

and tire rationing, a drastic curtailment of all highway revenues is added to these other shortages. In the face of these shortages, the never-ending requirements of maintenance will increase because of our inability to do any construction or major reconstruction. I am advised that the trucking companies are now loading all their transports to capacity. To meet the full impact of all these destructive conditions, we will need all our ingenuity and a full and complete coordination and co-operation between our local and state departments.

Obviously we should center our most intensive efforts on the most important and highly traveled roads. I believe that now, since tourist and pleasure driving have been practically eliminated, the traffic index is a true yard-stick to use in considering which are the most important roads. We may also have to neglect many of the essentials which are considered good maintenance and construction under normal times. I am sure we will not be criticized in assuming that our roads, streets, and structures are also expendable. On the state highway system, the army has designated a so-called strategic network. This network serves all types of army and navy units and war industries; thus it is easy for us in the state highway department to be certain which roads are most important in so far as war service is concerned.

Speaking for the state highway department, I can assure you that any employee of ours is ready and willing to serve any other department of streets and roads at any time you may feel such assistance will be useful to you.

MAINTAINING AN ADEQUATE EQUIPMENT SUPPLY FOR THE DURATION

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We have asked our Army and Navy to win this war. They accepted. Machinery of every description and in great quantities is necessary. For the duration, we might drop the traditional competitive spirit as we knew it in the past and agree to help each other with our machinery on important projects still unfinished in this country. Railroads, airlines, steamship companies, and manufacturers have pooled their ideas and facilities. All idle construction machinery will shortly enter an equipment pool if it isn't placed on projects through sale or rental agreements by the owners.

Owners of construction machinery, both large and small, find themselves registered under one or more limitation orders.

Inventory of used construction machinery required by Limitation Order L-196 required a card executed for each machine. This was Form WPB-1159. On this card, owners stated the project on which machinery was at work and an approximate completion date. Upon completion of the project, removal of inventoried machinery, or sale of it, WPB-1333 "Change of Status" is required, and this 1333 card is mailed to the WPB and attached to the 1159 inventory card on file. One exception was made in this case, which affected government bodies (state, county, township); until further notice these agencies need not concern themselves with 1333 cards unless they sell or junk their machinery.

The purpose of this inventory was to locate all idle machinery and make it available to our armed services and to stop end-product-manufacturing (finished machines) where possible in order to conserve critical materials and manpower, allowing a manufacturer to retool and produce tanks, guns, or shells instead of pumps, cranes, mixers, or motor graders. The inventory showed hundreds of machines idle for one reason or another. Regardless of the stated reasons on the cards, these machines must be made available to our armed services or put to work on essential projects here at home.

Limitation orders need not be thoroughly understood by each individual. If a person requires machinery, repair parts, or other information, he calls on his machinery distributor or supplier, who is familiar with the orders affecting his product. The supplier in turn assists—by presenting the required form completely executed in detail for the customer's signature. All questions of this nature should be taken up with the machinery distributor and not WPB. We feel that the machinery distributor is very important in this picture and should be consulted more frequently.

Limitation Order L-192 is being redrafted, and we believe will be clear and readily understandable. When released, there will appear four columns of machinery on this amended order.

Application for new machinery will come to the WPB on Form PD-556 in minute detail and will be addressed to the "Construction Machinery Branch." This also covers some agricultural machinery. The limitation order covering machines applied for will appear in the space marked "Order No." This will identify the department of WPB that administers that type of machine.

All machinery released to an applicant on the PD-556 application is to be used on the project for which it was definitely purchased. At the completion of this project, a 1333 change-of-status card must be sent to WPB informing it of this change. Please bear the following in mind and understand clearly that the Director General for Operations, at any time, on two weeks' written notice, may require a person who owns this machinery to sell, lease, or use such machinery as directed.

Essential projects or others may get repair parts over the counter as heretofore by certifying that they have complied with all sections of L-196; that is, their machinery is inventoried with WPB.

Owners of machinery desiring to dispose of it should contact their machinery distributor and transact their business. Failing in this, they should report on Form 1333 specifically informing WPB of the price, condition, necessary repairs, age, etc., and all requests will be referred direct to them. There is no order prohibiting the sale of used machinery; however, the OPA price ceiling must be adhered to.

OUTLOOK FOR RUBBER

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With so many conflicting reports and so much contradictory testimony before so many congressional committees, and with the newspapers printing, as authority, so many statements from so many individuals who love to have their names in the newspapers, we have had confusion compounded, and it is not surprising that the average man on the street has been confused about the rubber situation. Of course, the public liked to believe these statements rather than the true facts which government officials and the rubber industry were giving out. It was not until the Baruch Committee turned in its report that the situation was clarified. We were fortunate indeed to have chosen to investigate this situation a committee of such outstanding men as Bernard M. Baruch, Chairman, Dr. James B. Conant, President of Harvard University, and Dr. Carl T. Compton, President of Massachusetts Institute of Technology—men known as outstanding scientists without any taint of politics or prejudices. Their very complete report is an outstanding example of what can be done when men of their type make a thorough investigation regarding any situation. I suggest that those of you who are interested in reading this report obtain a copy. It is *House Document No. 836*, "The Rubber Situation." This report is the "Bible" which is being used as a guide to handle the situation and its recommendations are being followed to solve the present situation. Here is a summary from the first page of the Baruch committee report: