

Newsletter121

Keith's Corner/McGill News

September 3, 2021

Car Travel during WW11

Traveling to Grandma's house, in Salt Lake, by car during the years of WW11, (for the benefit of some younger folks, WW11 is World War two, not eleven), was a lot different than now. A lot of things, related to travel, were rationed by the gubbermint at that time, like gas, oil, tires, anti-freeze, (Prestone or Zerex), windshield wiper blades, etc. etc. In the case of tires, it was almost impossible to get any new ones. We raided the dumps and put boots (large pieces of thick rubber material) inside the tire to cover breaks and holes.

Everybody carried a patching kit to fix flats. Tires had inner tubes in those days. We, young McGill brats would fight over an inner tube. They were essential for our homemade flipper crutches. The flipper crutches were essential weapons, as they were part of the National Defense strategy, in our minds, of course!! Along with our secret decoding rings and official G-Men badges, we would be able to stop any enemy invasion.

Each car had a jack, lug wrench, a set of tire irons (to get the tire off and on the rim), inner tube valve gut tool, extra valves and a patch kit. The inner tube patch glue had a distinct smell. Kinda good actually. Another necessity was a hand pump to inflate the tire after repairing a puncture. It wasn't the easiest tool to use. All tires had a serial number on them and each tire was inspected periodically to make sure that it was your tire, on your car.

PART B UNITED STATES OF AMERICA—OFFICE OF PRICE ADMINISTRATION TIRE INSPECTION RECORD		IDENTIFICATION OF VEHICLE	SERIAL NUMBERS OF TIRES LAST INSPECTED	12/16/42 1ST INSPECTION REQUIRED SERVICE (IF NONE, WRITE "NONE")
Board certifies below that serial numbers shown are same as those registered with it.		VEHICLE LICENSE No.: 22-503	2064253684	None
Board Number 84-17-1		STATE OF REGISTRATION: Nevada	2887932712	"
(COUNTY) White Pine (STATE) Nevada		YEAR MODEL: 1940	2474013842	"
By BK Date 2/13/43		MAKE: Chevrolet	2049933684	"
A book holder, inspection every 6 months. B book holder, inspection every 4 months. C book holder, inspection every 3 months.		BODY TYPE: Town Sedan	2744943987	"
Inspector will not sign until required repair has been done.		INSPECTION STATION NUMBER 15	APPOINTED BY WAR PRICE AND RATION BOARD	
RETURN TO:		NUMBER 84-17-1	COUNTY White Pine	STATE Nev
Name Ada M. Gibson		DATE: 9-25-43	INSPECTOR'S SIGNATURE: George O'Mealy	
No. and Street Box 647		MILEAGE RATION BOOKS ISSUED		
City and State McGill, Nevada		CLASS	SERIAL NUMBER	DATE

OPA Form R-570
Form Approved
Budget Bureau No. 05-1047

16-94287-1

This was my Mother's, tire serial numbers on her car.

Driving speed was limited to 30-35 MPH to save on tires and gas. The gas was rationed and each car had to have a sticker in the windshield. The stickers had a large A, B, C, if I remember correctly. A was for general public, B for salesmen and C was unlimited for doctors and other officials. You can see them on the cars, in movies made in the war years. They are on the lower corner of the passenger side of the windshield.

A BASIC MILEAGE RATION		UNITED STATES OF AMERICA		F 304224 Y	
Erl Gibson (NAME OF REGISTERED OWNER)		23-823 (VEHICLE LICENSE No.)		Nevada (STATE OF REGISTRATION)	
26 E. Street (R. F. D. OR STREET AND NUMBER)		1930 (YEAR MODEL)		Ford (MAKE)	
McGill Nevada (CITY OR POST OFFICE) (STATE)		11/19/42 00327453 (DATE) (USE TAX STAMP No.)		Sport Coupe (BODY TYPE)	

FORM OPA R-525 A

This was my Father's card to prove that the large A sticker on the windshield of his Ford Model A, was legitimate.

Each group was allowed a certain amount of gallons per month/year. A record book with mileage and gallons was kept in each vehicle and had to be shown, along with the proper number of gas stamps for the gallons purchased.

IMPORTANT INSTRUCTIONS

1. Coupons can be used only in connection with the vehicle described on the front cover. Detached coupons are VOID.
2. If you stop using your car, this book and all unused coupons must be surrendered to your Board within 5 days.
3. If you sell your car, this book and all unused coupons must be surrendered to your Board. The purchaser will not be issued a gasoline ration unless he presents the receipt which you receive at the time of such surrender.

A BASIC MILEAGE RATION
UNITED STATES OF AMERICA
OFFICE OF PRICE ADMINISTRATION

NAME OF REGISTERED OWNER
E. J. Gibson

ADDRESS—NUMBER AND STREET
Box 647

CITY AND STATE
Salt Lake Nevada

LICENSE NO. AND STATE
28140 Nevada

YEAR MODEL AND MAKE
1930 Ford Coupe

Holder must fill in any blank spaces above before the first purchase of gasoline.

OPA FORM R-525 C
MILEAGE
A17
136152
28140

OPA FORM R-525 C
MILEAGE
A17
136152
28140

OPA FORM R-525 C
MILEAGE
A17
136152
28140

OPA FORM R-525 C
MILEAGE
A17
136152
28140

OPA FORM R-525 C
MILEAGE
A17
136152
28140

These are my Mother's gas stamps.

My mother worked in the Standard Station in McGill and salesmen would tip her with gas stamps as they were considered more valuable than money. Gas was priced at around 15-18 cents a gallon.

Oil was hard to get. My grandfather when he changed oil would take the dirty oil and put it in a large can on a shelf in the garage. He then put a 3/8 inch cotton rope with red diamonds on it in the oil and hang the rope down into a bucket on the floor. The rope would cleanse the oil as it wicked down to the bucket.

The only road trip we took, was to Salt Lake to Grandma's house for a week's vacation in the summer. The car's trunk was checked for extra oil, tire changing tools and of course the important spare tire and sometimes a spare inner tube. A canvas water bag, with a cork stopper, was filled and hung on the front bumper. Some water would seep thru the canvas and help cool the bag by evaporation.

The suit cases were loaded and a lunch. The last thing to do was take a bathroom break as it would be a long trip. It usually took about 8 hours driving time, plus several stops. The first stop was Lage's Station (Stage Stop) that was owned by Mr. and Mrs. Lage.



Mr. and Mrs. Lages in front of their station. It is now called Stage Stop. The bus from McGill to Salt Lake was owned by Lewis Bros. Stage Lines.

The next stop was the Alizeges (sp) at Boone Springs. They were very nice. I remember the Coleman lanterns hanging over the one large dining table and their kids studying their school lessons. Sometimes they would run a Whitty (sp), diesel generator. The other thing was the stucco out house in the back of the station. There were no lights and no running water. Dad would get some gas, as he always believed in helping those folks.

The next stop was Wendover, or "leftover" as Bob Hope called it. There was the State Line station and café. They had running water and lights in their bathrooms. Sometimes we ate at the café on the Utah side, just before you leave Wendover.

The little town was buzzing with the Army Air Force men, training on the many large bombers. The atomic bomb crew of the Enola Gay trained there in secret.

Then it was across the salt flats. My brother and I counted discarded tires alongside the road. There were plenty, but they were totally worn out or in shreds. The next short stop was the station by the dunes, which is still there. Then the next two places were Lows and Delle. There was a large cement plant on the rightside of the road just before Grantsville. Dad, eased thru Grantsville, as it was a widely known speed trap.

Next, was the town of Tooele. Just past Tooele, the highway changed from asphalt to cement. The cement road was comprised of sections with tar between them. This tar made a thumping sound, especially during the colder months.

The Kennecott slag dumps were high and black, near the road. Soon we passed the Saltair amusement park, with the old wooden roller coaster that scared the heck out of people.

Then past the small building that was the SL airport and eventually to Grandma Hazel's house on 8th South and 8th west. It was quite a trip.

One thing, I distinctly remember, was while crossing the salt flats, Dad told us boys to lean over the front seat and watch the odometer. It turned over at 100,000 miles and started over at 0. Shady car sellers trying to get rid of a car with a lot of miles on it, would unhook the odometer shaft from the transmission and put it in the chuck of an electric drill and run the odometer past 100,000 and stop at a nice low number, that would fetch a good price.

McGill News

Very quiet. Will have photos of the McGill Picnic, next week.

Oldies

1909—Sept. 24—W, Bradley buys Sullivan's blacksmith shop in McGill

1909—Oct. 22—R. Clotfelt joins McGill Band as alto horn player.

Old Photo



The "Pill Makers" at the McGill Drug Store. L-R, Eugene Muir, Paul Schroeder and the owner, Jerry Culbert. Eugen and Paul were chemists at KCC and filled in for Jerry occasionally. Probably taken in the early 1950s.