



The Government MILEAGE ADMINISTRATOR

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

Volume 3

JUNE 1945

Number 6

Local Governments Show Drop of 23.1 Percent for Fourth Quarter of 1944

With a saving of 16,195,642 miles for the fourth quarter of 1944, the 484 reporting local governments show an average reduction of 23.1 percent below 1941, a point about midway between the State and Federal mileage reductions reported for the year 1944. As reports for the year 1944 are still being received from county and municipal governments, the final tabulation for the year cannot be reported in these columns until the July issue.

Twenty-one States are represented in the local government reports totalized at the time of this writing. Illinois, reporting 167 municipalities and counties, is the leader in the number submitted. The greatest percentage-wise mileage reduction shown for the fourth quarter was in the local reports received from New Mexico, where the record stood at 44.8 percent.

National leader in county government mileage reduction was Cole County, Mo., with a cut of 71.9 percent below 1941. Walla Walla County, Wash., Award of Merit winner in 1943, reported a 69.3 percent mileage drop for the period. Next, in order, came Richland County, S. C. (1943 award winner), with 64.8 percent; Chaves County, N. Mex., with 61 percent, and Mercer County, Ill., with 60.8 percent. In addition to these, Tuscaloosa County, Ala.; Jefferson Davis County, Miss.; Morgan County, Ohio; Barnwell County, S. C.; Saline County, Mo.; and Jefferson County, W. Va., showed mileage cuts of better than 50 percent, while Cherokee County, Ala.; Warren County, N. Y.; Fulton County, Ohio; Lucas County, Ohio; Monroe County, Ohio; Marlboro County, S. C.; Sumter County, S. C.; and

(Continued on page 3)

Three City Reports Show Result of Effective Conservation Programs

Binghamton, New York; East Orange and Elizabeth,
New Jersey; Maintain Services But Cut Miles

Three cities in OPA Region 2, Binghamton, N. Y.; East Orange, N. J.; and Elizabeth, N. J., have recently submitted factual reports in connection with their filing of the regular R-567 mileage record which show a diversity of approach to reduction of official mileage in municipal governments.

The program in Binghamton is under the direction of Mileage Administrator H. A. Curtiss, who is superintendent of the motor repair plant, and it is based on an ex-

ecutive order of the mayor which placed the responsibility for mileage conservation with the Administrator while leaving actual direct control of vehicles with the various city departments. The city does function on a plan which includes advance clearance of travel for both city-owned and private cars used in public service. Three techniques of mileage conservation are "briefed" in the Binghamton report for the first quarter of 1945.

(Continued on Page 2)

Georgia Wins Award of Merit



Mileage Administrator John C. Anderson
—"We will continue to reduce our travel . . ."

(Story on page 6)



Gov. Ellis Arnall
—"OPA has been the salvation of (Georgia's) citizens in obtaining their share . . ."

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 6

Petroleum at War

As this is being written, German military forces are surrendering, piecemeal, in all parts of the European war theater. Final announcement of complete, unconditional surrender is looked for hourly. The decisions of the military and civilian supply agencies which will determine the amount of gasoline available for civilian use can, presumably, be measured in days.

It seems particularly fitting at this point to examine items of military consumption of gasoline. Deputy Petroleum Administrator for War Ralph K. Davies has just released a statistical account of the use of petroleum products on the war fronts. For those who like to translate plain statistics into comparative terms, this information should be a source of great delight as well as comprehension of the magnitude of military demands on gasoline, lubricating oils, and fuel oil. Says Mr. Davies:

"Every day, 35,000,000 gallons of all types of gasoline are furnished the military forces from United States refineries. If you could burn this amount of ordinary gasoline in your car, it would last you and your family down to the 2,943d generation, or 59,000 years.

"Every time your heart beats, enough oil goes overseas to run your automobile from Fairbanks, Alaska, down through Canada, the United States, Mexico, and Central America to Costa Rica . . .

"Military use and overseas shipments of petroleum products during 1944 would bury all of Manhattan Island under 4 feet of oil. This has been the result of constantly increasing crude oil production in the United States. During the latter part of 1944 it had

Three City Reports (Continued from page 1)

These are: "Police cars have been assigned to stations instead of patrolling. Fire department now conducts training and practice work in rear of central fire station instead of making practice runs to fair grounds. Street cleaning bureau has saved some mileage under normal conditions by having garbage collection trucks pick up rubbish along with garbage collection trips."

Elizabeth, N. J., submits through Capt. G. R. Steffens, City Government Mileage Administrator, one of the most complete operating procedures to be found in municipal government. The Elizabeth program includes strict requirements for advance approval of travel through the Mileage Administrator's office, double approval through department heads and the Mileage Administrator for use of a private vehicle on city business, and a monthly mileage budget for each vehicle owned by the city of Elizabeth. As a reminder of this mileage budget, a gummed sticker is placed on each city vehicle showing the mileage allotment per month. The sticker is reproduced herewith, and follows a pattern originally introduced by Capt. A. C. Holt, Mileage Administrator for the city of Richmond, Va.

Mileage reductions over and above savings reflected from 1941 to 1944 are reported for the city of East Orange, N. J., by Mileage Administrator H. L. VanDerbeek as

follows: "Average miles-per-month for 27 city-owned trucks to January 1, 1944, was 13,580 miles, and for the year 1944 the average was reduced to 9,865 miles, a saving of 3,715 miles or a decrease of 27.4 percent. Average miles per month for 24 city-owned passenger cars to January 1, 1944, was 9,643 miles, and for the year 1944 the average was reduced to 8,230 miles, a saving of 1,413 miles or a decrease of 14.6 percent. Average miles per month for eight city-owned police cars to January 1, 1944, was 14,282 miles, and for the year 1944 the average was reduced to 11,900 miles, a saving of 2,382 miles or a decrease of 16.7 percent. Average miles per month for five city-owned police motorcycles to January 1, 1944, was 1,360 miles, and for the year 1944 the average was reduced to 880 miles, a saving of 480 miles or a decrease of 35.3 percent."

Gasoline consumption in miles-per-gallon for the groups of vehicles reported above show, according to Administrator Van Derbeek, that the 27 trucks averaged 6.35 miles-per-gallon in 1944; the 24 passenger cars averaged 10.5 miles-per-gallon, while the police cruisers averaged 7.3 miles-per-gallon. The five police motorcycles show an average consumption of 24.3 miles-per-gallon for the year 1944.

These three city programs show the result of careful study and approach to the mileage conservation problem, and indicate that there are many ways of effecting the desired reduction without impairing essential services.

TO THE DRIVER

THIS CAR SHOULD NOT EXCEED _____ MILES PER MONTH. IT IS OUR PATRIOTIC DUTY TO SEE THAT THE ABOVE MILEAGE IS NOT OVER RUN.

License Number _____

CAPTAIN G. R. STEFFENS,
Mileage Administrator.

reached the all-time record of 4,766,000 barrels per day.

"The oil required to fill the tanks of a single battleship would heat the average home for 20 years.

"It required 1,300,000 gallons of gasoline to power the 35,000 vehicles employed along a 10-mile front along the Rhine. This did not take into consideration the motor fuel needed in aerial combat. The 1,300,000 gallons, it is estimated, would enable the 44,000 owners of vehicles in the State of

Nevada to operate 13 days in normal times."

From these facts you should be able to see that there can be a considerable lessening of military demand for the war against Japan without altering the fact that the military need is still tremendous, and civilian allotment will still be restricted.

NOTE. — "VE-Day" was announced as we were typing this editorial.

Michigan Sets New Pace for State-OPA Cooperation in Mileage Program

The State of Michigan, under the leadership of Mrs. Mabel E. Breithaupt as State Mileage Administrator, has set a new pace for co-operation between State and local governments and the Office of Price Administration, with the holding of a day conference at which the Mileage Administrator, the manager of the State motorcar pool, and the lieutenant governor met with representatives of the four OPA District offices which are located in Michigan, the Cleveland Regional office, and the National OPA office. It was the consensus of opinion at the end of the session that both OPA and the State of Michigan understood each others' problems in the Government Mileage Conservation Program as never before.

The conference, held at Lansing, was scheduled for the purpose of acquainting OPA personnel with Michigan's new Mileage Administrator and the operation of the mileage control office. OPA was represented by Norman Rouff, District Gasoline Rationing Representative E. W. Bomka; and L. W. Main, District Mileage Conservation Representatives, all of Detroit; A. S. Coleman, District Mileage Conservation Representative of Saginaw; E. R. Golden, Mileage Conservation Representative from Grand Rapids; Regional Mileage Conservation Coordinator Dale B. Waterhouse of the Cleveland Regional OPA office; and Paul H. Blaisdell of the OPA national office.

The morning session was devoted to a thorough examination of the Michigan certification procedure and the action of local War Price and Rationing Boards on applications so certified. Instances of board deviation from the certified mileage were discussed, as were cases in which State employees had secured mileage rations for official travel without the approval of the Mileage Administrator. The records system of the Mileage Administrator's office was examined, and further development of the State program was assured of the complete understanding of the process by the OPA offices.

One objective cited by Mrs. Breithaupt was that of bringing the local government program in

Michigan to a new high level of participation and active quarterly reporting. The list of 253 local Mileage Administrators was reviewed in terms of places needing further stimulation, and arrangements were completed for joint contact by the State Mileage Administrator and local Board Coordinators of Government Mileage.

The group met for a luncheon with Lieut. Gov. Vernon J. Brown, who, some years ago, introduced the plan of centralized car control for the State of Michigan to the legislature. Another guest at the

luncheon was Chris M. Breithaupt, Manager of the State Automotive Repair and Supply Depot and Motor Car Transportation Control. Discussion of further development of the car pool plan in the post-war years featured the luncheon session.

In the afternoon the group visited the State Car Pool office and the Repair and Supply Garage, studying the system of pool use and assignment of vehicles and the conservation measures practiced in the repair, reconstruction, and preventive maintenance work on the State fleet.

Local Governments Show Drop

(Continued from page 1)

El Paso County, Tex., reported reductions ranging from 40.1 to 47.3 percent.

A newcomer took the lead in municipal governments during the quarter, Coshocton, Ohio, showing a drop of 77 percent in official mileage. Second place went to Pentwater, Mich., with a 75-percent reduction. Third honor was in Michigan with Lake Odessa securing a 72.8-percent mileage cut, while Lebanon, N. H., was fourth, with 71.5 percent, and Clinton, Mo., fifth with 70.9 percent. Three municipalities achieved the 60-percent bracket, namely: Arcade, N. Y., with 69.7 percent; Celina, Ohio, with 63.3 percent; and Logan, Ohio, with 61.2 percent. The group with a reduction of better than 50 percent included: Carthage, Mo.; Derry, N. H.; Painted Post, N. Y.; Mingo Junction, Ohio; Lancaster, S. C.; and Whitmire, S. C. Municipal governments in the next lower

result group, ranging from an even 40-percent reduction to 48.7 percent included: Tuscaloosa, Ala.; Santa Cruz, Calif.; Walpole, Mass.; Cleveland, Miss.; Columbia, Miss.; Greenwood, Miss.; Rochester, N. H.; Midland Park Borough, N. J.; East Hampton, N. Y.; Pleasantville, N. Y.; Suffern, N. Y.; Jackson, Ohio; Kingstree, S. C.; Buena Vista, Va.; Radford, Va.; Winchester, Va.; and Iron Mountain, Mich.

The local government mileage reduction for the 3-month period represents the saving of approximately 1,080,000 gallons of gasoline, some over 2,900 new, pre-war grade passenger-car tires, and about 270 new passenger automobiles.

A complete tabulation of the local government reports received to date for the fourth quarter of 1944, grouped by States, follows.

Results Local Government Mileage Program Fourth Quarter 1944

State	Local units reporting	1941	1944	Reduction	Percent
Alabama.....	23	3,704,964	2,577,529	1,127,435	30.4
California.....	5	1,126,905	998,048	128,857	11.4
Illinois.....	167	7,806,041	5,702,778	2,103,263	26.9
Indiana.....	1	64,475	63,343	1,132	1.7
Kentucky.....	2	614,043	496,455	117,588	19.1
Massachusetts.....	13	1,909,415	1,525,244	384,171	20.1
Michigan.....	15	484,976	393,782	91,194	18.8
Mississippi.....	21	1,940,338	1,525,108	415,230	21.3
Missouri.....	35	1,751,603	1,295,819	455,784	26.0
Nebraska.....	2	13,600	13,083	517	3.8
New Hampshire.....	11	912,342	729,156	183,186	12.0
New Jersey.....	19	756,990	648,967	108,023	11.4
New Mexico.....	2	219,072	120,777	98,295	44.8
New York.....	50	34,472,184	26,062,333	8,409,851	24.3
Ohio.....	65	5,272,230	4,276,480	995,750	18.8
South Carolina.....	15	1,643,994	1,192,478	451,516	27.4
Texas.....	2	708,900	497,864	211,036	29.7
Vermont.....	1	20,500	14,900	5,600	27.4
Virginia.....	11	1,957,738	1,588,794	368,944	18.6
Washington.....	8	3,151,764	2,781,097	370,667	11.7
West Virginia.....	16	1,445,456	1,277,853	167,603	11.5
TOTAL.....	484	69,977,530	53,781,888	16,195,642	23.1



Sidelights on CONSERVATION

Military Justice

We often hear the opinion expressed that military personnel situated within the United States are subjected to no inconvenience of gasoline rationing in comparison with private citizens, war workers, and civilian government employees. Although it is an extreme case, a recent action in Florida indicates that severity exists occasionally when dealing with military misuse of the rationed commodity. An officer terminated his duty at a Florida installation, refused to surrender the gasoline coupons which had been issued to him for "home-to-work" driving, and left the State. The War Department Mileage Administrator notified the State police, and the officer was apprehended when some 250 miles from the Florida post. He was required to return to Florida, where he faced a military court for misuse of his gasoline ration. He was fined \$100, and his military record was so inscribed as to bar promotion "for the duration."

Where Is It?

A State highway department, applying for a fleet gasoline ration for a portion of its vehicles, found a War Price and Rationing Board in possession of a "bill of facts" which both halted the new ration issuance and uncovered apparent misuse of previous rations. With the publishing of the annual report of the State Mileage Administrator, the Board learned that the average miles-per-car for all State vehicles was 12,683 a year, whereas the Highway Department vehicles, at the rate shown in the instant application, would have averaged 19,760 miles a year. Working on these basic facts, the Board dug into the records of the Mileage Administrator, only to find that while the overall mileage of the Highway Department was down 42.6 percent, the reduction average per car for the department was only 10.2 percent.

Further steps of investigation led to an analysis of mileage actually operated on the fleet ration previous to the one then pending before the board. In this case, it

was learned through speedometer readings that the vehicles in question had operated only 207,795 miles on a ration allowance of 284,025 miles. This difference of 76,230 miles should have meant that some over 5,000 gallons of gasoline remained with the Highway Department at the time of the new application, or that this amount had been returned in the form of a ration check. Neither was the case. In fact, the department was seeking its renewal ration *ahead* of the regular date. Where, then, was the 5,000 gallons of gasoline? That is exactly what the board wanted to know.

Without a satisfactory answer, the board figured that on the previous ration the department had requested 26.8 percent more mileage than it actually required, hence they lopped this amount from the current application. Further, the board learned that many department employees were allowed to use their State vehicles for travel between home and work, without regard for car-sharing arrangements. As the ration allowed a government is for official use only, the board added another 10 percent reduction to the 26.8 percent already taken, and the Highway Department faced three "spring" months with a part of its fleet cut nearly 40 percent in mileage allotment.

Double Trouble

As it does to so many who seek a way to "beat" the rationing regulations, trouble landed on the doorstep of a department head in a mid-western State recently when his local War Price and Rationing Board called to the attention of the State Mileage Administrator the fact that he was asking for a mileage ration for his private automobile for use on official State business while a State-owned car was assigned to him for regular use. Investigation of the records showed that while the State car was operating on nearly a full-time basis, compensation for use of the private car was also being received.

ODT Director Asks Governors To Continue Enforcement of War Speed Limit

To aid in conserving the Nation's critically limited tire supply, Col. J. Monroe Johnson, director of the Office of Defense Transportation, has called upon all State governors to stress with their State and local enforcement organizations the importance of controlling highway motor vehicle speeds.

Colonel Johnson's letter to the governors follows:

"With the return of warm weather throughout the country, I am increasingly fearful that the current tire shortage—particularly of heavy duty tires—may seriously impair the vital transportation service being provided by the Nation's motor vehicles unless strenuous efforts are made to control highway speeds.

"As you know, the tire shortage is more critical now than at any previous time during the war. Tread-wear tests have shown that tire failures are frequently caused by excessive speed. Hot weather makes such speeds yet more destructive, so we feel it most urgent that concerted effort again be made by all enforcement authorities to obtain conformance to speed limits asked in the operation of all trucks, busses, and automobiles.

"A part of the price of our drive to victory is evidenced by the civilian shortages of tires, of motor vehicles, and of motor vehicle parts. That this price to the civilian economy and to the war effort may not be needlessly large or excessive, it is vitally important that every effort be made to protect and conserve these transportation resources; otherwise, an essential transportation service will be curtailed.

"The past cooperation of governors and of other State officials in arranging for the enforcement of reduced speed limits has been of inestimable value to date in our effort to conserve tires. Such control of speeds through action by enforcement officers assists motor vehicle operators to conserve vehicles also.

"I again urge you in all earnestness to stress with your State and local enforcement organizations the deep importance of continuing, in the interest of the war effort, the limitations on speed."

What we see in the PRESS



Wyoming Fails To Reach Goal in Mileage Cut

Cheyenne, Wyo.—Wyoming's State government failed to attain a goal of a 40 percent decrease in official mileage traveled last year, W. E. Davis, chief accountant of the State highway department and State government mileage administrator, disclosed today.

Davis said the State, cooperating with a request from the Office of Price Administration, failed to make the 40 percent cut because of Federal wartime activities undertaken by State agencies.

He announced that 47 State departments and institutions reported total travel of 3,005,860 miles in 1944, compared with 4,541,079 miles in the prewar year of 1941. The difference represents a cut of 34 percent. Mileage included travel in 120 State-owned cars and 181 privately owned vehicles used in official business.

The only organization showing an increase in travel was the University of Wyoming, Davis said.

Sheridan (Wyo.) Press.

Editor's Note: We have reached a new level in frank appraisal of a mileage conservation program when a State Mileage Administrator calls attention to the fact that his State has failed to achieve the goal of the program.

In accepting the OPA Award of Merit to the State of Rhode Island, Gov. J. Howard McGrath said: "This record is valuable in that it offers a challenge for further savings in the coming months. When the idea of the auto pool was conceived it appeared to be and was a tremendous problem for the State agencies. I have been happy during the past years to observe its success, and although the auto pool was largely a war baby, it should remain as a permanent feature of our State government. We should not return to the hit-or-miss basis which previously governed car use, and mileage can be saved continually by the State."

Official press statement of Gov. J. Howard McGrath of Rhode Island.



FEDERAL Activity

War Relocation Authority

This agency has issued a Handbook on Motor Transport and Maintenance as a result of their "experience in developing a program for the conservation of gasoline and mileage." With the release of the handbook, and following conferences at all WRA centers by Lieut. Col. L. E. Fiero, department Mileage Administrator, all centers and field offices of the agency have been placed on a comparative basis with published standings of each to show the relative efficiency in their conservation programs. Review of the operating procedure for WRA shows that it includes advance clearance of travel and dispatching of vehicles, central certification of ration applications, a "budget" allotment of gasoline, and pooling of rides on official trips.

Veterans Administration

For the first time since the start of the Government Mileage Conservation Program in the Federal Government, Veterans Administration mileage shows an increase over the corresponding period in 1941 for the fourth quarter of 1944. This trend is not unexpected, for the work of the agency was certain to increase as veterans of World War II began to return in large numbers. In submitting its quarterly report, the agency acknowledges the fact that "further savings over comparable periods during the fiscal year 1941 will not be possible, but to the contrary our mileage required in connection with rapidly expanding activities will naturally increase in the future."

Panama Canal

As though designed to offset the mileage increase in the Veterans Administration, Panama Canal, reports a decrease in mileage below the 1941 level for the first time since the start of the Government Mileage Conservation Program.

In the fourth quarter of 1944 the Canal official mileage was 249,578 miles below the same period in 1941, a drop of 9 percent. That passenger car and truck mileage in this vital area of our national defense has been reduced below a prewar level in wartime is indication of a well-planned, carefully executed program of conservation by Mileage Administrator S. Grier, his associates, and the Canal employees.

Foreign Economic Administration

The report for the first quarter of 1945, submitted by Mileage Administrator E. H. Glade, includes an interesting summary of activity within this agency, stating, in part: "Consistent with the Conservation Program of this Administration, scheduling of all trips is planned toward the end of utmost economy and efficiency, and equally as important, holding the total mileage to a minimum. In addition, the pooling of passenger vehicles and operation of a system that enables us to combine trips provides a means of reducing total hours of operation for the vehicles which brings a resultant decrease in mileage. Our station wagons are scheduled in such a manner as to permit the handling of both passengers and mail, thereby eliminating the use of a passenger vehicle in a great number of instances. Our motorcycles are used for rush delivery purposes only, wherein lies a definite saving in mileage. Our trucks, delivering supplies and equipment to the various buildings of the Administration located throughout the District of Columbia, are confined to periodic deliveries, thereby eliminating intermittent and duplicate trips."

Government Units Eligible for Citation on Home-to-Work Mileage Record

Units of government, whether Federal, State, or local, are eligible for a "Citation" in addition to the Award of Merit if they have an organized "home-to-work" ride sharing plan which fulfills the qualifications established under the Transportation Committee section of the Mileage Conservation Program. Groups of employees located at State capitols, city halls, county buildings, government institutions, or Federal offices are now participating in car-club and ride-sharing plans at many places. This portion of the mileage program, though separate from the official travel handled by the Government Mileage Program, is supervised by the Mileage Administrator in most cases.

In the May issue of this publication we introduced a few facts of the Transportation Committee program under a heading which reproduced the "masthead" of the Transportation Committee News, companion bulletin to The Government Mileage Administrator. Review of the records of State government mileage program shows that a number of them have already established an outstanding car-sharing average for home-to-work travel.

One of the most elaborate and complete programs is that developed by Mileage Administrator A. G. Henderson of the State of California. Starting first at Sacramento with employees located in the capitol and adjoining buildings, the Mileage Administrator's office undertook to organize car clubs and certify to Rationing Boards the facts of State employee participation in such plans. The success of the venture at Sacramento led to the designation of Transportation Committees for State employees at such California locations as San Francisco, Los Angeles, San Diego, Fresno, and others.

Another excellent State government record is that of Oklahoma, where Mileage Administrator W. T. Burton has an assistant who supervises home-to-work travel of State employees. With the State capitol and office buildings located at a considerable distance from the center of the city, this portion of the mileage program has received ex-

Georgia Wins Award of Merit

Climaxing a steady improvement in the reduction of official mileage throughout the year 1944, the State of Georgia received OPA's "Award of Merit" for its showing of a 40.4 percent cut in passenger car and truck travel below that operated in 1941. Gov. Ellis Arnall and State Mileage Administrator John C. Anderson received the Award certificate from Alexander Harris, Regional Administrator of the Office of Price Administration.

The 1944 year mileage figure for the State of Georgia was 24,278,612 miles as compared with 40,494,866 miles in 1941. Passenger car travel was reduced 36.2 percent, while the truck mileage reduction of 45.2 percent swung the State into the "Award" column. Figures released by Administrator Anderson in his April issue of the State Mileage Conservation Bulletin, show that the Comptroller General's office led the State departments in percentage-wise reduction, dropping 94.6 percent below the 1941 figure. The largest number of miles was saved in the Highway Department, totaling 9,673,706 miles, of which 7,917,250 miles was in truck travel. Significant in these figures is the fact that mileage reduction for trucks was included in the Georgia program after the year was well under way, yet the cooperation of the departments operating the trucks in carrying on and extending conservation measures they had already taken, led to a final overall result of award caliber.

In presenting the Award to Governor Arnall and Administrator

Anderson, Regional OPA Administrator Harris said: "It is through such cooperation as yours on the home front that our boys are now well on the way to Berlin and Tokyo." Governor Arnall praised the work of the Office of Price Administration when he accepted the certificate, stating that OPA had been the "salvation of Georgia's citizens in obtaining their share of scarce commodities at fair ceiling prices." Governor Arnall pledged the continued support of the State of Georgia in the Mileage Conservation Program, as did Administrator Anderson, who joined his Chief Executive in praising the cooperation of department heads and employees who had made the reduction record possible.

The "Atlanta Journal," commenting editorially on the Award presentation said: "Georgians should be inspired by the splendid example of their State's mileage conservation program to do their utmost individually for saving tires and motor fuel. It is to our country's interest, as well as our own, that we should do so; for truly, 'We Serve By Conserving.'"

A number of State department heads and employees attended the presentation ceremony at the State Capitol, while OPA was represented, in addition to Regional Administrator Harris, by R. Bruce Kirkpatrick, Regional Mileage Conservation Representative; District Board Operations Executive Richard W. Florrid; and District Rationing Executive Norman E. Soper.

tra emphasis in Oklahoma. The State of New Hampshire, long time leader in reduction of official mileage, designated a Transportation Committee to act on employee home-to-work applications, and made the State Mileage Administrator a member of the committee, exofficio. Applications for home-to-work mileage are certified by the Mileage Administrator upon the recommendation of the committee.

Any government mileage administrators not reporting the results of their home-to-work operation to the OPA District office should do so at the end of each month.

Revised Edition of Rationing Regulations Being Sent to Mileage Administrators

A new collated edition of the Gasoline Rationing Regulations, which includes all amendments through Number 185, is now being mailed to all government mileage administrators who are on the mailing list for this publication.

If you do not receive your copy of the revised regulations, please advise us.

AIDS TO BETTER CAR-SHARING



LARGE POSTERS...



SMALL POSTERS...

**Join a
CAR
CLUB**

BILL BOARD
TIE-IN...

PRINTING
MATS...

PRESS
and
RADIO

...here's why
you should
SHARE YOUR CAR
until ...

ENVELOPE STUFFERS...

Vital transportation must be preserved.
Inadequate manpower for automobile repair work.
Civilian gasoline supply reduced by war demands.
Tire quotas still short of tire needs.
Only 200 new cars per state remain unsold.
Rationing means sharing what's available for
You and your fellow worker!

***WORK WITH YOUR TRANSPORTATION COMMITTEE



WINDSHIELD
STICKERS...

Second Award of Merit Announced for Governments Repeating Original 40 Percent Reduction

With reports for the year 1944 being checked at the National OPA office, and District offices being requested to verify figures on mileage reduction which have been submitted by Federal, State, and local governments, the Office of Price Administration announces a second Award of Merit for presentation to those units of government which achieve a reduction of 40 percent or better in official business mileage of trucks, busses, passenger cars and motorcycles for the second year. Three States and two counties already appear to have qualified for the second Award.

No aspect of the Government Mileage Conservation Program has met with such general favor as has the plan for giving an Award to governments attaining the objective of the Program. The ceremony of presentation to governors, mayors, county commissioners, and judges has won fine publicity in all sections of the country; publicity favorable to the government which has so cooperated in the war effort as to reduce its official travel and publicity favorable to the Office of Price Administration for its handling of the problem of rationing gasoline, tires, and automobiles for government use in such a way as to allow local need to be considered while reducing the use of scarce automotive commodities in line with industry and private citizens.

The first Award of Merit has been presented to the following units of government: Federal—The National Archives, Department of Agriculture, Federal Deposit Insurance Corporation, Federal Power

Commission, Federal Trade Commission, Interstate Commerce Commission, Federal Works Agency. State—New Mexico, Missouri, Connecticut, New Hampshire, Maine, Nevada, Oklahoma, Rhode Island, Georgia, and South Carolina.

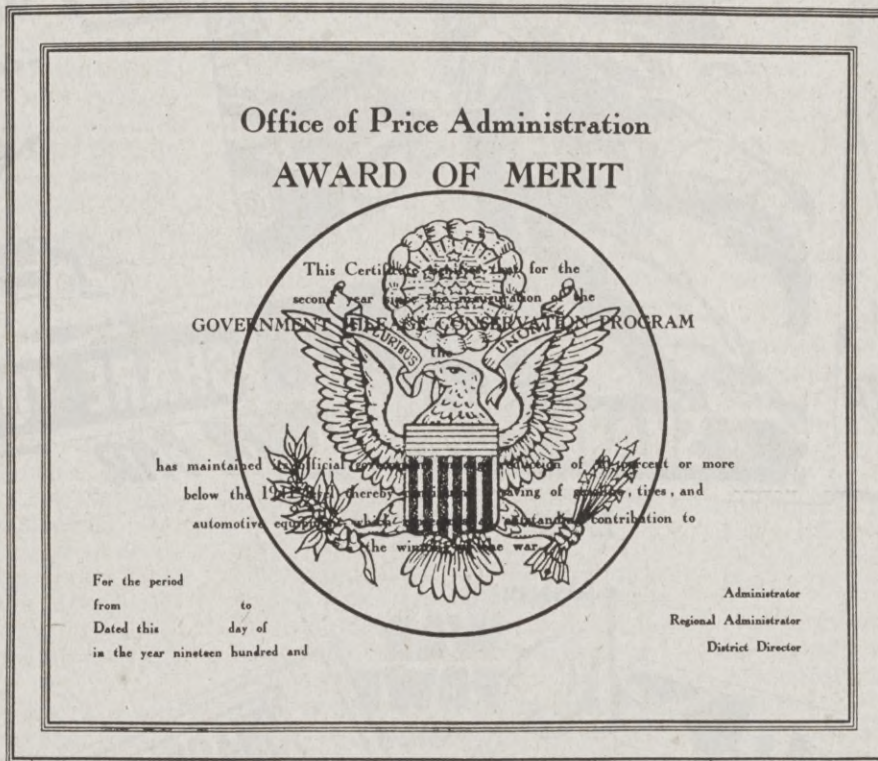
luncheon and dinner meetings to recognize and praise the achievement which resulted in an Award of Merit presentation.

The second Award should provide even greater opportunity for publicity and recognition, for the maintenance of the 40-percent reduction over a period of 2 years, when the demands for participation in extra wartime activities have been many and varied, is indicative of the fullest cooperation from government employees through department heads, the Mileage Administrator, and chief executive to local War Price and Rationing Boards and the OPA field and national offices.

The second Award of Merit is reproduced herewith. On the actual Award certificate the Great Seal of the United States is in blue, with the lettering of the Award in black.

The Award, as was the case with the "first" Award form, will show the name of the unit of government, its chief executive and mileage administrator, and the period which the Award covers. The certificate will be signed by Administrator Chester Bowles and the appropriate regional OPA Administrator and District Director.

Units of government qualifying for the Award for the first time will continue to receive the original Award form, with the certificate pictured here used only in those cases where the mileage reduction is a "repeat performance." Those governments listed above are possible qualifiers for the second Award, but others may be added in cases of a late filing of reports.



County—Abbeville County, S. C.; Greenwood County, S. C.; Richland County S. C.; Pickens County, Ala.; Tuscaloosa County, Ala.; and Walla Walla County, Wash. Municipal—City of Aiken, S. C.; city of Rochester, N. H.; town of Bristol, R. I.; city of Iron Mountain, Mich.; city of Norway, Mich.; city of Cullman, Ala.; city of Albuquerque, N. Mex.; city of New York, N. Y.

Framed Awards of Merit now grace the offices of governors, mayors, and Federal department heads. One county government took full page space in a local newspaper to reproduce the Awards given two cities within the county and offer words of congratulation. Service clubs, chambers of commerce, and fraternal organizations have held