

after dark. Equipment should be painted yellow or orange, thus providing very effective visibility at night. Elkhart County uses the orange paint.

The cost of snow removal varies a great deal in different localities, and I know of no general cost basis to work on. Our costs have run as high as \$75 a mile for the season, including depreciation.

Above all, care must be given equipment to be sure exhaust pipes and manifold gaskets are in good shape to avoid danger of poisonous gases in the operators' cabs.

The old practice of waiting until the storm ceases before starting snow removal is obsolete in this day and age when the motor vehicle has created a demand for everyday use of our highways.

## LOCAL ROAD ORGANIZATION AND ADMINISTRATION

By Elmer Harrison, Rush County Highway Superintendent

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When I was appointed road superintendent in January, 1930, I eliminated the assistant superintendents on the recommendation of the commissioners. At that time there were 16 assistant superintendents, each having from one to three helpers. It was reported that part of these assistants were drawing pay and letting the helpers do all the work.

Our heavy equipment consisted of nine trucks, a motor patrol grader, a caterpillar 60 tractor, and a large grader. We installed the patrol system, giving each of the nine patrolmen a truck and assigning him a definite mileage of roads to maintain with full responsibility. The pay roll was thus reduced to about thirteen men. We had five one-man truck drag outfits, and with the other four we used two men when dragging. When we were using the trucks to haul gravel or stone, these extra men were assigned to whitewashing culvert headers, painting and repairing bridges, or operating the tractors and grader.

I require each truck driver and the motor patrol operator to keep a daily report of roads dragged, amount of gas and oil used, and number of miles traveled. If hauling gravel or stone (we have gravel in the central and northern part of the county and stone in the southern part of county), they must record the number of yards hauled, the name of the road repaired, the miles traveled, and the amount of gas and oil used. On this report, there is a place for the cost of each repair. At first I had most of the repair work done at the local garages, but have gradually worked away from this until now we do all of our repair work at our central garage. In

taking care of these trucks the drivers spend each Saturday afternoon oiling and greasing and checking up on the condition of each truck. I have been criticised for this, but I believe it is time well spent.

In 1930, with a 17-cent road tax levy and 455 miles of roads, we spent \$81,232.82 and had a balance of \$35,003.72. In 1931, we reduced the levy to 14 cents and spent \$63,929.12, having a balance of \$63,503.20. For 1932, I recommended that we reduce the tax levy to 1 cent, but the council eliminated it entirely. We spent last year \$67,626.66 and had a balance of \$35,283.09.