

PUBLIC ROADS ADMINISTRATION  
FEDERAL WORKS AGENCY  
WASHINGTON

IN YOUR REPLY PLEASE  
REFER TO FILE NO.

INFORMATIONAL MEMORANDUM NO. 26

DATE: FEBRUARY 27, 1943

SUBJECT: TRAFFIC VOLUME TRENDS

As indicated in Informational Memorandum No. 25, average traffic decreases in December 1942 were approximately equal in both the previously rationed area and in the newly rationed area. The effect of gasoline rationing upon holiday traffic using the highways was the same in both areas.

In January 1943 this was not the case. The traffic decrease in the previously rationed area along the Atlantic seaboard was 50.2 percent for January. This was in line with the decrease of 47.9 percent in the same area for December. In the newly rationed area, comprising the remainder of the country, the January decrease in traffic was only 36.4 percent. These averages are based on a substantial number of records - more than 460 in each month.

Various reasons might account for this discrepancy. The ban on pleasure driving, effective in January in the previously rationed area, may have depressed traffic in that area more severely than in the remainder of the country. The newly rationed area may have been drawing upon fuel privately stored before the effective date of rationing. Winter recreational and vacation travel in the East, ordinarily a larger proportion of the total in that section than in the West and Middle West, may have caused by its absence a larger relative reduction from the previous January movement. Or, possibly, the issuance of B and C books, not completed in December, may have permitted a larger relative movement in January.

Whatever the reasons for the considerable difference in rates of decrease in the two areas, they are borne out by the data collected at a large number of toll facilities. On these facilities also, January decreases in traffic volume in the East generally exceeded greatly those in the West and Middle West.

The preliminary summary of data for January 1943 from 36 States and 464 automatic recorders is given in table 1. As will be noted, traffic on local highways, as usual, decreased much less than traffic on all rural highways.

A revised summary of automatic traffic recorder data for December 1942, shown in table 2, indicates a decline of 47.6 percent in 45 States. The preliminary figure, given in last month's traffic bulletin, was 48.0 percent.

Traffic at toll facilities throughout the country again showed a large decline from volumes of the previous year; but generally, in both the previously rationed and newly rationed areas, the decreases are less than those recorded on rural highways. Industrial traffic and short trips make up a larger proportion of the total traffic on toll facilities than on rural highways. Much of the traffic on toll facilities originates in nearby cities. In some instances commercial vehicle traffic, reported separately for most of the toll facilities, increased in January 1943 over that of a year ago even though total traffic at these facilities declined materially. The January summary of toll facility traffic is given in table 3.

At most points where data are available by days of the week the greatest declines are on Sundays, with Saturdays and weekdays (Monday to Friday, inclusive) following in that order.

H. S. Fairbank, Chief,  
Division of Information,  
Public Roads Administration.

Table 1.--Preliminary summary of automatic traffic recorder data for January 1943 including 464 stations in 36 States

Type of highway and State	Number of stations	Total daily traffic January 1943	Percent decrease <sup>1</sup> from January 1942	Type of highway and State	Number of stations	Total daily traffic January 1943	Percent decrease <sup>1</sup> from January 1942
<b>STATE HIGHWAYS</b>				<b>STATE HIGHWAYS</b>			
Arizona	5	10,328	35.9	Wisconsin	9	10,599	36.1
Arkansas	21	11,672	39.6	Wyoming	3	1,247	36.5
Colorado <sup>3</sup>	3	1,848	21.7	<b>TOTAL - 36 States</b>	<b>438</b>	<b>475,931</b>	<b>41.1</b>
Connecticut	17	28,686	56.2	<b>LOCAL HIGHWAYS</b>			
Delaware	5	9,411	42.9	Connecticut	2	416	41.4
Illinois*	5	4,604	37.5	Delaware	1	186	34.0
Indiana	20	21,116	38.3	Iowa	10	923	6.1
Iowa	26	17,666	37.9	Maryland	1	179	38.1
Kansas <sup>3</sup>	9	6,557	29.6	Massachusetts*	1	155	58.8
Kentucky <sup>5</sup>	12	10,415	30.5	Michigan	2	341	48.4
Louisiana	8	13,365	37.8	Montana	2	231	28.0
Maine*	8	4,234	58.3	Nebraska	1	123	12.1
Maryland <sup>4</sup>	15	25,088	43.1	North Dakota	2	178	45.1
Massachusetts*	9	16,387	50.5	Ohio <sup>4</sup>	1	123	70.2
Michigan	26	43,914	36.9	Rhode Island	1	239	24.6
Montana	12	3,863	43.2	Wisconsin	2	243	26.8
Nevada	11	4,264	26.4	<b>TOTAL - 12 States</b>	<b>26</b>	<b>3,337</b>	<b>35.2</b>
Nebraska	10	6,351	28.5	<b>ALL HIGHWAYS</b>			
New Hampshire	7	3,373	58.4	36 States <sup>2</sup>	464	479,268	41.1
New Mexico <sup>3</sup>	12	11,686	32.9	Previously rationed area	116	138,527	50.2
North Carolina <sup>3</sup>	18	18,776	47.3	Newly rationed area	348	340,741	36.4
North Dakota	8	1,413	52.5				
Ohio <sup>4</sup>	19	28,567	34.3				
Oklahoma	20	24,811	35.3				
Pennsylvania	30	30,062	49.5				
Rhode Island	3	3,471	51.1				
South Carolina	9	8,342	52.6				
South Dakota	8	3,548	39.4				
Texas	40	63,761	31.9				
Utah	7	5,331	15.2				
Vermont*	3	1,237	43.0				
Virginia	1	1,802	44.0				
Washington <sup>3</sup>	9	9,360	45.1				
West Virginia	10	8,776	48.6				

<sup>1</sup> Subject to revision.

<sup>1</sup> Plus sign before percentage indicates increase.

<sup>2</sup> Includes all States except the following: Alabama, California, Florida, Georgia, Idaho, Mississippi, Missouri, New York, Oregon, Tennessee, New Jersey, Minnesota.

**STATIONS NOT INCLUDED:**

<sup>3</sup> Defense activity: 2 each in Colorado and North Carolina; 1 each in Kansas, New Mexico, Washington.

<sup>4</sup> Detour: 1 in Maryland and 3 in Ohio.

<sup>5</sup> Road closed: 1 in Kentucky.

Table 2.--Revised summary<sup>1</sup> of automatic traffic recorder data for December 1942 including 523 stations and 45 States.

Geographic division and State	Number of stations	Percent decrease from December 1941	Geographic division and State	Number of stations	Percent decrease from December 1941
<i>New England</i>	48	51.1	<i>East South Central</i>	32	47.4
Connecticut	19	52.5	Alabama	10	42.5
Maine	3	37.5	Kentucky <sup>6</sup>	10	48.0
Massachusetts	10	50.6	Mississippi	8	54.5
New Hampshire	5	51.4	Tennessee	4	39.0
Rhode Island	4	48.2	<i>West South Central</i>	84	47.0
Vermont	7	41.2	Arkansas	18	51.6
<i>Middle Atlantic</i>	41	48.6	Louisiana	7	46.4
New York <sup>4, 5</sup>	11	46.7	Oklahoma	20	50.5
Pennsylvania	30	49.5	Texas	39	44.8
<i>South Atlantic</i>	83	47.2	<i>Mountain</i>	60	40.6
Delaware	6	42.8	Arizona	6	42.6
Florida	16	48.6	Colorado <sup>3</sup>	3	41.7
Georgia	10	45.2	Idaho	7	37.5
Maryland <sup>4</sup>	16	40.8	Montana	14	41.9
North Carolina <sup>3</sup>	18	49.7	Nevada <sup>3</sup>	10	36.7
South Carolina	7	50.5	New Mexico <sup>3</sup>	11	42.4
Virginia	1	43.9	Utah	6	34.7
West Virginia	9	59.2	Wyoming	3	43.0
<i>East North Central</i>	80	48.9	<i>Pacific</i>	21	44.0
Illinois	5	57.4	California	9	42.2
Indiana	20	51.0	Oregon	4	47.1
Michigan	28	47.6	Washington <sup>3</sup>	8	45.3
Ohio <sup>4</sup>	16	48.4	<b>TOTAL - 45 STATES<sup>2</sup></b>	523	47.6
Wisconsin	11	47.9	<b>STATE HIGHWAYS</b>	488	47.7
<i>West North Central</i>	74	47.1	<b>LOCAL HIGHWAYS</b>	35	37.0
Iowa	35	49.5	Previously rationed area	149	47.9
Kansas <sup>3</sup>	8	50.8	Newly rationed area	374	47.4
Nebraska	12	39.4			
North Dakota	10	53.5			
South Dakota	9	40.1			

<sup>1</sup> Combined State and local highways.

<sup>2</sup> Includes all States except the following: Minnesota, New Jersey, and Missouri.

**STATIONS NOT INCLUDED:**

<sup>3</sup> Defense activity: 2 stations in Colorado; 1 station each in Kansas, Nevada, New Mexico, North Carolina, and Washington.

<sup>4</sup> Detour: 1 in Maryland, 3 in Ohio, and 1 in New York.

<sup>5</sup> Road construction: 1 in New York.

<sup>6</sup> Road closed: 1 in Kentucky.

Table 3.--Traffic volume data for January 1943, by vehicle types, compared with similar information for January 1942 at toll facilities.

Previously rationed area						
	January 1943			Percentage change from 1942		
	Total	Passenger cars	Trucks and busses	Total	Passenger cars	Trucks and busses
Total 24 facilities - Maine to Florida	2,634,288	1,811,563	822,725	-39.2	-48.0	- 2.6
<i>Miscellaneous locations not included above:</i>						
Sumner Tunnel - Boston, January 4-31	291,159	253,645	37,514	-36.7	-39.2	-12.3
43 drawbridges in eastern North Carolina (not toll) <sup>1</sup>	35,478	21,808	13,670	-32.1	-41.1	-10.3
14 stations in Washington, D. C. (not toll) <sup>2</sup>	201,270	--	--	-37.0	--	--
Fleetwood Viaduct, Westchester County, New York	53,891	53,891	--	-79.4	-79.4	--
Pennsylvania Turnpike	49,163	25,278	23,885	-56.3	-70.7	- 9.2
Newly rationed area						
5 facilities on eastern Canadian border	146,470	119,669	26,801	-36.3	-40.6	- 5.6
2 facilities Great Lakes area	34,947	21,554	13,393	-31.6	-46.6	+24.9
Subtotal - 7 facilities	181,417	141,223	40,194	-35.4	-41.6	+ 2.8
9 facilities on the Ohio River	560,330	448,998	111,332	-24.5	-27.5	- 9.9
14 facilities in the Ohio River area <sup>3</sup>	165,583	124,718	40,865	-14.2	-15.5	-10.3
Subtotal - 23 facilities	725,913	573,716	152,197	-22.4	-25.2	-10.0
2 facilities in Florida and Alabama Gulf Coast area	32,415	21,352	11,063	+19.7	- 0.1	+94.1
Subtotal - 2 facilities	32,415	21,352	11,063	+19.7	- 0.1	+94.1
8 facilities Mississippi and St. Croix Rivers, north of St. Louis	753,254	540,833	212,421	-32.0	-35.7	-20.2
3 facilities on the Mississippi River south of St. Louis	45,739	29,281	16,458	-28.9	-35.2	-14.0
Subtotal - 11 facilities	798,993	570,114	228,879	-31.8	-35.7	-19.8
4 facilities on the Missouri River	76,444	54,421	22,023	-20.5	-20.9	-19.7
2 facilities Missouri River area	1,643	1,379	264	-30.7	-30.2	-33.0
Subtotal - 6 facilities	78,087	55,800	22,287	-20.8	-21.1	-19.9
3 facilities on Mexican border	66,276	58,757	7,519	+25.5	+24.4	+35.3
4 facilities in the Washington-Oregon area	120,541	99,039	21,502	-28.3	-32.3	- 1.5
Total - 56 facilities in newly rationed area	2,003,642	1,520,001	483,641	-26.7	-30.3	-12.8
6 facilities reporting only total traffic	178,304	--	--	-21.1	--	--

<sup>1</sup> Based on two 8-hour counts - one 8-4 weekday and one 8-4 Saturday.

<sup>2</sup> Based on 24-hour weekday traffic.

<sup>3</sup> Two facilities in West Virginia and 12 in Kentucky.

-Several bridges with decreases last month show material increases this month.

FEDERAL WORKS AGENCY  
PUBLIC ROADS ADMINISTRATION  
WASHINGTON

IN YOUR REPLY PLEASE

REFER TO FILE No. \_\_\_\_\_

Informational Memorandum No. 25

Date: February 3, 1943.

Subject: Traffic volume trends

During the period beginning in June 1942 to date traffic declines on rural highways of the United States have averaged about 42 percent from the traffic of the year before in the rationed area, and about 23 percent in the unrationed area. This conclusion is supported by the data from over 500 automatic traffic recorders.

With gasoline rationing extended in December 1942 to the whole of the United States, the traffic decline in the previously "rationed area" was 48.9 percent, while in the previously "unrationed area" the December traffic decline was 47.6 percent. Data from 509 traffic stations located in 43 States are available for the month of December.

Traffic declines upon "local" highways have been considerably lower than those upon all rural highways during the period under discussion and, in December 1942, they averaged 35.1 percent.

These preliminary data for December are tabulated by individual States as follows:

[Faint, illegible text covering the majority of the page]



PRELIMINARY SUMMARY OF AUTOMATIC TRAFFIC RECORDER DATA FOR DECEMBER 1942  
INCLUDING 509 STATIONS IN 43 STATES

Type of highway and State	Number of stations	Total daily traffic December 1942	Percent decrease from 1/ December 1941	Type of highway and State	Number of stations	Total daily traffic December 1942	Percent decrease from 1/ December 1941
STATE HIGHWAYS				STATE HIGHWAYS			
Arizona*	6	10,336	42.6	New Hampshire*	7	3,239	51.9
Arkansas*	21	11,704	54.1	New Mexico <u>3/</u>	11	11,268	42.4
California	9	13,874	42.2	New York*	9	15,863	47.8
Colorado <u>3/</u>	3	1,693	41.7	North Carolina* <u>3/</u>	19	21,974	50.3
Connecticut	17	38,741	52.7	North Dakota	8	1,754	55.1
Delaware*	5	11,828	39.9	Ohio <u>4/</u>	19	28,390	46.9
Florida	15	17,748	48.8	Oklahoma	20	24,174	50.5
Georgia	6	7,765	47.1	Oregon*	4	3,312	51.4
Idaho	7	6,323	37.5	Pennsylvania	30	36,819	49.6
Illinois*	5	3,919	57.4	Rhode Island	3	4,139	49.2
Indiana	20	21,057	51.0	South Carolina	8	9,781	49.3
Iowa	26	17,953	50.5	South Dakota <u>3/</u>	9	4,654	40.1
Kansas* <u>3/</u>	9	5,952	51.8	Tennessee	2	2,464	41.8
Kentucky* <u>5/</u>	10	7,544	48.0	Texas*	39	62,967	44.8
Louisiana	7	11,268	46.4	Utah*	7	5,203	36.0
Maine	3	1,424	37.5	Vermont*	3	1,516	37.9
Massachusetts	9	20,548	50.6	Virginia	1	2,298	43.9
Michigan	26	46,094	47.5	Washington* <u>3/</u>	9	11,484	45.0
Mississippi*	10	10,070	52.3	West Virginia	10	9,765	58.6
Montana	12	4,749	42.5	Wisconsin	9	11,521	48.1
Nebraska	11	7,461	39.6	Wyoming	2	625	56.3
Nevada <u>3/</u>	10	3,519	37.6	Total 43 States	476	554,780	48.1

PRELIMINARY SUMMARY OF AUTOMATIC TRAFFIC RECORDER DATA FOR DECEMBER 1942  
INCLUDING 509 STATIONS IN 43 STATES (continued)

Type of highway and State	Number of stations	Total daily traffic December, 1942	Percent decrease from <sup>1/</sup> December 1941
<b>LOCAL HIGHWAYS</b>			
Connecticut	2	537	32.9
Delaware	1	218	30.0
Georgia	4	835	18.0
Iowa	10	1,005	29.7
Kentucky	1	197	30.9
Massachusetts	1	232	51.7
Michigan	2	353	60.6
Montana	2	273	29.8
Nebraska	1	120	20.5
North Dakota	2	233	38.0
Ohio	1	189	59.4
Oregon	1	169	36.2
Rhode Island	1	294	27.8
Tennessee	2	781	28.7
Wisconsin	2	266	36.7
Total - States 15	33	5,702	35.1
Previously rationed area	139	178,104	48.9
Newly rationed area	370	382,378	47.6
<b>ALL HIGHWAYS States <sup>2/</sup> 43</b>	<b>509</b>	<b>560,482</b>	<b>48.0</b>

\* Subject to revision

<sup>1/</sup> Plus sign before percentage indicates increase.

<sup>2/</sup> Includes all States except the following; Alabama, Maryland, Minnesota, Missouri, New Jersey.

**STATIONS NOT INCLUDED:**

<sup>3/</sup> Defense activity: 2 in Colorado and 1 each in Kansas, Nevada, New Mexico, North Carolina, South Dakota, and Washington.

<sup>4/</sup> Detour: 1 in Ohio.

<sup>5/</sup> Road closed: 1 in Kentucky.



A revised summary of automatic traffic recorder data for November 1942 indicates a decline in traffic of 27.6 percent as compared with that of November 1941. The preliminary figure, given in last month's traffic bulletin, was 27.9 percent. The revised figure is based upon data from 551 stations located in 45 States. Information for individual States is as follows:

REVISED SUMMARY <sup>1</sup>/OF AUTOMATIC TRAFFIC RECORDER DATA FOR NOVEMBER 1942  
INCLUDING 551 STATIONS AND 45 STATES

Geographic division and State	Number of stations	Percent decrease from November 1941	Geographic division and State	Number of stations	Percent decrease from November 1941
NEW ENGLAND	46	44.1	EAST SOUTH CENTRAL	26	22.7
Connecticut	19	44.3	Kentucky <sup>6</sup> /	14	21.9
Maine	3	36.9	Mississippi	8	27.5
Massachusetts	10	44.2	Tennessee	4	12.7
New Hampshire	7	46.7	WEST SOUTH CENTRAL	88	18.3
Rhode Island	4	41.3	Arkansas	21	29.6
Vermont	3	41.0	Louisiana	8	25.7
MIDDLE ATLANTIC	42	36.0	Oklahoma	20	17.6
New York <sup>4</sup> / <sub>5</sub>	12	41.7	Texas	39	14.3
Pennsylvania	30	32.5	MOUNTAIN	58	12.0
SOUTH ATLANTIC	84	37.3	Arizona	6	7.7
Delaware	6	32.9	Colorado <sup>3</sup> /	3	21.7
Florida	15	39.1	Idaho	6	12.8
Georgia	11	37.8	Montana	14	15.9
Maryland <sup>4</sup> /	16	34.0	Nevada <sup>3</sup> /	10	9.5
North Carolina <sup>3</sup> /	16	43.8	New Mexico <sup>3</sup> /	11	11.7
South Carolina	8	40.0	Utah	6	8.5
Virginia	2	35.0	Wyoming	2	45.9
West Virginia	10	34.1	PACIFIC	22	14.6
EAST NORTH CENTRAL	83	23.5	California	9	11.5
Illinois	4	21.1	Oregon	5	16.9
Indiana	20	24.2	Washington <sup>3</sup> /	8	17.4
Michigan	26	23.8	TOTAL - 45 STATES <sup>2</sup> /	551	27.6
Ohio <sup>4</sup> /	22	23.8			
Wisconsin	11	20.7			
WEST NORTH CENTRAL	102	22.6			
Iowa	36	24.3	STATE HIGHWAYS	515	27.7
Kansas <sup>3</sup> /	8	18.9			
Missouri	27	25.6	LOCAL HIGHWAYS	36	20.1
Nebraska	12	8.4			
North Dakota	10	23.2	RATIONED AREA	157	40.4
South Dakota <sup>3</sup> /	9	17.6			
			UNRATIONED AREA	394	20.5

<sup>1</sup>/ Combined State and local highways.

<sup>2</sup>/ Includes all States except the following: Alabama, Minnesota, New Jersey. Stations not included:

<sup>3</sup>/ Defense activity; 2 stations, Colorado: 1 station each - Kansas, Nevada, New Mexico, North Carolina, South Dakota, Washington.

<sup>4</sup>/ Detour; 1 station - Maryland, New York, Ohio.

<sup>5</sup>/ Road construction; 1 station - New York.

<sup>6</sup>/ Road closed; 1 station - Kentucky.

Traffic at toll facilities has also declined greatly from that of the previous year although, on the average, not nearly so much as traffic on rural roads at the automatic traffic recorders. This is due, in part at least, to the fact that a larger proportion of the traffic at these facilities is urban or industrial in character than is the case at the automatic recorder stations. On a few facilities there were actually greater volumes in December 1942 than in 1941.

As in the case of the traffic recorded at the automatic recorder stations, there was not a great variation in the percentage decreases in total traffic between the two areas. Truck and bus traffic, however, in the newly rationed area showed a much larger percentage decrease than in the previously rationed area.

Traffic volume data for December 1942, by vehicle types, compared with similar information for December 1941 at toll facilities

Previously rationed area						
	December 1942			Percentage change from 1941		
	Total	Passenger cars	Trucks and busses	Total	Passenger cars	Truck and busses
22 facilities-Maine to Florida	4,021,597	3,090,844	930,753	-31.2	-36.8	- 3.0
Miscellaneous locations not included above:						
41 drawbridges in eastern North Carolina (not toll) <u>1/</u>	503,533	396,366	107,167	-18.9	-20.8	-10.8
Sumner Tunnel - Boston December 1-28	387,748	353,255	34,493	-27.9	-28.9	-15.1
8 stations in Washington, D.C. (not toll) <u>2/</u>	130,335	--	--	-33.2	--	--
Pennsylvania Turnpike	59,142	35,220	23,922	-61.4	-72.2	- 9.4
Fleetwood Viaduct, Westchester County, New York	103,289	103,289	--	-70.6	-70.6	--

Traffic volume data for December 1942, by vehicle types, compared with similar information for December 1941 at toll facilities  
(Continued)

	December 1942			Percentage change from 1941		
	Total	Passenger cars	Trucks and busses	Total	Passenger cars	Trucks and busses
Newly rationed area						
4 facilities eastern Canadian border	162,204	135,597	26,607	-25.0	-28.9	+ 4.6
2 facilities Great Lakes area	37,692	23,205	14,487	-40.9	-54.2	+ 9.9
Subtotal - 6 facilities	199,896	158,802	41,094	-28.6	-34.2	+ 6.4
10 facilities on the Ohio River	568,172	459,233	108,939	-41.1	-43.4	-28.5
14 facilities in the Ohio River area 3/	160,542	121,007	39,535	-39.5	-43.6	-22.0
Subtotal - 24 facilities	728,714	580,240	148,474	-40.7	-43.5	-26.9
3 facilities in Florida and Alabama Gulf Coast area 4/	195,328	166,018	29,310	+55.9	+54.2	+66.5
Subtotal - 3 facilities	195,328	166,018	29,310	+55.9	+54.2	+66.5
9 facilities Mississippi and St. Croix Rivers, north of St. Louis	779,139	552,021	227,118	-44.1	-50.1	-21.3
2 facilities on the Mississippi River, south of St. Louis	24,919	18,000	6,919	-45.7	-52.8	-10.8
Subtotal - 11 facilities	804,058	570,021	234,037	-44.2	-50.2	-21.0
7 facilities on the Missouri River	145,696	95,895	49,801	-30.8	-37.0	-14.5
2 facilities, Missouri River area	1,491	1,211	280	-51.1	-53.1	-40.6
Subtotal - 9 facilities	147,187	97,106	50,081	-31.1	-37.3	-14.7
4 facilities in the Washington-Oregon area	151,890	125,971	25,919	-21.4	-25.6	+ 8.1
Total - 57 facilities in newly rationed area 5/	2,227,073	1,698,158	528,915	-36.0	-40.3	-17.1
3 facilities reporting only total traffic	62,333			-14.1		

- 1/ Based on one 4 p.m.-12 midnight weekday count at each bridge.
- 2/ Based on the average weekday (Monday - Friday) count for December.
- 3/ Two facilities in West Virginia and 12 in Kentucky.
- 4/ Increase due to industrial and war plant production traffic. The normal traffic segregated at one facility shows the usual decrease for this area.
- 5/ Correction-Percentage decrease for 65 facilities in the unrationed area for November as shown in Informational Memorandum No. 24 should have been -8.9, -8.7 and -9.8 instead of -2.3, -1.5 and -6.3.

The following decreases in traffic are shown for 58 toll facilities in the newly rationed area for each of which data are available in both months in 1941 and 1942:

<u>Month</u>	<u>Total</u>	<u>Passenger cars</u>	<u>Trucks and busses</u>
	percent	percent	percent
December	-35.3	-39.4	-17.1
November	- 9.3	- 9.6	- 8.0

Preliminary traffic figures for January 1943 indicate little change in the hourly traffic pattern on rural roads from noon to midnight on Thursday, January 7, when the order restricting pleasure driving in the eastern States went into effect, from that of the preceding day. There was a slight drop in the traffic on the following day (Friday), a little more on Saturday, and a considerable decrease on Sunday as compared with normal traffic on these days.

It is likely that a greater decrease occurred in urban areas. Data from the six Port of New York Authority facilities show that the traffic on Thursday and Friday, January 7 and 8, was off 10 percent from immediately preceding levels, Saturday about 22 percent, and Sunday approximately 60 percent from that on the previous Sunday. January 1943 bus traffic using these facilities shows substantial increases over the same period in 1942.

These preliminary figures would seem to indicate that in rural areas weekday pleasure driving, as now defined, had been reduced to a negligible amount prior to the recent restriction on such driving.

H. S. Fairbank, Chief,  
Division of Information,  
Public Roads Administration.