

RADIO BROADCAST OVER PURDUE STATION WBAA

By A. H. Hinkle, Superintendent of Maintenance, Indiana State Highway Commission

We are at Purdue University, Lafayette, Indiana, where there is being held the annual road school which is attended by the county highway superintendents, county surveyors, city officials, superintendents and engineers of the state highway commission, and highway material and equipment representatives. This road school is recognized as one of the best in the United States.

This is in harmony with the state and county road systems. Indiana has not only the greatest mileage of roads improved with a material better than earth, but a greater percentage of its highways thus improved than any other state.

While the larger part of this improved road mileage is of the stone and gravel type, yet rapid progress has been made in paving by the state highway commission and the counties during the past 8 years. Eleven years ago the state took over a state-wide system of roads consisting of about 3,000 miles, few of which were paved. At the close of this past fiscal year there were over 6,000 miles in the state highway system, more than 3,000, or half, of which are now surfaced with high-type pavement.

There is an additional 500 miles of low-cost bituminous roads which are serving the traffic as well as the high-type pavement. An additional 600 miles of stone and gravel roads were oiled this past year, two thirds of which have been serving traffic during the past fall and winter almost as well as pavement: but it is expected that this light oil mat will break somewhat under heavy traffic during the spring thaw.

This type will fail much worse during some spring seasons than others, depending upon the rainfall and freezing weather. Because of the dry fall and the low precipitation during the winter, it is likely that these lighter types will come through this spring season better than in other years.

Including the pavement and oiled surfaces, there are nearly 4,200 miles of dustless surfaces on the state highway system. The large highway program that is being planned for 1931 will likely add 600 miles more of pavement and other dustless types. It will thus be seen that, while Indiana is not paving as many miles with high-type pavement as some of the other states, nevertheless, it is making rapid progress in highway development. Furthermore, Indiana is paying as it goes, creating no bonded indebtedness for highway purposes.

Some of the richer counties had developed a very good secondary road system before the state highway system was created, but many of the poorer counties had very little that could be classed in a system of good roads. All of these poorer

counties are now tapped with good state highways which have opened up the outside world to many people in these districts. This road development is also giving the residents of the overpopulated districts an outlet for their desires to get close to nature and enjoy the beautiful hill and lake country of our state. Although our good roads have a large commercial value, their aid to a better social and uplifting development must not be overlooked.

Many citizens that heretofore traveled to other states for recreation are now spending their vacations and money in seeing the wonders of Indiana. Few of our citizens knew of the attractions in Indiana until good roads divulged the beautiful hill scenery in the southern half of the state and along the Ohio River, and opened a way to such attractions as Marengo and Wyandotte Caves, the latter the second largest cave in the United States. The good roads have made the Dunes region and the Lake district in the northern part of the state the playground of a large population.

Hence, reasonable expenditure for highway development must not be looked upon as mere expenditure, but rather as an investment which yields a large net income in the way of better living conditions and better educational and social opportunities, as well as a commercial value which alone more than justifies the expenditure.

A larger road program than usual will be justified this season, not only because of lower costs but as unemployment relief.

The social side of our government's responsibilities must not be disregarded.

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By H. S. Marshall, President, Highway Materials and Equipment Association

Hello everybody! We are here attending the Seventeenth Annual Purdue Road School and it is by far the largest and best to date. There are about 500 county, city, and state officials and material and equipment representatives.

The Highway Materials and Equipment Association, of which I happen to be President, is giving a road show in the Purdue Armory, displaying all the latest models of road building equipment and types of material. It is truly a wonderful display.

This armory is about 150 feet wide and approximately 300 feet long, and is literally packed full of equipment and road material. There are trucks, tractors, road graders and maintainers, and even snow plows and a number of large road rollers on display.

There are distributors for applying asphalt, tar and road