60,703 |
| February | 70,970 |
| March | 82,432 |
| Total 1st Quarter | <u>214,105</u> |
| April | 83,155 |
| May | 106,750 |
| June | 109,484 |
| Total 2nd Quarter | <u>299,389</u> |
| % of Increase | 39.8 |

In spite of the increased volume, further progress was made in reducing the number of old cars at the ports as shown by the

following listing of cars on hand 30 days or longer, as of the first of each month this year:

| | |
|----------------|--------|
| January | 14,244 |
| February | 12,146 |
| March | 12,587 |
| April | 9,885 |
| May | 7,443 |
| June | 5,030 |
| July | 2,573 |

Situation at North Atlantic Ports

Activity at North Atlantic Ports during April was on a moderate level, increasing toward the end of the month, and reaching a peak near the middle of the quarter. Both British and Russian programs have been active with substantial shipping available.

Situation at Southern Ports

Ports in the Southern Region have operated considerably below capacity for the most part. Holdings of 10-day old cars have been consistently at a low figure. Constant checks have been made to keep the number of loads on wheels at a minimum. Some car detention difficulties developed at Hampton Roads during May and at Savannah and Mobile in June. The old cars have resulted chiefly from ship cancellations, and some difficulty was experienced at Hampton Roads in dealing with the Army in this connection on account of the nature of the lading. At Savannah and Mobile the occupancy of dock facilities by imports caused some obstruction to export operations.

Situation at Pacific Ports

Port Activity increased materially all along the Pacific Coast during April. In the Puget Sound area, Alaskan activity has been augmented by enlarged British and Russian programs. At San Francisco,

activity was greatly increased by expansion of the British program as well as our own. The acceleration was experienced also at Los Angeles.

The situation at Portland, Oregon, in particular, and in the Pacific northwest area in general, which caused considerable cargo delays and undue loss of car efficiency, was occasioned primarily by three factors:

- (1) Failure of the Russians to accept cargo that had been requested by them and permitted to the port, and their repeated changes of policy in requesting additional cargo to be called forward;
- (2) Lack of specific ocean shipping information on the part of the War Shipping Administration, in so far as the movement of Russian vessels was concerned; and
- (3) Movement of export commodities westward by Federal Surplus Commodities Corporation under domestic billing, which activity had the effect of inflating the potential export bank in the Pacific northwest by placing non-permitted cargo on domestic billing in competition with cargo already on hand at the port area on bonafide permits. Throughout June corrective action was progressed vigorously with all interested parties to clear up the congested situation and to avoid any recurrences. Full progress on this program may now be reported.

COAL MOVEMENT

Coal to New England

Bituminous coal shipped all rail to New England during the second quarter of the present year totaled 51,527 carloads compared with 57,844 carloads during the previous quarter and 63,010 during the corresponding period in 1942. Shipments of anthracite during the second quarter amounted to 26,695 as compared to 29,167 during the first quarter and 29,969 carloads for the corresponding quarter in 1942.

The total coal movement to New England via all routes is shown in the tabulation below:

BITUMINOUS COAL SHIPPED TO NEW ENGLAND (Net Tons)

| | 1943 | 1942 | Changes |
|--------------------------|-----------|-----------|------------|
| <u>1st Quarter</u> | | | |
| All Rail | 3,029,400 | 2,299,990 | + 729,410 |
| Via Hampton Roads | 1,453,617 | 2,938,928 | -1,485,311 |
| Via North Atlantic Ports | 1,590,312 | 155,652 | +1,434,660 |
| Total | 6,073,329 | 5,394,568 | + 678,761 |
| <u>2nd Quarter</u> | | | |
| All Rail | 2,833,985 | 3,465,550 | - 631,565 |
| Via Hampton Roads | 1,668,354 | 2,060,831 | - 392,477 |
| Via North Atlantic Ports | 1,505,272 | 621,684 | + 883,588 |
| Total | 6,007,611 | 6,148,065 | - 140,454 |

ANTHRACITE COAL SHIPPED TO NEW ENGLAND (Net Tons)

| | 1943 | 1942 | Changes |
|--------------------|-----------|-----------|-----------|
| <u>1st Quarter</u> | | | |
| All Rail | 1,525,536 | 1,543,542 | - 18,007 |
| Tidewater | 53,609 | 117,641 | - 64,032 |
| Total | 1,579,144 | 1,661,183 | - 82,039 |
| <u>2nd Quarter</u> | | | |
| All Rail | 1,468,225 | 1,648,295 | - 180,070 |
| Tidewater | 102,465 | 127,601 | - 25,136 |
| Total | 1,570,690 | 1,775,896 | - 205,206 |

ORE MOVEMENT

The season of navigation on Lake Superior opened officially April 24th. As referred to earlier in this Report, this was one month and one day later than the opening of navigation in 1942. Prior to this date, a small amount of ore was moved from Escanaba, commencing the week

ending April 10. As of May 1, the movement of ore down the Lakes this year was approximately 6,600,000 gross tons behind 1942. Because of the large stocks on hand and the urgent demand for shipping to move grain, the goal of 95,000,000 tons of ore originally set by the War Production Board was subsequently reduced to 91,000,000. The grading and classification of ore has been greatly simplified, which should increase the loading capacity of the Upper Lake docks, and improve the turn-around time of ore cars.

The movement of ore on the Lakes was seriously retarded during May and June by almost continuous foggy weather, together with failure to receive some of the new vessels promised, as promptly as was expected. Accidents during the bad weather, moreover, caused the loss of two boats. Consumption has been reduced, however, by the fact that there were 13 furnaces shut down on May 1. It is expected, however, that consumption will reach approximately 8,000,000 tons per month by the final quarter of the year.

Because of the late season opening, and retarded movement, the ability to meet the goal of 91,000,000 tons via Lake vessels is now expected to depend on generally favorable weather conditions including a late fall. Stocks available appear to be sufficient to protect expected consumption, however, in the event that Lake movement reaches 85,000,000 tons. This situation is being followed closely.

GRAIN MOVEMENT

The demand for cars for the movement of grain has been very heavy, not only for the movement of domestic grain, but also for Canadian feed wheat. Several meetings have been held with representatives of the

Department of Agriculture and the Association of American Railroads to determine a solution of this problem, which has been complicated by the fact that there has been an excess of American grain cars on Canadian railroads. The Joint Office of Defense Transportation-Interstate Commerce Commission Grain Committee has held meetings since its organization in March and has been dealing with several aspects of the grain situation, including practices of sampling, disposition of cars and study of the rate structure to eliminate any undue transportation.

Estimates of winter wheat production indicate a somewhat smaller crop in 1943 than for either 1942 or 1941. The floods have had an adverse effect on the production of winter wheat. This will temper the demand for equipment. However, the car situation remains extremely tight.

TRAFFIC RESEARCH

Among its other functions, the Division of Traffic Movement is charged with the responsibility of carrying on the traffic research necessary in connection with the following duties of the Office of Defense Transportation under the Executive Order 8989:

- (A) To estimate the traffic load on transportation facilities
- (B) To secure maximum use of existing facilities by elimination of transportation wastes.

This Division has made the following studies on these subjects:

1. Traffic moving to and from Pacific Coast States.

A detailed study was made of all available statistics regarding traffic moving to and from Pacific Coast states and the results of this study were transmitted to the Transportation Division of the War Production Board with the request that that agency exercise its right to establish priority ratings on the various commodities. Also, the list

was sent to the Transportation Division of the War Food Administrator for priority evaluation on food items. It was pointed out that when and if or to the degree that it later becomes necessary to relieve any of the Western railroads of part of their transportation burden, ODT must be in a position to take prompt action toward embargoing or delaying movements containing low priorities in the war effort as certified by WPB or the Food Administrator. It should be mentioned, however, that at this stage, our analysis and reference to WPB and WFA is purely preliminary and preparatory and we shall not exercise any "hold back" on shipments until and unless, in our judgment, such action is absolutely necessary.

2. Monthly Freight Traffic Forecasts.

A Monthly Freight Traffic Forecast is issued each month. The data, on which it is based, are collected through a sampling technique involving selected shippers throughout the country. These data later are evaluated through basic source data available in Washington. These forecasts are proving adequate in portraying traffic movement by geographic areas, by commodities and by type of equipment 30 days in advance of actual occurrence. Special analyses of the forecast are made each month in those areas in which congestion is apparent or feared. Special attention is being given each period to the movement of traffic to and from Pacific Coast states in order that the burden on the trans-continental carriers may be anticipated and so that, wherever possible, advance planning may avoid recurrent operating difficulties. The forecast, as now available in booklet form each month, is distributed widely throughout the ODT, AAR, interested government agencies and to a selected group of shippers. Accuracy has been improved to a point where the results of this forecast are reliable.

3. Elimination of Transportation Waste.

In accordance with our original agreement with the War Production Board, the Office of Defense Transportation has the responsibility of portraying to the War Production Board the transportation pattern by selected commodities in those fields where potential transportation savings are substantial. The War Production Board then has the responsibility of working out through its industry divisions the adjustment of the production, distribution and marketing conditions that would be necessary to accomplish practical savings in transportation. We have submitted to the War Production Board or have ready for transmittal detailed analyses covering most of the heavy moving commodities.

Throughout our handling of these commodity transportation analyses, we have received full support and cooperation from practically all agencies interested. There has been noticeable inaction, however, on the part of the War Production Board Industry Branches toward any organized follow-up on this transportation conservation data. More than a year has elapsed during which our working arrangement with the War Production Board has been in effect and due to failure on the

part of that agency to evaluate the transportation pattern from industry, production and marketing standpoints, the transportation studies have failed to produce intended conservations.

In addition to these general studies transmitted to the War Production Board, the Division of Traffic Movement has handled for corrective action many specific cases of circuitous routing which have come to our attention. This work, which is continuing in its nature, can best be approached through the specific case method and we are following that procedure with other government agencies and with shippers throughout the country.

PETROLEUM TRANSPORT

The second quarter of 1943 showed distinct improvement over the first quarter in volume of petroleum and its products brought to District #1 as follows (in barrels per day):

| | Rail* | Pipe Line | Tanker | Barge | Total |
|-----------------------------|----------|-----------|----------|----------|------------|
| 1st Quarter - Average: | 830,080: | 172,241: | 110,884: | 63,943: | 1,177,148: |
| Percent of Total | 70.5 | 14.7 | 9.4 | 5.4 | 100. |
| April | 950,517: | 185,614: | 76,716: | 85,716: | 1,298,563: |
| May | 946,393: | 187,529: | 91,689: | 97,689: | 1,323,300: |
| June (Estimated) | 978,563: | 189,285: | 140,021: | 125,727: | 1,433,596: |
| 2nd Quarter - Average: | 958,358: | 187,477: | 102,599: | 102,985: | 1,351,419: |
| Percent of Total | 70.9 | 13.9 | 7.6 | 7.6 | 100. |
| Increase over 1st Quarter - | | | | | |
| Bbls. per day | 128,278: | 15,236:- | 8,285: | 39,042: | 174,271: |
| Percent | 15.5 | 8.8 | 7.5 | 61.1 | 14.8 |
| (* Inc. Drums) | | | | | |

Tank cars made a high record in the week ending June 26th, when an average of 994,268 barrels per day were brought into the District No. 1 area. "Symbol" trains handled 92% of this movement, also making a high record.

Pipe Lines

The past three months have marked the completion of such projects as the extension of the Plantation line from Greensboro, North Carolina to Richmond, Virginia; the completion of the Steubenville, Ohio, line of the Sinclair Refining Company; approval by the War Production Board of the extension of the 20-inch products line to the East Coast; greatly increased deliveries by the 24-inch War Emergency Pipe Line to Norris City, Illinois; initial operation of the Florida Emergency Pipe Line; approval of and preliminary construction work on

the Sinclair's products line from Chicago to Toledo and approval given and preliminary engineering design begun on the 383-mile, 16-inch products line from West Texas to Drumright, Oklahoma.

Damage by Floods

During this period, disastrous floods took their toll, doing extensive damage to pipe line properties. On May 10th the lines of the Oklahoma Pipe Line Company were washed out at their Canadian River Crossing and after one week's interruption were placed in service on May 18th by means of a temporary by-pass.

On May 18th, the 24-inch War Emergency Pipe Line was washed out at the Arkansas River near Little Rock, Arkansas. By means of a 20-inch by-pass, service was restored at a limited rate on May 24th, but at the end of the second quarter water still remained too high to permit repair of the 24-inch line. On May 21st, the Sinclair's line crossing the Missouri River on the Carrollton, Missouri, Wood River, Illinois line was washed out and it was not until May 25th that temporary repairs could be made and pumping resumed.

On May 25th one of the 10-inch lines of the Ajax Pipe Line Corporation at the Missouri River Crossing washed out and on May 27th their second line went out. By May 29th temporary repairs had been made, and the line was operating at 98% of capacity.

Other interruptions to service by reasons of high water occurred from the flooding of Station 9B on the War Emergency Pipe Lines, power interruption to Station 9A, high water at Dupo, Illinois Station of the Phillips Petroleum Company, flooding of Valmeyer Station of the Gulf Refining Company causing reduced throughputs of their lines

as far back as Texas; interruptions in dispatching of practically all items operating in the areas of high water and to barge schedules which interfered with liftings at pipe line terminals.

Despite these handicaps, excellent records were made by all pipe lines operating in the more important areas.

Average throughput for the month of May and the week ending June 19th was as follows:

| Location | Commodity | Average | | Week Ending | |
|---|-----------|-----------------|-----------------|-------------|---------|
| | | Annual Capacity | Month of May | June 19 | June 19 |
| | | Barrels Per Day | Barrels Per Day | % Cap | % Cap |
| Into District 1 | Crude | 108,350 | 107,777 | 99 | 98 |
| " " 1 | Products | 90,000 | 81,022 | 90 | 82 |
| TOTAL | | 198,350 | 188,799 | 95 | 92 |
| Into Illinois | | | | | |
| 24-inch War Emergency | Crude | 290,000 | 162,378 | 56 | 56 |
| All Other Crude Lines | Crude | 609,000 | 576,280 | 95 | 95 |
| Product Lines | Products | 44,000 | 22,610 | 51 | 51 |
| TOTAL | | 943,000 | 761,268 | 81 | 82 |
| District 3 to District 2 | | | | | |
| 24-inch War Emergency | Crude | 290,000 | 162,378 | 56 | 56 |
| All Other Crude Lines | Crude | 342,700 | 311,640 | 91 | 91 |
| Product Lines | Products | 37,300 | 30,974 | 83 | 83 |
| TOTAL | | 670,000 | 504,992 | 75 | 77 |
| District 2 to District 3 | Crude | 18,500 | 17,419 | 94 | 101 |
| District 4 to District 2 | Crude | 20,000 | 14,510 | 73 | 67 |
| Project 5 Pipe Line | Products | 55,000 | 44,038 | 80 | 66 |
| Florida Emergency Pipe Line | Products | 23,000 | 5,322 | 23 | 44 |
| Plantation Pipe Line Ext. | Products | 20,000 | 20,280 | 101 | 92 |
| Southeastern Pipe Line Co. | Products | 28,000 | 27,495 | 98 | 97 |
| * 30,000 barrels per day capacity as of June 9. | | | | | |

A detailed statement of progress on the various pipe line construction, conversion and reversal projects for the second quarter of 1943 is attached as Schedule B.

Tank Trucks

The effect of the allocation of the 1092 tank trailers during the first quarter of 1943 is now being fully reflected in the tank permit situation throughout the country. During the last three months a substantial reduction in the number of permits for tank cars on hauls up to 200 miles has been made in practically every section.

As of April 1, 1943, there were in effect tank car permits authorizing the transportation of 53,473 tank car loads per month on all hauls up to 200 miles. This was exclusive of permits authorizing transportation to railroads. Of this number 20,170 were on hauls between 0-100 miles and 33,303 on hauls between 100-200 miles.

As of July 1, 1943, there remained in effect permits authorizing the movement of 35,239 carloads per month or a total reduction of 18,234 carloads per month. This represents traffic which it is estimated would require 6,070 tank cars. This reduction in tank car permits is remarkable when consideration is given to the tremendous increase in the volume of aviation fuel now being handled by the petroleum carriers on hauls up to and above 300 miles. It is estimated that from 25 to 33-1/3% of all the over-the-road transport are now engaged in the handling of aviation gasoline.

Truck Movement from Greensboro, N. C. to Northern Points

One of the interesting developments during the last quarter was the truck movement from Greensboro, North Carolina to Washington, D. C., and Alexandria, Virginia. During the month of May a serious

shortage of gasoline in this area developed as a part of the critical gasoline shortage in the Northern East Coast area, which is discussed later under Rubber Borne Transport. The shortage in the District of Columbia and vicinity was so severe that such essential traffic was being tied up for lack of gasoline. This was particularly true in over-the-road truck operations passing through this territory. Through cooperation of the Petroleum Administration for War, Defense Supplies Corporation, Interstate Commerce Commission and the ODT, trucks were put in operation between Greensboro, North Carolina, and Washington, D. C. Almost 50 carriers participated in this movement, all operating under the authority issued to the War Emergency Cooperative Association, Spartanburg, South Carolina.

During the period of May 28 to June 30, 1,901 truck loads, representing approximately 190,000 barrels of petroleum products, moved from Greensboro, North Carolina to this territory. The relief was substantial. The movement itself was considered as a very successful undertaking. Carriers in Pennsylvania, Maryland, District of Columbia, New Jersey, Virginia, North and South Carolina and Georgia participated in this movement.

General Order ODT 37

General Order ODT 37, attached as Schedule C, became effective on June 1, 1943. This Order regulates the delivery of less-than-truck-load lots of petroleum products by tank truck. The Order in substance provides for a minimum drop provision for the delivery of motor fuel, and prohibits the use of tank trucks for the purpose of special deliveries and call-backs and other wasteful operative practices. The Order authorizes the issuance of special permits for relief under the provisions

of the Order where they work an undue hardship.

As of July 1, there had been issued 473 special permits under this Order. The majority of these were in the State of California and asked for relief from that portion of the Order which prohibited the delivery of petroleum products from tank trucks direct into the fuel tanks of motor vehicles. As a matter of fact, this type of exemption represented 60% of the entire number of permits issued. The other relief sought was the relief by consumers from the minimum drop provisions of the Order. Permits issued by the District Director for this purpose represented 40% of the permits issued.

The number of permits issued in each state are as follows:

| | | | | | |
|------------|-----|----------|---|------------|----|
| California | 403 | Illinois | 7 | Iowa | 2 |
| Nevada | 3 | Indiana | 3 | Kansas | 4 |
| Kentucky | 4 | Oregon | 7 | Washington | 40 |

Tank Cars

The principal concern of our Section of Tank Car Service has been to provide tank cars for the Eastern Petroleum Service. There have been maintained over 73,000 cars in that service, and more are being added each day. These new cars are coming from within the petroleum industry itself, and from service of commodities other than petroleum. The cars are averaging 219 barrels per car and the volume being moved into District #1 daily is right at the one million barrel mark.

While maintaining the tremendous flow to District #1, we have been able to assign cars to other important services. Among these services is the Navy movement in which 18,000 cars are engaged; in the alkylate movement to the West Coast about 1,000 cars are engaged; in the emergency gasoline movement in the East, 600 cars; and in the

various asphalt movements, 1,300 cars. These asphalt cars have all been removed from Eastern Petroleum Service on the certification of PAM.

Just about the time the Norris City movement was running its smoothest, the 24-inch War Emergency pipe line was broken by the floods, mentioned earlier in this Report, at Little Rock, Arkansas. Empty tank cars enroute from the East to Norris City and from Norris City were diverted to points in the Southwest where crude oil was available. This switch enabled crude in large quantities to be transported to the East, and the loss in volume delivered was comparatively small. The line was temporarily repaired and cars were again diverted from the Southwest and placed back into the Norris City movement, and 9,000 tank cars were operating out of that city to the Eastern Seaboard at the end of the second quarter.

Analysis of Tank Car Detentions

About June 1, a daily telegraphic report from all railroad agents was inaugurated so that each day a record is provided of all cars, loaded or empty, which have been on hand over 24-hours. Up to the first of July, 6,442 cases of tank car detention have been analyzed. Action on our part via telegrams and telephone calls to those persons responsible for the detention of tank cars has resulted in the release of nearly 1,000 cars for Eastern Petroleum Service and other essential movements.

Tank Cars in Railroad Fuel Service

During the past quarter, 200 tank cars have been released by the Santa Fe Railroad and 15 by the Texas and New Orleans, which have been placed in railroad fuel service of other lines to relieve leased cars for service into District #1. Additional progress will be made in

this respect after the flood situation in the Mid-West has been cleared up.

Maintenance of Tank Cars

Notwithstanding the terrific treatment to which tank cars in Eastern Petroleum Service are being subjected, the tank car owners and railroads are doing a splendid job of keeping those cars in operation, only around 3% being reported as undergoing or awaiting repairs during the second quarter.

WATERWAYS TRANSPORT

Inland Waterways

The barge conversion program, which has been discussed in previous Progress Reports, continued satisfactorily during the second quarter and should be completed during the month of July. As of July 1, 103 barges, out of the 116 included in the program, had been completely converted. All of the barges had been allocated to companies and requests for converted barges are in excess of those available. They are in service all over inland waters and are helping considerably in the movement of petroleum to the East. Eighteen have been sent to Jacksonville, Florida and are being used in distributing products from the Trans-Florida Pipe Line north as far as Wilmington, and south to Miami.

Progress in the construction of other equipment includes the completion of the first tug of the 100-600 h.p. tugs to be built; also the completion of 20 wooden barges. The 21 towboats, which are under construction, are not quite up to schedule. The 168 steel tank barges have been contracted for and shipments of steel have started.

As a result of a bill which was passed by Congress during the second quarter, the Gulf County Canal at Port St. Joe, Florida, became a part of the Gulf Intracoastal Waterway. The bill also provides for the widening and deepening of this Canal, which will materially help in the movement of petroleum to the Southeastern Pipe Line at Port St. Joe.

At the request of the War Production Board, ODT made a survey of the inland water carriers for the purpose of ascertaining the amount of grain which could be moved from the North Middle West to the Gulf for export. It was estimated by the carriers that they could move approximately 40,000,000 bushels between June 1 and December 31. This movement has already started, but the amount moving during June has not been reported.

The traffic moved on the rivers has continued to increase. Sufficient barge equipment has been assigned to supply the Steubenville Pipe Line to its capacity. A movement from the Helena Pipe Line has increased until in May over 44,000 bbls. per day moved from the Helena Pipe Line into Districts 1 and 2. The movement going East from New Orleans is increasing every month. It amounted to 73,000 bbls. per day during June, which is 10,000 bbls. per day more than ever has been moved on this water. The movement down the Great Lakes and through the New York Barge Canal started very slowly due to the ice and high water conditions in Buffalo Harbor and along the canal. However, since the early part of June, the movement has been back to normal and during the last week of June about 62,000 bbls. per day were moved via that route.

Coastwise and Intercoastal Transport

During the second quarter of the year the Division of Coastwise and Intercoastal Transport investigated the use of 25 vessels, for which clearance had been requested by the War Shipping Administration, and approved the requisitioning of these vessels for the armed forces.

It is expected that in the future very few vessels will be requested, as the armed forces are beginning to supply their needs from the construction programs which they had previously initiated.

The movement of coal to New England has been seriously disrupted by the coal strike and as a result of this there have been many idle barges available at all times. During the quarter, one of the colliers previously requisitioned by War Shipping has been returned, and several foreign flag and other substitute vessels have been put into the coal trade through the cooperation of War Shipping Administration. There are at present 25 of the original 44 colliers and 18 substitute vessels in this trade. The carrying capacity, however, is still very much reduced due to the use of the inside route through the Chesapeake and Delaware Canal, and due to the fact that the substitute tonnage is very much smaller and much less efficient than the collier tonnage which was withdrawn.

General Order ODT 40, attached as Schedule D, was issued in conjunction with War Shipping Administration for the purpose of controlling the employment of vessels through the control of sales and charters, and became effective July 2, 1943.

RUBBER BORNE TRANSPORT

Critical Situation in Northern East Coast Area

On May 23rd a most significant and far-reaching development occurred which affected all transport activity by motor vehicle in the Northern East Coast Area. At our request the Office of Price Administration extended remaining second quarter gasoline allotments to commercial vehicles ("T" rations) to July 25, thereby requiring of all commercial motor carriers a reduction in gasoline consumption of approximately 40%.

This drastic action was taken after consultation between ODT, OPA, PAW, and WPB. It was necessary because of a cumulative condition which resulted in the almost complete extinction of existing gasoline stocks at a number of points within the affected area, which included New England, New York, New Jersey, Pennsylvania (except the cities of Sharon, Sharpsville, Farrell and Wheatland), Maryland, District of Columbia, Virginia (except cities of Bristol and Bluefield) and the eastern part of West Virginia.

The Petroleum Administration for War estimated that a reduction in civilian gasoline consumption of 80,000 barrels per day would be necessary to bring civilian consumption within the supply of 326,000 barrels per day allowed for civilian consumption in this area. It was estimated that the extension of the "T" coupons, after allowing for the many adjustments which it was known would be necessary, would save about 25,000 barrels per day and that the balance of 55,000 barrels per day would be saved by OPA's ban on non-essential driving by the holders of A, B, and C coupons for private motor cars.

Report
5-1165-P27-BU-CO-WP

Curtailment in Gasoline Rations for Motor Carriers of Property

At the request of this Office, the War Production Board certified a list of industries and services in which curtailment in operations would be injurious to the war production program and the maintenance of essential civilian economy. This preferential List is attached as Schedule E and applies to common and contract carriers as well as private carriers of property. District Offices were instructed to honor appeals on the part of carriers in the Northern East Coast critical area to the extent that operations are included on the WPB preferential list. It was further emphasized that restoration of allotments to carriers whose operations are not included on the preferential list would not be made except under the most unusual circumstances where extreme hardship had resulted and extraordinary voluntary conservation measures had been instituted prior to the emergency reduction.

In order to encourage careful consideration of appeals and to assure the required reduction in the consumption of motor fuel in the critical area, in so far as motor carriers of property were concerned, District Offices were placed on a quota basis. The quotas established represent the maximum gallonage of motor fuel that may be restored to appellants in the East Coast Critical Area in the form of supplemental allotments during the period ending July 25, and are based upon a uniform percentage of second quarter allotments certified on outstanding Certificates of War Necessity as of May 24. As of July 3, approximately 56% of the quotas established for property carrying vehicles had been returned to essential operators.

Amendments to ODT General Order 17

For several months there had been under consideration as an amendment to ODT 17, a frequency order covering wholesale and retail deliveries made by all private and contract carriers. The recommended amendment was developed through many conferences with representatives of the various industries involved. When the gasoline situation became acute in the East Coast critical area, substantially all of the provisions of the recommended amendment were incorporated into Amendments 3 and 3A, to ODT General Order 17 (copies of 3A attached as Schedule F), which were made effective in the twelve states of the critical area. The field offices report that the requirements of these amendments and the 40% cut in motor fuel allotments have produced drastic reduction in the gasoline and mileage consumption of all private industry operations (both wholesale and retail).

Curtailment in Gasoline Rations for Commercial Motor Carriers of Passengers

So far as local transit buses and taxicabs are concerned, the most serious difficulties were experienced at certain points within the area where stocks were temporarily almost exhausted. Through a process of balancing the available supply of fuel between bus operators in these localities, however, no serious disruptions of service resulted.

General Order ODT 39

In order to effect immediate and general compliance with OPA directive, General Order ODT No. 39, attached as Schedule G, was issued on May 27. This order applied to all commercial motor carriers of passengers and required a minimum reduction in motor vehicle miles of 20%, based on those miles operated during the week ended May 22. Operators who had filed proposed curtailment programs, in accordance with the

request sent from this Office in the month of January in anticipation of such a crisis, were requested to place Plan No. 2 providing for a 20% reduction of vehicle miles in effect immediately. Subsequently, appropriate procedures for appeals and the issuance of special permits were devised together with the methods for tailoring gasoline allotments.

A number of interesting developments have resulted from this curtailment program. Relatively few complaints have been received from the riding public because of reduced service. Certain operators whose services consist chiefly of motor bus operations have experienced the most difficulty in meeting the required curtailment. As examples of such locations, the cities of Buffalo and Rochester, New York, Bridgeport, Connecticut, and Staten Island and Queens in the New York area, may be cited. Operators in these areas and others having similar difficulties have been given some relief from the minimum 20% reduction requirement. A number of rather violent protests have been received from operators of summer camps who, upon applying to their usual bus operators, find that they have chosen the discontinuance of permissible charter movements as a means of meeting the curtailment program.

Most serious of the conditions which have arisen in connection with General Order ODT 39 concern labor matters. In a number of locations men have of necessity been laid off because of this Order. In some of these cases, strikes have been threatened and in still others local strikes were effected. At points where there was a shortage of manpower, such as here in Washington, the order has resulted in an improvement of working conditions for the men and company alike. In some locations where shortages of bus equipment existed, the curtailment order has also afforded a temporary relief from these situations.

Intercity operators who normally experience a seasonal increase in riding during the summer months have registered appeals for relief from the order in considerable number. Other difficult situations have arisen with intercity operators who are currently operating competing services and have not curtailed services proportionately on duplicating lines.

The full results of the curtailment program, in so far as savings in gasoline are concerned, are most difficult to estimate. It is felt that a good 20% reduction has been effected in miles operated, while at the same time heavier loads, more stops per mile, and other resulting conditions may cause an increased consumption of gasoline per vehicle mile. Also worthy of note in this connection is the effect which the reduction of gasoline values on B and C coupons and the ban on pleasure driving by the Office of Price Administration has had and will continue to have upon the volume of traffic which will be thrown upon transit operations. It is felt that this move may force operators to institute additional service as B and C coupons are exhausted.

MOTOR TRANSPORT OF PROPERTY EXCEPT BY TANK TRUCK

Outside of the critical situation in the Northern East Coast area, above described, reports received from the Regional Managers for the Second Quarter of 1943 indicate that with but few exceptions all essential freight was handled during the period without serious delay. Owing to the predominantly local nature of motor transport, such problems as arise are generally handled locally. However, the manpower problem is becoming increasingly serious due to the drafting of drivers, mechanics, and dock help into the military service and the employment of experienced motor carrier personnel by war industries at higher rates of

pay. The replacement parts situation has shown considerable improvement, no small part of which results from the work of Maintenance Advisory Committees in aiding carriers in locating parts. Although tires presented no problem during the second quarter, unofficial reports reaching us indicate that the future outlook with respect to large commercial vehicle tires is not too bright. Considerable concern is being expressed by many as to the ability of many "high mileage" operators, such as over-the-road carriers, to continue operations with over-age equipment, even with an adequate supply of replacement parts and maintenance personnel. Generally, carriers are cooperating with our conservation efforts.

For-Hire Carriers

The for-hire carrier industry appears to be gradually increasing the utilization of its equipment to full capacity. In general, operators are hauling more freight with less equipment than ever before. In some isolated cases it appears that peak efficiency has been attained. However, in the over-all picture considerable conservation may still be effected through joint action and further utilization of the facilities of Joint Information Offices. Because of greatly increased business and the high mileages operated, equipment is rapidly wearing out and this condition will become more pronounced in the near future. To meet the need for new equipment, it will be necessary to allocate a substantial number of medium and heavy vehicles to for-hire operators in coming months.

There has been a definite trend among for-hire carriers, and especially local carriers, to reduce the number of miles operated and to increase the efficiency of all operations. General Order ODT 6A,

attached to this Report as Schedule H, should substantially eliminate waste remaining in local service. Because of the low mileage involved in the local carrier industry, the parts situation has not been very critical for vehicles utilized in this field.

Farm vehicles

No serious problems have arisen in the movement of agricultural commodities during the second quarter. However, in several areas heavy movements will occur in the third quarter, and in those cases where problems are anticipated, our field force is maintaining a close check on the situation. In California a heavy movement is anticipated. State Agricultural Industry Transportation Coordinating Committees have been organized in the Western States and all interested agencies have been contacted in order to crystalize plans for the coming harvest. No difficulty is anticipated in meeting any problems which arise.

Because of the shortage of harvesting machinery and labor, the United States and Canadian Governments have arranged for Canadian combine operators to come into the United States and for the American operators to go into Canada to assist in the harvesting of crops. A program for obtaining Certificates of War Necessity for the Canadian operators and for obtaining motor fuel rations for the American operators has been arranged.

Joint Action Plans

As a result of the amendments 3 and 3A to General Order ODT 17, many joint action plans have been formulated and put into effect by both private and other carriers. Many requests have been received from members of the private truck industry to extend the provisions of the emergency amendment to the remainder of the country. The field offices

have reported many similar requests made to them. The nation-wide application of the provisions of the frequency amendment is still under consideration. The effect of delivery frequency limitations is to make more desirable and necessary joint action by the carriers to perform the service theretofore rendered by them with a reduced amount of mileage, gasoline, and equipment.

221 joint action plans, in which thousands of private carriers have participated, already have been submitted. 142 have been cleared for approval, and 59 are the subject of further handling or awaiting final action. 20 have been either rejected by this office or have been withdrawn by the participants. Although Order No. 17 requires the filing of a copy of all joint action plans instituted by the carriers without approval or submission for approval, many joint action plans have been placed in effect without notification to this office, because either the participants are not aware of the requirements of the order or do not consider the action taken by them as joint action plans.

Vehicle Maintenance

Owing to the listed number of new commercial vehicles available, substantial emphasis has always been placed upon maintenance in our conservation efforts. Through the joint action of the Society of Automotive Engineers, a number of reports relative to maintenance procedure have been released to the industry. So far this year the following reports have been printed and distributed:

Reconditioning of Cast-In-Block Engines, Fittings of Sleeves, etc.
Engine Bearings: Replacement, Technique for Installation or Fitting.
Reconditioning brake Drums, Limits and Tolerances.
Preventive Maintenance and Inspection Procedure.
Pistons to Fit Reconditioned Cylinders.
Cold Welding.

In each District Office area Maintenance Advisory Committees have been established, and are actively engaged in programs to alleviate parts shortages. They are also working close with the United States Office of Education and other government training agencies in setting up training programs to relieve manpower shortages.

Tires

The tire situation has improved, although unofficial information received from the Office of the Rubber Director and the Office of Price Administration indicates that a shortage may soon exist in some of the larger commercial size tires. Eligible operators appear to have no difficulty in securing new or used tires, except those in a few large sizes. However, certain operators, such as those who are ineligible for new tires (most retail distributors) and those who are ineligible for either new tires or recaps (carriers of certain luxury products), are experiencing considerable difficulty in operating as a result of dwindling tire reserves. A considerable number of such carriers are now operating without spares. The available stock of new tires is still low and military demands are increasing. The tires and rubber situation may become more serious in the months to come as military needs increase.

Joint Information Offices

During the second quarter, twelve new applications for Joint Information Offices were received, bringing the total number thus far to 131. At present there are 80 such offices authorized and 66 in operation. During this quarter there were reported to the offices 119,000 vehicles, and 285,000 tons of freight of which 115,000 tons were assigned.

During the first six months of the year the traffic reported and assigned was as follows:

| <u>Month</u> | <u>Tons Reported</u> | <u>Tons Assigned</u> | <u>Percent Assigned of Total Reported</u> |
|--------------|----------------------|----------------------|---|
| January | 50,936 | 9,191 | 18.0 |
| February | 83,567 | 23,714 | 28.3 |
| March | 115,724 | 34,896 | 30.2 |
| April | 106,131 | 38,551 | 36.3 |
| May | 94,259 | 39,577 | 42.0 |
| June | 84,211 | 36,660 | 43.5 |
| | 534,878 | 182,589 | 34.1 |

The percentage of freight assigned to the total reported for each month has shown a steady increase, which indicates an increase in efficiency in the operations of Joint Information Offices.

Allocation of New Commercial Motor Vehicles

The number of applications received for the allocation of motor vehicles during the second quarter of 1943 increased about 31% over the number received during the first quarter of this year. The number received during the first quarter of 1943 also had shown an appreciable increase over the number received during the last quarter of 1942. The noticeable increase during the past six months probably can be attributed mainly to the increased wearing out of the equipment, and the policy of allocating more vehicles to farmers.

A total of 19,650 new commercial motor vehicles was released during the second quarter of 1943, representing an increase of 6,612 over the number released during the first quarter of 1943; 5,463 of the vehicles released during the second quarter, or 27.8%, were for agricultural purposes. There are at the present time about 33,900 new commercial motor vehicles remaining in the civilian pool.

Construction of New Equipment

Construction of the 2100 heavy trucks which were to be produced during the second quarter is now practically completed with the exception of about 800 White trucks which will probably be completed during the third quarter. Practically all of the 2500 trailers, 600 third-axle attachments and 6000 truck and trailer bodies provided for during the second quarter have been completed.

For the third and fourth quarters of 1943 authority has been obtained to build 7500 heavy-duty trucks during the six-month period. However, the construction of those units will probably run into the first quarter of 1944.

The program for the construction of 5610 trailers, including petroleum and milk tank trailers, during the third and fourth quarters, is well under way, but will carry over into the first quarter of 1944. The third-axle program, as well as the truck and trailer body program, for the third and fourth quarters of this year should be completed this year.

The following table indicates that on the basis of the estimates of Local Allocation Officers, attached hereto as Schedule I, the balance of trucks in the civilian pool, plus new construction, probably will not be sufficient to satisfy all needs, particularly as some of the construction will not be completed this year:

| | Requirements Estimated by Allocation Officers | Vehicles Available from Construction and Civilian Pool |
|---------------|---|--|
| Light Trucks | 7,000 | 9,250 |
| Medium Trucks | 26,000 | 23,500 |
| Heavy Trucks | 2,000 | 9,450 ^{1/} |
| TOTAL | 45,000 | 42,200 |

^{1/} Includes 800 trucks authorized for manufacture during the second quarter of 1943 but which will be completed during the third quarter of the year, as well as 7,500 trucks authorized for manufacture during the last half of 1943. It is quite probable, however, that a substantial number of trucks authorized for manufacture during the next six months will not be completed until sometime during the first quarter of 1944.

Continued opposition is being met from the War Department to any program for the construction of new civilian trucks on account of the increasing demands for motor vehicles in combat areas.

LOCAL TRANSPORT

The problems of the Local Transport, in addition to those arising from the gasoline shortage in the North East Coast states, above described, during the quarter were as follows:

Transit Equipment

The Division of Local Transport continues the allocation of bus equipment to locations showing the necessary proof of need. During this quarterly period, 233 integral buses were allocated, bringing the total of such vehicles placed to 2,978. 2,044 adult bus bodies were allocated during this same period, making 5,216 the total allocation of this type of equipment to date. In the field of school bus operations 21 bus bodies

were placed. The total number of such units allocated as of June 30th was 185.

The new transit equipment construction program for 1943 is now getting under way. The War Production Board has already set production quotas and it is hoped that buses will be available for delivery from the 1943 program late in the third quarter.

In a letter of May 5 (Schedule J attached), addressed to operators of integral buses released under agreement ODT-LT-1, it was announced that the mileage limitation formerly placed upon these vehicles was lifted as of May 1 and until further notice. Monthly reports of mileage and major maintenance on each unit will continue to be filed as in the past. This action was prompted by the possibilities which such a course of action offered for improving maintenance procedures on older equipment, thereby insuring continued operation of a larger fleet of bus equipment for a longer period of time. The newer vehicles are, in general, more economical in respect to gasoline and oil consumption, and by allowing more miles with this equipment proportionate savings in these items will be effected.

Progress is being made on the bus inventory as required under General Order ODT 35, a copy of which was attached to my Progress Report for the First Quarter of 1943. Also in process at the present time is an inventory of school bus equipment, which has been compiled in connection with the school bus rehabilitation program. It is contemplated, also, that a complete inventory of all types of bus equipment will soon be drawn from the records obtained in connection with the Certificate of War Necessity. Such an inventory would assist materially in determining our needs for bus equipment in the future months.

Special Orders and Authorizations

As a result of action by the Public Utility Commission of the District of Columbia ordering the institution of a bus service which would not contribute directly to the war effort, this office issued Special Order ODT-LB-10 on March 29. This order specifically directed the Capital Transit Company to refrain from operating buses over this line, previously termed the "Loughboro Road" route. This is the first instance in which the Division of Local Transport has issued an order in direct opposition to a ruling from a local regulatory body. A copy of this special order is included as Schedule K.

A special order directing the Surface Transportation Corporation of New York City to suspend a part of its bus service in the Borough of the Bronx was issued on April 22 as Special Order ODT-LB-11. This order specified the elimination of certain bus routes and the short-routing of other services. As a result it is anticipated that a more comprehensive service will result. There will also be considerable savings in bus miles. A copy of this order is attached as Schedule L.

After extensive investigation in the Norfolk and Portsmouth area by a representative of this Office, Special Order ODT-LB-12 was issued, directing route changes on fifteen bus lines in this territory. This order, which became effective on June 27, will improve service by conserving mileage and manpower and by promoting fuller use of local passenger transportation facilities. It is interesting to note in this connection that the operating company has for some time experienced an acute labor shortage in that area, which has been eliminated through this re-routing plan. A copy of the order is attached as Schedule M.

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The first special order providing for coordinated taxicab service was issued on April 24 as Special Order ODT-TC-1, attached as Schedule N. This order, based on a previously announced plan for joint action submitted by 82 negro operators serving the South Side in Chicago, will result in more efficient utilization of equipment and conservation of more than 500,000 vehicle miles per month.

In the field of intercity bus operations, five special orders have also been issued. These orders are directed to specific intercity operators and require the elimination of duplicating services and coordination of operations. Here again a large number of vehicle miles will be conserved. Copies of these orders are attached as Schedule O.

During the months of April, May and June, a total of 23 applications, as required under General Order ODT 11 to extend or inaugurate intercity services, were received by the Intercity Bus Section of the Local Transport Division. Of this number, 18 were recommended and approved for operation.

Local Transport Conservation Program

During the first quarter of this year an effort was launched to determine the effectiveness of the conservation policies and orders of the Local Transport Division by forwarding to various local and intercity bus operators an abbreviated fact-finding questionnaire. The results of this program have been analyzed and compiled for some 600 local operating companies. The results of this study are shown in graphic form in Schedule P attached. They indicate an estimated saving in vehicles resulting from conservation measures amounting to 14,408 cars and buses, also an annual saving of 191,622,000 rubber-tired vehicle miles. Materials received from intercity operators are not as yet complete and will be

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submitted at a later date. The preparation of a complete and separate report on this subject covering all phases of operations under the jurisdiction of this Division is now under way.

General Orders ODT 20A and 26A

In an effort to better adapt certain existing general orders previously issued by this Office to operating conditions, General Orders 20A and 26A were issued. (Copies attached as Schedules Q and R.) These orders affect taxicab and rental car operations, respectively, and contain essentially the same requirements as the original orders, 20 and 26. It is felt that the revised orders in each case will not only assist operators in better understanding these operating regulations, but will also facilitate administration.

Policy Statements

At the request of the Highway Transportation Division of the War Department for materials which would assist their field representatives in the preparation of data for justifying additional public transportation facilities under General Order ODT 35, Executive Order 9294, or Public Law 779, a policy statement was prepared, setting forth policies which should be adopted to the maximum practical extent in order to assure approvals of proposed projects. This statement covers the conservation measures and operating conditions which should be effected before relief is sought in the way of additional equipment for services. Other interested government agencies have been quick to recognize the value of this guide in connection with proposed requisitions for transportation services. A copy of the document is attached as Schedule S.

The policy statement on traffic controls, issued February 9, and discussed in my previous Progress Report, has received a very enthu-

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siastic reception from traffic engineers and city officials alike. A large number of letters have been received, indicating progress under this program. In order to determine definitely the results which are being accomplished, there was forwarded to the mayors of cities and towns of over 10,000 population a questionnaire under date of June 18. Accompanying this questionnaire form was a letter calling attention to a previous communication which indicated that a check would be made in approximately three months. Samples of these materials are included as Schedule T.

Establishment of ODT Liaison Positions in Offices of Maritime Commission

At the request of the Maritime Commission, there has been established within three of their Regional Construction Offices a liaison position for a representative of the Division of Local Transport. These individuals are to be placed in Oakland, California, for handling Pacific Coast matters, in New Orleans, Louisiana, for the Gulf Coast area, and in Philadelphia, Pennsylvania, for the Atlantic Coast. In each case the selection of a qualified representative has been made and in the instances of the New Orleans office, this individual is presently on the job. These men are definitely employees of the Division of Local Transport but will devote the major portion of their time to the solution of local transportation problems for the Maritime Commission. The remaining portion of their time will be devoted to special activities for the Division of Local Transport.

MATERIALS AND EQUIPMENT

Procedure in Handling Material Requirements

The complete procedure for obtaining controlled materials from the War Production Board, under the Controlled Materials Plan, was

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followed for the first time during the past quarter. The requirements of the Railway Transport, Motor Transport, Local Transport and Waterways Divisions for steel, copper and aluminum were assembled through the machinery of the ODT Materials Committee. These requirements, tabulated in considerable detail as to forms and shapes of material and supported by explanatory text covering the principal items of the ODT program, were submitted to the War Production Board through the latter's Program Bureau. They were discussed in the WFB Program Adjustment and Requirements Committees, and decision on the ODT allotment was reached by the Chairman of the latter committee on April 30, in the form of a total allocation of each of the controlled material classes without specific instructions as to assignment to individual programs. By means of the ODT Materials Committee, this total allocation, which was materially less than the ODT requirements as presented to WFB, was distributed to the individual programs, the impact of the reductions being felt principally on the items of railroad freight cars and new replacement rail. (See Schedule U attached.)

The Division of Materials and Equipment entered in its accounting records the allotments to individual programs and promptly distributed the appropriate amounts to the cooperating Industry Divisions of the War Production Board which act as our agents in processing applications from consumers for controlled materials. These operating divisions in turn distributed authorization for the requisite controlled material to their applicants, with the advice of ODT representatives, more than 93% of the third quarter materials having been thus distributed before the beginning of the third quarter. (See Schedule U attached.)

A supplementary allotment of materials for the third quarter was obtained from the War Production Board by means of a special presentation to the Requirements Committee. The amounts granted, while relatively small, assisted in the balancing out of various ODT programs. However, no additional carbon steel was allotted.

I have submitted to the War Production Board a memorandum setting forth the accumulating deficit in transportation requirements which is resulting from the allotments thus far made to ODT, based upon a minimum essential quantity of carbon steel per quarter. The accumulating deficits of the second and third quarter allotments were shown to amount to 385,200 tons of carbon steel for "A" products only.

The basic underlying factor in reduced allocations to ODT, as to all other Claimant Agencies including the military, was that the total demand for carbon steel (used as a convenient index to all of the controlled materials) from all Claimant Agencies for the third quarter of 1943, exceeded 20,000,000 tons, whereas the total available supply was estimated at approximately 15,000,000 tons.

Material improvement in the orderly distribution of materials to consumers was accomplished through a decision of the Requirements Committee of WFB, in connection with its allotment of third-quarter materials to ODT, to permit the making of advance allotments to consumers through the second quarter of 1944, on the basis of the third-quarter allotment. Prompt notification of this decision was given to consumers, making possible their establishment of definite production schedules on many phases of the ODT program for the succeeding twelve months.

Automotive Replacement Parts

Automotive replacement parts, formerly handled by the Automotive Division of the War Production Board as "B" products, were made a "Programmed B" item under the Controlled Materials Plan by the War Production Board at the request of ODT. As a result, beginning with the fourth quarter of 1943, ODT will include in its quarterly requirements the necessary materials for automotive replacement parts for all civilian users of all types of motor vehicles. The reason motivating this change is that, by placing the important item of automotive replacement parts under ODT control, it can be presented to the War Production Board as a distinct item in our program, to be acted upon separately, without having its identity lost among the many other types of "B" products claimed for by the War Production Board Industry Divisions. The Division of Motor Transport will be responsible for this new item in the ODT program.

Locomotive Production

The problem of expediting locomotive production, and of defining the respective responsibilities of ODT and the Transportation Equipment Division of WFB thereunder, was the subject of extended discussions, leading at the end of the quarter to a tentative understanding by which the Transportation Equipment Division will handle the actual expediting of materials and the Division of Materials and Equipment of ODT will handle questions of upratings before the Urgency Rating and Requirements Committees of WFB. Pending the establishment of a definite agreement, the Division of Materials and Equipment dealt with numerous cases of expediting for individual programs.

Intensive study was given the problem of locomotive production, because of the anticipated loss of a number of units from the 1943

schedule. An official of one of the locomotive building companies was temporarily assigned to the staff of the Division of Materials and Equipment as a consultant, to analyze the problem and make recommendations as to a solution. Present expectations are that 483 steam, 396 Diesel and 15 full electric locomotives will be completed during the calendar year 1943. The numbers produced during the first six months were respectively 197 steam, 104 Diesel and 13 full electrics.

Car Construction

Materials for construction of 1200 troop cars (box car type with windows, three-tier bunks for 30 men and passenger-type trucks) were obtained from other railroad items in the ODT accounts and allocated for this purpose in the third quarter. In the same manner, materials were obtained for construction of 175 petroleum pressure cars (ICC 105 type).

TRANSPORTATION MANPOWER SITUATION

Organization of the Section of Program Planning

A new section, Program Planning, was established in the division of Transport Personnel in April, 1943. The principal functions of this section are (1) to develop balanced overall manpower programs to fit the particular needs of transportation groups (2) to analyze Federal manpower policies and relations so as to keep the industry advised of current policies and to propose modifications in accordance with industry needs and practices, (3) to handle Selective Service matters referred to the Division; and (4) to work with manpower advisory committees appointed by the Division from different branches of the industry.

Midmonth Employment on Class I Railroads in March, April and May, 1943

Midmonth employment of Class I railroads, which had fallen off only slightly during the early winter months, increased by 0.8% from February to March, and the March total of 1,323,636 exceeded the 1942 peak. A further increase of 1.6% to 1,345,021 was reported from mid-March to mid-April and an increase of 0.3% to 1,349,176 from mid-April to mid-May. The increases were not as large as during the same months in 1942, and employment, which was 11.2% above the preceding year in March, was only 8.5% higher in April and 6.2% in May.

The number of women workers on Class I railroads increased from 63,000 in January 1943 to 82,000 in April, an increase of 19,000 or 29.9%. The ratio of women workers to all employees increased from 4.8% in January to 6.1% in April.

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For-Hire Trucking Industry

Employment in the for-hire trucking industry was estimated at 528,000 in March, 1943, an increase of 1.3% over January, 1943. Employment had risen to an estimated 531,000 in May, 1943, an increase of .05% from March. The companies covered by the U. S. Employment Service survey expected employment to increase further to an Autumn peak after which some recession during the Winter was expected. There is some reason to doubt whether the anticipated expansion will actually occur. The total amount of available equipment is probably declining and in spite of a somewhat increased supply of repair parts the amount of equipment will probably continue to decline. Moreover, some companies, particularly those handling specialized commodities, are reporting decreases of employment due to food rationing, discontinuance of manufacture of certain products, and mileage and gasoline limitations.

A continuing difficulty which trucking employers face is a high separation rate throughout the industry and a consequent recruitment problem. The separation rate, which was 5% in November, 1942, had risen to 9% in May, 1943. A number of the companies reporting expressed the hope that this situation might be eased by the War Manpower Commission stabilization program. Only 13% of the separations reported were caused by persons leaving to enter Military Service.

The number of companies reporting critical shortages had been increasing steadily through March, 1943, but showed a decrease in May. About three-fifths of the companies reporting critical shortages in May had reported such shortages for several months. Some of them reported that equipment was idle because of their inability to find acceptable

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personnel and some stated that a lack of personnel had caused them to place embargoes.

Trucking companies are hiring women and non-white workers at rates considerably in excess of the increases in total employment. The number of women employed increased from July 1942 to May 1943 by 27.2%, whereas employment increased only 4%. Women comprised 8.4% of employment in July, 1942, and the ratio has increased steadily to 10.3% in May 1943.

The number of non-white workers increased by 56.2% from July 1942 to May 1943. Although the ratio of non-white workers to total employment in May was 5% compared with a 10.3% ratio for women, it has increased at a faster rate than for women. In July 1942, non-whites were 3.3% of employment and had increased to 5% by May 1943. The proportion of non-whites to total employment may actually be greater for the industry than the sample indicates, because local trucking companies are under-represented and are known to employ proportionately larger numbers of non-whites.

Local Transit Industry - Labor Requirements Surveys for March and May 1943

March employment in the local transit industry was estimated to be approximately 238,000, an increase of 1.9% over January 1943. In May, employment had risen to approximately 240,000 and at that time employers estimated that the peak employment for the industry during 1943 would be 251,000. These estimates seem to indicate greater optimism on the part of the employers with regard to their ability to obtain new personnel and new equipment.

Intercity Bus Industry - Labor Requirements Surveys for March and May 1943

Employment in the intercity bus industry was approximately 49,000 in May, 1943, an increase of 3.1% over March 1943. Employment is expected to increase to about 52,000 by November 1943. Few critical shortages have been reported, and the number of shortages declined from March to May. The shortage of mechanics, however, is increasing and has resulted in some equipment being out of service awaiting repairs. The separation rate in May was 7.2%, which is higher than was reported in previous surveys. Sixteen percent of the separations are due to men leaving for military service.

Industry Manpower Programs

Three special programs have been completed during this quarter.

1. Rivers and inter-coastal waterways. To provide the necessary crews to man the 140 new tug boats and 21 river tow boats being constructed by the Federal Government for the movement of petroleum production from Texas oil fields to the East Coast, a special program has been developed in cooperation with the War Shipping Administration and the War Manpower Commission. This program embraces a procedure for special handling of Selective Service deferments; a special recruiting and manning service to be available through the port offices of the Recruitment and Manning Organization of the War Shipping Administration; and two special training programs, one for river pilots and one for assistant engineers on Diesel tug boats.

In addition to 120 port offices already established in Chicago, New Orleans, Houston, Mobile and Tampa, two new port offices are being established to meet the needs of inland waterways operations. The office

at St. Louis has already been opened, and office space has been provided for the new Pittsburgh office. The first class of assistant engineer trainees has been sent to the Diesel School at La Grange, Illinois, and the St. Louis office is now selecting the pilot trainees for the river.

2. Petroleum trucking industry. A special manpower program was prepared to meet the needs of petroleum trucking industry. A special committee was appointed by the Division of Motor Transport to work with the Division of Transport Personnel and representatives of Federal training agencies also participated in the development of this program. The program worked out covered Selective Service problems, recruiting, selection, and training of workers. This program was written up as a special bulletin for distribution to members of all state petroleum advisory committees working with the Petroleum Carrier's Section of the Division of Motor Transport.

3. Taxicab industry. A program of a somewhat different nature was planned for the taxicab industry. After checking with appropriate officials of the War Manpower Commission, a special memorandum was prepared concerning the current status of the industry with respect to Selective Service, stabilization programs, and recruitment and training services. The memorandum has been used by industry representatives as a basis for planning constructive manpower programs, and it has been widely distributed throughout the industry.

Selective Service Problems

The bulletin on Selective Service procedures with special reference to transportation, was completely revised during the last quarter to take account of recent changes in Selective Service policies and procedures. In addition, a new section has been added to provide a simple explanation

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the uses of replacement schedules and the procedures to be followed in filing such schedules.

Two special releases were prepared and distributed during the quarter. The first covered the activities of county war boards in recruiting workers for agriculture, and the second explained the procedure to be followed by transportation employers with respect to the reclassification of men between the ages of 33 and 45.

A special memorandum was prepared and sent to General Hershey requesting consideration of several changes and clarifications in Activity and Occupation Bulletins No. 26 and No. 31 by the Committee on Essential Activities of the WSC. As a result of this memorandum and of subsequent meetings with the committee, several changes and interpretations were agreed upon. Transportation services now will be interpreted to include services of private and contract carriers of essential commodities as well as those of common carriers. Maintenance and repair services on taxicabs are interpreted to be included in the bulletin on repair services, and the position of Replacement Parts Specialist is to be added to the list of essential occupations in Bulletin 31. Several other changes and interpretations were also made as a result of our request.

Track Labor Shortages

Arrangements were completed during the second quarter for bringing Mexican Nationals into the United States to relieve the shortages of track labor which are particularly critical on railroads in the far western states. This situation has been discussed in previous Progress reports. Movement of the first group of 6,000 Mexican workers into this country was completed during June 1943, and arrangements were made for bringing in an

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additional group of 9,000 workers. For the most part the Mexicans are employed as track laborers, although arrangements have also been made for using such workers for railroad bridge and building maintenance, icing cars and platform labor at icing stations.

RATES

Ex Parte No. 143 - Increased Railway Rates, Fares and Charges, 1942

On April 8, 1943, the Interstate Commerce Commission handed down its decision in Ex Parte No. 143 - Increased Railway Rates, Fares and Charges, 1942. As a member of the Interstate Commerce Commission, I cast the deciding vote. My participation in the work of the Commission has been confined to those cases where the other members were evenly divided and my vote was necessary for decision. This was such a case.

Increases in freight rates and charges authorized in the prior report in Ex Parte No. 143, Increased Railway Rates, Fares and Charges, 1942, 248 I.C.C. 545 were suspended until January 1, 1944. The Commission excepted from its suspension order rates heretofore reduced voluntarily at the instance of Federal authorities and left undisturbed increases authorized on standard passenger fares, but revoked its previous authorization of increases in commutation fares. Carriers gave appropriate notice and filed with the Commission a list of the rates on which it intended to maintain the increases on and after May 15, 1943, the effective date of the Commission's Order.

Rate Bureau Regulation

I testified before the Senate Interstate Commerce Committee on Bill S-942 opposing legislation for the regulation of rate bureaus as to

bringent and liable to cause the breakdown of committee and bureau method of rate negotiation. Accompanying my statement was a report of the Division of Rates concerning its work in rate negotiation and listing the accomplishments of the Office of Defense Transportation in rate negotiation of rates essential to the war effort.

Following delivery of the Association of American Railroads of a portion of its testimony, hearings were suspended until fall.

Application of Export Rates on Government Traffic through Pacific Coast Ports

The Assistant Comptroller General, some months ago, requested this office to obtain an official determination as to the application of export rates on government traffic moving through Pacific Coast Ports to the various theaters of the war in other than common carriers by water beyond those ports. Before presenting the question to the Interstate Commerce Commission, the carriers were advised of the request for a determination and again stated their inability to protect the export basis on such traffic. The matter was held in abeyance pending the decision of the Interstate Commerce Commission in I&S Docket No. 5146 - Terminal Charges at Pacific Coast Ports, wherein the Interstate Commerce Commission found the assessment of a 5¢ terminal charge in addition to the line haul rates on Trans-Continental export and import traffic to be not justifiable and ordered the schedules cancelled.

I then addressed the Interstate Commerce Commission advising of the request of the Assistant Comptroller General and asking the Commission to institute an investigation on its own motion as to the application of export rates on United States Government traffic moving by other than common carriers by water from Pacific Coast ports. A conference

was held jointly with the Interstate Commerce Commission and the Trans-Continental carriers and it was agreed in conference with the interested government departments that this office would present to the Commission a list of the tariff items involved. As to procedure, it was also jointly agreed by the interested government departments and the railroads that an effort would be made to agree to a stipulation of facts which would permit an expedited treatment of this case by the Commission. Steps are now being taken to work out an agreed stipulation of facts to be concurred in by the government departments and then to be discussed in conferences with the railroads.

Storage-in-Transit of Commercial Freight for Export

The rail carriers found it necessary to cancel their national storage-in-transit tariff applicable on commercial export freight at points intermediate to the ports. In lieu thereof, at our request, they established a similar tariff for application within Official Classification Territory for exportation through North Atlantic ports. The great majority of all commercial export traffic originates in Official Classification Territory and is exported through North Atlantic ports.

Carriers also agreed to consider applications for specific storage-in-transit arrangements in Official Classification Territory on traffic originating in other territories exported through North Atlantic ports and on traffic exported through other than North Atlantic ports on their individual merits.

Rates on Specific Commodities

Rates on the following specific commodities were negotiated by our Division of Rates during the past quarter at the request of the vari-

ous government departments, as indicated:

- (a) At the request of the Board of Economic Warfare:
Cinchona Bark from Mexico and Central America,
Tractors and Bulldozers from Springfield, Illinois
to Mexico.
Imported Vegetable Oils.
- (b) At the request of the War Department:
Scrap Tin from Kingman, Arizona to South San Francisco,
California.
- (c) At the request of the War Production Board:
Coke from Ironton, Ohio to Kentucky.
- (d) At the request of the Deputy Sugar Administrator of the
War Time Prices and Trade Board, Dominion of Canada:
Raw Sugar from New York, Philadelphia and Baltimore to
Wallaceburg, Ontario.

STORAGE

Storage Situation in Pacific Coast Area.

During the second quarter of this year, it was necessary for our Division of Storage to devote most of its time to the storage situation on the Pacific Coast in order that adequate storage and handling facilities may become available to take care of the contemplated increase in the Army, Navy and Lend-Lease Export Programs. The location of additional warehouse facilities at Auburn, Washington, which was discussed in my previous Progress Report, was agreed upon in April by the Lend-Lease

Administration, Office of Defense Transportation, Treasury Procurement, Food Distribution Administration, and the Washington representatives of the Transportation Corps, War Department. Construction work on the depot was to start in July.

The situation at the Tacoma, Washington port has been substantially improved as a result of the removal of the Seattle-Tacoma Shipbuilding Company from the Milwaukee Railroad Pier No. 1, which was ordered by the Navy Department on the insistence of our Division of Storage. This pier, in conjunction with the Sheffer Terminal immediately joining, is now in full use in the loading of Russian lend-lease cargo. Also, as soon as the Auburn Holding and Reconsigning depot can be completed, the Air Corps has agreed to give up the Baker Dock in Tacoma. The use of the Baker Dock for Russian lend-lease cargo will further improve the situation in the Puget Sound area.

At a meeting in Portland, Oregon, on June 9th between General Frederick Gilbreath, Commanding Officer, Port of Embarkation, San Francisco and the representative of ODT, Gen. Gilbreath finally agreed, after several months of consideration, to permit the Food Distribution Administration to utilize Pier 4 for the storage of foodstuffs for the Russian lend-lease program. ODT agreed in behalf of the Food Distribution Administration with Gen. Gilbreath that in the event Pier 4 was required for Army Embarkation operations, the foodstuffs in storage thereon would be removed within a period of five days following formal notification to us by Gen. Gilbreath. This plan avoids the construction of at least 250,000 sq. ft. of warehouse space in the City of Portland for the storage of Russian lend-lease foodstuffs.

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In Los Angeles, all of the public warehouse facilities are filled to capacity and the Army Embarkation Services are in need of substantial additional storage space, construction of which is now being contemplated by the Army in the Wilmington, California area.

Formal approval by the interested Government agencies has been given to the proposal made by the Office of Defense Transportation to the Office of Lend-Lease Administration that funds be allocated for the construction of a series of one-story warehouse buildings in San Francisco to be served by the Southern Pacific Railroad. Construction will start as soon as details of a lease arrangement with the Southern Pacific Railroad Company, which owns the property involved, can be agreed upon.

Cold Storage Facilities - Pacific Coast

This Office, in conjunction with the Quartermaster General's Office, War Department, and the Food Distribution Administration, is now actively engaged in a survey of the possibilities of substantially increasing the sharp freezer facilities in the Pacific Coast area. A representative of this Office has recently made an inspection of the refrigerated warehouses in the Los Angeles, San Francisco, Portland and Seattle areas. He has reported that the inadequacy of existing space to meet the indicated increase in demand is evident and recommendations have been made for the erection of 1,000,000 cubic feet (75% freezer and 25% cooler) in San Francisco and Seattle areas.

Everywhere on the Pacific Coast a shortage of manpower in warehouses and pre-cooling plants for car icing exists and in an effort to combat this problem a conference was called by the War Food Administration at the request of this Office. This conference was attended by

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representatives of the Ice and Refrigerated Warehousing Industries, War Manpower Commission, War Department, Interstate Commerce Commission, War Food Administration and by two representatives of the Office of Defense Transportation. A three-point program was agreed upon:

1. Request the War Department for revision of circular 129, covering the use of soldiers on leave or permit, to include any refrigeration process necessary to the preservation of fresh, perishable commodities.
2. Request the War Manpower Commission to direct their regional employment offices to give preferred consideration to needs of the Ice and Refrigeration Industries during the periods of peak seasonal demands.
3. Request the War Labor Board to direct their regional Boards to process promptly all wage adjustment applications from the Ice and Refrigeration Industries.

All three of these requests have been granted or are in process of being granted and it is hoped that they will afford much needed relief on the manpower situation.

Federal Emergency Warehouse Association

The Federal Emergency Warehouse Association was rather fully discussed in my previous Progress Report. As of July 1, a total of 32 of these Associations had been organized and the War Department alone, as of June 15, occupied slightly over 9,000,000 square feet of floor space in the facilities operated by the Federal Emergency Warehouse Association. In tonnage, this is equivalent to approximately 20,000 full carloads of foodstuffs, gas masks, airplane motors and Quartermaster equipment.

The Order of the Office of Price Administration exempting the application of the General Maximum Price Regulations to the storage of War Department property until June 15th, which was referred to in my

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previous Progress Report, has been extended for an additional 60 days' period from June 15th.

Wool Imports Via Pacific Coast

Early in May a serious situation developed at West Coast ports, particularly San Francisco and Los Angeles, caused by extreme delays and consequent blocking of piers in handling cargoes of Australian and New Zealand wool through those ports. Ninety percent or more of this wool moves to New England and the ocean bills of lading show Boston as the destination. Piers were used to such an extent for sorting, diversion and splitting of bills of lading that three or four weeks were taken in clearing the cargo of a single wool ship, thus hazarding our outbound movement of War and Lend-Lease supplies.

A meeting was arranged by this Office at which representatives of the National and Boston wool trade, Associate of American Railroads, War Production Board, War Shipping Administration, Interstate Commerce Commission, Customs, Army, and other interested Government agencies were present. A plan was evolved by which sorting on the docks was greatly simplified and no splitting of loadings or diversions were to be permitted. Small shipments were to be blocked into lots of 500 bales or more and shipped in bond to destination where final sorting was to be accomplished.

This plan to date has greatly improved the handling time of wool cargoes and prevented much detention of box cars, at the same time allowing prompt movement of this wool to the mills where it is badly needed for war contracts as well as civilian uses.

Refrigerated Warehousing

The situation with respect to cold storage warehousing is fairly satisfactory except in the North Atlantic ports, other than Boston, and on

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the Pacific Coast. Very rigid control is now exercised by the Transportation Control Committee, aided by the Divisions of Storage, in the movement of perishable freight into the ports of New York, Philadelphia, and Baltimore. As the Army, Navy and Lend-lease requirements for pre-cooling or freezing before trans-shipment at the North Atlantic ports continue to increase, it will very possibly be necessary to restrict the storage of perishables for local or domestic consumption in these port areas and in lieu of storage facilities at the ports, the interior storage facilities will have to be utilized to greater extent than at present on domestic shipments. It is hoped that no such drastic action will become necessary in the immediate future, but the situation is being carefully watched and studied by the Division of Storage.

PUERTO RICAN TRANSPORT

Office of Defense Transportation is now engaged in two distinct fields of activity in Puerto Rico. One results from the extension to the island of normal ODT activities in October 1942. The other results from recent Executive Order 9341 and Administrative Order 3, attached as Schedule V, which provide for the taking of control of and operation of the American Railroad Company of Puerto Rico by the Director of the Office of Defense Transportation.

The normal ODT activities on the island are conducted in accordance with the provisions of the ten General Orders which apply to Puerto Rico, the last of which was issued March 27, 1943. These General Orders, several of which were mentioned in my Progress Report for December, include:

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- No. 27, concerning intercity common carriers of passengers by motor vehicle
- No. 28, concerning speed limitation
- No. 29, concerning taxicabs and taxi service
- No. 30, concerning common motor carriers of property
- No. 31, concerning motor carriers of property
- No. 32, concerning local deliveries
- No. 33, concerning passenger train operations
- No. 34, concerning Certificates of War Necessity
- No. 35, concerning local passenger transportation equipment
- No. 36, concerning common carriers of passengers by motor vehicles.

Reports indicate that the efforts of our regional office in Puerto Rico have been successful in obtaining conservation of tires, gasoline and other critical materials and in bringing order out of a congested transportation situation.

As a result of a labor dispute, Executive Order 9341, of May 13, 1943, directed me to take immediate possession and arrange for the management of the property of the American Railroad Company of Puerto Rico. The next day, I issued Administrative Order ODT 3, appointing Mr. Manuel G. de Quovodo Director of our Division of Puerto Rican Transport as the Federal Manager of the property which was taken over.

One of the problems (in addition to the wage question) which is confronting the Federal Manager is the acquisition of the additional motive power and other equipment and material necessary for the more efficient operation of the railroad. The following equipment has been ordered and will be financed by the Defense Plant Corporation:

12 Diesel locomotives
1 second-hand crane

An analysis of the earning capacity of the railroad company is now being made with the assistance of several employees of the Interstate Commerce Commission and, within the near future, a satisfactory

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basis for the rental of this equipment from the Defense Plant Corporation will be determined.

ADMINISTRATION

During the quarter, the House approved an appropriation of \$14,650,000 for the Office of Defense Transportation appropriation for the fiscal year ending June 30, 1944. This represented a reduction of \$250,000 in the budget of \$14,900,000 which was submitted to the House, as set forth on page 55 of my Progress Report for the First Quarter of 1943. This reduction was entirely in the estimate for travel which was reduced from \$1,500,000 to \$1,250,000. The Senate accepted the House Bill without change so far as our appropriation was concerned, so it stands at \$14,650,000.

You may be interested in the following comment on our appropriation in the report of the House Appropriations Committee:

"Director Eastman was frank in advising the committee that the Budget recommendation made no allowance for expanding needs which may require additional funds as and when they develop. The committee hopes that the Director may realize his desire to make the amount recommended fit the necessities of managing the Nation's domestic transport facilities as successfully and satisfactorily as the task has been performed up to this time."

The following changes in organization took place during the second quarter:

Division of Motor Transport

Mr. John L. Rogers, formerly Director of the Division of Motor Transport, was made Assistant Director of the Office of Defense

Transportation to have general charge of all matters relating to motor trucks. He was succeeded as Director of the Division of Motor Transport by Mr. Harold C. Arnot, formerly Regional Manager of the Division of Motor Transport at San Francisco.

Division of Railway Transport

Mr. H. O. Fischer, formerly Chief of the Operations Branch, Rail Division, Transportation Corps, United States Army, was appointed Deputy Director of the Division of Railway Transport.

Mr. Robert L. Groover, who was Principal Assistant Engineer of the Atlantic Coast Line Railroad, was appointed Associate Director of the Division of Railway Transport in charge of a new Section of Controlled Materials (Way and Structures).

Mr. James H. Aydelott, replacing Mr. O. N. Harstad, who resigned to return to the Chicago, Milwaukee, St. Paul & Pacific as Assistant Chief Operating Officer, was appointed Associate Director of the Division of Railway Transport in charge of the movement of oil from the Southwest and the Middle West to the East Coast by tank car and symbol train.

Traffic Movement

Mr. George S. Talage, Jr., who for the past year has been Executive Assistant to Deputy Administrator L. T. Douglas of the War Shipping Administration, was appointed Assistant Director of the Division of Traffic Movement, in charge of the Export-Import Traffic Section.

Interways Transport

Mr. John H. Eisenhart, Jr., formerly with the Office of Price Administration, was appointed Deputy Assistant Director of Interways Transport.

A chart of the organization and a list of the principal officers in Washington and in the field at the end of the quarter is given in Schedule W.

Respectfully submitted,

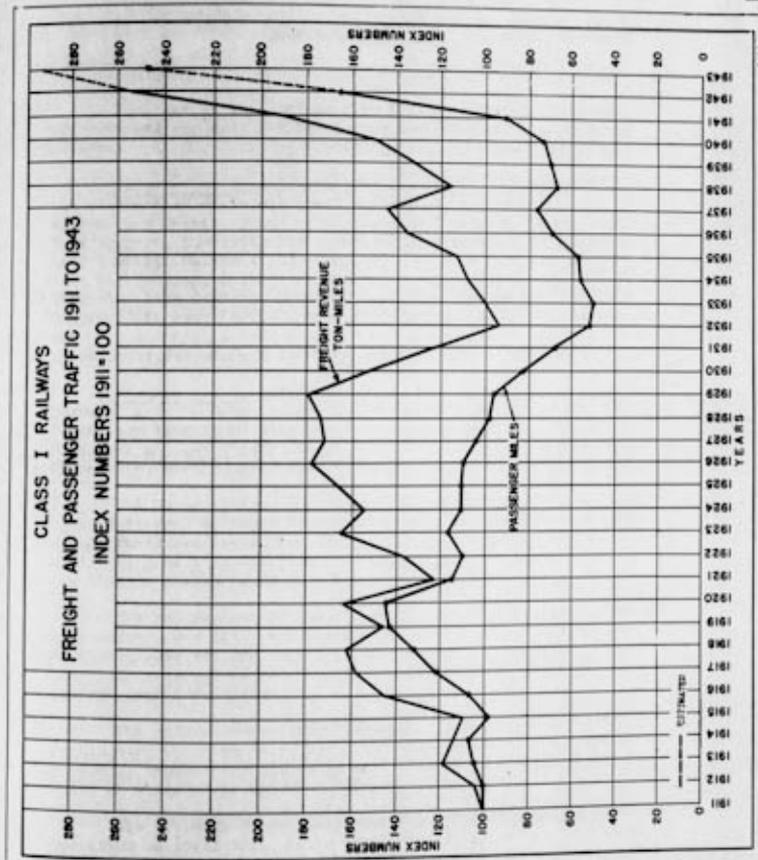
Joseph B. Eastman
Joseph B. Eastman
Director

August 11, 1943
Washington, D. C.

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OFFICE OF DEFENSE TRANSPORTATION

PETROLEUM TRANSPORT BY PIPE LINES

Second Quarter 1943

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Progress on the various pipe line construction, conversion, and reversal projects for the second quarter 1943 is reported as follows:

Project No. 1, which has for its object the increasing of the movement of crude oil north and east by enlarging present systems and reversing and converting the Tuscarora, is now complete. This project, involving the Stanolind Pipe Line Company, Texas Pipe Line Company, Oklahoma Pipe Company, Ajax Pipe Line Corporation, Ohio Oil Company, Buckeye Pipe Line Company, National Transit Company, Tidewater Pipe Company, Southern Pipe Line Company and Tuscarora Oil Company, has resulted in increased deliveries of 28,000 barrels per day into District 1, and provided additional facilities to enable these increased amounts to reach Atlantic Coast Refineries.

Project No. 2, covers the Bayou Pipe Line from the Houston-Beaumont area to Baton Rouge, Louisiana; the enlargement of the Plantation line from Baton Rouge, Louisiana to Greensboro, North Carolina; and the construction of a 179-mile 8-inch extension from Greensboro, North Carolina to Richmond, Virginia.

The Bayou system is now operating at capacity, 59,983 barrels being delivered to Baton Rouge, Louisiana, on June 23rd. Some slight increases are anticipated in the future due to certain adjustments being made to the pumps as well as the use of inhibitors in the line to assist in keeping the pipe line clean.

The enlargement of the Plantation system is complete. For the week ending June 20th, the average pumped out of Baton Rouge was 69,719 barrels per day, which is 100% capacity. Delivery to the 10-inch line averaged 64,586 barrels per day which is in excess of the average annual capacity.

The enlargement of this system afforded relief to the Washington-Baltimore area during the acute shortage the first part of June. Trucks were placed in service between Greensboro and the acute shortage area, and considerable relief obtained.

The 179-mile 8-inch extension was officially placed in operation on April 23rd, prior to the completion of all stations. Operations were at the rate of approximately 20,000 barrels per day. During the latter part of May when the gasoline shortage became acute in the Baltimore-Washington areas, it was ascertained that the

company did not expect to complete the two additional stations until July 1, there being a shortage of hay tanks and pressure regulating valves. Through coordinated efforts of the carrier, FAW and ODT, these materials were procured ahead of schedule, shipped by express and special truck transportation to the line, installed in record time and operations began on June 9th at approximately 28,000 barrels per day. Products are trans-shipped from Richmond by barge, tank car and tank truck. Deliveries into District 1 have been increased by 30,000 barrels per day by completion of this project.

Project No. 3, the 82-mile Ohio Emergency line began on January 16, 1943. The completion of this project which involved tying in the Chicago-Zionsville, Indiana line of the Standard Oil Company (Indiana) with the Shell Oil Company's products line; the enlargement of the Shell's line by the installation of additional equipment at their Muncie, Indiana station, the construction of the 82-mile Ohio Emergency Pipe line from Tiffin to Randolph, Ohio, and the reversal of the Sun-Susquehanna system, all with the object of increasing deliveries into District 1 by 15,000 barrels per day.

Actual deliveries by this system into District 1 were:

| | | |
|-------------------------------|--------|---------------|
| April | 11,478 | bbls. per day |
| May | 13,854 | " " " |
| Week ending June 20 | 14,778 | " " " |

Project No. 4, covers several separate transportation activities, namely: lake tanker and barge movement into Buffalo, New York; the reversal and conversion of the Keystone products line from Pittsburgh to Philadelphia; the reversal of the Buffalo Pipe Line between Buffalo and Rochester, New York, and the completion of the Sinclair's products line from Marcus Hook into Steubenville, Ohio.

Lake tanker movements into Buffalo have been resumed and the Buffalo Pipe Line has been reversed between Buffalo and Rochester to assist in moving products out of Buffalo and shorten the barge haul to the east. The line is handling 6,000 barrels per day, has equipment set to handle 8,000 barrels per day and can be increased to 12,000 barrels per day. This will be done if deliveries from the lakes at Buffalo appear to be in sufficient volume to warrant the work.

The Keystone line between Pittsburgh and Philadelphia was reversed in May, 1942, and continues to handle crude eastward at the rate of about 25,000 barrels per day.

The Sinclair line into Steubenville has been completed. The first shipment of fuel oil arrived at Steubenville on June 18th and the line was put in operation on June 19th. About 50 per cent of the supply will come by barge from the Project 5, Helena Line and the remainder from the Gulf Coast. Development of adequate supplies for the line will mean increased movement by pipe line of 12,000 barrels per day into District 1.

Project No. 5 covers the reversal and conversion of existing crude and products line to supply the new 158-mile Project 5 corporation line from El Dorado to Helena, Arkansas. The reversals and conversions of the Gulf, Texas and Magnolia systems from the Fort Arthur District to El Dorado, Arkansas, were completed around the first of the year at which time Project 5's line operated at about 20,000 barrels per day. All work on this project is now completed and the line is proving a major factor in shortening barge haul to the east. Operations during May were at the rate of 43,400 barrels per day, rose to 51,653 barrels per day during the week ending June 11, but fell off the succeeding week to 36,243 barrels per day. Operations below the rated capacity of 50 to 55 thousand barrels per day, are due to lack of barges to move the products from Helena. High water has contributed to the slowness of these barge operations.

Project 6 and 10, cover the construction of the 20-inch products line by the War Emergency Pipe Lines, Incorporated, from the Houston-Beaumont, Texas, area to the Atlantic Seaboard. Approval by the War Production Board was given on January 26 for the Western leg extending to Seymour, Indiana and on April 2, the eastern extension to the Atlantic Seaboard was approved.

Construction is now in progress on both legs of the line, twelve gangs working on the western portion and one on the eastern. Of the total of approximately 1,662 miles, progress on June 16 was as follows:

| | |
|----------------------|-------------|
| Right-of-way cleared | 15 per cent |
| Ditch excavated | 13 " " |
| Pipe Strung | 15 " " |
| Pipe Laid | 14 " " |

Progress will be more rapid as contractors, men and equipment are released from the 24-line.

Completion to the Atlantic Seaboard is scheduled for January, 1944.

Project 8, the 24-inch War Emergency line, is now well on its way to completion. Despite the use of the 20-inch by-pass at the

Arkansas River break which occurred on May 17th and shut the line down until May 24th, when the break was temporarily by-passed by constructing a 20-inch line along the Missouri-Pacific Railway across the Rock Island bridge at Little Rock and then back to the 24-inch line, the line is now delivering well over 200,000 barrels per day into Norris City. The break has not as yet been repaired, high water preventing work at this point. Operations are further retarded by high water at Station 95 which, as of June 15, still prevented operation at this station. Movement of sour crude was started through the line on June 15.

Progress on the eastern extension has been seriously delayed by heavy rains and much high water. Progress as of June 15th was as follows:

| | | | |
|------------------------|-----|---|----------|
| Right-of-way purchased | 89 | % | per cent |
| Ditch Excavated | 84 | " | " |
| Pipe Strung | 80 | " | " |
| Pipe Laid | 82 | " | " |
| Pipe received | 100 | " | " |

Good progress is being made at all pumping stations and tanks at terminals are being erected. Recent progress in pipe laid has been at the rate of 50 miles per week. There will be a slowing down in this rate as certain construction sections are finished and contractors move to the 20-mile line. Estimating 35 miles as the rate from June 15th to completion, all pipe should be laid between July 15 and August 1.

Completion and operation of this line, estimated for August 15, will result in the delivery of some 300,000 barrels daily to East Coast Refineries, affecting the release of tank cars now operating out of Norris City.

Project No. 12, the Florida Emergency Pipe Line, formerly the Trans-Florida Pipe Line, is now completed and operating at a restricted rate, due to inability to secure sufficient stocks at Carrabelle or make sufficient liftings at Jacksonville to permit the line to operate at capacity of about 23,000 barrels per day. Operations began in April and recent throughput figures are as follows:

| | | | |
|--------------------------|--------|-------|---------|
| Week ending June 6 . . . | 14,832 | bbbls | per day |
| " " " 13 . . . | 13,145 | " | " |
| " " " 20 . . . | 10,145 | " | " |

It is hoped that with the arrival of additional barges to facilitate liftings at Jacksonville and increased nominations for supply at Carrabelle, this line can be operated at capacity in the

near future. It is now under new management, the Trans-Florida Pipe Line Company having relinquished control the first part of June and the Florida Emergency Pipe Line Corporation, as agents for the DPC, taking over operation of the line.

Project No. 13, the Sinclair Line from Corpus Christi to Damon Mound, Texas, is completed and transporting crude to the Sinclair Refining at Houston, Texas. Present operations are in excess of 20,000 barrels per day, the rated average annual capacity of the line.

Project No. 14, the crude and distillate line constructed by the Texas Pipe Line Company from La Parolia, Louisiana, to the Port Arthur area began operations in February at the rate of 14,000 barrels per day. Additional stations have been completed. The line operated at around 30,000 barrels during April and has since been stepped up to 43,000 barrels per day. Its designed capacity is 45,000 barrels per day, and, with certain repairs now being made to pumping equipment, it is anticipated that this figure will be reached.

Project No. 15, the products line constructed to connect four refineries in the Cushing-Drumright, Oklahoma area with the Great Lakes Products pipe line at Barnsdall, Oklahoma, has been completed. In connection with this new construction the Great Lakes increased the capacity of its line between Kansas City and Minneapolis by installing eight new stations.

This work is now completed. During May, an average of 31,474 barrels per day was transported to Minneapolis. Due to difficulties in distributing from terminus, the line has been shut down twice for 48 hours each time, and twice has been forced to operate at 50 per cent capacity for 4-day periods because all tankage at Minneapolis was filled. This confusion is caused by defects in the supply and distribution determinations in this area and there is no transportation problem involved.

Project No. 16, the conversion of the 14-inch and 16-inch gas line of the Houston Gulf Gas Company between Refugio and Pierce Junction, Texas, and the construction of connect-lines at either end to make a continuous line from Corpus Christi to Houston, Texas, has met with considerable set back. Tests of the purchased gas line revealed so many leaks and coupling failures that it was decided to recondition the entire line. This will involve complete dismantling of the entire line, cleaning, repairing and installing as a welded line. To facilitate this work, a small amount of lend-lease pipe originally destined for Russia will be used as a working stock.

It is anticipated that this work will take from three to four months. In the meantime, oil is being brought by the water route from

§ 501.344 **Certain practices prohibited.** No person shall make or cause to be made any call by a petroleum tank truck for a purpose other than the loading or delivery of liquid petroleum products in bulk except:

(a) Calls for the purpose of servicing, maintaining, or repairing a tank truck;
(b) Calls for the purpose of pumping out storage tanks;

(c) Calls for the purpose of delivering any type of petroleum product or any service station supplies, when such deliveries are made from a tank truck dispatched with a full load of liquid petroleum products and routed in a manner that will best conserve mileage and time.

§ 501.345 **No call-backs to be made.** Whenever a call is made by tank truck for the purpose of making a less-than-truckload delivery of motor fuel or fuel oil, and the operator for any reason fails to make or complete the intended delivery, no subsequent call shall be made on the same calendar day for the purpose of making or completing that intended delivery, unless the subsequent call:

(a) Completes the emptying of the cargo tank or tanks of any tank truck; or
(b) Is made by a tank truck that is making any other delivery of motor fuel or fuel oil at the same premises.

§ 501.346 **Bulk deliveries of motor fuel directly into tanks of automotive equipment prohibited.** No person shall make any delivery of motor fuel from a tank truck into the fuel tank of any automotive equipment or vehicle, except:

(a) A delivery of 25 gallons or more made into the fuel tank or tanks of any farm vehicle or any piece of farm machinery;

(b) A delivery of motor fuel made by a bulk consumer or operator of a farm into the fuel tank of any automotive equipment or vehicle used by him.

§ 501.347 **Exemptions.** (a) The provisions of §§ 501.343 to 501.345, inclusive, shall not apply:

(1) To tank trucks operated by or under the direction of, or to deliveries made in, the military or naval forces of the United States or State military forces organized pursuant to section 61 of the National Defense Act, as amended, the War Shipping Administration or the United States Maritime Commission;

(2) To deliveries in emergencies, exclusively for the protection or preservation of life, health or public safety.

(b) The minimum drop requirements of paragraphs (a) and (b) of § 501.343 shall not apply:

(1) In any case where compliance with said requirements would be in conflict with any inventory restrictions imposed by the Petroleum Administration for War;

(2) In any case where compliance therewith would result in discrimination among the seller's customers because of a shortage of motor fuel beyond the seller's control in his distribution area.

§ 501.348 **Special or general permits.** The provisions of this order shall be subject to any special or general permits issued by the Office of Defense Transportation to meet specific needs or exceptional circumstances or to prevent hardship.

§ 501.349 **Communications.** Communications concerning this order shall refer to "General Order ODT 37," unless otherwise directed, should be addressed to the Division of War Transport, Office of Defense Transportation, Washington, D. C.

This General Order ODT 37 shall come effective June 1, 1943.

Issued at Washington, D. C., on May 24, 1943.

JOSEPH B. EASTMAN,
Director,
Office of Defense Transportation.

THIS DOCUMENT IS THE BEST AVAILABLE. EVERY TECHNICAL EFFORT HAS BEEN TAKEN TO INSURE LEGIBILITY.

[General Order ODT 40]

OFFICE OF DEFENSE TRANSPORTATION

REGULATION NO. 2—DIRECTION OF TRAFFIC MOVEMENT

SECTION 1—SALE, TRANSFER, AND CHARTER OF VESSELS

§ 502.150 **General.** This order shall be subject to Executive Orders numbered 9289, 9294, and 9244, and in order to insure maximum utilization of the facilities, services, and equipment of cargo vessels, for the preferential transportation of materials of war, to prevent shortages of equipment necessary for such transportation, as mandated by section 6 (8) of the War Relocation Act; to expedite the movement and provide for the maximum flow of such traffic; and to assure the most effective utilization of the facilities and services of the United States and to prevent and providently utilize the transportation facilities and services of the United States and to prevent and providently utilize the transportation facilities and services of the United States and to prevent and providently utilize the transportation facilities and services of the United States, in the prosecution of the war, it is ordered, That:

Definitions. Sale, transfer and charter of vessels. Ship Warrants Act and Shipping Act, 1916, not affected. Revocation. Federal Reports Act of 1942. Communications.

§ 502.151 **Exemptions.** The provisions of this order shall not apply to (a) the requisition, sale, transfer, charter, or entry into a contract or agreement in contemplation of such requisition, sale, transfer, or charter by or with the Maritime Commission or the War Shipping Administration, or (b) vessels principally used or held for use for pleasure purposes or fishing, (c) vessels operated exclusively on the Great Lakes and which are equipped with a belt conveyor self-unloading device or which have been certified by the Office of Defense Transportation as capable of transporting iron ore, (d) the charter of vessels engaged in domestic trade or which expire within 60 days after its execution and which does not contain an option for renewal, or (e) the charter of self-propelled tankers of 1000 gross tons or more operated other

"Vessel" means any watercraft or artificial contrivance of whatever tonnage or more, or having power of propulsion or more, (1) which is registered as a vessel of the United States, or (2) which is owned, operated, or controlled by a citizen of

the United States, and (2) which is designed or converted for use, which is used, or which is capable of being used, or is intended to be used as a means of transporting property or persons by water.

§ 502.152 **Sale, transfer, and charter of vessels.** (a) No person shall buy, sell, transfer, or charter any vessel, or enter into any contract or agreement in contemplation of such purchase, sale, transfer, or charter without first securing approval thereof from either the Office of Defense Transportation or the War Shipping Administration, as the case may be, as hereinafter provided.

(b) Application for approval with respect to the following vessels shall be made to the War Shipping Administration in the form set forth in the appendix hereto: (1) vessels owned by or chartered or allocated to the War Shipping Administration, (2) vessels engaged in trade to or from Alaska, Puerto Rico, and the Hawaiian Islands, or vessels the last employment of which was in such trade, and (3) vessels, other than vessels operated exclusively on the Great Lakes, engaged in foreign trade or the last employment of which was in such trade.

(c) Application for approval with respect to all vessels not designated in § 502.152 (b) shall be made to the Office of Defense Transportation in the form set forth in the appendix hereto.

§ 502.153 **Exemptions.** The provisions of this order shall not apply to (a) the requisition, sale, transfer, charter, or entry into a contract or agreement in contemplation of such requisition, sale, transfer, or charter by or with the Maritime Commission or the War Shipping Administration, or (b) vessels principally used or held for use for pleasure purposes or fishing, (c) vessels operated exclusively on the Great Lakes and which are equipped with a belt conveyor self-unloading device or which have been certified by the Office of Defense Transportation as capable of transporting iron ore, (d) the charter of vessels engaged in domestic trade or which expire within 60 days after its execution and which does not contain an option for renewal, or (e) the charter of self-propelled tankers of 1000 gross tons or more operated other

than on the Great Lakes and of other vessels described in § 502.152 (b) hereof, when such charter is filed with the War Shipping Administration by an applicant for a warrant pursuant to the Ship Warrants Act (Public Law 173, 77th Congress), the Ship Warrant Rules and Regulations of the War Shipping Administration (War Shipping Administration General Order No. 25; 6 F.R. 279), and any orders, conditions, rules and regulations heretofore or hereafter issued pursuant thereto.

§ 502.154 **Ship Warrants Act and Shipping Act, 1916, not affected.** Nothing in this order shall be construed to conflict with the Act of July 14, 1941 (Public Law 173, 77th Congress) or any of the provisions of the Shipping Act, 1916, as amended (39 Stat. 728, Chap. 451, approved Sept. 7, 1916), or any rule or regulation issued thereunder.

§ 502.155 **Revocation.** War Shipping Administration General Order No. 27 (7 F.R. 9789) dated November 23, 1942, and War Shipping Administration General Order No. 27, Supplement No. 1 (7 F.R. 10299) dated December 8, 1942, are hereby revoked.

§ 502.156 **Federal Reports Act of 1942.** The reporting requirements of this order have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942. Specific reporting requirements subsequently prescribed will be subject to the approval of the Bureau of the Budget pursuant to the Federal Reports Act of 1942.

§ 502.161 **Communications.** Communications concerning this order should be addressed to the Assistant Director in Charge Waterway Transport, Office of Defense Transportation, Washington, D. C., or Executive Assistant, Ship Operations, War Shipping Administration, Washington, D. C.

This order shall become effective July 2, 1943.

Issued at Washington, D. C., this 24 day of July 1943.

JOSEPH B. EASTMAN,
Director, Office of Defense Transportation.
E. S. LAMB,
Administrator, War Shipping Administration.

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ODT 40
JULY 2, 1943

APPENDIX TO GENERAL ORDER ODT 40

APPLICATION FOR APPROVAL OF THE SALE, TRANSFER OR CHARTER OF A VESSEL PURSUANT TO A GENERAL ORDER ISSUED BY THE OFFICE OF DEFENSE TRANSPORTATION AND THE WAR SHIPPING ADMINISTRATION

(to be submitted in triplicate)

- I. Name of owner..... Date..... address.....
- II. Name of purchaser..... address.....
- III. Name of vessel..... official no.....
- Type..... Reg..... Flag.....
- Size (gross)..... (d.w.t.)..... in
- operation..... where.....
- Laid up..... Where.....
- How long..... are any preferred
- mortgages recorded against vessel.....
- IV. If vessel to be sold:
 - (a) State business of purchaser.....
 - (b) If not wholly owned by citizens of the United States, state percentage, names, and addresses of alien interests.....
 - (c) Describe trade in which vessel to be employed by purchaser.....
 - (d) Sales price..... Terms.....
- V. If vessel to be chartered:
 - (a) State business of charterer.....
 - (b) If not wholly owned by citizens of the United States, state percentage, names, and addresses of alien interests.....
 - (c) Form of charter..... Duration.....
 - Charter rate.....
 - (d) Trading limits.....
 - (e) Commodities to be carried.....
 - (f) Loading date.....

NOTE: Applicant must submit certified copy of executed charter party with application, if possible. Advance approval may be obtained, however, in case of urgency, of above details submitted by telegram and later confirmed by letter with copy of charter party.

(Signature of Applicant)

INTERPRETATION OF PREFERENTIAL LIST

All of the industries included in this preferential list are considered vital to the war effort and trucks serving them should be supplied with gasoline or necessary truck transportation. The preferred industries are divided into four categories which are: AA-1, A-1, A-2 and A-3, in accordance with the degree of essentiality for the war effort and prime civilian requirements. It is intended that trucks serving all the industries included in the four categories shall receive sufficient motor fuel for the performance of transportation for the basic functions of the industries. There is no distinction between industries within any numerical priority classes. Where the supply of gasoline in the area is inadequate for all of the needs of all of the industries included, lesser amounts may be given to the lower rated industries, but it is not intended that truck service be substantially withdrawn from any of these essential industries.

The list is to be interpreted as a list of industries. The industries included, in some instances by naming products, are to be given preferential treatment in obtaining supplies of gasoline for truck transportation for both supplies necessary to basic operations and deliveries of the finished products of the industry or the specific product indicated. It is recognized that some considerable difficulty will be experienced in using this list for common and perhaps contract carriers. In general it is the intention that common carriers and contract carriers) will be given preference for gasoline supplies on the basis of the proportion of their operations which are concerned with serving the industries or the special products produced or service rendered by the industry enumerated on Schedule A and that their other business will be held to the general reduced allowances of gasoline.

Some minor difficulties of interpretation arise where a supply industry, say wheat flour, is serving a finished product industry, say bakeries, and the wheat flour industry has an A-2 rating, while the bakery industry has an A-1 rating. Trucks of the wheat flour industry, if specifically serving that industry, would in general be given priority A-2. Under special circumstances of gasoline shortage, where the distinction between A-1 and A-2 becomes operative, the special services to A-1 industries would be rated A-1. Obviously trucks serving the service of the bakery industry specifically would be given the A-1 priority.

Issued as of June 11, 1943

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SCHEDULE "A"

PREFERENTIAL LIST FOR THE CERTIFICATION OF MOTOR FUEL FOR TRUCKS SERVING THE BASIC REQUIREMENTS OF THE FOLLOWING INDUSTRIES (DELIVERIES TO BE SUBJECT TO O.D.T. ORDERS)

| | | | |
|------|---|---|--|
| 1.00 | AA-1 preferential treatment as against all other users of trucks (including those on the list below) shall be given to movements of Army, Navy, Maritime Commission, Coast Guard or Lend Lease supplies for export by sea or air (or in the consecutive stages antedating export). All supplies and materials essential to industries producing for or delivering basic supplies or material to the above agencies, regardless of state or stage of manufacture or production, shall be given an A-1 priority rating. | | |
| | The following degrees of essentiality are indicated: | | |
| | A-1 (Very Critical) | A-2 (Critical) | A-3 (Important) |
| 2.00 | Food Production and Distribution, including supplies for Farms, Food Processing and Food Preservation. The definitions of food for this group include only the following products and classes of products: viz. | | |
| 2.01 | Dairy Products | | |
| 2.02 | Fruits and Vegetables (Fresh and Frozen) | | Fruits and Vegetables (Dried and Canned) |
| 2.03 | Meat, fish, poultry, eggs (Fresh and Processed) | | Canned, meat, fish, poultry |
| 2.04 | Bakery Products | Cereals, Flour, Meal | |
| 2.05 | | | |
| 2.06 | Lard, Shortening, Margerine | | |
| 2.07 | | Coffee, Sugar, Tea, Coccoes and substitutes | |
| 2.08 | | | Extracts and Spices |
| 2.09 | Animal and Poultry Feed | | |
| 2.10 | Ice | | |
| 3.00 | Public Utility Services, including the Production, Generation, Transmission or Distribution of the Following for General Use by the Public: viz. | | |
| 3.01 | Electric Energy | | |
| 3.02 | Natural Gas | | |
| 3.03 | Manufactured Gas | | |
| 3.04 | Water | | |

SCHEDULE "A"

| A-1 (Very Critical) | A-2 (Critical) | A-3 (Important) |
|---------------------|--|--|
| 4.00 | Transportation, vis: | |
| 4.01 | Services for: Railways terminals Waterway docks and terminals Airfields | |
| 4.02 | Supplies for common, contract and private carriers of property or passengers. | |
| 4.03 | Maintenance and repair of carriers designated in 4.02 including their yards, docks, terminals and railway right of ways. | |
| 5.00 | Municipal Services, Including Sewer Systems and Collection and Disposal of Sewage; vis. | |
| 5.01 | Sanitation, including plumbing installations for war plants and war housing | |
| 5.02 | Fire and Police Services | |
| 5.03 | | Courts and Pr Services |
| 6.00 | Public Communications; vis. | |
| 6.01 | | Newspapers, P odicals and Magazines when deliveries have been approved the O.D.T. |
| 6.02 | Radio Communication and Broadcasting | |
| 6.03 | Telephone and Telegraph Systems | |
| 6.04 | Post Office and Mail Service | |
| 6.05 | | Motion Picture film when deli eries have been approved by O.D. |

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SCHEDULE "A"

| A-1 (Very Critical) | A-2 (Critical) | A-3 (Important) |
|---------------------|--|---|
| 6.00 | Public Communications Continued | |
| | | Government Printing Operations. |
| 7.00 | Hospitals, Medical Supplies, and Hospital Supplies and Services; vis. | |
| 7.01 | Hospitals, Medical Supplies Hospital Supplies and Services. | |
| 8.00 | Undertakers Supplies; vis. | |
| 8.01 | Undertakers Supplies | |
| 9.00 | Laundry, Linen and Supply Establishments, and Industrial dry cleaning; vis. | |
| 9.01 | | Laundry |
| 9.02 | | Linen Supply Establishment |
| 9.03 | | Industrial Dry Cleaning |
| 10.00 | Household Goods; vis. | |
| 10.01 | | Transportation of Household Goods by Common Carrier |
| 11.00 | Production Refining and Transportation of Petroleum and Petroleum Products; vis. | |
| 11.01 | Petroleum and Petroleum Products, ex Asphalt | |
| 11.02 | | Asphalt. |
| 12.00 | Production and Distribution of Coal and Coke, and Retail Deliveries to Households when deliveries have been approved by O. D. T. - vis: | |
| 12.01 | Production and Distribution of Coal and Coke | Household Deliveries of Coal and Coke when deliv- eries have been approved by O.D.T. |
| 13.00 | Production and Distribution of Extractive Industries (Minerals); vis. | |
| 13.01 | Metal ore mining | |
| 13.02 | Copper | |
| 13.03 | Iron | |
| 13.04 | Mica | |
| 13.05 | Aluminum | |
| 13.06 | | Magnesium |
| 13.07 | | Iron Ore |
| 13.08 | | Refractories |
| 13.09 | | Abrasives grain |
| 13.10 | Abrasives (Crude) | |
| 13.11 | | Lead |

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SCHEDULE "A"

| A-1 (Very Critical) | A-2 (Critical) | A-3 (Important) |
|--|---|---|
| 15.43 Industrial Plants Continued; | | |
| 15.44 Foundry Equipment | | |
| 15.45 Heat Treating Equipment | | |
| 15.45 Power Boilers Above 100 lb. pressure | | |
| 15.46 Metal Tanks | | |
| 15.47 Mechanical Power Transmission equipment | | |
| 15.48 Water Purification Equipment | | |
| 15.49 Wire and Cable | | |
| 15.50 Electrical Control and Air Current Breakers | | |
| 15.51 Testing Equipment and Electrical Measuring Equipment | | |
| 15.52 Industrial Power Trucks | | |
| 15.53 Conveying Equipment | | |
| 15.54 Mining Machinery and Equipment | | |
| 15.55 Manufacturing Gages and Precision tools and instruments | | |
| 15.56 Bolts, nuts, rivets, washers studs and screws | | |
| 15.57 | Fabricated Pipe | |
| 15.58 | Industrial Stokers | |
| 15.59 | Thermal Installations used for fuel conservation | |
| | Insulation Industry | |
| 15.60 | | Construction Machinery and Equipment |
| 15.61 Cordage, Rope and Twine | | Industrial Safety Equipment |
| 15.62 | | Heating Installations for Conversion from Oil to Coal |
| 15.63 | | |
| 15.64 | | |
| 15.65 | Automotive parts | |
| 15.66 | Motor trucks, off the highway vehicles and trailers | Motorcycles |
| 15.67 | | |
| 16.00 Scientific Testing and Research Laboratories, to the extent that They are Engaged in any Operation Relating to the Production or Processing of any Munition Equipment or Material Listed in Schedule A; vis. | | |
| 16.01 Scientific and Research Laboratories as qualified above | | |

SCHEDULE "A"

| A-1 (Very Critical) | A-2 (Critical) | A-3 (Important) |
|--|--|--|
| 17.00 Chemicals for War Production; vis. | | |
| 17.01 Chemicals for War Production | | |
| 18.00 Lumber and Lumber Products, vis. | | |
| 18.01 Aircraft lumber, veneer, and plywood for the American and British programs | | |
| 18.02 Marine Plywood | | |
| 18.03 Propellers (Airplane) | | |
| 18.04 | Ammunition Boxes | |
| 18.05 | Ties and Bridge and Trestle Repair Material | |
| 18.06 | | Logging for Sawmill Operation |
| 19.00 Containers, vis: (new or in use) | | |
| 19.01 Metal Strapping | | |
| 19.02 Steel Drums | | |
| 19.03 | Fibre and Corrugated Box | |
| 19.04 | Fibre Can | |
| 19.05 | Metal Can | |
| 19.06 | | Wooden Containers |
| 20.00 Pulp Industry, vis: | | |
| 20.01 | | Woodpulp |
| 20.02 | | Pulpwood, if moved by farmers |
| 21.00 Tanning Industry, vis: | | |
| 21.01 | | Tanning Industry |
| 22.00 Salvage, vis: | | |
| 22.01 | Non-Ferrous Metal Scrap | |
| 22.02 | | Waste paper |
| 22.03 | | Inedible Rendering Industry, when deliveries have been approved by ODT |
| 23.00 Armored Cars and Trucks | | |
| 23.01 Transportation of currency and negotiable instruments | | |
| 24.00 Maintenance and Repair, vis. | | |
| 24.01 | Essential installation, maintenance, and repair services for single and multiple dwelling units; office buildings; warehouses; factories; and buildings and essential equipment used by retail | |

SCHEDULE "A"

A-3 (Very Critical) A-3 (Critical) A-3 (Important)

Maintenance and Repair Con't

(Continued) wholesale and service establishments; in addition to the same services for users already enumerated on Schedule A.

OFFICE OF DEFENSE TRANSPORTATION

80
ODT 17
AMDT. 2A
JUNE 16, 1943

Part M—CONSERVATION OF MOTOR EQUIPMENT

(Revised Order ODT 17, Amdt. 2A)

PART M—MOTOR CARRIERS OF PROPERTY

Amendment to Executive Orders 8889 and 8914, it is hereby ordered, That Amendment 1 to General Order ODT 17, as amended (7 P.R. 5478, 7694, 9623; 8 P.R. 111) is amended by the following, and §§ 501.68 and 501.70 of said order are hereby amended to read as hereinafter set forth, and that said order is hereby amended by changing the number of original § 501.75 to § 501.76 and by inserting two new sections designated, respectively, as § 501.78, § 501.79, and § 501.81, and an Appendix No. 2, said new sections and appendix to read as hereinafter set forth:

DEFINITIONS. As used herein: (a) The term "person" means any individual, partnership, corporation, association, joint-stock company, business trust, or other organized group of persons, or any trustee, receiver, assignee, personal representative, and includes any department or agency of the United States, any State, the District of Columbia, or any other political, governmental or quasi-governmental entity.

(b) The term "property" means any thing, except persons, capable of being transported by motor truck. (c) The terms "motor carrier" and "carrier" means any person other than a person which holds itself out to the general public to engage in the transportation of property for compensation, which includes the transportation of property by motor truck, and includes contract carriers by motor truck and private carriers by motor truck.

(d) The terms "motor truck" and "truck" mean either (1) a straight truck, (2) a combination truck-tractor and trailer, (3) a full trailer, (4) or any other motor vehicle propelled or drawn by mechanical power or animals when used in the transportation of property, other than a motor vehicle engaged primarily in the transportation of persons.

(e) The term "operating unit" means the motor truck operations performed by a motor carrier wholly within a local community or contiguous municipalities or urban communities and a zone extending 25 air miles from the boundaries thereof), together with motor truck operations serving a point or points beyond the local area from a home or base terminal located within such local area, as well as operations performed outside such local area by motor trucks which are operated, maintained, serviced and routed under immediate supervision, direction and control exercised in such local area.

(f) The term "gross weight" means the aggregate weight of a motor truck and its lading.

(g) The term "rated load carrying ability" as applied to a truck means the weight which the tires mounted on the load bearing wheels of such truck are capable of carrying as determined in the manner set forth in Appendix No. 1 attached hereto.

(h) The terms "capacity load" or "loaded to capacity" as applied to a truck mean either (1) the quantity of property, by weight, which may be carried in said truck, determined by deducting the weight of said truck from its rated load carrying ability, or (2) the maximum quantity of property, by volume, which may be stowed by efficient methods and safely transported in the load-bearing space of the truck, whichever quantity is the lesser in weight.

(i) The term "delivery" means the operation of a motor truck by a motor carrier from any one point to any other point for the purpose of enabling such motor carrier to relinquish possession of property after transportation or to take possession of property for transportation, or both, and includes an offer or attempt to so relinquish or take possession of such property.

(j) The term "special delivery" means a delivery other than one made in the course of a normal delivery service.

(k) The term "call back" means any call made by a motor truck of a motor carrier at any given premises other than for the purpose of making a delivery or for the purpose of repairing, servicing or maintaining such truck.

(l) The term "over-the-road service" means all operations of a motor truck except: (1) those within an area which includes any municipality or urban community and a zone extending twenty-five (25) air miles from the boundaries thereof; (2) those within and between contiguous municipalities or urban communities; (3) those not more than twenty-five (25) miles in length.

(m) The term "local delivery service" means all operations of a motor truck except over-the-road service.

(n) The term "special equipment" means any low-bed motor truck, or any motor truck the primary carrying capacity of which is occupied by mounted machinery.

(o) The term "wholesale delivery" means the transportation of property by motor truck (1) from any place of business at which such property, or service thereon to any place of business at which such property, or service thereon or service utilizes such property, is sold or offered for sale at retail, or (2) from any such retail establishment to any place from which such property or service is supplied to such retail establishment.

(p) The term "retail delivery" means the transportation of property by motor truck, or of fresh milk or cream or other products when delivered in combination therewith) by any vehicle propelled or drawn by mechanical power or animals, (1) to any person who acquires at retail that property, or service thereon, for personal, family, or household, use or consumption, or (2) from any such person to any business establishment at which such property, or service thereon, is supplied at retail. The term "retail delivery" shall also include the transportation of property to be sold or offered for sale from any such vehicle to any person for personal, family, or household, use or consumption.

§ 501.70 Exemptions. (a) The provisions of § 501.81 (relating to mileage reduction), paragraph (a) (prohibiting special deliveries) and paragraph (c) (relating to prohibition of more than one delivery a day) of § 501.68, paragraph (a) (requiring full loads and leadings) of § 501.69, and § 501.75 (requiring establishment of delivery areas or routes) and § 501.76 (limiting the number of wholesale and retail deliveries weekly), of this subpart shall not apply to or include the following:

(1) Any motor truck while actually transporting exclusively any explosive listed in Part 2 of "Regulations for Transportation of Explosives and Other Dangerous Articles" (5 P.R. 4905), promulgated and published by the Interstate Commerce Commission by order of August 16, 1940, effective January 7, 1941, in Docket No. 3686, as amended, pursuant to the provisions of Title 18, Section 233, U. S. Code, including explosives, ma-

terials and accessories, such as ammunition, black powder, low explosives, liquid nitroglycerine, fireworks, smokeless powder, cordless detonant, fuses, igniters or primers, and in addition blasting agents and blasting accessories necessary for the use of any of said explosives: *Provided, however, That nothing contained in this subparagraph shall be so construed as to relieve any motor carrier from any rule, regulation or order of the Interstate Commerce Commission or other requirement of law pertaining to the transportation exempted hereby;*

(2) Any motor truck when engaged exclusively in the transportation of repair or service men and their supplies or equipment;

(3) Any motor truck operated exclusively for the purpose of collecting and disposing of sewage or garbage or rendering other sanitation services, pursuant to Government order, regulation, or contract;

(4) Any motor truck operated exclusively in connection with the construction and maintenance of essential telegraph, electric light, and communications, electric light, and power, gas and water supply utilities, and pipe lines, railroads, street railways, and public highways;

(5) Any motor truck while operated under direction of the armed forces of the Federal or a State government;

(6) Any motor truck operated in emergencies exclusively for the purpose of making deliveries of medicines or other supplies or equipment necessary for the protection or preservation of life, health, or for public safety;

(7) Any motor truck operated exclusively for the purpose of making deliveries of telegraph, radio, and cable communications or the United States mail.

(b) The provisions of § 501.67 (requiring mileage reduction), paragraphs (a) (prohibiting special deliveries) and (c) (relating to prohibition of more than one delivery a day) of § 501.76, paragraphs (a) (requiring full load and leading) and (b) (prohibiting overloads) of § 501.69, and § 501.78, (requiring establishment of delivery areas or routes) and § 501.76 (limiting the number of wholesale and retail deliveries weekly), of this subpart shall not apply to or include the operation of any special equipment.

(c) The provisions of this subpart shall not apply to or include the following:

(1) Any motor truck, the primary carrying capacity of which is occupied by a mounted tank or tanks;

(2) Any motor truck controlled and operated by any person or persons principally engaged in farming, when used in the transportation of agricultural commodities and products thereof, from a farm or farms, or in the transportation of farm supplies to a farm or farms: *Provided, That this exemption shall not apply to the transportation of agricultural commodities or products thereof in retail delivery;*

(3) Any motor truck owned, controlled, or operated by the armed forces of any State or of the United States;

(4) Any motor truck engaged in the transportation of property wholly within the boundaries of any industrial or manufacturing plant, or between units of such plant separated only by a public highway, when such transportation is an integral part of the business of such industrial or manufacturing plant.

(5) The provisions of paragraph (b) (limiting frequency of delivery operation on routes or within areas) of § 501.78 and § 501.76 (limiting number of deliveries weekly) of this subpart shall not apply to deliveries which are exempted by general or special permit from the provisions of paragraph (c) (relating to prohibition of more than one delivery a day) to § 501.68.

§ 501.75 Establishment of delivery areas or routes. (a) On or before June 8, 1943, every motor carrier shall establish, within the territory presently served by each operating unit of such motor carrier, delivery areas or delivery routes that are neither duplicating nor overlapping, and such carrier shall prepare and currently maintain an appropriate map showing the routes so established or the territorial limits of such delivery areas, for each operating unit.

(b) No motor carrier shall perform wholesale or retail delivery service, respectively, over any given route or within any given delivery area on any greater number of days in any calendar week than the maximum weekly number of wholesale or retail deliveries, respectively, specified in Appendix No. 2 attached hereto for any commodity being delivered over that route during that week: *Provided, That the foregoing restriction shall not apply to any transportation performed for the purpose of making any wholesale or retail delivery, respectively, from one point of origin to one consignee at one point of destination of any shipment constituting a capacity load of the largest motor truck ordinarily operated by the motor carrier in making such delivery.*

§ 501.76 Number of wholesale and retail deliveries limited. (a) Except as provided in paragraph (b) of this § 501.76, no person shall cause to be made, and no motor carrier shall make, from any one point of origin to any one point of destination during any calendar week:

(1) More than the maximum number of wholesale deliveries and retail deliveries specified in Appendix No. 2 attached hereto for the particular commodity or commodities being delivered: *Provided, That on any day on which a wholesale or retail delivery is made, one additional delivery involves property requiring the use of a motor truck other than the type used in making the other delivery, when such truck used in making the additional delivery is specially adapted for and used exclusively in the*

transportation of such property as:

(i) both deliveries do not involve the same commodities;

(ii) On Sunday, any wholesale deliveries, except of ice, or any retail cream, or other related dairy products, or other related dairy products thereof, or eggs, when delivered in combination with fresh milk or cream;

(3) Any retail delivery involving article, package or lot of goods delivered to any individual consignee of, irrespective of the size and weight of individual packages comprising such article, package or lot, which exceeds sixty (60) inches in combined length (i. e., the distance in a straight line between the ends of the package or lot) and girth (i. e., the distance around the article, package or lot) and exceeds five (5) pounds; *Provided, That the provisions of this subparagraph shall not apply to the following delivery combinations thereof:*

(i) To deliveries of fresh milk or cream, or other related dairy products, fruit or vegetable juices or pastes thereof, or eggs, when delivered in combination with fresh milk or cream;

(ii) To deliveries of bread or perishable bakery products, when delivered by a person engaged exclusively in the delivery of bread or bakery products;

(iii) To deliveries of eggs, bread, frozen fruits or vegetables, fresh fruit or preserved meat or poultry, or shell fish, when delivered by a person engaged exclusively in the retail sale of any or all of such commodities;

(iv) To deliveries of laundry and linens or fabrics the subject of dyeing, drying, tailoring, or storage;

(v) To deliveries of articles which are altered or processed after and as a part of the sale thereof;

(vi) To deliveries of medicines and medical supplies;

(vii) To deliveries of parts and supplies for repairs.

(b) The provisions of paragraph (a) of this § 501.76 shall not apply:

(1) When a wholesale or retail delivery consigned from one point of origin to one consignee at one point of destination constitutes a capacity load of the largest motor truck ordinarily operated by the carrier in making such delivery;

(2) To the transportation of a shipment transported or to be transported by common carrier or freight forwarder more than 25 air miles from the place of origin to the place of destination of the shipment, which is transported or to be transported by common carrier or freight forwarder a distance of more than 25 miles from the place of origin to the place of destination in a municipality or community.

§ 501.77 Limited applicability. The provisions of §§ 501.75 and 501.76 shall apply only in the States of Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New York,

Pennsylvania (except that portion which lies within the corporate limits of the cities of Sharon, Sharpsburg, Parrot, and Wheatland), Rhode Island, Vermont, Virginia (except the portions which lie within the corporate limits of the cities of Bristol and Bluefield), the District of Columbia, and the portion of West Virginia, which lies north and east of the counties of Mineral, Grant and Pendleton.

Amendment 3 to General Order ODT is hereby revoked effective on the effective date of this Amendment 3A.

This Amendment 3A shall become effective June 18, 1943.

EO 5989, 6106; 6 F.R. 6723, 7 F.R. 3349

Issued at Washington, D. C., this 16th day of June 1943.

JOSEPH B. EASTMAN,
Director,
Office of Defense Transportation.

APPENDIX NO. 2

| Commodities | Maximum Weekly Number of Wholesale Deliveries | Maximum Weekly Number of Retail Deliveries |
|--|---|--|
| Fresh or frozen meat, poultry, eggs, fish, vegetables, fish and shell fish, or fruit and perishable bakery products (including dry biscuits, crackers, pretzels, and similar bakery products in packages designed to retain their palatability for an extended period) | 1 | 3 |
| Alcoholic beverages or wines not including malt beverages | 1 | 1 |
| Non-alcoholic beverages (including fresh milk or cream, and drinking water) when transported in containers resupplied on alternate days | 1 | 1 |
| Ice | 1 | 1 |
| Articles, when a non-alcoholic beverage is made from such beverages | 1 | 1 |
| Fresh milk or cream, or other related dairy products, or eggs, when delivered in combination with fresh milk or cream | 1 | 1 |
| Fresh fruit or vegetables, fresh fruit or preserved meat or poultry, or shell fish, when delivered by a person engaged exclusively in the retail sale of any or all of such commodities | 1 | 1 |
| Laundry and linens or fabrics the subject of dyeing, drying, tailoring, or storage | 1 | 1 |
| Articles which are altered or processed after and as a part of the sale thereof | 1 | 1 |
| Medicines and medical supplies | 1 | 1 |
| Parts and supplies for repairs | 1 | 1 |
| Any commodity for which no regulations are specified in this Appendix No. 2 | 1 | 1 |

OUTLINE OF AMENDMENT 3A TO GENERAL ORDER ODT 17, AS AMENDED

Amendment 3A to General Order ODT 17, as amended, is a revision of Amendment 3 to said order, with certain changes. The principal purpose and effect of Amendment 3A is to limit the number of wholesale and retail deliveries which may be made weekly to the number specified in Appendix No. 2 to the Amendment and to prohibit the retail delivery of any article, package, or lot of goods which does not weigh more than 5 pounds or which does not exceed 60 inches in combined length and girth. Nearly all wholesale and retail deliveries are prohibited on Sunday. Deliveries are so restricted only in the gasoline storage areas. Customers, patrons and shippers are forbidden from causing deliveries to be made in violation of the order without regard to the type of motor carrier used.

The amendment requires every motor carrier (whether contract or private) to establish, within the territory served by its operating units, delivery areas or delivery routes that are neither duplicating nor overlapping, and to prepare and keep a map showing such routes or delivery areas. Each motor carrier is prohibited from rendering wholesale or retail delivery service, respectively, over any route or within any delivery area on any greater number of days in a calendar week than the maximum number of wholesale or retail deliveries, respectively, specified in the Appendix No. 2, for the commodities delivered.

The number of wholesale or retail deliveries from one point of origin to one consignee at one point of destination in a truckload lot, when carried in the largest truck ordinarily used by the carrier in making such deliveries, is not limited, nor is the number of deliveries which may be made to or from a common carrier of a shipment transported or to be transported by more than 25 air miles from the boundaries of the municipality or urban community in which the shipment originates.

A wholesale delivery is defined in the amendment as the transportation of property by motor truck from any place of business to another place of business at which the property or service thereon or service utilizing the property is sold or offered for sale at retail, and, conversely, as the transportation of property by motor truck from such retail establishment to any place from which the property or service is supplied to the retail establishment. It will be noted that in determining the character of the delivery the quantity or value of the goods delivered is unimportant; the handling of the goods at the place of delivery is the determining factor.

A retail delivery is defined as the transportation of property by motor truck to any person who acquires at retail the property or service thereon for personal, family, or household use or consumption, and, conversely, from such which the property or service thereon is supplied at retail. In connection with the transportation of fresh milk or cream, and certain other products which may be delivered in combination therewith, retail delivery includes also the transportation of such commodities in any vehicle drawn by animal. Retail delivery includes also the transportation of property to be sold or offered for sale from the vehicle in which transported to any person for personal, family, or household use or consumption. Here again it will be noted that the quantity or value of the goods delivered is unimportant in determining whether a delivery is a retail delivery. The use to which the goods are put by the person receiving them is the controlling factor.

All wholesale deliveries, except of ice, are forbidden on Sunday. All retail deliveries are also forbidden on Sunday, except of ice, fresh milk or cream, or other related dairy products, fruit or vegetable juices or products thereof, or eggs, when delivered together with fresh milk or cream.

The prohibition of the retail delivery of an article, package or lot of goods which does not weigh more than 5 pounds or which does not exceed 60 inches in combined length and girth, is not applicable to retail deliveries of fresh milk or cream or the other allied products mentioned above: to retail deliveries of bread or perishable bakery products delivered by a person engaged exclusively in the retail sale of bakery products; to retail deliveries of laundry and garments or fabrics the subject of dry cleaning, dyeing, tailoring, or storage; to retail deliveries of articles which are altered or processed after and as a part of the sale thereof; to retail deliveries of medicines or medical supplies; or to retail deliveries of parts and supplies for repairs.

The amendment applies to retail deliveries by any motor carrier, whether he is a farmer, merchant, manufacturer, retailer or otherwise.

The provisions of the amendment limiting frequency of delivery service over routes or within delivery areas and limiting the number of deliveries which may be made weekly to a place or person do not apply to deliveries which are exempted by general or special permit heretofore issued by the ODT to relieve

carriers from the prohibition in General Order ODT 17 against making more than one delivery a day. Neither do the provisions of the amendment apply to delivery operations which are exempted by General Order ODT 17 itself from the prohibition against making more than one delivery a day.

The retail and wholesale delivery restrictions and limitations apply only within the gasoline shortage area. This area includes the States of Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania (except that por-

tion which lies within the corporate limits of the cities of Sharon, Sharpsville, Parrel, and Wheatland), Rhode Island, Vermont, Virginia (except the portions which lie within the corporate limits of the cities of Bristol and Bluefield), the District of Columbia, and the portion of West Virginia which lies within and east of the counties of Mineral, Grant and Pendleton.

It is recognized that the provisions of the amendment are drastic and that it may be necessary upon proper showing of absolute necessity to grant relief by general or special permits issued by ODT

to prevent undue public hardship and interference with the prosecution of the war or essential civilian economy. The order contains provisions for the issuance of such permits.

Carriers and customers or persons should not overlook the fact that General Order ODT 17 and its other amendments will continue to be applicable to deliveries not affected by Amendment 3A, such as deliveries from factory to factory or from factory to warehouse and deliveries outside the gasoline shortage area.

[General Order ODT 39]

PART XI—CONSERVATION OF MOTOR EQUIPMENT

SECTION OF MILEAGE—CARRIERS OF PASSENGERS

Pursuant to Executive Orders 9599, 9600, and 9604, in order to conserve and efficiently utilize vital transportation facilities, facilities, and equipment; and to provide for the prompt and continuous movement of necessary traffic, the movement of which purposes is essential to the successful prosecution of the war, it is hereby ordered, That:

PART 11—REDUCTION OF MILEAGE: CARRIERS OF PASSENGERS

- 1101 General outline of order.
- 1102 Reduction in mileage.
- 1103 Emergency curtailment plans to be placed in effect.
- 1104 Special and general permits.
- 1105 Exemptions.
- 1106 Definitions.
- 1107 Applicability.
- 1108 Communications.

STATUTES: §§ 501.360 to 501.367, inclusive, and under E.O. 9599, 9599A, 9599B, 6 F.R. 1, 1 F.R. 3194, 3 F.R. 921.

1101 General outline of order. This order provides that no person operating passenger by motor vehicle for which a certificate of war transportation is outstanding shall operate within the area in which the order is applicable in any calendar week a greater number of motor vehicle miles than eighty (80) per cent of the total motor vehicle miles operated in the area by such person during the week ending May 21, 1943. It also requires those persons who submitted plans for emergency curtailment to the Office of Defense Transportation in response to a communication from the Director of the Office of Defense Transportation dated January 25, 1943, to comply with the order by placing in effect the plan submitted in designated plan No. 2. The purpose of the order is to assure the continuity of service by carriers of passengers until July 25, 1943, the date when the current allotment of motor fuel has been extended. If the current allotment of motor fuel is to be sufficient to permit carriers to continue op-

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erations until July 25, 1943, curtailments in service in addition to those required by this order must be made voluntarily by the carriers themselves or by further orders of the Office of Defense Transportation.

It is recognized that there may be occasions when the rigid requirements of the order will interfere with production at war plants, activities of military installations, and other activities which are essential to the prosecution of the war. Section 501.363 of the order provides for the issuance of special and general permits to meet such situations as they arise.

The order is applicable within a limited area only. This area is described in § 501.366. It is the area in which there is a shortage of motor fuel at the present time.

1501.361 Reduction in mileage. No person shall, during any calendar week, operate in the area in which this order is applicable a greater number of motor vehicle miles than eighty (80) per cent of the total motor vehicle miles operated by such person in such area during the week ending May 22, 1943.

1501.362 Emergency curtailment plans to be placed in effect. Each person who submitted plans for emergency curtailment to the Office of Defense Transportation in response to the communication from the Director of the Office of Defense Transportation dated January 25, 1943, shall comply with this order by placing into effect the plan submitted by each such person and designated as plan No. 2.

1501.363 Special and general permits. The provisions of this order shall be subject to any special or general permit issued by the Office of Defense Transportation to meet specific needs or exceptional circumstances.

1501.364 Exemptions. The provisions of this order shall not apply to the operation of a motor vehicle (a) when engaged in ambulance service, or (b) by school authorities or pursuant to a contract with school authorities for the purpose of transporting students, teachers, and school employees to and from school.

1501.365 Definitions. As used in this order (§§ 501.360 to 501.367), or in any

order, direction or permit issued hereunder, the term:

(a) "Person" means any individual, partnership, corporation, association, joint stock company, business trust, or other organized group of persons, or any trustee, receiver, assignee, or personal representative, and includes any department or agency of the United States, any State, the District of Columbia, or any other political, governmental or legal entity.

(b) "Motor vehicle" means any rubber-tired vehicle propelled or drawn by mechanical power and used upon the streets or highways for the transportation of passengers and with respect to which a certificate of war necessity issued by the Office of Defense Transportation is outstanding;

(c) "Motor vehicle miles" includes all miles of actual motor vehicle operation, whether in passenger service or otherwise.

1501.366 Applicability. The provisions of this order shall be applicable within the States of Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania (except the portions which lie within the corporate limits of the cities of Sharon, Sharpsville, Parrel, and Wheatland), Rhode Island, Vermont, Virginia (except the portions which lie within the corporate limits of the cities of Bristol and Bluefield), the District of Columbia, and the portion of West Virginia which lies within and east of the counties of Mineral, Grant and Pendleton.

1501.367 Communications. Communications concerning this order should be addressed to the Division of Local Transport, Office of Defense Transportation, Washington, D. C., Boston, Massachusetts, or New York, New York, and should refer to "General Order ODT 39".

This General Order ODT 39 shall become effective May 21, 1943.

Issued at Washington, D. C., this 27th day of May, 1943.

JOSPH H. EASTMAN,
Director, Office of Defense
Transportation.

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(General Order ODT 6A)

PART III—CONSERVATION OF MOTOR EQUIPMENT

PART 4—LOCAL CARRIERS OF PROPERTY AND DELIVERY, LOCAL CARGAGE

subject to Executive Orders 9809 and 9810 and in order to conserve and provide vital transportation equipment and supplies; and to provide for the continuous movement of property, the attainment of which is essential to the successful prosecution of the war, General Order 6, as amended (§§ 501.31 to 501.39; 3004, 3022, 4184), General Permit 4-3 (7 P.R. 5029), General Permit 4-4 (7 P.R. 5038), and General Permit 4-5 (7 P.R. 5018), shall be void, and, it is hereby ordered,

General outline.

Applicability.

Elimination of waste.

Operating requirements.

Special or general permits.

Submission of plans for joint action.

Hours and reports.

Filing of tariffs.

Definitions.

References.

Communications.

where: §§ 501.30 to 501.39, inclusive, under E.O. 8860, §154; 6 P.R. 5732, 7 P.R. 5733.

§ 501.21 General outline. This order requires that each carrier of property operating motor trucks for commerce within an urban area, as defined in the order, shall eliminate wasteful operations, conserve motor equipment and facilities used in conducting the business of such carriers, shall lease trucks to the extent necessary to accomplish any of the purposes of this order. It also provides, subject to certain exceptions, that no person shall make: (a) Any collection or delivery during any calendar day, the hour of which shall have been received after 3 p. m. during such day; (b) any collection or delivery without ascertaining to the operation of a truck for such purpose, that it may be completed; (c) any collection or delivery by a motor truck except for the purpose of collecting or delivering property or servicing, maintaining or repairing a truck; or (d) more than one collection during any calendar day from any one point, nor more than

one delivery during any calendar day to any point from any one point. Provision is made for the issuance of special or general permits to meet specific needs or exceptional circumstances or to prevent undue hardship.

The order further provides that two or more of such carriers may take joint action to accomplish the purposes of the order by any method or methods recommended or approved by the Office of Defense Transportation, The Director, Division of Motor Transport, Office of Defense Transportation, may direct such carriers to meet for the purpose of formulating such a plan of joint action. This order supersedes General Order ODT 6, as amended, and General Permit ODT 6-3, General Permit ODT 6-4 and General Permit ODT 6-5.

§ 501.21 Applicability. The provisions of this order shall be applicable only within the continental United States.

§ 501.22 Elimination of waste. Each local carrier shall:

- Eliminate wasteful operation;
- Conserve and properly maintain tires, motor trucks, and other facilities necessary in conducting the business of such carrier;
- Lease or rent its motor trucks whenever practicable and to the extent necessary to carry out the purposes of this order.

§ 501.23 Operating requirements. (a) Except as provided in paragraph (b) of this § 501.23, no person shall cause to be made by local carrier and no local carrier shall make:

- Any collection or delivery during any calendar day, the order for which shall have been received during such day after 3 p. m., or such earlier time as the carrier may establish with the approval of the Office of Defense Transportation;
- Any collection from, or delivery to, any shipping or receiving point at which no regular hours for shipping or receiving are maintained unless such carrier, prior to the making thereof, has ascertained that he may relinquish or take possession of, as the case may be, the property which is to be transported;
- Any operation by a motor truck for a purpose other than is necessary in connection with the collection or delivery of property or the servicing, maintaining or repairing of a truck;
- More than one collection from any one point of origin for transportation to any one or more points of destination,

or more than one delivery by transportation from any one point of origin to any one point of destination during any calendar day; Provided, That,

(1) Additional collections or deliveries may be made when the property to be transported exceeds the capacity load of the motor truck engaged in such service, in which event such collection or delivery, except the final one, shall be a capacity load;

(2) One additional collection or delivery may be made on a day next preceding a national holiday (when such holiday falls on a Saturday), or on the Saturday next preceding a national holiday (when such holiday falls on a Monday), provided such carrier does not make any collection or delivery on such holiday, or when the collection or delivery involves property requiring the use of a motor truck specially adapted for and used exclusively in the transportation of such property, and of a type not used in making the other collection or delivery.

(b) Any such carrier, while making any collection or delivery not prohibited by the terms of this § 501.23, may make any collection or delivery which is made without operating such truck any additional distance.

§ 501.24 Special or general permits. The provisions of this order shall be subject to any special or general permit issued by the Office of Defense Transportation to meet specific needs or exceptional circumstances, or to prevent undue hardship.

§ 501.25 Submission of plans for joint action. (a) Whenever two or more local carriers contemplate joint action, or whenever directed in writing so to do by the Director, Division of Motor Transport, Office of Defense Transportation, such carriers shall meet, or cause their representatives to meet, for the purpose of formulating a plan of joint action to the end that maximum utilization of equipment and facilities may be effected during the period of war emergency by such method or methods as may be recommended or approved by the Director of the Office of Defense Transportation.

(b) Whenever two or more carriers shall have voluntarily formulated a plan of joint action, they shall submit such plan to the Office of Defense Transportation.

(c) Whenever such Director, Division of Motor Transport, shall have directed such carriers to meet for the purpose of formulating a plan of joint action, they

shall, within such time as may be fixed by such Director, submit to the Office of Defense Transportation any plan of joint action so formulated, or a statement setting forth the reasons why no plan of joint action has been agreed on by them: Provided, That nothing contained in this order shall be so construed as to authorize any carriers to engage in such joint action unless directed so to do by specific order of the Office of Defense Transportation.

§ 501.26 Records and reports. Every local carrier shall prepare and maintain such records, and make such reports, as the Office of Defense Transportation may prescribe subject to the approval of the Bureau of the Budget pursuant to the Federal Reports Act of 1942. Such records shall be available for examination and inspection at all reasonable times by an accredited representative of the Office of Defense Transportation.

§ 501.27 Filing of tariffs. Every local carrier required by law to file tariffs or schedules of rates, charges, rules, regulations and practices shall file forthwith a copy of this order with the appropriate regulatory body or bodies having jurisdiction over any operations affected by this order, and likewise shall file and publish in accordance with law, and continue in effect until further order, tariffs or schedules or appropriate supplements to filed tariffs or schedules, setting forth any changes in rates, charges, rules, regulations which may be necessary to accord with the provisions of this order, and forthwith shall apply to such regulatory body or bodies for special permission for such tariffs, schedules, or supplements to become effective on the shortest notice lawfully permissible, but not prior to the effective date of this order.

§ 501.28 Exemptions. (a) The provisions of paragraphs (a) (1) and (a) (4) of § 501.23 of this order shall not apply in respect of: (1) Any motor truck while being operated in a collection or delivery of any shipment, the expedited movement of which is necessary to meet the needs of the military or naval forces of the United States, the United States Maritime Commission, or the War Shipping Administration; (2) Any motor truck while operated exclusively in connection with the construction and maintenance of essential communications, electric light and power, gas or water supply utilities, pipe lines, railroad, street railways or public highways; (3) Any motor truck while being operated exclusively in making deliveries to a vessel which is being supplied, repaired, loaded or unloaded; (4) Any motor truck while being operated exclusively in the collection or delivery of household goods as defined by the Interstate Commerce Commission in "Practices of Motor Common Carriers of Household Goods" (I.Y.M. C. C. 487);

(5) Any motor truck while being operated in the collection from one consignee, or delivery to one consignee, of any shipment, or shipments, of property, the aggregate weight of which is 10,000 pounds, or more, or which fully occupies the load bearing space of such truck and which will be, or has been, as the case may be, transported by such truck, without other handling, in over-the-road service. (b) The provisions of § 501.23 of this order shall not apply in respect of: (1) Any special equipment; (2) Any motor truck while operated exclusively in the transportation of repair or service personnel and their supplies or equipment; (3) Any motor truck while operated exclusively in emergencies for the purpose of making collection or delivery of medicines or other supplies or equipment necessary for the protection or preservation of life, health or public safety; (4) Any motor truck while operated exclusively pursuant to governmental order, regulation or contract for the purpose of collecting or disposing of sewage or garbage, or rendering other sanitation services; (5) Any motor truck while operated exclusively for the purpose of making collection or delivery of telegraph, radio and cable communications, or the United States mail.

(c) No provision of this order shall apply in respect of: (1) Any motor truck, the primary carrying capacity of which is occupied by a mounted tank or tanks; (2) Any motor truck controlled or operated by any person or persons principally engaged in farming, when used in the transportation of agricultural commodities or products thereof from a farm, or in the transportation of farm supplies to a farm; (3) Any motor truck while operated under the direction of the military or naval forces of the United States or State section 61 of the National Defense Act, as amended; (4) The provisions of this order shall apply to the operations of a contract carrier only to the extent that such operations are not governed by the provisions of General Order ODT 17, as amended, (7 P.R. 5678, 7894, 9623; 8 P.R. 6968).

§ 501.29 Definitions. As used in this order (§§ 501.26 to 501.30, inclusive), or in any order, permit, recommendation, or certificate or regulation issued hereunder, the term: (a) "Person" means any individual, partnership, corporation, association, joint stock company, business trust, or other organized group of persons, or any trustee, receiver, assignee or personal representative, and includes any department or agency of the United States, any other political, District of Columbia, or any other political, governmental or legal entity. (b) "Continental United States" means the forty-eight States and the District of Columbia.

(c) "Property" means anything except persons, capable of being transported by motor truck. (d) "Local carrier" or "carrier" means any person, regardless of the location of such person under any law or State statute, to the extent that he engages in the transportation of property in collection and delivery service or local cartage service by motor truck compensation. (e) "Collection and delivery" or "local cartage service" means operations of a motor truck, stop or between the terminals of a carrier, which are either: (1) within an area which includes any municipal, urban community air miles long, twenty-five (25) air miles long boundaries thereof; or (2) within any two contiguous municipalities, or not more than twenty-five (25) air miles length. (f) "Over-the-road service" means operations of a motor truck engaged in collection and delivery service or cartage service. (g) "Motor truck" or "truck" means either: (1) a straight truck or a combination truck-tractor and trailer; or (2) a full trailer; or (3) any rubber-tired vehicle propelled wholly or mechanically power when used in transportation of property, other than a vehicle engaged primarily in the transportation of persons.

(h) "Collection" means the operation of a motor truck from any one point or other point for the purpose of raising possession of property after transportation, and includes taking, or an attempt to take, possession of such property. (i) "Delivery" means the operation of a motor truck from any one point or other point for the purpose of raising possession of property after transportation, and includes relinquishing an offer or attempt to relinquish possession of such property. (j) "Special equipment" means any motor truck, the primary carrying capacity of which is occupied by special machinery. (k) "Vessel" means any vessel used as a means of transportation of water. (l) "Rated load carrying ability" means the weight which is mounted on the load bearing space of a motor truck as capable of being supported as determined in the manner set forth in Appendix No. 1 of this order. (m) "Capacity load" means (1) the aggregate weight of the property which may be transported in a motor truck, determined by deducting the weight of said truck from its rated carrying ability; or (2) the maximum quantity of property, by volume, which may be stowed by efficient methods safely transported in the load bearing space of the truck, whichever quantity is the lesser in weight.

(n) "Farm" means any land of approximately three acres or more which are used for agricultural purposes.

devoted to the breeding or raising of stock, poultry or bees.

GENERAL COMMUNICATIONS. Unless a carrier is directed, communications concerning this order should refer to "General Order ODT 8A", and should be addressed to the Division of Motor Transport, Office of Defense Transportation, Washington, D. C.

This order shall become effective June 1943, and shall remain in full force and effect until the termination of the present war shall have been duly proclaimed, or until such earlier time as the Office of Defense Transportation by this order may designate.

General Order ODT 8, as amended, General Permit ODT 8-5, General Permit ODT 8-4, and General Permit ODT 8-3 are hereby revoked as of the effective date of this General Order ODT 8A.

Issued at Washington, D. C., this 25th day of June 1943.

JOSEPH H. EASTMAN,
Director,
Office of Defense Transportation.

APPENDIX I
Under the terms of § 501.26 (1) of this order the rated load carrying ability of the tires mounted on the running wheels of a motor truck shall be determined by multiplying the number of tires mounted on the running wheels of such motor truck, of the size and description actually used, by the weight of pounds appearing opposite the description of such tires in this appendix. A motor truck uses 10 running wheels. Example: 200-30, ten ply. The rated load carrying ability of each such tire, in pounds, as shown in this Appendix, is 2450. Multiply 10 (number of tires) by 2450 (rated load carrying ability of each tire). The result is 24,500 pounds, which is the "rated load carrying ability" of the motor truck as shown in § 501.26 (1).

TRUCK TYPE TIRES USED IN MOTOR TRUCK OPERATIONS—Continued

| DESCRIPTION OF TIRES | | |
|----------------------|--------------|--|
| Size | No. of plies | Rated load carrying ability in pounds per tire |
| 7.00-14 | 8 | 1,075 |
| 7.00-15 | 8 | 1,000 |
| 7.00-16 | 8 | 1,000 |
| 7.00-17 | 8 | 1,175 |
| 7.00-18 | 8 | 1,300 |
| 7.00-20 | 8 | 1,300 |
| 7.00-22 | 8 | 1,300 |
| 7.00-24 | 8 | 1,300 |
| 7.00-26 | 8 | 1,300 |
| 7.00-28 | 8 | 1,300 |
| 7.00-30 | 8 | 1,300 |
| 7.00-32 | 8 | 1,300 |
| 7.00-34 | 8 | 1,300 |
| 7.00-36 | 8 | 1,300 |
| 7.00-38 | 8 | 1,300 |
| 7.00-40 | 8 | 1,300 |
| 7.00-42 | 8 | 1,300 |
| 7.00-44 | 8 | 1,300 |
| 7.00-46 | 8 | 1,300 |
| 7.00-48 | 8 | 1,300 |
| 7.00-50 | 8 | 1,300 |
| 7.00-52 | 8 | 1,300 |
| 7.00-54 | 8 | 1,300 |
| 7.00-56 | 8 | 1,300 |
| 7.00-58 | 8 | 1,300 |
| 7.00-60 | 8 | 1,300 |
| 7.00-62 | 8 | 1,300 |
| 7.00-64 | 8 | 1,300 |
| 7.00-66 | 8 | 1,300 |
| 7.00-68 | 8 | 1,300 |
| 7.00-70 | 8 | 1,300 |
| 7.00-72 | 8 | 1,300 |
| 7.00-74 | 8 | 1,300 |
| 7.00-76 | 8 | 1,300 |
| 7.00-78 | 8 | 1,300 |
| 7.00-80 | 8 | 1,300 |
| 7.00-82 | 8 | 1,300 |
| 7.00-84 | 8 | 1,300 |
| 7.00-86 | 8 | 1,300 |
| 7.00-88 | 8 | 1,300 |
| 7.00-90 | 8 | 1,300 |
| 7.00-92 | 8 | 1,300 |
| 7.00-94 | 8 | 1,300 |
| 7.00-96 | 8 | 1,300 |
| 7.00-98 | 8 | 1,300 |
| 7.00-100 | 8 | 1,300 |
| 7.00-102 | 8 | 1,300 |
| 7.00-104 | 8 | 1,300 |
| 7.00-106 | 8 | 1,300 |
| 7.00-108 | 8 | 1,300 |
| 7.00-110 | 8 | 1,300 |
| 7.00-112 | 8 | 1,300 |
| 7.00-114 | 8 | 1,300 |
| 7.00-116 | 8 | 1,300 |
| 7.00-118 | 8 | 1,300 |
| 7.00-120 | 8 | 1,300 |
| 7.00-122 | 8 | 1,300 |
| 7.00-124 | 8 | 1,300 |
| 7.00-126 | 8 | 1,300 |
| 7.00-128 | 8 | 1,300 |
| 7.00-130 | 8 | 1,300 |
| 7.00-132 | 8 | 1,300 |
| 7.00-134 | 8 | 1,300 |
| 7.00-136 | 8 | 1,300 |
| 7.00-138 | 8 | 1,300 |
| 7.00-140 | 8 | 1,300 |
| 7.00-142 | 8 | 1,300 |
| 7.00-144 | 8 | 1,300 |
| 7.00-146 | 8 | 1,300 |
| 7.00-148 | 8 | 1,300 |
| 7.00-150 | 8 | 1,300 |
| 7.00-152 | 8 | 1,300 |
| 7.00-154 | 8 | 1,300 |
| 7.00-156 | 8 | 1,300 |
| 7.00-158 | 8 | 1,300 |
| 7.00-160 | 8 | 1,300 |
| 7.00-162 | 8 | 1,300 |
| 7.00-164 | 8 | 1,300 |
| 7.00-166 | 8 | 1,300 |
| 7.00-168 | 8 | 1,300 |
| 7.00-170 | 8 | 1,300 |
| 7.00-172 | 8 | 1,300 |
| 7.00-174 | 8 | 1,300 |
| 7.00-176 | 8 | 1,300 |
| 7.00-178 | 8 | 1,300 |
| 7.00-180 | 8 | 1,300 |
| 7.00-182 | 8 | 1,300 |
| 7.00-184 | 8 | 1,300 |
| 7.00-186 | 8 | 1,300 |
| 7.00-188 | 8 | 1,300 |
| 7.00-190 | 8 | 1,300 |
| 7.00-192 | 8 | 1,300 |
| 7.00-194 | 8 | 1,300 |
| 7.00-196 | 8 | 1,300 |
| 7.00-198 | 8 | 1,300 |
| 7.00-200 | 8 | 1,300 |
| 7.00-202 | 8 | 1,300 |
| 7.00-204 | 8 | 1,300 |
| 7.00-206 | 8 | 1,300 |
| 7.00-208 | 8 | 1,300 |
| 7.00-210 | 8 | 1,300 |
| 7.00-212 | 8 | 1,300 |
| 7.00-214 | 8 | 1,300 |
| 7.00-216 | 8 | 1,300 |
| 7.00-218 | 8 | 1,300 |
| 7.00-220 | 8 | 1,300 |
| 7.00-222 | 8 | 1,300 |
| 7.00-224 | 8 | 1,300 |
| 7.00-226 | 8 | 1,300 |
| 7.00-228 | 8 | 1,300 |
| 7.00-230 | 8 | 1,300 |
| 7.00-232 | 8 | 1,300 |
| 7.00-234 | 8 | 1,300 |
| 7.00-236 | 8 | 1,300 |
| 7.00-238 | 8 | 1,300 |
| 7.00-240 | 8 | 1,300 |
| 7.00-242 | 8 | 1,300 |
| 7.00-244 | 8 | 1,300 |
| 7.00-246 | 8 | 1,300 |
| 7.00-248 | 8 | 1,300 |
| 7.00-250 | 8 | 1,300 |
| 7.00-252 | 8 | 1,300 |
| 7.00-254 | 8 | 1,300 |
| 7.00-256 | 8 | 1,300 |
| 7.00-258 | 8 | 1,300 |
| 7.00-260 | 8 | 1,300 |
| 7.00-262 | 8 | 1,300 |
| 7.00-264 | 8 | 1,300 |
| 7.00-266 | 8 | 1,300 |
| 7.00-268 | 8 | 1,300 |
| 7.00-270 | 8 | 1,300 |
| 7.00-272 | 8 | 1,300 |
| 7.00-274 | 8 | 1,300 |
| 7.00-276 | 8 | 1,300 |
| 7.00-278 | 8 | 1,300 |
| 7.00-280 | 8 | 1,300 |
| 7.00-282 | 8 | 1,300 |
| 7.00-284 | 8 | 1,300 |
| 7.00-286 | 8 | 1,300 |
| 7.00-288 | 8 | 1,300 |
| 7.00-290 | 8 | 1,300 |
| 7.00-292 | 8 | 1,300 |
| 7.00-294 | 8 | 1,300 |
| 7.00-296 | 8 | 1,300 |
| 7.00-298 | 8 | 1,300 |
| 7.00-300 | 8 | 1,300 |
| 7.00-302 | 8 | 1,300 |
| 7.00-304 | 8 | 1,300 |
| 7.00-306 | 8 | 1,300 |
| 7.00-308 | 8 | 1,300 |
| 7.00-310 | 8 | 1,300 |
| 7.00-312 | 8 | 1,300 |
| 7.00-314 | 8 | 1,300 |
| 7.00-316 | 8 | 1,300 |
| 7.00-318 | 8 | 1,300 |
| 7.00-320 | 8 | 1,300 |
| 7.00-322 | 8 | 1,300 |
| 7.00-324 | 8 | 1,300 |
| 7.00-326 | 8 | 1,300 |
| 7.00-328 | 8 | 1,300 |
| 7.00-330 | 8 | 1,300 |
| 7.00-332 | 8 | 1,300 |
| 7.00-334 | 8 | 1,300 |
| 7.00-336 | 8 | 1,300 |
| 7.00-338 | 8 | 1,300 |
| 7.00-340 | 8 | 1,300 |
| 7.00-342 | 8 | 1,300 |
| 7.00-344 | 8 | 1,300 |
| 7.00-346 | 8 | 1,300 |
| 7.00-348 | 8 | 1,300 |
| 7.00-350 | 8 | 1,300 |
| 7.00-352 | 8 | 1,300 |
| 7.00-354 | 8 | 1,300 |
| 7.00-356 | 8 | 1,300 |
| 7.00-358 | 8 | 1,300 |
| 7.00-360 | 8 | 1,300 |
| 7.00-362 | 8 | 1,300 |
| 7.00-364 | 8 | 1,300 |
| 7.00-366 | 8 | 1,300 |
| 7.00-368 | 8 | 1,300 |
| 7.00-370 | 8 | 1,300 |
| 7.00-372 | 8 | 1,300 |
| 7.00-374 | 8 | 1,300 |
| 7.00-376 | 8 | 1,300 |
| 7.00-378 | 8 | 1,300 |
| 7.00-380 | 8 | 1,300 |
| 7.00-382 | 8 | 1,300 |
| 7.00-384 | 8 | 1,300 |
| 7.00-386 | 8 | 1,300 |
| 7.00-388 | 8 | 1,300 |
| 7.00-390 | 8 | 1,300 |
| 7.00-392 | 8 | 1,300 |
| 7.00-394 | 8 | 1,300 |
| 7.00-396 | 8 | 1,300 |
| 7.00-398 | 8 | 1,300 |
| 7.00-400 | 8 | 1,300 |
| 7.00-402 | 8 | 1,300 |
| 7.00-404 | 8 | 1,300 |
| 7.00-406 | 8 | 1,300 |
| 7.00-408 | 8 | 1,300 |
| 7.00-410 | 8 | 1,300 |
| 7.00-412 | 8 | 1,300 |
| 7.00-414 | 8 | 1,300 |
| 7.00-416 | 8 | 1,300 |
| 7.00-418 | 8 | 1,300 |
| 7.00-420 | 8 | 1,300 |
| 7.00-422 | 8 | 1,300 |
| 7.00-424 | 8 | 1,300 |
| 7.00-426 | 8 | 1,300 |
| 7.00-428 | 8 | 1,300 |
| 7.00-430 | 8 | 1,300 |
| 7.00-432 | 8 | 1,300 |
| 7.00-434 | 8 | 1,300 |
| 7.00-436 | 8 | 1,300 |
| 7.00-438 | 8 | 1,300 |
| 7.00-440 | 8 | 1,300 |
| 7.00-442 | 8 | 1,300 |
| 7.00-444 | 8 | 1,300 |
| 7.00-446 | 8 | 1,300 |
| 7.00-448 | 8 | 1,300 |
| 7.00-450 | 8 | 1,300 |
| 7.00-452 | 8 | 1,300 |
| 7.00-454 | 8 | 1,300 |
| 7.00-456 | 8 | 1,300 |
| 7.00-458 | 8 | 1,300 |
| 7.00-460 | 8 | 1,300 |
| 7.00-462 | 8 | 1,300 |
| 7.00-464 | 8 | 1,300 |
| 7.00-466 | 8 | 1,300 |
| 7.00-468 | 8 | 1,300 |
| 7.00-470 | 8 | 1,300 |
| 7.00-472 | 8 | 1,300 |
| 7.00-474 | 8 | 1,300 |
| 7.00-476 | 8 | 1,300 |
| 7.00-478 | 8 | 1,300 |
| 7.00-480 | 8 | 1,300 |
| 7.00-482 | 8 | 1,300 |
| 7.00-484 | 8 | 1,300 |
| 7.00-486 | 8 | 1,300 |
| 7.00-488 | 8 | 1,300 |
| 7.00-490 | 8 | 1,300 |
| 7.00-492 | 8 | 1,300 |
| 7.00-494 | 8 | 1,300 |
| 7.00-496 | 8 | 1,300 |
| 7.00-498 | 8 | 1,300 |
| 7.00-500 | 8 | 1,300 |
| 7.00-502 | 8 | 1,300 |
| 7.00-504 | 8 | 1,300 |
| 7.00-506 | 8 | 1,300 |
| 7.00-508 | 8 | 1,300 |
| 7.00-510 | 8 | 1,300 |
| 7.00-512 | 8 | 1,300 |
| 7.00-514 | 8 | 1,300 |
| 7.00-516 | 8 | 1,300 |
| 7.00-518 | 8 | 1,300 |
| 7.00-520 | 8 | 1,300 |
| 7.00-522 | 8 | 1,300 |
| 7.00-524 | 8 | 1,300 |
| 7.00-526 | 8 | 1,300 |
| 7.00-528 | 8 | 1,300 |
| 7.00-530 | 8 | 1,300 |
| 7.00-532 | 8 | 1,300 |
| 7.00-534 | 8 | 1,300 |
| 7.00-536 | 8 | 1,300 |
| 7.00-538 | 8 | 1,300 |
| 7.00-540 | 8 | 1,300 |
| 7.00-542 | 8 | 1,300 |
| 7.00-544 | 8 | 1,300 |
| 7.00-546 | 8 | 1,300 |
| 7.00-548 | 8 | 1,300 |
| 7.00-550 | 8 | 1,300 |
| 7.00-552 | 8 | 1,300 |
| 7.00-554 | 8 | 1,300 |
| 7.00-556 | 8 | 1,300 |
| 7.00-558 | 8 | 1,300 |
| 7.00-560 | 8 | 1,300 |
| 7.00-562 | 8 | 1,300 |
| 7.00-564 | 8 | 1,300 |
| 7.00-566 | 8 | 1,300 |
| 7.00-568 | 8 | 1,3 |

Requirements for New Commercial Motor Vehicles during the period July-December, 1943, by Occupational Group, Size of Vehicle, and ODT Region, as estimated by ODT Local Allocation Officers. 1/

| Occupational Group & Size Vehicle Required | ODT REGIONS | | | | | | | | | TOTAL |
|---|-------------|------|------|------|------|------|------|------|------|-------|
| | I | II | III | IV | V | VI | VII | VIII | IX | |
| Interity for hire | | | | | | | | | | |
| Light Vehicles | 30 | 660 | 4 | 137 | 20 | 110 | 52 | 5 | 48 | 1056 |
| Medium Vehicles | 235 | 1421 | 1383 | 868 | 1046 | 1055 | 962 | 38 | 894 | 7902 |
| Heavy Vehicles | 754 | 1360 | 1807 | 479 | 845 | 380 | 613 | 287 | 1124 | 7529 |
| Total | 1019 | 3431 | 3194 | 1484 | 1911 | 1525 | 1627 | 350 | 2066 | 16587 |
| Local for hire | | | | | | | | | | |
| Light Vehicles | 49 | 64 | 19 | 99 | 58 | 20 | 12 | 3 | 76 | 400 |
| Medium Vehicles | 246 | 128 | 591 | 368 | 502 | 30 | 245 | 9 | 514 | 2834 |
| Heavy Vehicles | 82 | 44 | 80 | 169 | 62 | 80 | 38 | 11 | 339 | 906 |
| Total | 377 | 236 | 690 | 636 | 622 | 130 | 296 | 23 | 929 | 3939 |
| Farm (inc. dairy) | | | | | | | | | | |
| Light Vehicles | 82 | 329 | 53 | 167 | 665 | 348 | 412 | 231 | 372 | 2659 |
| Medium Vehicles | 262 | 468 | 1482 | 297 | 743 | 965 | 469 | 598 | 853 | 6137 |
| Heavy Vehicles | 5 | 107 | 300 | - | 19 | 25 | 4 | 2 | 104 | 566 |
| Total | 349 | 904 | 1835 | 464 | 1427 | 1338 | 885 | 831 | 1329 | 9352 |
| Construction | | | | | | | | | | |
| Light Vehicles | 15 | 20 | 75 | 27 | 16 | - | 116 | - | 37 | 306 |
| Medium Vehicles | 67 | 96 | 253 | 71 | 29 | 29 | 178 | 24 | 59 | 797 |
| Heavy Vehicles | 4 | 42 | 251 | 33 | 24 | 12 | 45 | 12 | 31 | 454 |
| Total | 86 | 158 | 579 | 131 | 69 | 52 | 339 | 56 | 127 | 1557 |
| Logging & Lumber | | | | | | | | | | |
| Light Vehicles | - | 6 | 21 | 11 | 4 | 10 | 43 | 5 | 77 | 177 |
| Medium Vehicles | 103 | 114 | 2027 | 163 | 37 | 25 | 270 | 38 | 246 | 3023 |
| Heavy Vehicles | 20 | 70 | 267 | 22 | 19 | 60 | 61 | 40 | 404 | 963 |
| Total | 123 | 190 | 2315 | 196 | 60 | 95 | 374 | 83 | 727 | 4163 |
| Petroleum Products | | | | | | | | | | |
| Light Vehicles | 2 | - | 2 | 22 | - | 60 | 22 | - | 96 | 204 |
| Medium Vehicles | 32 | 141 | 139 | 63 | 39 | 195 | 261 | 20 | 107 | 997 |
| Heavy Vehicles | 49 | 78 | 244 | 132 | 24 | 144 | 136 | 20 | 63 | 889 |
| Total | 82 | 219 | 385 | 217 | 63 | 399 | 419 | 40 | 266 | 2090 |
| Mining | | | | | | | | | | |
| Light Vehicles | - | 7 | 47 | 50 | 8 | 5 | 69 | 15 | 50 | 251 |
| Medium Vehicles | 4 | 59 | 193 | 131 | 39 | 55 | 40 | 70 | 85 | 676 |
| Heavy Vehicles | - | 99 | 26 | 22 | 15 | 64 | 23 | 37 | 26 | 312 |
| Total | 4 | 165 | 266 | 203 | 62 | 124 | 132 | 122 | 161 | 1239 |
| Manufacturing | | | | | | | | | | |
| Light Vehicles | 48 | 199 | 20 | 147 | 23 | 60 | 6 | - | 126 | 619 |
| Medium Vehicles | 90 | 195 | 75 | 255 | 77 | 120 | 114 | - | 250 | 1176 |
| Heavy Vehicles | 11 | 122 | 22 | 67 | 12 | 10 | 15 | - | 78 | 337 |
| Total | 149 | 506 | 117 | 469 | 112 | 190 | 135 | - | 454 | 2132 |
| Wholesale | | | | | | | | | | |
| Light Vehicles | 6 | 110 | 15 | 44 | 1 | 50 | 44 | - | 47 | 317 |
| Medium Vehicles | 161 | 138 | 225 | 86 | 41 | 60 | 246 | 3 | 55 | 996 |
| Heavy Vehicles | 21 | 66 | 31 | 2 | 6 | - | 25 | 1 | 27 | 199 |
| Total | 188 | 334 | 271 | 132 | 48 | 110 | 315 | 4 | 109 | 1511 |

Occupational Group &
 Vehicle Required

ODT REGIONS

86

| | I | II | III | IV | V | VI | VII | VIII | IX | TOTAL |
|--------------------------|------|------|-------|------|------|------|------|------|------|-------|
| <u>Small</u> | | | | | | | | | | |
| Light Vehicles | - | 198 | 33 | 37 | 43 | 140 | 40 | - | 90 | 581 |
| Medium Vehicles | - | 142 | 129 | 11 | 23 | 235 | 29 | - | 104 | 673 |
| Heavy Vehicles | - | 2 | - | - | - | - | - | - | 9 | 11 |
| Total | - | 342 | 162 | 48 | 66 | 375 | 69 | - | 203 | 1265 |
| <u>Rural & Other</u> | | | | | | | | | | |
| Light Vehicles | 35 | 33 | 284 | 35 | 27 | 37 | 74 | 31 | 119 | 675 |
| Medium Vehicles | 184 | 111 | 388 | 37 | 126 | 60 | 146 | 47 | 156 | 1255 |
| Heavy Vehicles | 19 | 87 | 254 | 55 | 41 | 20 | 47 | 13 | 46 | 582 |
| Total | 238 | 231 | 926 | 127 | 194 | 117 | 267 | 91 | 321 | 2512 |
| Grand Total | 2815 | 6716 | 10740 | 4107 | 4634 | 4435 | 4886 | 1500 | 6692 | 46357 |

1/ Estimates derived from reports for the second quarter of 1943 submitted by 86 out of the 90 ODT Local Allocation Offices.

OFFICE OF DEFENSE TRANSPORTATION
DIVISION OF LOCAL TRANSPORT

87

May 5, 1943

TO OPERATORS OF INTEGRAL BUSES
RELEASED UNDER AGREEMENT ODT-LT-1:

As provided by the terms of Obligation No. 2 of Agreement ODT-LT-1, under which certain buses bearing O.D.T. serial numbers were released to you, you are hereby authorized to increase the usage of such buses in accordance with the following:

Effective May 1, 1943, and until further notice, permission is hereby granted to operate such passenger carriers without mileage limitation.

This permission is subject to revocation at any time.

The permission granted herein does not affect the other terms and provisions of agreement ODT-LT-1, which remain in full force and effect. Monthly reports of mileage and major maintenance for each unit are to be filed as at present.

The permission granted herein applies only to the usage of individual buses released under agreement ODT-LT-1. It is in no way to be construed as meaning that additional mileage or fuel allotments for fleets under Certificates of War Necessity will be granted.

Guy A. Richardson

Guy A. Richardson, Director
Division of Local Transport.

OFFICE OF DEFENSE TRANSPORTATION

(Special Order ODT LB-10)

88

Directing Capital Transit Company
to refrain from the operation of
buses over a specified route

Pursuant to Executive Order 8989, 9156, and 9294, and in order to assure the orderly and expeditious movement of necessary passenger traffic and to conserve and providently utilize manpower and existing transportation facilities and service, the attainment of which purposes is essential to the successful prosecution of the war,

IT IS HEREBY ORDERED, That:

1. Capital Transit Company (hereinafter called carrier) shall refrain from operating buses in the District of Columbia, for the transportation of passengers over the following routes:

From a terminal in Tenley Circle, southerly along Tenley Circle, Nebraska Avenue, Ward Circle, Nebraska Avenue, Loughboro Road, Maud Street and Nacomb Street to Sherrier Place, thence continuing over a loop west on Sherrier Place to Manning Place, north on Manning Place to MacArthur Boulevard, east on MacArthur Boulevard to Nacomb Street, thence north over south-bound route reversed to Tenley Circle.

2. As used herein the term "Bus" means any rubber-tired vehicle used upon the streets, highways, or other thoroughfares in the transportation of passengers.

3. The carrier shall forthwith file with the Public Utility Commission of the District of Columbia, a copy of this order.

4. Communications concerning this order should be addressed to the Division of Local Transport, Office of Defense Transportation, Washington, D. C., and should refer to "Special Order ODT LB-10".

This order shall become effective March 29, 1943, and shall remain in full force and effect until the termination of the present war shall have been duly proclaimed or until such earlier time as the Office of Defense Transportation by further order may designate.

Issued at Washington, D. C., this 29th day of March, 1943.

/s/ Joseph B. Eastman
Director of the Office of Defense
Transportation

OFFICE OF DEFENSE TRANSPORTATION
(Special Order ODT LB-11)
Directing Surface Transportation Corporation
of New York, New York, New York, to
suspend certain operations

89

Pursuant to Executive Orders 8989, 9156, and 9214, and in order to assure the orderly and expeditious movement of necessary passenger traffic and to conserve and efficiently utilize manpower and existing transportation facilities and service, the attainment of which purposes is essential to the successful prosecution of the war,

IT IS HEREBY ORDERED, That:

1. Surface Transportation Corporation of New York, New York, New York (hereinafter called "carrier"), in the transportation of passengers as a common carrier by bus in the Boroughs of Manhattan and the Bronx, New York, New York, shall not operate:

(a) Over that section of its bus route described in the appendix hereto and designated as route "Bx-10 - Riverdale Avenue", along Broadway between West 230th Street and West 207th Street, along West 207th Street between Broadway and Vermilyea Avenue, along Vermilyea Avenue between West 207th Street and Isnan Street, and along Isnan Street between Vermilyea Avenue and Broadway;

(b) Over that section of its bus route described in the appendix hereto and designated as route "Bx-18 - Macombs Road", along East 170th Street between Teller Avenue and Jerome Avenue, along Andrews Avenue between West 176th Street and West 175th Street, along West 175th Street between Andrews Avenue and Montgomery Avenue, along Montgomery Avenue between West 175th Street and West Tremont Avenue, and along West Tremont Avenue between Montgomery Avenue and Andrews Avenue;

(c) Over that section of its bus route described in the appendix hereto and designated as route "Bx-50 - Highbridge", along West 167th Street between Woodcrest Avenue and Ogden Avenue, along Ogden Avenue between West 167th Street and West 168th Street, along West 169th Street between Ogden Avenue and Nelson Avenue, and along Nelson Avenue between West 169th Street and West 167th Street;

(d) Over any bus route described and designated in the appendix hereto in excess of the bus miles that it operated on such route on March 1, 1943.

2. As used herein the term:

(a) "Bus" means any rubber-tired vehicle used on the streets, highways, or other thoroughfares in the transportation of passengers;

(b) "Bus miles" includes all miles of actual bus operation, whether in passenger service or otherwise.

3. The carrier shall file a copy of this order forthwith with the appropriate regulatory body or bodies having jurisdiction over any operations affected by this order, and shall likewise file, and publish in accordance with law, and continue in effect until further order, tariffs or supplements to filed tariffs, setting forth any changes in rates, charges, operations, rules, regulations and practices of the carrier which may be necessary to accord with the provisions of this order; and forthwith shall apply to such regulatory body or bodies for special permission for such tariffs or supplements to become effective on one day's notice.

4. Communications concerning this order should be addressed to the Division of Local Transport, Office of Defense Transportation, New York, New York, and should refer to "Special Order ODT LB-11".

This order shall become effective May 2, 1943, and shall remain in full force and effect until the termination of the present war shall have been duly proclaimed or until such earlier time as the Office of Defense Transportation by further order may designate.

Issued at Washington, D.C., this 22nd day of April, 1943.

/s/ Joseph E. Eastman
Director of the Office of Defense
Transportation

(over)

APPENDIX I
to
Special Order ODT LB-11

Describing Bus Routes referred to therein

Route Ex-10 - Riverdale Avenue.

Beginning at the intersection of Riverdale Avenue and the North City Line, along Riverdale Avenue to the intersection of West 254th Street and Henry Hudson Parkway West; along Henry Hudson Parkway West to West 239th Street; along West 239th Street crossing Henry Hudson Parkway West to Riverdale Avenue; along Riverdale Avenue to West 230th Street; along West 230th Street to Broadway; along Broadway to West 231st Street; along West 231st Street to Kingsbridge Avenue; along Kingsbridge Avenue to West 230th Street; also along Irwin Avenue between 230th Street and 231st Street; also along Henry Hudson Parkway East between West 239th Street and West 254th Street; along West 254th Street between Henry Hudson Parkway West; also beginning at the intersection of West 239th Street and Henry Hudson Parkway East; along West 239th Street crossing Henry Hudson Parkway to Henry Hudson Parkway West; along Henry Hudson Parkway West to Kappock Street; along Kappock Street crossing Henry Hudson Parkway West to Johnson Avenue; along Johnson Avenue to Irwin Avenue (also known as Spuyten Duyvil Road); along Irwin Avenue to West 230th Street; along West 230th Street to Broadway; along Broadway to West 207th Street; along West 207th Street to Vermilyea Avenue; along Vermilyea Avenue to Isham Street; along Isham Street to Broadway; also along Henry Hudson Parkway East between Kappock Street and West 239th Street.

Route Ex-12 - Macombs Road.

Beginning at the intersection of Teller Avenue and East 170th Street; along East 170th Street to Jerome Avenue; along Jerome Avenue to Macombs Road; along Macombs Road to University Avenue; along University Avenue to West Tremont Avenue; along West Tremont Avenue to Andrews Avenue South; along Andrews Avenue South to West 178th Street; along West 178th Street to Montgomery Avenue; along Montgomery Avenue to West Tremont Avenue; along West Tremont Avenue to Andrews Avenue; also along West 175th Street between Andrews Avenue and University Avenue; also along University Avenue between West 175th Street and Macombs Road.

Route Ex-30 - Highbridge.

Beginning at the intersection of East 161st Street at River Avenue, along East 161st Street to Girard Avenue crossing Girard Avenue from the south roadway of 161st Street to the north roadway of 161st Street, along East 161st Street to Jerome Avenue to Woodycrest Avenue, along Woodycrest Avenue to West 167th Street, along West 167th Street to Ogden Avenue, along Ogden Avenue to West 169th Street, along West 169th Street to Nelson Avenue, along Nelson Avenue to West 167th Street, along West 167th Street to Anderson Avenue, along Anderson Avenue to 162nd Street, along 162nd Street to Ogden Avenue, along Ogden Avenue to Jerome Avenue, along Jerome Avenue to East 161st Street, along East 161st Street to River Avenue.

OFFICE OF DEFENSE TRANSPORTATION

(Special Order ODT LB-12)

THE ELECTRIC AND POWER COMPANY,
RICHMOND, VIRGINIA

ORDER TO SUSPEND CERTAIN OPERATIONS
pursuant to Executive Orders 9869,
and 9894, and in order to assure
expeditious movement
of necessary passenger traffic and to
provide and properly utilize man-
power and existing transportation
facilities and service, the attainment of
which purposes is essential to the suc-
cessful prosecution of the war, it is her-
eby ordered, That:

From Electric and Power Com-
pany, Richmond, Virginia (hereinafter
referred to as "carrier"), in the transportation
of passengers as a common carrier by
bus in the city and suburbs of Norfolk,
Virginia, shall not operate buses over:
(1) The bus route described in the ap-
pendix hereto and designated as route
"Sixth Avenue".

(2) That section of its bus route de-
scribed in the appendix hereto and
designated as route "Cross-town" from
the intersection of Colley Avenue and
Main Avenue, over Redgate Avenue
to its intersection with Euclid Avenue;

(3) Those sections of its bus route de-
scribed in the appendix hereto and
designated as route "Colonial Place"
from the intersection of City Hall
Avenue and Randolph Street, over City
Hall Avenue to Church Street, and over
Church Street to Plume Street, and over
Plume Street to its intersection with
Randolph Street, and from the intersec-
tion of Connecticut Avenue and Colonial
Avenue, over Massachusetts Avenue,
Newport Avenue, and over
Port Avenue to its intersection with
Main Avenue;

(4) Those sections of its bus route
described in the appendix hereto and
designated as route "Edgewater" from
the intersection of Randolph Street and
Main Avenue, over City Hall Avenue
to Church Street, and over Church Street
to its intersection with Randolph Street,
and from the intersection of Powhatan
Avenue and Seward Street, over Pow-
hatan Avenue to its intersection with
Main Avenue;

(5) That section of its bus route de-
scribed in the appendix hereto and de-
signed as route "Fairmount Park"
from the intersection of Dey Street and

Ballentine Boulevard, over Ballentine
Boulevard to Lafayette Boulevard, over
Lafayette Boulevard to Lens Avenue,
over Lens Avenue to Shoop Avenue, over
Shoop Avenue to Cottage Toll Road,
over Cottage Toll Road to Lafayette
Boulevard, and over Lafayette Boule-
vard to its intersection with Lens
Avenue;

(6) That section of its bus route de-
scribed in the appendix hereto and de-
signed as route "Chesterfield Heights"
from the intersection of Brambleton
Avenue and Clay Avenue, over Bramble-
ton Avenue to Park Avenue and over
Park Avenue to its intersection with
Lovitt Avenue;

(7) Those sections of its bus route de-
scribed in the appendix hereto and de-
signed as route "Ghent" from the in-
tersection of City Hall Avenue and Ran-
dolph Street, over City Hall Avenue to
Church Street, over Church Street to
Plume Street and over Plume Street to
its intersection with Randolph Street,
and from the intersection of Redgate
Avenue and Euclid Avenue, over Redgate
Avenue to Parker Avenue, over Parker
Avenue to Weyanoke Avenue, and over
Weyanoke Avenue to its intersection
with Westover Avenue;

(8) That section of its bus route de-
scribed in the appendix hereto and de-
signed as route "Hampton-25th" from
the intersection of Randolph Street and
City Hall Avenue, over City Hall Avenue
to Bank Street, over Bank Street to
Plume Street, and over Plume Street to
its intersection with Randolph Street;

(9) Those sections of its bus route de-
scribed in the appendix hereto and de-
signed as route "Huntersville" from the
intersection of Church Street and Main
Street, over Church Street to Union
Street, over Union Street to Commercial
Place, over Commercial Place to Fenchurch
Street, over Fenchurch Street to Wood
Street, over Wood Street to Chapel
Street, and over Chapel Street to its in-
tersection with Princess Anne Road, and
from the intersection of Chapel Street
and Rugby Street, over Rugby Street to
its intersection with Church Street;

(10) Those sections of its bus route de-
scribed in the appendix hereto and de-
signed as route "Larchmont" from the
intersection of City Hall Avenue and
Randolph Street, over City Hall Avenue
to Bank Street, over Bank Street to
Plume Street, and over Plume Street to
its intersection with Randolph Street,

and from the intersection of 51st Street
and Colley Avenue, over Colley Avenue
to Jamestown Crescent, over Jamestown
Crescent to Hampton Boulevard, over
Hampton Boulevard to Hanover Avenue,
over Hanover Avenue to Cambridge Cres-
cent, over Cambridge Crescent to Mon-
roe Place, and over Monroe Place to its
intersection with Jamestown Crescent;

(11) Those sections of its bus route de-
scribed in the appendix hereto and
designated as route "Masons Creek" from
the intersection of 1st View Street and
Balfrey Avenue, over 1st View Street to
A View Avenue, over A View Avenue to
Duffy's Lane, over Duffy's Lane to Ocean
View Avenue, over Ocean View Avenue
to Granby Street, over Granby Street to
1st View Avenue, over Balfrey Avenue to
1st View Street, over 1st View Street to
Maple Avenue, over Maple Avenue to
Phillips Avenue, over Phillips Avenue to
Ridgewell Avenue, and over Ridgewell
Avenue to its intersection with 1st View
Street, and from the intersection of
Ocean Avenue and Bay Avenue, over Bay
Avenue to Granby Street, and over
Granby Street to its intersection with
Ocean Avenue.

2. The carrier, subject to obtaining
prior approval of the appropriate regu-
latory authority of authority, shall
operate buses over the following streets
in the city and suburbs of Norfolk, Vir-
ginia, to wit:

(a) From the intersection of Redgate
Avenue and Colley Avenue, over Colley
Avenue to Front Street, over Front Street
to 3rd Street, over 3rd Street to Woods
Avenue, and over Woods Avenue to
Colley Avenue;

(b) From the intersection of 1st View
Street and Ridgewell Avenue, over 1st
View Street to Maple Avenue, and over
Maple Avenue to Granby Street, and over
Granby Street to Ocean Avenue, and over
Ocean Avenue to the intersection of Admiral
Tausig Boulevard and Granby Street;

(c) From the intersection of Admiral
Tausig Boulevard and Granby Street to
1st View Street, over 1st View Street to
its intersection with the transportation of
passengers as a common carrier by bus
in the city and suburbs of Portsmouth,
Virginia, shall not operate buses over:
(a) Its bus route described in the ap-
pendix hereto and designated as route
"Sixth Avenue";

(b) Those sections of its bus route
described in the appendix hereto and
designated as route "Prenita Park" from
the intersection of Lincoln Street and
Prenita Avenue, over Prenita Avenue to

Duke Street, over Duke Street to Elm Avenue and over Elm Avenue to its intersection with Lincoln Street, and from the intersection of Lincoln Street and Des Moines Avenue, over Des Moines Avenue to Duke Street, over Duke Street to Charleston Avenue, and over Charleston Avenue to its intersection with Lincoln Street.

(c) Those sections of its bus route described in the appendix hereto and designated as route "West Park View" from the intersection of Leckie Street and First Avenue, over First Avenue to Spratley Street, over Spratley Street to Guthrie Avenue, and over Guthrie Avenue to its intersection with Leckie Street, and from the intersection of Second Avenue and A Street, over Second Avenue to B Street, over B Street to First Avenue, and over First Avenue to its intersection with A Street;

(d) That section of its bus route described in the appendix hereto and designated as route "Fidmest-Truxton" from the intersection of Coopers Road and Beach Avenue, over Beach Avenue to Center Avenue, over Center Avenue to Elm Avenue, and over Elm Avenue to its intersection with Coopers Road;

(e) That section of its bus route described in the appendix hereto and designated as route "Prenis Park" which is east of Court Street;

(f) That section of its bus route described in the appendix hereto and designated as route "West Park View" which is east of Court Street.

4. As used herein the term "bus" means any rubber-tired vehicle used on the streets, highways, or other thoroughfares in the transportation of passengers.

5. The carrier forthwith shall file a copy of this order with the appropriate regulatory body or bodies having jurisdiction over any operations affected by this order, and shall likewise file, and publish in accordance with law, and continue in effect until further order, tariffs or supplements to filed tariffs, charges, operations, rules, regulations and practices of the carrier which may be necessary to accord with the provisions of this order; and forthwith shall apply to such regulatory body or bodies for approval of the service described in paragraph numbered 2 and for special permission for such tariffs or supplements to become effective on one day's notice.

6. Communications concerning this order should be addressed to the Division of Local Transport, Office of Defense Transportation, Washington, D. C. and shall refer to "Special Order ODT-LB-12".

Subparagraph (a) of paragraph numbered 1 shall become effective upon the

carrier obtaining approval of the appropriate regulatory authorities to institute the service described in subparagraph (a) of paragraph numbered 2. All other paragraphs and provisions shall become effective June 27, 1943. This order shall remain in full force and effect until the termination of the present war shall have been duly proclaimed or until such earlier time as the Office of Defense Transportation by further order may designate.

Issued at Washington, D. C., this 19th day of June 1943.

JOSEPH B. EASTMAN,
Director,
Office of Defense Transportation.

APPENDIX I

to

Special Order ODT LB-13

Describing bus routes referred to therein

Route: Atlantic City. Beginning at Church and Bule Streets, thence along Church Street to Brambleton Avenue, to Bank Street, to Bule Street, to 3rd Street, to York Street, to Front Street, to 2nd Street, to Wooda Avenue, to Colley Avenue, to Front Street. Returning to point of beginning along Front Street, York Street, Botsourt Street, Bule Street, to starting point.

Route: Cross-town. Beginning at Princess Anne and Park Avenue, thence along Princess Anne Road to Colley Avenue, to Redgate Avenue, to Euclid Avenue. Returning over same route to starting point.

Route: Colonial Place. Beginning at Church Street and City Hall Avenue, thence along Church Street, Plume Street, to Boush Street, to Olney Road, to Colonial Avenue, to Massachusetts Avenue, to Newport Avenue, to 25th Street. Returning along 30th Street, to City Hall Avenue, to starting point.

Route: Edgewater. Beginning at Bank and Plume Streets, thence along Plume Street, to Boush Street, York Street, Botsourt Street, to Olney Road, to Colley Avenue, to 44th Street, to Hampton Boulevard, to 48th Street, to Powhatan Avenue, to Eleanor Court, to Colley Avenue, to 44th Street.

Route: Boush Street. Beginning at Bank and Plume Streets, thence along Plume Street, to Boush Street, to starting point.

Route: Fairview Park. Beginning on City Hall Avenue just east of Brewer Street, thence west along City Hall Avenue, to Monticello Avenue, to Brambleton Avenue, to Park Avenue, to Creek Road, to Ballentine Avenue, to Sloop Avenue, to Lena Road, to Lafayette Boulevard. Returning on Lafayette Boulevard, to Cottage Hill, to Broad Creek Road, to Park Avenue, to Broad Creek Road, to Park Avenue, to Hall Avenue, to starting point.

Route: Chesterfield Heights. Beginning on City Hall Avenue at Atlantic Street, thence west along City Hall Avenue, Bank Street, Main Street, Lake Avenue, Lovitt Avenue, Clay Avenue, to Kimball Terrace, to Westchester Road to Westminster Avenue.

Returning along Westminster Avenue, Street, Kimball Terrace, Brambleton Park Avenue, Lovitt Avenue, Lake Avenue, to starting point.

Route: Olney. Beginning at City Hall Avenue and Church Street, thence along Church Street, Boush Street, Botsourt Street, to Redgate Avenue, to Weyanoke Avenue, to Westchester, after turning over same route to Botsourt Street, to Boush Street, to Olney Avenue, to starting point.

Route: Hampton-25th. Beginning at Plume Street, thence along Plume Street, to Olney Road, to Boush Street, to Princess Anne Road, to Hampton Boulevard, to 25th Street. Returning over same route to starting point.

Route: Hunterville. Beginning at Colonial Place, Main Street, to Pennington Wood Street, to Chapel Street, to Church Street. Returning over same route to Main Street, to Church Street, to Union Street, to starting point.

Route: Larchmont. Beginning at Plume Street, thence along Plume Street, to Olney Road, to Colley Avenue, to Hanover Avenue, to Hanover Avenue, Cambridge Crescent, to Plume Street, to Olney Road, to Boush Street, to Hall Avenue, to Bank Street, to starting point.

Route: Masons Creek. Beginning at View Station, along Ocean View to Granby Street, Bellevue Avenue, to Maple Avenue, Phillips, Edgewood Avenue, into Merrimac Park, along Congress Road, Albemarle Circle, to Avenue, Phillips Street, Maple, to View Station, Ocean View and Ocean View Station.

Route: Sixth Avenue. Beginning at View Station, to Washington, to Harrison County Street, to Court Street, to Eighth Avenue, to Elizabeth Street, to Avenue, to Leckie Street, to Sixth Avenue, to High Street. Returning over same route to starting point.

Route: Prentis Park. Beginning at High and Crawford Streets, south on Crawford Street, to Harrison, to Linton, into Dale Homes to Columbia, to Deep Creek Boulevard, to Des Moines, to Duke, to Chawton, to Linton. Returning over same route to County and Washington, to High Street, to starting point.

Route: Piedmont-Truxton. Beginning at High and Crawford, south on Crawford Street, to Edingham, to Duke, to Coopers Road, to Royal. Returning over same route to County and Edingham, to starting point.

Route: West Park View. Beginning at High and Crawford Streets, south on Crawford Street, to County Street, to 9th Street, North Street, Green Street, to Street, Fort Lane, Leckie Street, to Spratley Street, Guthrie Street, Leckie Street, to Second Avenue, B Street, First Avenue, to starting point, and continuing along Leckie Street and over same route to downtown

Returning along Westminster Avenue, Street, Kimball Terrace, Brambleton Park Avenue, Lovitt Avenue, Lake Avenue, to starting point.

Route: Olney. Beginning at City Hall Avenue and Church Street, thence along Church Street, Boush Street, Botsourt Street, to Redgate Avenue, to Weyanoke Avenue, to Westchester, after turning over same route to Botsourt Street, to Boush Street, to Olney Avenue, to starting point.

Route: Hampton-25th. Beginning at Plume Street, thence along Plume Street, to Olney Road, to Boush Street, to Princess Anne Road, to Hampton Boulevard, to 25th Street. Returning over same route to starting point.

Route: Hunterville. Beginning at Colonial Place, Main Street, to Pennington Wood Street, to Chapel Street, to Church Street. Returning over same route to Main Street, to Church Street, to Union Street, to starting point.

Route: Larchmont. Beginning at Plume Street, thence along Plume Street, to Olney Road, to Colley Avenue, to Hanover Avenue, to Hanover Avenue, Cambridge Crescent, to Plume Street, to Olney Road, to Boush Street, to Hall Avenue, to Bank Street, to starting point.

Route: Masons Creek. Beginning at View Station, along Ocean View to Granby Street, Bellevue Avenue, to Maple Avenue, Phillips, Edgewood Avenue, into Merrimac Park, along Congress Road, Albemarle Circle, to Avenue, Phillips Street, Maple, to View Station, Ocean View and Ocean View Station.

Route: Sixth Avenue. Beginning at View Station, to Washington, to Harrison County Street, to Court Street, to Eighth Avenue, to Elizabeth Street, to Avenue, to Leckie Street, to Sixth Avenue, to High Street. Returning over same route to starting point.

Route: Prentis Park. Beginning at High and Crawford Streets, south on Crawford Street, to Harrison, to Linton, into Dale Homes to Columbia, to Deep Creek Boulevard, to Des Moines, to Duke, to Chawton, to Linton. Returning over same route to County and Washington, to High Street, to starting point.

Route: Piedmont-Truxton. Beginning at High and Crawford, south on Crawford Street, to Edingham, to Duke, to Coopers Road, to Royal. Returning over same route to County and Edingham, to starting point.

Route: West Park View. Beginning at High and Crawford Streets, south on Crawford Street, to County Street, to 9th Street, North Street, Green Street, to Street, Fort Lane, Leckie Street, to Spratley Street, Guthrie Street, Leckie Street, to Second Avenue, B Street, First Avenue, to starting point, and continuing along Leckie Street and over same route to downtown

Returning along Westminster Avenue, Street, Kimball Terrace, Brambleton Park Avenue, Lovitt Avenue, Lake Avenue, to starting point.

Route: Olney. Beginning at City Hall Avenue and Church Street, thence along Church Street, Boush Street, Botsourt Street, to Redgate Avenue, to Weyanoke Avenue, to Westchester, after turning over same route to Botsourt Street, to Boush Street, to Olney Avenue, to starting point.

Route: Hampton-25th. Beginning at Plume Street, thence along Plume Street, to Olney Road, to Boush Street, to Princess Anne Road, to Hampton Boulevard, to 25th Street. Returning over same route to starting point.

Route: Hunterville. Beginning at Colonial Place, Main Street, to Pennington Wood Street, to Chapel Street, to Church Street. Returning over same route to Main Street, to Church Street, to Union Street, to starting point.

Route: Larchmont. Beginning at Plume Street, thence along Plume Street, to Olney Road, to Colley Avenue, to Hanover Avenue, to Hanover Avenue, Cambridge Crescent, to Plume Street, to Olney Road, to Boush Street, to Hall Avenue, to Bank Street, to starting point.

(Special Order ODT TC-1)

TAXICAB OPERATORS IN CHICAGO, ILLINOIS

AND HAVING COORDINATED OPERATION

Upon consideration of the application submitted to coordinate taxicab service filed with this Office by the persons named in the appendix hereto, and in order to assure maximum utilization of the facilities, services, and equipment of common carriers of passengers by taxicab and to conserve and providentially use the vital equipment, material, and supplies the attainment of which purchase is essential to the successful prosecution of the war: It is hereby ordered,

1. The persons named in the appendix hereto hereinafter called "operators", commonly, in the transportation of passengers by taxicab in Chicago, Illinois, shall:

(a) Suspend operations between the hours of 1 o'clock A. M. and 6 o'clock A. M. on all days of the week except Saturdays and Sundays;

(b) Reduce the mileage that each taxicab is permitted so that no taxicab will be operated in excess of 100 miles during any calendar day;

(c) Discontinue all operations more than 10 miles beyond the boundaries of the city in Chicago, Illinois, bounded on the north by 11th Street, on the east by 11th Street, on the south by 11th Street, and on the west by Westchester Avenue;

(d) Discontinue discharging passengers at points other than street intersections;

(e) Discontinue all operations in or through alleys;

(f) Direct to each other traffic for the purpose of reducing empty mileage and the rendering of duplicating service;

(g) Eliminate duplicating dispatching service and, in lieu thereof, utilize joint dispatching service which shall provide for the dispatching of taxicabs at two hour intervals. Contracts, agreements, and arrangements for such joint dispatching service shall not extend beyond the effective period of this order. Joint dispatching service shall be impartial, without preference or discrimination for or against any of the operators;

(h) Cause and require each taxicab operated by them to be operated at a speed not in excess of 30 miles per hour.

OFFICE OF DEFENSE TRANSPORTATION

2. As used herein the term "taxicab" means any rubber-tired vehicle (a) propelled or drawn up mechanical power, (b) having a seating capacity of less than 10 passengers, (c) used in the call and demand transportation of passengers to and from points chosen or designated by the passenger, and (d) not operated on a fixed schedule, between fixed termini, or over specific routes.

3. The operators may appoint one or more of their members to observe compliance with this order and to report violations thereof to the Office of Defense Transportation.

4. Each operator shall file a report with the Regional Office, Division of Local Transport, Office of Defense Transportation, Chicago, Illinois, on or before the 15th day of each calendar month showing for the preceding calendar month, the number of miles each taxicab was operated and the number of gallons of gasoline used therein.

5. The reporting requirements of this order have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

6. Communications concerning this order should be addressed to the Regional Office, Division of Local Transport, Office of Defense Transportation, Chicago, Illinois, and should refer to "Special Order ODT TC-1".

This order shall become effective April 26, 1943, and shall remain in full force and effect until the termination of the present war shall have been proclaimed or until such earlier time as the Office of Defense Transportation by further order may designate.

Issued at Washington, D. C. this 24th day of April 1943.

JOSEPH B. EASTMAN,
Director, Office of Defense Transportation.

APPENDIX TO SPECIAL ORDER ODT TC-1

Describing persons named therein

Theodore Scott, Chicago, Ill.
Roy Stewart, Chicago, Ill.
V. E. Stewart, Chicago, Ill.
Plymouth Cab Co., Chicago, Ill.
R. Miller Cab Co., Inc., Chicago, Ill.
D. Derby Cab Co., Chicago, Ill.
Conin Roberts, Chicago, Ill.
Leon Davis, Chicago, Ill.
Richard Wallace, Chicago, Ill.
Maclou Gaither, Chicago, Ill.
Herbert Julian, Chicago, Ill.
Joe Nease, Chicago, Ill.
Jerome Robinson, Chicago, Ill.

Harry Smith, Chicago, Ill.
Herbert Cross, Chicago, Ill.
Charles Washington, Chicago, Ill.
Thosy Hein, Chicago, Ill.
Wm. Mohr, Chicago, Ill.
Joe Pruitt, Chicago, Ill.
Charles L. Hill, Chicago, Ill.
Tati Stewart, Chicago, Ill.
James Meigs, Chicago, Ill.
Thomas Singer, Chicago, Ill.
C. Bailey, Chicago, Ill.
Gene Ingalls, Chicago, Ill.
Wm. Lybath, Chicago, Ill.
O. J. Darnas, Chicago, Ill.
Will Davis, Chicago, Ill.
Joseph B. Page, Chicago, Ill.
Royal Cab Co., Inc., Chicago, Ill.
Bertel W. Deigre, Chicago, Ill.
Thomas Vincent, Chicago, Ill.
Thomas Bates, Chicago, Ill.
John H. Armit, Chicago, Ill.
Royal Cab Co., Inc., Chicago, Ill.
Wallace Weston, Chicago, Ill.
Fate Mills, Chicago, Ill.
James Harris, Chicago, Ill.
Mary Coffey, Chicago, Ill.
Cornelius Palmer, Chicago, Ill.
Beretta & Wright, Chicago, Ill.
Regal Cab Co., Inc., Chicago, Ill.
John A. Ottens, Chicago, Ill.
A. Hestonburg Cab Chicago, Ill.
Robert Lee Brown, Chicago, Ill.
Arthur A. Johnson, Chicago, Ill.
Lester Leonard, Chicago, Ill.
John A. Ottens, Chicago, Ill.
Carl McGee, Chicago, Ill.
Ellis Potts, Chicago, Ill.
Rufus Williams, Chicago, Ill.
William McCre, Chicago, Ill.
Blaise Williams, Chicago, Ill.
Fred Grim, Chicago, Ill.
William Fowler, Chicago, Ill.
Estimate Newman, Chicago, Ill.
A. Pevik, Chicago, Ill.
J. Water Powell, Chicago, Ill.
K. C. Williams, Chicago, Ill.
Adair Harter, Chicago, Ill.
George W. Beard, Chicago, Ill.
Parks Cab Co., Inc., Chicago, Ill.
C. J. Thomas, Chicago, Ill.
Warren Dodd, Chicago, Ill.
Varsity Cab Co., Inc., Chicago, Ill.
Wm. R. Clarke, Chicago, Ill.
J. K. Cameron, Chicago, Ill.
Stanford L. Simmons, Chicago, Ill.
Robert White, Chicago, Ill.
Willie McBurney, Chicago, Ill.
Norman Harris, Chicago, Ill.
John Ward, Chicago, Ill.
George Webb, Chicago, Ill.
Mary M. Johnson, Chicago, Ill.
Eugene Biskak, Chicago, Ill.
William E. McCowan, Chicago, Ill.
Earl Abernethy, Chicago, Ill.
James Cullen, Chicago, Ill.
Ans Hughes, Chicago, Ill.
James McNeil, Chicago, Ill.
Willie B. Williams, Chicago, Ill.
Rueve Buckman, Chicago, Ill.

OFFICE OF DEFENSE TRANSPORTATION

(Special Order ODT B-40)

SOUTHWESTERN GREYHOUND LINES, INC.,
AND SANTA FE TRAIL TRANSPORTATION
COMPANYALTERNATE OPERATION BETWEEN ALBU-
QUERQUE, NEW MEXICO, AND TUCUMCARI,
NEW MEXICO

Upon consideration of the application for authority to coordinate motor vehicle service in the transportation of passengers filed with the Office of Defense Transportation by Southwestern Greyhound Lines, Inc., Fort Worth, Texas, and Santa Fe Trail Transportation Company, Wichita, Kansas, pursuant to 146148 of General Order ODT 11, as amended, (7 P.R. 4389, 11099) and in order to assure maximum utilization of the facilities, services, and equipment of common carriers of passengers by motor vehicle and to conserve and providently utilize vital equipment, material and supplies, the attainment of which purposes is essential to the successful prosecution of the war, it is hereby ordered, that:

1. Southwestern Greyhound Lines, Inc., Fort Worth, Texas, and Santa Fe Trail Transportation Company, Wichita, Kansas, hereinafter called "carriers", respectively, in the transportation of passengers on the routes served by them between Albuquerque, New Mexico, and Tucumcari, New Mexico, as common carriers by motor vehicle shall:

(a) Honor each other's interstate tickets between all points common to their lines where equal fares apply and divert to each other traffic routed between such points for the purpose of relieving overloads and reducing the operation of additional equipment in extra sections;

(b) Adjust and establish schedules to eliminate duplication of times of departure of the respective carriers and provide reasonable frequency of service throughout the day;

(c) Wherever practicable eliminate duplicate depot facilities and commission ticket agencies and, in lieu thereof, utilize joint depot facilities and joint commission ticket agencies. Contracts, agreements, and arrangements for any such joint facilities and agencies shall not extend beyond the effective period of this order. At such depot facilities and commission ticket agencies used jointly by the carriers, service, travel information, and ticket sales shall be impartial, without preference or discrimination for or against either of such carriers.

2. Subject to obtaining authorization from the proper governmental authorities, the Santa Fe Trail Transportation Company shall provide passenger service for any intrastate passengers moving between Albuquerque, New Mexico, and Tucumcari, New Mexico, and to, from, or between all intermediate points, who hold tickets for transportation issued by the Southwestern Greyhound Lines, Inc.

3. The carriers forthwith shall file with the Interstate Commerce Commission in respect of transportation in interstate or foreign commerce, and with each appropriate State regulatory body in respect of transportation in intrastate commerce, and publish in accordance with law, and continue in effect until further order, filed tariffs, setting forth any changes in the fares, charges, operations, rules, regulations and practices of each carrier which may be necessary to accord with the provisions of this order; and forthwith shall apply to said Commission and each such regulatory body for special permission for such tariffs, or supplements, to become effective on one day's notice.

4. Communications concerning this order should be addressed to the Division of Local Transport, Office of Defense Transportation, Washington, D. C., and should refer to "Special Order ODT B-43".

This order shall become effective April 14, 1943, and shall remain in full force and effect until the termination of the present war shall have been duly proclaimed, or until such earlier time as the Office of Defense Transportation by further order may designate.

Issued at Washington, D. C. this 2d day of April 1943.

JOSEPH B. EASTMAN,
Director, Office of Defense
Transportation.

OFFICE OF DEFENSE TRANSPORTATION

[Special Order ODT B-41]

EMPIRE TRAILS, INC., VICTORY TRAILWAYS,
AND PENNSYLVANIA GREYHOUND LINES.COORDINATED OPERATION BETWEEN CHICAGO,
ILLINOIS, AND INDIANAPOLIS, INDIANA.

In consideration of the application for authority to coordinate motor vehicle service in the transportation of passengers filed with the Office of Defense Transportation by Empire Trails, Inc., Chicago, Illinois, Victory Trailways, Chicago, Illinois, and Pennsylvania Greyhound Lines, Inc., Cleveland, Ohio, pursuant to § 101.49 of General Order ODT B amended (7 F.R. 4388, 11099), and in order to assure maximum utilization of facilities, services, and equipment of common carriers of passengers by motor vehicle, and to conserve and provide for the utilization of vital equipment, material and supplies, the attainment of which is essential to the successful prosecution of the war, it is hereby ordered, That:

(1) Empire Trails, Inc., Chicago, Illinois, Victory Trailways, Chicago, Illinois, and Pennsylvania Greyhound Lines, Inc., Cleveland, Ohio (hereinafter called "carriers"), respectively, in the transportation of passengers on the routes operated by them between Chicago, Illinois, and Indianapolis, Indiana, as common carriers by motor vehicle, shall:

(a) Honor each other's tickets between points common to their lines where such tickets apply and divert to each other's traffic routed between such points for the purpose of relieving overloads and reducing the operation of additional equipment in extra sections;

(b) Adjust and establish schedules to eliminate duplication of times of departure of the respective carriers and provide reasonable frequency of service, throughout the day;

(c) Wherever practicable eliminate duplicate depot facilities and commission ticket agencies and, in lieu thereof, utilize joint depot facilities and joint commission ticket agencies. Contracts, agreements, and arrangements for any such joint facilities and agencies shall not extend beyond the effective period of this order. At such depot facilities and commission ticket agencies used jointly by the carriers, service, travel information, and ticket sales shall be impartial, without preference or discrimination for or against either of such carriers.

(2) Between Chicago, Illinois, and Indianapolis, Indiana, the Pennsylvania Greyhound Lines, Inc., shall operate a through service of not to exceed eleven

(1) round trips daily, and Victory Trailways in conjunction with Empire Trails, Inc., shall operate a through service of not to exceed two (2) round trips daily.

(3) The provisions of this order shall not be so construed or applied as to require either carrier to perform any service beyond its transportation capacity, or to permit either carrier to alter its legal liability to any passenger. In the event compliance with any term of this order would conflict with, or would not be authorized under, the existing interstate or intrastate operating authority of either carrier, such carrier shall apply forthwith to the appropriate regulatory body or bodies for the granting of such operating authority as may

be requisite to compliance with the terms of this order, and shall prosecute such application with all possible diligence. The coordination of operations directed by this order shall be subject to the carriers' possessing or obtaining the requisite operating authority.

(4) Each of the carriers shall file a copy of this order forthwith with the appropriate regulatory body or bodies having jurisdiction over any operations affected by this order, and shall likewise file and publish in accordance with law, and continue in effect until further order, tariffs or supplements to filed tariffs, setting forth any changes in rates, charges, operations, rules, regulations and practices of the carrier which may be necessary to accord with the provisions of this order; and forthwith shall apply to such regulatory body or bodies for special permission for such tariffs or supplements to become effective on one day's notice.

(5) Communications concerning this order should be addressed to the Division of Local Transport, Office of Defense Transportation, Washington, D. C., and should refer to "Special Order ODT B-41".

This order shall become effective April 28th, 1943, and shall remain in full force and effect until the termination of the present war shall have been duly proclaimed or until such earlier time as the Office of Defense Transportation by further order may designate.

Issued at Washington, D. C., this 14th day of April 1943.

JOSEPH B. EASTMAN,
Director of the Office
of Defense Transportation.

OFFICE OF DEFENSE TRANSPORTATION

(Special Order ODT B-43)

PUBLIC SERVICE INTERSTATE TRANSPORTATION
CO., QUAKER CITY BUS CO.

COORDINATED OPERATION BETWEEN ATLANTIC CITY, N. J. AND PHILADELPHIA, PA.

Upon consideration of the application for authority to coordinate motor vehicle service in the transportation of passengers filed with the Office of Defense Transportation by Public Service Interstate Transportation Company, Newark, New Jersey, and Quaker City Bus Company, Camden, New Jersey, pursuant to § 501.49 of General Order ODT II, as amended (7 F.R. 4389, 11099), and in order to ensure maximum utilization of the facilities, services, and equipment of common carriers of passengers by motor vehicle, and to conserve and prudently utilize vital equipment, material and supplies, the attainment of which purposes is essential to the successful prosecution of the war, it is hereby ordered, That:

1. Quaker City Bus Company, Camden, New Jersey, and Public Service Interstate Transportation Company, Newark, New Jersey (hereinafter called "carriers"), respectively, in the transportation of passengers on the routes served by them between Philadelphia, Pennsylvania, and Atlantic City, New Jersey, as common carriers by motor vehicle, shall:

(a) Honor each other's tickets between all points common to their lines where equal fares apply and divert to each other traffic routed between such points for the purpose of relieving overloads and reducing the operation of additional equipment in extra sections;

(b) Adjust and establish schedules to eliminate duplication of times of departure of the respective carriers and provide reasonable frequency of service throughout the day;

(c) Wherever practicable eliminate duplicate depot facilities and commission ticket agencies and, in lieu thereof, utilize joint depot facilities and joint commission ticket agencies. Contracts, agreements, and arrangements for any such joint facilities and agencies shall not extend beyond the effective period of this order. At such depot facilities and commission ticket agencies used

jointly by the carriers, service, travel information, and ticket sales shall be impartial, without preference or discrimination for or against either of such carriers.

2. During the effective term of this order, between Philadelphia, Pennsylvania, and Atlantic City, New Jersey, the aggregate daily through service operated by the carriers shall not exceed:

(a) Thirty (30) round trip schedules for the period, October 1 through May 28;

(b) Thirty-two (32) round trip schedules for the period, May 29 through June 24;

(c) Forty-eight (48) round trip schedules for the period, June 25 through September 15;

(d) Thirty-two (32) round trip schedules for the period, September 16 through September 30.

3. (a) Public Service Interstate Transportation Company shall operate 85% of the combined scheduled trips or scheduled mileage between Philadelphia, New Jersey, and Atlantic City, New Jersey, and Quaker City Bus Company shall operate 14% of such scheduled trips or scheduled mileage;

(b) Public Service Interstate Transportation Company shall pay to Quaker City Bus Company 90% of the amount of revenue collected by it from scheduled transportation that is in excess of 85% of the combined gross revenue of the carriers from said transportation and Quaker City Bus Company shall pay to Public Service Interstate Transportation Company 90% of the amount of revenue collected by it from scheduled transportation that is in excess of 14% of such combined gross revenue;

(c) The combined revenue of extra sections or trips operated by Public Service Interstate Transportation Company and Quaker City Bus Company shall be divided at the end of each month in direct proportion to the number of extra sections operated by each of them;

4. The term "round-trip schedule" means the regular operation of a bus (including any extra bus or buses operated in connection therewith) at a stated time over a fixed route from the starting point where passengers are first permitted to board the bus to the point served most distant therefrom and return to the starting point.

5. The provisions of this order shall not be so construed or applied as to require either carrier to perform any service beyond its transportation capacity, or to permit either carrier to alter its legal liability to any passenger. In the event compliance with any term of this order would conflict with or would not be authorized under, the existing interstate or intrastate operating authority of either carrier, such carrier shall apply forthwith to the appropriate regulatory body or bodies for the granting of such operating authority as may be requisite to compliance with the terms of this order, and shall prosecute such application with all possible diligence. The coordination of operations directed by this order shall be subject to the carriers' possessing or obtaining the requisite operating authority.

6. Each of the carriers shall file a copy of this order forthwith with the appropriate regulatory body or bodies having jurisdiction over any operations affected by this order, and shall likewise file and publish in accordance with law, and conform to in effect until further order, tariffs or supplements to filed tariffs, settling or supplementing in rates, charges, forth any changes in rates, charges, operations, rules, regulations and practices of the carrier which may be necessary to accord with the provisions of this order; and forthwith shall apply to such regulatory body or bodies for special permission for such tariffs or supplements to become effective on one day's notice.

7. Communications concerning this order should be addressed to the Division of Local Transport, Office of Defense Transportation, Washington, D. C., and should refer to "Special Order ODT B-43".

This order shall become effective May 6, 1943, and shall remain in full force and effect until the termination of the present war shall have been duly proclaimed, or until such earlier time as the Office of Defense Transportation by further order may designate.

Issued at Washington, D. C., this 22nd day of April 1943.

JOSEPH B. EASTMAN,
Director, Office of
Defense Transportation.

OFFICE OF DEFENSE TRANSPORTATION

[Special Order ODT B-43]

COORDINATED OPERATION BETWEEN CHILLICOTHE AND FARMINGTON, ILLINOIS, VIA PEORIA, ILLINOIS

SANTA PE TRAIL TRANSPORTATION CO. AND WHITE STAR MOTOR COACH LINES OF ILLINOIS

Upon consideration of the application for authority to coordinate motor vehicle service in the transportation of passengers filed with the Office of Defense Transportation by Santa Pe Trail Transportation Company, Chicago, Illinois, and White Star Motor Coach Lines of Illinois, Peoria, Illinois, pursuant to 18U.S.C. of General Order ODT 11, as amended (1 F.R. 4339, 11699), and in order to assure maximum utilization of the facilities, services, and equipment of common carriers of passengers by motor vehicle, and to conserve and providently utilize vital equipment, material and supplies, the attainment of which purpose is essential to the successful prosecution of the war: *It is hereby ordered,* That:

1. Santa Pe Trail Transportation Company, Chicago, Illinois, and White Star Motor Coach Lines of Illinois, Peoria, Illinois (hereinafter called "carriers"), respectively, in the transportation of passengers on the routes served by them between Chillicothe, Illinois, and Farmington, Illinois, as common carriers by motor vehicle, shall:

(a) Except as otherwise specified herein, honor each other's tickets between all points common to their lines where equal fares apply and divert to each other traffic routed between such points for the purpose of relieving overloads and reducing the operation of additional equipment in extra sections;

(b) Adjust and establish schedules to eliminate duplication of times of depart-

ure of the respective carriers and provide reasonable frequency of service throughout the day;

(c) Wherever practicable eliminate duplicate depot facilities and commission ticket agencies and, in lieu thereof, utilize joint depot facilities and joint commission ticket agencies. Contracts, agreements, and arrangements for any such joint facilities and agencies shall not extend beyond the effective period of this order. At such depot facilities and commission ticket agencies used jointly by the carriers, service, travel information, and ticket sales shall be impartial, without preference or discrimination for or against either of such carriers.

2. The Santa Pe Trail Transportation Company shall provide passenger service for intrastate passengers moving between Chillicothe, Illinois, and Farmington, Illinois, via Peoria, Illinois, and to, from or between all intermediate points, providing passengers traveling only between Chillicothe, Illinois, and Farmington, Illinois, and to, from or between all points intermediate thereto, hold tickets issued by the White Star Motor Coach Lines of Illinois.

3. Between Peoria, Illinois, and Farmington, Illinois, the White Star Motor Coach Lines of Illinois shall operate a through service of not to exceed two (2) round trips daily, and the Santa Pe Trail Transportation Company shall operate a through service of not to exceed two (2) round trips daily.

4. The provisions of this order shall not be so construed or applied as to require either carrier to perform any service beyond its transportation capacity, or to permit either carrier to alter its legal liability to any passenger. In the event compliance with any term of this order would conflict with, or would not be authorized under, the existing inter-

state or intrastate operating authority of either carrier, such carrier shall apply forthwith to the appropriate regulatory body or bodies for the granting of such operating authority as may be requisite to compliance with the terms of this order, and shall prosecute such application with all possible diligence. The coordination of operations directed by this order shall be subject to the carriers' possessing or obtaining the requisite operating authority.

5. Each of the carriers shall file a copy of this order forthwith with the appropriate regulatory body or bodies having jurisdiction over any operations affected by this order, and shall likewise file, and publish in accordance with law, and continue in effect until further order, tariffs or supplements to filed tariffs, setting forth any changes in rates, charges, operations, rules, regulations, and practices of the carrier which may be necessary to accord with the provisions of this order; and forthwith shall apply to such regulatory body or bodies for special permission for such tariffs or supplements to become effective on one day's notice.

6. Communications concerning this order should be addressed to the Division of Local Transport, Office of Defense Transportation, Washington, D. C., and should refer to "Special Order ODT B-43".

7. This order shall become effective MAY 17, 1943, and shall remain in full force and effect until the termination of the present war shall have been duly proclaimed or until such earlier time as the Office of Defense Transportation by further order may designate.

Issued at Washington, D. C., this 3rd day of May, 1943.

JOSEPH B. EASTMAN,
Director, Office of Defense
Transportation.

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U. S. GOVERNMENT PRINTING OFFICE: 1943

NOT AVAILABLE FOR PUBLICATION

OFFICE OF DEFENSE TRANSPORTATION

[Special Order ODT B-44]
ATLANTIC GREYHOUND CORPORATION, CONSOLIDATED BUS LINES, INC.

OPERATION BETWEEN CHRISTIANSBURG, VIRGINIA, AND ROANOKE, VIRGINIA
In consideration of the application for authority to coordinate motor vehicle service in the transportation of passengers by the Office of Defense Transportation by Atlantic Greyhound Corporation, Charleston, West Virginia, Consolidated Bus Lines, Inc., Bluefield, West Virginia, pursuant to Special Order ODT 11, as amended (48 Stat. 4389, 11099), and in order to assure maximum utilization of facilities, equipment of common carriers, and provision of motor vehicle, and to conserve and providently utilize vital equipment, material and supplies, the Government of which purposes is essential to the successful prosecution of the war, it is hereby ordered, That:

1. Atlantic Greyhound Corporation, Bluefield, West Virginia, and Consolidated Bus Lines, Inc., Bluefield, West Virginia (hereinafter called "carriers"), operating, in the transportation of passengers on the routes served by them between Christiansburg, Virginia, and Roanoke, Virginia, as common carriers of passengers by motor vehicle, shall:

Honor each other's tickets between points common to their lines where fares apply and divert to each other's traffic routed between such points for the purpose of relieving overloads and reducing the operation of additional equipment in extra sections:

(b) Adjust and establish schedules to eliminate duplication of times of departure of the respective carriers and provide reasonable frequency of service throughout the day;

(c) Wherever practicable eliminate duplicate depot facilities and commission ticket agencies and, in lieu thereof, utilize joint depot facilities and joint commission ticket agencies. Contracts, agreements, and arrangements for any such joint facilities and agencies shall not extend beyond the effective period of this order. At such depot facilities and commission ticket agencies used jointly by the carriers, service, travel information, and ticket sales shall be impartial, without preference or discrimination for or against either of such carriers.

2. Consolidated Bus Lines, Inc. shall provide passenger service for any intrastate passengers moving between Christiansburg, Virginia, and Roanoke, Virginia, and to, from, or between all intermediate points.

3. The provisions of this order shall not be so construed or applied as to require either carrier to perform any service beyond its transportation capacity, or to permit either carrier to alter its legal liability to any passenger. In the event compliance with any term of this order would conflict with, or would not be authorized under, the existing interstate or intrastate operating authority of either carrier, such carrier shall apply forthwith to the appropriate regulatory body or bodies for the granting of such operating authority as may be requisite to compliance with the terms of this

order, and shall prosecute such application with all possible diligence. The coordination of operations directed by this order shall be subject to the carriers' possessing or obtaining the requisite operating authority.

4. Each of the carriers shall file a copy of this order forthwith with the appropriate regulatory body or bodies having jurisdiction over any operations affected by this order, and shall likewise file, and publish in accordance with law, and continue in effect until further order, tariffs or supplements to filed tariffs, setting forth any changes in rates, charges, operations, rules, regulations and practices of the carrier which may be necessary to accord with the provisions of this order; and forthwith shall apply to such regulatory body or bodies for special permission for such tariffs or supplements to become effective on one day's notice.

5. Communications concerning this order should be addressed to the Division of Local Transport, Office of Defense Transportation, Washington, D. C., and should refer to "Special Order ODT B-44".

This order shall become effective June 10, 1943, and shall remain in full force and effect until the termination of the present war shall have been duly proclaimed, or until such earlier time as the Office of Defense Transportation by further order may designate.

Issued at Washington, D. C. this 27th day of May 1943.

C. D. Youns,
Deputy Director,
Office of Defense Transportation.

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ODT B
SPECIAL ORDER 44
MAY 27, 1943

OFFICE OF DEFENSE TRANSPORTATION
DIVISION OF LOCAL TRANSPORT

STATISTICS OF 609 LOCAL RAIL AND BUS COMPANIES
COMBINED RAIL AND BUS OPERATIONS
MONTHS OF DECEMBER 1941 AND 1942 *

| | |
|---------------------------|-------|
| Dec. 1941 - 990,178,000 | |
| Dec. 1942 - 1,345,371,000 | +36 % |

REVENUE PASSENGERS

| | |
|-------------------------|-------|
| Dec. 1941 - 205,208,000 | |
| Dec. 1942 - 228,962,000 | +12 % |

PASSENGER VEHICLE MILES

| | |
|------------------|-------|
| Dec. 1941 - 4.83 | |
| Dec. 1942 - 5.88 | +22 % |

REVENUE PASSENGERS PER VEHICLE MILE

| | |
|---|--|
| Dec. 1941 - 12,585 S.T.E. MILES -RAIL | |
| Dec. 1942 - 12,377 S.T.E. MILES -RAIL (-) 2 % | |
| Dec. 1941 - 76,343 R.T. MILES BUS | |
| Dec. 1942 - 85,712 R.T. MILES BUS +12 % | |

MILES OF ROUTE

| | |
|---|--|
| Dec. 1941 - 58,800 Vehicles SCHEDULED | |
| Dec. 1942 - 64,900 Vehicles SCHEDULED +10 % | |
| Dec. 1941 - 69,400 Vehicles OWNED | |
| Dec. 1942 - 75,000 Vehicles OWNED +8 % | |

VEHICLES OWNED & OPERATED

* A few companies not operating in 1941 used nearest comparable months.
21 of above companies also had some Intercity Operations representing 1.3% of their total Revenue Passengers.

JUNE 1, 1943

EQUIPMENT & RESEARCH

OFFICE OF DEFENSE TRANSPORTATION
DIVISION OF LOCAL TRANSPORT

STATISTICS OF 609 LOCAL RAIL AND BUS COMPANIES
102 COMPANIES OPERATING RAIL SERVICE
MONTHS OF DECEMBER 1941 AND 1942 *

| | |
|-------------------------|-------|
| Dec. 1941 - 538,457,000 | |
| Dec. 1942 - 675,007,000 | +25 % |

REVENUE PASSENGERS - RAIL

| | |
|-------------------------|------|
| Dec. 1941 - 93,678,000 | |
| Dec. 1942 - 100,928,000 | +8 % |

PASSENGER VEHICLE MILES - RAIL

| | |
|------------------|-------|
| Dec. 1941 - 5.75 | |
| Dec. 1942 - 6.69 | +16 % |

REVENUE PASS. PER VEH. MILE - RAIL

| | |
|---|--|
| Dec. 1941 - 12,585 S.T.E. MILES | |
| Dec. 1942 - 12,377 S.T.E. MILES (-) 2 % | |

MILES OF ROUTE - RAIL

| | |
|--|--|
| Dec. 1941 - 26,100 Cars SCHEDULED | |
| Dec. 1942 - 27,600 Cars SCHEDULED +5.7 % | |
| Dec. 1941 - 32,500 Cars OWNED | |
| Dec. 1942 - 32,700 Cars OWNED +0.6 % | |

VEHICLES OWNED & OPERATED

* A few companies not operating in 1941 used nearest comparable months.
6 of above companies also report some Intercity Bus Operations.

JUNE 1, 1943.

EQUIPMENT & RESEARCH

OFFICE OF DEFENSE TRANSPORTATION
DIVISION OF LOCAL TRANSPORT

STATISTICS OF 609 LOCAL RAIL AND BUS COMPANIES

102 COMPANIES OPERATING RAIL SERVICE
MONTHS OF DECEMBER 1941 AND 1942 *

| | |
|-------------------------|-------|
| Dec. 1941 - 538,457,000 | |
| Dec. 1942 - 675,007,000 | + 25% |

REVENUE PASSENGERS - RAIL

| | |
|-------------------------|------|
| Dec. 1941 - 93,678,000 | |
| Dec. 1942 - 100,928,000 | + 8% |

PASSENGER VEHICLE MILES - RAIL

| | |
|------------------|-------|
| Dec. 1941 - 5.75 | |
| Dec. 1942 - 6.69 | + 16% |

REVENUE PASS. PER VEH. MILE - RAIL

| | |
|--|--|
| Dec. 1941 - 12,585 S.T.E. MILES | |
| Dec. 1942 - 12,377 S.T.E. MILES (-) 2% | |

MILES OF ROUTE - RAIL

| | |
|-----------------------------------|--------|
| Dec. 1941 - 26,100 Cars SCHEDULED | |
| Dec. 1942 - 27,600 Cars SCHEDULED | + 5.7% |
| Dec. 1941 - 32,500 Cars OWNED | |
| Dec. 1942 - 32,700 Cars OWNED | + 0.6% |

VEHICLES OWNED & OPERATED

OFFICE OF DEFENSE TRANSPORTATION
DIVISION OF LOCAL TRANSPORT

STATISTICS OF 609 LOCAL RAIL AND BUS COMPANIES

598 COMPANIES OPERATING BUS SERVICE
MONTHS OF DECEMBER 1941 AND 1942 *

| | |
|-------------------------|-------|
| Dec. 1941 - 451,722,000 | |
| Dec. 1942 - 670,363,000 | + 48% |

REVENUE PASSENGERS - BUS

| | |
|-------------------------|-------|
| Dec. 1941 - 111,529,000 | |
| Dec. 1942 - 128,033,000 | + 15% |

PASSENGER VEHICLE MILES - BUS

| | |
|------------------|-------|
| Dec. 1941 - 4.05 | |
| Dec. 1942 - 5.24 | + 29% |

REVENUE PASS. PER VEH. MILE - BUS

| | |
|-------------------------------------|--|
| Dec. 1941 - 76,300 R.T. MILES | |
| Dec. 1942 - 85,700 R.T. MILES + 12% | |

MILES OF ROUTE - BUS

| | |
|------------------------------|-------|
| Dec. 1941 - 32,700 Sched. | |
| Dec. 1942 - 37,300 Scheduled | + 14% |
| Dec. 1941 - 37,000 Owned | |
| Dec. 1942 - 42,300 Owned | + 14% |

VEHICLES OWNED & OPERATED

* A few companies not operating in 1941 used nearest comparable months.
6 of above companies also report some Intercity Bus Operations.

June 1, 1943.

EQUIPMENT & RESEARCH

* A few companies not operating in 1941 used nearest comparable months.
21 of above companies also report some Intercity Bus Operations
representing 1.3% of their Total Revenue Passengers.
EQUIPMENT & RESEARCH

JUNE 1, 1943.

OFFICE OF DEFENSE TRANSPORTATION
DIVISION OF LOCAL TRANSPORT

STATISTICS OF 609 LOCAL RAIL AND BUS COMPANIES
SAVING IN VEHICLES RESULTING FROM CONSERVATION MEASURES
ESTIMATED SAVING 14,408 CARS & BUSES

| NATURE OF EXPEDIENT | REPORTED BY | NUMBER OF VEHICLES SAVED |
|------------------------------|-------------|--------------------------|
| Staggered Hours | 183 Cos. | 2847 Vehicles |
| Old Vehicles Restored | 174 Cos. | 2362 Vehicles |
| Multiple Use of Vehicles | 166 Cos. | 2266 Vehicles |
| Service Curtailments | 147 Cos. | 1218 Vehicles |
| Turn-Back Service | 158 Cos. | 989 Vehicles |
| Second Hand Vehicles | 150 Cos. | 916 Vehicles |
| O.D.T. General Orders | 130 Cos. | 900 Vehicles |
| Use of Rail Routes | 25 Cos. | 571 Vehicles |
| Diversion to Rail Routes | 41 Cos. | 511 Vehicles |
| Fewer Stops | 83 Cos. | 506 Vehicles |
| Fewer Spares | 102 Cos. | 500 Vehicles |
| Use of School Buses | 74 Cos. | 290 Vehicles |
| Rearranged Seating | 44 | 216 Vehicles |
| O.D.T. Special Orders | 14 Cos. | 101 Vehicles |
| Other Expedients | 19 Cos. | 90 Vehicles |
| Traffic Control | 13 Cos. | 77 Vehicles |
| Cooperation with Competitors | 16 Cos. | 43 Vehicles |
| Use of Parkway Roads | 3 Cos. | 5 Vehicles |

JUNE 1, 1943

EQUIPMENT & RESEARCH

OFFICE OF DEFENSE TRANSPORTATION
DIVISION OF LOCAL TRANSPORT

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STATISTICS OF 609 LOCAL RAIL AND BUS COMPANIES
ANNUAL SAVING IN RUBBER-TIRED VEHICLE MILES RESULTING FROM
CONSERVATION MEASURES
ESTIMATED SAVING 191,622,000 ANNUAL RUBBER-TIRED VEH. MILES

| NATURE OF EXPEDIENT | REPORTED BY | ANNUAL VEHICLE MILES SAVED |
|------------------------------|-------------|----------------------------|
| Service Curtailments | 195 Cos. | 57,823,000 Miles |
| Use of Rail Routes | 30 Cos. | 30,965,000 Miles |
| O.D.T. General Orders | 305 Cos. | 29,000,000 Miles |
| Staggered Hours | 133 Cos. | 22,272,000 Miles |
| Turn Back Service | 185 Cos. | 17,387,000 Miles |
| Diversion to Rail Routes | 41 Cos. | 16,426,000 Miles |
| O.D.T. Special Orders | 23 Cos. | 7,015,000 Miles |
| Vehicle Parking | 99 Cos. | 5,268,000 Miles |
| Miscellaneous | 34 Cos. | 4,358,000 Miles |
| Cooperation with Competitors | 23 Cos. | 1,083,000 Miles |
| Use of Parkway Roads | 6 Cos. | 25,000 Miles |

ADDITIONS TO SERVE WAR ESTABLISHMENTS

134 Companies Established 298 New Lines.
136 Companies Extended 355 Existing Lines.
22,043 Round Trip Route Miles Added.
166 Companies Put on 1284 Additional Vehicles.
206 Companies Operated 37,695,000 Annual Rubber-tired Veh Miles.

JUNE 1, 1943

EQUIPMENT & RESEARCH

JULY 1, 1943

OFFICE OF DEFENSE TRANSPORTATION

(General Order ODT 20A)

PART 501—CONSERVATION OF MOTOR EQUIPMENT

SUBPART 1a—TAXICABS AND TAXI SERVICE

Pursuant to Executive Orders 9869, 124, 9214, and 9294, and in order to conserve and providently utilize vital transportation services, facilities, and equipment, and to provide for the prompt and continuous movement of necessary traffic, the attainment of which purposes is essential to the successful prosecution of the war, General Order ODT 20, as amended, (§§ 501.80—501.87, 7 P.R. 5906, 5994), and General Permit ODT 20-1, as corrected, (7 P.R. 10347, 10795), shall be superceded; And it is hereby ordered, That:

- 501.76 General outline of order.
- 501.77 Restrictions on new or additional operations.
- 501.78 Restrictions on the number of taxicabs to be operated.
- 501.79 Operating regulations.
- 501.80 Group riding required.
- 501.81 Elimination of waste.
- 501.82 Submission of conservation plans.
- 501.83 Special and general permits.
- 501.84 Records and reports.
- 501.85 Exemptions.
- 501.86 Applicability of General Order ODT 20, as amended.
- 501.87 Definitions.
- 501.88 Applicability.
- 501.89 Communications.

AUTHORITY: §§ 501.76 to 501.89, inclusive, issued under E.O. 9869, § 156, 9214, 9294; 7 P.R. 5754, 7 P.R. 5340, 907, 9 P.R. 221.

§ 501.76 General outline of order. This order restricts the business of furnishing taxi service in any municipality or other governmental subdivision to those persons who were engaged in the taxicab business in such municipality or other governmental subdivision on September 1, 1942, and to persons who have purchased or succeeded to the business of a person so engaged. It also limits the number of taxicabs that may be operated in any municipality or other governmental subdivision by any person in the taxicab business to the number of taxicabs he or his predecessor in interest operated therein on September 1, 1942. The terms "taxicab" and "taxi service" are defined in § 501.87 of the order and are to be given the meaning as stated in the definitions irrespective of how the terms are defined in local ordinances, state laws, and other Federal laws and regulations.

Section 501.79 of the order imposes certain restrictions upon the operation, driving, and use of taxicabs. The restrictions are directed not only to a person conducting a taxicab business and his drivers, but also to persons who use taxicabs as a means of transportation. They are necessary if equipment for the transportation of essential and necessary passenger traffic is to be available. Operations when no passengers are carried must be held to a minimum, hence the restriction on cruising and the restriction on transporting a passenger to a municipality from which the operator may not lawfully transport passengers on the return trip.

The order requires that operators of taxicabs shall participate in group riding plans for taxicabs that are or hereafter may be lawfully in effect in any municipality or other governmental subdivision in which they operate. Operators are also required to eliminate waste in their operations and to conserve and efficiently utilize their equipment and facilities.

Whenever two or more operators engaged in competitive service desire to enter into an arrangement providing for joint action to eliminate waste and otherwise conserve and more efficiently utilize their equipment and facilities, they may, and upon direction of the Office of Defense Transportation shall, submit such plan to the Office of Defense Transportation for approval. If any joint action contemplated by such plan, in the judgment of the Office of Defense Transportation, will result in the elimination of wasteful operations and bring about the conservation and more efficient utilization of equipment and facilities, the Office of Defense Transportation will issue an order authorizing and directing the participants to engage in such joint action. Thereupon the participants will be granted immunity from prosecution or civil action under the Federal antitrust laws by reason of the doing of any act or thing directed by such order by a certificate issued under the provisions of Section 12, Public Law 603, 71st Congress.

It is recognized that there may be occasions when the rigid requirements of the order should be relaxed. Section 501.83 provides for the issuance of special and general permits to meet special needs or exceptional circumstances. Section 501.85 provides for certain exemptions from the order.

§ 501.77 Restrictions on new or additional operations. No person shall engage in the business of furnishing taxi service in any municipality or other governmental subdivision unless on September 1, 1942, (a) there was in force with respect to such business a license, permit, or other grant of authority issued by competent governmental authority, authorizing such person, or his predecessor in interest, to engage in such business in such municipality or other governmental subdivision, or (b) such person, or his predecessor in interest, was engaged in good faith in the business of furnishing taxi service in such municipality or other governmental subdivision, and on such license, permit, or other grant of authority was required.

§ 501.78 Restrictions on the number of taxicabs to be operated. No person shall have in operation in taxi service in any municipality or other governmental subdivision, a greater number of taxicabs than such person, or his predecessor in interest, had in operation in taxi service in such municipality or other governmental subdivision on September 1, 1942.

§ 501.79 Operating regulations. (a) No person shall drive or operate a taxicab:

- (1) For any purpose personal to the driver, including social or recreational purposes;
- (2) For the purpose of making any commercial pick-up or delivery of merchandise other than the delivery of drugs, medicines, medical supplies, and medical equipment at the request of a licensed pharmacy or pharmacist, dentist, physician, hospital, or veterinarian;
- (3) For the purpose of securing passengers while cruising;
- (4) For the purpose of providing transportation for a person when engaged in any unilateral undertaking;
- (5) For the purpose of transporting a passenger other than in taxi service;
- (6) Without such taxicab being distinctly marked as required by local ordinance or state law or, in the absence of any such requirement, with permanent lettering not less than 2½ inches high and spaced 1 inch apart, to indicate that it is a taxicab or engaged in taxi service;

(7) From a municipality having a population of 10,000 or more, according to the census taken by the United States in 1940, to a point more than 10 miles

OFFICE OF DEFENSE TRANSPORTATION

PART 501—CONSERVATION OF MOTOR EQUIPMENT
(General Order ODT 26A)
SUBPART 7—RENTAL CARS

(c) "Common carrier" means any person who holds himself out to the general public to engage in the transportation of passengers by motor vehicle for compensation;

(d) "Continental United States" means the 48 States and the District of Columbia.

§ 501.138 Applicability. The provisions of this order shall be applicable within the continental United States and the territories and possessions of the United States except Puerto Rico.

§ 501.139 Restrictions on new or additional operations. No person shall:

(1) Engage in the business of hiring rental cars to other persons in any municipality or community unless on December 1, 1942, (1) there was in force with respect to such business a license, permit, or other grant of authority issued by competent governmental authority, authorizing such person, or his predecessor in interest, to engage in such business in such municipality or community, or no such license, permit, or other grant of authority was required; or

(2) Hire or have under hire to other persons, or have available for hire to other persons, in any municipality or community, a greater number of rental cars than such person, or his predecessor in interest, had regularly under hire, or available for hire in such municipality or community on December 1, 1942.

§ 501.140 Restriction on the hire of rental cars. (1) No person shall hire any rental car to any person who, at the time of such rental, owns or controls a private passenger automobile which is available for use by such person and in respect of which a gasoline ration has been issued by the Office of Price Administration.

(2) For the purpose of this § 501.140 an employee hiring a rental car for use in his employer's business will be deemed in control any private passenger automobile of his employer which is used for business purposes and is available for the use of such employee, and one member of a family will be deemed to control any private passenger automobile owned by another member of the same family residing in the same household.

(3) The original of each such hiring agreement shall be retained in the files

(1) To meet an emergency arising from an accident, sickness, death, or public calamity; or

(2) For a purpose that is directly connected with, in furtherance of, and necessary to the business, occupation, profession, employment, or vocation of the person to whom such rental car is hired.

(b) No person shall hire a rental car to any other person when such rental car is to be used, operated or driven in violation of this § 501.141.

§ 501.142 Operating regulations. No person shall drive or operate a rental car:

(1) For a purpose for which a private passenger automobile may not be lawfully driven or operated under any applicable order, regulation, or direction issued by the Office of Price Administration;

(2) For the purpose of making any commercial pickup or delivery of merchandise.

§ 501.143 Hiring agreements. (1) Every person who hires a rental car to any other person, at the time of completing arrangements for such hiring, shall require the person to whom such rental car is hired to execute an agreement setting forth the terms and conditions of the hiring, and each such agreement shall contain the following:

(1) The name and address of the person hiring the rental car and his occupation, business, profession, employment, or vocation;

(2) A copy of §§ 501.141 and 501.142 of this order;

(3) The purpose for which the rental car is to be used;

(4) A statement that the person to whom such rental car is hired will not drive the rental car or cause or permit it to be driven in violation of this order or for a purpose not permitted by the order.

§ 501.87 Definitions. As used in this order (§§ 501.76-501.89), or in any other direction or permit issued hereunder, the term:

(1) "Person" means any individual, partnership, corporation, association, joint stock company, business trust, or other organized group of persons, or any trustee, receiver, assignee, or personal representative, and includes any department or agency of the United States, any State, the District of Columbia, or any other political, governmental or legal entity;

(2) "Taxicab" means any rubber-tired vehicle (1) propelled or drawn by mechanical power, (2) having a seating capacity of less than ten (10) passengers (including driver), and (3) used in the business of accepting, soliciting, and transporting passengers on call or demand to, from, or between points as may be directed by the passenger or passengers transported or to be transported for compensation;

(3) "Taxi service" means the transportation of passengers by taxicab;

(4) "Trip" means the operation of a taxicab during the period between the time a passenger first enters the taxicab and the time such passenger last exits it and releases it for the use of another person;

(5) "Continental United States" means the 48 States and the District of Columbia.

§ 501.88 Applicability. The provisions of this order shall be applicable within the continental United States and its territories and possessions of the United States except Puerto Rico and the Virgin Islands.

§ 501.89 Communications. Communications concerning this order should be addressed to the Division of Local Transport, Office of Defense Transportation, Washington, D. C., Boston, Massachusetts, New York, New York, Atlanta, Georgia, Chicago, Illinois, Cleveland, Ohio, Kansas City, Missouri, Dallas, Texas, San Francisco, California, Los Angeles, California, or Seattle, Washington, and should refer to "General Order ODT 26A".

Subparagraph (9) of paragraph (1) of § 501.79 of this General Order ODT 26A shall become effective October 1, 1943. All other paragraph sections and provisions shall become effective July 1, 1943, and shall thereupon supersede General Order ODT 20, as amended, and General Permit ODT 20-1, as corrected.

Issued at Washington, D. C. this 14 day of July 1943.

JOSEPH B. EASTMAN
Director, Office of Defense Transportation

subject to any special or general permit issued by the Office of Defense Transportation to meet specific needs or exceptional circumstances, or to prevent undue public hardships.

Special permits heretofore issued by the Office of Defense Transportation pursuant to § 501.84 of General Order ODT 20, as amended, shall remain in effect according to the terms thereof and shall alike be applicable to this order.

§ 501.84 Records and reports. (a) Each person engaged in the business of furnishing taxi service shall keep a daily record of the number of miles and hours each taxicab used in such service is operated, the number of passengers carried, and the gallons of fuel transferred to its fuel tank, and shall keep such other records and make such reports as the Office of Defense Transportation may hereafter require. All such records shall be kept available and open for inspection at all reasonable times by authorized representatives of the Office of Defense Transportation.

(b) The recording and reporting requirements of this order have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942. Specific recording or reporting requirements subsequently prescribed will be subject to the approval of the Bureau of the Budget pursuant to the Federal Reports Act of 1942.

§ 501.85 Exemptions. The provisions of this order shall not apply:

(1) To the transportation of passengers between their homes and their places of work by a person driving a private passenger automobile between his or her home and place of work;

(2) To the use of a taxicab for the delivery of telegraphic, cable, and radio communications in emergencies when obtained or is not available to effect delivery in time for such communications to serve their purposes;

(3) To the operation of a taxicab for the purpose of transporting mail at the request of the Post Office Department of the United States;

(4) To the transportation of passengers incidental to an emergency arising from an accident, sickness, death, public calamity, or military necessity; provided, however, that with respect to all such transportation the person driving or operating the taxicab shall, within 48 hours make a report in writing to the nearest office of the Office of Defense Transportation explaining in full the emergency necessitating the transportation.

§ 501.86 Applicability of General Order ODT 22, as amended. General license to be applicable in New York, New York.

beyond the corporate limits thereof, except when returning to a point or place from which a passenger was transported to such municipality;

(8) For the purpose of transporting a passenger on a trip that exceeds 25 miles;

(9) For the purpose of transporting a passenger to any municipality, from which the operator by reason of local ordinances, or otherwise, may not lawfully transport other passengers when returning to the point from which the taxicab is driven;

(10) For the purpose of transporting a passenger to any point upon arrival at which, by reason of the limitations in paragraphs (7) and (8) of this § 501.79, such passenger intends to or must transfer to another taxicab in order to continue to his destination.

(b) No person engaged in the business of furnishing taxi service shall permit a taxicab under his direction or control to be driven or operated in violation of this § 501.79, and no person shall use a taxicab as a means of transportation when to do so will require it to be driven or operated in violation of this § 501.79.

§ 501.80 Group riding required. Each person engaged in the business of furnishing taxi service shall participate in any group riding plan for taxicabs which is or hereafter may be lawfully in effect within the municipality or other governmental subdivision within which he does business.

§ 501.81 Elimination of waste. Each person engaged in furnishing taxi service shall eliminate waste in operations and conserve and efficiently utilize the equipment and facilities under his control.

§ 501.82 Submission of conservation plans. (1) Any two or more persons engaged in furnishing competitive taxi service may, and upon direction from the Office of Defense Transportation shall, submit to the Office of Defense Transportation a plan of joint action formulated so as to eliminate waste and bring about the maximum utilization of their equipment and facilities by one or more of the following methods:

- (1) Pooling or joint use of concessions, equipment, or other facilities;
- (2) Pooling or division of traffic, service, or revenues;
- (3) Alteration, staggering or suspension of service;
- (4) Elimination of duplicating dispatching service.

(b) Nothing in this § 501.82 shall be construed to authorize any person to engage in joint action by any of the methods described in this section unless directed so to do by specific order of the Office of Defense Transportation.

§ 501.83 Special and general permits. The provisions of this order shall be

of the person from whom the rental car or cars are hired, and shall be available for examination and inspection at all reasonable times by accredited representatives of the Office of Defense Transportation.

§ 501.144 *Special and general permits.* The provisions of this order shall be subject to any special or general permit issued by the Office of Defense Transportation to meet specific needs or exceptional circumstances, or to prevent undue public hardships.

§ 501.145 *Records and reports.* Any person engaged in hiring rental cars to other persons shall keep a daily record in respect to each rental car hired to such persons showing (a) the total number of miles and hours used in rental car service, and (b) in respect of each separate hiring (1) the name and address

of the person to whom such car is hired, (2) the purpose for which such car was hired, and (3) the actual miles operated and the elapsed time of such operation, and shall keep such other records and make such reports as may be required by the Office of Defense Transportation.

§ 501.146 *Exemptions.* The provisions of this order shall not apply to the hire of rental cars (a) to the military or naval forces of the United States for military or naval purposes, (b) to the Post Office Department for the purpose of transporting mail, (c) to a common carrier for use by such common carrier to transport passengers in common carrier service, and (d) for periods in excess of 30 consecutive days.

§ 501.147 *Federal Reports Act of 1942.* This order has been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942. Spe-

cific recording or reporting requirements subsequently prescribed will be subject to the approval of the Bureau of the Budget pursuant to the Federal Reports Act of 1942.

§ 501.148 *Communications.* Communications concerning this order shall be addressed to the Division of Lease Transport, Office of Defense Transportation, Washington, D. C., and should refer to "General Order ODT 26A".

This General Order ODT 26A shall become effective April 15, 1943, and shall thereupon supersede General Order ODT 25.

Issued at Washington, D. C. this 15th day of April 1943.

JOSEPH B. EASTMAN,
Director, Office of Defense
Transportation.

ODT 26A

GEN. PERMIT 1
APRIL 15, 1943

OFFICE OF DEFENSE TRANSPORTATION

(General Permit ODT 26A-1)

PART 521—CONSERVATION OF MOTOR
EQUIPMENT—PERMITS

SUBPART F—RENTAL CARS

In accordance with § 501.144 of General Order ODT 26A, it is hereby authorized that:

§ 521.3000 *Certain commercial deliveries of merchandise authorized.* Notwithstanding the provisions of § 501.142 (b) of General Order ODT 26A any person, during the periods April 23, 1943, to April 25, 1943, inclusive, and May 7, 1943, to May 9, 1943, inclusive, may drive and operate a rental car for the purpose of making commercial deliveries of flowers which have been sold at retail.

This General Permit ODT 26A-1 shall become effective April 15, 1943.

(E.O. 8989, 9156, 9214; 6 P.R. 6725, 7 P.R. 3349, 6097; General Order ODT 26A, 3 P.R. 4934)

Issued at Washington, D. C., this 15th day of April, 1943.

JOSEPH B. EASTMAN,
Director, Office of
Defense Transportation.

OFFICE OF DEFENSE TRANSPORTATION

Washington, D. C.
April 29, 1943

TO FEDERAL GOVERNMENT AGENCIES WHICH ARRANGE
TRANSPORTATION FACILITIES FOR CIVILIAN EMPLOYEES,
INDUSTRIAL WORKERS, AND UNIFORMED PERSONNEL OF
THE ARMED FORCES:

The following is a statement of the policies being followed by the Office of Defense Transportation in connection with the furnishing of local transportation for persons traveling between their homes and their places of employment, or in the case of uniformed personnel, between their posts and nearby centers of population.

Applications for approval by this Office of the establishment of new passenger transportation services under the terms of Executive Order 9294, Public Law 779 of 1942 and General Order ODT 35 should adhere to these policies to the maximum practicable extent in order to assure such approval.

1. WHEN JUSTIFIED

Additional transportation may be provided only when it is essential to the war effort and when and where existing facilities are not adequate and cannot be made adequate by the full adoption of staggered hours, group riding or other means.

2. TYPE OF TRANSPORTATION

People who live within reasonable distance of their employment are expected to walk. Where transportation must be provided, the possibility of utilizing the following means should be considered in the order named: (a) water borne carriers, bicycles, electric street railway and interurban cars and steam railroads, (b) group riding in private automobiles, and (c) buses. Note the use of buses is the last resort.

3. SUITABLE EQUIPMENT

The type of equipment required should be that best adapted to the characteristics of the transportation needed. A large vehicle should not be requested when a smaller one will suffice. Standard bus equipment should not be sought when light weight, body-on-chassis or tractor-trailer units will do the work. Conversely, the latter types of equipment are not preferred for service on short routes where stopping places are frequent or for routes where the topography is rugged.

4. SELECTION OF OPERATOR

It is desirable that the Government agency furnish equipment to an experienced operator, under lease or otherwise, rather than operate the equipment itself. This usually results in more complete utilization of facilities. It provides service to all who need transportation whether engaged in Government or private work. It also makes the equipment available for other necessary transportation when it is not being used for the purposes of the Government agency. Arrangements with an operator now serving in the territory are desirable, as this assures better maintenance and places responsibility on one instead of spreading it over various operators.

5. EFFICIENT USE OF FACILITIES

Existing transportation facilities and the additional facilities requested must be utilized in the most efficient manner and under the most favorable accompanying conditions, including staggered hours, group riding, direct routing, proper stop spacing, and capacity loading.

6. STAGGERED HOURS

The staggered hours plan must be in effect to the maximum extent consistent with the nature of the work being done. There must be "staggered hours" cooperation between other Government agencies and private employers served or capable of being served by the same local transit operators.

The number of working shifts should be equalized as nearly as practicable so that vehicles bringing a full load to work may carry a full load home. The reporting time of workers on any one shift should be staggered sufficiently to enable the vehicle to make two or more trips when this can be accomplished within a period of two hours.

7. GROUP RIDING

Private automobiles must provide a large part of the transportation requirements of the nation and every effort must be used to induce workers to use automobiles under the group riding plan in traveling between their homes and places of employment.

8. SCHOOL BUSES

When it is determined that buses must be used to provide additional transportation, the possibility of using school or other buses not in full time service should be explored. If such equipment is available by changing either work shift or school hours, the necessary arrangements should be made to permit the existing buses to provide the additional transportation.

9. ROUTING

Vehicles must be routed directly rather than over devious routes to pick up and deliver riders. Passengers are expected to walk reasonable distances to and from transportation facilities.

Vehicles should not be operated long distances with light loads toward the outer end of routes. As loading decreases, some vehicles should be turned back for a second trip, or to conserve mileage.

10. LOADING

Vehicles should carry full loads in both directions wherever possible. Standing loads should be carried when passengers are riding for approximately sixty minutes or less.

11. STOPPING PLACES

Stopping places should be well spaced, varying from a minimum of 800 feet in densely settled city territory to one-half mile in outlying areas. Where under-powered vehicles such as tractor trailers and body-on-chassis buses are used, stopping places should be not less than one-quarter mile apart.

12. TERMINAL FACILITIES

Terminal facilities with loading platforms or areas should be provided at large defense plants and other centers of heavy travel. Arrangements should be considered at such terminals so that patrons may pay their fares before boarding or after alighting from transit vehicles.

13. RATES OF FARE

The rates of fare to be charged for new service should be approximately the same as those of existing public carriers so that rate differentials will not tend to detract from the full utilization of both existing and new facilities.

Joseph B. Eastman
Director
Office of Defense Transportation

OFFICE OF DEFENSE TRANSPORTATION
WASHINGTON, D. C.

105

JOSEPH S. EASTMAN
Director

June 18, 1943

My dear Mayor:

Last March 15, I wrote to you regarding the desirability of adjusting traffic lights and traffic control measures in your city to meet wartime conditions, and sent to you a booklet entitled, "Fitting Traffic Control to Wartime".

In addition to urging your cooperation in carrying out the objectives of this program, I indicated that a report on actual accomplishments would be called for in three months. Many mayors have already written to me describing the good results achieved by revising their traffic control practices in accordance with ODT recommendations. Even if you were among the cities which have already reported, I would appreciate your assistance in helping me compile a complete report on this important matter by answering the questions on the enclosed form.

If you failed to receive my previous letter or a copy of the booklet referred to, I shall be glad to see that you receive copies.

I appreciate the cooperation which your city has been able to give in conserving transportation by eliminating the waste resulting from unnecessary traffic signals and the various other rubber, fuel and time-consuming practices which wartime conditions have rendered obsolete.

Very truly yours,

Joseph S. Eastman
Director



OFFICE OF DEFENSE TRANSPORTATION
UNITED STATES DEPARTMENT OF WAR

Form ODT-LT-11

Budget Bureau No. 106
05-4324
Approval Expires 9-30-43

OFFICE OF DEFENSE TRANSPORTATION

Report of City of _____ on Revision
of Traffic Control Practices to Fit
Wartime Conditions

-
- | | As of
June 1, 1942 | As of
June 1, 1943 |
|---|-----------------------|-----------------------|
| 1. Number of signalized intersections | _____ | _____ |
| 2. Number of stop signs | _____ | _____ |
| 3. At how many intersections: | | |
| (a) Have signals been removed or shut off entirely? | _____ | _____ |
| (b) Have signals been changed to flashing operation? | _____ | _____ |
| (c) Have signal cycles been shortened? | _____ | _____ |
| (d) Have the hours of stop-and-go operation been shortened? | _____ | _____ |
| 4. What effect have the above changes had on the number of reported accidents? Please give available data in supplementary letter. | | |
| 5. What other changes in traffic control measures, particularly in parking regulation, have you put in effect since the issuance of the ODT policy statement? Describe in supplementary letter. | | |

Signed _____

Title _____

City & State _____

ODT MATERIALS FOR THIRD QUARTER 1943

(Carbon Steel Only - Short Tons)

107

| PROGRAM | ODT Requirements as Presented to Committee of WPB | Allotment by Requirements of WPB | Amounts Distributed to Individual Programs by ODT as of July 6th | Actual Disbursements by Industry Divisions for Third Quarter 1943, as of July 3rd |
|--------------------------|---|----------------------------------|--|---|
| RAILWAY TRANSPORT | | | | |
| Locomotives | 74,455 | | 70,511 | 69,885 |
| Freight Cars | 618,628 | | 41,878 | 39,951 |
| Other Equipment | 50,054 | | 32,000 | 32,000 |
| Rail | 600,000 | | 377,000 | 375,494 |
| Progs & Switches | 60,000 | | 37,500 | 244,075 |
| Track Accessories | 360,000 | | 225,000 | |
| Other Maintenance | 315,000 | | 301,382 | 287,647 |
| C & F | 23,000 | | 11,000 | 7,522 |
| Total | 2,101,137 | | 1,098,071 | 1,036,574 |
| LOCAL TRANSPORT | | | | |
| New Equipment | 11,240 | | 11,115 | 10,896 |
| MRO | 19,112 | | 21,637 | 21,617 |
| C & F | 600 | | 400 | 22 |
| Total | 30,952 | | 33,152 | 32,535 |
| MOTOR TRANSPORT | | | | |
| New Equipment | 26,953 | | 36,637 (2) | 25,265 (2) |
| MRO | 14,393 | | - | - |
| C & F | 2,444 | | 250 | - |
| Total | 43,790 | | 36,887 | 25,265 |
| WATERWAYS | | | | |
| New Equipment-Total: | 37,155 | | 27,037 | 27,037 |
| "B" Products (1) | | | 9,099 | 9,099 |
| Unbudgeted Balance | | | 1,188 | - |
| O.D.T. TOTAL | 2,213,034 | 1,198,000 | 1,205,434 (2) | 1,130,510 |

- (1) Amount originally in "A" account transferred to "B" products, O.C., for Diesel engines.
- (2) Includes transfer from Navy for replacement of trucks removed from pool; in amount of 7,434 tons.

DIRECTING THE DIRECTOR OF THE OFFICE OF DEFENSE
TRANSPORTATION TO TAKE CONTROL OF THE PROPERTIES
OF THE AMERICAN RAILROAD COMPANY OF PORTO RICO

WHEREAS the operations of the American Railroad Company of Porto Rico have been interrupted by a labor dispute; and

WHEREAS the operation of this railroad is necessary for the movement of supplies and food for the armed forces and the civilian population and is otherwise essential to the effective prosecution of the war;

NOW, THEREFORE, by virtue of the authority vested in me by the Constitution and Laws of the United States, and as President of the United States and as Commander in Chief of the Army and Navy, it is hereby ordered:

1. The Director of the Office of Defense Transportation is directed to take immediate possession of all real and personal property, franchises, rights, facilities, funds and other assets, tangible and intangible, of the American Railroad Company of Porto Rico, and to operate or arrange for the operation of such railroad in such manner as he deems necessary for the successful prosecution of the war, through or with the aid of such public or private agencies, persons or corporations as he may designate.
2. The Director of the Office of Defense Transportation shall manage or arrange for the management of said railroad under such terms and conditions of employment as he deems advisable and proper, pending termination of the existing labor dispute. Nothing herein shall be deemed to render inapplicable insular or Federal laws concerning the health, safety, security and employment standards of the employees of said railroad.
3. The National War Labor Board shall proceed, forthwith, after due investigation and hearing, to make a final determination of the existing labor dispute between the American Railroad Company of Porto Rico and its employees, which determination when made shall be retroactive to the date of Federal possession of the properties of said railroad.
4. Except with the prior written consent of the Director of the Office of Defense Transportation, no attachment by mesne or garnishee process or on execution or otherwise shall be levied on or against any of the real and personal property, franchises, rights, facilities, funds and other assets, tangible and intangible, of the American Railroad Company of Porto Rico in the possession of the Director of the Office of Defense Transportation. As a part of the terms and conditions of the possession and operation directed to be taken hereunder, the Director of the Office of Defense Transportation is authorized in his discretion to make advances from the net cash earnings of his operation of the railroad, in such amounts and on such terms as he deems desirable, for the discharge of lawful obligations of the American Railroad Company of Porto Rico, and for the preservation of the real and personal property, corporate organization and franchises, rights, facilities, funds and other assets, tangible and intangible, of the railroad. Advances pursuant to the authority of this paragraph shall not be repayable before the time of final determination, by settlement or adjudication, of any claim of the railroad for compensation by reason of action taken pursuant to this order.
5. Such real and personal property, franchises, rights, facilities, funds and other assets, tangible and intangible, of the American Railroad Company of Porto Rico as the Director of the Office of Defense Transportation deems unnecessary to carry on the operation of such railroad may, from time to time, in his discretion, be returned to the railroad.
6. Possession and operation hereunder shall be terminated when the President determines that such possession and operation are no longer required for the successful prosecution of the war.
7. Upon the request of the Director of the Office of Defense Transportation, the Secretary of War shall take such action, if any, as he may deem necessary or desirable to provide protection to the railroad property and to persons working for or seeking employment by the railroad.

8. The Director of the Office of Defense Transportation in the exercise of his functions under this order shall consult with and cooperate with the Secretary of the Interior and the government of Puerto Rico.

FRANKLIN D. ROOSEVELT

THE WHITE HOUSE

May 13, 1943

TITLE 49 - TRANSPORTATION AND RAILROADS

CHAPTER II - OFFICE OF DEFENSE TRANSPORTATION

(Administrative Order ODT 3)

PART 503 - ADMINISTRATION

AMERICAN RAILROAD COMPANY OF PORTO RICO

Pursuant to Executive Order No. 9341, dated May 13, 1943, it is hereby ordered

That:

Sec.

503.85 Appointment of Federal Manager

503.86 Cooperation with other officials

AUTHORITY: § 503.85 to 503.86, inclusive, issued under E. O. 9341, 8 F.R.

503.85

§ 503.85 Appointment of Federal Manager. Effective this date, M. Garcia de Quevedo is hereby appointed Federal Manager of the Properties of the American Railroad Company of Porto Rico, with full authority, subject to my direction,

(a) To take immediate possession of all real and personal property, franchises, rights, facilities, funds and other assets, tangible and intangible, of the American Railroad Company of Porto Rico, and to operate or arrange for the operation of such railroad in such manner as may be necessary for the successful prosecution of the war, through or with the aid of such public or private agencies, persons, or corporations as he may designate;

(b) To manage or arrange for the management of said railroad under such terms and conditions of employment as he deems advisable and proper, pending termination of the existing labor dispute, subject, however, to the provisions of applicable Insular or Federal laws concerning the health, safety, security, and employment standards of the employees of said railroad;

(c) In his discretion to make advances from the net cash earnings of his operation of the railroad, in such amounts and on such terms as he deems desirable for the discharge of lawful obligations of the American Railroad Company of Porto Rico, and for the preservation of the real and personal property, corporate organization and franchises, rights, facilities, funds and other assets, tangible and intangible, of the railroads; and

(d) In his discretion, from time to time to return to the American Railroad Company of Porto Rico such real and personal property, franchises, rights, facilities, funds and other assets, tangible and intangible, of the American Railroad Company of Porto Rico as he deems unnecessary to carry on the operation of such railroad.

§ 503.86 Cooperation with other officials. In the exercise of the authority hereby delegated, said M. Garcia de Quevedo shall consult with and cooperate with the Secretary of the Interior and the government of Puerto Rico.

This appointment shall remain effective until my further order.

Dated at Washington, D. C., this 14th day of May, 1943.

Joseph B. Eastman
Director of the
Office of Defense Transportation

OFFICE OF DEFENSE TRANSPORTATION

WASHINGTON, D. C.

Director - JOSEPH S. EASTMAN

Deputy Director - CHARLES S. TOWN

Assistant Director - JOHN L. MOORE

Executive Assistant - JOSEPH L. WHITE

Administrative Officer, EDWIN S. MERRILL
Defamation Officer, SARAH MONTGOMERY
Principal Statistician, JAMES W. CURTISAssistant to Deputy Director, EDWIN L. WILLIAMS
Special Advisor on Railroad Abandonments,
RALPH S. JENSEN

GENERAL DIVISIONS

GENERAL DIVISIONS

Assistant General Counsel, JAKE GARRETT MOODY.

Assistant General Counsel, HALLAM HOFFMAN.

Assistant General Counsel, FRANCIS A. SILVER.

Assistant General Counsel, WALTER L. BARNHARTTER.

DIVISION OF RAILROAD AND AIRLINE SERVICES

Director, CHARLES L. WHELAN.

Associate Director, HAROLD J. BENDISCH.

DIVISION OF TRAILER SERVICES

Director, EDWIN F. MCGILVER.

Assistant Directors:

ARTHUR S. BAILEY.

WALTER MCGILVER.

ARTHUR S. BAILEY.

J. H. STEVENSON.

G. S. THORNTON.

DIVISION OF TRANSPORT PACKAGING

Director, OTTO S. REYER.

Assistant Director, EDWIN H. FITCH.

DIVISION OF STORAGE

Director, LEO M. WOODROW.

Associate Directors:

Refrigerated Warehousing Section,
J. S. SCHMIDT.Warehousing and Raw Materials
Storage, S. S. SPEAR.Storage Control Section,
ROBERT S. KING, ChiefRaw Materials Section,
JAMES S. SICKLE, Chief

DIVISION OF ROPS

Director, R. LEON WILSON.

Assistant Director, JOHN G. WHELAN.

Assistant to Director, EARL WILSON.

DIVISION OF MATERIALS AND EQUIPMENT

Director, R. E. EMLEY.

Associate Director, A. L. ROSENBERG.

Assistant Director,
CAROL F. MOYER.Mechanical Analyst,
A. S. DEER.Material Analyst,
J. A. DILLON.Steel Program Specialist,
E. S. SWELL.

GENERAL DIVISIONS

DIVISION OF RAILROAD TRANSPORT

Director, THOMAS F. MURPHY.

Deputy Director, S. G. FLETCHER.

Assistant to Director, J. S. LOFFIE, JR.

GENERAL ORGANIZATION

Associate Director,
GAIL BOWEN, JR., S. K. KIMMELT.

Coal Operations, S. S. MOORE.

Freight and Passenger Service,
C. S. GARDNER.

Ways and Structures, EDWIN L. BROOKS.

Crew and Train Operations,
FRANK S. KRISER.Mechanical Section, S. J. KELLY
(Chicago, Illinois)

Assistant Director:

Gail Operations, J. H. HILLIS.

Coal Operations, J. S. BETHUNE.

Passenger Service, R. S. BATH.

Ways and Structures, S. S. MOORE.

Mechanical Section-Locomotive,
EDWARD STUM.Mechanical Section-Ways,
R. S. KETTERMAN.Mechanical Section-CP,
S. S. BATH.Special Representative-Federal Manager,
T. J. McMillan Co., EARL STUMER.

RAILROAD SERVICES

Regional Director, Eastern Region,
S. G. SIMONS, New York, N. Y.Deputy Regional Director,
LEONARD S. FELDMAN.Deputy Regional Director, Porto
RICO, CHARLES S. MOORE.Regional Director, Southern Region,
J. H. MOORE, Washington, D. C.Deputy Regional Director,
EDWARD S. GARDNER.Regional Director, Western Region,
S. F. KING, Chicago, Illinois.Deputy Regional Director,
J. H. MOORE, San Francisco.Deputy Regional Director, Porto
RICO, S. S. BATH, San Francisco.

RAILROAD SERVICES

Regional Director, Eastern Region,
CHARLES S. MOORE, New York.Regional Director, Southern Region,
J. H. MOORE, Washington, D. C.Regional Director, West
S. A. MERRISON, Chicago, Illinois.

DIVISION OF RAILROAD TRANSPORT

Director, EDWIN F. MCGILVER.

GENERAL ORGANIZATION

Associate Director,
T. S. KIMMELT.

EDWARD A. ROSENBERG.

EDWARD F. SWELL.

GENERAL DIVISIONS

Special Assistant, FRANK W. WELSH.

Asst. Director, Equipment & Research,
S. S. BAINVILLE, JR.

RAILROAD SERVICES

Special Assistant, EDWIN F. MCGILVER.

Contract Services, EDWIN F. MCGILVER.

Inter-City Bus Section, S. A. HARRIS.

School Bus Section, G. D. HOPKINS.

District Section, EDWARD STUM.

GENERAL ORGANIZATION

Assistant Director,
Southwestern Region,
J. S. SIMONS, Washington, D. C.Southwestern Region,
GUY L. LAMONT, Atlanta, Ga.Southwestern Region,
S. F. McMillan, Jr., Dallas, Tex.Midwestern Region,
E. S. POTTER, Chicago, Ill.Western Region,
S. O. GIBSON, San Francisco, Cal.

DIVISION OF RAILROAD TRANSPORT

Director, EDWIN F. MCGILVER.

Executive Assistant,
E. EDWARD STUMER.

GENERAL ORGANIZATION

Assistant Director:
Operations-Property Section,
ELIAS S. LOEWENBERG.Vehicle Maintenance Section,
S. F. GARDNER.

City Delivery Section, S. A. HARRIS.

Rural Vehicle Section, S. A. HARRIS.

Petroleum Carriers Section,
S. F. SIMONS.

Inventory Section, JAMES C. KELLY.

Allocations Section,
MATTHEW S. LANE.Regional Organization
Associate Director
A. T. HARVEY, Washington, D. C.

New York, N. Y., WILLIAM J. CLARK.

Philadelphia, Pa., EDWIN S. SIMONS.

Chicago, Ill., JOHN S. GALEY.

Chicago, Ill., EDWIN L. GARDNER.

Kansas City, Mo., S. O. GIBSON.

Dallas, Tex., JOHN S. GARDNER.

Denver, Col., S. A. J. KIMMELT.

San Francisco, Cal., ROY LIND.

DIVISION OF FREIGHT AND CARRIER SERVICES

Director, PATRICK S. DOW.

Deputy Director, P. L. MORAN.

Associate Director-Pipe Lines,
S. F. SIMONS.Associate Director-Van Car Service,
A. F. BOGARD.

Assistant to Director, S. S. LEVINE.

Assistant to Director, S. S. LACKNER.

Consultant on State Carriers,
JOSEPH S. KELLY, Major
Transportation Corps,
U. S. A.

REGIONAL MANAGERS

Eastern Region, EDWARD STUMER, New York.

Southern Region, J. H. MOORE, Washington, D. C.

Western Region, EDWARD STUMER,
San Francisco, Cal.ASSISTANT DIRECTOR IN CHARGE OF MATERIALS
DIVISION

EDWIN F. MCGILVER.

Deputy Assistant Director,
JOHN S. KIMMELT, JR.Division of Coal and
Industrial Transport

Director, CHARLES F. HILLIS.

Division of Inland Waterway

Director, EDWIN S. TAYLOR.

Division of Great Lakes Carriers

Director, A. T. MOORE.

Research and Permit Section,
Chief, L. C. TURNER.

PORTS AND AIR TRANSPORT

Director, Federal Manager, American R.R.
of Porto Rico, S. O. GIBSON,
Washington, D. C.

AIR TRANSPORT

Regional Director, CHARLES G. ANTHONY.

Assistant Regional Director,
Railroads - PAUL M. QUINN.Assistant to Regional Director,
Truck and Passenger Transport,
LEIS LAYNE-THORNTON.

RAILROAD TRANSPORT

Regional Director, EDWIN F. MCGILVER,
Associate, T. S.

file

OFFICE OF WAR MOBILIZATION
WASHINGTON, D. C.

PSF

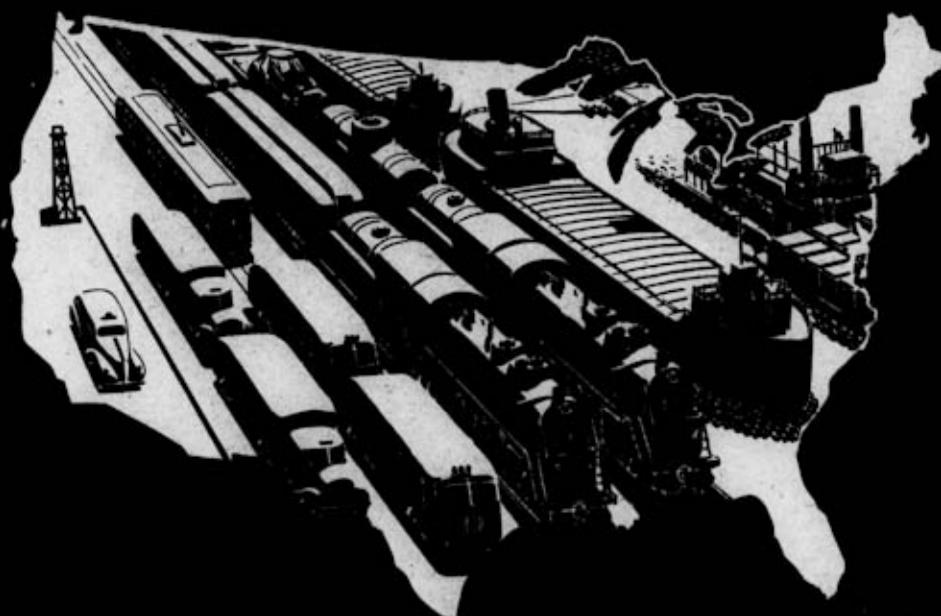
June 20, 1944

Miss Tully:

The Director of Defense Transportation
has asked Justice Byrnes to forward copy of
his Progress Report to the President.

C. C.

PROGRESS REPORT PRESIDENT



The Office of
DEFENSE TRANSPORTATION

OFFICE OF DEFENSE TRANSPORTATION

Progress Report to the President for the First Quarter of 1944

SUMMARY

At a meeting of the Acting Director and staff of the Office of Defense Transportation on March 24, a resolution was presented by Brigadier General C. D. Young and unanimously adopted expressing profound regret and deep sense of personal loss in the untimely death of Mr. Joseph B. Eastman. (Page 1)

Railway Transport (Page 2)

On January 18, 1944 the railroads were returned to the former owners by order of Secretary of War.

Passenger Traffic (Page 2)

Approximately 25% more passenger-miles and 8% more passengers were handled by the railroads during the first quarter of 1944 as compared with the same period in 1943.

"Black Markets" in Pullman Accommodations (Page 3)

During the quarter, the New York City authorities arrested eight persons for violation of the "black market" ordinance. In Miami, Florida, the FBI arrested 31 persons for violating a Federal Statute prohibiting overcharge on rail transportation.

Freight Traffic (Page 4)

The usual seasonal slump in traffic movement just prior to January 1944 was followed by an immediate increase comparable to the patterns of previous years. Carloadings in the first quarter exceeded the corresponding quarter of 1943 by 4.3%.

Freight Car Conservation (Page 4)

The policy to liberalize in the granting of permits under ODT 1, to enable loading of merchandise cars in the direction of the normal empty flow of the cars, continued.

There was every indication that compliance with the provisions of General Order 18A continued to save a large number of cars in the handling of carload freight.

Routing Industrial Alcohol Shipments (Page 5)

A drive was launched to increase the movement of industrial alcohol to rubber plant locations for use or to tank storage locations. As a result of the program of car conservation that was developed, the movement of alcohol was greatly accelerated; also, it was possible to remove between three and four hundred cars from the alcohol tank car

pool, and assign them to other services.

New Merchandise Car Lines (Page 6)

New merchandise car lines have been authorized and are operating on a stabilized basis.

Freight House Operations (Page 6)

ODT field representatives continued to encourage the loading of refrigerator cars in lieu of box cars in accordance with the provisions of ICC Service Order No. 104, with good results.

Car Supply (Page 7)

The car supply remained very thin throughout most of the quarter, particularly with respect to box cars.

To protect a growing tightness in the supply of open top equipment at the middle of the quarter, the no-bill ratings of anthracite coal mines were reduced from 75% to 50%, effective February 20.

Special Commodity and Transportation Analyses (Page 7)

On January 12, 1944 all rail carriers were requested to submit copies of waybills covering all carload freight originating on that date. The first specific study using these waybills as a basis was undertaken for the purpose of determining the amount of circuitry in mileage that was being traversed by shipments.

Port Conditions (Page 8)

Export traffic delivered to ports during the first quarter of 1944 increased 27.3% over the first quarter of 1943.

As a result of control measures established in 1943, net car day savings for the entire quarter were 5.6 car days per car, which applied to total deliveries during the quarter amounted to net car day savings of 1,874,473.

Grain Movement (Page 9)

The movement of grain and its products continued extremely heavy which was greatly aided by the favorable weather prevailing. With no country elevators blocked at the end of the quarter and terminal facilities only 50% filled, the situation at this time appears satisfactory for the new crop season.

Coal Movement (Page 10)

Bituminous coal shipped all rail to New England during the first quarter of 1944 decreased 432,960 net tons or 13.1% from 1943. The net increase via all routes was 315,606 tons or 4.8%.

Anthracite coal shipped to New England during the first quarter showed an increase of 122,336 net tons or 7.0% from the first quarter of 1943.

Liquid Transport (Page 12)

One of the highlights of the quarter was the formation of a special inter-agency committee, whose duties are to expedite problems of an inter-agency character. It is advisory to and operates under the over-all responsibility of the Office of Defense Transportation.

Tank Car Supply (Page 12)

The first three months of 1944 represented the most difficult time so far experienced in providing tank cars for essential petroleum movements. However, the quarter ended with all demands for tank cars for essential movements adequately filled.

Pressure Tank Car Situation (Page 14)

The shortage of pressure cars which existed during the first six weeks of the quarter has been met by the assignment of modified class 104 pressure cars. Of the total of 850 tank cars scheduled for modification for the handling of pressure products, 730 of the cars had been completed and released from shops on April 1.

Assignment of Tank Cars for Special Movements (Page 15)

The great demand for tank cars to move essential materials as certified by PAW made it necessary for ODT to assign tank cars for these special movements. An order was issued which, in effect, returns all tank cars to their owners when special assignments are completed.

Movement of Petroleum Products into District #1 (Page 16)

The movement of petroleum and its products into District #1 for the first quarter 1944 amounted to 1,600,000 barrels per day as compared with 1,177,000 in the first quarter of 1943 and 1,571,000 for the last quarter of 1943.

Tank Trucks (Page 18)

At the beginning of the first quarter the over-the-road petroleum tank trucks were facing a most critical condition, with the ever increasing load of traffic and the lack of adequate replacement tractors, parts and the diminishing labor supply. Consequently there was a general increase in the number of tank car permits under General Order ODT 7 (revised), which reached its peak during January.

Special attention was given to the allocation of new replacement tractors for use in over-the-road petroleum transportation and expedited action was given to all approvable applications for this

type of equipment.

It is estimated that approximately 800 of the over-the-road tractors allocated during the first three months have been delivered to date.

A survey made of 3,637 tank trucks engaged in local deliveries indicated that 93.7% could be operated through 1944 if replacement parts, tires and manpower were available.

Waterway Transport (Page 19)

The Waterway Transport Division continued its control of vessel sales and charters under General Order ODT 40 and processed 163 applications.

Permits under General Order ODT 19 (Page 20)

Permits were issued under ODT Order 19 on a total of 528 petroleum and petroleum products movements via water.

Inland Waterway Traffic (Page 20)

The Inland Waterway Division has continued experimenting with the wooden tank barges, improving them to such an extent that they are giving a successful performance in transporting Navy fuel from Texas to Panama City.

The towboat and barge building program is nearing completion.

Coastwise and Intracoastal Transport (Page 21)

Coal continues to be by far the most important movement in the Atlantic Coast area.

Ships were obtained for the movement of the New England potato crop and 32 cargoes were moved from Searsport, Maine to the Norfolk-Port Everglades range.

In the Pacific Coast area efforts were continued for the maximum use of tank and dry cargo barges to relieve, so far as possible, trucks and rail.

Motor Transport of Property Except by Tank Truck (Page 23)

In connection with for-hire carrier operations Amendments to General Order ODT 3 Revised and 17, and Administrative Order ODT 10 were issued during the first quarter of 1944.

General Order ODT 43 - Household Goods Transport (Page 24)

This order became effective March 27, 1944 and governs the operations of household goods carriers.

Joint Action Plans (Page 24)

Three hundred and twenty-two joint action plans of for-hire carriers have been received since the inception of the programs up to March 31, 1944. From these, 231 Supplementary Orders have been issued indicating an estimated saving of 734,529 man-hours and 23,184,280 truck-miles annually.

Farm Vehicle Operations (Page 26)

Due to the age of farm vehicles and the shortage of mechanics, equipment maintenance of farm vehicles may become a serious problem during the remainder of the year. To help meet this situation, the Agricultural Industry Transportation Program is being stressed and additional Industry Transportation Committees organized.

Allocation of New Commercial Motor Vehicles (Page 27)

Of the 36,149 applications received in the first quarter for new equipment, 21,645 vehicles were released on Certificates of Transfer.

ODT is cooperating with RFC and DSC in the matter of production and disposal of new trailers.

Available Supply of Used Equipment (Page 28)

The available supply of used equipment is very low, particularly in medium and heavy-duty trucks.

ODT's district managers will issue Certificates of War Necessity in the placement of these used trucks.

Rehabilitation Program (Page 28)

During the quarter emphasis was placed upon the rehabilitation of commercial motor vehicles. Under this program, truck factories have accepted most orders for engines but there has been some difficulty in placing transmissions and rear axles on their schedules.

Certificates of War Necessity - Appeals (Page 29)

Through March 1944, 2,572,000 requests for changes in outstanding Certificates of War Necessity had been filed.

Records and Reports (Page 30)

Two major statistical programs were underway:

- (a) A compilation of the material underlying the Certificate of War Necessity Program
- (b) A monthly report covering over-the-road for-hire carriers and tank truck operators,

and local for-hire carriers and tank truck operators.

Local Transport - Special Surveys (Page 30)

The "false alarm" report of the War Manpower Commission concerning a potential failure of manpower in Chicago due to lack of adequate transportation was investigated by the Director of Local Transport personally in cooperation with the regional staff.

Studies were made in Lake Charles, Louisiana, and in San Francisco, Oakland and Seattle.

Reports on Conservation (Page 31)

A revision of Form ODT-LT-8, the conservation questionnaire, was prepared and cleared through the Bureau of the Budget. This form was circulated to approximately 2,000 operators of city and intercity bus systems with returns required by March 31.

Inter-Agency Advisory Committee (Page 32)

Meetings with the representatives of the various government agencies continued to manifest their value. The principal items of recurring discussion were the heavy-duty truck and bus tire situation and the gasoline situation on the West Coast.

Regional Activities (Page 32)

The regional organization continued its regular activities in investigations of passenger transportation operations and equipment, advising and recommending to the Washington office on questions of equipment needs and operating practices.

Contract Clearances (Page 33)

The Contract Clearance Section continued the review and approval of: (a) ODT-LT-1 contracts for the release of integral buses; (b) requests for transportation facilities from the War and Navy Departments, the Maritime Commission, and other departments of the Federal government; (c) requests under Public Laws 779, 170 and 216.

Intercity Bus Operations (Page 35)

Of the 48 applications by intercity carriers for permission to extend or inaugurate intercity bus services 31 were approved, 8 were refused and 9 cases are still pending.

School Bus Operations (Page 35)

The problem of providing some replacements for the fleet of approximately 80,000 school buses of the nation has been under consideration. It is apparent that the condition of the school buses is

declining to such an extent that many children will be absent from school if replacements are not provided.

The number of school bus chassis and bodies released during the first quarter of 1944 were 388 and 379 respectively.

Taxicab Operations (Page 37)

Continued progress was made by the taxicab industry during the quarter in the institution of conservation measures and the maintenance of adequate services.

Approximately 100 applications for joint action plans were considered during the quarter and 38 were formally approved for implementation, making a total to date of 81 joint action plans now in operation.

Activity of ODT in Eliminating Undesirable State Barriers (Page 39)

While some progress has been made during the first quarter of 1944 in the elimination of undesirable state barriers, it has not been as rapid as desired. Efforts will be continued to expedite passage of such war emergency acts by the various States as appear necessary to meet shifting conditions.

Supply and Distribution of Petroleum Products (Page 41)

During the first quarter of 1944 no special action was required of ODT because of conditions affecting the supply and distribution of petroleum products required by the transportation facilities under the general jurisdiction of ODT.

Tire Situation (Page 41)

Under the ORD Tire Allotment Plan, ODT presented to the Rubber Director its claims for the bus and truck tires required during the first quarter of 1944 by the motor transport services and facilities under its jurisdiction.

Materials and Equipment (Page 42)

During the first quarter of 1944, the supply-demand situation of most forms of controlled materials continued to ease, and ODT received its largest allotments to date, sufficient to cover total requirements of practically all programs.

Allotments of Controlled Materials (Page 42)

First quarter 1944 allotments of controlled materials to ODT, which were the largest up to that time, have been exceeded by those for the second quarter.

A significant development under the WPB Controlled Materials Plan during the quarter was the decision to make materials for

transportation maintenance, repair and operating supplies available to ODT from a general WPB reserve.

Equipment Production (Page 43)

Total production of the principal items of transportation equipment during the first quarter of 1944 included 271 locomotives, 8,807 freight cars, 558 troop sleepers, 381 kitchen cars, 801 buses, 54 street cars, 9,472 trucks, 2,532 trailers, 6 towboats, 15 tugboats, and 52 steel barges.

Stockpile of Marine Diesel Engines (Page 45)

The program of scheduling Diesel Engines for manufacture for the account of ODT, in order to establish something in the nature of a stockpile to eliminate production lag, was put in operation.

Freight Car Orders for Third Quarter 1944 (Page 46)

An important activity during the quarter was the successful effort to obtain sufficient firm orders for railroad freight cars to permit the filling of the car builders' capacity for the third quarter of 1944. The actual number of orders obtained by April 15, which was the deadline established by WPB, was 17,900.

Replacement Parts for Motor Vehicles (Page 46)

The replacement parts situation is freer with the exception of bottleneck items which are still hard to obtain. It is evident that the ODT 1944 program is progressing satisfactorily.

Transportation Manpower Situation (Page 47)

During the first quarter there was a net increase of 61,600 or 2.3% in total employment of all branches of domestic for-hire transportation.

Railroad Employment Trends (Page 47)

Employment on Class I railroads in March 1944 was about 9,000 higher than the July 1943 peak and almost 75,000 higher than employment in March 1943.

Railroad Recruiting Campaign (Page 48)

A Railroad Manpower Mobilization Committee was organized representing railway labor and management and various Government agencies, including ODT. The committee developed a program for an intensive recruiting drive which was launched by a press release issued by ODT on March 10. The campaign has proved so effective that its original goal of filling 100,000 railroad jobs will be substantially under the number of jobs actually filled.

For-Hire Trucking (Page 50)

Employment increased 6,300 or 1.2% from January to March 1944.

Local Transit (Page 50)

Employment increased from 242,700 in January to 243,100 in March 1944.

Intercity Bus (Page 51)

Employment in the intercity bus industry increased 400 from 54,300 in November 1943 to 54,700 in March 1944.

Public Warehousing and Storage (Page 51)

A slight increase in employment was reported from January to March 1944, when public warehousing was estimated at 65,400.

Employment of Women - Surveys (Page 51)

Preliminary arrangements have been made for undertaking surveys of jobs suitable for women in the local transit and trucking branches of transportation.

Manpower Meetings (Page 52)

During the quarter, several meetings were held with labor and management representatives of branches of the transportation industry to discuss current manpower problems of the industry.

Strikes and Disputes (Page 53)

This office has kept in close touch with the various Government agencies who are responsible for the mediation, arbitration and settlement of strikes.

Rates (Page 53)

Motor common carrier freight rate increases of 4% have been approved by the ICC in the territories between Eastern and Central States, South, Central States, and between Central States and South.

Among the more important of the numerous rate matters that required attention during the first quarter were those relating to:

- Service charges on export freight into warehouses to release equipment at ports;
- Export rates through Pacific Coast ports;
- Packing requirement for Express Shipments.

ICC Grain Shipping Service Orders (Page 55)

This office assisted in an advisory capacity in the preparation of a draft of a proposed Service Order to govern the acceptance of shipments of grain, grain products and seeds to a "notify" or "advise" party at a location other than billed destination.

Storage - New Warehouse Construction (Page 56)

New Warehouse construction on the Pacific Coast which was sponsored by ODT has been practically completed.

Cold Storage Situation (Page 57)

The freezer storage situation eased slightly during March, nation-wide occupancy of this type of refrigerated space dropping from 92% to 87% during that month. Nation-wide occupancy of cooler space increased from 74% to 79%.

Program of New Construction of Sharp Freezer Facilities (Page 57)

As a result of a conference with our Division of Storage and the Quartermaster General's office in Chicago on March 15, the larger packers proposed a construction program for sharp freezer facilities. ODT reported to the Foreign Economic Administration that it is felt that the program will be adequate to meet the overseas movement.

Storage of Surplus War Property (Page 58)

The Division of Storage prepared a brief on the subject of coordination of the activities of the various interested governmental departments with respect to the handling of surplus materials. The plan is now before the chiefs of the interested departments for final approval.

Budget for 1945 Fiscal Year (Page 60)

The principal administrative activities during the first quarter involved the preparation of the 1945 budget and appropriation estimates for the fiscal year of 1945.

Personnel Situation as of March 31, 1944 (Page 61)

Employees as of March 31 numbered 5,058 of which 4,327 were field and 731 departmental.

OFFICE OF DEFENSE TRANSPORTATION

Progress Report to the President
for the
First Quarter of 1944

The Honorable Joseph B. Eastman, who was Director of the Office of Defense Transportation since its inception, passed away on March 15, 1944. This sad event terminated the services of a capable leader. The sentiment of the staff was expressed at a meeting of the Acting Director and staff of the Office of Defense Transportation held in Mr. Eastman's office in Washington, D. C. on the 24th day of March 1944 when the following resolution was presented by Brigadier General C. D. Young, Acting Director, and unanimously adopted:

RESOLUTION

Mr. Joseph B. Eastman has rendered outstanding public service through a period of many years. First, as a member of the Massachusetts Public Service Commission, then as a member of the Interstate Commerce Commission, of which he was Chairman several years, and as Federal Coordinator of Transportation, he made a noteworthy record. As Director of the Office of Defense Transportation he has, through his wisdom, his leadership, his distinctive success in obtaining the cooperation of both carriers and shippers, made transportation serve the war effort most effectively against heavy odds. Those of us privileged to labor beside him and serve him realize with sorrow that his death not only deprives this Office of a leader unsurpassed but takes from us a friend.

Now, therefore, be it resolved that we express our profound regret and deep sense of personal loss in the untimely death of Mr. Joseph B. Eastman, while acknowledging with gratitude the privilege that was ours in sharing the responsibilities of this Office with a man so able, so kindly, so unselfish in his service to his fellows; be it further resolved that a copy of this resolution be presented to his devoted sister, Miss Elizabeth Eastman.

/s/ C. D. Young
Acting Director.

RAILWAY TRANSPORT

The year commenced with the railroads still in the possession of the Government. Army control, however, was exercised with such restraint that operations were unaffected. Meanwhile the wage controversies with the various unions were settled, and on January 18 the roads were returned to their former owners by order of the Secretary of War.

Passenger Traffic

During the first quarter of 1944 passenger traffic of the carriers continued to increase. For the three months, approximately 25% more passenger-miles and 8% more passengers were handled by the railroads than during the same period in 1943. During the quarter the volume of official military travel, including inductees, averaged approximately 1½ million men per month. This number is in comparison with averages during the four quarters of 1943, ranging between 1 3/4 and 2 million. The figures do not include furlough travel, which continued heavy, there being at least as many passenger-miles accounted for by that form of travel as in that of official military moves.

Efforts toward reduction of nonessential travel, both of individuals and groups, were continued and intensified during the quarter. Early in the quarter, a statement was issued calling attention to the serious effect which conventions have on the ability of the carriers to handle war-time passenger traffic. Organizations scheduled to hold conventions during 1944 were contacted and cancellations urged. A total of 80 organizations had, at the end of the quarter, informed the Office of Defense Transportation that due to the transportation situation, they had either cancelled or arranged to streamline their conventions.

1. Political Conventions

The Republican and Democratic parties each selected Chicago as the meeting place for their major conventions this year. Because of the belief that these conventions are a necessary part of the American way of life, it was felt incumbent upon ODT to make possible the transportation of necessary and accredited delegates and alternates to and from the conventions, with the minimum of interference with other essential travel. An arrangement was, therefore, consummated between ODT and the National Committees of the two parties which provides that permits will be given under General Order ODT 24 to the carriers, where necessary, to operate special trains and cars to and from the respective conventions. Special service to Chicago and points which may be reached in 6½ hours by regular train service will be limited to day coaches.

2. Florida Travel

During the first quarter of 1944, an apparently serious travel situation arose in connection with the return movement

from Florida of northern tourists who had, in spite of ODT's warnings, gone to Florida in large numbers. Following the customary habit of Florida tourists returning North about the same time, there was a demand for accommodations on northbound trains which far exceeded the capacity of the carriers. The matter was further complicated by the large number of military personnel and their families desiring to travel from Florida points. There were urgent appeals from the carriers, the military, and the state of Florida to provide some relief to the serious housing, food, and transportation congestion which was threatened, by permitting the operation of additional train service. The Office of Defense Transportation did not authorize the use of any additional sleeping cars, but did permit the railroads to establish one additional all-coach relief train on each of the two routes. This service was inaugurated March 1 -- was discontinued by one of the routes after a few days and was discontinued by the other route March 31.

3. "Black Markets" in Pullman Accommodations

Following the passage by the New York City Council of an ordinance making it illegal to resell railroad or Pullman tickets at a mark-up value of over \$1.00, which was discussed in the previous Progress Report, 110 of the largest cities in the country were contacted and promptly 20 cities either passed city ordinances similar to the New York ordinance or took the subject under consideration. During the quarter, the New York City authorities arrested eight persons for violation of the "black market" ordinance.

In Miami, Florida, the Federal Bureau of Investigation arrested 31 persons for violating a Federal Statute prohibiting overcharge on rail transportation. There is now pending before the Congress a bill presented through the Interstate Commerce Commission providing for the regulation of persons who habitually procure or resell tickets and reservations, and providing penalties for overcharges beyond a legitimate fee to be fixed for such services.

4. "Don't Travel" Campaign

Throughout the quarter the growing impact on passenger transportation was well recognized, and every indication pointed to extremely acute conditions in the movement of the war passenger traffic load in the months ahead. Every precaution was taken to insure full public understanding of this situation, inasmuch as it was still considered impractical and administratively impossible to impose rigid restrictions over passenger travel through priorities or rationing. The campaign and programs of the Office of Defense Transportation continue to be of an educational nature to create understanding of the need for passenger travel conservation.

Freight Traffic

Throughout the quarter the Section of Traffic Channels continued its work to measure the flow of traffic throughout the United States on a national as well as individual carrier basis, in an attempt to anticipate, prior to actual occurrences, any impending congestions.

The usual seasonal slump in traffic movement just prior to January 1944 was followed by an immediate increase after the holiday season which was comparable to the patterns of previous years. Movement continued heavy throughout the first quarter of 1944 and carloadings exceeded the corresponding period of 1943 by 4.3%. The last two weeks of the first quarter increased 10% over the first two weeks, an average increase of 27,748 cars per day.

Weather conditions throughout the first quarter were generally moderate as compared to previous years. This enabled the carriers to handle the prevailing heavy traffic load without the delays which occurred last year from the severe weather conditions.

Early in the first quarter, operating troubles were reported in the northeast section of the country. Manpower shortages due to the influenza epidemic and the increased demands of the military had great bearing on the situation. Conditions, however, at the close of the quarter were much improved and traffic flow was generally liquid with no serious congestions indicated.

1. Freight Car Conservation

Car conservation under General Order ODT 1, requiring 10-ton minimum loading for merchandise freight, and General Order ODT 18 (revised 18A) requiring maximum loading of carload freight continued in effect throughout the period, and continued to account for large savings in the use of rail equipment.

The policy to liberalize the granting of permits under ODT 1, to enable loading of merchandise cars in the direction of the normal empty flow of the cars, continued. While this practice, as in the latter part of 1943, lessened the statistical showings under ODT 1, it enabled a more practical utilization of the empty cars and at the same time afforded maximum savings in freight house labor. As has been previously noted, this change in the policy of administering the heavy loading order on merchandise freight was occasioned by labor shortages at freight houses, and permits were increasingly granted to enable by-passing at freight house terminals that were short of labor, and where such by-passing was on the direct line of the normal empty movement of the car.

It is estimated that during the first quarter of 1944, 1,229,223 cars were loaded with merchandise freight. This represents an increase of about 11% over the 1,104,110 cars used to handle this type of traffic during the first quarter

of 1943. However, it represents a decrease of about 30% as compared with the 1,768,675 cars loaded with merchandise traffic during the first quarter of 1942, and during which time there was no General Order ODT 1 in effect. While comparative tonnage records for the first quarter of 1942 are not available, the merchandise tonnage handled during the first quarter of 1944 increased to a total of 12,879,194 tons as compared with 12,359,513 tons for the first quarter of 1943, an increase of about 4%.

The discrepancy between the tonnage increase of 4% and the cars used increase of 11% for the first quarter of 1944 as compared with 1943, further reflects the liberalization in the permit granting policy under ODT 1 in an effort to save labor.

While quarterly statistics on carload traffic are not yet available, there was every indication that compliance with the provisions of General Order 18A continued to save a large number of cars in the handling of carload freight.

2. Routing Industrial Alcohol Shipments

During the quarter, a drive was launched under the leadership of the Division of Traffic Movement and with the help of its Alcohol Advisory Committee to enable the movement of a greater volume of industrial alcohol to rubber plant locations for use or to tank storage locations. This step-up in the movement of alcohol was necessitated by the coming into production of synthetic rubber plants and by the use of alcohol at these plants at a rather greater demand than had previously been anticipated.

It was originally believed that despite the extreme shortage in tank cars, additional units would need to be assigned to the alcohol movement program, if ample stock of alcohol were to be furnished rubber plants. However, the program of car conservation that was developed, produced such satisfactory results that not only was the movement of alcohol greatly accelerated, but also it was possible to remove between three and four hundred cars from the alcohol tank car pool, and to assign them to other services. This accomplishment resulted from a close scrutiny of all routings of tank cars in alcohol service. Many routes were changed to speed-up turn-around time. Carriers, shippers and receivers were all placed on the alert to handle as efficiently as possible cars containing alcohol, and the return empty movement of this equipment.

A symbolled train was established from Philadelphia to Kobuta, under which operation turn-around time was reduced 75%. Most all lightage was eliminated on many cars with resultant reduction in transit time.

As the quarter closed, the alcohol stock in storage throughout the country had reached an all-time high even in the face of

increased daily use by the rubber plants. While the tank car routes remained under close scrutiny of the Division of Traffic Movement, the ground work for much more efficient operations in the handling of the alcohol tank car program had been accomplished.

3. New Merchandise Car Lines

New merchandise car lines have been authorized by the Division of Traffic Movement and are operating on a stabilized basis. Reports received for the first quarter indicate that these cars are carrying an average of 24,828 tons per month, distributed by origin territories as follows:

| | |
|--------------------|-------------|
| New England | 11,225 tons |
| Eastern Trunk Line | 8,788 tons |
| Southern | 4,815 tons |

As a result of a study made at Memphis, Tenn., seven new car lines have been set up from that point during the quarter just past. New car lines were also established during this quarter from Des Moines, Iowa; Wichita, Kansas; Dallas, Texas and Springfield, Illinois. An example of what has been accomplished is indicated by the situation at Boston, where 81% of loadings were to nearby transfers in February 1943 and 19% to destinations or distant transfers. In February of this year, 52% were loaded to nearby transfers and 48% to destinations or distant transfers. An intensive drive was conducted also to induce shippers to load from their sidings direct to destinations or distant transfers when in the direction of empty movement, with gratifying results. As a result of these direct car lines, the transfer situations on many railroads have been substantially improved. In the Chicago area and at St. Louis also, substantial reductions have been effected in the number of cars moved between local freight houses.

4. Trap Cars

The loading of trap cars has continued to receive constant attention in view of the deterioration of trucking facilities in many localities resulting in the diversion of freight to the railroads. At Kansas City the number of trap car loadings has been reduced by one-half since a year ago and a substantial reduction has also been made at St. Louis.

5. Freight House Operations

The subject of 4:00 P. M. closing time for freight houses was pursued during the quarter with a saving of 7,280 man-hours per month at Minneapolis freight houses and 2,704 man-hours at St. Paul. More than 16,000 man-hours of overtime were also eliminated. Efforts were continued also to secure acceptance of freight by industries six days per week, including Saturday afternoons, with further progress reported.

Arrangements were also affected for the acceptance of freight at certain Chicago freight houses during the noon hour where these houses had formerly closed their doors for the lunch period. Field representatives of this office continued to encourage the loading of refrigerator cars in lieu of box cars in accordance with the provisions of ICC Service Order No. 104, with good results. Refrigerator cars loaded during the quarter in four shipping areas were as follows:

| | |
|-------------------|------------|
| Atlanta, Ga. | 413 cars |
| Cincinnati, Ohio | 3,263 cars |
| New York | 3,050 cars |
| Philadelphia, Pa. | 1,591 cars |

6. Car Supply

The car supply remained very thin throughout most of the quarter, particularly with respect to box cars. Recorded surpluses were substantially below a year ago with box car shortages indicated in all districts except the Allegheny and Pocahontas. The largest deficiencies were recorded in the Northwest, and to assist in meeting these requirements arrangements were made through the Association of American Railroads for eastern lines to deliver empty box cars to the western lines through Chicago, with the result that during the quarter a total of 76,541 grain cars were delivered to western roads through that gateway. Local shortages of hopper cars were also recorded chiefly in the Allegheny and Pocahontas regions throughout most of the quarter, but these were mostly of a temporary nature. The situation showed continuous improvement, however, with the demand for all types of equipment being generally met at the end of the quarter.

To protect a growing tightness in the supply of open top equipment at the middle of the quarter, the no-bill ratings of anthracite coal mines were reduced from 75% to 50%, effective February 20. This action was taken in cooperation with the Solid Fuels Administrator for War, the Interstate Commerce Commission and the Association of American Railroads.

7. Special Commodity and Transportation Analyses

On January 12, 1944, the Division of Traffic Movement requested all rail carriers to submit copies of waybills covering all carload freight originating on that date. These waybills totaling about 112,250 were processed and sampled throughout the quarter by the Division of Traffic Movement as well as by representatives of the Interstate Commerce Commission.

The first specific study using these waybills as a basis was undertaken jointly by the Division of Traffic Movement and the Interstate Commerce Commission for the purpose of determining the amount of circuitry in mileage that was being

traversed by shipments. It was proposed to compare the results of this study with results obtained from a similar study in 1942. The Truman Committee to Investigate the National Defense Program has several times in the past in its respective transportation reports expressed interest in circuitous movement of commodities. However, studies thus far have indicated that the circuitry was not sufficient to justify rigid regulations. When the result of the study based on a cross section of the January 12 waybills is completed, it will be made available to the Truman Committee. As of the end of the quarter the survey was still in process.

8. Port Conditions

Export traffic delivered to the ports during the first quarter of 1944 increased 27.3% over the first quarter of 1943. Expressed in carloadings, this amounted to 323,185 carloads for the first quarter of 1944, and 253,785 carloads for the first quarter of 1943. Work of the Export-Import Section of the Division of Traffic Movement continued to regulate the flow of this traffic to and through the ports in such a manner as to avoid congestion or delay.

During the period the revision of General Order ODT 16 controlling export traffic was completed, and the Order was superseded on March 15 by General Order ODT 16A and Administrative Order 17 attached as Schedules A and B.

Progress was made during the quarter in the program to assemble export freight at ports located as near as possible to cargo origins. This work was conducted in conjunction with the War Shipping Administration's Port Utilization Committee.

Some progress was made also in shifting of commercial export and import services back to normal peace-time ports. This program is being conducted as rapidly as military requirements will permit. Significant in these changes was the revision to the handling of import raw sugar by direct steamer to the refinery areas along the North Atlantic Coast rather than by barge service into the Florida ports as had been done previously.

As the quarter closed there was every indication of continued heavy activity in the North Atlantic in so far as export schedules were concerned. Also, increased activities were anticipated for some of the Pacific Coast and Gulf ports. There was no indication that the anticipated increases would cause serious congestion or difficulty in so far as capacity to handle promptly was concerned.

As shown on Schedule C, the peak load of export carloads for the first quarter of 1944 was reached during March when the total cars delivered amounted to 117,156. While exports through all U.S. ports were consistently less than during the fourth quarter of 1943, the shift to North Atlantic ports

resulted in the movement of a record load through those ports (Baltimore, Maryland and North).

Control measures established during 1943 and improved upon in the first quarter continued to result in substantial savings in the use of railway equipment. While deliveries were consistently greater when compared with the same period during 1943, the number of cars held on tracks in the port-area-week- actually are relatively less when compared with same period. For example, during March 1944, the index of deliveries was 127.6 while the index of cars on track was 68.8.

| | : January : | February: | March |
|------------------------------|-------------|-----------|-------|
| Deliveries % 1944 of 1943 | : 121.2 : | 129.5 : | 127.6 |
| Cars on track % 1944 of 1943 | : 69.3 : | 58.2 : | 68.8 |
| Car Days - Per Car 1944 | : 7.2 : | 6.0 : | 5.4 |
| Car Days - Per Car 1943 | : 12.5 : | 13.5 : | 10.0 |
| Car Day Savings Per Car 1944 | : 5.4 : | 7.5 : | 4.6 |

Net car day savings for the entire quarter were 5.8 car days per car. This when applied to total deliveries during the quarter amounted to net car day savings of 1,874,473. Applying the theoretical 15 day turn-around time to the total car days saved, this amounts to the equivalent of releasing for other use 124,963 cars.

9. Grain Movement

The movement of grain and its products continued extremely heavy during the quarter which was greatly aided by the favorable weather prevailing. With no country elevators blocked at the end of the quarter, and terminal facilities only 50% filled, the situation at this time appears satisfactory for the new crop season.

With respect to the handling of Commodity Credit Corporation feed wheat, the allotment for March was 17 million bushels. The assignment of United States cars to this service has been increased to 200 cars per day. Through the efforts of our representative on the ground, the practice of stopping these cars at ports of entry for sampling was discontinued, thus eliminating previous delays from this cause. Considerable delay was also encountered on the Canadian side of the border to cars awaiting arrival of Form B-13 (a customs clearance form). Conferences were held with the interested shippers and railroads with the result that arrangement was made, effective February 26, 1944, to permit railroad agents at St. Francis and Emerson to execute pro-forma invoices for shipment of any cars arriving at these points. This arrangement has eliminated delays averaging from 12 to 72 hours per car.

Check is being maintained of the number of cars billed "hold for orders" also to see that the proportion does not exceed the 30% established under Service Order No. 160.

Considerable relief is expected in the movement of the northwest grain crop this season as a result of additional boat tonnage available. Present estimates indicate that there will be American bottoms available sufficient to move approximately 285 million bushels (equivalent to 171,000 carloads). Arrangements are being made to put into effect a permit system for the Lake movement of flour.

The joint Office of Defense Transportation-Interstate Commerce Commission Grain and Grain Products Transportation Conservation Committee has continued to handle various matters connected with the grain movement and to apply remedial measures where transportation practices required correction.

10. Coal Movement

A meeting was called by Mayor LaGuardia early in the quarter to consider the stringency in the supply of domestic coal in the New York metropolitan area and suggestions were offered to relieve the situation by expediting the handling at the Jersey piers. The necessary relief was secured with subsequent improvement in the manpower situation. At the request of the Combined Production and Resources Board, a survey was made of dumping and storage capacity of coal piers on the Atlantic Seaboard and Gulf coast at Philadelphia, Baltimore, Hampton Roads, Charleston, Mobile and Pensacola. The total loading capacity per month of the piers at these ports was determined to be 3,695,000 gross tons and the total storage capacity 552,000 gross tons.

The following table shows the net tons moved to New England via all-rail and tidewater during the first quarter of 1944 compared to the corresponding quarter in 1943. It will be noted that the movement compared with the first quarter of 1943 indicates a substantial shift from all-rail and North Atlantic ports to Hampton Roads. This shift creates a sizeable saving in the number of cars necessary in handling the tonnage to Hampton Roads as against North Atlantic ports and all-rail to New England.

Bituminous Coal Shipped to New England (Net Tons)

| Movement Via | 1st Quarter | | Change | % of Change |
|--|------------------|------------------|------------------|-------------|
| | 1944 | 1943 | | |
| All-rail | 2,885,190 | 3,318,150 | - 432,960 | - 13.1 |
| North Atlantic Ports | 1,287,492 | 1,719,863 | - 432,371 | - 25.1 |
| Hampton Roads | <u>2,758,849</u> | <u>1,577,912</u> | <u>1,180,937</u> | 74.8 |
| Total | 6,981,531 | 6,615,925 | 315,606 | 4.8 |
| <u>Anthracite Coal Shipped to New England (Net Tons)</u> | | | | |
| All-rail | 1,791,240 | 1,671,285 | 119,955 | 7.2 |
| Tidewater | <u>67,485</u> | <u>65,104</u> | <u>2,381</u> | 3.7 |
| Total | 1,858,725 | 1,736,389 | 122,336 | 7.0 |

LIQUID TRANSPORT

Inter-Agency Committee

One of the highlights of the quarter was the formation, at the request of Mr. Eastman, of a special inter-agency committee, designated as the Special Inter-Agency Petroleum and Other Liquid Transportation Committee. This Committee is made up of representatives appointed by the Directors or Heads of the Office of Defense Transportation, the Petroleum Administration for War, the Army Ground Forces, the Army Service Forces, the Army Air Corps, the War Production Board, the War Food Administration and the War Shipping Administration. The duties of this Committee are to expedite problems of an inter-agency character. Matters in which the authority of particular agencies is not clearly defined or in which functions overlap, are passed on to them for consideration and determination. The Committee also deals with emergencies requiring joint and emergency action of several Governmental divisions. It is advisory to and operates under the overall responsibility of the Office of Defense Transportation. The Committee, however, has sufficient authority to suggest and, if necessary, enforce cooperation.

Tank Cars

1. Tank Car Supply

The first three months of 1944 represented the most difficult time so far experienced in providing tank cars for essential petroleum movements. Toward the end of the quarter, however, the pressure eased off somewhat. Throughout the period, demands for tank cars were made by all geographical and functional divisions of the petroleum industry.

Demands for military material, both within the United States and for export, also increased. Because of changes in source of materials for the military inland establishments, substantially more tank cars were required to meet the demands. We were able, however, in every case to meet the demands for tank car transportation. In some cases slight delays were necessary before the demands were met but no military or industrial operation was discontinued or interrupted because of lack of tank car transportation.

Throughout the period the daily demands for tank cars exceeded the supply by approximately 2,500 tank cars. This deficit, however, does not represent serious interruptions to either military or industrial programs. Many of the requests for tank cars, were merely tentative requests representing instances where tank cars could be used if they were provided or instances where tank cars could be supplied at any time within the first quarter.

The quarter ended with all demands for tank cars for essential movements adequately filled. Throughout the period, tank cars were provided for the movement of approximately 1½ million barrels of petroleum products per day. These are broken down approximately as follows:

| | <u>Barrels per Day</u> |
|---|------------------------|
| Crude oil to District #1 | 210,000 |
| All products to Navy Pool | 225,000 |
| Other District #1 industrial & domestic shipments | 265,000 |
| West Coast petroleum movements | 30,000 |
| Miscellaneous blending agents for Aviation gasoline | 8,000 |
| Intra District movements other than District #1 | <u>762,000</u> |
| Total | 1,500,000 |

2. Tank Car Assignment

The following is a statement of tank car distribution and assignment accomplished by the Petroleum Unit of the Section of Tank Car Service during the first quarter of 1944:

| | |
|---|---------------------|
| <u>TOTAL CARS ASSIGNED:</u> | 18,053 |
| <u>CARS ASSIGNED</u> | |
| Gasoline, Kerosene, Distillates | 13,918 |
| Crude, Residual and Navy Special fuel | <u>4,135</u> 18,053 |
| <u>MOVEMENTS</u> | |
| <u>Military</u> | |
| Eastern Petroleum Service | 7,838 |
| Other than Eastern Petroleum | <u>1,850</u> 9,688 |
| <u>Civilian or Commercial</u> | |
| Eastern Petroleum Service | 5,303 |
| Other than Eastern Petroleum | <u>2,419</u> 7,722 |
| <u>Other Liquids from Petroleum Service</u> | <u>643</u> 18,053 |
| <u>SERVICE</u> | |
| <u>Eastern Petroleum</u> | |
| Military | 7,838 |
| Civilian or Commercial | <u>5,303</u> 13,141 |
| <u>Other than Eastern Petroleum</u> | |
| Military | 1,850 |
| Civilian or Commercial | <u>2,419</u> 4,269 |
| <u>Other Liquids from Petroleum Service</u> | <u>643</u> 18,053 |

The above represents only the assignments made at the direction of, or with the assistance of the ODT Section of Tank Car Service, for essential movements certified by the Petroleum Administration for War, and does not include exchanges of cars by the companies operating tank cars, nor tank cars regularly employed in non-certified movements.

3. Pressure Tank Car Situation

Throughout the month of January and the first week of February, there was a shortage of pressure cars for the transportation of 100 octane gasoline components, i.e. isobutane, butylenes, and normal butane, for use in Isomerization Units.

That shortage, as well as an increased demand for pressure cars during February and March, has been met by the assignment of modified class 104 pressure cars, which modification was described in the Quarterly Progress Report for the fourth quarter of 1943.

Of the total of 850 tank cars scheduled for modification for the handling of pressure products, 730 of the cars had been completed and released from shops on April 1.

At the present time, there are under assignment by Section of Tank Car Service in special services, a total of 1,063 pressure cars. Those cars are assigned to the following services:

| | <u>No. of Cars</u> |
|---|--------------------|
| Natural gasoline & isopentane | 114 |
| Transportation of liquefied petroleum gases for chemical production | 27 |
| Rubber service | 221 |
| Commercial butane service | 110 |
| Isobutane and butylene service | <u>591</u> |
| | 1,063 |

This number does not represent all pressure cars in general service at this time.

As the production of 100 octane components is increased, pressure cars now operating in nonpressure service will be diverted to the movement of isobutane, butylenes and normal butane. It is not anticipated that there will be a shortage of pressure cars for special services during the first six months but possibly a shortage will develop in the third quarter and definitely in the last quarter of 1944.

4. Permits under General Order ODT 7 (revised)

The following permits, permitting hauls in tank cars for distances under 200 miles as provided in Order 7 (revised), were outstanding at the end of the quarter:

| | Carloads under Permit | Tank Cars Required |
|------------------------------|--------------------------|-----------------------|
| <u>As of April 1, 1944</u> | | |
| 0-100 Miles. | 53,572 | 4,729 |
| 100-200 " | 82,938 | 13,060 |
| Total | 136,510 | 17,789 |
| <u>As of January 1, 1944</u> | | |
| 0-200 Miles | | |
| Total | 130,434 | 16,986 |

5. Tank Car Detention

The Association of American Railroads continues to police this matter very diligently, checking industries in all points of the country and sending reports to this office which are followed up to correct as well as to prevent future occurrences.

Recently the Interstate Commerce Commission undertook a similar campaign and all of the service agents of the Interstate Commerce Commission in the field are sending in reports to this office covering all phases of tank car detention whether caused by shipper or the carrier. The continual policing of the situation by these two agencies coordinating their efforts with this office has brought about a marked improvement.

6. Assignment of Tank Cars for Special Movements

The great demand for tank cars to move essential materials as certified to Section of Tank Car Service by PAW made it necessary for ODT to assign tank cars for these special movements. Failure of the shippers to return the cars to their original sources or to notify Section of Tank Car Service when such movements were completed led to the necessity of Section of Tank Car Service issuing the following order:

"These cars are assigned to you exclusively for _____ service. When the allocation to your company has been completed, discontinued or reduced, you are to advise this office promptly, so that proper reassignment of the cars can be made. Tank cars received on this assignment may not be transferred to another service or to another company without authority of this office.

The above assignment does not relieve you of the customary responsibilities for the use of cars owned by others. You will please cooperate with the owners of the cars in furnishing all reports promptly, as requested by them."

This order, in effect, returns all tank cars to their owners when such assignments are completed in order that they may be placed in other certified service. The assignment order has the approval of the ODT Tank Car Advisory Committee.

7. Condition of Tank Cars

Under the special direction of Tank Car Maintenance Committee, the Mechanical Committee of ODT Division of Railway Transport and the Mechanical Committee of AAR, tank cars have been kept in splendid condition. Tank cars being cut out for repairs each month represent less than 2.5% of the entire fleet. Much credit for the number of cars being made available for the long haul service through prompt repairs is due the organizations mentioned.

8. Movement of Petroleum Products into District #1

The movement of petroleum and its products into District #1 for the first quarter of 1944, with comparative figures for other periods in barrels per day was as follows:

BARRELS PER DAY (In Thousands)

| | Rail | Pipe Line | Tanker | Barge | Total |
|-------------|---------|-----------|---------|--------|----------|
| <u>1942</u> | | | | | |
| January | 95 | 65 | 1,252 | 54 | 1,466 |
| February | 265 | 80 | 948 | 49 | 1,342 |
| March | 456 | 104 | 772 | 49 | 1,381 |
| 1st Quarter | 272 | 83 | 992 | 51 | 1,398 |
| % of Total | (19.5%) | (5.9%) | (71.0%) | (3.6%) | (100.0%) |
| <u>1943</u> | | | | | |
| January | 810 | 158 | 107 | 69 | 1,144 |
| February | 832 | 178 | 128 | 72 | 1,210 |
| March | 849 | 181 | 100 | 51 | 1,181 |
| 1st Quarter | 830 | 172 | 111 | 64 | 1,177 |
| % of Total | (70.5%) | (14.6%) | (9.5%) | (5.4%) | (100.0%) |
| <u>1944</u> | | | | | |
| January | 682 | 482 | 241 | 94 | 1,499 |
| February | 715 | 506 | 254 | 95 | 1,570 |
| March | 747 | 635 | 252 | 95 | 1,729 |
| 1st Quarter | 715 | 541 | 249 | 95 | 1,600 |
| % of Total | (44.7%) | (33.8%) | (15.6%) | (5.9%) | (100.0%) |
| <u>1943</u> | | | | | |
| October | 767 | 398 | 257 | 132 | 1,554 |
| November | 736 | 434 | 316 | 121 | 1,607 |
| December | 656 | 473 | 329 | 95 | 1,553 |
| 4th Quarter | 719 | 435 | 301 | 116 | 1,571 |
| % of Total | (45.8%) | (27.7%) | (19.1%) | (7.4%) | (100.0%) |

Pipe Lines

During the past three months (January-March, inclusive) there have been continued advances in the pipe line construction projects and in actual completion of all major construction activities previously under way.

Tank Trucks

1. Over-the-Road Movement

At the beginning of the first quarter of 1944 the over-the-road petroleum tank trucks were facing a most critical condition. The ever increasing load of traffic to be handled and the lack of adequate replacement tractors, parts and the diminishing labor supply threatened a complete collapse of this important branch of the industry unless immediate steps were taken.

A spot check of the industry revealed the fact that in one area as high as 20% of the over-the-road transports were idle due to obsolescence or inability to obtain parts. As a result there was a general increase in the number of tank car permits issued under General Order ODT 7 (revised) in both under 100 miles as well as hauls between 100 and 200 miles. This increase in the number of tank car permits reached its peak during January.

Very few of the replacement tractors that had been allocated prior to January 1 had been delivered due to the fact that the production of new commercial vehicles had been very slow. After a careful study it was decided to give special attention to the allocation of new replacement tractors for use in over-the-road petroleum transportation. As a result, expedited action was given to all approvable applications for this type of equipment and Directives were issued by WPB to the various manufacturers ordering delivery of truck tractors to the petroleum transporters ahead of other deliveries. This action was maintained for 30 days, from February 2 to March 2. The number of applications expedited were as follows:

Total number requested to be expedited . 648

Number actually on Directive, as of last
Directive, issued March 6, 1944 512

Number expedited but not on Directive 136

Reports from carriers indicate that actual delivery has been made on 364 of these units. A report on all applications for petroleum distribution received during the first three months of 1944 and the action taken thereon is attached as schedule D. This report also includes the applications that were expedited under the Directives referred to above.

Based on reports from carriers and manufacturers it is estimated that approximately 800 of the over-the-road tractors allocated during the first three months have been delivered to date.

The Air Service Command of the United States Army has increased its transportation requirements for aviation gasoline approximately 25%. Additional tank truck facilities will be required to meet these demands, particularly through the Southwest, Northwest and the South.

There has been a steady increase in the movement of liquefied petroleum gas. This has been brought about by the increased production of 100 octane aviation gasoline and the production of butadiene for use in expanding the synthetic rubber program. Provisions were made in the tank trailer program for 1944 for the building of a number of tank trailers designed for the handling of liquefied petroleum gas at operating pressures, ranging from 35 pounds to 250 pounds. A substantial portion of this equipment has already been allocated and is either in service or is being placed in service. Indications are that all demands for this type of movement by tank truck are being met.

2. Local Delivery

During February 1944 a survey was made of conditions pertaining to local delivery tank trucks in PAW District #2; namely, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Nebraska, North Dakota, Ohio, South Dakota and Wisconsin.

This survey covered the operations of approximately 3,637 tank trucks engaged in local deliveries. It was estimated that 93.7% could be operated through 1944 if replacement parts, tires and manpower were available. This indicated a replacement need of only 1 tank truck out of 15, regardless of the fact that 54% of the equipment surveyed was more than four years old and 71% more than three years old; and that during the past year the demand upon such equipment had far surpassed previous demands. Of this equipment, 55% hauled less than 1,000 gallons per load, 23% from 1,000 to 1,500 gallons and 22% hauled in excess of 1,500 gallons.

WATERWAY TRANSPORT

During this period, the Waterway Transport Division continued its control of vessel sales and charters under General Order ODT 40 and processed 163 applications. Further utilization was made of the wooden barge fleet through allocation to the military and through an increase in the number in operation in the Gulf area. Allocation of barge and towboat equipment owned by the Government was continued.

Permits under General Order ODT 19

During the first quarter of 1944 the Research and Permit Section of Waterway Transport issued permits under ODT Order 19 (controlling the movement of petroleum and petroleum products by water) on a total of 528 movements. During this period permits were specifically denied on a total of 27 movements. Amendments to existing permits were granted on a total of 62 movements.

Navigation on the Great Lakes System, the New York State Barge Canal and the upper Mississippi River ceased in early December, which resulted in a considerable reduction in applications under ODT Order 19 received during this quarter, and hence, a reduction in the number of permits issued.

Also, contributing to this reduction was the release on February 4 of Suspension Order ODT 19-2, which in effect sets aside permit requirements on (1) movements northward on the Mississippi River between Cairo and the head of navigation, (2) northward movements on the Illinois Waterway and southward movements on the Illinois Waterway as far south as Peoria, (3) downward movements on the Mississippi River between Baton Rouge and New Orleans. The relaxing of permit requirements to this extent followed a request by the Barge Sub-Committee of Districts #1, #2, and #3 of the Petroleum Industry Committee, supported by PAW. Since these changes do not affect the general restrictions against southward and westward movements of petroleum and petroleum products, and do not greatly increase the cross hauling of petroleum, the request of the Petroleum Industry Committee was granted.

Great Lakes Traffic

During the first three months of 1944 plans were formulated for the coming season of navigation on the Great Lakes. Expectations are that with the early opening due to the mild winter, the full service of the 16 new Maritime Commission vessels built last year, and experience gained in securing the most efficient performance of the Lake fleet, the transportation goals for the movement of vital commodities may be fully met. Quotas as tentatively set are for 90 million gross tons of iron ore as compared with the movement of 84,400,000 gross tons in 1943; 285 million bushels of grain as compared with 189 million bushels in 1943; 57 million net tons of coal as compared with 52 million net tons in 1943; and 18 million gross tons of limestone as compared with 15,400,000 gross tons in 1943.

Inland Waterway Traffic

It became evident early in the year that there would not be a dependable supply of ships to move sulphur from Texas to New York, so plans were made to bring about 300,000 tons of it up the Mississippi, through the Lakes, down the New York Barge Canal to the City of New York and the adjoining area. This amount is about 50,000 tons over what had been moved before. In order to accomplish this, the shippers

were asked to start shipping early in February, so that there would be a bank of from 40,000 to 60,000 tons at Chicago or en route there for the opening of navigation on the Great Lakes.

The Inland Waterways Division has continued experimenting with the wooden tank barges, improving them to such an extent that they are giving a very successful performance in transporting Navy fuel from Texas to Panama City. The movement started with about 5,000 barrels per day and has now reached 12,000 to 13,000 barrels per day. In the near future, it is expected to be up to 20,000 barrels per day.

The towboat and barge building program which was sponsored by this office is nearing completion. Seventeen of the 21 new river towboats are in service and the remaining 4 will be completed during May. Eighty-eight of the 100 tank barges have been completed and are in service. Ninety-one of the 100 tugs have been completed and are in service. The remaining nine of these will be completed during April and May. The 115 converted barges are all working. The river towboats are powerful, large boats, moving more tonnage in one tow upstream than was ever thought possible a few years ago. The 55 new dry cargo barges, construction of which was sponsored by this office, have been allocated to various operators, allocations being made with the idea of putting these barges into service where they would do the most good.

The movement of petroleum and petroleum products still continues to increase in volume on the canals and rivers. All of the available barges are working and we have requests from operators to charter about 100 more barges, if available.

Navigation on the upper Mississippi River from St. Louis to Minneapolis was officially opened this year on March 28. This is by far the earliest opening since the lock and dam system was installed on the upper Mississippi river and should help us in moving the enormous amount of coal lined up for movement in this waterway season.

Coastwise and Intracoastal Transport - Atlantic Coast Area

Coal continues to be by far the most important movement in the Atlantic Coast area and as a result of cooperation with the War Shipping Administration and the return of the colliers to the trade, together with the assignment of occasional general cargo ships to the trade, the volume of coal moved so far this year has substantially increased over that of last year. Bituminous coal to New York harbor and New England destinations amounted to 8,925,207 net tons in the first quarter of 1944, as compared with 6,973,827 net tons in the first quarter of last year, or 28% increase.

Ships were obtained for the movement of the New England potato crop and 32 cargoes were moved from Searsport, Maine to the

Norfolk-Port Everglades range amounting to 68,255 net tons. In all probability if ODT had been unable to arrange for this movement a substantial spoilage of this crop would have occurred. A few ships were obtained for northbound movements of sulphur.

Coastwise and Intracoastal Transport - Pacific Coast Area

In the Pacific Coast area efforts were continued for the maximum use of tank and dry cargo barges to relieve, so far as possible, trucks and rail. Due to improved harbor facilities in certain localities and the increase of movement for loading to deep sea vessels, utilization of barge facilities was made to relieve the truck and rail lines and serve the deep sea ships in the most practical manner. The accentuated off-shore shipping program from all the Pacific Coast ports resulting from the advanced tempo in the Pacific war effort has strained facilities but we have been successful in meeting this large program, and it is felt that with new construction and continued application of effort, future requirements can be taken care of.

During the quarter under review, bulk petroleum activities were not at a maximum, particularly in the Columbia River area as the result of lack of activity at several important air fields in eastern Oregon and Washington. However, this curtailment of activities in the area did present the opportunity to fill up storage tankage at all water discharging termini and permitted the establishment of a bank against which to draw in the second quarter when it is contemplated that such air activities will again be found at their maximum.

As is well known, lumber has become a critical item in the materials market, particularly with the increased use of plywood. This has required an increased production and transportation of logs. The normal transportation method for this commodity is by water, and during the first quarter on Puget Sound and in the Columbia River every available towboat has been kept employed moving the log rafts into the lumber and plywood mills. Available equipment has not kept up with the demand and a substantial building program has been carried on particularly for small gasoline powered towboats.

The successful negotiations of this office with the War Shipping Administration for the use of vessels in the movement of large cargoes in coastwise water transport, thus relieving the rail carriers, was of considerable importance. For example, several full cargoes of paper and paper products, amounting to about 8,000 tons, have been moved southbound from the Pacific Northwest to California ports, and several cargoes of bulk salt, approximately 20,000 tons, were moved northbound for use in production of war materials.

MOTOR TRANSPORT OF PROPERTY EXCEPT BY TANK TRUCK

The first quarter of the year represents a seasonal low in the usage of property-carrying motor vehicles. Largely because of this factor the many problems which beset the motor transport industry have not created any critical situations in the first quarter of 1944. However, we are now approaching the season during which the usage of equipment will increase considerably and it can be expected that more critical problems will arise.

For-Hire Carrier Operations

1. Traffic Registration Offices

Amendments to General Order ODT 3 Revised and 17, and Administrative Order ODT 10 to prescribe the procedure to be followed in operating the traffic registration offices, which were discussed in the previous Progress Report, were issued during the first quarter of this year and copies are attached to the Report as Schedules E, F, G and H.

The drafts of these Orders were given wide circulation throughout the industry and among associations representing affected carriers as well as the National Committee for Labor-Management Cooperation.

In order to obtain a pattern of going rates for the type of service involved, an analysis was made of copies of trip leases filed with the district offices, in accordance with the provisions of General Order ODT 17, during the time the Joint Information Offices were being operated by industry. The information revealed by this study indicated that the going rates were somewhat in excess of those set up by the proposed compensation schedules. However, it was clearly evident that full utilization of the empty equipment was not being obtained. This was particularly true for movements over shorter distances. Further investigation revealed the fact that a number of contributing factors existed which tended to defeat full utilization. Also, the investigation showed the necessity of incorporating methods of correction in the proposed schedules in order to overcome both existing conditions and incorporate an equitable arrangement for attracting private and contract carriers without undue penalty being placed upon members of the for-hire industry who serve the public.

Recommendations were requested from committees representing common, contract and private carriers surrounding the 143 district offices of ODT and of these, 129 returns were made. These were analyzed for the purpose of giving proper weight to their ideas of a basis for compensation. The result of this study indicated that the recommended rates, were, in

the main, fairly comparable to the proposed schedules and a further attempt was made to correlate going rates, recommended rates and proposed schedules.

Numerous meetings were held with representative committees of industry and labor-management at which time they were given the opportunity of presenting their position. As a result of such meetings, six pertinent points were established and incorporated in the Orders which were issued to become effective on March 27, 1944. At that time the existing Joint Information Offices were closed and functions were taken over by the ODT district offices throughout the United States. It is not possible at this time to make any report concerning the results obtained. However, the reaction has been decidedly favorable, and it is felt that the possibilities of obtaining the desired results are definitely enhanced although it is evident that an educational campaign is necessary on the part of the ODT. This is discussed further on in the report.

2. General Order ODT 43- Household Goods Transport

The need for the issuance of a General Order governing the operations of household goods carriers developed through numerous complaints received, regarding the failure on the part of household goods carriers to transport, within a reasonable period of time, shipments which they had booked. As a result there was issued General Order ODT 43, effective March 27, 1944, copy of which is attached as Schedule I. Indications are that this Order will be effective in obtaining the necessary results.

Private Truck Operations

Because of the substantial reduction in service which has been possible in the case of most private carrier operations as a result of orders eliminating special deliveries, call-backs, and placing a maximum upon the numbers of deliveries which are permitted, the problems which confront the for-hire industry, while present have presented no critical problems in the private carrier field.

1. Joint Action Plans

One of the principal activities in the private carrier field has been in connection with industry and joint action plans. Under the former, certain industries are treated individually.

The Coal Industry program is illustrative of the general approach. With 125 district and many local Industry Advisory Committees fully organized and actively engaged in formulating joint action plans, the maximum results of the program for the past winter season were attained during the quarter. A total of 324 plans have been submitted, with 290 of them formally approved and 11 cleared without formal approval. Twelve are

the subject of further handling or await final action; five are in the Legal Division; and six have either been rejected by this office or have been withdrawn by participants. It is estimated that a saving of 23,920,724 truck-miles per year is effected by all coal plans in operation.

At the close of business as of March 31, 1944, 322 joint action plans of for-hire carriers had been received since the inception of the programs. From these, 231 Supplementary Orders have been issued, indicating an estimated savings of 734,539 man-hours and 23,184,280 truck-miles annually. During the first quarter of 1944, 79 plans were received, on which Supplementary Orders were issued to cover 49; 8 were rejected; and the balance are now pending, either in the For-Hire Carrier Section or in the Division of Law. Of the 49 Supplementary Orders that were issued during this quarter 48 indicated an estimated saving of 5,222,193 truck-miles annually. Twenty-three of these plans on which Supplementary Orders were issued indicated an annual saving of 323,602 man-hours while 26 failed to indicate the number of man-hours which would be saved as a result of the plan.

Pursuant to recommendation 122-a, announced by ODT on January 8, the Chairman of the War Production Board issued Certificate 190 covering joint action plans submitted by private motor carriers of commodities other than coal and agriculture. The Certificate permits the adoption of joint action plans, when approved by ODT, without the necessity of separate approval of such plans by the WFB and the Department of Justice.

The following is a summary of the status of all such plans that have been submitted:

| | | |
|--|---|-------|
| Received in Section | - | 1,108 |
| Pending in Section ¹ | - | 252 |
| In Legal Division | - | 31 |
| Cleared, no authority required ² | - | 233 |
| Approved | - | 535 |
| Rejected ³ | - | 58 |

¹Includes those involving correspondence with field offices or with applicants prior to submission to Legal Division.

²Plans already in operation, copies of which have been filed with ODT in compliance with last sentence of § 501.72 (a) of Order 17.

³Includes those withdrawn by applicant.

The plans in operation accomplish an estimated total annual saving in excess of 102 million miles. As of March 31, 1944, there were submitted to the Washington office for approval 246 Dairy Industry Transportation Plans of which 69 are

awaiting approval, 4 are in the Legal Division and 173 have been approved. The approved plans provide for an annual saving of 41,186,325 truck-miles.

Farm Vehicle Operations

Since the first quarter of the year is a period of decreased agricultural activity, no critical transportation difficulties arose. However, due to the age of farm vehicles and the shortage of mechanics, equipment maintenance may become a serious problem during the remainder of the year. In order to help in meeting this situation, the Agricultural Industry Transportation Program is being emphasized and additional Industry Transportation Committees have been organized.

1. Handbook Outlining Cooperation between ODT, OPA and WFA

In order that ODT personnel and the 3,022 County Farm Transportation Committees would have a mutual understanding of responsibility a "Handbook Outlining Cooperation of ODT, OPA and War Food Administration in Effecting Maximum Transportation Conservation" was published by the War Food Administration. The handbook outlines in detail County Farm Transportation Committee assistance to ODT in the issuance and review of Certificates of War Necessity for farm vehicles, assistance to farmers in filing applications for new commercial motor vehicles, assistance to ODT in discovery of idle used commercial motor vehicles and eligible purchasers, farm truck maintenance, and assistance to Industry Transportation Committees.

2. Industry Transportation Advisory Committees

In order to facilitate the organization of Dairy Industry Transportation Advisory Committees and effectuation of plans, Administrative Order 19, attached as Schedule J, was issued and became effective March 15, 1944.

As of March 31, 1944, 650 area Dairy Industry Transportation Advisory Committees had requested ODT approval to proceed with the programs. Approval has been granted to 632 committees.

One hundred twenty-seven Livestock Industry Transportation Advisory Committees have advised and assisted ODT district managers in directing the operations of trucks used in the transportation of livestock to, from and within the respective districts in such a manner as to conserve and utilize equipment. As a result, considerable mileage has been saved and more livestock transported.

Sixteen Industry Transportation Advisory Committees are assisting appropriate ODT district managers in directing the movement of trucks used in the transportation of cotton, cottonseed, cottonseed products and citrus fruits. Reports indicate success in moving the products during the crop year while conserving equipment so used.

A program, released March 25, for the transportation of perishable and seasonal farm products provides for specific Commodity Industry Transportation Advisory Committees to be representative of producers, haulers, dealers and receivers of the named farm product. They are to determine facts concerning:

- (a) Volume or quantity of the farm product to be hauled
- (b) Points of origin and destination of the farm product
- (c) Approximate dates upon which the farm product will be ready to move
- (d) Required transportation facilities necessary
- (e) Available transportation facilities
- (f) Extent to which transportation equipment is inadequate
- (g) Possible sources of supplementary transportation facilities
- (h) Will facilities (canning, packing, storage) be available at destination.

Allocation of New Commercial Motor Vehicles

The number of applications received by local allocation officers in the field, and their disposition since the institution of rationing and for the first quarter of 1944 are given in the following tabulation.

| | <u>Cumulative from :</u> | <u>1st Quarter</u> |
|--|--------------------------|-----------------------|
| | <u>March 9, 1942 to:</u> | <u>Jan. 1 to</u> |
| | <u>March 31, 1944 :</u> | <u>March 31, 1944</u> |
| Total number of applications handled by all local allocation officers in the field | : 264,135 | : 36,149 |
| Applications approved and forwarded to the Allocation Section from the field | : 172,600 | : 29,642 |
| Applications approved by the Allocation Section and forwarded to WPB | : 141,923 | : 24,668 |
| Number of vehicles released on Certificates of Transfer (WPB-717) | : 136,123 | : 21,645 |

Considerable difficulty has been experienced in several industries as a result of their dependence upon the equipment of small operators, generally contract carriers. In the case of paper and mining concerns, a considerable number of applications for new equipment have been received because of the fact that such operators have left the service of the industry for more lucrative employment. Arrangements are being worked out with industry whereby through agreement with such operators the industry has first option on the equipment in the event the operator leaves their service.

At a meeting of representatives of RFC and DSC with representatives of the Automotive Division of the War Production Board and this office, the matter of production of new trailers was discussed in the light of the number of new fabricated trailers RFC and DSC were being requested to purchase or finance. The DSC proposed that WPB consider revising its authorization for the production of trailers in 1944 to the extent that any company whose product is of those models, sizes and body types as are in the possession of DSC, may not produce trailers of those models, sizes and body types; and RFC at this conference made specific request of the War Production Board that they not permit any manufacturer to sell any more trailers within a 250-mile radius of any point where there is an inventory of trailers of that manufacture. RFC and DSC are supplying this office with lists of trailers in their possession, giving make, model, tire size and body type for dissemination to our local allocation officers in the endeavor to dispose of these vehicles to essential users. Every cooperation is being given these two organizations in this regard.

Available Supply of Used Equipment

The available supply of used equipment still is very low. This is particularly true of medium and heavy-duty trucks. Arrangements have been made with Treasury-Procurement to furnish the ODT regional directors with the names of successful bidders for used trucks. The regional directors in turn will pass this information on to the district managers and local allocation officers. In the interests of conservation of new equipment, the local allocation officers will then be in a position to refer those applying for new commercial motor vehicles to authentic sources of available used equipment when this used equipment will serve the purpose. The large number of half-ton 4 x 2 and 4 x 4 units being turned over for disposal by the Army to Treasury-Procurement should go a long way in alleviating farm transportation problems, inasmuch as these units are particularly adapted for use by those engaged in agricultural pursuits.

The only control that ODT will have in the placement of these used trucks will be through the issuance or non-issuance, by the district managers, of the Certificates of War Necessity.

Rehabilitation Program

Because of the limited supply of new trucks and the increasing age of existing equipment, emphasis is being placed upon the rehabilitation of commercial motor vehicles.

A pamphlet has been issued by the Vehicle Maintenance Section entitled "Preventive Maintenance and Rehabilitation Program" in which the preventive maintenance campaign, as well as the truck rehabilitation program, has been discussed.

In the first quarter of 1944, all truck factories involved were contacted, orders placed on their suppliers under the Rehabilitation Program in order to get on the order boards for engines, transmissions and rear axle assemblies as allowed under L-158. Some of these orders have

appeared on the order boards of these manufacturers as sent to WPB. Others have not appeared as yet. The truck factories were again contacted and assured us that most of these orders have been accepted for engines. There has been some difficulty in getting transmissions and rear axles placed on the manufacturers' schedules for the Rehabilitation Program.

Certificates of War Necessity - Appeals

By the end of the first quarter of 1944, approximately 2,572,000 requests for changes in outstanding Certificates of War Necessity had been received by district offices. Some of these involved merely minor clerical corrections, rather than requests for changes in mileage or motor fuel allotments.

The following table shows the number of appeals filed through March 1944:

Number of Appeals Filed

| Month | Total | Farm Vehicle Operators | Non-Farm Operators |
|-------------------------------|----------------|------------------------|-------------------------|
| Cumulative to January 1, 1943 | 355,000 | 180,000 | 175,000 |
| <u>1943</u> | | | |
| January | 170,000 | 75,000 | 95,000 |
| February | 145,000 | 60,000 | 85,000 |
| March | 145,000 | 60,000 | 85,000 |
| April | 145,000 | 60,000 | 85,000 |
| May | 125,000 | 40,000 | 85,000 |
| June | 180,000 | 45,000 | 135,000 |
| July | 144,000 | 33,000 | 111,000 |
| August | 146,000 | 36,000 | 110,000 |
| September | 229,000 | 54,000 | 175,000 |
| October | 81,000 | 19,000 | 62,000 |
| November | 69,000 | * | * |
| December | 165,000 | * | * |
| <u>1944</u> | | | |
| January | 118,000 | * | * |
| February | 133,000 | * | * |
| March | <u>222,000</u> | * | * |
| | 2,572,000 | 662,000 ^{1/} | 1,203,000 ^{1/} |

* Records do not show a breakdown of the total.

^{1/}This total does not include figures subsequent to October 1943, since they are not available.

Because of the fact that our allotments are on a calendar quarter basis, there is always a tendency for the number of appeals in the last month of any calendar quarter to be larger than in the first two months.

Records and reports

The Division of Motor Transport has underway at the present time two major statistical programs.

- (a) A compilation of the material underlying the Certificate of War Necessity Program which will reflect monthly changes, by 22 major use groups, which occur in the number of certificates outstanding, power units and trailers certified, and mileage and motor fuel certified. Preliminary figures on these items have been available for some time. Many questions were raised with respect to these preliminary figures, and the field force has substantially completed a review of the data. The first monthly report, as of March 31, 1944, has been submitted by four of our nine regions. This material is being summarized and, if no further clarifications of the data are necessary, should be available for release shortly.
- (b) A monthly report of certain critical groups covers over-the-road for-hire carriers and tank truck operators in addition to local for-hire carriers and tank truck operators. A monthly operating report covering miles operated, tons carried, motor fuel consumed and days lost is required of each of these groups. This material has proven of tremendous value to the field so far as individual carriers are concerned and keeps the field force constantly in touch with the problems which carriers in these critical groups are experiencing.

In addition to the foregoing, a survey of for-hire carriers is now underway with emphasis on financial condition.

LOCAL TRANSPORT

Special Surveys

Several matters in the Chicago area came in for attention during the quarter. The "false alarm" report of the War Manpower commission concerning a potential failure of manpower in Chicago due to lack of adequate transportation was investigated by the Director of Local Transport personally in cooperation with the regional staff. An appeal was made by the City of Chicago for assistance in obtaining materials to complete 5 million dollars worth of subway construction for a project which could not be completed before 1947. Since such a project could not conceivably contribute to the prosecution of the war, especially in the face of an over-all decline in transit traffic in the area, this office declined to recommend approval of the project to the War Production Board. When the position of the office was explained to him, Commissioner Harrington of Subways (and local war transportation administrator for ODT) agreed that the subway was not a wartime project, and withdrew his request.

Studies were made of the routes of the Bluebird Bus system, which operates a service duplicating the elevated line in Chicago, and the release of additional bus equipment was denied. Action was taken to enforce

compliance of Chicago Surface Lines with the terms of Special Order ODT-LB-4 (revised), and further studies were made of the need of this operation for additional motor buses for service to outlying war plants, as well as buses to permit restoration of services temporarily discontinued under the terms of the Special Order.

During the quarter studies also were made in Savannah, Georgia, in Lake Charles, Louisiana, and in San Francisco, Oakland and Seattle. A complete survey of the routing plan in Schenectady, New York, has been undertaken.

Changes in Shift Hours

The trend towards changing from three 8-hour shifts to two 9 or 10-hour shifts continues. This movement started in the airplane plants and has spread rapidly to the shipyards. It involves the probable upset of staggered-hours plans which have already been perfected for an area, which in turn means the less efficient utilization of equipment and manpower from the transportation standpoint. This change is predicated upon the belief that more production can be obtained per employee on the two-shift basis. The War Manpower Commission has indicated that this result works out in some instances, but that it does not necessarily follow in all cases. The greatest harm results where the change is suddenly announced to the public without foreknowledge on the part of the ODT regional organization. Where ODT is advised of the change in time, it has been possible to select starting times for the various shifts which do least damage.

Changes of this type have been made in the following instances during the quarter: Charlestown Navy Yard, Boston, Massachusetts; Navy Yard at Portsmouth, New Hampshire; shipyards at Alameda, California; Navy installation at Bremerton, Washington, and Hunter's Point, California. In the two cases last mentioned the Navy authorities got in touch with regional ODT well in advance, which permitted the working-out of a more satisfactory arrangement than would have otherwise been possible.

Report on Conservation

During the quarter a revision of Form ODT-LT-8, the conservation questionnaire, was prepared and cleared through the Bureau of the Budget. This form was circulated to approximately 2,000 operators of city and intercity bus systems, with returns required by March 31. To date replies from some 250 operators of local transit systems have been tabulated. The returns indicate that these operators have held to their conservation measures to a gratifying degree. A final summary of results will not be available until a later quarter.

Transit Industry Advisory Committee

A meeting of the Transit Industry Advisory Committee was held on February 5. The subjects discussed included (1) the tire situation; (2) equipment prospects; (3) statistics for the bus industry; (4) traffic control plans; (5) gasoline and Certificates of War Necessity; (6) revocation procedures under General Order ODT 21; (7) manpower; (8) 10-20-30

percent curtailment plans; (9) the ODT-LT-8 questionnaire; (10) the local War Transportation Administrators. Members of the Committee discussed the change of working schedules of war plants from a three-shift to a two-shift basis, the OPA red and blue dime-sized rationing tokens and their probable effect upon fare collection devices, and the 3 billion dollar post-war highway aid bill sponsored by the Public Roads Administration.

Inter-Agency Advisory Committee

Meetings with the representatives of the various government agencies continued to manifest their value during the quarter. The principal items of recurring discussion were the heavy-duty truck and bus tire situation and the gasoline situation on the West Coast.

Close watch was kept by all agencies for evidences of a breakdown of transportation for lack of bus tires. Throughout the quarter there was not a single report from any source indicating buses down for lack of tires. Such spotty reports of tire shortages as were received covered the effects of mal-distribution rather than an actual shortage, and these situations were quickly remedied by shipping in tires from another locality.

Reports on gasoline shortages were also spotty, and covered situations of a temporary nature arising from mal-distribution of supply. They were quickly corrected by action of the ODT and PAW.

Throughout the quarter news was expected momentarily of a bad situation on the West Coast. Officials of the OPA and PAW visited the region and surveyed conditions carefully. However, no action was deemed necessary until the close of the quarter when it was announced that, effective March 22, the 3-gallon A coupon would have to stretch over a validity period of three rather than two months. Thus, while the value of the individual coupon was retained, the assigned number of coupons would have to last for a 50% longer period. This in effect makes the situation the same as along the Eastern Seaboard. The effects of this change upon mass transportation facilities and intercity carriers cannot be reported until a later quarter.

As a result of these Advisory Committee meetings the Office of Price Administration developed an awareness of the lack of use of certain rail and ferry facilities on the West Coast, particularly in the East Bay area of San Francisco. Definite plans were drawn for making this a "designated area," and curtailing the use of gasoline in the automobiles of workers living in San Francisco who could use the ferries and rail systems to good advantage. At present the execution of these plans has been delayed awaiting the outcome of the lengthening of the coupon period.

Regional Activities

During the quarter the regional organization continued its regular activities in investigations of passenger transportation operations and equipment within the respective districts, advising and recommending to the Washington office on questions of equipment needs and operating practices; also, the direct approval of applications for transfer of used equipment from one service to another.

Early in the quarter arrangement was made for the discontinuance of the Local Transport field office at Boston, Massachusetts, to become effective February 15, 1944.

Considerable study was devoted to a transportation problem at the Riverdale Housing Project in Norfolk County, Virginia, concerned with the movement of war workers between their homes and the Norfolk industries. Questions of adequacy of service and rates of fare were involved. At a conference on February 26, 1944, between the regional staff, the transportation companies and the housing authorities, an agreement was reached providing for a fare reduction and approval of additional equipment for the operation.

Complaints from citizens of Larchmont in the Norfolk area with reference to the curtailment of the Larchmont Bus Line (effected under Special Order ODT-LB-12) were investigated. An agreement was made with the operating company covering an extension of the route for a 60-day trial period. Results of the trial will provide a guide as to whether further action is desirable. Complaints from citizens of Fairmont Park in this same area were also investigated, and the result of the study indicated that full restoration of the former bus service, abandoned because of duplication in part by available rail service, was not justified. However, institution of shuttle bus service to bring this area and a new development not previously served within reach of rail service was recommended and instituted by the operator. The results of a 60-day trial period will determine the final action to be taken in this case.

Much study was given to the transportation problem in Akron, Ohio, which problem has been discussed in previous Progress reports. After intensive investigation by the regional and engineering staffs, a number of changes in routings, schedules, turn-backs and the provision of new loops were effected. It was finally decided that a modification of Special Order ODT-LB-13 should be made. Accordingly a new order (ODT-LB-13a) was issued, to become effective April 3, 1944, which is expected to clarify the situation for all concerned. Five bus routes were changed, with anticipated savings of three buses and 350 miles per day. The reaction of the press was favorable, one paper stating that a difficult situation had been worked out as well as could be expected, under wartime conditions, for all parties concerned.

Contract Clearances

During the first quarter of 1944 the Contract Clearance Section continued the review and approval of: (a) ODT-LT-1 contracts for the release of integral buses; (b) requests for transportation facilities from the War and Navy Departments, the Maritime Commission, and other departments of the Federal Government; (c) requests under Public Law 779, Public Law 170, and Public Law 216.

Under the foregoing acts of Congress the following determinations were issued:

Determinations Issued

| | : First Quarter : 1944 | : To March 31, : 1944 |
|----------------------------|---------------------------|--------------------------|
| War Department | : 34 | : 238 |
| Navy Department | : 10 | : 29 |
| Maritime Commission | : <u>3</u> | : <u>8</u> |
| Total | : 47 | : 275 |
| Department of the Interior | : 2 | : 8 |
| Veterans Administration | : <u>4</u> | : <u>4</u> |
| Grand Total | : 53 | : 287 |

Approvals were issued under General Order ODT 35 (501.303) with respect to the purchase, lease, requisition or use of local passenger transportation equipment by the Federal departments or war contractors as follows:

Approvals Issued

| | : First Quarter : 1944 | : To March 31, : 1944 |
|----------------------|---------------------------|--------------------------|
| War Department | : 57 | : 297 |
| Navy Department | : 22 | : 130 |
| Maritime Commission | : 0 | : 2 |
| War Contractors | : 6 | : 49 |
| Federal Works Agency | : <u>0</u> | : <u>1</u> |
| Total | : 95 | : 479 |

Approvals for transfer of units from one kind of service to another, required under ODT 35 (501.307), were granted as follows:

Transfers Approved

| | : First Quarter : 1944 | : To March 31, 1944 |
|---------------------|---------------------------|---------------------|
| War Department | : 1 | : 2 |
| Navy Department | : 7 | : 16 |
| Maritime Commission | : 3 | : 4 |
| Civilian Operators | : <u>377</u> | : <u>1,775</u> |
| Total | : 388 | : 1,797 |

No new Certificates of Need covering transportation units to be financed by the Defense Plants Corporation have been issued during the quarter. Under date of March 3, the Director of Local Transport approved a proposal for the cancellation of an agreement between Defense Plant Corporation and the Capital Transit Company with respect to additional buses and garage facilities for service to the Pentagon Building.

Under date of March 2, approval was granted, subject to certain provisions, for arrangements modifying the former agreement between the War Department and ODT relating to the pool of buses administered by the Chief of Transportation of the War Department. As a result of this modification General Permit ODT 35-2 was issued. This permit authorizes the War Department to use and operate local passenger transportation equipment in exempt military service without seeking approval of ODT. A similar permit for the Navy Department is now under consideration.

Intercity Bus Operations

During the period the Division of Local Transport continued its activities in relation to the operations of intercity carriers, 48 of whom, pursuant to the provisions of section 501.47(c) of General Order 11, presented applications for permission to extend or inaugurate intercity bus services. These applications were investigated, with the result that 31 were approved, 8 were refused because of insufficient demonstration of war necessity, while 9 cases were still under advisement.

Four applications were received from intercity carriers who desired to coordinate their operations over the same or closely parallel routes. Upon investigation, three were found to be advisable and approved by the issuance of appropriate special coordination orders. One case is still under consideration.

In accordance with General Order ODT 11, Amendment 2, permits were issued for the continuance of 22 schedules operating below the 40% load factor requirement, due to the fact that a survey showed them to be essential to the war effort.

An Intercity Bus Advisory Committee of 11 members was appointed by the Director of the Division of Local Transport. Its membership is composed of representatives of various state, regional and national groups of intercity bus operators. Specific problems which may arise upon which the experience of the operating companies could furnish valuable information may be referred to this committee from time to time for suggestions.

School Bus Operations

The problem of providing some replacements for the fleet of approximately 80,000 school buses of the nation has been under consideration during this first quarter. The conservation measure of making present equipment last for the duration was successful in diverting manufacturing capacity and materials to the war program, but it is apparent that the condition of the school buses is declining to such an extent that many children will be absent from school if replacements are not provided.

Even prior to the war the general condition of the school buses was poor. This is a result of insufficient funds for school transportation. Most school units must award contracts to low bidders who in turn spend the lowest possible amount on buses and maintenance, and continue the buses in use longer than would be acceptable for the transportation of adults. The condition was further aggravated during the first 16 months of the war, prior to the "freeze order" when 4,000 of the better buses were transferred from school use to worker transportation.

Only 437 new school bus chassis were released for school transportation during 1942 and 1943. This rate of replacement is about 2% of the average rate for the five years preceding the war when 10,380 new school buses were purchased annually.

Reports from some of the states indicate that many children are absent as much as one-third of the time while the school bus is in the garage several days each month for major repairs. This situation has made it essential that more new school bus equipment be made available for school transportation. To care for this need the War Production Board approved a manufacturing quota of approximately 6,500 bus chassis for 1944. An agreement was reached to release 4,500 of these bus chassis to the schools for body-on-chassis school buses.

After consultation with the U. S. Office of Education and the State Departments of Education relative to the immediate requirements, a reasonable allocation of the available 1944 chassis has been made on the basis of the numbers of buses operating in the states, average ages of those buses, and evidence of need. A planned allocation appeared essential in view of the fact that many states would purchase more than a reasonable allotment if the buses were released to those who were able to apply first. The number of school bus chassis and bodies released during the first quarter of 1944 and the preceding eight quarters are shown in the following table:

New School Buses Released

| <u>Period</u> | <u>Chassis</u> | <u>Bodies</u> |
|---------------------------|----------------|---------------|
| 1942 - entire year | 36 | 109 |
| 1943 - 1st Quarter | 22 | 52 |
| 2nd " | 29 | 24 |
| 3rd " | 193 | 116 |
| 4th " | 157 | 152 |
| <u>1944 - 1st Quarter</u> | <u>388</u> | <u>379</u> |
| Total for 9 Quarters | 825 | 832 |

It is apparent that the number of releases should increase during the next few quarters as the 1944 production of school bus

chassis becomes available. The new chassis will help to keep the children in regular attendance at school. Even though some new equipment is available the conservation policies will continue to be emphasized to restrict the usage of limited supplies of rubber, gasoline, replacement parts and automotive equipment.

Taxicab Operations

Continued progress was made by the taxicab industry during the quarter in the institution of conservation measures and the maintenance of adequate services.

Satisfactory progress has continued in the formulation of joint action plans for various communities throughout the country. During the quarter approximately 100 applications were considered and 38 were formally approved for implementation, making a total to date of 81 joint action plans now in operation. It was found advisable to use a model "text" as a basis for setting up these various joint action plans.

Early in February an application for establishment of a new taxicab service in Evansville, Indiana, was considered and denied as not warranted. An appeal is now being taken on this denial. A critical situation at Middletown, Ohio, caused by partial suspension of taxicab service due to operation in excess of mileage allocation was investigated. A troublesome rationing situation at Pocatello, Idaho, was investigated and solved amicably. Some Denver, Colorado, taxicab operators have asked for more than 60,000 miles per year allowance per cab. During March, meetings were held in Washington in regard to this situation, but increases have not as yet been granted. A delegation from Pittsburgh, Pennsylvania, came to Washington to plead for an increase in the number of taxicabs in that city. This matter is now under study.

The problem of tires for drive-up-self and rental cars became particularly acute during February. Numerous conferences relating to the eligibility of these cars for tires were held with the industry and interested government officials. A decision has not yet been reached.

Following two meetings in Newark, New Jersey, with the taxicab operators regarding a possible joint action agreement, it was decided to abandon this method of solving the problem. Instead, it was arranged to cut all operators by 10% under the single shift and double shift quarterly standards for Newark. This change was accomplished with the OPA ration board by March 15 so that the reduced allotment would become effective at the start of the second quarter.

Meetings were held with District of Columbia officials to learn more about passenger and driver experience with shared taxicabs in the District as a guide to the institution of similar plans in New York and other areas. Every effort is being made to cooperate

with the Provost Marshal of the District to prevent the "fleecing" of service men by taxicab drivers who operate illegally between Washington and various military installations. One effective measure has been a sharp reduction in the gasoline allotment for the second quarter.

Passenger Automobile Supply

Under Executive Order, one of the responsibilities imposed on the ODT is to formulate the programs and take the actions necessary to assure the maintenance of passenger automobile transportation in sufficient volume to meet the direct requirements of the war effort and the civilian economy. In this connection, the changes in the supply of passenger automobiles are closely watched. We have estimated that during the first quarter of 1944, there were surviving approximately 25,400,000 passenger cars, of which there were approximately 24,400,000 in use. This estimate gave effect to a scrappage rate of one and one-half million for the year 1944. During the quarter no evidence developed to the effect that persons dependent upon the passenger car for essential transportation and not owning one could not acquire such vehicles. Whether this will be the case in the future is a matter of continuous study by ODT.

ACTIVITY OF ODT IN ELIMINATING UNDESIRABLE
STATE BARRIERS

While some progress has been made during the first quarter of 1944 in the elimination of undesirable state barriers, it has not been as rapid as desired. Efforts will be continued to expedite passage of such war emergency acts by the various States as appear necessary to meet shifting conditions.

Many individual cases, both of persons and companies, have been called to our attention directly or have been referred to us by other Governmental agencies. These have been handled promptly and every assistance given where the case seemed to justify action or recommendations from the Office of Defense Transportation.

During the first quarter, matters affecting state barriers arose in several States, chief among which were the following:

The prospects for easing of state highway barrier laws now obstructing the free flow of motor carrier traffic between Mississippi and other States are much better than they have been for sometime.

Governor Murphree, in addressing a joint session of the Mississippi Legislature, spoke as follows:

"There is perhaps nothing more essential in the war effort than transportation, yet there is little uniformity in the laws and regulations governing sizes and weights and various other conditions relative to the operation of motor vehicles in interstate commerce, with the result that efficient and rapid circulation of motor vehicles between states is often impeded.

"I commend to your serious consideration the creation of a commission which will have authority to enter into reciprocal agreements with other comparable states in the operation of motor vehicles in interstate commerce."

The Missouri Legislature has passed a bill resorting to common carrier truck operators the privilege of describing two alternate "emergency" vehicles on each annual license card issued by Missouri Public Service Commission.

Early in 1944, the city of Knoxville, Tennessee passed an ordinance taxing all motor carriers using the streets of the city, regardless of whether they operate interstate or intrastate, and regardless of whether terminals are maintained in the city. This action

was taken at Knoxville in spite of the Federal Government agencies calling attention to the fact that such an ordinance would hinder highway transportation and retard the war effort.

Several weeks before, a similar measure was defeated in Nashville. If taxation of this type is extended to other cities in Tennessee it may result in various transport companies refusing to transport freight to or through those cities in which such a tax is in effect.

The attention of the Office of Defense Transportation was called to two problems that have arisen in the State of Wisconsin. In recent months livestock haulers coming out of Chicago and Milwaukee have been hauling common carrier traffic north and west on tax exempt plates and this has made possible a very high utilization of their equipment. These movements were permitted under an unwritten understanding between the officials of Wisconsin and the Office of Defense Transportation. Recently certain transporters have taken advantage of this situation and have employed their livestock trucks to evade tax payment. This made it necessary for the Commissioner of Motor Vehicles to notify all inspectors to stop livestock haulers transporting taxable freight.

This office called attention to the fact that without this movement a great amount of traffic would pile up, particularly at the Chicago docks and in Milwaukee, which should move to industries and rural centers of Wisconsin. It was recommended that livestock haulers transporting other freight be required to give evidence, if stopped, to show that the piece of equipment involved had been used at least 50% of the time for the previous 30-day period in transporting of livestock.

The Reciprocity Bill provides that vehicles engaged in interstate transportation be exempt from the Wisconsin License Fee, providing they are properly registered in their own State. While this has worked satisfactorily, many cases have arisen where an operator not having full capacity load moving interstate could fill out his load with intrastate traffic going in his original direction. This would be desirable and undoubtedly could be governed by the issuance of an amendment to the Reciprocity Agreement to permit interstate traffic to fill out loads, providing the direction of the movement is not changed, to make delivery of this material.

It was suggested that the Governor of Wisconsin, under his wartime powers, could rule that under the war emergency requirements, motor carriers would not be violating the Wisconsin Tax and License Statutes or Reciprocity Agreements when performing transportation functions pursuant to and required by the programs or orders issued by the Office of Defense Transportation to conserve, expedite and make maximum use of highway transportation. Such an order has not yet been issued.

ACTIVITIES OF ODT AS CLAIMANT AGENCY FOR PETROLEUM
PRODUCTS AND FOR MATERIALS AND EQUIPMENT

Supply and Distribution of Petroleum Products

During the first quarter of 1944, no special action was required of ODT because of conditions affecting the supply and distribution of petroleum products required by the transportation facilities and services under the general jurisdiction of ODT. The claims made to PAW for such products for the first quarter of 1944 by ODT on behalf of such transportation services and facilities, which include passenger cars, trucks, intercity buses, local and suburban buses, school buses, taxicabs and other rental cars, railroads, and water transport, were met in full by PAW.

The Tire Situation

Under the Ord Tire Allotment Plan, this agency presented to the Rubber Director its claim for the bus and truck tires required during the first quarter of 1944 by the motor transport services and facilities under its jurisdiction. This claim was composed of the tires required as original equipment for the new vehicle production assigned to ODT, tires required as replacements by the commercial vehicles eligible to acquire such tires under the OPA tire rationing regulations, and tires required as replacements by the commercial vehicles then ineligible to acquire tires under such regulations. These claims totaled, for the quarter, 2,034,309 tires, of which 96,950 were for original equipment and 1,202,803 were for eligible operators. Against these claims, the ORD allotted to ODT for the quarter a total of 1,127,821 tires. This allotment represented 29.9% of the allotments to all claimant agencies, including the military claimants. Out of this allotment, ODT met in full its claims for original equipment, but the balance remaining in the allotment only met the claims for replacements for eligible operators to the extent of approximately 85%.

Both claims and allotments were established in five size groups. A comparison of ODT requirements for truck and bus tires with the allotment, by four size groups, is set forth in the attached Schedule K.

It will be noted from the table in Schedule K that there is considerable variation in the extent to which available allocations met the eligible replacement requirements in the major tire sizes. For example: the allocations met 100% of the eligible replacement requirements in the small-size tires (tire group f) as compared with only 71% in the medium-size tires (tire group d). Fortunately, no critical situations were experienced in the commercial motor transport services because of the deficits between essential replacement requirements and the allotments in the large and medium size groups. This, it is believed, was due primarily to large withdrawals from inventories and the continuation and intensification of ODT conservation measures.

Based upon present information, there is every reason to believe that we shall soon face major problems with respect to the requirements of eligible commercial vehicles for tires in the medium and large-size tire groups unless the allocation of tire production in these sizes to ODT is materially improved. There is no indication this will be the case.

As shown in Schedule K the requirements of vehicles classified as ineligible for new tire replacements under rationing regulations are estimated to be in the amount of 734,556 tires. In view of the limitation of the ORD allotment, these requirements were not provided for. However, during the quarter, and through negotiations with the Office of Rubber Director, approximately 340,000 of the 700,000 vehicles ineligible to acquire tires were made eligible to purchase used tires, where suitable, of sizes under 7.50 x 20.

Materials and Equipment

During the first quarter of 1944, the supply-demand situation of most forms of controlled materials continued to ease, and ODT received its largest allotments to date, sufficient to cover total requirements of practically all programs. However, manpower stringencies increased sharply towards the close of the quarter, and this was reflected in growing uncertainties as to future production of end-products. Production of Diesel locomotives, trucks and buses has held fairly close to schedule in the first quarter, and at a much increased rate over 1943, but slippage in steam locomotives and freight cars has been heavy. At the end of the quarter, there was general concern that production of all end-products would be adversely affected by manpower scarcity, and no assurance was felt that the ODT programs for 1944 would be completely accomplished.

1. Allotments of Controlled Materials

The upward trend of allotments of controlled materials to ODT, already well established, has continued. First quarter 1944 allotments, which were the largest up to that time, have been exceeded by those for the second quarter, the latter being made by WPB Program Determination No. 542 dated February 11, 1944. Tables given in Schedules L and M show a five-quarter record of ODT claims and allotments (in terms of carbon steel as index to all of the controlled materials), and details of the various programs for which materials are obtained.

A presentation of the subject of "Justification of Requirements for Controlled Materials for Second Quarter of 1944" was prepared by the Division of Materials and Equipment in January and submitted to the WPB Program Bureau, setting forth details of the four programs for which ODT submits claims for materials -- Railway Transport, Local Transport, Motor Transport and Waterway Transport.

Supply of controlled materials for the second quarter of 1944 was little changed from the preceding quarter, and in

most shapes and forms was markedly "easier" than at this time last year. There were certain exceptions, notably in cold rolled steel products, and in copper sheet and strip, rod and bar. Manpower was the chief critical item in production, with this situation becoming rapidly more difficult at the end of the first quarter.

A significant development under the WPB Controlled Materials Plan during the quarter was the decision to make materials for transportation maintenance repair and operating supplies available to ODT from a general WPB reserve. This development reflects a stabilization of the MRO requirements for ODT, as well as for other claimant agencies, and is an extension of the policy adopted towards the end of 1943 for the handling of requirements for construction and facilities projects. In future quarters, ODT will not be given a specific allocation for this purpose, but the meeting of its needs will be guaranteed at not less than the level prevailing during the second quarter of 1944 (see Schedule M).

Unused balances for the first quarter represented only about three percent of total allotment, in the typical example of carbon steel the figures being 41,534 tons of unused balance (as of March 15) out of a total allotment of 1,534,195 tons. This unused balance represents the amount of material either not requested by applicants or returned as unused portions of allotments.

2. Equipment Production

The following table shows production of the major items of transportation equipment, obtained under ODT programs, for the calendar year 1943, and the scheduled production for the year 1944:

MAJOR ITEMS OF TRANSPORTATION EQUIPMENT

| Program | Units Produced and Delivered During 1943 | Programmed Production for 1944 (as of 3/31/44) (Subject to Future Revisions) |
|---------------------------------|--|--|
| Locomotives | 830 | 1,052 |
| Freight Cars | 28,790 | 48,866 |
| Troop Sleepers and Kitchen Cars | 661 | 939 (Completed as of 4/1) |
| Motor Trucks: | | |
| Medium | | 64,271 |
| Light-Heavy) | | 15,380 |
| Heavy-Heavy) | 2,699 | 8,568 |
| Total | | 88,219 |
| Truck Trailers | 5,623 | 25,000 |
| Integral Buses | 1,726 | 6,460 |
| Tugboats | 75 | 25 |
| Towboats | 8 | 13 |
| Steel Barges | 54 | 101 |
| Wooden Barges | 269 | 0 |

The figures for 1944 above, which represent carefully screened requirements, reflect the need for increased quantities equipment, over the 1943 level, in practically all programs but most noticeably in buses and trucks. The importance of the highway transport programs is indicated by the organization of a special Automotive Production Committee by the War Production Board on which ODT has membership, and with which it has been actively cooperating since the first of the year. While scheduling of the complete trucks and buses for the 1944 program was established late in 1943, the even more important task of scheduling critical components, a responsibility of the Automotive Division of WPB, has not yet been entirely accomplished; axle and transmission schedules have been frozen, but the problem of engines, which was turned back to claimant agencies by the Automotive Division for further assistance, had not been finalized at the end of the first quarter.

There is still no assurance that the ODT requirements will be fully met in 1944, and the increasingly serious manpower situation adds to the present uncertainty.

Total production of the principal items of transportation equipment during the first quarter of 1944 was as follows:

| Equipment | First Quarter 1944 Production |
|-------------------------------------|----------------------------------|
| <u>Railway Transport</u> | |
| <u>Locomotives:</u> | |
| Steam | 113 |
| Diesel-Switch | 124 |
| Diesel-Road (Other than 5,000 H.P.) | 10 |
| Diesel-Road (5,000 H.P.) | 24 |
| Total | 271 |
| All Electric | 0 |
| <u>Freight Cars:</u> | |
| Box | 2,970 |
| All Others | 5,837 |
| Total | 8,807 |
| Troop Sleepers | 558 |
| Kitchen Cars | 381 |
| <u>Local Transport</u> | |
| Integral Buses | 786 |
| Trolley Buses | 15 |
| Street Cars | 54 |
| <u>Motor Transport</u> | |
| Trucks - Medium | 6,448 |
| Trucks - Light-Heavy | 1,534 |
| Trucks - Heavy-Heavy | 1,490 |
| Total | 9,472 |
| Trailers | 2,532 |
| <u>Water Transport</u> | |
| Towboats | 6 |
| Tugboats | 15 |
| Barges - Steel | 52 |

3. Stockpile of Marine Diesel Engines

The program of scheduling Diesel Engines for manufacture for the account of the Office of Defense Transportation, in order to establish something in the nature of a stockpile to eliminate production lag, was put in operation. Progress was made on a similar program for gasoline marine engines and it is contemplated that it will be in operation in the next quarter.

4. Supplementary Programs

A second Attempt was made by the WPB Requirements Committee to obtain information from claimant agencies on supplementary programs to be inaugurated as additional facilities and materials become available, following a first effort to assemble such information last December.

(See report for fourth quarter of 1943.) The new ODT proposals, forwarded to WPB in March, reflected the fact that most of our programs are now either authorized by decisions of WPB Industry Requirements Committees or are already established at levels reasonably expected to continue with little or no change.

The supplementary programs submitted therefore were in the main for truck equipment, including large numbers of trucks and truck-tractors (approximating 700,000 units, or about the level of the United States civilian sales in the pre-war year 1941) and corresponding quantities of trailers and truck and trailer bodies. The other programs listed were petroleum tank trailers, truck chassis for bus bodies and railroad passenger cars. All of these so-called supplementary programs are set up for the calendar year 1945. It is understood that decision upon them will be made by the War Production Board early in the second quarter, so that future claims for materials can be keyed to these expanded programs, or whatever portion of them is authorized. It is apparent that no large increases in programs will be authorized until after the firm establishment of invasion forces on the Western Front.

5. Freight Car Orders for Third Quarter 1944

An important activity during the quarter was the successful effort to obtain sufficient firm orders for railroad freight cars to permit the filling of the car builders' capacity for the third quarter of this year. Provisional allotment of carbon steel to ODT had been made in a quantity sufficient to produce 18,500 cars, which the Transportation Equipment Division of WPB had declared to be the builders' capacity for the third quarter. The actual number of orders obtained by April 15, which was the deadline established by WPB, was 17,900.

As a result of this energetic action only 45,000 tons of the total provisional allotment of 347,000 tons allowed by WPB were returned to the latter's reserve as unusable. However, the Program Bureau of WPB, in view of the fact that numerous directives against manufacturers of car specialties and other components would be necessary to accomplish production of the full 17,900 on order for the third quarter, requested ODT's concurrence in reducing the quota to 15,700 cars, and this was agreed to. The remainder of the orders, 2,200, will be scheduled for production in the fourth quarter of this year.

6. Replacement Parts for Motor Vehicles

The replacement parts situation as far as the general overall coverage type of replacement parts are concerned is freer. However, the bottleneck items which have been difficult to get for many months are still hard to obtain.

The material asked for by industry in the first quarter to take care of their second quarter requirements represent 137,000 tons of carbon steel and the necessary alloy steels, copper and aluminum that go with it. When this material is processed, it is quite possible that the ODT quarterly program for 1944 will be very nearly reached dollar-wise. This program calls for approximately 175 million dollars worth of parts per quarter. Fifty-one million dollars worth of parts were distributed in January at Manufacturers' selling prices which is an exceptionally good record, as January is usually a poor month. We anticipate that the first quarter should show over 150 million dollars worth of parts at manufacturers' selling price when these records are available.

Inasmuch as we started in the second quarter of 1943 with approximately 66,000 tons of carbon steel, which has now reached 137,000 tons in requests for the second quarter of this year, it is quite evident that this program is progressing satisfactorily.

TRANSPORTATION MANPOWER SITUATION

During the first quarter of 1944 there was a net increase of 61,600 or 2.3% in total employment of all branches of domestic for-hire transportation, from 2,717,300 in January 1944 to 2,778,900 in March 1944, chiefly due to increases of 57,700 in railroads and 6,300 in for-hire trucking. It is expected that further increases in employment in railroads, Great Lakes water carriers, local transit, for-hire trucking, public warehousing and airlines will occur in the second and third quarters of 1944 and that the total increases, chiefly of a seasonal nature, in the first three quarters of 1944 will probably exceed 100,000.

Railroad Employment Trends

Class I railroads reported a net increase in employment of 57,700 during the first quarter of 1944. After five consecutive monthly declines in employment, from a peak of 1,390,890 in July 1943 to 1,349,688 in December 1943, employment had risen to 1,399,848 by March 1944. Employment on Class I railroads in March 1944 was about 9,000 higher than the July 1943 peak and almost 75,000 higher than employment in March 1943.

Despite the substantial employment increases reported by the railroads, they continued to report labor needs to the Railroad Retirement Board during the first quarter of 1944 at a level of about 100,000 a month. These reports showed that labor market conditions continued to improve in the far West, but that the

anticipated opening of the Great Lakes ore shipping season and the beginning of the spring track maintenance work resulted in the higher needs figures reported by the northern and eastern railroads. Total needs in the far West declined 10% from February to March, although needs for skilled personnel were somewhat higher. During the same period, railroads in the Northwestern States showed a 10% increase in labor needs, while New England and Middle Atlantic railroads showed an increase of 24% in labor needs,

Class I railroad employment of women increased 2,692 or 2.6% from 103,209 in October 1943 to 105,901 in January 1944, according to a quarterly statement issued by the Interstate Commerce Commission. The number of women employed by the railroads has been increasing steadily since January 1943 but at a declining rate of increase.

Based on a special survey of labor turnover, conducted by the Association of American Railroads, it is estimated that monthly separations of all Class I railroad employees in March totaled 60,747, which were at the rate of 4.3 per hundred employees, while accessions totaled 74,414, a rate of 5.3 per hundred employees. In each of the major occupational groups, the accession rate exceeded the separation rate. In the maintenance of way and structures group, the separation rate was 8.5 per hundred employees, while accessions were at the rate 11.0 per hundred employees, and among transportation employees, other than train and engine service, the separation rate was 6.2 compared with the accession rate of 8.0. While the total separation rate in manufacturing industries generally is at a higher level, and while other war industries generally show higher separation rates than the railroads, the separation rate appears to be rather high in those classes of railroad employment in which a large number of unskilled workers are employed.

Railroad Recruiting Campaign

Early in the year steps were initiated to launch the nation-wide recruiting campaign for the railroads which was contemplated in the railroad manpower program of September 1, 1943, but which could not be effectively launched pending settlement of the wage controversy.

After preliminary discussions with representatives of railway labor and management and with the War Manpower Commission, Railroad Retirement Board, and the Office of War Information, a Railroad Manpower Mobilization Committee was selected representing railway labor, railway management, the Government agencies mentioned above and the Office of Defense Transportation. At the meetings of the Mobilization Committee which were held on February 25, February 29 and March 22, assurance of full cooperation in an intensive recruiting drive was made by all of those present, and a program was developed including the following points:

1. Intensified recruiting activity by the Railroad Retirement Board and the railroads themselves.

2. Increased assistance to the Railroad Retirement Board by the War Manpower Commission, the details of the part to be played by the War Manpower Commission to be worked out in meetings called by the various War Manpower Commission Regional Directors.

3. Recruiting activity by the railway labor organizations acting through their local officials and their individual members.

4. A nation-wide publicity campaign, with local intensification as needed, sponsored by the railroads themselves, the Association of American Railroads, and by the interested Government agencies.

In order to make the recruiting activity more effective several steps were proposed by the Mobilization Committee. Among these were:

1. The establishment of a central hiring point by each railroad in each major hiring center. The purpose of such an office is to insure that prospective recruits will be considered for employment in every department of a railroad in which there are vacancies, and to prevent the loss of recruits in transit between various railroad offices.

2. The distribution of information on labor needs to all interested railroad and union officials. In order to expand their recruiting activity the railroads proposed to use officials who have public contacts (station agents and the like) as recruiting officials and as mentioned above, the railway labor organizations volunteered the services of their local people as recruiters for the railroads. In order to make effective use of the recruiting activity of such people, it is necessary that means be devised to keep them informed of existing vacancies.

3. A campaign to reduce turnover in the railroad industry. Recruiting by itself is ineffective in building up the railway labor force if both new recruits and older workers are permitted to drift away from the industry. While the turnover rate on the railroad is low by comparison with some other war industries, there is still a very substantial preventable loss, and the Committee recommended that steps be taken to reduce that loss in so far as possible.

The recruiting campaign was officially launched by a press release issued by the Office of Defense Transportation on March 10. It is too early to judge the results of the campaign to reduce turn-

over, but the recruiting campaign itself has proved so effective that its original goal of filling 100,000 railroad jobs will be substantially under the number of jobs actually filled.

For-Hire Trucking

On the basis of the War Manpower Commission's surveys of current and anticipated employment in the for-hire trucking industry, employment declined 2.2% from 532,800 in November 1943 to 521,100 in January 1944, and then increased 6,300 or 1.2% to March 1944. The employment increase from January to March was the first increase shown for this industry since July 1943. Employment declines had been attributed to shortages of manpower, equipment, parts and tires. In the March 1944 survey, one in every five companies reported critical labor shortages, truck drivers comprising 40% of the total shortages reported. However, about three-fourths of all the companies reporting labor difficulties had critical shortages of mechanics, and this type of labor shortage appeared to be more widespread than ever before. Employers indicated that, chiefly as a result of critical mechanic shortages, equipment was made idle, embargoes were declared, repair work was contracted to outside shops, there was increased delay in repairing equipment and equipment was being undermaintained.

Separation rates were 9.3 per hundred employees per month in January and 8.9 per hundred in February. Quits continued to comprise the major proportion of all separations.

The proportion of women to all employees remained at about 11% and there were 57,700 women employed in March.

Local Transit

After a slight decline in employment from November 1943 to January 1944, the local transit industry reported an employment increase of 400 from 242,700 to 243,100 in March 1944, based on the War Manpower Commission survey of current and anticipated employment.

The local transit industry continued to report difficulty in recruiting workers. One out of every three companies in the survey reported critical labor shortages, at a higher level than have ever been reported in this industry. Sixty percent of the total shortages were for vehicle operators. The shortage of mechanics was greater and more widespread than previously. As a result of these shortages companies have reported cancellation of vacations, in some cases for two consecutive years, excessive overtime work, equipment idle for lack of operators or necessary repairs. Separation rates have remained at a relatively low level of 3.3 per hundred employees per month. While quits constituted the great majority of all separations, the quit rate has declined somewhat. Female separations were nearly twice as high for all workers but were gradually declining. The industry employs 18,800 women, or 7.8% of all employees, and companies report difficulty in recruiting women to fill vehicle operator's jobs.

Intercity Bus

Employment in the intercity bus industry increased 400, from 54,300 in November 1943 to 54,700 in March 1944, based on War Manpower Commission surveys of current and anticipated employment. Critical labor needs have been increasing steadily and in March were at the highest level ever reported, although the total number is not large. The most acute labor shortage was of mechanics. The industry employed 11,100 women workers in March 1944 and women comprised one-fifth of all workers. Separations were at the rate of 1.1 per hundred employees per month during January and February, a slightly higher level than preceding months due to a higher quit rate.

Great Lakes Waterway Carriers

Great Lakes waterway carriers employment had declined to a low of 3,130 in March 1944. However, the opening of the shipping season during the latter part of the month was expected to bring employment up to the full complement of 25,800 by May 1944.

Inland Waterway Carriers

Employment in the inland waterway industry declined slightly from 34,255 in January 1944 to 33,470 in March. Employers expected employment increases of 3,755 or 11.2% from March to September, when employment is expected to total 37,225.

Public Warehousing and Storage

A slight increase in employment was reported from January to March 1944, when public warehousing employment was estimated at 65,430. Further increases of 6,640 or 10% are expected from March to September 1944. The industry continued to report a high separation rate, which increased from 12.6% per month to 13.4% per month in February 1944. Both quits and layoffs have increased slightly. The industry has been reporting some critical labor shortages, and some companies were having difficulty unloading railroad cars because of labor shortage.

Employment of Women. - Surveys

Preliminary arrangements have been made for undertaking surveys of jobs suitable for women, similar to that already compiled for "Railroad 'A'", in the following branches of transportation: (1) local transit, (2) trucking. The companies chosen for the surveys have agreed to cooperate with the Division of Transport Personnel and a well-known woman engaged in each of these branches of transportation has been asked to cooperate with the Chief of the Personnel Supply Section in carrying on these studies.

Trend Towards Fuller Utilization of Women

Information received by letter from transportation employers and visits to various transportation companies indicates that there is a trend towards utilization of women in more responsible and skilled work. The Philadelphia Transportation Company, the Yellow Cab Company, and the General Motors Truck and Coach Division for example, employ women at mechanics' ratings. Women are also employed as operators of subway trains by the Philadelphia Transportation Company. The Reading Railroad employs women as helpers on Diesel electric switch engines and has, on occasion, placed train women in charge of troop trains moving out of the Philadelphia area. The Interstate Commerce Commission reports for October 1943 and January 1944 showing the number of females employed on Class I steam railways indicate that an increased number of women are employed in many responsible and skilled occupations by other railroads.

Manpower Meetings

A conference with labor and management representatives of the transit industry was held on February 4, 1944 to discuss ways and means of putting the transit manpower program into effect.

On March 10, 1944 the Automotive Maintenance Manpower Committee met with the Division of Transport Personnel to discuss current manpower problems of the industry. It was agreed that the manpower program in Massachusetts should be given widespread publicity.

On March 21, 1944 the Division of Transport Personnel met with the Motor Transport Labor-Management Committee to discuss the feasibility of a manpower program for the trucking industry. Considerable discussion was also devoted to Selective Service and to alleged violations of loading regulations, the 35-mile speed limit and hours of work.

Bulletins

"Wage Incentives for Automotive Maintenance Establishments."

This bulletin was released on February 4, 1944 for the purpose of acquainting automotive maintenance employers with War Labor Board policies on wage incentives. It has been widely distributed to and enthusiastically received by the industry.

"Questions and Answers on Selective Service Procedures."

released on March 17, 1944 was intended to help transportation employers with occupational deferment problems by summarizing Selective Service procedures. The demand for this bulletin has been unusually heavy.

"The Massachusetts Manpower Program," which consists chiefly of a summary prepared by the American Automobile Association of the organization and activities of the Massachusetts Automotive Maintenance Manpower Committee, was distributed by the Division and trade associations on March 18, 1944. Since that time a number of programs have been developed on the pattern of the Massachusetts plan.

Strikes and Disputes

A number of minor strikes and disputes were referred to the Division of Transport Personnel for attention. In line with our established policy, we have kept in close touch with the various Government agencies who are responsible for the mediation, arbitration and settlement of strikes. At all times these agencies have been kept closely informed of the Office of Defense Transportation's interest in any work stoppage or disputes affecting transportation.

Activity of Regional Representatives

The first quarter of 1944 represents the first full quarter of field operations of the Division of Transport Personnel. Appointments were completed to bring the field force up to its quota of 11 representatives stationed in each of the headquarters offices of the War Manpower Commission, except that the New York representative takes care of both the New York and Pennsylvania regions.

RATES

Motor Carrier Rate Increases

Because of increased operating costs motor common carriers have sought increases in freight rates, and increases of 4% have been approved by the Interstate Commerce Commission and made applicable in the following territories bringing common carrier truck rates in those territories to a figure 10% above the rail level:

| <u>Territory</u> | <u>Publishing Bureau</u> | <u>Date</u> |
|------------------------------------|---|---------------------|
| Between Eastern and Central States | : Eastern Central Motor Freight Bureau | : February 18, 1944 |
| South | : Southern Motor Freight Conference, Inc. | : February 21, 1944 |
| Central States | : Central States Motor Freight Bureau | : March 6, 1944 |
| Between Central States and South | : Central-Southern Motor Freight Bureau | : March 24, 1944 |

A letter was written by the Acting Director to the Chairman of the Interstate Commerce Commission in which a representation was made by the Office of Defense Transportation expressing concern over the mounting operating costs facing the motor common carrier industry because of reflection in the ability of the companies to operate. It was suggested that motor truck common carriers be permitted to take individual exception to the application of rates in agency tariffs and that they be permitted to increase ratings through the medium of exceptions tariffs. These requests were made in order to facilitate adjustments in rates as temporary war measures.

The purpose is to lend flexibility to adjustments in rates where the financial condition of the carriers requires such action and where there is no substantial objection from commercial shippers or agencies of the government. However, ODT specifically stated that the usual safeguard of Investigation and Suspension proceedings should not be abrogated.

Service Charges on Export Freight Stored at Ports

A representative from this office appeared before the Freight Traffic Managers Committee of the Trunk Line Association on behalf of the interested government agencies and sought a modification of the tender of the carriers in so far as the collection of service charges was concerned on government freight consigned to a port for export which is temporarily frustrated because of non-arrival of the vessel. The Committee affirmed previous action and declined to consider any change in its original proposal.

The proposal of the carriers to aid in unloading freight to release equipment at the ports through issuance of Section 22 Quotations has been submitted by this office to the interested government agencies, outlining the conditions under which the export rate will be protected on traffic awaiting the arrival of vessels.

Export Rates through Pacific Coast Ports

At the request of ODT, the Interstate Commerce Commission by an order in Docket No. 29006, Export Rates to Pacific Ports, has discontinued the proceeding. The request followed acceptance by the government agencies of a Section 22 Quotation offered by the railroads following several conferences. Under this Quotation, the government will receive the benefit of the net export rates made retroactive to January 1, 1942, and in addition, shall receive the benefit of an allowance of 3¢ per 100 pounds on all traffic exported with this provision made retroactive to October 1, 1943. Terms of the Quotation will be made applicable on traffic which is stored in transit under existing Section 22 Quotations of the respective government departments and will also apply on traffic stored at the ports for a period not in excess of 90 days. It is estimated by the War, Navy and Treasury-Procurement Division Departments that there will be a saving through 1945 of approximately 78 million dollars.

Packing Requirements for Express Shipments

Every effort is being directed toward the conservation of fibreboard because of the critical shortage of this material, most of which is allocated for use in the war effort.

Packing requirements shown in the express classification for shipments in glass containers exceeding one quart but not in excess of one gallon capacity, when packed in fibreboard cartons, differ from those specified in the rail and truck classifications and result in the use of additional fibreboard.

At the request of the War Production Board, this matter was discussed with executives of the Railway Express Agency and ODT was able to convince that agency of the importance of amending its tariff so as to have a uniform rule that would enable use of one fibreboard carton for rail, motor and express shipments.

ICC Grain Shipping Service Orders

1. Acceptance of Shipments

Following recommendation of the ODT - ICC Grain and Grain Conservation Committee, this office participated in several conferences with the carriers and the Bureau of Service of the Interstate Commerce Commission and assisted in an advisory capacity in the preparation of a draft of a proposed Service Order to govern the acceptance of shipments of grain, grain products and seeds to a "notify" or "advise" party at a location other than billed destination.

The Service Order was issued by the Commission with the intent of alleviating situations whereby carload shipments of grain, grain by-products and seeds have been forwarded to destinations at which "notify" or "advise" parties had no representative resulting in delaying the release of cars.

The order prohibits acceptance by a carrier of a car of the above mentioned commodities unless the party to be notified or advised is at the billed destination or has a representative authorized to accept notice of arrival of the shipment and to furnish description orders to the carriers' agent at the billed destination.

2. Circuitous Routing

At the request of the ODT - ICC Grain and Grain Products Transportation Conservation Committee, this office has cooperated with the Bureau of Service of the Interstate Commerce Commission in an endeavor to eliminate circuitous routing in connection with shipments of grain and grain products and related commodities which has

resulted in the issuance by the Interstate Commerce Commission of a Service Order covering the first group of tariff items reported by the Conservation Committee. Subsequent reports from that Committee will be handled in a similar manner. The Order will tend to discontinue unnecessary haulage of cars and consequent delay of equipment due to back hauls and out-of-line hauls which have impeded the use of grain cars and decreased the available supply for shippers.

Petroleum Routes to District #I

ODT successfully negotiated with rail carriers to add the Winston-Salem Southbound Railway as a participating carrier to Agent Peel's ICC No. 3457, publishing rates and routes on petroleum and petroleum products from southwestern origins to eastern points.

Also, this office arranged with the Missouri Pacific Railroad to establish by tariff publication route on crude petroleum from Porfirio, Texas to Port Wentworth, Ga. via MP-T&P-MP to Memphis, Tenn. and connections beyond.

STORAGE

New Warehouse Construction

The following situations relative to new warehouse construction in the Pacific Coast, sponsored by ODT, were discussed in some detail in the previous Progress Report:

Seattle - The 500,000 cubic foot freezer plant now under construction is scheduled for completion about June 1.

Auburn, Washington - The 2 million square feet of covered dry storage and 2 million open paved storage space, together with the new 800 hold yard and 500 car classification yard, were completed as of February 15. The 500,000 cubic foot freezer unit suffered a serious setback through fire in February and will not be completed until about June 1.

San Francisco - The 540,000 square feet of dry covered space was completed March 1. Three-fifths of this space was assigned to the Army and the balance was assigned to the Navy and Marine Corps to be used largely for temporary storage of overseas shipments of subsistence. The 1 million cubic foot freezer unit scheduled for completion June 1 was completely destroyed by fire in March. It is now hoped that this facility will be completed and ready for occupancy by August 1.

Cold Storage Situation

The freezer storage space situation eased slightly during the month of March. Nation-wide occupancy of this type of refrigerated space dropped from 92% to 87% during that month.

The slight easing in freezer occupancy is largely due to the discontinuance of ration point values on frozen fruits and frozen vegetables which, after months of effort on the part of this office, was finally consented to by the Office of Price Administration. In addition thereto, the War Food Administration was finally prevailed upon to issue directives which, among other things, prohibit the storage of perishable commodities in public cold storage warehouses for a period of more than 10 months. These directives also prohibit the use of cold storage facilities for commodities which can, with proper attention, be held in dry storage facilities without spoilage.

On the other hand, the nation-wide occupancy of cooler space increased during March from 74% to 79%. The cooler space situation is again becoming tight and the unprecedented production of eggs and lard this spring will tax the nation's cooler space to capacity by June of this year. However, the anticipated congestion in cooler space is believed to be temporary, as the egg production commencing next fall will probably be substantially less than during the past winter and spring months. War Food Administration is making every effort to induce the public to increase its consumption of eggs during the impending crucial storage period.

Program of New Construction of Sharp Freezer Facilities

Early in March the Division of Storage conferred with the Foreign Economic Administration and War Department with respect to absolute necessity of creating additional sharp freezer facilities in the larger slaughtering centers to adequately meet the overseas programs for the Army and lend lease on frozen meat and poultry. The Foreign Economic Administration agreed to provide necessary funds for the construction of such additional sharp freezer facilities as this office considered essential to meet the expanding program.

Representatives of the Storage Division and the Quartermaster General's office met with the larger packers in Chicago on March 15 and delivered an ultimatum with respect to the government's intentions to construct additional sharp freezer facilities if the packing industry could not suggest a satisfactory alternate plan. The result of this conference was a proposal from Swift & Co., and Wilson & Co. to increase, at their expense, the existing sharp freezer capacity at their various plants in Chicago, St. Paul and Minneapolis, St. Louis and East St. Louis, Kansas City, and Ft. Worth, by total of 550,000 lbs. per day. Also U.S. Cold Storage Company of Chicago agreed to increase its sharp freezer capacity in Chicago by 50,000 lbs. per day.

In addition to the increased sharp freezer facilities, Swift & Co. agreed to convert a portion of its cooler space to freezer storage space to accommodate an additional 13½ million lbs. of frozen meat and meat products in storage.

The additional sharp freezer capacity to be constructed by the packers and U.S. Cold Storage Company should relieve the public cold storage warehouses of the burden of sharp freezing Army and lend lease fresh meat products, and permit the public cold storage freezer capacity to be used for storage purposes only. Because of the waste of freezer storage space involved in the process of sharp freezing fresh meat and meat products it is conservatively estimated that the additional sharp freezer capacity proposed by the packers and U.S. Cold Storage Company will make available an additional freezer storage capacity in the public cold storage facilities of a minimum of 25 million lbs. of frozen meat and meat products.

With the packers' new construction program before us the Quartermaster General and the Division of Storage feels that the sharp freezer facilities will be adequate to meet the overseas movement and this office has so reported to the Foreign Economic Administration.

Storage and Handling Rates under Federal Emergency Warehouse Association Plan

After more than a year of investigation the Office of Price Administration, on February 17, approved the class or group rates established by the Division of Storage in 33 of the principal ports and interior terminal cities for the storage and handling of property owned or controlled by the War Department, Navy Department, Treasury Procurement, and U. S. Commercial Corp., when such property is warehoused by those departments or agencies under the Association plan. The finding by the Office of Price Administration was that the class or group rates did not exceed on an average the individual commodity rates charged during the month of March 1942 by the individual members of the 33 warehouse associations. There are approximately 300 warehouse members of these associations, operating approximately 41 million feet of floor space.

Storage of Surplus War Property

Immediately following the establishment by executive order of the Surplus War Property Administration, the Division of Storage prepared a brief (copy attached as Schedule N) on the subject of coordination of the activities of the various interested governmental departments and agencies with respect to the physical handling of surplus materials pending disposal thereof through established government selling agencies.

Many conferences have taken place in the past two months between the interested departments and agencies, and at the present time Treasury Procurement, Reconstruction Finance Corporation, War

and Navy Departments contemplate the organization of a Federal Space Control Board composed of the representatives of the four above named agencies. This Board would serve under the direction of the War Surplus Property Administrator and would control the storage and handling of all government surplus materials pending liquidation thereof. The Director of the Storage Division of ODT has been appointed consultant to the Board.

This plan is now before the chiefs of the interested departments and agencies for final approval. It is quite important that the activities of the interested agencies be properly coordinated, otherwise wasteful competition will result in the acquisition of the very limited available storage facilities and great abuses of transportation will be inevitable.

Based upon the surveys made by the Division of Storage, it is our judgment that the government will be compelled to erect temporary covered protection for a substantial amount of the surplus machinery, equipment, tools, raw materials, semi-fabricated and fabricated products that must be removed from industrial plants for storage pending liquidation. Such a construction program should not, however, be undertaken until all of the interested agencies, through intensive study of existing available facilities, are prepared to make a joint recommendation to that effect.

ADMINISTRATION

Budget for 1945 Fiscal Year

The principal administrative activities during the period of this quarter involved the preparation of the 1945 budget and appropriation estimates for the fiscal year ending June 30, 1945, and the hearings pertaining thereto.

The estimates submitted to the Bureau of the Budget and the amounts approved by it were as follows:

| | ODT Request 1945 | Budget Allowance 1945 |
|---|---------------------|--------------------------|
| Total Personal Services | \$ 17,708,202 | \$ 15,697,505 |
| <u>Object Class</u> | | |
| Travel | | |
| Transportation of Things | 1,120,000 | 1,035,000 |
| Communication Services | 46,000 | 35,000 |
| Rents and Utilities | 634,770 | 561,295 |
| Printing and Binding | 858,550 | 777,100 |
| Other Contractual Services | 166,550 | 130,000 |
| Special Projects | | |
| Other Contractual Services | 145,000 | 75,000 |
| Duplicating | 81,800 | 60,000 |
| Supplies and Materials | 137,100 | 137,100 |
| Equipment | 282,028 | 253,000 |
| | 50,000 | 50,000 |
| Total Object Class | 3,521,798 | 3,113,495 |
| Total Budget | \$ 21,230,000 | \$ 18,811,000 |
| <u>The Number of Personnel Involved</u> | | |
| Departmental | | |
| Field | 869 | 750 |
| Total | 4,992 | 4,506 |
| | 5,861 | 5,256 |

The amounts approved by the Bureau of the Budget were approved by the President and transmitted by him to Congress on March 9, 1944 under Public Document 489.

The Appropriations Committee of the House of Representatives held hearing on our estimates March 27, 1944. Brigadier General C. D. Young, Acting Director, represented the Office of Defense Transportation and presented its appropriation request. The Honorable Clarence Cannon, Chairman of the Committee on Appropriations opened the

hearing with a very fine tribute to Mr. Eastman, Brigadier General C. D. Young responded on behalf of the agency. The hearing was thorough and detailed. Each of the division directors was called upon to explain and defend his program.

Coincident with the preparation and consideration of the budget and appropriation estimates, the agency conducted a number of workload and management surveys. It also inquired into the soundness of the programs of the divisions and inquired into their plans for the fiscal year of 1945.

Personnel Situation as of March 31, 1944

The number of employees as of March 31, 1944 was as follows:

| | Departmental | Field | Total |
|-------------------------------|--------------|-------|-------|
| Regular Salaried Employees | 705 | 4,093 | 4,798 |
| Temporary Salaried Employees | 5 | 12 | 17 |
| WAE Employees | 7 | 4 | 11 |
| WOC & \$1.00 a Year Employees | 14 | 218 | 232 |
| Grand Total | 731 | 4,327 | 5,058 |

During the quarter the following principal administrative changes in the organization occurred:

1. Following the death of Mr. Eastman, Brigadier General C. D. Young was appointed Acting Director on March 15, 1944.

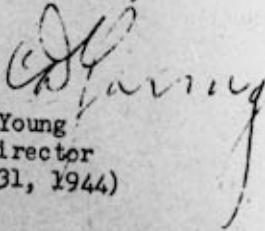
2. Division of Motor Transport - Following determination of the standards to guide us in the patterning of the field offices and the positions therein, it was possible for us to effect a number of readjustments throughout the nation. The pattern as thus developed provides that the field staff of the division be comprised of 3,880 employees, an increase of 249. This staff divided by principal programs and the percentage of positions assigned to each program is as follows:

| | Technical Employees (Man-Years) | Clerical Employees (Man-Years) | Total | Percentage on each Program |
|---------------------------------|---------------------------------------|--------------------------------------|--------|----------------------------------|
| <u>District Offices</u> | | | | |
| For-Hire Carrier | 139 | 130 | 269 | 7.4 |
| Private Carrier | 117 | 84 | 201 | 5.5 |
| Farm Vehicles | 104 | 82 | 186 | 5.1 |
| Vehicle Maintenance | 146 | 86 | 232 | 6.4 |
| Passenger Carrier | 71 | 66 | 137 | 3.8 |
| Certificate of War Necessity | 755 | 650 | -1,405 | 38.5 |
| Statistical Analysis | 193 | 119 | 312 | 8.5 |
| Traffic Registration | 153 | 138 | 291 | 8.0 |
| Allocation | | 48 | 48 | 1.3 |
| General Administration | 284 | 284 | 568 | 15.5 |
| Total | 1,962 | 1,687 | 3,649 | 100.0 |
| <u>Regional Offices</u> | 128 | 103 | 231 | |
| <u>Grand Total</u> | 2,090 | 1,790 | 3,880 | |

No other major changes occurred.

A chart of the organization and a list of the principal officers in Washington and in the field at the end of the quarter are given as Schedule 0.

Respectfully submitted,


C. D. Young
Acting Director
(at March 31, 1944)

May 31, 1944.
Washington, D. C.

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OFFICE OF DEFENSE TRANSPORTATION

[General Order ODT 16A]

PART 502—DIRECTION OF TRAFFIC MOVEMENT

FREIGHT SHIPMENTS TO OR WITHIN PORT OR STORAGE AREAS IN THE UNITED STATES, AND TO OR THROUGH THE DOMINION OF CANADA

General outline. This order supersedes General Order ODT 16, as amended, General Order ODT 38A, and outstanding orders issued in connection therewith. Generally speaking the revised order establishes permit requirements with respect to the transportation of (1) carload and truckload shipments of "overseas" freight to or within named port areas in the continental United States for delivery to ocean carriers, or for storage, (2) certain carload and truckload shipments of "export" freight from points in the United States to or through the Dominion of Canada, and (3) carload and truckload shipments of "domestic" or "import" freight to or within named port areas in the United States for storage in a public warehouse for account of a government agency.

In so far as carload and truckload shipments of "overseas" or "export" freight are concerned, the order is directed to both carriers and shippers and prohibits the offering for transportation, accepting for transportation, or transportation of such shipments except under an "ODT unit permit" issued by the Director, Division of Traffic Movement, Office of Defense Transportation, or his authorized permit agent. The use of the term "ODT block permit" as identifying a permit covering a shipment of government "overseas" or "export" freight is discontinued. The term "ODT unit permit" is used to identify a permit covering either government or commercial "overseas" or "export" freight.

Section 502.202, paragraph (c) of the order establishes controls over the delivery of certain shipments of "overseas" freight to ocean carriers at named port areas when the aggregate weight of any such shipment is 10,000 pounds or more. This provision of the order is directed to persons other than carriers and has no application with respect to carload and truckload shipments of "overseas" freight which are subject to the permit requirements contained in § 502.202, paragraph (a) of the order.

The revised order continues in effect the controls established by Amendment 1 to General Order ODT 16 over carload

and truckload shipments of "domestic" or "import" freight intended for storage for account of a government agency in a public warehouse located within any named port area. The order provides that such shipments shall not be offered for transportation to or within any such port area except as authorized by an "ODT port storage forwarding permit" issued by the Director, Division of Storage, Office of Defense Transportation, or his authorized permit agent.

Provision is made in the revised order for the issuance of administrative orders by the Director, Division of Traffic Movement, Office of Defense Transportation, for the purpose of implementing this order, including the establishment of procedures to be followed in the application for and the issuance of both "ODT unit permits" and "ODT port storage forwarding permits". Administrative Order ODT 17 is being issued concurrently with this order. Nothing in this general outline of the order should be construed as affecting its specific provisions.

Pursuant to Executive Orders 8989, as amended, and 9156, in order to make available railway cars and other transportation facilities for the preferential transportation of material of war, as contemplated by section 6 (8) of the Interstate Commerce Act, as amended; to assure the orderly and expeditious movement of materials and supplies of war; to coordinate domestic traffic movements with ocean shipping in order to avoid terminal congestion at port areas in the United States, and to expedite the movement of traffic, the attainment of which purposes is essential to the successful prosecution of the war, General Order ODT 16, as amended (§§ 502.40 to 502.50), and General Order ODT 38A (§§ 502.135 to 502.143) shall be superseded, and, it is hereby ordered, that:

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| Sec. | |
| 502.200 | Definitions. |
| 502.201 | Applicability. |
| 502.202 | Transportation and delivery of shipments of overseas freight to or within specified port areas. |
| 502.203 | Transportation of certain carload and truckload shipments by rail or motor truck to or through the Dominion of Canada. |
| 502.204 | Transportation of carload and truckload shipments of government domestic or import freight to or within specified port areas for storage in public warehouses. |

- | | |
|---------|---|
| Sec. | |
| 502.205 | Transportation of carload and truckload shipments of export or overseas freight to specific interior storage areas. |
| 502.206 | Reconsignment restrictions. |
| 502.207 | Exemptions. |
| 502.208 | Reports. |
| 502.209 | Issuance of special and general permits. |
| 502.210 | Procedures; delegations of authority. |
| 502.211 | Communications. |

AUTHORITY: §§ 502.200 to 502.211, inclusive, issued under E.O. 8989, as amended, 6 P.R. 6725, 8 P.R. 14183; and E.O. 9156, 7 P.R. 3349.

§ 502.200 **Definitions.** As used in this order (§§ 502.200 to 502.211) or in any order, permit, or regulation issued hereunder, the term:

(a) "Person" means any individual, partnership, corporation, association, joint stock company, business trust, or other organized group of persons, or any trustee, receiver, assignee, or personal representative, and includes any department or agency of the United States, any State, the District of Columbia, or any other political, governmental or legal entity;

(b) "Carrier" means any person who transports property by rail, motor truck, or water;

(c) "Export freight" means any property which is intended for transportation from a point in the continental United States to a destination outside the continental United States;

(d) "Overseas freight" means any property which is intended for movement offshore by water from a port or place in the continental United States to a port or place outside the continental United States;

(e) "Commercial freight" means any export or overseas freight not shipped by or to a Government agency or on a United States Government bill of lading;

(f) "Import freight" means (1) any property which has moved by water from a port or place outside the continental United States to a port area within the continental United States and which has not been subsequently transported beyond such port area, or (2) any property which is transported by rail, on through billing, from a place outside the continental United States to a port area within the continental United States and is not intended for reshipment to a place outside the continental United States;

(g) "Domestic freight" means any property other than import freight which is transported to or within a port area in the continental United States and is not intended for movement to a destination outside the continental United States;

(h) "Government agency" means any agency or department of the United States, including any corporation organized and controlled by the United States, and the Dairy Products Marketing Association;

(i) "ODT block release" means an authorization by the Director, Division of Traffic Movement, Office of Defense Transportation, to his authorized permit agents, covering the issuance of ODT unit permits for the movement of a specified quantity of freight;

(j) "ODT unit permit" means a permit issued by the Director, Division of Traffic Movement, Office of Defense Transportation, or his authorized permit agent, as evidence that the property covered by such ODT unit permit is within the aggregate authorization of a specified effective ODT block release;

(k) "ODT port storage forwarding permit" means a permit issued by the Director, Division of Storage, Office of Defense Transportation, or his authorized permit agent, authorizing the transportation of carload or truckload shipments of domestic or import freight to or within a port area in the continental United States for storage in a public warehouse for account of a government agency;

(l) "Public warehouse" means a warehouse or other place of storage the operator of which is engaged as a warehouseman in the business of storing goods therein for compensation;

(m) "Carload shipment" means a shipment of property moving by rail or water (1) in a quantity the weight of which is 20,000 pounds or more, or (2) in a quantity less than 20,000 pounds if exclusively occupying a railway car when forwarded from point of origin;

(n) "Less-than-carload shipment" means a shipment of property moving by rail or water in a quantity the weight of which is less than 20,000 pounds and which does not exclusively occupy a railway car when forwarded from point of origin;

(o) "Truckload shipment" means a shipment of property which is transported in or on a motor truck (1) in a quantity the weight of which is 10,000 pounds or more, or (2) which property is a part of a single consignment of property the aggregate weight of which is 10,000 pounds or more;

(p) "Less-than-truckload shipment" means a shipment of property which is transported in or on a motor truck in a quantity the weight of which is less than 10,000 pounds and which is not a part of a single consignment of property the aggregate weight of which is 10,000 pounds or more;

(q) "Motor truck" means (1) a straight truck, (2) a combination truck-tractor and semi-trailer, (3) a full trailer, (4) or any combination thereof, or, (5) any other rubber-tired vehicle propelled

by mechanical power, when used in the transportation of property;

(r) "Property" means anything, except passengers, capable of being transported by rail, motor truck, or water;

(s) "Port area" means any locality in the continental United States within which facilities are maintained for the interchange of property between ocean vessels and other transportation instrumentalities. A port area shall include both the switching and lighterage limits of the ports or places shown in Appendix A and Appendix B of Administrative Order ODT 17, or as such order may be amended, revised or reissued;

(t) "Interior storage area" means any storage area supplementary to a port area or range of port areas within the continental United States, as such interior storage areas may be defined from time to time in any administrative order issued by the Director, Division of Traffic Movement, Office of Defense Transportation, pursuant to the provisions of § 502.210 of this order;

(u) "W. S. A. forwarding authorization" means an authorization issued by the War Shipping Administrator or his duly authorized agent covering cargo subject to Directive 4, Revised (8 F. R. 1321), or as such directive may be further revised, amended, or reissued, as evidence that the shipment covered thereby is wanted at the port named by the date indicated therein, and that ocean cargo space therefor has been definitely allocated or committed;

(v) "Impedimenta" means baggage, supplies, and equipment of a military or naval organization or of the personnel thereof;

(w) "Continental United States" means the 48 states and the District of Columbia.

§ 502.201 *Applicability.* The provisions of this order shall be applicable to shipments of property to or within port or storage areas within the continental United States, and to or through the Dominion of Canada, but only in so far as the transportation takes place within the continental United States and is specifically made subject to the provisions of this order.

§ 502.202 *Transportation and delivery of shipments of overseas freight to or within specified port areas.* (a) No person shall offer for transportation, and no carrier shall accept for transportation, or transport, any carload or truckload shipment of overseas freight to or within any port area named in Appendix A of Administrative Order ODT 17, or as such order may be amended, revised or reissued, for storage within such port area or for delivery to an ocean carrier at such port area, unless there is outstanding an effective ODT unit permit authorizing the transportation of such shipment, and the number of such permit is endorsed upon the shipping order, waybill, and other shipping documents covering such shipment;

(b) No person shall offer for transportation, and no carrier shall accept for

transportation, or transport, any less-than-carload or less-than-truckload shipment of overseas freight to or within a port area named in Appendix A of Administrative Order ODT 17, or as such order may be amended, revised or reissued, for storage within such port area or for delivery to an ocean carrier at such port area, unless such shipment (1) is consigned to an officer of the United States Army or Navy at a specified service installation or warehouse; or (2) is consigned to the War Shipping Administrator, and his forwarding authorization serial identification is shown on the shipping documents covering the inland transportation of such shipment; or (3) is consigned to a specific warehouse facility; or (4) is covered by a bona fide firm booking with the ocean carrier for the transportation of such shipment and the shipper so indicates on the shipping documents covering the inland transportation of such shipment;

(c) No person who is not a carrier shall deliver any shipment of overseas freight of an aggregate weight of 10,000 pounds or more to an ocean carrier at any port area named in Appendix A of Administrative Order ODT 17, or as such order may be amended, revised or reissued, unless there is outstanding an effective ODT unit permit authorizing the delivery of such shipment to such ocean carrier at such port area.

§ 502.203 *Transportation of certain carload and truckload shipments by rail or motor truck to or through the Dominion of Canada.* No person shall offer to a rail or motor carrier for transportation, and no rail or motor carrier shall accept for transportation, or transport, from any point in the continental United States, any carload or truckload shipment (a) which is consigned to a government agency and is destined to any point within the Dominion of Canada, (b) which is consigned by a government agency to, or is consigned to a government agency at, any port in the Dominion of Canada for export therefrom, or (c) which is consigned by a government agency or transported on a United States Government bill of lading to Churchill, Manitoba; Edmonton, Alberta; or any point on the line of the Northern Alberta Railways Company, unless there is outstanding an effective ODT unit permit authorizing the transportation of such shipment and the number of such permit is endorsed upon the shipping order, waybill, and other shipping documents covering such shipment.

§ 502.204 *Transportation of carload and truckload shipments of government domestic or import freight to or within specified port areas for storage in public warehouses.* No person shall offer any carload or truckload shipment of domestic or import freight for transportation to or within any port area named in Appendix B of Administrative Order ODT 17, or as such order may be amended, revised, or reissued, when such shipment is intended for storage for account of a government agency in a public ware-

house located within any such port area, unless the transportation of such shipment to such public warehouse within such port area has been authorized by an ODT port storage forwarding permit issued by the Director, Division of Storage, Office of Defense Transportation, or his authorized permit agent, and the number of such permit is endorsed upon the shipping order or other appropriate shipping document covering such shipment. As used in this § 502.204 the term "truckload shipment" of domestic or import freight shall include any shipment of domestic or import freight of an aggregate weight of 10,000 pounds or more which is delivered to a public warehouse at a named port area in any wheeled vehicle other than a railway car.

§ 502.205 *Transportation of carload and truckload shipments of export or overseas freight to specific interior storage areas.* The Director, Division of Traffic Movement, Office of Defense Transportation, is hereby authorized to name and define in any administrative order issued pursuant to the provisions of § 502.210 of this order, specific interior storage areas in the continental United States to which carload and truckload shipments of export or overseas freight may not be transported for storage, unless the transportation of any such shipment to any such interior storage area has been authorized by the issuance of an ODT unit permit. No person shall offer for transportation, and no carrier shall accept for transportation, or transport, to any such interior storage area which may be hereafter named and defined in any such administrative order, any carload or truckload shipment intended for reshipment from such interior storage area to a destination outside the continental United States, unless there is outstanding an effective ODT unit permit authorizing the transportation of such shipment to such interior storage area, and the number of such permit is endorsed upon the shipping order, waybill, and other shipping documents covering such shipment.

§ 502.206 *Reconsignment restrictions.* (a) Any shipment which is subject to the permit requirements of this order at the time it is offered for transportation, and which when reconsigned continues to be subject to such permit requirements, shall not be reconsigned to a point other than the original billed destination un-

less there is outstanding an effective ODT permit authorizing the transportation of such shipment to such new destination;

(b) Any shipment which is not subject to the permit requirements of this order at the time it is offered for transportation, but which, when reconsigned to a new destination becomes subject to such permit requirements, shall not be so reconsigned unless there is outstanding an effective ODT permit authorizing the transportation of such shipment to such new destination.

§ 502.207 *Exemptions.* This order shall not apply to any traffic which is exempted from its provisions by the provisions of any administrative order issued pursuant to § 502.210 of this order.

§ 502.208 *Reports.* Rail carriers accepting carload shipments moving under ODT unit permits (not port storage forwarding permits) issued pursuant to this order, shall make the following reports:

(a) Within 24 hours of acceptance for movement, report by collect telegram to Chief, Traffic Control Division, Transportation Corps, War Department, Pentagon Building, Washington 25, D. C. (as agent of the Office of Defense Transportation), movement of each permitted car originating on its line to the extent required by ODT P-2 reporting system;

(b) Daily reports to the Division of Traffic Movement, Office of Defense Transportation, Washington 25, D. C. as required by ODT P-5 reporting system;

(c) Monthly reports to the Division of Traffic Movement, Office of Defense Transportation, Washington 25, D. C., as required by ODT P-8 reporting system.

§ 502.209 *Issuance of special and general permits.* The provisions of this order shall be subject to any special permit issued by the Director, Division of Traffic Movement, Office of Defense Transportation, and to any general permit issued by the Office of Defense Transportation, to meet specific needs or exceptional circumstances, or to prevent undue hardships.

§ 502.210 *Procedures; delegations of authority.* (a) The Director, Division of Traffic Movement, Office of Defense Transportation, is hereby authorized and directed to issue such administrative orders as may be necessary to implement this order, including the establishment

of procedures to be followed with respect to applications for and the issuance of ODT unit permits and ODT port storage forwarding permits. Said Director may issue ODT unit permits, and the Director, Division of Storage, Office of Defense Transportation, may issue ODT port storage forwarding permits, through such permit agents as have been delegated such authority in any such administrative order;

(b) In the issuance of ODT unit permits, the Director, Division of Traffic Movement, Office of Defense Transportation, and his authorized permit agents, subject to his general supervision, are hereby authorized to designate in any such permit the route or routes, within the continental United States, over which the shipment or shipments covered by any such permit shall be transported. Failure of a shipper to observe the routing specified in any such permit will render such permit invalid.

§ 502.211 *Communications.* Communications concerning this order should refer to "General Order ODT 16A" and except as otherwise provided herein, or in any administrative order issued pursuant to the provisions of § 502.210 of this order, should be addressed to the Office of Defense Transportation, Washington 25, D. C.

This General Order ODT 16A shall become effective March 15, 1944.

General Order ODT 16, as amended (7 F.R. 5194, 8 F.R. 16220, 17001), Exception Order ODT 16-1, as amended (7 F.R. 5889, 10724), Exception Order ODT 16-2 (7 F.R. 7258), Exception Order ODT 16-3 (7 F.R. 7998), General Permit ODT 16-1 (7 F.R. 11027), and General Permit ODT 16-2 (8 F.R. 11542), are hereby revoked as of the effective date of this General Order ODT 16A. (General Order ODT 38A (8 F.R. 9067), Administrative Order ODT 2A (8 F.R. 9068), and Administrative Order ODT 11 (8 F.R. 17515), will be revoked by the issuance of separate revocation orders).

NOTE: The recording and reporting requirements of this order have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

Issued at Washington, D. C., this 10th day of March 1944.

C. D. YOUNG,
Deputy Director,
Office of Defense Transportation.

MAR. 10, 1944

OFFICE OF DEFENSE TRANSPORTATION

[Administrative Order ODT 17]

PART 503—ADMINISTRATION

PROCEDURES AND DELEGATIONS OF AUTHORITY
UNDER GENERAL ORDER ODT 16A

Pursuant to § 502.210 of General Order ODT 16A, it is hereby ordered, that:

Sec.

- 503.360 General provisions.
503.361 Delegation of authority to issue ODT unit permits.
503.362 Types of ODT unit permits; conditions.
503.363 Application for ODT unit permits.
503.364 Application for and issuance of ODT port storage forwarding permits covering shipments of government domestic freight.
503.365 Application for and issuance of ODT port storage forwarding permits covering shipments of government import freight; delegation of authority.
503.366 Exemptions.
503.367 Embargoes.

AUTHORITY: §§ 503.360 to 503.367, inclusive, issued under General Order ODT 16A, this issue.

§ 503.360 *General provisions.* General Order ODT 16A establishes permit requirements with respect to the transportation of (a) carload and truckload shipments of overseas freight to or within designated port areas in the continental United States whether for storage or for delivery to an ocean carrier; (b) certain carload and truckload shipments from points in the continental United States to or through the Dominion of Canada; and (c) carload and truckload shipments of domestic or import freight to or within designated port areas for storage in a public warehouse for account of a government agency. The port areas are named in Appendix A and Appendix B of this administrative order. Permit requirements are also established with respect to the delivery of certain shipments of overseas freight to an ocean carrier by any person other than a carrier. Provision is made in § 502.205 of General Order ODT 16A for the establishment of permit requirements in connection with the transportation of carload and truckload shipments of export or overseas freight to interior storage areas in the continental United States as such interior storage areas may be named and defined in any administrative order issued pursuant to the provisions of such order. No such interior storage areas are named in this administrative order as now issued.

It is provided that shipments of export or overseas freight which are covered by the order shall be subject to "ODT unit permits". An ODT unit permit is defined in the order as "a permit issued by the Director, Division of Traffic Movement, Office of Defense Transportation, or his authorized permit agent, as evi-

dence that the property covered by such ODT unit permit is within the aggregate authorization of a specified effective ODT block release." The issuance of ODT block releases by the Director, Division of Traffic Movement, Office of Defense Transportation, to his authorized permit agents will be based on applications received from the ocean cargo control agencies, viz., War Shipping Administration, as to (1) commercial overseas freight, and (2) overseas freight within the scope of the War Shipping Administrator's Directive 4, Revised (8 P.R. 1321), or as such Directive may be further revised, amended or reissued; War Department, as to overseas freight for its own account; and Navy Department, as to overseas freight for its own account; setting forth the amount of cargo space which will be available from time to time for the transportation of overseas freight from port areas in the continental United States.

General Order ODT 16A provides that shipments of government domestic or import freight subject to its provisions are to move on "ODT port storage forwarding permits" to be issued by the Director, Division of Storage, Office of Defense Transportation, or his authorized permit agents. Procedures governing the application for and the issuance of ODT port storage forwarding permits are outlined in §§ 503.364 and 503.365 of this Administrative Order ODT 17.

§ 503.361 *Delegation of authority to issue ODT unit permits.* (a) Subject to such restrictions, directions, and reporting requirements as are now or may be hereafter established by the Director, Division of Traffic Movement, Office of Defense Transportation, the following are hereby authorized to issue ODT unit permits:

(1) Transportation Division, Bureau of Supplies and Accounts, Navy Department, Washington, D. C., may issue requisite ODT unit permits covering the transportation of property originating at a point in the continental United States and consigned to the Navy Department or for its account at navy yards or supply depots controlled or operated by the Navy Department;

(2) Division of Cargo Clearance, War Shipping Administration, New York, New York, may issue requisite ODT unit permits covering consignments of commercial freight originating at a point in the continental United States or in Mexico and shipped to, moving within, or delivered at a port area in the continental United States;

(3) The Transport Controller, Dominion of Canada, Montreal, Quebec, may issue all requisite ODT unit permits covering shipments of overseas freight originating at any point in the Dominion of Canada and moving on through billing to a port area in the continental United

States, subject to such restrictions as may be imposed by the Traffic Control Division, Transportation Corps, Army Service Forces, covering the transportation of such shipments within the continental United States, including the designating of routing within continental United States, and also subject to clearance with the Division of Cargo Clearance, War Shipping Administration, with respect to shipments of commercial freight subject to ODT unit permit requirements;

(4) The Traffic Control Division, Transportation Corps, Army Service Forces, Washington, D. C. may issue all other requisite ODT unit permits covering shipments of export or overseas freight which are subject to the provisions of General Order ODT 16A, or as such order may be amended, revised, or reissued;

(b) No ODT unit permit shall be issued covering shipments of overseas freight unless (1) the property covered by such permit is within the aggregate authorization of a specified effective ODT block release issued by the Director, Division of Traffic Movement, Office of Defense Transportation, and (2) a "W. S. A. forwarding authorization" has been issued if the shipment is subject to such requirement pursuant to the provisions of the War Shipping Administrator's Directive 4, Revised, or as such Directive may be further revised, amended, or reissued. No ODT unit permits shall be issued covering the transportation of shipments of overseas freight to a named port area for storage therein unless arrangements have been made in advance of shipment for the storage of any such shipment immediately on its arrival at such port area. No ODT unit permit shall be issued covering shipments of export freight intended for shipment to or through the Dominion of Canada except on assurances from the Transport Controller, Dominion of Canada, that the transportation of any such shipment will not cause or contribute to traffic congestion or car detention within the Dominion of Canada.

§ 503.362 *Types of ODT unit permits; conditions.* All ODT unit permits issued shall carry identification comprised of two letters followed by six digits and one letter; for example, WB-2713-12-W. Construction of ODT unit permit numbers shall be governed by code requirements issued from time to time by the Director, Division of Traffic Movement, Office of Defense Transportation. Such permits shall be valid for such period of time as specified individually therein, shall cover only the kind and quantity of goods specified therein, and shall be subject to conditions stated therein, including routes named. ODT unit permits issued will be of the following types and

will be subject to the additional conditions outlined below which conditions shall be binding on any person offering for transportation, accepting for transportation, transporting or delivering to an ocean carrier, a shipment covered by such permit:

(a) ODT unit permits authorizing the transportation of shipments of overseas freight from a point outside a port area to a named port area for delivery to an ocean carrier;

(b) ODT unit permits authorizing the transportation or delivery of shipments of overseas freight originating in or currently within a named port area to an ocean carrier within such port area;

(c) ODT unit permits authorizing the transportation of shipments of overseas freight to or within a named port area for storage. Such permits do not authorize delivery to an ocean carrier. They will be valid only under the following conditions:

(1) That specified carrier or non-carrier storage space in such port area has been prearranged;

(2) That notwithstanding free time provisions of carrier's tariff shipper agrees on behalf of himself and the consignee that the carrier will receive instructions to deliver the property to such prearranged storage within 48 hours of receipt of carrier arrival notice by consignee, unless an ODT unit permit (as per (b) above) to deliver the property to an ocean carrier has previously been issued and is valid and effective;

(d) ODT unit permits covering the transportation of property to points within the Dominion of Canada. Such permits are valid only within the continental United States and property so transported when within the Dominion of Canada is subject to all requirements of the Transport Controller of the Dominion of Canada.

§ 503.363 Application for ODT unit permits. Application for the issuance of an ODT unit permit shall be made to the appropriate permit agent authorized to issue such permit pursuant to the provisions of § 503.361 hereof and shall contain such information as may be required from time to time by such permit agent, subject to the approval of the Bureau of the Budget, where such approval is required pursuant to the provisions of the Federal Reports Act of 1942.

§ 503.364 Application for and issuance of ODT port storage forwarding permits covering shipments of government domestic freight. Application for the issuance of an ODT port storage forwarding permit authorizing the offering of carload or truckload shipments of domestic freight for transportation to or within a port area for storage in a public warehouse for account of a government agency, shall be made by the interested government agency to the Director, Division of Storage, Office of Defense Transportation, Washington 25, D. C. Such application shall be submitted on joint application and permit form ODT 8-137 which has been prescribed by the Office of Defense Transportation and is

reproduced as Appendix C hereof. When approved the document will constitute an ODT port storage forwarding permit authorizing the offering for transportation of the shipments described in such permit, subject to the conditions outlined in the permit.

§ 503.365 Application for and issuance of ODT port storage forwarding permits covering shipments of government import freight; delegation of authority. (a) Application for the issuance of an ODT port storage forwarding permit authorizing the offering of carload or truckload shipments of import freight for transportation to or within a port area for storage in a public warehouse for account of a government agency shall be made by the interested government agency to the appropriate port storage officer named in Appendix D hereof, on joint application and permit form ODT 8-135 which has been prescribed by the Office of Defense Transportation and is reproduced as Appendix E hereof. When such application has been approved by an appropriate port storage officer it will constitute an ODT port storage forwarding permit authorizing the offering for transportation of the shipments described in such permit, subject to the conditions outlined in the permit.

(b) Subject to the general supervision of the Director, Division of Storage, Office of Defense Transportation, each port storage officer named in Appendix D hereof is hereby authorized to issue, in his discretion, ODT port storage forwarding permits authorizing the offering of carload or truckload shipments of government import freight for transportation to or within any port area shown opposite his name in Appendix D hereof to public warehouses located within such port area, or for transportation from such port area to public warehouses located in any other port shown in Appendix D hereof.

§ 503.366 Exemptions. The provisions of General Order ODT 16A shall not apply to:

(a) Grain in bulk, soybeans, flaxseed and malt moving to an elevator located at any port named in Appendix A or Appendix B hereof when the carrier has made prior inquiry and ascertained that adequate storage or handling facilities not subject to prior commitment are available at such elevator; or moving from such elevators direct to ocean vessels by gravity, barge or floating elevator;

(b) Impediments moving in conjunction with military or naval forces to a point of embarkation;

(c) Petroleum or petroleum products in bulk, in tank cars, tank barges, or tank trucks.

§ 503.367 Embargoes. Wherever practicable carriers shall issue such embargoes as may be necessary to insure compliance with the provisions of General Order ODT 16A and any administrative order issued pursuant thereto.

This Administrative Order ODT 16 shall become effective on March 15, 1944.

Note: The recording and reporting requirements of this order have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

Issued at Washington, D. C. this 10th day of March 1944.

HENRY F. MCCARTHY,
Director, Division of Traffic
Movement, Office of Defense
Transportation.

APPENDIX A—PORT AREAS TO OR FROM WHICH SHIPMENTS OF "OVERSEAS FREIGHT" ARE SUBJECT TO ODT UNIT PERMIT REQUIREMENTS

Alabama: Mobile (including Theodore).
California: Los Angeles and Los Angeles Harbor (including Long Beach, San Pedro, Terminal Island, Wilmington), Port of San Diego, San Francisco and San Francisco Bay Area (including Alameda, Benicia, Berkeley, Mare Island, Oakland, Port Chicago, Redwood City, Richmond), San Francisco.
Connecticut: New Haven, and New London.
Delaware: Wilmington.

Florida: Jacksonville, Miami, Palm Beach, Pensacola, Port Everglades, Port Tampa, and Tampa.

Georgia: Savannah.
Louisiana: Lake Charles, and New Orleans.
Maine: Portland.
Maryland: Baltimore.
Massachusetts: Boston.
Mississippi: Gulfport.

New Jersey: Camden, and New York Harbor.
New York: New York Harbor, and Poughkeepsie.

North Carolina: Wilmington.
Oregon: Astoria, Leoda, and Portland.
Pennsylvania: Philadelphia (including official island and Hog Island).
Rhode Island: Providence-Quonset Point.
Portsmouth, and Providence.
South Carolina: Charleston.

Texas: Beaumont, Corpus Christi, Galveston, Houston, Port Arthur, and Texas City.
Virginia: Hampton Roads (including Norfolk, Newport News, Portsmouth).

Washington: Aberdeen, Anacortes, Bellingham, Everett, Kalama, Linton, Longport, Mukilteo, Olympia, Seattle, Tacoma, Tubaac, and Vancouver.

APPENDIX B—PORT AREAS TO OR FROM WHICH SHIPMENTS OF GOVERNMENT DOMESTIC IMPORT FREIGHT INTENDED FOR STORAGE IN PUBLIC WAREHOUSES ARE SUBJECT TO ODT UNIT PERMIT REQUIREMENTS

Baltimore, Maryland; Bellingham, Washington; Boston, Massachusetts; Camden, New Jersey; Charleston, South Carolina; Everett, Washington; Galveston, Texas; Ketchikan, Alaska; Jacksonville, Florida; Los Angeles, California; Mobile, Alabama; New Orleans, Louisiana; Newport News, Virginia; New York Harbor, New York-New Jersey; Norfolk, Virginia; Oakland, California; Olympia, Washington; Pensacola, Florida; Philadelphia, Pennsylvania; Portland, Oregon; Portsmouth, Virginia; Richmond, California; San Francisco, California; Savannah, Georgia; Seattle, Washington; Tacoma, Washington; Tampa, Florida; Vancouver, Washington; Wilmington, Delaware; and Wilmington, North Carolina.

ODT 8-137

APPENDIX C

68

Public Bureau No. 28-1114.
Approval expires July 14, 1944.

OFFICE OF DEFENSE TRANSPORTATION
DIVISION OF STORAGE

PORT STORAGE FORWARDING PERMIT No. _____

(Permit number must be shown on shipping order or other appropriate shipping document)

RESTRICTED

This document contains information affecting the national defense of the United States within the meaning of the Espionage Act, 50 U. S. C. 31 and 32, as amended. Its transmission to or the revelation of its contents in any manner to an unauthorized person is prohibited by law.

This joint application and permit form is authorized by General Order ODT 16, as amended, or reissued, and to be used by U. S. Government agencies in applying to the Office of Defense Transportation for authority to transport carload or truckload shipments of domestic freight for transportation to or within a port area for storage in a public warehouse.

When approved, this document will constitute a Port Storage Forwarding Permit, authorizing the offering for transportation of the shipments described herein, subject to the conditions outlined below:

| FORMER AND KIND OF PACKAGES | DESCRIPTION OF GOODS | ESTIMATED CUBIC WEIGHT |
|---|----------------------|------------------------|
| | | |
| Total number of carloads _____, or truckloads _____ | | |

Requesting agency and address _____

Shipper and address _____

Consignee and address _____

Origin _____ 5. Destination _____

Week or weeks of intended arrival of freight at port _____

Name and address of public warehouse where freight is to be stored _____

Maximum quantity to be delivered to storage daily: Carloads _____ Truckloads _____

Estimated period of time freight is to remain in storage _____

Type of delivering carrier (check): Rail _____ Truck _____ Water _____

marks _____

Permit issued _____ Permit to forward to storage expires _____ (Date) (Date)

Approved _____

Director, Division of Storage, Washington 25, D. C.

U. S. GOVERNMENT PRINTING OFFICE 16-40711-1

GPO—ODT 135—p. 2

GPO—ODT 135—p. 1

APPENDIX D—PORT STORAGE OFFICES AUTHORIZED TO ISSUE ODT PORT STORAGE FORWARDING PERMITS
 (EXCEPT GOVERNMENT IMPORT FREIGHT, AND FROM OVER WHICH EACH DESIGNATED PORT STORAGE OFFICE
 WILL HAVE JURISDICTION IN THE MATTER OF SUCH PERMITS)

| Port of arrival | Port Storage Office authorized to issue Port Storage Forwarding Permits | Address |
|---------------------------|---|---|
| Boston, Mass. | William F. Barwell | Room 207, Boston Chamber of Commerce Building, Boston 10, Mass. |
| New York Harbor, New York | Joseph E. Bishop | Room 208, 19 Rector Street, New York 4, N. Y. |
| New Jersey | | |
| Philadelphia, Pa. | Donald Jenks | Room 190, Suburban Station Building, Philadelphia 3, Pa. |
| Camden, N. J. | | |
| Wilmington, Del. | James B. Swamy | Room 78, Massey Building, Baltimore 2, Md. |
| Baltimore, Md. | | |
| Norfolk, Va. | George Schamberger | Room 212, Fiat Iron Building, Norfolk 10, Va. |
| Newport News, Va. | | |
| Piedmont, Va. | | |
| Washington, D. C. | James A. Von Dohlan | Room 206, People Office Building, Charleston 1, S. C. |
| Charleston, S. C. | John P. Inley | Room 201, Barnett National Bank Building, Jacksonville 4, Fla. |
| Savannah, Ga. | | |
| Jacksonville, Fla. | Earl L. Coons | Room 713, Wallace S. Building, Tampa 2, Fla. |
| Tampa, Fla. | Edwin B. Brown | Room 222, Federal Building, Mobile 7, Ala. |
| Pensacola, Fla. | John M. Fosh | Room 122, Canal Bank Building, New Orleans 12, La. |
| Mobile, Ala. | | |
| New Orleans, La. | Libert A. Bourne | Room 707, Electric Building, Houston, Tex. |
| Galveston, Tex. | Morgan Hendon | Room 425, 1201 South Broadway, Los Angeles 14, Calif. |
| Houston, Tex. | | |
| Los Angeles, Calif. | William C. Jurgens | Room 425, 1201 Market Street, San Francisco 4, Calif. |
| San Francisco, Calif. | | |
| Oakland, Calif. | Donald J. McClarty | Room 1203, American Bank Building, Portland 4, Oreg. |
| Salt Lake City, Utah | | |
| Portland, Oreg. | Carl H. Elander | Room 222, White-Henry-Stuart Building, Seattle 1, Wash. |
| Vancouver, Wash. | | |
| Seattle, Wash. | | |
| Bellevue, Wash. | | |
| Everett, Wash. | | |
| Olympia, Wash. | | |
| Tacoma, Wash. | | |

GPO—OFF 133—P. 4

Form ODT 8-128

APPENDIX E

69

Subject Bureau No. 06-2117.
 Approved expires July 31, 1944.

OFFICE OF DEFENSE TRANSPORTATION
 DIVISION OF STORAGE

PORT STORAGE FORWARDING PERMIT No. _____
 (Permit number must be shown on shipping order or other appropriate shipping document)

GOVERNMENT
 IMPORT
 FREIGHT

RESTRICTED

This document contains information affecting the national defense of the United States within the meaning of the Espionage Act, 50 U. S. C. 21 and 22, as amended. Its transmission to or the revelation of its contents in any manner to an unauthorized person is prohibited by law.

This joint application and permit form is authorized by General Order ODT 16, as amended, or released, and to be used by U. S. Government agencies in applying to the Office of Defense Transportation for authority to offer carload or truckload shipments of import freight for transportation to or within a port area for storage in a public warehouse.

When approved, this document will constitute a Port Storage Forwarding Permit, authorizing the offering for transportation of the shipments described herein, subject to the conditions outlined below:

| NUMBER AND KIND OF PACKAGES | DESCRIPTION OF GOODS | ESTIMATED GROSS WEIGHT |
|---|----------------------|------------------------|
| Total number of carloads _____, or truckloads _____ | | |

1. Requesting agency and address _____
2. Consignee and address _____
3. Port of arrival _____
4. Approximate date storage required _____
5. Name and address of public warehouse where freight is to be stored _____
6. Maximum quantity to be delivered to storage daily: Carloads _____ Truckloads _____
7. Estimated period of time freight is to remain in storage _____
8. If any portion of the freight described above is to be reexported, state the amount _____ and the approximate date of reexportation _____
9. State whether freight is to be stored under customs bond (check) _____ (Yes) _____ (No)
10. Type of delivering carrier (check): Rail _____ Truck _____ Water _____

Remarks _____

Permit issued _____ (Date) Permit to forward to storage expires _____ (Date)

Approved _____ (Port storage officer)

(City)

(State)

U. S. GOVERNMENT PRINTING OFFICE 16-27512-1

GPO: ODT 133—P. 3

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QUARTERLY REPORT JANUARY - MARCH 1944

NUMBER CARLOADS EXPORT FREIGHT DELIVERED AT THE PORTS JANUARY,
FEBRUARY, MARCH 1944 VS. 1943

| PORT AND REGION | JANUARY | | | FEBRUARY | | | MARCH | | |
|-------------------------|-----------------|-----------------|-----------------------------|-----------------|-----------------|-----------------------------|-------|--------|-----------------------------|
| | 1943 | 1944 | PERCENTAGE COMPARISON 2/ | 1943 | 1944 | PERCENTAGE COMPARISON 2/ | 1943 | 1944 | PERCENTAGE COMPARISON 2/ |
| | NUMBER CARLOADS | NUMBER CARLOADS | | NUMBER CARLOADS | NUMBER CARLOADS | | | | |
| PORTLAND, ME. 1/ | - | 588 | - | - | 457 | - | - | 445 | - |
| BOSTON | 2139 | 4698 | 219.6 | 2380 | 4117 | 173.0 | 4822 | 5934 | 123.1 |
| NEW YORK | 27218 | 39411 | 144.8 | 23561 | 39961 | 169.6 | 29472 | 46538 | 157.9 |
| PHILADELPHIA | 7374 | 10208 | 138.4 | 5963 | 9449 | 158.5 | 7853 | 8826 | 112.4 |
| BALTIMORE | 2573 | 7336 | 285.1 | 1527 | 8195 | 536.7 | 4124 | 8093 | 196.2 |
| TOTAL-NORTH ATL. REG. | 39304 | 62241 | 158.4 | 33431 | 62179 | 186.0 | 46271 | 69836 | 150.9 |
| PERCENT OF TOTAL | 46.6 | 59.9 | | 43.3 | 60.1 | | 50.2 | 59.6 | |
| HAMPTON ROADS | 4836 | 8712 | 180.1 | 4643 | 8732 | 188.1 | 4708 | 9282 | 197.2 |
| CHARLESTON | 682 | 848 | 124.3 | 762 | 1919 | 251.8 | 1090 | 1618 | 148.4 |
| MOBILE | 1860 | 1217 | 65.4 | 2264 | 1230 | 54.3 | 2302 | 1523 | 66.2 |
| NEW ORLEANS | 6541 | 5183 | 79.2 | 5687 | 5425 | 95.4 | 6458 | 5725 | 88.6 |
| TOTAL-SOUTH ATL. & GULF | 13919 | 15960 | 114.7 | 13356 | 17306 | 129.6 | 14558 | 18148 | 124.7 |
| PERCENT OF TOTAL | 16.5 | 15.3 | | 17.3 | 16.7 | | 15.8 | 15.5 | |
| SAN FRANCISCO | 19243 | 15947 | 82.9 | 17405 | 15176 | 87.2 | 17021 | 18528 | 108.9 |
| TACOMA | 1586 | 935 | 59.0 | 1029 | 480 | 46.6 | 1472 | 182 | 12.4 |
| SEATTLE | 4243 | 3148 | 74.2 | 4357 | 3339 | 76.6 | 6164 | 4108 | 66.6 |
| PORTLAND, ORE. | 2236 | 2713 | 121.3 | 4814 | 1461 | 30.3 | 3880 | 1073 | 27.7 |
| LOS ANGELES | 1879 | 3086 | 164.6 | 2745 | 3548 | 129.3 | 2872 | 5281 | 183.9 |
| TOTAL-PACIFIC COAST | 31187 | 25829 | 82.8 | 30350 | 24004 | 79.1 | 31409 | 29122 | 92.9 |
| PERCENT OF TOTAL | 36.9 | 24.8 | | 39.4 | 23.2 | | 34.0 | 24.9 | |
| TOTAL ALL PORTS | 84410 | 104030 | 123.2 | 77137 | 103489 | 134.2 | 92238 | 117156 | 127.0 |

1/ REPORT NOT AVAILABLE PRIOR TO JANUARY 1944

SOURCE ODT P-5-A REPORT

2/ 1943 AS 100%

REPORT OF ACTION TAKEN ON APPLICATIONS FOR PETROLEUM DISTRIBUTION
REFERRED TO THE TANK TRUCK SECTION - 1st QUARTER 1944.

JANUARY - FEBRUARY - MARCH - 1944 ALLOCATION REPORT

| MONTH | LOCAL DELIVERY TRUCKS | | APPROVED | DENIED | RETURNED |
|----------|-----------------------|---------|----------|--------|----------|
| | RECEIVED | PENDING | | | |
| JANUARY | 121 | | 81 | 21 | 19 |
| FEBRUARY | 151 | | 120 | 13 | 18 |
| MARCH | 220 | 7 | 185 | 12 | 16 |
| TOTAL | 492 | 7 | 386 | 46 | 53 |

OVER-THE-ROAD TRACTORS

| | | | | | |
|----------|------|-----|-----|-----|-----|
| JANUARY | 402 | | 340 | 23 | 39 |
| FEBRUARY | 484 | 18 | 335 | 43 | 88 |
| MARCH | 583 | 147 | 319 | 62 | 55 |
| TOTAL | 1469 | 165 | 994 | 128 | 182 |

TRAILERS

| | | | | | |
|----------|-----|-----|-----|----|----|
| JANUARY | 190 | | 150 | 17 | 23 |
| FEBRUARY | 243 | 19 | 147 | 30 | 47 |
| MARCH | 265 | 87 | 114 | 43 | 20 |
| TOTAL | 698 | 106 | 411 | 90 | 90 |

OFFICE OF DEFENSE TRANSPORTATION

[Gen. Order ODT 3, Rev., Amdt. 5]

PART 501—CONSERVATION OF MOTOR
EQUIPMENT

COMMON CARRIERS OF PROPERTY

Pursuant to Executive Orders 8989, as amended, and 9156, subparagraphs (1) and (2) of paragraph (a) of § 501.6 and paragraph (b) of § 501.10 of General Order ODT 3, Revised, as amended (7 F.R. 5445, 6689, 7694; 8 F.R. 4660, 14582; § F.R. 947), are hereby amended to read as follows:

§ 501.6 *Loading and operating requirements.* (a) No common carrier shall operate any motor truck in over-the-road service unless it is loaded to capacity, except as follows:

(1) Prior to the departure of an empty or partially loaded truck from any point, the carrier shall endeavor in good faith to obtain sufficient freight for loading the truck to capacity at such point, or to lease the truck, if empty, to another common carrier or to a contract carrier, consistent with any prior commitments involving the use of the truck, in the following manner:

(i) If the point of departure is not at or near a district office of the Division of Motor Transport, the carrier shall make appropriate inquiry of shippers, contract carriers, and common carriers, at their offices or terminals at such point, and shall lease the truck to another common carrier or to a contract carrier or utilize it to its load capacity, for the transportation of freight found by such inquiry to be available for transportation to or toward the destination point of the truck; or,

(ii) If the point of departure is at or near a district office of the Division of Motor Transport, the carrier shall register the truck with such district office, and shall lease the truck, or utilize it to its load capacity, for the transportation of freight registered with the district office for transportation to, toward, or beyond the destination point of the truck. The truck shall not leave such point of departure with less than a capacity load unless there is in force with respect

thereto clearance authority issued by the Office of Defense Transportation in accordance with the provisions of Administrative Order ODT 10 (this issue). For the purpose of subdivisions (i) and (ii) of this subparagraph (1) a point shall be deemed to be at or near a district office when the point is within a municipality or urban community in which a district office is located, or within 25 air miles from the boundary thereof, or within any municipality or urban community contiguous thereto.

(iii) In leasing the truck, the lessee shall utilize the services of the driver regularly employed by the lessor in connection with its operation. The services of the driver, or any helper, shall be utilized without transfer of either to the lessee's payroll and, in so utilizing the truck, the lessee shall assume direction and control thereof, and full responsibility to the public, shippers, and consignees for its operation, and shall display prominently on both sides of the vehicle the lessee's name and address, preceded by the words "operated by," and the number of any operating certificate or permit held by the lessee.

(2) In order to facilitate the loading or leasing of trucks through district offices, any common carrier who anticipates that, within 60 days thereafter, his truck will leave any point empty or partially loaded 5 or more times, shall promptly give written notice thereof to the district office nearest to such point.

§ 501.10 *Interchange of traffic; holding shipments; billing and rates applicable.* . . .

(b) (1) Whenever freight offered to a common carrier by a shipper at a point which is at or near a district office of the Division of Motor Transport for transportation in over-the-road service to a given city, town, or other single point of destination, aggregates or exceeds 10,000 pounds or 500 cubic feet, and whenever freight offered to a common carrier by a shipper at a point which is not at or near such a district office for transportation in over-the-road service to a given city, town, or other single point of destination

aggregates or exceeds 20,000 pounds or 1,000 cubic feet, the carrier shall make collection thereof within 24 hours (exclusive of Sunday or legal holiday) after such freight is available for loading; or, if the carrier is unable to collect such freight within the time specified herein, the carrier or his agent shall promptly register the freight in accordance with the provisions of Administrative Order ODT 10 (this issue) with the district office nearest the point at which the freight is available.

(2) No common carrier shall hold, carry over, store, or warehouse any freight at any one station for longer than 36 hours, except when there is no other common carrier by rail, motor, water, or otherwise, capable of transporting the freight consistent with the provisions of this subpart. Whenever any common carrier is unable to transport, divert, or otherwise arrange for the movement of freight within the time specified herein, the carrier or his agent shall promptly register the freight in accordance with the provisions of Administrative Order ODT 10 with the district office nearest the point at which the freight is available.

(3) The provisions of the foregoing subparagraphs (1) and (2) of this paragraph (b) shall not be applicable to any common carrier who regularly operates a semiweekly or weekly service: *Provided*, That such common carrier may register freight in accordance with the provisions of Administrative Order ODT 10 (this issue) with the district office nearest the point at which the freight is available.

This Amendment 5 to General Order ODT 3, Revised, shall become effective on March 27, 1944.

(E.O. 8989, as amended, 6 F.R. 6725, and 8 F.R. 14183; E.O. 9156, 7 F.R. 3349)

Issued at Washington, D. C., this 10th day of March 1944.

C. D. Young,
Deputy Director,
Office of Defense Transportation.

OFFICE OF DEFENSE TRANSPORTATION

[G. O. ODT 3, Rev. Amdt. 8]

PART 501—CONSERVATION OF MOTOR EQUIPMENT

COMMON CARRIERS OF PROPERTY

Pursuant to Executive Orders 8989, as amended, and 9156, § 501.9, General Order ODT 3, Revised, as amended (7 F.R. 5445, 6689, 7694; 8 F.R. 4060, 14582; § F.R. 947, 2793), is hereby amended to read as follows:

§ 501.9 *Submission of plans for joint action.* (a) Any two or more common carriers, in order to accomplish any of the purposes of this order, may formulate and submit to the Office of Defense Transportation for consideration, a plan or plans for joint action between such carriers, or between such carriers and common carriers of property by rail or other facilities, designed to accomplish such purposes by one or more of the methods described below:

- (1) Alternate, stagger, or coordinate, schedules between two or more points;
- (2) Suspend service in respect of shipments in less-than-truckload lots between two or more points;
- (3) Reciprocally exchange shipments of property between two or more points;
- (4) Pool traffic, revenues, or both, between two or more points;
- (5) Jointly load for transportation or operate a motor truck or trucks between two or more points;
- (6) Divert traffic, operate joint terminals or joint pick-up or delivery vehicles;
- (7) Establish arrangements with other carriers for the interchange of equipment;
- (8) Appoint one of their own number or any other carrier to act as its or their individual, common or joint agent, to concentrate, receive, load, forward, un-

load, distribute, and deliver property; receive, account for, and distribute gross or net revenues therefrom, or otherwise handle or conduct the carrier's business as common carriers of property upon just and reasonable terms and conditions.

Provided, That General Order ODT 3, Revised, as amended, shall not be construed to authorize any common carrier or carriers to utilize any of the methods described above unless directed so to do by the Office of Defense Transportation or unless pursuant to a contract, agreement or combination approved by the Interstate Commerce Commission or other authorized regulatory body.

(b) Whenever two or more common carriers are directed in writing so to do by the Director, Division of Motor Transport, Office of Defense Transportation, such carriers shall consult, or cause their representatives to consult, for the purpose of formulating a plan or plans for joint action designed to accomplish any of the purposes of this order by one or more of the methods described in paragraph (a) of this § 501.9; and, when so directed, those carriers, within such time as may be fixed by that Director, shall submit to the Office of Defense Transportation any plan for joint action so formulated, or a statement setting forth the reasons why no plan for joint action has been formulated and submitted by them.

(c) Each plan for joint action submitted in accordance with the provisions of this § 501.9 shall be in writing, signed by each participant, and should state: (1) the full legal name, address and operating authority, if any, of each participant; (2) the territory or routes involved; (3) the specific method or methods of joint action to be used; (4)

the practical application of these methods to the particular operations of the participants; (5) an estimate and explanation of the conservation to be accomplished; (6) the effect, if any, of the proposed joint action on the maintenance of adequate transportation service; and (7) the name and address of a person to whom communications in respect of the plan may be sent.

(d) The provisions of any order of the Office of Defense Transportation, heretofore issued and in effect or hereafter issued, directing the effectuation of a plan for joint action submitted pursuant to this § 501.9, shall be binding upon any successor in interest to any carrier named in the order. Upon a transfer of any operation involved in any such order, the successor in interest and the other carriers named in the order forthwith shall notify, in writing, the Office of Defense Transportation of the transfer and, unless and until otherwise ordered, the successor in interest shall perform the functions of its predecessor in accordance with the provisions of the order.

This Amendment 8 to General Order ODT 3, Revised, shall become effective on March 27, 1944.

NOTE: The recording and reporting requirements of this amendment have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

(E.O. 8989, as amended, 6 F.R. 6725 and 8 F.R. 14183; E.O. 9156, 7 F.R. 3349)

Issued at Washington, D. C., this 25th day of March 1944.

C. D. YOUNG,
Acting Director,
Office of Defense Transportation.

OFFICE OF DEFENSE TRANSPORTATION

[Gen. Order ODT 17, Amdt. 7]

PART 501—CONSERVATION OF MOTOR EQUIPMENT

MOTOR CARRIERS OF PROPERTY

Pursuant to Executive Orders 8989, as amended, and 9156, paragraph (a) of § 501.69 of General Order ODT 17, as amended (7 P.R. 5678, 7694, 9623; 8 P.R. 1278, 12750, 14582), is hereby amended by adding a new subparagraph designated (2a); subparagraph (5) of paragraph (a) of said § 501.69 is hereby amended and subparagraphs (1) and (2) of paragraph (a) of said § 501.69 are hereby amended to read as follows:

§ 501.69 *Loading and operating requirements.* (a) No motor carrier shall operate any motor truck in over-the-road service unless it is loaded to capacity, except as follows:

(1) A motor truck may be operated empty or partially laden on a portion of any route, if the truck is loaded to capacity while operated over a considerable portion of the outbound or inbound route travelled in over-the-road service, and if the carrier complies with the requirements of subparagraph (2) next following.

(2) Prior to the departure of an empty truck from any point, the carrier shall endeavor in good faith to lease the truck to another carrier or to a motor common carrier, consistent with any prior commitments involving the use of the truck, in the following manner:

(i) If the point of departure is not at or near a district office of the Division of Motor Transport, the carrier shall make appropriate inquiry of other carriers and motor common carriers, at their offices or terminals at such point, and shall lease the truck to any such carrier who will utilize it to transport freight to or

toward the destination point of the truck;

(ii) If the point of departure is at or near a district office of the Division of Motor Transport, the carrier shall register the truck with such district office, and shall lease the truck to any carrier or motor common carrier for the transportation of freight registered with the district office for transportation to, toward, or beyond the destination point of the truck. The truck shall not leave such point of departure empty unless there is in force with respect thereto clearance authority issued by the Office of Defense Transportation in accordance with the provisions of Administrative Order ODT 10. For the purpose of subdivisions (i) and (ii) of this subparagraph (2) a point shall be deemed to be at or near a district office when the point is within a municipality or urban community in which a district office is located, or within 25 air miles from the boundary thereof, or within any municipality or urban community contiguous thereto.

(iii) In leasing the truck, the lessee shall utilize the services of the driver regularly employed by the lessor in connection with its operation. The services of such driver, or any helper, shall be utilized without transfer of either to the lessee's payroll and, in so utilizing the truck, the lessee shall assume direction and control thereof, and full responsibility to the public, shippers, and consignees for its operation, and shall display prominently on both sides of the vehicle the lessee's name and address, preceded by the words "Operated by," and the number of any operating certificate or permit held by the lessee; and if the lessee is a private carrier, the truck shall be so utilized for the transportation of property only to a point to which, or in an area within which, the lessee ordinarily oper-

ates motor trucks, and only when, except for such utilization, the lessee would have used his own truck for that transportation.

(iv) In order to facilitate the leasing of trucks through district offices, any motor carrier who anticipates that, within 60 days thereafter, his truck will leave any point empty 5 or more times, shall promptly give written notice thereof to the district office nearest to such point.

(2a) The exceptions and provisions contained in subparagraphs (1) and (2) of this paragraph (a) of § 501.69 shall not be applicable to any person who is engaged in the business of furnishing, under lease or other arrangement, a motor truck or motor trucks together with a driver or drivers to others for operation by the lessee in common, contract, or private carrier over-the-road service, but such motor truck or motor trucks, when not being utilized by a common, contract, or private carrier, shall not be operated in over-the-road service. The operation of any such truck or trucks, while under lease or other arrangement, by a common, contract, or private carrier shall be deemed to be the operation of the lessee and, as such, subject to all orders of the Office of Defense Transportation pertaining to the operations of the lessee.

Subparagraph (5) of paragraph (a) of § 501.69 shall be revoked, and this Amendment 7 to General Order ODT 17 shall become effective, on March 27, 1944.

(E.O. 8989, as amended, 6 P.R. 6725 and 8 P.R. 14183; E.O. 9156, 7 P.R. 3349)

Issued at Washington, D. C., this 10th day of March 1944.

C. D. Young,
Deputy Director,
Office of Defense Transportation.

OFFICE OF DEFENSE TRANSPORTATION

[Administrative Order ODT 10]

PART 503—ADMINISTRATION

REGISTRATION OF FREIGHT AND EMPTY AND PARTIALLY LOADED VEHICLES

General outline. Under circumstances specified in General Order ODT 1, Revised, as amended, common carriers are required to register with a district office empty or partially loaded trucks, and freight which cannot be moved within a limited time. Under circumstances specified in General Order ODT 17, as amended, private and contract carriers are required to register empty trucks with a district office. Copies of the relevant provisions of those general orders are attached to this order for ready reference.

This administrative order prescribes procedure for such registration, and specifies the information to be submitted. It also permits contract carriers to register freight.

To the extent necessary to avoid operation of empty or partially loaded trucks in over-the-road service, the district manager is authorized to direct that a registered truck shall be used for a specific movement of freight, or that an empty truck shall be leased to a carrier for the transportation of freight, or, if such arrangements are not feasible, to issue clearance authority, permitting departure of the empty or partially loaded truck from the point of registration. This authority, for single or repeated departures, will be issued under circumstances specified in the order.

A common carrier registering an empty or partially loaded truck may be required to accept and transport registered freight, or, if the registered truck is empty, may be required to lease it to a contract carrier or to another common carrier.

Private and contract carriers are not required to register, or to obtain clearance authority for, partially loaded trucks. Such carriers must register empty trucks only, and may be required to lease such trucks to other carriers.

The district manager is authorized to direct, without discrimination, preference, or partiality, that registered freight be transported by a specified common carrier or that the carrier registering the freight shall lease an empty registered truck and use it for transportation of the registered freight.

Whenever, for the purpose of complying with orders of the Office of Defense Transportation, the truck is leased together with the services of the driver or helper regularly employed thereon, without transfer of either to the lessee's payroll, a prescribed standard form of lease must be used, and the terms and conditions under which the truck is leased will be governed by the provisions of the prescribed standard form. The carriers may agree on the amount of compensation to be paid for such leasing. Except as otherwise agreed, the compensation shall be computed in accordance with schedules prescribed by the Office of Defense Transportation. If either carrier believes that the compensation computed in accordance with the prescribed schedules is inequitable, both carriers nevertheless shall promptly comply with the district manager's direction, but either carrier may apply to any duly authorized tribunal for the determination of compensation or may appeal to the Office of Defense Transportation for such determination. Pending such determination, provisional settlement, on the basis of the prescribed schedule, is required.

This general outline shall not be construed to alter the meaning of any provision of this order.

The text of Administrative Order ODT 10 follows:

Pursuant to the Act of May 31, 1941, as amended by the Second War Powers Act, 1942, Executive Orders 8989, as amended, 9156, 9214, and 9294, and War Production Board Directive 21, and in order to regulate registration of empty and partially loaded trucks and of freight available for transportation, pursuant to the provisions of General Order ODT 3, Revised, as amended, and General Order ODT 17, as amended, and in order to reduce operation of empty or partially loaded trucks in over-the-road service, it is hereby ordered, that:

- Sec.
- 503.270 Registration of truck; information required.
 - 503.271 Registration of freight; information required.
 - 503.272 Registration of freight by contract carrier.
 - 503.273 Withdrawal of registration.
 - 503.274 Use of information registered.
 - 503.275 Authority of district manager.
 - 503.276 Issuance of clearance authority.
 - 503.277 Issuance of general clearance authority.

Sec.

- 503.278 Lease of vehicle; form; compensation.
- 503.279 Compliance by carriers.
- 503.280 Determination of compensation; appeals.
- 503.281 Applicability.
- 503.282 Definitions.
- 503.283 Communications.

AUTHORITY: §§ 503.270 through 503.283, issued under Act of May 31, 1941, as amended by Second War Powers Act, 1942, 56 Stat. L. 176, 50 U. S. Code §§ 631 through 645a; E.O. 8989, as amended, 6 F.R. 6725 and 8 F.R. 14183; E.O. 9156, 9214, 9294, 7 F.R. 3349, 6097, 8 F.R. 221; War Production Board Directive 21, 8 F.R. 5834; Gen. Ord. ODT 3, Rev., as amended, 7 F.R. 5445, 8689, 7694, 8 F.R. 4680, 14582, 9 F.R. 947, and this issue; Gen. Ord. ODT 17, as amended, 7 F.R. 5678, 7694, 9623, 8 F.R. 8278, 12750, 14582, and this issue.

§ 503.270 *Registration of truck; information required.* Every carrier, in registering an empty or partially loaded truck in compliance with General Order ODT 3, Revised, as amended, or General Order ODT 17, as amended, shall submit to the district office by telephone, telegraph, or in person, the following information:

- (a) The place at which the person submitting the information may be reached;
- (b) The name and address of the owner, lessee, or operator of the truck;
- (c) The kind of carrier operating the truck, specifying whether common, contract, or private;
- (d) The type of equipment, type of body, and the payload capacity thereof by weight and volume;
- (e) The weight or volume and the nature of freight and dunnage, if any, loaded on the truck;
- (f) The point and time at which the truck will be available for loading;
- (g) The destination of the truck; and
- (h) The Certificate of War Necessity number, license plate number, and the State in which the truck is registered.

§ 503.271 *Registration of freight; information required.* Every common carrier, in registering freight in compliance with General Order ODT 3, Revised, as amended, shall submit to the district office by telephone, telegraph, or in person, the following information:

- (a) The name and address of the carrier submitting the information;
- (b) The name of the shipper, the location of the freight, and the time when the freight will be ready for loading;

(c) The commodity or the nature of the freight to be transported;
(d) The weight or volume of the freight; and
(e) The destination of the freight.

§ 503.273 Registration of freight by contract carrier. Any contract carrier may register with a district office, in the manner provided in § 503.271 of this order, any freight available for transportation in over-the-road service which is controlled by or in the possession of or on order to such carrier.

§ 503.273 Withdrawal of registration. If, after registration, any truck or freight becomes unavailable for the purpose for which it was registered, the registering carrier forthwith shall notify the district office thereof and of the reasons therefor, and thereupon the registration shall be cancelled.

§ 503.274 Use of information registered. Information registered pursuant to this order shall be used by the district manager, as provided in §§ 503.275 and 503.276 of this order, without discrimination, preference, or partiality.

§ 503.275 Authority of district manager. (a) Upon registration of a truck or freight by a carrier pursuant to this order, the district manager, to the extent necessary to avoid operation of empty or partially loaded trucks in over-the-road service, may:
(1) In respect of an empty or partially loaded truck registered by a common carrier, direct that the truck be used in a specific movement for the transportation of designated freight;

(2) In respect of an empty truck registered by any type of carrier, direct that the truck be leased to a common or contract carrier for the transportation of registered freight;

(3) In respect of registered freight, (1) direct that it be transported by a specified common carrier which has registered a truck, or (2) direct that the carrier registering the freight shall lease from a carrier a designated registered truck and use the truck for the transportation of such freight; or
(4) Issue clearance authority as provided in § 503.276 of this order.

(b) The district manager shall not direct a carrier to transport in any truck more than a capacity load or direct the transportation of freight in any truck unsuitable or inadequate for such transportation.
(c) The district manager shall not direct a common carrier to perform any transportation service which it is not authorized to perform.
(d) The district manager shall not direct a common carrier to transport freight, or direct any carrier to lease a truck for transportation of freight, beyond the registered destination of the truck, or to any point off the route that the truck otherwise would have traveled, unless:

(1) The distance travelled by reason of complying with such direction will not exceed by more than 25% the distance the truck otherwise would have travelled to reach its registered destination, and
(2) The truck will be laden with 50% or more of a capacity load for 75% or more of the distance travelled.
(e) The district manager shall give to any private carrier who inquires therefor information as to empty trucks registered by private or contract carriers.

§ 503.276 Issuance of clearance authority. (a) Subject to the provisions of § 503.275 of this order, clearance authority shall be issued by the district manager, in respect of a registered truck:
(1) To a common carrier (1) when the carrier has accepted for transportation all freight that the district manager has directed the carrier to transport, or (2) when there is no registered freight which the district manager is authorized to direct the carrier to transport, and if the truck is moving empty, there is no registered carrier to which the district manager is authorized to direct that the truck be leased.
(2) To a private or contract carrier, if there is no registered carrier to which the district manager is authorized to direct that the truck be leased.
(b) The issuance of clearance authority shall be evidenced by a clearance number, which shall be assigned by the district manager in respect of the registered truck at the time of issuance thereof, and shall authorize the movement of the truck to a specified point without further inquiry or registration. The clearance number may be given to the carrier, or to the carrier's representative, in person or by telephone or telegraph.

§ 503.277 Issuance of general clearance authority. Whenever it appears to the district manager that a truck will repeatedly depart from any point under circumstances that will warrant issuance of separate clearance authorities under the provisions of § 503.276 of this order, the district manager may issue written general clearance authority, in lieu of such separate clearance authorities, and may limit the period of effectiveness of, or at any time revoke, such general clearance authority.

§ 503.278 Lease of vehicle; form; compensation. (a) Whenever, for the purpose of complying with any order of the Office of Defense Transportation, a truck is leased, together with the services of a driver or helper, without transfer of either to the lessee's payroll, a written lease shall be executed by the carrier in the form hereby prescribed hereof, as reproduced in Appendix 1 of this order. That, where the circumstances permit and the carriers agree, a multiple trip lease substantially in the form herein prescribed, may be executed by the carriers. The leasing of the truck shall be subject to all of the terms and conditions specified in such form of lease. Upon agreement of both carriers, additional terms and conditions, not in conflict with the prescribed terms and conditions, may be included in the lease.

(b) One copy of the lease shall be carried in the truck throughout the period of utilization, and one copy shall be mailed by the lessee, postage prepaid, to the district office in the district in which the transportation begins, within 24 hours after its execution.
(c) Except as may be otherwise provided in the lease agreement between the carriers, the amount of compensation to be paid to the lessor of a truck by the lessee, when the leasing is effected under the circumstances set forth in paragraph (a) of this § 503.278, shall be computed in accordance with schedules governing such compensation hereby prescribed hereof, as reproduced in Appendix 2 hereof, and in effect in the district in which the transportation begins. Such schedules, in so far as they relate to transportation beginning in each district, shall be on file and available for public inspection in each district office.

§ 503.279 Compliance by carrier. Whenever either carrier believes that the amount of compensation computed in accordance with the prescribed schedules is inequitable, both carriers nevertheless shall comply promptly with any direction issued by the district manager in accordance with this order, and the lessee shall pay to the lessor, upon termination of the lease, or at such other time as may have been agreed upon, the amount computed by the lessee to be payable under the applicable prescribed schedules. Such payment may be made and received without prejudice to a determination of the amount of compensation by any duly authorized tribunal, or by the Office of Defense Transportation upon appeal of either carrier for such determination in accordance with § 503.280 of this order.

§ 503.280 Determination of compensation; appeals. (a) Any appeal for determination of compensation filed pursuant to § 503.279 of this order shall be in writing, shall be filed, within 15 days after expiration of the lease, with the district manager of the district in which transportation under the lease began, and shall state the reasons why the compensation paid or received is claimed to be inequitable. The carrier filing the appeal shall serve a copy thereof forthwith upon the other carrier by registered mail, at the latter's address shown in the lease. Upon receipt of the appeal the district manager shall forward the appeal, and all papers in his possession relating thereto, to the regional director of the region in which such district is located. Within a time limited by the regional director, the carriers may submit any written evidence, briefs, or arguments deemed relevant to the appeal. The regional director shall render a decision in writing, determining the amount of compensation payable, as the facts may warrant, and shall serve a copy of his decision upon the carrier by registered mail at their addresses shown in the lease.

(b) Within 10 days after the mailing of a copy of the regional director's decision, either carrier may file with the regional director a written appeal to the Director of the Office of Defense Transportation, Washington 25, D. C., which shall state the reasons why the decision should be changed. Upon receipt of the appeal, the regional director shall forward the appeal, and all papers in his possession relating to the matter to be reviewed, to the Director of the Office of Defense Transportation, who will review, increase or reduce the amount of compensation determined by the regional director, as the facts appearing in the record may warrant, and will notify the carriers thereof.
(k) "District Manager" means the manager of a district.
(l) "Regional Director" means a director of a region.
(m) "Continental United States" means the 48 states and the District of Columbia.

§ 503.281 Apphoobility. The provisions of this order shall be applicable only in the continental United States.
§ 503.282 Definitions. As used in this order, the term: (a) "Truck" means either (1) a straight truck, (2) a combination truck-tractor and semitrailer, (3) a full trailer, (4) or any combination thereof, (5) or any other rubber-tired vehicle propelled or driven by mechanical power when used in the transportation of property, other than a vehicle engaged primarily in the transportation of persons.
(b) "Person" means any individual, partnership, corporation, association, joint-stock company, business trust, or other organized group of persons, or any trustee, receiver, assignee, or personal representative, and includes any department or agency of the United States, any State, the District of Columbia, or any other political governmental or legal entity.

(c) "Common carrier" means any person which holds itself out to engage in the transportation of property for the general public in over-the-road service by truck for compensation, regardless of the designation of such person under any federal or state statute.
(d) "Contract carrier" means any person other than a common carrier which engages in the transportation of property by truck in over-the-road service for compensation, regardless of the designation of such person under any federal or state statute.
(e) "Private carrier" means any person, other than a common carrier or a contract carrier, which engages in the transportation of property by truck in over-the-road service, regardless of the designation of such person under any federal or state statute.
(f) "Carrier," unless otherwise indicated by the context, includes common carriers, contract carriers and private carriers.
(g) "Over-the-road service" means all operations of a truck except (1) those within an area which includes any municipality or urban community and a zone extending 25 air miles from the boundaries thereof; (2) those within and between contiguous municipalities or urban communities; and (3) those not more than 25 miles in length.

(h) "Capacity load" has the meaning specified for that term in § 501.4 (g) of General Order ODT 3, Revised, as amended, and in § 501.65 (h) of General Order ODT 17, as amended.
(i) "District" and "region" mean, respectively, a district and region of the Division of Motor Transport of the Office of Defense Transportation as described in Administrative Order ODT 6 18 P.R. 13194.
(j) "District Office" shall include any branch thereof.
(k) "District Manager" means the manager of a district.
(l) "Regional Director" means a director of a region.
(m) "Continental United States" means the 48 states and the District of Columbia.

§ 503.283 Communications. Communications concerning this order should refer to "Administrative Order ODT 10," and, unless otherwise directed, should be addressed to the Division of Motor Transport, Office of Defense Transportation, Washington 25, D. C.
This order shall become effective on March 27, 1944.
Note: The reporting and recording requirements of this order have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.
Issued at Washington, D. C., this 10th day of March 1944.
C. D. YORWA,
Deputy Director,
Office of Defense Transportation.

APPENDIX 1
TRUCK LEASE OF TRUCK
1. This trip lease is executed in compliance with orders of the Office of Defense Transportation pertaining to the leasing of empty trucks.
2. The lessor, (name) _____, represents that in the course of normal operation lessor intends to operate the truck described below from _____ to _____ (city and state) _____ on _____ (date) _____ as a _____ (common, contract or private) carrier, and that, except for this lease, the truck described below would move empty from _____ to _____ (city and state) _____ on _____ (date) _____.

3. The lessee, (name) _____, (business address) _____, represents that lessee is a _____ (common, contract or private) carrier.
4. The term of this lease shall be the duration of one single trip from _____ (city and state) _____ to _____ (city and state) _____ via highway _____.
5. The following is a description of the truck covered by this lease:
(a) Truck or tractor No. _____ Make _____ Year _____ Type of body _____ Model _____ Serial No. _____ License No. _____

6. The lessee, (name) _____, (business address) _____, represents that lessee is a _____ (common, contract or private) carrier, and that, except for this lease, the truck described below would move empty from _____ to _____ (city and state) _____ on _____ (date) _____.

7. The lessee, (name) _____, (business address) _____, represents that lessee is a _____ (common, contract or private) carrier, and that, except for this lease, the truck described below would move empty from _____ to _____ (city and state) _____ on _____ (date) _____.

8. The lessee, (name) _____, (business address) _____, represents that lessee is a _____ (common, contract or private) carrier, and that, except for this lease, the truck described below would move empty from _____ to _____ (city and state) _____ on _____ (date) _____.

(b) Semi-trailer No. _____ Make _____ Model _____ Year _____ Type of body _____ Serial No. _____ License No. _____
(c) Pull trailer No. _____ Make _____ Model _____ Year _____ Type of body _____ Serial No. _____ License No. _____

9. During the term of this lease the leased truck shall be operated only by the driver named _____, whose driver's license shall be held by the lessee, and any helper furnished by the lessee, shall remain on lessee's payroll.
10. Unless otherwise agreed herein, the leased truck shall not be operated for the purpose of making more than one collection and one delivery of freight transported in live-haul operation of the truck.
11. The compensation to be paid to the lessor by the lessee for the leasing of the truck and for the services of the driver named in paragraph 8 shall be paid upon termination of this lease, unless otherwise agreed herein, and shall be computed as follows:
(a) [Here insert details of compensation, including time of payment, if and as agreed upon between the carrier, or, if not agreed upon, specify the method or mode to be used in computing or determining compensation.]
(b) If no agreed amount, or means or method of computing or determining the amount of compensation is specified in paragraph (a), then preceding, the compensation under this lease shall be computed in accordance with the schedule of compensation prescribed by the Office of Defense Transportation and in effect in the district of the Division of Motor Transport in which transportation under this lease begins, or shall be as finally determined by the Office of Defense Transportation upon application by either carrier, in accordance with Administrative Order ODT 10.

(c) In computing compensation by excess time, if any, during which the leased truck is held at destination for unloading, the time shall be as finally determined by the Office of Defense Transportation upon application by either carrier, in accordance with Administrative Order ODT 10.
(d) In computing compensation by excess time, if any, during which the leased truck is held at destination for unloading, the time shall be as finally determined by the Office of Defense Transportation upon application by either carrier, in accordance with Administrative Order ODT 10.
(e) In computing compensation by excess time, if any, during which the leased truck is held at destination for unloading, the time shall be as finally determined by the Office of Defense Transportation upon application by either carrier, in accordance with Administrative Order ODT 10.
(f) In computing compensation by excess time, if any, during which the leased truck is held at destination for unloading, the time shall be as finally determined by the Office of Defense Transportation upon application by either carrier, in accordance with Administrative Order ODT 10.

12. This lease is executed in compliance with orders of the Office of Defense Transportation pertaining to the leasing of empty trucks.
13. The lessor, (name) _____, represents that in the course of normal operation lessor intends to operate the truck described below from _____ to _____ (city and state) _____ on _____ (date) _____ as a _____ (common, contract or private) carrier, and that, except for this lease, the truck described below would move empty from _____ to _____ (city and state) _____ on _____ (date) _____.

14. The lessee, (name) _____, (business address) _____, represents that lessee is a _____ (common, contract or private) carrier, and that, except for this lease, the truck described below would move empty from _____ to _____ (city and state) _____ on _____ (date) _____.

15. The lessee, (name) _____, (business address) _____, represents that lessee is a _____ (common, contract or private) carrier, and that, except for this lease, the truck described below would move empty from _____ to _____ (city and state) _____ on _____ (date) _____.

16. The lessee, (name) _____, (business address) _____, represents that lessee is a _____ (common, contract or private) carrier, and that, except for this lease, the truck described below would move empty from _____ to _____ (city and state) _____ on _____ (date) _____.

(b) Semi-trailer No. _____ Make _____ Model _____ Year _____ Type of body _____ Serial No. _____ License No. _____
(c) Pull trailer No. _____ Make _____ Model _____ Year _____ Type of body _____ Serial No. _____ License No. _____

9. During the term of this lease the leased truck shall be operated only by the driver named _____, whose driver's license shall be held by the lessee, and any helper furnished by the lessee, shall remain on lessee's payroll.
10. Unless otherwise agreed herein, the leased truck shall not be operated for the purpose of making more than one collection and one delivery of freight transported in live-haul operation of the truck.
11. The compensation to be paid to the lessor by the lessee for the leasing of the truck and for the services of the driver named in paragraph 8 shall be paid upon termination of this lease, unless otherwise agreed herein, and shall be computed as follows:
(a) [Here insert details of compensation, including time of payment, if and as agreed upon between the carrier, or, if not agreed upon, specify the method or mode to be used in computing or determining compensation.]
(b) If no agreed amount, or means or method of computing or determining the amount of compensation is specified in paragraph (a), then preceding, the compensation under this lease shall be computed in accordance with the schedule of compensation prescribed by the Office of Defense Transportation and in effect in the district of the Division of Motor Transport in which transportation under this lease begins, or shall be as finally determined by the Office of Defense Transportation upon application by either carrier, in accordance with Administrative Order ODT 10.

(c) In computing compensation by excess time, if any, during which the leased truck is held at destination for unloading, the time shall be as finally determined by the Office of Defense Transportation upon application by either carrier, in accordance with Administrative Order ODT 10.
(d) In computing compensation by excess time, if any, during which the leased truck is held at destination for unloading, the time shall be as finally determined by the Office of Defense Transportation upon application by either carrier, in accordance with Administrative Order ODT 10.
(e) In computing compensation by excess time, if any, during which the leased truck is held at destination for unloading, the time shall be as finally determined by the Office of Defense Transportation upon application by either carrier, in accordance with Administrative Order ODT 10.

12. This lease is executed in compliance with orders of the Office of Defense Transportation pertaining to the leasing of empty trucks.
13. The lessor, (name) _____, represents that in the course of normal operation lessor intends to operate the truck described below from _____ to _____ (city and state) _____ on _____ (date) _____ as a _____ (common, contract or private) carrier, and that, except for this lease, the truck described below would move empty from _____ to _____ (city and state) _____ on _____ (date) _____.

14. The lessee, (name) _____, (business address) _____, represents that lessee is a _____ (common, contract or private) carrier, and that, except for this lease, the truck described below would move empty from _____ to _____ (city and state) _____ on _____ (date) _____.

15. The lessee, (name) _____, (business address) _____, represents that lessee is a _____ (common, contract or private) carrier, and that, except for this lease, the truck described below would move empty from _____ to _____ (city and state) _____ on _____ (date) _____.

16. The lessee, (name) _____, (business address) _____, represents that lessee is a _____ (common, contract or private) carrier, and that, except for this lease, the truck described below would move empty from _____ to _____ (city and state) _____ on _____ (date) _____.

directly attributable to the transportation of lessee's freight in the leased vehicle.

D. The lessee, if a private carrier, represents that the leased vehicle is to be utilized for the transportation of property only to a point to which, or in an area within which, the lessee ordinarily operates motor trucks, and that, except for such utilization, the lessee would have used his own truck for the transportation to be performed hereunder in the leased vehicle.

E. The lessee, during the term of this lease, shall be responsible for the maintenance, service, and repair of the leased vehicle, and shall provide motor fuel, oil, tires, and other equipment necessary to operate the vehicle.

F. The lessee, during the term of this lease, shall be responsible for the deduction and payment of all payroll deductions, tax withholdings, taxes, assessments, premiums, and other payments due by reason of the payment of wages or other earnings to the driver or any helper utilized in the operation of the leased vehicle without transfer to the lessee's payroll.

G. The lessee's copy of this lease shall be carried in the leased vehicle throughout the period of utilization; one copy shall be retained by the lessee, and one copy shall be mailed by the lessee, postage prepaid, within 24 hours after his accession to the district office in the district of the Division of Motor Transport, Office of Defense Transportation, in which transportation under the lease is to begin.

H. Other terms, conditions, and representations, not inconsistent with the foregoing:

APPENDIX 2
SCHEDULES AND RULES AND REGULATIONS GOVERNING COMPENSATION FOR TRIP LEASES OF TRUCKS

Rule 1. General application. Schedule 1 to 5, inclusive, are to be used in determining the compensation for the use of a truck leased under the circumstances set forth in paragraph (a) of § 808.278 of Administrative Order ODT 10, when and if the lessee and lessee are unable to agree as to the amount of compensation to be paid the lessee by the lessee for the use of the truck.

Rule 2. Territorial application. Schedule 1 applies to the use of a truck leased under the circumstances set forth in paragraph (a) of § 808.278 of Administrative Order ODT 10, when the use of such truck begins at any point within Region 1 of the Division of Motor Transport, Office of Defense Transportation, as described in Appendix 1 to Administrative Order ODT 6.

Schedules 2, 3, 4, 5, 6, 7, 8, and 9 apply in like manner to the use of a truck leased under the circumstances set forth in paragraph (a) of § 808.278 of Administrative Order ODT 10, when the use of such truck begins at any point within Regions 2, 3, 4, 5, 6, 7, 8, and 9, respectively, of the Division of Motor Transport, Office of Defense Transportation, as described in Appendix 1 to Administrative Order ODT 6, subject to the following exceptions:

- (a) When the use of such leased truck begins at any point within Region 7 and terminates, under the provisions of the trip lease, at a point located in Region 8, Schedule 8 shall apply, and when such termination point is located in Region 8, Schedule 8 shall apply.
- (b) When the use of such leased truck begins at a point within the Denver, Colorado; Pueblo, Colorado; Billings, Montana; Casper,

Wyoming; or Cheyenne, Wyoming, districts of Region 8 of the Division of Motor Transport, as described in Appendix 3 to Administrative Order ODT 6, and terminates under the provisions of the trip lease, at a point located in Region 8, Schedule 5 shall apply, and when such termination point is located in Region 8, Schedule 6 shall apply.

Rule 3. Monetary application of schedules. Schedules 1 to 9, inclusive, specify compensation per mile for indicated weights and distances.

Rule 4. Loading and unloading time. Schedules 1 to 9, inclusive, include compensation for a period not to exceed two hours for waiting and loading at point of origin, and not to exceed two hours for waiting and unloading at point of destination.

Rule 5. Excess time. All time in excess of two hours at either origin or destination point, whether consumed in waiting, loading or unloading, shall be considered as excess time. The lessee shall receive compensation from the lessee for such excess time at the hourly rate prevailing for the driver in line-haul operation.

If the lessee specifies a time and point for loading, and if, at the specified time, lessee's truck is at the designated point and ready to load, excess time shall start two hours after the time specified; if, at the specified time, lessee's truck is not at the designated point and ready to load, excess time shall start two hours after lessee's truck arrives at the designated point and is ready to load. If the lessee does not specify a time, then the excess time shall start two hours after the lessee's truck arrives at the designated point and is ready for loading.

Excess time at point of destination shall start two hours after the time the leased truck arrives at the point of destination, unless otherwise specified in the lease.

Rule 6. Excess mileage. When a leased truck is operated for the purpose of effecting collection or delivery of freight transported or to be transported in the leased truck in line-haul operation, the lessee shall be compensated for any excess mileage so operated at the same compensation per mile applicable to the distance the leased truck travels in line-haul operation.

Rule 7. Method of determining weight. Weight shall be determined in nearest tons, a fraction of one-half or greater shall be treated as one ton; a fraction of less than one-half shall be disregarded. Volume shipments shall be converted to tons. For the purpose of that conversion, a cubic foot of space occupied by the freight shall be deemed to equal 20 pounds of freight weight.

Rule 8. Method of determining distance. The distance to be used in computing the compensation under Rule 10 for line-haul operation shall be the distance shown in the current edition of the Rand-McNally Atlas of the United States, Canada and Mexico between the points, and via the routes, specified in the lease.

Rule 9. Definitions. As used in this Appendix 2 the terms:

- (a) "Ton" means two thousand pounds.
- (b) "Line-haul operation" means the use of a truck while leased under the circumstances set forth in paragraph (a) of § 808.278 of Administrative Order ODT 10, and the use of such truck between the points and via the routes specified in the lease.
- (c) "Volume shipment" means freight weighing less than 20 pounds per cubic foot of space occupied.

Rule 10. Method of determining line-haul compensation.

First: Determine the applicable weight in accordance with Rule 1.

Example: The freight to be transported weighs nine thousand pounds. By Rule 1, nine thousand pounds will be regarded as 4 tons.

Second: Determine the applicable distance in accordance with Rule 2.

Example: The leased truck is operated by the lessee from point A to point B. The map distance between those points, via the routes specified in the lease, is 140 miles. The distance actually traveled in line-haul operation is 143 miles. The line-haul distance for which compensation is payable is 143 miles.

Third: If the distance found by applying Rule 6 appears in the "Line Haul Miles Traveled" column of the Schedule, the compensation is determined by multiplying the distance by the compensation per mile specified in the applicable "Ton Load" column of the Schedule.

Example: The line-haul distance found under Rule 10 is 140 miles. The weight found under Rule 7 is 4 tons. The compensation payable under Schedule 1 for the line-haul operation is 140 x \$0.151, or \$21.14.

Fourth: If the distance found by applying Rule 6 does not appear in the "Line Haul Miles Traveled" column of the Schedule, the compensation is determined by multiplying the distance found by the compensation per mile specified in the applicable "Ton Load" column for the next lower distance appearing in the "Line Haul Miles Traveled" column. Provided, that the compensation payable for the same weight at the next higher distance appearing in the "Line Haul Miles Traveled" column.

Example: The line-haul distance found under Rule 10 is 143 miles. The weight found under Rule 7 is 4 tons. The compensation payable under Schedule 1 for the line-haul operation is 140 x \$0.151, or \$21.14.

Fifth: If the distance found by applying Rule 6 is less than 80 miles, the compensation is determined by multiplying the distance found by the compensation per mile specified in the applicable "Ton Load" column for a line haul of 80 miles.

Example: The line-haul distance found under Rule 10 is 40 miles. The weight found under Rule 7 is 2 tons. The compensation payable under Schedule 1 for line-haul operation is 40 x \$0.226, or \$9.04.

Sixth: If, under Schedule 1, the distance found by applying Rule 6 is more than four hundred miles, the compensation is determined by multiplying the distance found by the compensation per mile specified in the applicable "Ton Load" column for a line-haul of four hundred miles.

Example: The line-haul distance found under Rule 10 is 428 miles. The weight found under Rule 7 is 4 tons. The compensation payable under Schedule 1 for line-haul operation is 400 x \$0.226, or \$90.44.

SCHEDULE NO. 1—COMPENSATION PER MILE AT VARIOUS WEIGHTS AND MILES APPLICABLE TO O. D. T. REGION NO. 1

| Line haul miles traveled | 1-ton load | 2-ton load | 3-ton load | 4-ton load | 5-ton load | 6-ton load | 7-ton load | 8-ton load | 9-ton load | 10-ton load |
|--------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| 50 | 0.229 | 0.227 | 0.226 | 0.225 | 0.224 | 0.223 | 0.222 | 0.221 | 0.220 | 0.219 |
| 60 | 0.228 | 0.227 | 0.226 | 0.225 | 0.224 | 0.223 | 0.222 | 0.221 | 0.220 | 0.219 |
| 70 | 0.227 | 0.226 | 0.225 | 0.224 | 0.223 | 0.222 | 0.221 | 0.220 | 0.219 | 0.218 |
| 80 | 0.226 | 0.225 | 0.224 | 0.223 | 0.222 | 0.221 | 0.220 | 0.219 | 0.218 | 0.217 |
| 90 | 0.225 | 0.224 | 0.223 | 0.222 | 0.221 | 0.220 | 0.219 | 0.218 | 0.217 | 0.216 |
| 100 | 0.224 | 0.223 | 0.222 | 0.221 | 0.220 | 0.219 | 0.218 | 0.217 | 0.216 | 0.215 |
| 110 | 0.223 | 0.222 | 0.221 | 0.220 | 0.219 | 0.218 | 0.217 | 0.216 | 0.215 | 0.214 |
| 120 | 0.222 | 0.221 | 0.220 | 0.219 | 0.218 | 0.217 | 0.216 | 0.215 | 0.214 | 0.213 |
| 130 | 0.221 | 0.220 | 0.219 | 0.218 | 0.217 | 0.216 | 0.215 | 0.214 | 0.213 | 0.212 |
| 140 | 0.220 | 0.219 | 0.218 | 0.217 | 0.216 | 0.215 | 0.214 | 0.213 | 0.212 | 0.211 |
| 150 | 0.219 | 0.218 | 0.217 | 0.216 | 0.215 | 0.214 | 0.213 | 0.212 | 0.211 | 0.210 |
| 160 | 0.218 | 0.217 | 0.216 | 0.215 | 0.214 | 0.213 | 0.212 | 0.211 | 0.210 | 0.209 |
| 170 | 0.217 | 0.216 | 0.215 | 0.214 | 0.213 | 0.212 | 0.211 | 0.210 | 0.209 | 0.208 |
| 180 | 0.216 | 0.215 | 0.214 | 0.213 | 0.212 | 0.211 | 0.210 | 0.209 | 0.208 | 0.207 |
| 190 | 0.215 | 0.214 | 0.213 | 0.212 | 0.211 | 0.210 | 0.209 | 0.208 | 0.207 | 0.206 |
| 200 | 0.214 | 0.213 | 0.212 | 0.211 | 0.210 | 0.209 | 0.208 | 0.207 | 0.206 | 0.205 |
| 210 | 0.213 | 0.212 | 0.211 | 0.210 | 0.209 | 0.208 | 0.207 | 0.206 | 0.205 | 0.204 |
| 220 | 0.212 | 0.211 | 0.210 | 0.209 | 0.208 | 0.207 | 0.206 | 0.205 | 0.204 | 0.203 |
| 230 | 0.211 | 0.210 | 0.209 | 0.208 | 0.207 | 0.206 | 0.205 | 0.204 | 0.203 | 0.202 |
| 240 | 0.210 | 0.209 | 0.208 | 0.207 | 0.206 | 0.205 | 0.204 | 0.203 | 0.202 | 0.201 |
| 250 | 0.209 | 0.208 | 0.207 | 0.206 | 0.205 | 0.204 | 0.203 | 0.202 | 0.201 | 0.200 |
| 260 | 0.208 | 0.207 | 0.206 | 0.205 | 0.204 | 0.203 | 0.202 | 0.201 | 0.200 | 0.199 |
| 270 | 0.207 | 0.206 | 0.205 | 0.204 | 0.203 | 0.202 | 0.201 | 0.200 | 0.199 | 0.198 |
| 280 | 0.206 | 0.205 | 0.204 | 0.203 | 0.202 | 0.201 | 0.200 | 0.199 | 0.198 | 0.197 |
| 290 | 0.205 | 0.204 | 0.203 | 0.202 | 0.201 | 0.200 | 0.199 | 0.198 | 0.197 | 0.196 |
| 300 | 0.204 | 0.203 | 0.202 | 0.201 | 0.200 | 0.199 | 0.198 | 0.197 | 0.196 | 0.195 |
| 310 | 0.203 | 0.202 | 0.201 | 0.200 | 0.199 | 0.198 | 0.197 | 0.196 | 0.195 | 0.194 |
| 320 | 0.202 | 0.201 | 0.200 | 0.199 | 0.198 | 0.197 | 0.196 | 0.195 | 0.194 | 0.193 |
| 330 | 0.201 | 0.200 | 0.199 | 0.198 | 0.197 | 0.196 | 0.195 | 0.194 | 0.193 | 0.192 |
| 340 | 0.200 | 0.199 | 0.198 | 0.197 | 0.196 | 0.195 | 0.194 | 0.193 | 0.192 | 0.191 |
| 350 | 0.199 | 0.198 | 0.197 | 0.196 | 0.195 | 0.194 | 0.193 | 0.192 | 0.191 | 0.190 |
| 360 | 0.198 | 0.197 | 0.196 | 0.195 | 0.194 | 0.193 | 0.192 | 0.191 | 0.190 | 0.189 |
| 370 | 0.197 | 0.196 | 0.195 | 0.194 | 0.193 | 0.192 | 0.191 | 0.190 | 0.189 | 0.188 |
| 380 | 0.196 | 0.195 | 0.194 | 0.193 | 0.192 | 0.191 | 0.190 | 0.189 | 0.188 | 0.187 |
| 390 | 0.195 | 0.194 | 0.193 | 0.192 | 0.191 | 0.190 | 0.189 | 0.188 | 0.187 | 0.186 |
| 400 and over | 0.194 | 0.193 | 0.192 | 0.191 | 0.190 | 0.189 | 0.188 | 0.187 | 0.186 | 0.185 |

| Line haul miles traveled | 11-ton load | 12-ton load | 13-ton load | 14-ton load | 15-ton load | 16-ton load | 17-ton load | 18-ton load | 19-ton load | 20-ton load |
|--------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 50 | 0.458 | 0.456 | 0.455 | 0.454 | 0.453 | 0.452 | 0.451 | 0.450 | 0.449 | 0.448 |
| 60 | 0.457 | 0.456 | 0.455 | 0.454 | 0.453 | 0.452 | 0.451 | 0.450 | 0.449 | 0.448 |
| 70 | 0.456 | 0.455 | 0.454 | 0.453 | 0.452 | 0.451 | 0.450 | 0.449 | 0.448 | 0.447 |
| 80 | 0.455 | 0.454 | 0.453 | 0.452 | 0.451 | 0.450 | 0.449 | 0.448 | 0.447 | 0.446 |
| 90 | 0.454 | 0.453 | 0.452 | 0.451 | 0.450 | 0.449 | 0.448 | 0.447 | 0.446 | 0.445 |
| 100 | 0.453 | 0.452 | 0.451 | 0.450 | 0.449 | 0.448 | 0.447 | 0.446 | 0.445 | 0.444 |
| 110 | 0.452 | 0.451 | 0.450 | 0.449 | 0.448 | 0.447 | 0.446 | 0.445 | 0.444 | 0.443 |
| 120 | 0.451 | 0.450 | 0.449 | 0.448 | 0.447 | 0.446 | 0.445 | 0.444 | 0.443 | 0.442 |
| 130 | 0.450 | 0.449 | 0.448 | 0.447 | 0.446 | 0.445 | 0.444 | 0.443 | 0.442 | 0.441 |
| 140 | 0.449 | 0.448 | 0.447 | 0.446 | 0.445 | 0.444 | 0.443 | 0.442 | 0.441 | 0.440 |
| 150 | 0.448 | 0.447 | 0.446 | 0.445 | 0.444 | 0.443 | 0.442 | 0.441 | 0.440 | 0.439 |
| 160 | 0.447 | 0.446 | 0.445 | 0.444 | 0.443 | 0.442 | 0.441 | 0.440 | 0.439 | 0.438 |
| 170 | 0.446 | 0.445 | 0.444 | 0.443 | 0.442 | 0.441 | 0.440 | 0.439 | 0.438 | 0.437 |
| 180 | 0.445 | 0.444 | 0.443 | 0.442 | 0.441 | 0.440 | 0.439 | 0.438 | 0.437 | 0.436 |
| 190 | 0.444 | 0.443 | 0.442 | 0.441 | 0.440 | 0.439 | 0.438 | 0.437 | 0.436 | 0.435 |
| 200 | 0.443 | 0.442 | 0.441 | 0.440 | 0.439 | 0.438 | 0.437 | 0.436 | 0.435 | 0.434 |
| 210 | 0.442 | 0.441 | 0.440 | 0.439 | 0.438 | 0.437 | 0.436 | 0.435 | 0.434 | 0.433 |
| 220 | 0.441 | 0.440 | 0.439 | 0.438 | 0.437 | 0.436 | 0.435 | 0.434 | 0.433 | 0.432 |
| 230 | 0.440 | 0.439 | 0.438 | 0.437 | 0.436 | 0.435 | 0.434 | 0.433 | 0.432 | 0.431 |
| 240 | 0.439 | 0.438 | 0.437 | 0.436 | 0.435 | 0.434 | 0.433 | 0.432 | 0.431 | 0.430 |
| 250 | 0.438 | 0.437 | 0.436 | 0.435 | 0.434 | 0.433 | 0.432 | 0.431 | 0.430 | 0.429 |
| 260 | 0.437 | 0.436 | 0.435 | 0.434 | 0.433 | 0.432 | 0.431 | 0.430 | 0.429 | 0.428 |
| 270 | 0.436 | 0.435 | 0.434 | 0.433 | 0.432 | 0.431 | 0.430 | 0.429 | 0.428 | 0.427 |
| 280 | 0.435 | 0.434 | 0.433 | 0.432 | 0.431 | 0.430 | 0.429 | 0.428 | 0.427 | 0.426 |
| 290 | 0.434 | 0.433 | 0.432 | 0.431 | 0.430 | 0.429 | 0.428 | 0.427 | 0.426 | 0.425 |
| 300 | 0.433 | 0.432 | 0.431 | 0.430 | 0.429 | 0.428 | 0.427 | 0.426 | 0.425 | 0.424 |
| 310 | 0.432 | 0.431 | 0.430 | 0.429 | 0.428 | 0.427 | 0.426 | 0.425 | 0.424 | 0.423 |
| 320 | 0.431 | 0.430 | 0.429 | 0.428 | 0.427 | 0.426 | 0.425 | 0.424 | 0.423 | 0.422 |
| 330 | 0.430 | 0.429 | 0.428 | 0.427 | 0.426 | 0.425 | 0.424 | 0.423 | 0.422 | 0.421 |
| 340 | 0.429 | 0.428 | 0.427 | 0.426 | 0.425 | 0.424 | 0.423 | 0.422 | 0.421 | 0.420 |
| 350 | 0.428 | 0.427 | 0.426 | 0.425 | 0.424 | 0.423 | 0.422 | 0.421 | 0.420 | 0.419 |
| 360 | 0.427 | 0.426 | 0.425 | 0.424 | 0.423 | 0.422 | 0.421 | 0.420 | 0.419 | 0.418 |
| 370 | 0.426 | 0.425 | 0.424 | 0.423 | 0.422 | 0.421 | 0.420 | 0.419 | 0.418 | 0.417 |
| 380 | 0.425 | 0.424 | 0.423 | 0.422 | 0.421 | 0.420 | 0.419 | 0.418 | 0.417 | 0.416 |
| 390 | 0.424 | 0.423 | 0.422 | 0.421 | 0.420 | 0.419 | 0.418 | 0.417 | 0.416 | 0.415 |
| 400 and over | 0.423 | 0.422 | 0.421 | 0.420 | 0.419 | 0.418 | 0.417 | 0.416 | 0.415 | 0.414 |

SCHEDULE NO. 2—COMPENSATION PER MILE AT VARIOUS WEIGHTS AND MILES APPLICABLE TO O. D. T. REGION NO. 2

| Line haul miles traveled | 1-ton load | 2-ton load | 3-ton load | 4-ton load | 5-ton load | 6-ton load | 7-ton load | 8-ton load | 9-ton load | 10-ton load |
|--------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| 50 | 0.229 | 0.227 | 0.226 | 0.225 | 0.224 | 0.223 | 0.222 | 0.221 | 0.220 | 0.219 |
| 60 | 0.228 | 0.227 | 0.226 | 0.225 | 0.224 | 0.223 | 0.222 | 0.221 | 0.220 | 0.219 |
| 70 | 0.227 | 0.226 | 0.225 | 0.224 | 0.223 | 0.222 | 0.221 | 0.220 | 0.219 | 0.218 |
| 80 | 0.226 | 0.225 | 0.224 | 0.223 | 0.222 | 0.221 | 0.220 | 0.219 | 0.218 | 0.217 |
| 90 | 0.225 | 0.224 | 0.223 | 0.222 | 0.221 | 0.220 | 0.219 | 0.218 | 0.217 | 0.216 |
| 100 | 0.224 | 0.223 | 0.222 | 0.221 | 0.220 | 0.219 | 0.218 | 0.217 | 0.216 | 0.215 |
| 110 | 0.223 | 0.222 | 0.221 | 0.220 | 0.219 | 0. | | | | |

SCHEDULE No. 3—COMPENSATION PER MILE AT VARYING WEIGHTS AND MILES APPLICABLE TO O. D. T. REGION No. 3

| Line haul miles traveled | 1-ton load | 2-ton load | 3-ton load | 4-ton load | 5-ton load | 6-ton load | 7-ton load | 8-ton load | 9-ton load | 10-ton load |
|--------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| 50 | | | 0.229 | 0.257 | 0.286 | 0.315 | 0.343 | 0.372 | 0.400 | 0.429 |
| 60 | | | .203 | .228 | .253 | .279 | .304 | .329 | .355 | .380 |
| 70 | | | .184 | .207 | .230 | .253 | .276 | .299 | .322 | .345 |
| 80 | | | .170 | .191 | .213 | .234 | .255 | .276 | .298 | .319 |
| 90 | | | .159 | .179 | .199 | .219 | .239 | .259 | .279 | .299 |
| 100 | | | .151 | .170 | .189 | .208 | .227 | .246 | .264 | .283 |
| 120 | | | .133 | .150 | .167 | .183 | .200 | .217 | .233 | .250 |
| 140 | | | .121 | .136 | .151 | .166 | .181 | .196 | .211 | .226 |
| 160 | | | .111 | .125 | .139 | .153 | .166 | .180 | .194 | .208 |
| 200 | | | .098 | .110 | .122 | .134 | .146 | .159 | .171 | .183 |
| 220 | | | .092 | .104 | .115 | .127 | .138 | .150 | .162 | .173 |
| 240 | | | .087 | .098 | .109 | .120 | .131 | .142 | .153 | .164 |
| 260 | | | .084 | .094 | .105 | .115 | .126 | .136 | .146 | .157 |
| 280 | | | .081 | .091 | .101 | .111 | .121 | .131 | .141 | .151 |
| 300 | | | .078 | .088 | .097 | .107 | .117 | .127 | .136 | .146 |
| 320 | | | .075 | .085 | .094 | .103 | .113 | .122 | .132 | .141 |
| 340 | | | .072 | .082 | .091 | .100 | .109 | .118 | .127 | .136 |
| 360 | | | .070 | .079 | .088 | .097 | .106 | .114 | .123 | .132 |
| 380 | | | .068 | .077 | .085 | .094 | .102 | .111 | .119 | .128 |
| 400 and over | | | .066 | .074 | .083 | .091 | .099 | .107 | .115 | .124 |

| Line haul miles traveled | 11-ton load | 12-ton load | 13-ton load | 14-ton load | 15-ton load | 16-ton load | 17-ton load | 18-ton load | 19-ton load | 20-ton load |
|--------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 50 | 0.458 | 0.486 | 0.515 | 0.543 | 0.572 | 0.601 | 0.629 | 0.658 | 0.686 | 0.715 |
| 60 | .408 | .431 | .456 | .481 | .507 | .532 | .557 | .583 | .608 | .633 |
| 70 | .368 | .391 | .414 | .437 | .460 | .483 | .506 | .529 | .552 | .575 |
| 80 | .340 | .363 | .383 | .404 | .425 | .447 | .468 | .489 | .510 | .532 |
| 90 | .319 | .339 | .359 | .379 | .398 | .418 | .438 | .458 | .478 | .498 |
| 100 | .302 | .321 | .340 | .359 | .378 | .396 | .415 | .434 | .453 | .472 |
| 120 | .267 | .283 | .300 | .317 | .333 | .350 | .367 | .383 | .400 | .417 |
| 140 | .241 | .256 | .271 | .286 | .301 | .316 | .331 | .347 | .362 | .377 |
| 160 | .222 | .236 | .250 | .264 | .277 | .291 | .305 | .319 | .333 | .347 |
| 180 | .207 | .220 | .233 | .246 | .259 | .272 | .285 | .298 | .310 | .323 |
| 200 | .195 | .207 | .220 | .232 | .244 | .256 | .268 | .281 | .293 | .305 |
| 220 | .185 | .196 | .208 | .219 | .231 | .242 | .254 | .265 | .277 | .288 |
| 240 | .175 | .186 | .197 | .208 | .219 | .229 | .240 | .251 | .262 | .273 |
| 260 | .167 | .178 | .188 | .199 | .209 | .220 | .230 | .241 | .251 | .262 |
| 280 | .161 | .171 | .181 | .191 | .201 | .211 | .221 | .232 | .242 | .252 |
| 300 | .156 | .165 | .175 | .185 | .195 | .204 | .214 | .224 | .234 | .243 |
| 320 | .150 | .160 | .169 | .179 | .188 | .197 | .207 | .216 | .226 | .235 |
| 340 | .145 | .154 | .163 | .173 | .181 | .190 | .199 | .208 | .218 | .227 |
| 360 | .141 | .150 | .158 | .167 | .176 | .185 | .194 | .202 | .211 | .220 |
| 380 | .137 | .145 | .154 | .162 | .171 | .179 | .188 | .196 | .205 | .213 |
| 400 and over | .132 | .141 | .149 | .157 | .165 | .174 | .182 | .190 | .198 | .207 |

SCHEDULE No. 4—COMPENSATION PER MILE AT VARYING WEIGHTS AND MILES APPLICABLE TO O. D. T. REGION No. 4

| Line haul miles traveled | 1-ton load | 2-ton load | 3-ton load | 4-ton load | 5-ton load | 6-ton load | 7-ton load | 8-ton load | 9-ton load | 10-ton load |
|--------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| 50 | | | 0.207 | 0.233 | 0.259 | 0.285 | 0.311 | 0.336 | 0.362 | 0.388 |
| 60 | | | .183 | .206 | .229 | .252 | .275 | .298 | .321 | .344 |
| 70 | | | .166 | .187 | .209 | .229 | .249 | .270 | .291 | .312 |
| 80 | | | .154 | .174 | .193 | .212 | .231 | .251 | .270 | .289 |
| 90 | | | .144 | .162 | .180 | .198 | .216 | .234 | .252 | .270 |
| 100 | | | .136 | .153 | .171 | .188 | .205 | .222 | .239 | .256 |
| 120 | | | .120 | .135 | .151 | .166 | .181 | .196 | .211 | .226 |
| 140 | | | .109 | .123 | .136 | .150 | .163 | .177 | .190 | .204 |
| 160 | | | .100 | .113 | .125 | .138 | .150 | .163 | .175 | .188 |
| 180 | | | .092 | .105 | .117 | .128 | .140 | .152 | .163 | .175 |
| 200 | | | .088 | .099 | .110 | .121 | .132 | .143 | .154 | .165 |
| 220 | | | .083 | .094 | .104 | .114 | .125 | .135 | .146 | .156 |
| 240 | | | .080 | .089 | .099 | .109 | .119 | .129 | .139 | .149 |
| 260 | | | .078 | .085 | .095 | .104 | .114 | .123 | .133 | .142 |
| 280 | | | .073 | .082 | .091 | .100 | .110 | .119 | .128 | .137 |
| 300 | | | .070 | .079 | .088 | .097 | .106 | .114 | .123 | .132 |
| 320 | | | .068 | .076 | .085 | .093 | .102 | .110 | .119 | .127 |
| 340 | | | .066 | .074 | .082 | .090 | .098 | .107 | .115 | .123 |
| 360 | | | .063 | .071 | .079 | .087 | .095 | .103 | .111 | .119 |
| 380 | | | .062 | .070 | .077 | .085 | .093 | .101 | .108 | .116 |
| 400 and over | | | .060 | .068 | .075 | .083 | .090 | .098 | .105 | .113 |

| Line haul miles traveled | 11-ton load | 12-ton load | 13-ton load | 14-ton load | 15-ton load | 16-ton load | 17-ton load | 18-ton load | 19-ton load | 20-ton load |
|--------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 50 | 0.414 | 0.440 | 0.465 | 0.491 | 0.517 | 0.543 | 0.569 | 0.549 | 0.620 | 0.646 |
| 60 | .367 | .390 | .413 | .436 | .459 | .482 | .505 | .528 | .551 | .574 |
| 70 | .333 | .354 | .375 | .395 | .416 | .437 | .458 | .479 | .500 | .521 |
| 80 | .308 | .328 | .347 | .366 | .385 | .404 | .424 | .443 | .462 | .482 |
| 90 | .288 | .306 | .324 | .342 | .360 | .378 | .396 | .414 | .432 | .450 |
| 100 | .273 | .290 | .307 | .324 | .342 | .359 | .376 | .393 | .410 | .427 |
| 120 | .241 | .256 | .271 | .286 | .301 | .316 | .332 | .347 | .362 | .377 |
| 140 | .218 | .231 | .245 | .258 | .272 | .285 | .299 | .313 | .326 | .340 |
| 160 | .201 | .213 | .226 | .238 | .251 | .263 | .276 | .289 | .301 | .314 |
| 180 | .187 | .198 | .210 | .222 | .233 | .245 | .257 | .268 | .280 | .292 |
| 200 | .176 | .187 | .198 | .209 | .220 | .231 | .242 | .253 | .264 | .275 |
| 220 | .166 | .177 | .187 | .198 | .208 | .219 | .229 | .239 | .250 | .260 |
| 240 | .159 | .169 | .179 | .189 | .199 | .208 | .218 | .228 | .238 | .248 |
| 260 | .151 | .161 | .170 | .180 | .189 | .199 | .208 | .218 | .227 | .237 |
| 280 | .146 | .155 | .164 | .174 | .183 | .192 | .201 | .210 | .219 | .228 |
| 300 | .141 | .150 | .158 | .167 | .176 | .185 | .194 | .202 | .211 | .220 |
| 320 | .135 | .144 | .152 | .161 | .169 | .178 | .186 | .195 | .203 | .212 |
| 340 | .131 | .139 | .148 | .156 | .164 | .172 | .180 | .189 | .197 | .205 |
| 360 | .127 | .135 | .143 | .151 | .159 | .167 | .175 | .183 | .191 | .198 |
| 380 | .124 | .131 | .139 | .147 | .155 | .162 | .170 | .178 | .186 | .193 |
| 400 and over | .121 | .128 | .136 | .143 | .151 | .158 | .166 | .173 | .181 | .188 |

SCHEDULE No. 5—COMPENSATION PER MILE AT VARYING WEIGHTS AND MILES APPLICABLE TO O. D. T. REGION No. 5

| Line haul miles traveled | 1-ton load | 2-ton load | 3-ton load | 4-ton load | 5-ton load | 6-ton load | 7-ton load | 8-ton load | 9-ton load | 10-ton load |
|--------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| 50 | | | 0.207 | 0.223 | 0.230 | 0.235 | 0.311 | 0.336 | 0.302 | 0.388 |
| 60 | | | .183 | .208 | .220 | .222 | .275 | .296 | .221 | .344 |
| 70 | | | .166 | .187 | .208 | .209 | .249 | .270 | .201 | .312 |
| 80 | | | .154 | .174 | .193 | .212 | .231 | .251 | .270 | .289 |
| 90 | | | .144 | .162 | .180 | .198 | .216 | .234 | .252 | .270 |
| 100 | | | .136 | .153 | .161 | .188 | .205 | .222 | .239 | .256 |
| 120 | | | .120 | .135 | .151 | .171 | .186 | .196 | .211 | .226 |
| 140 | | | .109 | .123 | .138 | .150 | .163 | .177 | .190 | .204 |
| 160 | | | .100 | .113 | .125 | .138 | .150 | .163 | .175 | .188 |
| 180 | | | .093 | .105 | .117 | .128 | .140 | .152 | .163 | .175 |
| 200 | | | .088 | .099 | .110 | .121 | .132 | .143 | .154 | .165 |
| 220 | | | .083 | .094 | .104 | .114 | .125 | .135 | .145 | .156 |
| 240 | | | .080 | .089 | .099 | .109 | .119 | .129 | .139 | .149 |
| 260 | | | .078 | .085 | .096 | .104 | .114 | .123 | .133 | .142 |
| 280 | | | .073 | .082 | .091 | .100 | .110 | .119 | .128 | .137 |
| 300 | | | .070 | .079 | .088 | .097 | .106 | .114 | .123 | .132 |
| 320 | | | .068 | .076 | .085 | .093 | .102 | .110 | .119 | .127 |
| 340 | | | .065 | .074 | .082 | .090 | .098 | .107 | .115 | .123 |
| 360 | | | .063 | .071 | .079 | .087 | .095 | .103 | .111 | .119 |
| 380 | | | .062 | .070 | .077 | .085 | .093 | .101 | .108 | .116 |
| 400 and over | | | .060 | .068 | .075 | .083 | .090 | .098 | .105 | .113 |

| Line haul miles traveled | 11-ton load | 12-ton load | 13-ton load | 14-ton load | 15-ton load | 16-ton load | 17-ton load | 18-ton load | 19-ton load | 20-ton load |
|--------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 50 | 0.414 | 0.440 | 0.465 | 0.491 | 0.517 | 0.543 | 0.569 | 0.549 | 0.620 | 0.646 |
| 60 | .387 | .420 | .443 | .465 | .489 | .482 | .505 | .528 | .551 | .574 |
| 70 | .353 | .384 | .407 | .429 | .451 | .437 | .456 | .479 | .500 | .521 |
| 80 | .308 | .338 | .347 | .365 | .385 | .405 | .424 | .443 | .462 | .482 |
| 90 | .288 | .306 | .324 | .342 | .360 | .378 | .396 | .414 | .432 | .450 |
| 100 | .273 | .290 | .307 | .324 | .342 | .359 | .376 | .393 | .410 | .427 |
| 120 | .241 | .256 | .271 | .286 | .301 | .316 | .332 | .347 | .362 | .377 |
| 140 | .218 | .231 | .245 | .258 | .272 | .285 | .299 | .313 | .326 | .340 |
| 160 | .201 | .213 | .226 | .238 | .251 | .263 | .276 | .289 | .301 | .314 |
| 180 | .187 | .198 | .210 | .222 | .233 | .245 | .257 | .268 | .280 | .292 |
| 200 | .176 | .187 | .198 | .209 | .220 | .231 | .242 | .253 | .264 | .275 |
| 220 | .166 | .177 | .187 | .198 | .208 | .218 | .229 | .239 | .250 | .260 |
| 240 | .159 | .169 | .179 | .189 | .199 | .208 | .218 | .228 | .238 | .248 |
| 260 | .151 | .161 | .170 | .180 | .189 | .199 | .208 | .218 | .227 | .237 |
| 280 | .146 | .155 | .164 | .174 | .183 | .192 | .201 | .210 | .219 | .228 |
| 300 | .141 | .150 | .158 | .167 | .176 | .185 | .194 | .203 | .211 | .220 |
| 320 | .133 | .144 | .152 | .161 | .169 | .178 | .186 | .195 | .203 | .212 |
| 340 | .131 | .139 | .148 | .156 | .164 | .172 | .180 | .189 | .197 | .205 |
| 360 | .127 | .135 | .143 | .151 | .159 | .167 | .175 | .183 | .191 | .198 |
| 380 | .124 | .131 | .139 | .147 | .155 | .162 | .170 | .178 | .186 | .193 |
| 400 and over | .121 | .128 | .135 | .143 | .151 | .158 | .166 | .173 | .181 | .188 |

SCHEDULE No. 6—COMPENSATION PER MILE AT VARYING WEIGHTS AND MILES APPLICABLE TO O. D. T. REGION No. 6

| Line haul miles traveled | 1-ton load | 2-ton load | 3-ton load | 4-ton load | 5-ton load | 6-ton load | 7-ton load | 8-ton load | 9-ton load | 10-ton load |
|--------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| 50 | | | 0.229 | 0.257 | 0.286 | 0.315 | 0.343 | 0.372 | 0.400 | 0.429 |
| 60 | | | .203 | .228 | .253 | .279 | .304 | .329 | .355 | .380 |
| 70 | | | .184 | .207 | .230 | .253 | .276 | .299 | .322 | .345 |
| 80 | | | .170 | .191 | .213 | .234 | .255 | .276 | .298 | .319 |
| 90 | | | .159 | .179 | .199 | .219 | .239 | .259 | .279 | .299 |
| 100 | | | .151 | .170 | .189 | .208 | .227 | .246 | .264 | .283 |
| 120 | | | .133 | .150 | .167 | .183 | .200 | .217 | .233 | .250 |
| 140 | | | .121 | .136 | .151 | .166 | .181 | .196 | .211 | .226 |
| 160 | | | .111 | .125 | .139 | .153 | .166 | .180 | .194 | .208 |
| 180 | | | .103 | .116 | .129 | .142 | .155 | .168 | .181 | .194 |
| 200 | | | .096 | .110 | .122 | .134 | .146 | .159 | .171 | .183 |
| 220 | | | .092 | .104 | .115 | .127 | .138 | .150 | .162 | .173 |
| 240 | | | .087 | .098 | .109 | .120 | .131 | .142 | .153 | .164 |
| 260 | | | .084 | .094 | .105 | .115 | .125 | .135 | .145 | .157 |
| 280 | | | .081 | .091 | .101 | .111 | .121 | .131 | .141 | .151 |
| 300 | | | .078 | .088 | .097 | .107 | .117 | .127 | .136 | .146 |
| 320 | | | .075 | .085 | .094 | .103 | .113 | .122 | .132 | .141 |
| 340 | | | .072 | .082 | .091 | .100 | .109 | .118 | .127 | .136 |
| 360 | | | .070 | .079 | .088 | .097 | .106 | .114 | .123 | .132 |
| 380 | | | .068 | .077 | .085 | .094 | .102 | .111 | .119 | .128 |
| 400 and over | | | .065 | .074 | .083 | .091 | .099 | .107 | .116 | .124 |

| Line haul miles traveled | 11-ton load | 12-ton load | 13-ton load | 14-ton load | 15-ton load | 16-ton load | 17-ton load | 18-ton load | 19-ton load | 20-ton load |
|--------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 50 | 0.458 | 0.486 | 0.515 | 0.543 | 0.572 | 0.601 | 0.629 | 0.658 | 0.686 | 0.715 |
| 60 | .405 | .431 | .456 | .481 | .507 | .532 | .557 | .583 | .608 | .633 |
| 70 | .368 | .391 | .414 | .437 | .460 | .483 | .506 | .529 | .552 | .575 |
| 80 | .340 | .362 | .383 | .404 | .425 | .447 | .468 | .489 | .510 | .532 |
| 90 | .319 | .339 | .359 | .379 | .398 | .418 | .438 | .458 | .478 | .498 |
| 100 | .302 | .321 | .340 | .359 | .378 | .396 | .415 | .434 | .453 | .472 |
| 120 | .267 | .283 | .300 | .317 | .333 | .350 | .367 | .383 | .400 | .417 |
| 140 | .241 | .256 | .271 | .286 | .301 | .316 | .331 | .347 | .362 | .377 |
| 160 | .222 | .236 | .250 | .264 | .277 | .291 | .305 | .319 | .333 | .347 |
| 180 | .207 | .220 | .233 | .246 | .259 | .272 | .285 | .298 | .310 | .323 |
| 200 | .195 | .207 | .220 | .233 | .244 | .256 | .268 | .281 | .293 | .306 |
| 220 | .185 | .196 | .208 | .219 | .231 | .242 | .254 | .265 | .277 | .288 |
| 240 | .175 | .186 | .197 | .208 | .219 | .229 | .240 | .251 | .262 | .273 |
| 260 | .167 | .178 | .188 | .199 | .209 | .220 | .230 | .241 | .251 | .262 |
| 280 | .161 | .171 | .181 | .191 | .201 | .211 | .221 | .232 | .242 | .252 |
| 300 | .156 | .165 | .175 | .185 | .195 | .204 | .214 | .224 | .234 | .243 |
| 320 | .150 | .159 | .169 | .179 | .188 | .197 | .207 | .216 | .226 | .235 |
| 340 | .145 | .154 | .163 | .172 | .181 | .190 | .199 | .208 | .218 | .227 |
| 360 | .141 | .150 | .158 | .167 | .175 | .185 | .194 | .202 | .211 | .220 |
| 380 | .137 | .145 | .154 | .162 | .171 | .179 | .188 | .196 | .205 | .213 |
| 400 and over | .132 | .141 | .149 | .157 | .165 | .174 | .182 | .190 | .198 | .207 |

SCHEDULE NO. 7—COMPENSATION PER MILE AT VARYING WEIGHTS AND MILES APPLICABLE TO O. D. T. REGION NO. 7

| Line haul miles traveled | 1-ton load | 2-ton load | 3-ton load | 4-ton load | 5-ton load | 6-ton load | 7-ton load | 8-ton load | 9-ton load | 10-ton load |
|--------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| 50 | | | 0.239 | 0.257 | 0.268 | 0.315 | 0.343 | 0.372 | 0.400 | 0.429 |
| 60 | | | .268 | .286 | .295 | .379 | .404 | .429 | .455 | .480 |
| 70 | | | .184 | .197 | .200 | .253 | .273 | .299 | .322 | .345 |
| 80 | | | .170 | .191 | .213 | .234 | .259 | .278 | .296 | .319 |
| 90 | | | .160 | .179 | .199 | .219 | .239 | .259 | .279 | .299 |
| 100 | | | .151 | .170 | .189 | .208 | .227 | .246 | .264 | .283 |
| 120 | | | .133 | .150 | .167 | .183 | .200 | .217 | .233 | .250 |
| 140 | | | .121 | .136 | .151 | .166 | .181 | .196 | .211 | .226 |
| 160 | | | .111 | .125 | .139 | .153 | .166 | .180 | .194 | .208 |
| 180 | | | .103 | .114 | .126 | .142 | .155 | .168 | .181 | .194 |
| 200 | | | .098 | .110 | .122 | .134 | .146 | .159 | .171 | .183 |
| 220 | | | .092 | .104 | .115 | .127 | .138 | .150 | .162 | .173 |
| 240 | | | .087 | .098 | .109 | .120 | .131 | .142 | .153 | .164 |
| 260 | | | .084 | .094 | .105 | .115 | .126 | .136 | .146 | .157 |
| 280 | | | .081 | .091 | .101 | .111 | .121 | .131 | .141 | .151 |
| 300 | | | .078 | .088 | .097 | .107 | .117 | .127 | .136 | .146 |
| 320 | | | .075 | .085 | .094 | .103 | .113 | .122 | .132 | .141 |
| 340 | | | .073 | .082 | .091 | .100 | .109 | .118 | .127 | .136 |
| 360 | | | .070 | .079 | .088 | .097 | .106 | .114 | .123 | .132 |
| 380 | | | .068 | .077 | .085 | .094 | .102 | .111 | .119 | .128 |
| 400 and over | | | .066 | .074 | .083 | .091 | .099 | .107 | .115 | .124 |

| Line haul miles traveled | 11-ton load | 12-ton load | 13-ton load | 14-ton load | 15-ton load | 16-ton load | 17-ton load | 18-ton load | 19-ton load | 20-ton load |
|--------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 50 | 0.458 | 0.466 | 0.515 | 0.543 | 0.572 | 0.601 | 0.629 | 0.658 | 0.686 | 0.715 |
| 60 | .465 | .431 | .466 | .481 | .507 | .532 | .557 | .583 | .608 | .633 |
| 70 | .368 | .391 | .414 | .437 | .460 | .483 | .506 | .529 | .552 | .575 |
| 80 | .340 | .363 | .383 | .404 | .426 | .447 | .468 | .489 | .510 | .532 |
| 90 | .319 | .339 | .359 | .379 | .398 | .418 | .438 | .458 | .478 | .498 |
| 100 | .302 | .321 | .340 | .359 | .378 | .396 | .415 | .434 | .453 | .472 |
| 120 | .267 | .283 | .300 | .317 | .333 | .350 | .367 | .383 | .400 | .417 |
| 140 | .241 | .256 | .271 | .286 | .301 | .315 | .331 | .347 | .362 | .377 |
| 160 | .222 | .236 | .250 | .264 | .277 | .291 | .305 | .319 | .333 | .347 |
| 180 | .207 | .220 | .233 | .246 | .259 | .272 | .285 | .298 | .310 | .323 |
| 200 | .194 | .207 | .220 | .232 | .244 | .256 | .268 | .281 | .293 | .305 |
| 220 | .185 | .196 | .208 | .219 | .231 | .242 | .254 | .265 | .277 | .288 |
| 240 | .175 | .186 | .197 | .208 | .219 | .229 | .240 | .251 | .262 | .273 |
| 260 | .167 | .178 | .188 | .199 | .209 | .220 | .230 | .241 | .251 | .262 |
| 280 | .161 | .171 | .181 | .191 | .201 | .211 | .221 | .232 | .242 | .252 |
| 300 | .156 | .165 | .175 | .185 | .195 | .204 | .214 | .224 | .234 | .243 |
| 320 | .150 | .160 | .169 | .179 | .188 | .197 | .207 | .216 | .226 | .235 |
| 340 | .145 | .154 | .163 | .172 | .181 | .190 | .199 | .208 | .218 | .227 |
| 360 | .141 | .150 | .158 | .167 | .176 | .185 | .194 | .202 | .211 | .220 |
| 380 | .137 | .145 | .154 | .163 | .171 | .179 | .188 | .196 | .205 | .213 |
| 400 and over | .132 | .141 | .149 | .157 | .165 | .174 | .182 | .190 | .198 | .207 |

SCHEDULE NO. 8—COMPENSATION PER MILE AT VARYING WEIGHTS AND MILES APPLICABLE TO O. D. T. REGION NO. 8

| Line haul miles traveled | 1-ton load | 2-ton load | 3-ton load | 4-ton load | 5-ton load | 6-ton load | 7-ton load | 8-ton load | 9-ton load | 10-ton load |
|--------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| 50 | | | 0.227 | 0.256 | 0.294 | 0.312 | 0.341 | 0.360 | 0.398 | 0.426 |
| 60 | | | .210 | .236 | .262 | .288 | .314 | .341 | .367 | .393 |
| 70 | | | .197 | .222 | .246 | .271 | .296 | .321 | .345 | .370 |
| 80 | | | .188 | .211 | .235 | .258 | .282 | .305 | .329 | .352 |
| 90 | | | .181 | .204 | .226 | .249 | .271 | .294 | .316 | .339 |
| 100 | | | .175 | .197 | .219 | .240 | .262 | .284 | .306 | .328 |
| 120 | | | .158 | .178 | .198 | .218 | .237 | .257 | .277 | .297 |
| 140 | | | .145 | .165 | .183 | .202 | .220 | .238 | .257 | .275 |
| 160 | | | .138 | .156 | .173 | .190 | .207 | .225 | .242 | .259 |
| 180 | | | .131 | .148 | .164 | .180 | .197 | .213 | .230 | .246 |
| 200 | | | .126 | .142 | .157 | .173 | .189 | .205 | .220 | .235 |
| 220 | | | .120 | .135 | .151 | .166 | .181 | .196 | .211 | .226 |
| 240 | | | .116 | .131 | .145 | .160 | .174 | .189 | .203 | .218 |
| 260 | | | .112 | .127 | .141 | .155 | .169 | .183 | .197 | .211 |
| 280 | | | .109 | .123 | .137 | .150 | .164 | .178 | .191 | .205 |
| 300 | | | .107 | .120 | .133 | .147 | .160 | .173 | .187 | .200 |
| 320 | | | .105 | .118 | .131 | .144 | .157 | .170 | .183 | .196 |
| 340 | | | .102 | .115 | .127 | .140 | .153 | .166 | .178 | .191 |
| 360 | | | .100 | .113 | .125 | .138 | .150 | .163 | .175 | .188 |
| 380 | | | .099 | .111 | .123 | .136 | .148 | .160 | .173 | .185 |
| 400 and over | | | .097 | .109 | .121 | .134 | .146 | .158 | .170 | .182 |

| Line haul miles traveled | 11-ton load | 12-ton load | 13-ton load | 14-ton load | 15-ton load | 16-ton load | 17-ton load | 18-ton load | 19-ton load | 20-ton load |
|--------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 50 | 0.454 | 0.483 | 0.511 | 0.540 | 0.568 | 0.595 | 0.625 | 0.653 | 0.682 | 0.710 |
| 60 | .419 | .445 | .471 | .496 | .524 | .550 | .576 | .602 | .628 | .655 |
| 70 | .368 | .419 | .444 | .469 | .494 | .518 | .543 | .568 | .592 | .617 |
| 80 | .378 | .390 | .423 | .446 | .470 | .493 | .517 | .540 | .564 | .587 |
| 90 | .363 | .384 | .407 | .430 | .452 | .474 | .497 | .519 | .542 | .565 |
| 100 | .350 | .372 | .394 | .416 | .438 | .459 | .481 | .503 | .525 | .547 |
| 120 | .317 | .337 | .358 | .378 | .398 | .418 | .438 | .458 | .478 | .498 |
| 140 | .288 | .312 | .330 | .348 | .367 | .385 | .403 | .422 | .440 | .458 |
| 160 | .268 | .284 | .311 | .328 | .345 | .363 | .380 | .397 | .414 | .432 |
| 180 | .252 | .279 | .295 | .312 | .328 | .344 | .361 | .377 | .393 | .410 |
| 200 | .232 | .260 | .283 | .299 | .315 | .331 | .346 | .362 | .378 | .394 |
| 220 | .241 | .266 | .271 | .286 | .301 | .317 | .332 | .347 | .362 | .377 |
| 240 | .233 | .247 | .263 | .276 | .291 | .305 | .320 | .334 | .349 | .363 |
| 260 | .228 | .239 | .253 | .267 | .281 | .295 | .310 | .324 | .338 | .352 |
| 280 | .219 | .232 | .246 | .260 | .273 | .287 | .301 | .314 | .328 | .342 |
| 300 | .213 | .227 | .240 | .253 | .267 | .280 | .293 | .307 | .320 | .333 |
| 320 | .209 | .222 | .235 | .248 | .261 | .274 | .287 | .301 | .314 | .327 |
| 340 | .204 | .216 | .229 | .242 | .255 | .267 | .280 | .293 | .306 | .318 |
| 360 | .201 | .213 | .226 | .238 | .251 | .263 | .276 | .288 | .301 | .313 |
| 380 | .197 | .210 | .222 | .234 | .247 | .259 | .271 | .284 | .296 | .308 |
| 400 and over | .194 | .206 | .218 | .231 | .243 | .255 | .267 | .279 | .291 | .303 |

SCHEDULE No. 9—COMPENSATION PER MILE AT VARYING WEIGHTS AND MILES APPLICABLE TO O. D. T. REGION
No. 9

| Line haul miles traveled | 1-ton load | 2-ton load | 3-ton load | 4-ton load | 5-ton load | 6-ton load | 7-ton load | 8-ton load | 9-ton load | 10-ton load |
|--------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| 50..... | | | 0.227 | 0.236 | 0.284 | 0.312 | 0.341 | 0.369 | 0.398 | 0.426 |
| 60..... | | | .210 | .226 | .262 | .288 | .314 | .341 | .367 | .393 |
| 70..... | | | .197 | .222 | .246 | .271 | .296 | .321 | .345 | .370 |
| 80..... | | | .186 | .211 | .235 | .256 | .282 | .305 | .329 | .353 |
| 90..... | | | .181 | .204 | .226 | .249 | .271 | .294 | .316 | .339 |
| 100..... | | | .175 | .197 | .219 | .240 | .262 | .284 | .306 | .328 |
| 120..... | | | .158 | .178 | .198 | .218 | .237 | .257 | .277 | .297 |
| 140..... | | | .146 | .165 | .183 | .202 | .220 | .238 | .257 | .275 |
| 160..... | | | .138 | .156 | .173 | .190 | .207 | .225 | .243 | .259 |
| 180..... | | | .131 | .148 | .164 | .180 | .197 | .213 | .230 | .246 |
| 200..... | | | .126 | .142 | .157 | .173 | .189 | .205 | .220 | .236 |
| 220..... | | | .120 | .135 | .151 | .166 | .181 | .196 | .211 | .226 |
| 240..... | | | .116 | .131 | .145 | .160 | .174 | .189 | .203 | .218 |
| 260..... | | | .112 | .127 | .141 | .155 | .169 | .183 | .197 | .211 |
| 280..... | | | .109 | .123 | .137 | .150 | .164 | .178 | .191 | .205 |
| 300..... | | | .107 | .120 | .133 | .147 | .160 | .173 | .187 | .200 |
| 320..... | | | .105 | .118 | .131 | .144 | .157 | .170 | .183 | .196 |
| 340..... | | | .102 | .115 | .127 | .140 | .153 | .166 | .178 | .191 |
| 360..... | | | .100 | .113 | .125 | .138 | .150 | .163 | .175 | .188 |
| 380..... | | | .099 | .111 | .123 | .135 | .148 | .160 | .173 | .185 |
| 400 and over..... | | | .097 | .109 | .121 | .134 | .146 | .158 | .170 | .182 |

| Line haul miles traveled | 11-ton load | 12-ton load | 13-ton load | 14-ton load | 15-ton load | 16-ton load | 17-ton load | 18-ton load | 19-ton load | 20-ton load |
|--------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 50..... | 0.454 | 0.483 | 0.511 | 0.540 | 0.568 | 0.596 | 0.625 | 0.653 | 0.682 | 0.710 |
| 60..... | .419 | .445 | .471 | .498 | .524 | .550 | .576 | .602 | .628 | .655 |
| 70..... | .385 | .410 | .434 | .459 | .484 | .508 | .533 | .558 | .582 | .617 |
| 80..... | .375 | .399 | .423 | .446 | .470 | .493 | .517 | .540 | .564 | .587 |
| 90..... | .362 | .384 | .407 | .429 | .452 | .474 | .497 | .519 | .542 | .565 |
| 100..... | .350 | .372 | .394 | .415 | .438 | .459 | .481 | .503 | .525 | .547 |
| 120..... | .317 | .337 | .358 | .378 | .398 | .416 | .436 | .455 | .475 | .495 |
| 140..... | .283 | .312 | .330 | .348 | .367 | .385 | .403 | .422 | .440 | .459 |
| 160..... | .275 | .294 | .311 | .328 | .345 | .363 | .380 | .397 | .414 | .432 |
| 180..... | .262 | .279 | .295 | .312 | .328 | .344 | .361 | .377 | .393 | .410 |
| 200..... | .252 | .268 | .283 | .299 | .315 | .331 | .346 | .362 | .378 | .394 |
| 220..... | .241 | .256 | .271 | .286 | .301 | .317 | .332 | .347 | .362 | .377 |
| 240..... | .233 | .247 | .262 | .276 | .291 | .305 | .320 | .334 | .349 | .363 |
| 260..... | .225 | .239 | .253 | .267 | .281 | .295 | .310 | .324 | .338 | .352 |
| 280..... | .219 | .232 | .246 | .260 | .273 | .287 | .301 | .314 | .328 | .342 |
| 300..... | .213 | .227 | .240 | .253 | .267 | .280 | .293 | .307 | .320 | .333 |
| 320..... | .209 | .222 | .234 | .248 | .261 | .274 | .287 | .301 | .314 | .327 |
| 340..... | .204 | .216 | .228 | .242 | .255 | .267 | .280 | .293 | .306 | .318 |
| 360..... | .201 | .213 | .225 | .238 | .251 | .263 | .275 | .288 | .301 | .313 |
| 380..... | .197 | .210 | .222 | .234 | .247 | .259 | .271 | .284 | .296 | .308 |
| 400 and over..... | .194 | .206 | .218 | .231 | .243 | .255 | .267 | .279 | .291 | .303 |

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OFFICE OF DEFENSE TRANSPORTATION

[General Order ODT 43]

PART 501—CONSERVATION OF MOTOR EQUIPMENT

COMMON CARRIERS OF HOUSEHOLD GOODS

General outline. This order requires that every common carrier of household goods by motor truck, herein referred to as household goods carrier, shall eliminate wasteful operations and shall conserve and maintain motor trucks, tires and other facilities necessary in conducting the business of such carriers.

The order also provides that no household goods carrier shall operate any motor truck in over-the-road service which is not loaded to 80 percent of capacity, without first registering with the nearest district office of the Division of Motor Transport, Office of Defense Transportation, and obtaining clearance authority from the Office of Defense Transportation. The order establishes the conditions under which clearance authority will be issued. These conditions require the registration of each empty truck, or truck laden to less than 80 percent of capacity, prior to its departure from any point, and the transportation of any household goods found, upon such registration, to be available for transportation to, toward or beyond the registered destination of the truck. Provision is also made for the optional registration by a household goods carrier of a motor truck for the transportation of other suitable freight. Other loading and operating requirements are established.

The order further provides that each household goods carrier shall register with the nearest district office of the Division of Motor Transport any shipment of household goods which the carrier is unable to load or to transport within the periods of time established by the order.

Each district manager of the Office of Defense Transportation is authorized and required, subject to certain limitations, to direct household goods carriers to accept and transport shipments of household goods to, toward or beyond the destination point of a registered truck. A district manager is authorized and required to issue clearance authority under the conditions set forth in the order. Other provisions govern interchange and diversion of traffic, determination of applicable rates and charges, division of revenues between carriers,

settlements between carriers, compliance by carriers with directions of a district manager in the event of disagreement over division of revenue, adjustments of such disagreements, filing of tariffs, records and reports, and carrier liability.

Provision is made in the order for the issuance of special or general permits to meet specific needs or exceptional circumstances or to prevent undue hardship. Provision is also made for the submission of plans for joint action to the Office of Defense Transportation for approval.

Household goods carriers are not permitted to extend or inaugurate new service without prior approval of the Office of Defense Transportation.

This general outline shall not be construed to alter the meaning of any provision contained in the order.

The text of General Order ODT 43 follows:

Pursuant to the act of May 31, 1941, as amended by the Second War Powers Act, 1942, Executive Order 8989, as amended, Executive Order 9156, and War Production Board Directive 21, and in order to assure the maximum utilization of the facilities, services and equipment of common carriers of household goods by motor vehicle, to prevent shortages of motor vehicles utilized in the transportation of household goods, to conserve and providently utilize vital equipment, materials and supplies, including rubber and rubber substitutes, and to provide for the prompt and continuous movement of necessary traffic, *It is hereby ordered, That:*

- Sec.
- 501.390 Elimination of waste; conservation.
 - 501.391 Loading and operating requirements.
 - 501.392 Registration of truck; information required.
 - 501.393 Registration of shipments; information required.
 - 501.394 Cancellation of registration.
 - 501.395 Use of information registered.
 - 501.396 Authority of district manager.
 - 501.397 Issuance of clearance authority.
 - 501.398 Time limitations upon loading and holding shipments.
 - 501.399 Optional loading and leasing.
 - 501.400 Billing and rates; division of revenue; settlement between carriers.
 - 501.401 Compliance by carriers.
 - 501.402 Filing of tariffs.
 - 501.403 Carrier liability.
 - 501.404 Special or general permits.
 - 501.405 Submission of plans for joint action.
 - 501.406 Extension or inauguration of new service.

Sec.

- 501.407 Records and reports.
- 501.408 Definitions.
- 501.409 Applicability.
- 501.410 Communications.

AUTHORITY: §§ 501.390 through 501.410 issued under the act of May 31, 1941, as amended by the Second War Powers Act, 1942, 56 Stat. 178, 50 U. S. Code, Secs. 631 through 645e; E.O. 8989, as amended, 6 P.R. 6725, 8 P.R. 14183; E.O. 9156, 7 P.R. 3349; War Production Board Directive 21, 8 P.R. 5634.

§ 501.390 *Elimination of waste; conservation.* Every household goods carrier shall:

- (a) Eliminate wasteful operations; and
- (b) Conserve and properly maintain tires, motor trucks and other facilities necessary in conducting the business of such carrier.

§ 501.391 *Loading and operating requirements.* (a) No household goods carrier shall operate any motor truck which is not loaded to 80 percent of its capacity, for the transportation of household goods in over-the-road service except as follows:

(1) Prior to the departure from any point of an empty truck or a truck loaded to less than 80 percent of its capacity, the carrier, or the representative in the immediate control and possession of the truck, shall register the truck with the nearest district office for the transportation of household goods registered with such district office and available for transportation to, toward or beyond the destination point of the truck; and

(2) Consistent with prior commitments involving the use of the truck en route, the carrier, or the representative in the immediate control and possession of the truck, shall accept and transport, to the load capacity of the truck, all household goods registered and available for transportation to the point of destination or to any point intermediate to or beyond such destination point; or

(3) There is in force with respect thereto, clearance authority issued by the Office of Defense Transportation in accordance with the provisions of this order.

(b) A motor truck which has been so disabled en route that a load equal to 80 percent of its capacity cannot be transported or carried thereon may be operated in over-the-road service empty or partially laden to the nearest point at

which the carrier operating such truck maintains, provides or can obtain repair service.

(c) There shall be carried in each truck operated in over-the-road service by a household goods carrier a statement in writing, verified by the oath of the carrier, or by the oath of a duly authorized representative of such carrier, providing the following information:

(1) The name and address of the carrier;

(2) The interstate or intrastate operating authority held by the carrier for the transportation of household goods; and

(3) The amount of cargo insurance, public liability and property damage insurance, if any, then in force in respect of the truck, the name and address of any such insurer, together with the number, and the effective period or periods, of any such policy or policies of insurance.

(d) No household goods carrier shall operate in over-the-road service any motor truck, the gross weight of which exceeds by more than 20 percent its rated load carrying ability.

(e) No provision of this order shall be construed to require the loading of a motor truck so that the gross weight of the truck will exceed the actual safe capacity of any bridge or other structure en route, as determined by State or local authorities, or will exceed the maximum gross weight limitations prescribed by the applicable State law, proclamation or regulation, Federal statute, Federal regulation, or Executive Order, whichever is currently controlling, in which event such truck shall be loaded as nearly to its capacity as may be consistent with such applicable limitations and the provisions of this order.

(f) The provisions of this order shall not be so construed or applied as to require or permit any carrier to perform any transportation service, the performance of which is not authorized or sanctioned by law.

§ 501.392 Registration of truck; information required. (a) Every household goods carrier, when registering any empty or partially loaded truck as required or permitted by this order, shall submit, at its expense, to the district office, by telephone, telegraph, mail, or in person, the following information:

(1) The place at which the person providing the information may be reached;

(2) The name and address of the owner or lessee, and the name of the operator of the truck;

(3) The type of equipment and type of body;

(4) The space, in cubic feet, available for loading;

(5) The point and time at which the truck will be available for loading;

(6) The destination of the truck;

(7) The home license plate number and the State of issue; and

(8) If the carrier elects to transport suitable freight, to so state.

§ 501.393 Registration of shipments; information required. (a) Every house-

hold goods carrier, when registering shipments as required by this order, shall submit, at its expense, to the district office, by telephone, telegraph, mail, or in person, the following information:

(1) The name and address of the carrier submitting the information;

(2) The point of origin and destination;

(3) The nature of such shipment;

(4) The approximate weight and volume of the shipment;

(5) Any additional, accessorial, or terminal services that will be required in the handling of such shipment; and

(6) The period during which the shipment will be available for loading.

(b) No household goods carrier shall register any shipment for transportation between points which such carrier is not authorized to serve.

§ 501.394 Cancellation of registration. Whenever, after registration, any truck or shipment of household goods becomes unavailable for the purpose for which it was registered, the registering carrier forthwith shall notify the district office thereof and of the reasons therefor, and thereupon the registration shall be cancelled.

§ 501.395 Use of information registered. Information registered pursuant to this order shall be used by the district manager, as provided by §§ 501.396 and 501.397 of this order, without discrimination, preference, or partiality.

§ 501.396 Authority of district manager. (a) Upon registration of a truck or of a shipment of household goods by a carrier pursuant to this order, the district manager, to the extent necessary to avoid operations in over-the-road service of empty trucks, or trucks loaded to less than capacity, may:

(1) In respect of any empty truck, or a truck loaded to less than 80 percent of capacity, registered by a household goods carrier, direct that the truck be used in a specific movement for the transportation of designated household goods;

(2) In respect of registered household goods, direct that they be transported by a specified household goods carrier which has registered a truck; or

(3) Issue clearance authority as provided in § 501.397 of this order.

(b) The district manager shall not direct a household goods carrier to transport in any truck a load in excess of a capacity load or direct the transportation of household goods in any truck unsuitable or inadequate for such transportation.

(c) The district manager shall not direct a household goods carrier to transport in any truck any shipment which will cause damage to, or contaminate, the truck or other equipment or other lading being transported thereon.

(d) The district manager shall not direct a household goods carrier to perform any transportation service which it is not authorized to perform.

(e) The district manager shall not direct that a registered shipment of house-

hold goods be transported by a specified household goods carrier which has registered a truck when it appears from the verified statement carried in the truck pursuant to § 501.391 (c) of this order that the carrier does not maintain cargo insurance adequate to cover the declared or released value of the registered shipment.

(f) The district manager shall not direct that the departure of any empty or partially loaded truck be delayed beyond a reasonable time during any calendar day, or be delayed overnight, for the purpose of transporting household goods which may be available for transportation during such day, unless the volume of such household goods is in excess of 500 cubic feet and the distance to its destination is in excess of 200 miles, in which event the district manager may direct that the departure of such truck be delayed for a period of not to exceed 24 hours.

(g) The district manager shall not direct a household goods carrier to transport household goods beyond the registered destination of the truck, or to any point off the route that the truck otherwise would have traveled, unless:

(1) The distance traveled by reason of complying with such direction will not exceed by more than 25 percent the distance the truck otherwise would have traveled to reach its registered destination, and

(2) The truck will be laden with 50 percent or more of a capacity load for 75 percent or more of the distance traveled.

§ 501.397 Issuance of clearance authority. (a) Subject to the provisions of § 501.396 of this order, clearance authority shall be issued by the district manager in respect of a registered truck to a household goods carrier:

(1) When the carrier has accepted for transportation all shipments of household goods that the district manager has directed the carrier to transport, or

(2) When there are no registered shipments of household goods which the district manager is authorized to direct the carrier to transport.

(b) The issuance of clearance authority shall be evidenced by a clearance number, which shall be assigned by the district manager in respect of the registered truck at the time of issuance thereof, and shall authorize the movement of the truck to a specified point without further inquiry or registration. The clearance number may be given to the carrier, or to the carrier's representative, in person, by mail, or by telephone or telegraph.

§ 501.398 Time limitations upon loading and holding shipments. (a) Whenever a shipment which exceeds 3,000 pounds or 500 cubic feet is tendered to a household goods carrier for transportation in over-the-road service, the carrier shall load the shipment within 24 hours (exclusive of Sunday or legal holiday) after expiration of the final loading date specified by the shipper; and, in respect of any such shipment

which is less than 3,000 pounds or 500 cubic feet, the carrier shall load the shipment within 5 days (exclusive of Sunday or legal holiday) after expiration of the final loading date specified by the shipper; or, if the carrier is unable to load a shipment of household goods within the time specified herein, the carrier shall promptly register the shipment with the district office nearest the point at which the shipment is available.

(b) No household goods carrier shall hold, carry over, store, or warehouse any shipment of household goods at the originating point for more than 5 days following expiration of the final loading date specified by the shipper, or at any other point en route for more than 5 days, except when there is no other household goods carrier capable of transporting the shipment consistent with the provisions of this order. If such carrier is unable to transport, divert, or otherwise arrange for the movement of any such shipment within the time specified herein, the carrier shall promptly register the shipment with the district office nearest the point at which the shipment is available, in accordance with the provisions of this order.

§ 501.399 Optional loading or leasing.

(a) Whenever, after registration of a truck at any district office, no household goods are available for transportation to, toward or beyond the destination point of the truck, the carrier may elect to register the truck with the district office for the transportation of any suitable freight which may be available and which the carrier who registers the truck has the right to transport.

(b) When no household goods are available for the transportation in a truck registered under the provisions of this order and the person registering such truck elects to lease the truck for the transportation of suitable freight, such lease shall be in the form prescribed by Appendix 1 to Administrative Order ODT 10 (9 F.R. 2795) and shall be governed by the provisions of §§ 503.273, 503.279 and 503.280 of Administrative Order ODT 10.

§ 501.400 Billing and rates; division of revenue; settlement between carriers.

(a) Whenever a shipment is interchanged or diverted pursuant to the provisions of this order the shipment shall be accepted and received by the carrier with which interchange is made, or to which diverted, at the connecting or diverting carrier's warehouse or at the consignor's premises, as the case may be, and the transporting carrier shall load, transport, forward, or deliver, as the case may be, such shipment as the agent of the carrier which first accepted the shipment for transportation and under and pursuant to its rates, rules, regulations and practices, and shall honor and conform to its bill of lading or other billing, except as to any routing instructions therein inconsistent with the requirements of this order.

(b) Except as may be prescribed by the Interstate Commerce Commission or other authorized regulatory body:

(1) The carrier transporting any shipment of household goods diverted pursuant to directions issued in accordance with the provisions of this order shall receive not less than 75 percent of the revenue derived from the transportation of the shipment and the diverting carrier shall receive not more than 25 percent of such revenue;

(2) The carrier performing any accessorial service or service other than transportation, except packing or unpacking, in respect of a shipment of household goods so diverted shall receive the revenue derived from the performance of that service; and

(3) The carrier who packs any shipment of household goods so diverted shall receive 80 percent of the revenue derived from the performance of that service and the carrier who unpacks the shipment shall receive the remainder: *Provided*, That, if the division of revenue for the performance of such services is separately shown in the originating carrier's tariff, the division so shown shall govern.

(c) Except as may be agreed upon by the interested carriers or directed by the Interstate Commerce Commission or other authorized regulatory body, the portion of any revenue due any carrier in accordance with the provisions of paragraph (b) of this section shall be paid as follows:

(1) The portion of the revenue due a diverting carrier in respect of a collect shipment of household goods shall be paid forthwith by the transporting carrier after delivery of the shipment: *Provided*, That, in respect of any such shipment, the transporting carrier, at the election of the diverting carrier and at or prior to the diversion of the shipment, shall pay the diverting carrier's portion of such revenue; and

(2) The portion of any revenue due a transporting carrier in respect of a prepaid shipment of household goods, at its election, shall be paid prior to the transportation of the shipment.

(d) Except as may be agreed upon by the interested carriers or prescribed by the Interstate Commerce Commission or other authorized regulatory body, the division of revenues from any interchange or diversion of suitable freight shipments made pursuant to paragraph (a) of § 501.399 of this order shall be as determined by the Office of Defense Transportation upon appropriate application of the carriers.

§ 501.401 Compliance by carriers. (a) Whenever the carriers are unable to agree upon a division of revenue within the maximum and minimum limitations set forth in subparagraph (1) of paragraph (b) of § 501.400 of this order, both carriers nevertheless shall comply promptly with any direction issued by the district manager pursuant to this order and the revenue derived from the transportation of the shipment (not including the revenue derived from the performance of accessorial service) shall be divided as follows, to wit, 75 percent of such revenue to the transporting carrier and 25 percent of such revenue to

the diverting carrier, and payment shall be made in accordance with paragraph (c) of § 501.400 of this order. Such payment may be made and received without prejudice to a determination of the equitable division of such revenue by any duly authorized tribunal, or by the Office of Defense Transportation upon appropriate application of the carriers.

(b) Whenever either carrier believes that the division of revenue derived from the performance of accessorial service as set forth in subparagraphs (2) and (3) of paragraph (b) of § 501.400 of this order is inequitable, both carriers nevertheless shall comply promptly with any direction issued by the district manager pursuant to this order and the revenue derived from the performance of such accessorial service shall be divided in conformity with the terms set forth in subparagraphs (2) and (3) of paragraph (b) of § 501.400 of this order, and payment shall be made in accordance with paragraph (c) of § 501.400 of this order. Such payment may be made and received (except when the division or method of determining the division of such revenue is contained in the diverting carrier's tariff) without prejudice to a determination of the equitable division of such revenue by any duly authorized tribunal, or by the Office of Defense Transportation upon appropriate application of the carriers.

§ 501.402 Filing of tariffs. Every household goods carrier required by law to file tariffs or schedules of rates, charges, rules, regulations and practices, shall file and publish in accordance with law, and continue in effect until further order, tariffs or schedules or appropriate supplements to filed tariffs or schedules, setting forth any changes in rates, charges, rules, regulations and practices of the carrier which may be necessary to accord with the provisions of this order; and forthwith shall apply to such regulatory body or bodies for special permission for such tariffs, schedules, or supplements to become effective on the shortest notice lawfully permissible, but not prior to the effective date of this order.

§ 501.403 Carrier liability. Common carrier responsibility to the owner of any property being transported and among the carriers participating in such transportation shall be as provided by law for initial, terminating, intermediate, or delivering carriers.

§ 501.404 Special or general permits. The provisions of this order shall be subject to any special or general permit issued by the Office of Defense Transportation to meet specific needs or exceptional circumstances, or to prevent undue hardship.

§ 501.405 Submission of plans for joint action. The provisions of § 501.9, General Order ODT 3, Revised, as amended (9 F.R. 947), relating to the submission of plans for joint action between two or more common carriers, shall be applicable to household goods carriers.

§ 501.406. *Extension or inauguration of new service.* The provisions of paragraph (d) of § 501.6, General Order ODT 3, Revised, as amended (8 F.R. 14883), relating to the extension or inauguration of over-the-road service by a common carrier, and the procedure set forth in Administrative Order ODT 15 (9 F.R. 1186) for approval of an extension or inauguration of new service, shall be applicable to household goods carriers.

§ 501.407. *Records and reports.* Every household goods carrier shall prepare and maintain such records, and make such reports, as the Office of Defense Transportation may prescribe, subject to the approval of the Bureau of the Budget pursuant to the Federal Reports Act of 1942. Such records shall be available for examination and inspection at all reasonable times by an accredited representative of the Office of Defense Transportation.

§ 501.408. *Definitions.* As used in this order, the term:

(a) "Motor truck" and "truck" mean either (1) a straight truck, (2) a combination truck-tractor and semi-trailer, (3) a full trailer, (4) or any combination thereof, or (5) any other rubber-tired vehicle propelled or drawn by mechanical power while being used in the transportation of household goods;

(b) "Person" means any individual, partnership, corporation, association, joint-stock company, business trust, or other organized group of persons, or any trustee, receiver, assignee, or personal representative, and includes any department or agency of the United States, any State, the District of Columbia, or any other political, governmental or legal entity;

(c) "Household goods" means personal effects and property used or to be used in a dwelling when a part of the

equipment or supply of such dwelling; furniture, fixtures, equipment and the property of stores, offices, museums, institutions, hospitals, or other establishments when a part of the stock, equipment, or supply of such stores, offices, museums, institutions, hospitals or other establishments; and articles, including objects of art, displays, and exhibits, which because of their unusual nature or value require specialized handling and equipment usually employed in moving household goods;

(d) "Suitable freight" means freight other than household goods, which can safely be transported in a motor truck especially equipped or adapted for the transportation of household goods and which will not cause damage to or contaminate any such truck or other equipment or other lading thereon;

(e) "Over-the-road service" means all operations of a motor truck except (1) those within an area which includes any municipality or urban community and a zone extending 75 air miles from the boundaries thereof; (2) those within and between contiguous municipalities or urban communities; and (3) those not more than 75 miles in length;

(f) "Household goods carrier" and "carrier" mean any person which holds itself out to the general public to engage in the transportation of household goods in over-the-road service by motor truck for compensation, regardless of the designation of such person under any Federal or State statute;

(g) "Rated load carrying ability" as applied to a truck means the weight which the tires mounted on the load bearing wheels of such truck are capable of carrying as determined in the manner set forth in Appendix No. 1, attached to General Order ODT 3, Revised, as amended (7 F.R. 5445).

(h) "Capacity load" and "loaded to capacity" as applied to a truck mean

either (1) the quantity of household goods or suitable freight, by weight, which may be carried in said truck, determined by deducting the weight of said truck from its rated load carrying ability, or (2) the maximum quantity of household goods, by volume, which may be stowed by efficient methods and safely transported in the load bearing space of the truck, whichever quantity is the lesser in weight;

(i) "District" means a district of the Division of Motor Transport of the Office of Defense Transportation as described in Administrative Order ODT 6 (8 F.R. 13194);

(j) "District office" shall include any branch thereof;

(k) "District manager" means the manager of a district;

(l) "Continental United States" means the forty-eight States and the District of Columbia.

§ 501.409. *Applicability.* The provisions of this order shall be applicable only in the continental United States.

§ 501.410. *Communications.* Communications concerning this order should refer to General Order ODT 43, and unless otherwise directed should be addressed to the Division of Motor Transport, Office of Defense Transportation, Washington 25, D. C.

This order shall become effective on March 27, 1944.

NOTE: The recording and reporting requirements of this order have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

Issued at Washington, D. C., this 24th day of March 1944.

C. D. Young,
Acting Director,
Office of Defense Transportation.

OFFICE OF DEFENSE TRANSPORTATION

[Administrative Order ODT 19]

PART 503—ADMINISTRATION

TRANSPORTATION OF DAIRY PRODUCTS BY
COMMERCIAL MOTOR VEHICLES

General outline. This order requests and authorizes producers, motor carriers, dealers, and processors of dairy products within any given area to elect an Area Dairy Industry Transportation Advisory Committee. Committees representative of such persons, which have heretofore been recognized and approved, are authorized to function as Area Dairy Industry Transportation Advisory Committees in accordance with this order. The order sets forth specific methods by which such committees are requested to assist the Office of Defense Transportation in attaining the purposes of General Order ODT 21, as amended, in relation to transportation of dairy products by commercial motor vehicles from producing areas to plants of dealers and processors, and between such plants. Where, for any reason, information which a committee is authorized to gather has not been furnished to a district manager by a committee, he may proceed to acquire it on his own initiative.

The order authorizes each district manager to direct the operation of commercial motor vehicles in the transportation of dairy products from producing areas to the plants of processors and dealers, and between such plants, within any area which the Director, Division of Motor Transport, may designate. This authority is to be exercised subject to certain limitations expressed in the order, and to any instructions or directions issued from time to time by the Director of the Office of Defense Transportation, and subject to the general control and supervision of the Director or of the Director, Division of Motor Transport. Provision is made for appeals by any producer, motor carrier, dealer, or processor from any direction issued pursuant to this order.

This general outline shall not be construed to alter the meaning of any provision contained in the order. The text of Administrative Order ODT 19 follows:

Pursuant to the act of May 31, 1941, as amended by the Second War Powers Act, 1942, Executive Order 8989, as amended, Executive Order 9156, and War Production Board Directive 21, and in order to regulate the operation of commercial motor vehicles utilized in the transportation of dairy products from producing areas to the plants of

dealers and processors, or between such plants, pursuant to § 501.101 of General Order ODT 21, as amended (7 F.R. 1700; 8 F.R. 2510) *It is hereby ordered, That:*

Sec.

- 503.385 Area Dairy Industry Transportation Advisory Committee; elected by producers, motor carriers, dealers, and processors.
- 503.386 Committees heretofore formed and approved.
- 503.387 Committee shall not act until approved.
- 503.388 Functions of Area Dairy Industry Transportation Advisory Committee.
- 503.389 Administration of § 501.101 of General Order ODT 21, as amended.
- 503.390 Directions issued by district manager; service.
- 503.391 Limitations upon district manager.
- 503.392 Complaints; decision by district manager.
- 503.393 Appeals to regional director.
- 503.394 Appeals to Director of the Office of Defense Transportation.
- 503.395 Stay of directions; modification to conform with final decision.
- 503.396 Supervision and reservations.
- 503.397 Definitions.
- 503.398 Communications.

AUTHORITY: §§ 503.385 through 503.398 issued under the act of May 31, 1941, as amended by the Second War Powers Act, 1942, 56 Stat. 176, 50 U. S. Code §§ 631 through 645a; E.O. 8989, as amended, 6 F.R. 6725, 8 F.R. 14183; E.O. 9156, 7 F.R. 3349; War Production Board Directive 21, 8 F.R. 5834.

§ 503.385 *Area Dairy Industry Transportation Advisory Committee; elected by producers, motor carriers, dealers, and processors.* Producers, motor carriers, dealers, and processors of dairy products within any given area are hereby requested and authorized to elect (unless they have already formed a committee described in § 503.386 of this order) an Area Dairy Industry Transportation Advisory Committee which shall be representative of such producers, motor carriers, dealers, and processors. When the committee is elected, the members thereof shall elect a chairman, vice-chairman, secretary, and such other officers as may be deemed advisable, and the chairman, or other officer authorized by the committee, shall sign and file with the Director, Division of Motor Transport, Washington, D. C., a statement containing the following information:

(a) The name and address of each person participating in the election of the committee;

(1) Whether such person is a producer, motor carrier, dealer or processor, or a combination thereof;

(2) The kind of dairy products which such person produces, transports, deals in or processes, as the case may be;

(b) The name and address of each member of the committee;

(c) The class or group which each member of the committee represents;

(d) The method utilized in electing the committee; and

(e) A description of the area within which the committee proposes to act.

§ 503.386 *Committees heretofore formed and approved.* Without further approval, any Industry Transportation Committee or Industry Advisory Committee representative of producers, motor carriers, dealers and processors of dairy products, which heretofore has been approved by the Office of Defense Transportation, is hereby authorized to function as an Area Dairy Industry Transportation Advisory Committee in accordance with the provisions of this order.

§ 503.387 *Committees shall not act until approved.* Except as provided in §§ 503.385 and 503.386 of this order, no Area Dairy Industry Transportation Advisory Committee shall perform any act until the Director, Division of Motor Transport, in a writing directed to the chairman of the committee, has approved the election of such committee, and the members and officers thereof, and has approved the designation of the area within which the committee proposes to act. Such approval may be withdrawn in whole or in part at any time.

§ 503.388 *Functions of Area Dairy Industry Transportation Advisory Committee.* Each approved Area Dairy Industry Transportation Advisory Committee, including any approved committee formed prior to the effective date of this order, is requested and authorized:

(a) To acquire and keep record of the name and address of each producer of dairy products within the designated area of the committee, the approximate quantity, kind and quality of dairy products to be transported by commercial motor vehicle by or for each producer, and the points between which, and the times at which, such products are to be so transported.

(b) To acquire and keep record of the name and address of each motor carrier engaged in the transportation of dairy products (including a description of each vehicle so operated by such carrier) to or from points within such area, and the name and address of each pro-

ducer, dealer and processor served by such carrier.

(c) To study, develop, formulate, and make recommendations and reports to the district manager concerning policies, procedures, rules, programs, formulas, or plans pertaining to the transportation of dairy products by commercial motor vehicle to and from points within such area.

(d) To make recommendations to the district manager concerning the issuance, review, reconsideration, suspension, recall, cancellation or revocation of Certificates of War Necessity pertaining to commercial motor vehicles utilized, or to be utilized, in the transportation of dairy products to and from points within such area.

§ 503.389 Administration of § 501.101 of General Order ODT 21, as amended. (a) Each district manager is hereby authorized to administer the provisions of § 501.101 of General Order ODT 21, as amended (7 F.R. 7100; 8 F.R. 2510) in respect of the transportation of dairy products by commercial motor vehicle to and from points within any area designated by the Director, Division of Motor Transport, to assure that such operations shall be confined to those which are necessary to the war effort or to the maintenance of essential civilian economy, shall be so conducted as to assure maximum utilization in such service of the commercial motor vehicles so operated, and shall conserve and providently utilize rubber or rubber substitutes and other critical materials used in the manufacture, maintenance, and operation of such vehicles.

(b) For the purpose of exercising the foregoing authority, each district manager is hereby authorized to acquire the information described in paragraphs (a) and (b) of § 503.388 of this order, unless such information may be obtained from an approved Area Dairy Industry Transportation Advisory Committee which has acquired and kept record thereof.

§ 503.390 Directions issued by the district manager; service. (a) The district manager shall consider any recommendation made by an approved Area Dairy Industry Transportation Advisory Committee for the area within which he is authorized to act pursuant to this order. Directions issued by the district manager pursuant to this order shall be in writing signed by the district manager. A true copy shall be served upon each person having possession or control of a commercial motor vehicle whose operation will be governed by such directions, and upon each producer, dealer or processor whose service will be changed by those directions. The service shall be made in person or by mail, not less than 10 days prior to the effective date of any such directions: *Provided*, That, in lieu of such service, producers, dealers and processors, at the option of the district manager, may be served by publication of such directions, not less than 10 days prior to the effective date thereof, in a newspaper having a general circulation

within the area in which the directions will be effective.

(b) At the time of the issuance of any such directions, a true copy thereof shall be furnished to the chairman of any approved Area Dairy Industry Transportation Advisory Committee within whose area the directions will be effective.

§ 503.391 Limitations upon district manager. No directions shall be issued by a district manager pursuant to this order that will:

(a) Deprive any person, without his consent, of transportation of his dairy products by commercial motor vehicle if the use of other available transportation will require that person to accept a lesser basic price for his dairy products.

(b) Deprive any person, without his consent, of the transportation of dairy products by commercial motor vehicle to the dealer or processor then receiving such products unless the issuance of such directions is approved by the Director, Division of Motor Transport.

(c) Deprive any person, without his consent, of transportation by the motor carrier then performing such transportation unless:

(1) The performance of such transportation by another motor carrier is available or

(2) The issuance of such directions is approved by the Director, Division of Motor Transport.

(d) Prevent any dealer or processor, without his consent, from procuring by commercial motor vehicle approximately the same quantity, kind and quality of dairy products as such dealer or processor received by commercial motor vehicle at the time of the issuance of the directions unless the issuance of such directions is approved by the Director, Division of Motor Transport.

§ 503.392 Complaints; decision by district manager. (a) Any producer, motor carrier, dealer, or processor may file a complaint with the district manager concerning any direction issued by him pursuant to this order. Such a complaint may be filed at any time before or after the effective date of the directions, but the stay of directions provided for in § 503.395 of this order shall be applicable only in respect of complaints filed on or before the effective date of the directions. The complaint shall be in writing setting forth the facts pertaining thereto, and shall be signed by and show the address of the person filing the complaint. Signed statements, which support or contradict the facts set forth in the complaint or in any statement filed in the matter, may be filed by any person having an interest in the subject matter of the complaint at any time prior to a decision thereof by the district manager. The complaint shall be decided by the district manager within 10 days after receipt of the complaint. The decision shall be in writing stating the reasons therefor, and shall either overrule the complaint or sustain it in whole or in part. A copy of the decision shall be served on the complainant in person, or by mail directed to the address shown in the com-

plaint: *Provided*, That the provisions of §§ 503.392, 503.393, 503.394 and 503.395 of this order shall not apply to any complaint made by a motor carrier concerning the issuance, review, reconsideration, suspension, recall, cancellation, or revocation of a Certificate of War Necessity, and any such complaint, and any proceedings in respect thereof, shall be exclusively governed by the provisions of any applicable order issued by the Office of Defense Transportation.

(b) At the time of the issuance of any such decision, a true copy thereof shall be furnished to the chairman of any Area Dairy Industry Transportation Advisory Committee within whose area the directions, which are the subject of the complaint, are or will be effective.

§ 503.393 Appeals to regional director.

(a) Any complainant, with 5 days after service of the district manager's decision on the complaint, may file an appeal therefrom to the regional director. Such appeal shall be in writing filed with the district manager and shall state the reasons why the decision should be reversed or modified. Upon the filing of an appeal, the district manager forthwith shall forward the entire file in respect thereof to his regional director who within 10 days after receipt of the file shall decide the complaint upon the record so transmitted. The decision on the appeal shall be in writing stating the reasons therefor, and shall overrule the complaint, or sustain it, in whole or in part. A copy of the decision shall be served on the complainant in person, or by mail directed to the address shown in the complaint.

(b) At the time of the issuance of any such decision, a true copy thereof shall be furnished to the district manager and the chairman of any Area Dairy Industry Transportation Advisory Committee within whose area the directions, which are the subject of the complaint, are or will be effective.

§ 503.394 Appeals to Director of the Office of Defense Transportation. (a)

Any complainant, within 5 days after service of the regional director's decision, may file an appeal therefrom to the Director of the Office of Defense Transportation. Such appeal shall be in writing, filed with the regional director, and shall state the reasons why the decision should be reversed or modified. Upon the filing of the appeal, the regional director shall forward the entire file to the Director of the Office of Defense Transportation, Washington, D. C., who will decide the appeal on the record so transmitted, and will overrule the appeal, or sustain it, in whole or in part. The decision of such appeal shall be final. A copy of the decision will be served on the complainant in person, or by mail directed to the address shown in the complaint.

(b) At the time of the issuance of any such decision, a true copy thereof will be furnished to the district manager, the regional director and the chairman of any Area Dairy Industry Transportation Advisory Committee within whose area

the directions, which are the subject of the complaint, are or will be effective.

§ 503.395 *Stay of directions; modification to conform with final decision.* Pending a decision in respect of any complaint filed on or before the effective date of the directions, or pending decision of any appeal filed, in accordance with the order, in respect of such complaint, the directions, to the extent complained of, shall be suspended to the degree required to provide the complainant with the transportation service he was performing or receiving at the time of issuance of such directions. Any directions in respect of which any complaint is filed shall be modified by the district manager to the extent required to conform with any final decision on the complaint or on any appeal taken in respect thereof. Any decisions on a complaint or on an appeal to a regional director shall become final upon expiration of the time prescribed for appealing therefrom, if no appeal is filed within that time; any decision on an appeal to the Director of the Office of Defense Transportation shall be final when issued unless otherwise ordered by the Director.

§ 503.396 *Supervision and reservations.* The authority hereby delegated shall be exercised subject to any instructions or directions issued from time to time by the Director of the Office of Defense Transportation, and to general control and supervision, and modifica-

tion or revocation in any specific case, by such Director, or by the Director, Division of Motor Transport. Notwithstanding any of the provisions of this order, the Director of the Office of Defense Transportation may, in his discretion, exercise from time to time the authority or perform any of the functions or duties delegated by this order. This order shall not be construed as revoking or otherwise affecting any prior delegation of authority contained in any order or other document heretofore issued by the Director of the Office of Defense Transportation or the Director, Division of Motor Transport.

§ 503.397 *Definitions.* (a) As used in this order the term:

(1) "District" and "region" mean, respectively, a district and region of the Division of Motor Transport of the Office of Defense Transportation as described in Administrative Order ODT 6 (8 F.R. 13194)

(2) "District manager" means the manager of a district.

(3) "Regional director" means the director of a region.

(4) "Director, Division of Motor Transport" means the Director of the Division of Motor Transport, Office of Defense Transportation.

(5) "Dairy products" means whole milk, or any liquid or semiliquid product or by-product thereof.

(6) "Producer" means any person by whom or under whose supervision or control dairy products are produced.

(7) "Processor or dealer" means any person who: (i) except at retail, acquires dairy products from a producer; (ii) acquires dairy products from a processor or dealer, as defined in subdivision (i) of this subparagraph, for processing or sale; or, (iii) except at retail, markets dairy products for a producer.

(8) "Motor carrier" means any person who controls or operates a commercial motor vehicle in the transportation of dairy products except when operated in retail distribution.

(b) As used in this order, any term that is defined in General Order ODT 21, as amended, shall have the meaning specified therefor in § 501.90 (definitions) of General Order ODT 21 (7 F.R. 7100)

§ 503.398 *Communications.* Communications concerning this order should refer to "Administrative Order ODT 19" and unless otherwise directed should be addressed to the Division of Motor Transport, Office of Defense Transportation, Washington 25, D. C.

This Administrative Order ODT 19 shall become effective the 15th day of March 1944.

NOTE: The recording and reporting requirements of this order have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

Issued at Washington, D. C., this 9th day of March 1944.

C. D. Young,
Deputy Director,
Office of Defense Transportation.

OFFICE OF DEFENSE TRANSPORTATION
 COMPARISON OF DOT REQUIREMENTS FOR TRUCK AND BUS TIRES
 WITH ORD ALLOCATIONS

| | C. | D. | E. | F. | | |
|---|---|--------------|--------------|--------------|--------------|---------|
| | : LARGE - : MEDIUM-DUAL : SMALL SINGLE: 15" AND 16" : | | | | | |
| | : 9:00 : BEAD - ALL 10: BEAD - 8 PLY : THRU : | | | | | MONTHLY |
| | : THRU 14:00: PLY THRU 8:25: AND UNDER : 7:50 : | | | | TOTAL | AVERAGE |
| CLAIMS FOR ORIGINAL EQUIPMENT..... | 45,220 | 14,730 | 33,000 | - | 96,950 | 32,317 |
| CLAIMS FOR REPLACEMENT FOR ELIGIBLE OPERATORS..... | 184,426 | 368,163 | 239,493 | 410,721 | 1,202,803 | 400,934 |
| CLAIMS FOR REPLACEMENT FOR INELIGIBLE OPERATORS..... | 26,143 | 214,144 | 182,393 | 311,876 | 734,556 | 244,852 |
| TOTAL CLAIMS..... | 255,789 | 601,037 | 454,886 | 722,597 | 2,034,309 | 678,103 |
| ORD ALLOTMENT..... | 195,100 | 280,000 | 242,000 | 410,721 | 1,127,821 | 375,940 |
| AMOUNT OF ALLOTMENT REMAINING AFTER SUPPLYING NEW EQUIPMENT..... | 149,880 | 261,270 | 209,000 | 410,721 | 1,030,871 | 343,624 |
| REMAINING ALLOTMENT AS PERCENT OF CLAIM FOR REPLACEMENT FOR ELIGIBLE OPERATORS..... | <u>81.27</u> | <u>70.97</u> | <u>87.27</u> | <u>100.0</u> | <u>85.71</u> | |
| REMAINING ALLOTMENT AS PERCENT OF CLAIM FOR REPLACEMENT FOR ELIGIBLE AND INELIGIBLE OPERATORS | <u>71.16</u> | <u>43.63</u> | <u>49.54</u> | <u>56.84</u> | <u>53.21</u> | |

ODT CLAIMS AND ALLOTMENTS FOR CARBON STEEL

| <u>Quarters</u> | <u>Claimed by ODT</u> | Short Tons | |
|------------------------|---------------------------|--|-------------------|
| | | <u>Total Allotted to ODT (Including Transfers)</u> | <u>% Allotted</u> |
| Second, 1943 | 1,758,600 | 1,260,732 | 71.7 |
| Third, 1943 | 2,213,034 | 1,265,686 | 57.2 |
| Fourth, 1943 | 1,589,655 | 1,382,217 | 87.0 |
| First, 1944 | 1,746,852 | 1,566,695 <u>1/</u> | 89.7 |
| Second, 1944 <u>2/</u> | 1,917,325 | 1,814,580 <u>3/</u> | 94.6 |

1/ 1,475,000 tons by WPB Program Determination No. 491; 23,645 tons for track accessories and 40,000 tons for additional new replacement rail by amendments to Program Determination No. 491; 2,050 tons transferred from Office of Rubber Director for tank cars; 26,000 tons for C. & F.

2/ Beginning with this quarter, construction and facilities requirements were not authorized separately by WPB, but were included in a general WPB reserve; the ODT claim for this purpose had ranged from approximately 20,000 to 26,000 tons per quarter. Also, a similar procedure was established for maintenance, repair and operating materials, but in order to make the figures for this quarter comparable with preceding quarters, the MRO figures are here included. See Table 2 for amounts claimed and distributed.

3/ 1,490,000 tons by WPB Program Determination No. 542; 322,000 tons for MRO from WPB reserve; 2,580 tons from Office of Rubber Director for tank-car construction.

ODT MATERIALS FOR SECOND QUARTER, 1944
- CARBON STEEL - SHORT TONS

| PROGRAM | 1 | 2 | 3 | 4 |
|---|--|--|--|---|
| | ODT Require- ments as presented to Req. Com. of W.P.B. | Allotment by Requirements Committee of W.P.B. (1) | Amounts distributed to individual pro- grams by ODT as of Mar.31, 1944 | Disbursements by Industry Divisions for 2nd Qtr as of Mar. 31, 1944 |
| <u>RAILWAY TRANSPORT</u> | | | | |
| Locomotives | 37,500 | | 40,600 | 39,916 |
| Freight Cars | 432,000 | | 302,562 | 266,285 |
| Other Equipment | 3,168 | | - | - |
| Rail | 550,000 | | 550,000 | 549,749 |
| Track Accessories | 291,500 | | 291,500 | 289,121 |
| Other Maintenance C & F | 330,000 (5) | | 344,978 (4) | - (4) |
| Total Ry. Transport | 1,644,168 | | 1,529,646 | |
| <u>LOCAL TRANSPORT</u> | | | | |
| New Production | 17,817 | | 17,817 (2) | 15,511 (3) |
| MRO | 25,000 | | 8,197 (4) | - (4) |
| Rail | | | 17,843 | 16,216 |
| Total Local Transport | 42,817 | | 43,857 | |
| <u>MOTOR TRANSPORT</u> | | | | |
| New Production | 83,340 | | 75,189 | 68,422 (3) |
| Replacement Parts | 137,000 | | 137,000 | 130,000 (3) |
| Total Motor Transport | 220,340 | | 212,189 | |
| <u>WATERWAYS</u> | 10,000 | | 9,919 | 9,220 (7) |
| <u>ODT RESERVE</u> | | | 5,144 | |
| Returned to WPB Reserve Acct - Freight Car Program | | | 45,000 | |
| <u>ODT TOTAL</u> | 1,917,325 | 1,812,000 (1) | 1,845,755 (6) | |

- (1) 1,490,000 tons authorized by P.D. #542; in addition, 322,000 tons set aside by WPB as reserve for Railroad and Local Transport MRO. (2,580 tons from ORD not included).
- (2) Includes 4,565 tons transferred to Automotive Division S-9 account for production of truck chassis for bus bodies.
- (3) Partially estimated, as no exact distribution of O.D.T. materials is calculable from Automotive Division reports.
- (4) Amount determined by formula and set aside by TED. MRO reserve method makes it impossible to report actual distribution of materials to consumers.
- (5) All C & F accounts now maintained in WPB Facilities Bureau and are unseparable as to ODT portion. ODT no longer claims for C & F, but does process the applications.
- (6) Difference between Columns 2 & 3 due to TED method of calculating MRO reserves for R.R. & Local Transport, & to a transfer from ORD for tank cars.
- (7) Disbursed by ODT.

STORAGE OF GOVERNMENT SURPLUS PROPERTY

In the strenuous days of mobilization of industry for the unprecedented production necessary for an all-out war effort, each separate governmental department and agency was compelled to forge ahead in the execution of its own program without sufficient time or opportunity to give much thought to overall planning or coordination of the combined efforts of the several governmental entities involved. Errors of omission or commission could be largely overlooked because of the vital necessity for speed.

With respect to the demobilization of industry the factor of haste is not present to the same degree, and the problems that will arise can be considered well in advance. The test of the real strength of the governmental wartime administrative machinery will lie in the ability of that machinery to reverse its motion in the task of the orderly liquidation of the wartime industrial programs and effect a return to more normal productive activity.

It must be borne in mind that while we are entering a period when the Government will find itself with surpluses of certain types of machinery, tools, and other production equipment, as well as certain raw materials and semi-fabricated or fabricated products, we do not at this time have a surplus of transportation facilities and equipment. Therefore it is absolutely essential that the storage program for the Government's surplus property be so coordinated with the necessary use of transportation facilities that there be no waste of the latter.

One of the serious problems now confronting the Government is the matter of the removal of Government owned machinery, tools, equipment and inventories of raw materials, semi-fabricated and fabricated articles from privately owned industrial plants where Government contracts are cancelled. It now appears that a very small percentage of this Government owned property can be absorbed by the industries in whose plants the property now rests.

With the cancellation of war contracts the specific questions arising with respect to each individual privately owned industrial plant are

1. What other needed war product can be produced in lieu of the articles which have been discontinued?
2. If no substitution of needed war material can be developed, will that industry be permitted by the War Production Board to resume the production of non-military products?

3. If the plant owner cannot engage in production of either war material or non-military products, should his plant be leased by the Government for the purpose of storing Government surplus property pending the liquidation thereof?
4. If the decision is to lease the plant for storage purposes, which department or agency that might be charged with the responsibility of the custodianship of surplus Government property should be permitted to utilize the plant for storage purposes?

In the case of industrial plants that are owned by the Government and production of war material has ceased, the questions arise

1. Should the Government retain title to the plant, if needed for use in storing Government surplus property, or should the Government sell the plant to private interests if a favorable opportunity develops, irrespective of the Government's storage needs?
2. What agency of Government should make the final decision as to what constitutes the best interest of the Government with respect to the sale or continued use for storage of the plant?
3. If the decision of the Government is to retain the plant for storage purposes or if there is no immediate prospect of selling the plant, which department or agency should be permitted to utilize the plant for storage?

Any decision with respect to Question No. 4 as it applies to privately owned plants and Question No. 3 as related to Government owned plants must necessarily take into consideration the following factors:

- (1) the proximity of the storage facility to the present resting place of the Government property which must be removed to storage,
- (2) if possible, determination as to what general area of the country will eventually absorb such property in the liquidation thereof, and
- (3) the type of Government property which could be stored to the best advantage in a given storage facility with due consideration to the other factors mentioned above.

There is another phase of this situation which requires careful study. Even now there exists a substantial demand by Defense Plant Corporation, the Navy Department, the War Department, and the Army Air Forces for storage space suitable for housing machinery, tools and equipment which must be promptly removed from privately owned industrial plants. To further complicate matters, the Army Air Forces and the Navy Department are seeking suitable storage facilities for the housing of necessary war material coming off production lines.

Much as it is to be desired that the Government remove its surplus property from private industrial plants where contracts have been terminated, nevertheless it would be unfortunate if Government owned manufacturing plants, which may become available for use as storage facilities, were employed for the storage of Government surplus property when they are so badly needed for the safekeeping of currently necessary war material.

A comprehensive solution of these problems would seem to lie in the establishment of an Advisory Storage Committee to determine impartially the use which is to be made by the Government of manufacturing plants, both Government and privately owned, which may from time to time become available for storage purposes, and allocate such facilities for use by the department or agency which could utilize the plant to the best advantage considering all of the factors involved.

This same Advisory Storage Committee should also be authorized to allocate, wherever feasible and without interference in the war effort, such Government owned storage facilities as might be declared surplus by the Army, Navy, or other controlling agency.

Under this plan all governmental departments and agencies seeking storage facilities would be prohibited from entering into lease negotiations with the private owners of plant properties, no longer needed in the war effort, until the Advisory Storage Committee had made a definite allocation of such plant to a designated department or agency for its use for storage purposes. Such allocation would not be made until the Committee had first determined that the owner of the property was willing to entertain a proposal from the Government to lease the plant for storage of Government surplus property.

EXCEPTION - Where the Government department or agency cancelling the contract can make arrangements with the plant owner to store such Government owned property as may rest in the plant, such arrangement is to be promptly reported to the Advisory Storage Committee, together with information as to whether the plant owner would be receptive to handling other Government owned surplus property in storage in his plant.

By this means the Government would prevent its own departments and agencies from competing, one with the other, for the lease of the same facility and the owner would not be harassed with proposals to lease his property before he had an opportunity to determine to his own satisfaction whether or not he could (a) secure a new Government contract for war production of some other product or (2) secure the necessary approval from the War Production Board to re-engage in peacetime manufacturing activities.

The proposed Advisory Storage Committee would be set up under the direction of the Surplus War Property Administrator and be composed of representatives of the War Department, Navy Department, Army Air Forces, Maritime Commission, Treasury Procurement, Defense Plant Corporation, Office of Defense Transportation, and any new agency which might be created under the Reconstruction Finance Corporation for the liquidation of Government personal property. The representatives of the Army, Army Air Forces, Navy, Maritime Commission, Defense Plant Corporation and Treasury Procurement should be charged with the responsibility of keeping the Advisory Storage Committee constantly advised

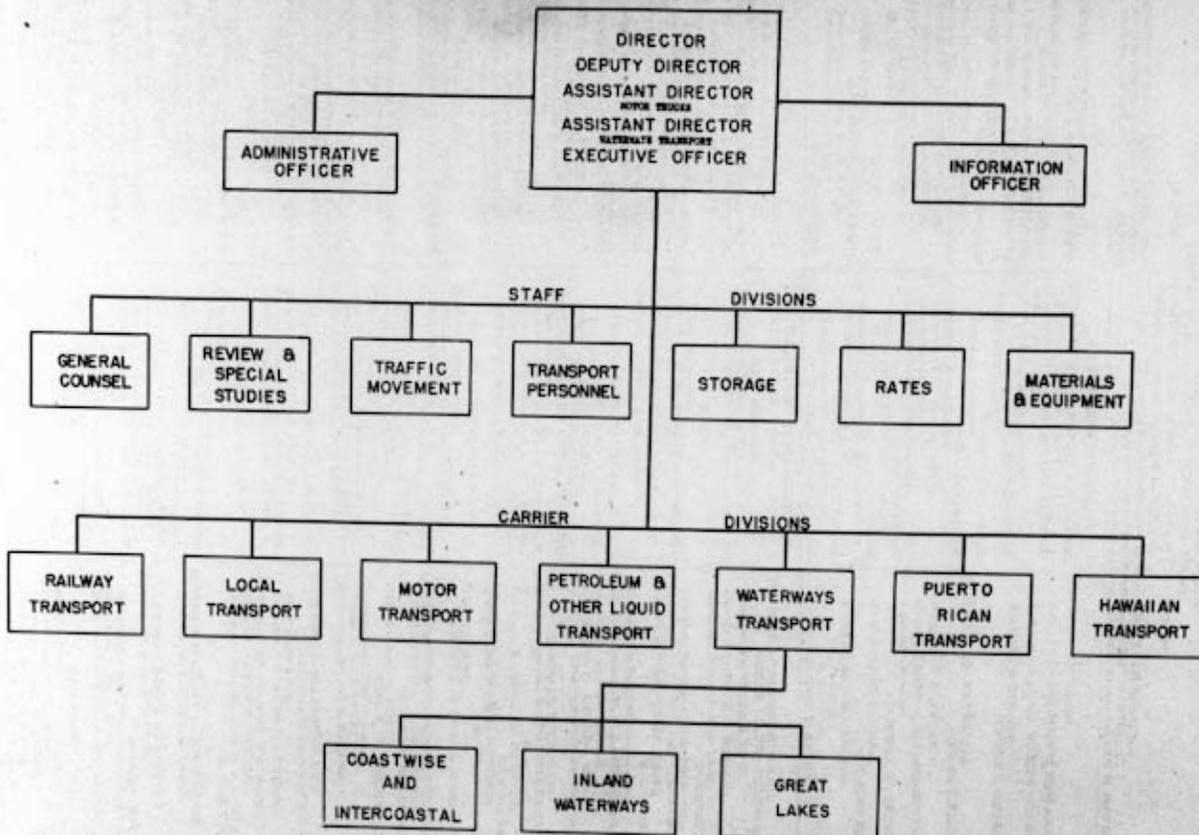
- (1) of present and anticipated requirements of their respective department or agency for storage facilities to house surplus property, with detailed information as to the type, quantity and present location of such property,
- (2) when, through cancellation of existing contracts a privately owned plant facility becomes a potential storage facility, the department or agency cancelling the contract will supply the Committee with reasonably full and complete information bearing upon the adaptability of the plant for storage purposes.
- (3) of current utilization by their respective department or agency of storage facilities presently under their control,
- (4) of contemplated future cancellation of contracts that would make plant facilities available for other purposes, and
- (5) of requirements of their respective department or agency as claimants for storage facilities available for allocation by the Advisory Storage Committee.

There is presently in existence an Ocean Shipping Committee of the Army and Navy Munitions Board, comprised of representatives of the War Department, Navy Department, War Shipping Administration-Maritime Commission, and Office of Defense Transportation. This Committee now passes on all applications from any governmental agency for the acquisition of storage or other freight handling facilities in all continental port areas. Before the proposed Advisory Storage Committee would make a definite allocation of a facility to be used for storage within a port area, clearance would be obtained from the Ocean Shipping Committee, Army and Navy Munitions Board. This is necessary to maintain the proper fluidity of the port areas for overseas and import shipments.

February 26, 1944

L. M. Nicolson, Director
Division of Storage
Office of Defense Transportation

OFFICE OF DEFENSE TRANSPORTATION



JANUARY 1, 1944

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Washington, D.C.

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