

- (a) Are the services of the individual essential in time of war?
- (b) Is the vehicle really necessary for performance of the services, considering distance, other transportation service available and the time element (particularly for skilled individuals and transportation of strategic materials and supplies)?
- (c) Is the vehicle driven 75% or more in annual mileage to perform such duties?

Eligible vehicles were divided into three priority classes:

- A. Vehicles for which new, retreaded or used tires, new or used tubes could be bought, including public vehicles, farm tractors and combines, public and other vehicles used for transporting essential commodities and construction materials. In this category are passenger cars used by doctors, visiting nurses, policemen and clergy serving in rural areas.
- B. Vehicles for which retreaded tires, retreading services or used tires and tubes could be purchased. This group includes largely the less essential passenger cars, namely, those used by rural mail carriers, certain munitions workers, Red Cross field secretaries, farmers and others. Taxicabs are also in this group. Covering farmers' needs presents the greatest problem as about half the cars in this category appear to be used by farmers.
- C. Vehicles eligible for used tires and tubes only. In this class are included vehicles used by such persons as newspaper reporters, rural school teachers, scrap collectors, most of the clergy, some farmers who also own trucks, and others dependent on a car to earn their own living or to perform an essential service.

Modifications, some of greater severity and some of less, have been made in the list of eligible vehicles, but basically it has remained the same as in the original order.

At first used tires could be bought by anyone in the eligible list, merely by filling out a form certifying that the tire was essential in his work. However, used tires soon became scarce, and in July, 1943, dealings in such tires were put on a permit basis.

It has been estimated that about 450,000 out of 1,250,000 passenger cars and approximately 250,000 out of about 300,000 trucks are included in classes A and B. Under the terms of the July, 1943, order, all other passenger cars, whether used for business or for pleasure, were eligible for retreading services, and all trucks, whether or not eligible for new or used tires, also could secure retreading services. The rationing of retreading services came to an end late in 1943 when supplies of buna-s rubber became more plentiful.

No new passenger tires have been made from crude rubber since Pearl Harbor. In 1943, approximately 542,000 passenger tires were released to those qualifying under rationing restrictions. Of these, 314,000 were manufactured during the year, chiefly from reclaim rubber, a few from synthetic. The rest were old pre-war tires.

Tire rationing restrictions will be gradually relaxed starting within a few months of the collapse of Germany, Munitions minister Howe