



SPSIS-2

HEADQUARTERS ARLINGTON HALL STATION

24 Feb. 45

OFFICE OF THE COMMANDING OFFICER

ARLINGTON, VA.



IN REPLY REFER TO

MEMORANDUM for Chief, IS-1A

Attention: Major J. H. Frier

Subject: Bus Transfers and Weekly Passes

1. In accordance with your recent request, a conference was held with Mr. Joseph Arnold, General Manager, Washington, Virginia, and Maryland Coach Company, on Wednesday, 1 February 1945, in order to study the question of transfers from the Arnold bus Company to Washington buses and streetcars and to study the question of having special weekly or monthly passes issued by the Arnold Bus Company to Arlington Hall employees.

2. Regarding transfers to Washington streetcars and buses, Mr. Arnold said that the lower courts had upheld all three of the Washington area bus companies' requests not to issue transfers and that the matter is now pending before the U. S. Supreme Court.

3. In connection with the question of having special weekly or monthly passes issued to Arlington Hall employees, Mr. Arnold volunteered the following information:

a. He said that the Arnold Bus Company's expenses since 1940 have increased more in proportion than revenue. He stated that the present extensive use of his buses was causing depreciation at more than double the normal rate, and that spare parts, salaries, and every other operation cost had risen sharply.

b. Mr. Arnold pointed out that in 1932, the fare was reduced from 15¢ to 10¢.

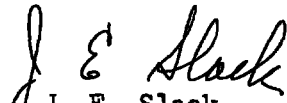
c. He stated that Washington buses and streetcars as well as AB&W Bus Company made many more stops along their routes than the Arnold Bus Company. This is due to the fact that the other bus companies run through a more populated section than the Arnold Bus Company. Since more people are getting on and off the bus per mile, the other bus companies are in a more favorable position to collect more money in fares. Mr. Arnold said, for example, that the AB&W Bus Company earns approximately \$20,000 per bus per year, but that Arnold Bus Company earns approximately \$11,000 per bus per year.

d. Mr. Arnold pointed out the danger of three people using the same pass when they work on different shifts and live in the same place, such as Arlington Farms or similar large residential

units. In this way, it would be possible for many employees to ride the Arnold buses at less than one-third of the present fare.

e. In order to provide better service, Mr. Arnold is planning to buy fifteen \$12,000 new buses, or to make a total expenditure of \$180,000.00.

4. As a result of the conference with Mr. Arnold, it is believed that no further action is warranted unless the decision by the Supreme Court in the case mentioned in paragraph 2 above is favorable to the War Department.


J. E. Slack
Lt. Col., Signal Corps
Administrative Officer

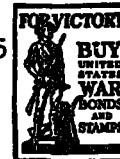


SPSIS-2

HEADQUARTERS ARLINGTON HALL STATION 8 February 1945

OFFICE OF THE COMMANDING OFFICER

ARLINGTON, VA



IN REPLY REFER TO

MEMORANDUM FOR: Major Frier, Assistant Control Officer.

TO: Bus Transportation .

1. About December 1942, when the number of personnel on the Post began to increase rapidly, the problem of getting people to and from work became important to the operations of this installation. Since the Arnold operated, Washington, Virginia and Maryland Coach Company furnish the bulk of our employees with bus transportation, special arrangements were made with this company to attempt to meet the transportation needs of this post. Cooperation with Arnold Lines has continued and recently has been intensified in an attempt by the Administrative Office to help prevent a breakdown of service by recruiting part time bus drivers. An adequate number of Arlington Hall part time bus drivers have been recruited and the Arnold Bus Company has been very pleased with our cooperation. However, transportation operations have recently been hampered by cold weather which in combination with equipment deterioration has caused an unusual number of breakdowns of Arnold busses. Twenty-five or thirty-five busses out of a fleet of 110 are now out of use as a result of these factors. Mr. Arnold, General Manager, has assured the Administrative office that he is now devoting most of his time to solving this problem. See newspaper clipping attached. With almost a third of his busses broken down Mr. Arnold has all of the part time bus drivers he can now utilize. Recruiting is therefore not being pushed at present. However, the Administrative Office, has organized a network of recruiting stations throughout the entire post, so that the moment conditions change a flood of publicity in the form of large attention-getting posters and notices in the Headquarters bulletin will direct interested persons to their employee councillors. Completed applications, are forwarded by the employee councillors to the Administrative Office and immediate action is taken for training the interested parties as part time bus drivers by the Arnold Lines.

2. The recent study made by the Control Office on reasons for resignations lists transportation difficulties as responsible for .7% of the resignations in November 1944 and responsible for 1.1% in December 1944. On 2 February 1945 Captain J. W. Drury, Chief, Personnel Branch, routed a memorandum through Chief of Personnel and Training Division to the Commanding Officer which reads as follows: "The employees have evidenced strong feeling about the inadequacy of the present transportation service. They point repeatedly to the overcrowded conditions in the busses, filled busses passing them by, and the lack of an adequate shelter while waiting to board the busses. It is believed by the councillors that the transportation difficulties greatly increase the absentee rate of the post." The recent report by the Control Office states that the personnel goal as set by the Commanding Officer in his directive is 5,853 or a total gain of 1,132 by

30 September 1945 and that if the present rate of separations continue approximately 3,000 new people will have to be recruited. The Chief, Personnel and Training Branch stated that the goal by 1 May 1945 is an increase of 500 persons which means recruitment of approximately 1,400 will be necessary prior to that date.

3. In view of the above situation it is imperative that the Arnold Lines procure a number of additional busses immediately and that the procurement of busses be continued to meet the Post's increasing needs. A letter to Mr. Joseph Arnold, General Manager of Arnold Lines, is being prepared for signature by the Commanding Officer stressing the three points listed below:

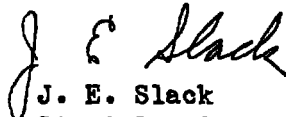
a. The importance of the work at Arlington Hall Station as set forth by a letter from G-2, dated 5 October 1944 which stated, "..... the efficient and effective operation of all intelligence agencies is required as we enter the crucial phase of our effort." It is self-evident that any factor adversely effecting the operations of Arlington Hall Station such as insufficient busses to transport highly specialized personnel to work may cost many lives.

b. A large number of cases of absenteeism and tardiness have been traced back to the inability of personnel to get to work because overcrowded busses pass them up.

c. Arlington Hall Station has begun a recruiting program to obtain 3,000 additional personnel, 1,400 to be recruited by 1 May 1945.

4. BUS SHELTER

A strong effort has been made to secure a bus shelter at the main Lee Boulevard gate. The State Highway Commission has refused to allow Arlington Hall Station to build a shelter on the state right of way, but Mr. Arnold, General Manager of the Bus Company, has taken political action to have an exception made to this policy. As a result Congressman Smith of the 8th District of Virginia, including Arlington County, has written General Anderson, State Highway Commissioner a strong letter asking that the policies of the State Highway Commission be changed in this regard. A favorable decision is expected soon.


J. E. Slack
Lt. Col., Sig. Corps
Administrative Officer

1 Incl:
Newspaper Clipping