

The Government **MILEAGE ADMINISTRATOR**

Office of Price Administration..Washington, D.C.

Volume 3

FEBRUARY 1945

Number 2

Need for Mileage Conservation Remains Constant To Continue Services in 1945

Reduction Average of Local Governments Reaches Level of States at 34 Percent

The national mileage reduction average for county, city and other municipal governments, after a steady climb since the third quarter of 1943, has reached almost the identical level of the state governments in reports received for the third quarter of 1944. Less than one-tenth of 1 percent separates the two averages, local units showing 34.1 percent and state governments, to date, showing 34.2 percent.

Both figures are subject to revision as late reports are received, but it is extremely doubtful that there will be any great difference on the basis of final records. With a number of State government reports still to be received, a tabulation of the State result for the third quarter will not be released until the March issue of this bulletin.

The total mileage reduction for the reporting local governments in the third quarter was 21,466,304 miles. Top individual honors went to the Town of Lebanon, N. H., with a reduction of 71 percent below the 1941 quarter. Next in line followed Cullman, Ala., with 67 percent reduction; Walla Walla County, Wash., 66 percent reduction; while Walpole, Mass., Marion County, Ohio, and Harrison County, Mo., were tied with a 62 percent reduction in each case. Bamberg County, S. C., with a mileage cut of 60 percent completed the list in this top-ranking group.

Certainly deserving of "honorable mention" are those local gov-

(Continued on page 6, column 2)

Government Vehicles Still Face Shortages in Gasoline, Tires, and New Car Replacements

The need for conservation of mileage continues into 1945 to be of paramount importance if essential services of Federal, State, county, and local governments are to be maintained. When the Government Mileage Conservation Program was inaugurated in November 1942, there were many who believed that any restrictive aspect of such a program would end within a few months. This opinion was based on optimism as to the course of the war and the future of the supply situation in gasoline, tires, and automobiles. With the European phase of the war continuing into 1945, and the military demand for petroleum products, rubber, and metals remaining constant or still increasing, no immediate relief is in sight for a return to a "business as usual" program for field services of government.

This statement is made as a fair summary of the situation as it looks today. It is made as a background for a more detailed analysis of the gasoline, tires, and vehicle problem which is ahead of us. Finally, the statement is made with full realization of the fact that many Government mileage administrators find themselves "between two horns of a dilemma." The Office of Price Administration, on the one hand, is asking them to continue and improve their efforts to reduce official mileage 40 percent or more below that operated in 1941. On the other hand, Federal agencies are asking State governments for assistance with field programs, while the States are making similar requests to county and municipal governments. As an end result, there is a growing conflict between the necessity for mileage reduction and the demands for services which bring a mileage increase.

In making a forecast for 1945, no attempt has been made to gloss over the shortages or claim difficulties where none exist. After three years at war there should be no need to "promote" mileage conservation activities. Instead, a frank appraisal of conditions should give a mileage administrator all the ammunition he might need to convince those who actually perform field duties for a government that car pooling, trip consolidations, use of common carriers where feasible, and all the other techniques of mileage saving must go on.

Public announcement has already been made of the supply situation in automotive commodities, but the following summary should serve as a guide to mileage administrators as their 1945 program progresses:

Gasoline:

1. Production has been increased significantly.
2. Demands for petroleum products have increased tremendously.
3. Wartime needs for industrial uses, farms, trucks, etc., must be met in full.
4. A large part of our storage facilities are needed for noncivilian petroleum products.

(Continued on page 4, column 1)

The Government Mileage Administrator

Published monthly by the Mileage Conservation Section, Gasoline Rationing Branch, Office of Price Administration, Washington 25, D. C.

The Government Mileage Administrator is printed with the approval of the Bureau of the Budget as required by Rule 42 of the Regulations of the Joint Committee on Printing.

Address all communications to: The Editor—The Government Mileage Administrator, Room 2202 (Run-Stop 252-J) Office of Price Administration, Federal Office Building No. 1, Washington 25, D. C.

Volume 3

Number 2

LEGISLATION

In many States the 1945 Legislature will consider a measure which would establish as permanent some of the features of a travel control policy which has been developed through the Government Mileage Conservation Program. Five States—Iowa, Utah, New Hampshire, Washington, and South Dakota, now operate under statutory authority. From the direct requests for information which we have received, it appears that at least ten others will try to incorporate mileage conservation into the law.

The interest of the Office of Price Administration in the outcome of these measures is related only indirectly to the wartime job of rationing gasoline, tires, and automobiles. As soon as this question of legislation arose, we pointed out that our interest should not be taken as an indication that OPA considered itself a post-war "planning" agency. However, we have felt that we would be derelict in our duty to the taxpayers if we did not point out the possibilities of permanent economy under some plan which would secure the most efficient field services of government for the least travel mileage. To this end we have presented in these columns three of the present state laws which relate to mileage conservation. A fourth is printed in the manual "Government Mileage Conservation in Wartime."

As the Office of Price Administration doubtless has the most up-to-the-minute information on the effectiveness of all state programs, it is natural that we should be asked to provide material which

Washington Statute Bases Conservation on Car Pool

Any State wishing to inaugurate a centralized transportation service for official travel which is based on an "automobile pool", can secure valuable assistance in framing any necessary legislation by analysis of the State of Washington law which established the outstanding car pool plan of that commonwealth.

A diagram showing the general operating procedure of the Washington state car pool was published in our October issue, together with an article by "pool" manager, Ralph Bale. Now, in accordance with the policy announced some months ago, we are printing the complete Washington statute as we have done in the case of the Iowa and New Hampshire laws. The Washington law follows:

AN ACT

Relating to State government; authorizing the establishment of a centralized transportation service for state appointive offices, boards, commissions, departments and institutions; prescribing the duties of the director of highways in connection therewith; providing how said transportation service shall be financed, and declaring that this act shall take effect April 1, 1943.

Be it enacted by the Legislature of the State of Washington:

Section 1. The director of highways is hereby authorized to establish a centralized transportation service, hereinafter referred to as the "automobile pool," as a means of providing all appointive State offices, boards, commissions, departments and institutions with automotive transportation required for the transaction of official State business.

Section 2. Said director shall acquire by purchase from time to time a sufficient number of automobiles to fulfill the needs of such automobile pool, shall provide for the necessary storage, upkeep and repair of the same, and establish means for servicing all vehicles in the pool with gasoline, lubricating oil and other necessary operating requirements.

Section 3. All officers and employees of the various State agencies mentioned in section 1 shall, whenever transporta-

tion by motor vehicle is necessary on State business, present to the director of highways a written request for a vehicle which shall be furnished out of the automobile pool.

will support any proposals for mileage control which reach legislative committee hearing. We will continue to fill these requests to the best of our ability. May we suggest that all state mileage administrators who draft a measure for their legislature forward us at least ten copies of the "bill" in order that we may serve as a "clearing house" for others who are interested.

tion by motor vehicle is necessary on State business, present to the director of highways a written request for a vehicle which shall be furnished out of the automobile pool.

Section 4. The director of highways shall keep a check on the mileage of each vehicle in the pool when in the use of any State agency and at the end of each month shall bill the several using agencies on the basis of a mileage charge commensurate with the cost of operating the pool.

Section 5. Any State office, board, commission, department or institution other than those mentioned in Section 1 shall have the privilege of participating in the automobile pool whenever automotive transportation is needed for the transaction of official business, and when so participating shall be subject to the same requirements, limitations, and restrictions as are, by this act or by rules and regulations of the director of highways, imposed upon the state agencies mentioned in Section 1.

Section 6. The establishment, maintenance and operation of the automobile pool shall be financed by the director of highways out of the highway equipment fund, to which shall be credited all receipts from the pool operation and out of which shall be paid all necessary expenses incurred.

Section 7. The director of highways shall have the power to promulgate such rules and regulations as may be necessary to effectuate the purposes of this act.

Section 8. This act shall not be construed to prohibit a State officer or employee from using his personal motor vehicle on state business and being reimbursed therefor.

Section 9. This act is necessary for the immediate support of the State government and its existing public institutions, and shall take effect April 1, 1943.

—One problem which has arisen in a number of States where car pools have been considered is that of financing the project and apportioning the cost among the State departments which use the vehicles. This matter has been covered in the Washington plan, and their solution may be the basis of similar procedures in other States. It must be remembered that the Washington pool plan has, to quote Manager Bales, saved "the State of Washington over a quarter of a million dollars annually."

Recent Changes in ADMINISTRATORS

FEDERAL:

John C. Floyd—Coordinator of Inter-American Affairs.

Richard C. Whiteman—War Production Board.

Question Box

Question.—How can a Government mileage administrator correct a condition in which some employees are securing a mileage ration without certification by the Administrator?

Answer.—This situation usually arises in only two types of cases. The first is that in which an employee wilfully seeks to circumvent the certification process by presenting his application to a local War Price and Rationing Board knowing that it is not certified, and hoping that this fact will escape Board notice or that he will be able to tell a convincing story to the Board as to why he has not secured certification. Such an offender, if apprehended, is subject to disciplinary action by the employer government through the appropriate department. A number of State governments have suspended employees for such an act on their part. The second type of case is that in which a local Rationing Board overlooks the fact that the certification signature is missing. With hundreds of applications reaching Boards, this error can be understood, and doubtless can never be entirely eliminated.

Whatever the reason for Government employees securing "uncertified" gasoline rations, the best way to halt such cases is for the Mileage Administrator to notify the appropriate OPA District office of the fact, and then work with that office in reaching the Boards which are allowing such applications to pass. Such a course was followed recently by State Mileage Administrator J. M. Wherritt of Missouri. Administrator Wherritt supplied J. W. Riley of the OPA Kansas City District office, and Sam Kennard of the OPA St. Louis District office, with a complete list with addresses of employees who had been securing mileage rations without certification. The district office officials contacted the Rationing Boards which had jurisdiction at these addresses, and went thoroughly into the matter of certification with the Board chairman, gasoline chairman, and chief clerk. The district offices reported their findings directly to Administrator Wherritt for his follow-up through the appropriate departments.

Reports from Missouri indicate that this procedure halted these "elusive" applications almost immediately.

Tennessee Valley Authority Uses Posters To Aid Program

The Tennessee Valley Authority is one of the Federal agencies in which the mileage trend has been consistently in the direction of conservation and reduction since the start of the Federal participation in the Government Mileage Conservation Program in March, 1943. One reason for this result is the steady flow of original ideas for "selling" mileage conservation to TVA employees.

In a previous issue of this bulletin, we reproduced a page from a travel memorandum used by Mileage Administrator Charles E. Lex, Jr., to remind users of official mileage of the need for conserving gasoline, tires, and automotive equipment. Now Administrator Lex gives us further proof of the fact that his is a carefully planned program by showing us a series of travel posters which, he reports, "have Valley-wide distribution." Two of the series are reproduced herein.



Regular TVA releases on mileage conservation are by no means limited to posters. Four media are currently included in the "educational methods used by the Travel Administration staff to further the mileage conservation program of the Tennessee Valley Authority." The first of these is an Administrative Release, in which is contained the "official" regulations on travel. Such items as assignment of vehicles, routing

of written requests for vehicle and travel assignments, and copies of official travel forms with instructions as to their use, are contained in this Release. A second item is a "Travel Letter", which serves as an informational guide for employees who have occasion to travel. The emphasis of this Letter is on available services of public transportation, and through such Letters TVA personnel are kept posted on any improved facilities for air, rail, or bus travel.

Yet a third reminder on mileage conservation is a daily bulletin which is posted in all principal localities, on which there is frequent reference to the problems of saving automobile mileage for TVA's most essential uses. These bulletin reminders usually include a drawing which is an "eye-catcher" for the brief conservation message. A typical example is a sketch of a gentleman (whose facial features resemble those of the



pig family) driving alone in a TVA automobile. The caption for this drawing reads: "ARE YOU A CAR HOG? Do you ride alone and like it? The Axis would like it too. For your solitary journey requires others going your way to use a separate car, thereby adding to the wear and tear on TVA equipment no longer replaceable, and wasting gasoline needed on the invasion fronts. COORDINATE YOUR OFFICIAL TRAVEL!"

unac,

Need For Conservation Remains

(Continued from page 1, column 2)

The inevitable conclusion from these statements is that gasoline for automobile transportation must bear the brunt of the shortages which result from such conditions. According to Q. W. Regestein, Chief of the Gasoline Rationing Branch, Office of Price Administration, "demands for gasoline uses cannot be met in full. We must provide for the minimum essential travel needs for essential civilian services. There seems to be no reason to assume that our gasoline allocation will improve until the European phase of the war has been brought to a conclusion."

Tires:

A few months ago it looked as though the tire "famine" was nearly over. Now the War Production Board has announced reduction of passenger-car tire production to an "estimated 5,000,000 passenger car tires in the first quarter of 1945." This will be 1,650,000 tires less than the production level in the last quarter of 1944. The reason for this curtailment is cited as a necessity to "conserve tire cord and fabric by restricting the consumption of these materials in the production of passenger, motorcycle, and bicycle tires." The WPB announcement went on to say: "'B' and 'C' ration holders cannot expect to receive as many grade 1 tires as had been planned. They must conserve existing tire carcasses in every way if they are to continue using their cars in essential occupations."

Coincident with the WPB statement, the Office of Price Administration announced a decrease in January tire quotas. This quota reduction cut into passenger-car tires, and small truck and bus tires, to match the production decrease. At the same time in the heavy truck and bus tire group, where a back-log of 100,000 high-priority applications remained unfilled for lack of quota, there was nearly a 10 percent drop in January quota.

Passenger Automobiles:

As of February 1, the remaining stockpile of new cars available for rationing was less than 12,000. In the last pre-war year, new passenger cars were sold at an average rate of 10,000 per day. Normal pre-war purchases of new passenger automobiles for Government use were greater each year than the entire remaining supply. The average age of automobiles on the highways is nearing 8 years, and in some Government agencies mileages in excess of 150,000 are common on the vehicles now performing important field services.

Up to the moment this edition went to press, no announcement of the resumption of passenger car manufacture had been made. On several occasions in the past 6 or 8 months the question of the resumption of new car production has been considered, but in every case the need for military production made such demands on steel, other commodities, and manpower that automobile manufacture was ruled out. There is no immediate prospect that car manufacture will soon be resumed. Even after such production "gets the green light," there will be a considerable lapse in time before automobiles are available in any quantity.

To sum up this situation—governments must plan in such a way as to carry on their field services with practically no augmentation of their present automobile equipment for some months to come.

Trucks:

The War Production Board has announced that truck manufacture in 1945 will be sufficient to care for only 25 percent of the need for new commercial-type vehicles. This factor will have considerable bearing on the filling of governmental requirements for new trucks.

Speed Limit:

Although this classification is not one of commodity supply, it is directly related to the shortage of tires and the need for conservation. The Office of Defense Transportation announced, before the end of 1944, that plans to relax the wartime speed limit upward to 45 miles an hour had been abandoned.

Government employees are in a strategic position to set a good example by remaining within the wartime speed limit with operating either Government vehicles or their private cars. Observance of the 35-mile

(Continued on page 6, column 1)

Missouri Department Plans Reduction To Have Increase

"Something new has been added" to governmental planning when a state department reduces its official mileage very sharply for a two-month period in order that it may operate increased mileage in a third month and not upset the over-all reduction average. Such an example of forethought in the Government Mileage Conservation Program has been reported by Missouri's State Mileage Administrator J. M. Wheritt in a statement regarding the Missouri Conservation Commission.

Doubtless the best report of this new conservation technique comes from the state department itself, and is contained in their statement to Administrator Wheritt which says: "The Missouri Conservation Commission cut deeply into essential driving during the months of September and October in order to offset anticipated heavy driving in November during the first open season on deer held in Missouri in 7 years. Operating 111 passenger cars, including both State-owned and privately owned vehicles, the Conservationists cut 72,000 miles, or 36 percent below their 1941 monthly average in September, and 64,000 miles, or 32 percent below in October."

"Despite sharply increased patrol activities before and during the November 3 and 4 deer season, the Conservation Commission was able to achieve a 4-percent reduction in November. Reduction percentages recorded during a 5-month period follow: July, 12 percent; August, 18 percent; September, 36 percent; October, 32 percent; November, 4 percent."

"The Commission initiated a 25-percent-mileage reduction program early in 1941 because of the threatened rubber shortage, therefore, the present figures do not reflect the total mileage reduction obtained."

In giving us this story, Administrator Wheritt comments: "In spite of greatly increased duties, the Conservation Commission has done an excellent job." And, if we may be forgiven for the pun, where better could a conservation method originate than in the Conservation Commission?

Federal Agencies Cut Over 18 Million Miles in 3d Quarter

Reduction in official mileage by Federal departments and agencies totaled 18,338,117 miles in the third quarter of 1944, a drop of slightly over 11 percent below the same period in 1941. The addition of this quarterly figure brings the Federal mileage reduction for the first 9 months of 1944 to 69,170,154 miles.

Mileage of the Federal departments, exclusive of War, Navy, Maritime Commission and Post Office departments, reached a total of 144,434,315 miles in the third quarter of 1944, as compared with 162,772,432 miles in the 1941 period. A total of 21,608,763 miles in the 1944 figure can be found in the "war agencies" which did not exist in 1941, and for which there is no 1941 mileage to "offset" their 1944 total in figuring the percentage-wise mileage reduction of the Federal Government.

It will be seen that without the "war-agency" mileage, the Federal reduction would be nearly 25 percent below 1941. This problem of increased war services affecting, adversely, the mileage conservation efforts of a governmental unit, exists in clear perspective in the Federal mileage figures due to the separation of the "war-agency" group. There is, of course, another war program mileage problem in the "old line" Federal departments with expanded functions. This same problem exists in state and local governments, but the result in terms of miles is seldom set off in a distinct total as is the case here.

The complete tabulation of the Federal departments and agencies follows:

Department	1941 Mileage	1944 Mileage	Change	Percent
Aeronautics Advisory Committee	51,914	248,088	+196,174	+377
Archives, The National	9,477	6,206	-3,271	-34
Agriculture, Department of	86,288,636	50,284,662	-36,003,974	-42
Budget, Bureau of the	4,356	4,227	-129	-2
Civil Aeronautics Board	91,381	67,252	-24,129	-26
Civil Service Commission	2,520	2,613	+93	+3
Commerce, Department of	4,030,439	6,790,149	+2,759,710	+40
Federal Communications Commission	438,370	336,698	-101,672	-23
Federal Power Commission	77,704	22,109	-55,595	-72
Federal Reserve System	6,922	4,663	-2,259	-32
Federal Security Agency	3,441,459	4,318,189	+876,730	+25
Federal Trade Commission	2,580	1,202	-1,378	-53
Federal Works Agency	4,890,424	2,574,657	-2,315,767	-47
Federal Deposit Insurance Corporation	812,022	381,117	-430,905	-53
Gallery, National	2,689	466	-2,223	-82
General Accounting Office	12,000	12,918	+918	+7
Interior, Department of the	33,551,085	22,844,442	-10,706,643	-32
Justice, Department of	25,200	30,500	+5,300	+21
Justice, Federal Bureau of Investigation	4,304,400	7,588,505	+3,284,105	+76
Labor, Department of	1,253,103	1,332,209	+79,106	+6
National Housing Agency	6,212,874	5,715,432	-497,442	-8
Interstate Commerce Commission	987,379	643,660	-343,719	-34
Park and Planning (Capitol)				
Panama Canal	2,573,309	2,653,661	+80,352	+3
Railroad Retirement Board	369,995	460,992	+90,997	+24
Reconstruction Finance Corporation	530,095	544,436	+14,341	+2
Securities and Exchange Commission	42,521	29,843	-12,678	-29
Smithsonian Institution				
State, Department of	579,041	500,910	-78,131	-13
Tennessee Valley Authority	5,894,794	3,996,358	-1,898,436	-32
Treasury	4,177,802	9,468,583	+5,290,781	+126
Veterans Administration	2,107,941	1,960,805	-147,136	-7
Alien Property Custodian		7,370		
War Labor Board		121,355		
Office of Censorship		100,207		
Office of Defense Transportation		1,032,763		
Office of Price Administration		11,519,549		
Office for Civilian Defense		5,865		
Office of War Information		68,562		
Office of Strategic Services		99,247		
Foreign Economic Administration		41,716		
War Manpower Commission				
War Production Board		3,517,457		
War Relocation Authority		3,449,424		
Smaller War Plants Corporation		412,713		
Selective Service		1,232,535		
Office of Scientific Research and Development				

Columbus, Ohio, Approaches Goal of Reduction Program

By Charles D. Heck, Mileage Administrator
City of Columbus, Ohio

A saving of over 800,000 miles by all City of Columbus trucks, passenger automobiles, and motorcycles, exclusive of the Fire Department, is in prospect when the final figures for 1944 are compared with the year 1941. This reduction has been achieved by the strict economy policy advocated by Mayor James A. Rhodes, who took office in January 1944. Mayor Rhodes has given his full support to the OPA policy of governmental saving of gasoline and tires.

Total mileage of 539,818 miles for the first half of 1944 was traveled by city automotive equipment, while that period in 1941 showed 949,848 miles were necessary, a saving of 43.2 percent, which is greater than the 40 percent reduction urged as a goal by OPA. While mileage reduction has resulted in substantial savings in gasoline and tires, the city's essential services have been maintained by Mayor Rhodes, and this enviable accomplishment is reported for comparison with other communities.

To show that Mayor Rhodes firmly believes in the well-known adage "Practice what you preach," he has not used the city automobile assigned to the mayor's office in the months he has been in that office, and has asked the city council to authorize the sale of the car as no longer needed.

The mileage cut has been general throughout all city departments, the biggest saving being made by passenger automobiles, where the first-half mileage of 544,615 in 1941 was cut to 263,318 miles in 1944's first six months, a saving of 281,297 miles, or 52 percent. Truck mileage showed a big reduction, the 258,500 miles traveled in the first half of 1944 being 124,233 less than the 382,733 for that period of 1941, a cut of 33 percent. The city's motorcycles also showed a half-year mileage reduction from 22,000 to 18,000, a saving of 4,000 miles, or 20 percent.

The city's 360 vehicles averaged 2,638 miles each for the first half of 1941, while in the same period of 1944 the 438 vehicles average only 1,232 miles each,

(Continued on page 6, column 1)

Need For Conservation Remains

(Continued from page 4, column 1)

speed limit has varied greatly throughout the country, and the trend in recent months has been toward faster vehicle operation as the war news became progressively better. Realization that there has been some "false optimism" should help swing highway speeds back toward the limit set as best for economical operation during the war.

The Government mileage administrator who accepts these facts is in a position to plan his 1945 program, even though it may mean a revision in his thinking on how large a task he faces this year. Every effort will be made to keep mileage administrators informed on successful methods of handling expanding programs without experiencing great increases in mileage. One such method was outlined in the "Question Box" column of the January issue of this bulletin. Others will appear from time to time.

Perhaps the only word of caution necessary here is a warning against accepting as inevitable a big upswing in official mileage with each new or enlarged field service. Those mileage conservation systems which include pooling of cars and passengers and coordination of trips have an extensive experience which will serve them well in attempting to absorb portions of new travel demands into existing facilities.

As to service to others who are facing the challenge of conservation in 1945, any mileage administrator who develops a new technique of mileage reduction or control for expanding services should advise the editor of this bulletin of his methods and results. Every such plan will be outlined for use as a guide in holding to the 40 percent reduction objective of the Government Mileage Conservation Program.

Columbus

(Continued from page 5)

figures of Walter W. Curlis, centralized municipal garage superintendent, show.

The Columbus Fire Department is practicing every possible economy, as shown in a report for the first half of 1944, although Chief Clarence Ogborn was unable to give comparative figures for the corresponding period of 1941. Mileage is not an important factor in the Fire Department, as in other municipal departments, but rather the amount of gasoline consumed, since fire apparatus may travel only a short distance, yet use hundreds of gallons of gasoline in pumping water to extinguish a fire. The report showed 9,511 gallons of gasoline used in the first quarter of 1944, and only 7,765 gallons for the second 3-month period last year.

Here again, as elsewhere in the city, the Fire Department has placed emphasis on maintaining maximum essential services and protection—it is stressed by Chief Ogborn—and emergency squad (first aid) runs have been cut down in the past few months. This has caused the consumption of high-test gasoline to be reduced, as unnecessary runs were eliminated through closer cooperation

with the Police Department.

Increased ride-sharing by all city employees, especially those applying for supplemental occupational gasoline, is an important factor in the program.

Local Governments

(Continued from page 1)

ernments showing a mileage reduction greater than 50 percent below 1941. This group includes Jackson, Ohio, 59 percent; Saline County, Mo., 58 percent; Whitmire, S. C., 56 percent; Carthage, Mo., Perry County, Nebr., and Attalo County, Miss., with 55 percent; Mingo Junction, Ohio, 54 percent; Cole County, Mo., 53 percent; Sumter, Ala., Brookhaven, Mass., and Jefferson County, Miss., with 52 percent; Richland County, S. C., 51 percent; and Berkeley County, S. C. and Indianola, Miss., with 50 percent.

The list of local governments which achieved a mileage reduction of 40 percent or more, which was the objective of the program, was far too long to be tabulated here. With generous praise for their fine showing, we must reserve individual honors until a later date. Present indications favor many "Award of Merit" presentations when the 1944 record is complete.

May Require Car Club Plan For Government Employees

Government units employing one hundred or more persons at a particular Government building or group of buildings may, under Amendment 165 to the Gasoline Rationing Regulations effective December 6, 1944, be required to have their "home-to-work" mileage of employees certified by "an officer in charge of an organized transportation plan" if such action will, in the judgment of the OPA District Director, "result in the conservation of gasoline."

On the other hand, "whenever a District Director shall determine that an organized transportation plan is not necessary . . . because it does not offer sufficient benefits to justify its operation, he may issue an order eliminating the requirement for certification."

This amendment will probably not change, in any marked degree, the current operating plans of state and large city governments as far as "home-to-work" travel of employees is concerned. While the previous Gasoline Rationing Regulation provided certification for this class of mileage only in the case of certain specified types of establishments, the new version leaves the requirements for the specified establishments intact and adds other establishments at the discretion of the OPA District Director. In most state governments, "home-to-work" mileage has been certified by the Mileage Administrator, often with the assistance of an Advisory Committee. In these cases the amendment will make no changes necessary. In other states, "home-to-work" mileage has been certified by an officer distinct from the Mileage Administrator. In these cases, too, there need be no change in the current operation. Only in those instances in which a Federal, State, county, or city government unit has had no certification for the "100 employee" locations will there be any possibility of a revision in mileage rationing procedures, and such changes would involve the "home-to-work" driving only.

Government mileage administrators who are aware of how promptly public criticism follows any apparent misuse of a mileage ration will understand the background of this amendment.

PETROLEUM PRODUCTS AT WAR

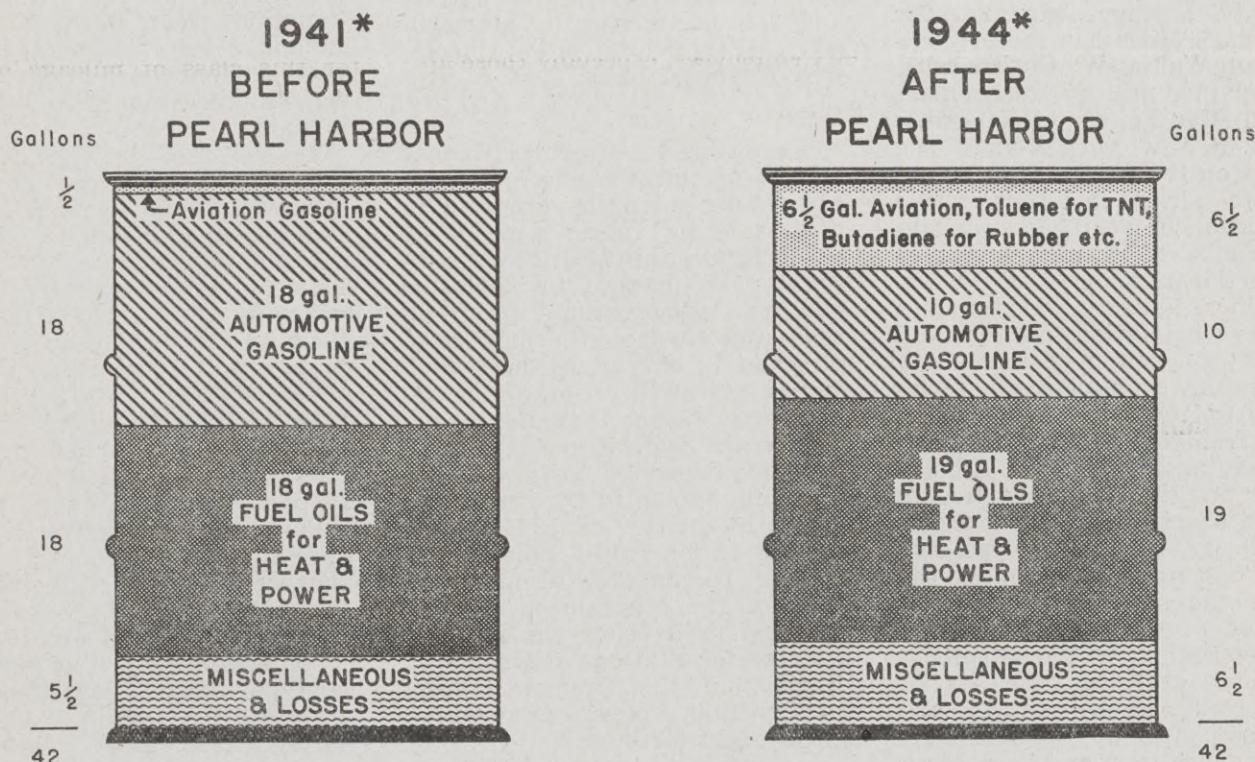
Automotive gasoline production has been reduced from 18 gallons out of each barrel to 10 gallons. Of the 8 gallons that went into motor car fuel in peace time, 6 gallons now go into airplane fuel, synthetic rubber, explosives, and special army gasoline.

1 of the 8 gallons goes into additional fuel oils needed by the Navy, Liberty ships, war factories, etc.

Even a part of today's lower production of ordinary gasoline (10 gallons) is used by the Army's vast fleet of trucks, jeeps, and other mechanized equipment.

The remainder must be divided among farm tractors, school buses, industrial trucks, and essential passenger cars.

Each barrel of crude oil contains 42 gallons. The proportions of different products made from it have been changed to meet new wartime needs.



Civilians have less because more has gone to war.

*1941 figures are for the entire year; 1944 figures are for the month of August.

PETROLEUM ADMINISTRATION FOR WAR



What the STATES are doing

NEW HAMPSHIRE

Since Arthur S. Morris took over the duties of State Mileage Administrator, he has conducted a real "campaign" to secure quarterly reports from all municipal governments in the state of over 5,000 population. The success of this effort is attested by the fact that 14 of the 16 municipalities involved have reported for the third quarter of 1944. Of the two remaining cities, one has never had a Mileage Administrator appointment, and the other, although active in the program, has not reported. Mr. Morris has set "100 percent of the municipal reports" as his goal for the fourth quarter.

NEW YORK

Deputy Mileage Administrator Howard P. Miles has recently experienced a "wave" of deviation from certified mileages on the part of local War Price and Rationing Boards in New York State. The changes on the part of the Boards were to allow increases above certification in some cases, and to cut the mileage ration allowed below certification in other cases. Mr. Miles appreciated the fact that the local Board has the final authority on ration issuance, and that it was within a Board's jurisdiction to issue a ration which varied from the certified amount. However, as the Mileage Administrator and the state departments keep an exact check on the certified mileage of each employee, this record became invalid unless the Mileage Administrator knew all instances of deviation. Through the cooperation of the Regional OPA office at New York, a plan was evolved whereby a local Board would notify the appropriate OPA District office in any case where a mileage ration was issued which differed from the certified amount. The district office advises the Mileage Administrator of these cases. By this method the Administrator can ask the Board to reconsider its action if, in his opinion, the reduction will seri-

ously curtail essential services, or if the increase will allow excessive driving by the state employee.

MASSACHUSETTS

There are 123 units of government active in the mileage conservation program in this Commonwealth, and 14 of the number currently have a "vacancy" in the post of Mileage Administrator. The local government program in Massachusetts is receiving the concerted attention of both State Administrator George J. Cronin and the Mileage Conservation and Board Operations personnel of the Boston Regional OPA office. Coordinators of Government Mileage on local Boards are being designated throughout the state, and it appears that the entire activity and flow of reports in Massachusetts will soon be on a smooth, well-organized basis.

OREGON

Some time ago we reported that state department heads in Oregon had implemented the program in that state by voting a grant of authority to the Mileage Administrator to operate an inclusive mileage conservation program. This was cited as the only state program in our knowledge which existed at the direction of the departments rather than the governor or the legislature. First results of Oregon's "revised" program are shown in the report for the third quarter of 1944, which records the greatest mileage reduction, percentagewise, since the start of the program in Oregon. Although still below the national average for State governments, it seems that the Oregon mileage conservation program is swinging in the right direction.

'Philadelphia School Board Cuts All Vehicle Mileage

The Board of Education of the City of Philadelphia is reporting reductions under the Government Mileage Conservation Program in the gasoline consumption, mileage, and cost of its buses, trucks, and private passenger automobiles used by Board employees for official travel. The figures received by the Office of Price Administration cover the calendar year 1943, in comparison with 1942 and 1941, and though this review of the program in the Philadelphia Board is belated, it is believed to be of interest to those government units which have a problem in the reduction of "school bus" mileage.

In 1941 the Philadelphia Board of Education operated 24 buses for a total of 216,920 miles, using 58,192 gallons of gasoline. In 1942 the mileage increased to 253,099 miles, while the gallonage dropped to 41,266. The year 1943 saw the mileage drop to 190,180, a reduction of about 12 percent below 1941, while the gasoline consumption went down to 32,843 gallons, a cut of 43 percent below 1941. The number of buses in use was reduced from 24 in 1941 to 20 in 1943.

Trucks used by the Board of Education made a more steady reduction than did the buses, though the gasoline gallonage decrease was not as great, percentagewise. Thirteen trucks operated 109,563 miles in 1941, 111,050 miles in 1942, and 97,887 miles in 1943, a cut of about 11 percent. Gasoline use went from 16,701 gallons in 1941 to 17,052 gallons in 1942, then dropped to 14,290 gallons in 1943, a reduction of approximately 15 percent.

Payments to employees using their private passenger automobiles for official Board travel showed the same general trend, totaling \$24,842.58 in 1941, increasing approximately one thousand dollars in 1942, then dropping to \$19,914.26 in 1943, a saving of \$4,928.32.

CORRECT MAILING LIST

We are trying to be sure of a correct mailing list for "The Government Mileage Administrator."

If your copy is improperly addressed, please advise us, or if you know another Mileage Administrator who is not receiving the bulletin, will you be kind enough to let us know?