

1924-1974

***Serving Indiana through
50 years of highway progress***



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A Rededication . . .

Carl E. Ingwalson

*President,
Indiana Highway Constructors, Inc.*

□ As we recognize our 50th Anniversary, many things come to mind that are difficult to express. First is the fact that this is a very gratifying experience for me because of the tremendous support of an outstanding Board

of Directors, backed by an energetic, cooperative membership and staff. If it were not for this support, such things as impoundment of funds, shortages of fuel and material and unrealistic controls would make this experience difficult, if not unbearable.

We can be proud of the current accomplishments of our organization, but we all recognize that these are possible only because of the vision of men 50 years ago. Because of their imagination, and the work of hundreds of people over the years, we are now much more effective and approximately eight times as large as we were in 1924.

Our current situation is, I believe, the best ever. Our relationship and understanding of mutual problems with the Indiana State Highway Commission has never been better, and for the first time in history your board met jointly with the entire Highway Commission and top staff of the department.

The committee system, started in 1966, is now working smoothly and effectively. The association members are more active than ever, and are now represented on our Board of Directors. Finally, in spite of inflation and an erratic work load, your association remains firmly grounded and financially sound.

Continued dedication by all of you, including your support of Indiana Highways for Survival, will assure continued success. A strong, constantly improving highway system is vital if our country and industry are to grow and prosper. Please rededicate yourselves to this objective, and help the future management of this organization in the same manner that you have cooperated in the past.

The privilege and experience of being your president this year will always be remembered. Thank you for giving me this opportunity.

The Indiana Highway Story

□ Indiana's highway history began long before 1924, when Indiana Highway Constructors was organized. In fact, Hoosiers were building roads to serve their needs when Indiana was still a sparsely settled territory several years from becoming a state.

The first communities established in the area that was to become the State of Indiana were tied closely to the major transportation routes of their day, the rivers. But as the territory became more populous, settlements took root farther and farther from the waterways that linked the mid-west to the commercial and population centers of the east.

Overland travel was vital to these

growing inland communities. Although the early trappers and explorers could make their way through the territory by following narrow Indian trails, the demands of commerce, communication and travel made roads a necessity for permanent settlements.

Crude roadways, usually little more than cleared and widened wagon paths following the routes of the Indian trails through the forests, were the first steps toward taming the new lands. Indiana was built on these roads.

Soon the growth of the territory in population and prosperity made the pioneer roadways inadequate. New roads were needed, and old routes needed to be improved and maintained.

In 1805, Indiana's territorial general assembly met for its first session, and the need for better roads was already a priority item in the government's business. The assembly decreed in that initial meeting that all citizens of the territory should be compelled to work 12 days each year on the building and maintenance of public roadways.

And so, Indiana's first highway construction law was put on the books, 11 years before the state joined the Union.

Meanwhile, Congress had passed the Enabling Act of 1802, taking the first step toward creation of an interstate road system financed with federal funds. The Enabling Act authorized surveying, clearing and construction of the first section of an east-west route that was destined to become the National Road.

While initial work on this new route to the west was beginning, a public debate was underway on the question of

Out of the mud





Crews begin moving dirt for early highway, using horse-drawn scraper buckets.

whether the federal government actually had the power under the Constitution to undertake public improvements within the states. In spite of the arguments, however, the first construction contract for the National Road was let in 1811.

Several years passed before the east-west National Road reached Indiana, but roadbuilding efforts were far from dormant in the state. Congress had negotiated a treaty with the Indians that gave the government land for a road right-of-way from the Ohio River north through Indiana to Lake Michigan, and in 1826 the Michigan Road was built on this route.

The Michigan Road ran 267 miles from Madison, Ind., through Indianapolis and then on to Michigan City by way of Michigantown, Logansport and South Bend. When completed, it was second only to the National Road as an overland

route into Indiana.

Progress on construction of the National Road, however, had been fitful. Although preliminary work for the route had reached Indianapolis by 1830, it was 1850 before the road was passable through the state.

Even then, it was not completed. Near Terre Haute, the road lapsed into an ungraded, dirt trail. In some sections of the National Road, stumps nine to 15 inches high and a foot or more wide littered the roadway. Farmers along the route occasionally diverted the highway around their lands. There were even cases of gardens being planted in the road.

A few decades later, US 40, running coast to coast, followed the route of this deteriorating prairie road.

Through most of the late 1800's America's love affair with its newly

Fred Yoder stands in front of massive Buffalo Pitts roller used on Indiana's first federal-aid roadbuilding project by Rieth-Riley Construction Co. in 1919-21.





Trucks line up at plant to carry concrete on F.A. Project No. 1.

developing railroad system put roads in the background of the nation's transportation priorities. This, combined with the effects of the Civil War, all but ended major roadbuilding efforts.

But in the closing years of the 19th Century, the first automobiles began emerging from workshops across the country. By 1916, over 3-million motor vehicles populated a badly neglected and inadequate highway system.

That year, President Woodrow Wilson signed the Federal Aid Road Act, launching the first comprehensive national road construction program. The 1916 law made \$75-million available to be apportioned among the states for highway building over a five-year period. Restrictions on the funds included a limit of 50 percent federal participation in each project and a \$10,000-per-mile ceiling on the federal share of construction costs.

In 1917, the Indiana General Assembly passed legislation creating a State Highway Commission to administer the state's road construction program. But a year

later, the constitutionality of the highway commission bill was challenged in a Hamilton County court, and an injunction against the formation of the commission was obtained.

By the time the Indiana Supreme Court ruled that the 1917 law was constitutional, the legislature had repealed it and passed a new highway commission bill, which became law on March 10, 1919.

The first Indiana State Highway Commission consisted of D. C. Jenkins, who was chairman, John T. Oliphant and Earl Crawford. L. H. Wright served as the commission's first director and secretary, and H. K. Bishop was chief engineer.

On August 4, 1919, the state awarded the contract for its first federal-aid highway project to Rieth-Riley Construction Co. of Goshen. The project involved building a 6.355 mile section of the Lincoln Highway through Elkhart County from 3/4 mile east of Benton to the Noble County Line. Cost per mile of the concrete highway was \$39,437.

Cement for the project was furnished by Universal Portland Cement Co., Buffington, Ind., and Wolverine Portland Cement Co., Coldwater, Mich., and Wabash Portland Cement Co., Stroth, Ind. Four firms furnished aggregates for the job: Wagee Gravel Co., Milford, Ind.; Northern Indiana Sand & Gravel Co., Wolcottville, Ind.; Consumer's Co.'s Ginger Hill plant, South Bend, Ind., and France Stone Co., Holland, O.

The non-reinforced concrete pavement was opened to traffic on August 30, 1921, just over two years after the contract was awarded.

Other contracts awarded during the first year of operation by the State Highway Commission included F.A. Project No. 2, construction of 4.684 miles of Miles Road in St. Joseph County, which was won by White Construction Co., Chicago; F.A. Project No. 3, 7.307 miles of Madison Road in Marion and Johnson Counties, won by Marion County Construction Co., Indianapolis; F.A. Project No. 4, a section of the new

In 1917, 11-year-old Chet Rodewald took this picture of a crew grading a section of the National Road across the street from his home in Gem, Ind. At the time he took the picture, Chet was working as a waterboy for the company building the road.



FEDERAL AND CONTRACT BOND

KNOW ALL MEN BY THESE PRESENTS, that we the undersigned
SIXTH-RILEY CONSTRUCTION COMPANY
 as principal and
 Chas. F. Haidig, C.A. Davis & Son, Harris Oppenlein, Samuel F. Haidig, and Harry Haidig
 as surety, for and to the State of Indiana in the penal sum of \$72,511.00
 Three Hundred Twenty Three Thousand, Three Hundred Eleven and 00/100
 for the payment of which well and truly to be made, we jointly severally and severally bind ourselves, our heirs, executors, administrators, assigns, and assigns

Dated this 12th day of May 1919

Witness our hands and seals this 12th day of May 1919

Witness the hand and seal of the State of Indiana in and to the presence of the above obligee in and to the presence of the above obligor as herein stated

Now, if the said **SIXTH-RILEY CONSTRUCTION COMPANY**
 shall well and lawfully do and perform the things agreed by this bond
 to be done and performed according to the terms of said contract, and shall pay all lawful claims of subcontractors, material men and laborers, for labor performed and materials furnished in the carrying forward, performing and completing of said contract, we agreeing and consenting that this undertaking shall be for the benefit of any material men or laborers having just claim, as well as for the obligee herein, then this obligation shall be void, otherwise the same shall remain in full force and effect; it being expressly understood and agreed that the liability of the surety for any and all claims hereunder shall in no event exceed the penal sum of this obligation as herein stated.

The said surety stipulates and agrees that no modifications, omissions, or additions to or to the terms of the said contract or in or to the plans or specifications thereof shall in any wise affect the obligation of said surety on this bond.

Witness our hands and seal this 12th day of May 1919

Chas. F. Haidig
Harris Oppenlein
Samuel F. Haidig
Harry Haidig

SIXTH-RILEY CONSTRUCTION CO.
 By *J. P. H. Haidig*

Accepted and approved this 12th day of May 1919
Samuel F. Haidig
Lawrence Lyons
 Director of the Indiana State Highway Commission.

Contract bond for Indiana's first federal-aid highway project, awarded in August, 1919.

National Road pavement in Putnam and Hendricks Counties, to Fred Cunningham of Indianapolis, and F.A. Project No. 5, another section of the National Road, in Wayne County, to C. M. Kirkpatrick, Greenfield, Ind.

Archie Campbell succeeded D. C. Jenkins as chairman of the highway commission in the fiscal year ending in September, 1920. The following year, Charles Zeigler took over as chairman, and Lawrence Lyons assumed the post of director. C. Dolly Gray was appointed chief engineer in the same year. Zeigler was to remain as chairman through 1927.

In 1922, John D. Williams was named director of the commission, a position he was to hold through the fiscal year ending in September, 1928.



First corrugated culvert factory, opened in 1896 by James H. Watson in the yard of his creasing factory at Crawfordsville, Ind.

Hoosiers invented the corrugated metal pipe culvert

In 1896, two Crawfordsville, Ind., men—Stanley Simpson, the town engineer, and James H. Watson, a sheet metal worker—were granted a patent for an invention that has become a common sight on construction projects around the world, the corrugated metal pipe culvert.

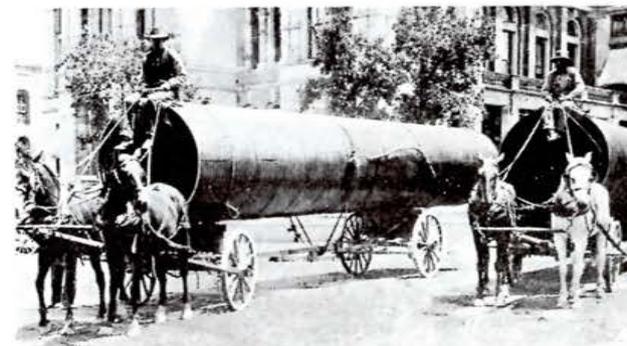
The first installation of corrugated metal pipe culverts came that same year when Union Township in Montgomery County, Indiana used two 60-inch diameter pipe to replace a washed out bridge across Crazy Creek.

In those days, the pipes were rolled and riveted by hand. Now, 78 years after

the first corrugated metal pipe culvert production plant was opened in Indiana, sophisticated machines turn out corrugated metal drainage structures in configurations ranging from 6-inch diameter pipes to arches with spans of more than 40 feet.

And it all started in Crawfordsville, Indiana.

These two “black-iron” pipes were used for the first corrugated metal pipe culvert installation, in 1896.





The formative years

“Paul came over to me and said, ‘John, give me a check for \$400.’ I said, ‘Paul, you know I’m broke. What do you want it for?’ And he said, ‘We’re going to organize a contractors association.’”

1924 Indiana Assn. of Highway and Municipal Contractors organized March 1.

Paul J. Meredith elected president, and W. M. (Bill) Holland appointed executive secretary. A first assignment was to correct and control the loose underwriting of surety bonds. Certified checks recommended as a convenience for bidders.

Bill Holland and Pat O’Connor attend surety conference jointly sponsored by Associated General Contractors of America and American Assn. of State Highway Officials at White Sulphur Springs.

First annual meeting held in December. Major legislative goal for 1925 is an increase in state gas tax from 2¢ to 3¢ a gallon. This would boost annual highway revenue \$2.5-million to about \$10.8-million.

Association also goes on record favoring raising of bonded indebtedness limits for county and township road work from 1% and 2% to 2% and 4% respectively.

1925 Law is signed boosting gas tax to 3¢ a gallon.

General Assembly also amends statute to simplify issuance of bonds and awarding of contracts for county and township road improvements.

Bill Holland addresses 11th annual Purdue Road School on Contractors’ Problems, i.e. the Evil of Day Labor Work, Cumbersome Method of Appeal to State Board of Tax Commissioners on Proposed Bond Issues, and Responsibility of Contractor as Gauged by the Surety

Bond. Prof. Ben H. Petty starts his 35-year tenure as Road School Chairman.

Cooperative tests on optimum moisture content for concrete conducted by association and highway commission. Among the conclusions: For normal conditions, state specifications for consistency are entirely practical, *if liberally interpreted.*

Newly elected association president M. P. (Pat) O'Connor and Holland attend surety bond conferences in Washington and Chicago. "Notwithstanding the time and effort devoted," Holland reports, "a mutually acceptable plan to correct conditions has not yet been advanced.

George E. Hershman of Crown Point named to State Highway Commission, succeeding Walter G. Zahrt of Ft. Wayne. William J. Titus replaces C. Dolly Gray as chief engineer.

First numbered bridge contract (B-1), for steel truss and RC girder structure in Kosciusko County, awarded to Elkhart Bridge & Iron Co. for \$14,190.

1926 Board of directors meets in January, changes name of association to Indiana Highway Constructors, Inc. The word "highway" as used in our name is all inclusive, Bill Holland explains, since "any public road, street or alley is properly classified and defined as 'highway,' and bridges are essentially a part of highway construction."

Indiana Kiwanians designate April 12-17 as Good Roads Week. IHC members participate in programs throughout state.

Bill Holland participates in AGC executive conference at Kansas City

where, he says, such subjects as standardized questionnaires and highway estimate sheets were handled "in a most intelligent manner."

Albert J. Wedeking and Robert B. Boren appointed state highway commissioners.

IHC president Albert A. Rieth tells annual meeting at West Baden Springs Hotel, "We cannot afford not to be organized. This is an age of organization, and to be unorganized lays any industry or interest open to attack without the semblance of defense, permits inequities to creep in and to grow pernicious unnoticed, leaves economic issues unsolved and retards progress and development."



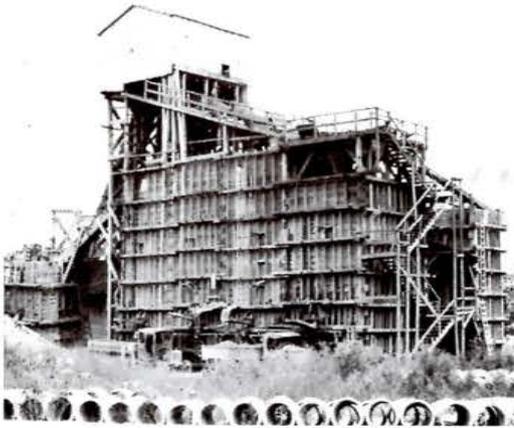
Tom Goby poses with State Highway Commission car in middle of a southern Indiana stream in the early 1920's.

Paving work on highway south of Jimtown in Elkhart County, circa. 1923.





Finishing machine at work on 1929 Indianapolis street project.



1000-cu. yd. gravel processing plant located in Hamilton County, Ind., during the early 1920's.

1927 In matters of highway legislation, the 75th General Assembly makes its mark by what it doesn't do, rather than by what it accomplishes. Two bills which IHC strongly opposes—H.B. 23 authorizing county commissioners to do their own bridge work, without contract, up to \$4000 per project, and H.B. 58 permitting use of prison labor on state highways—are defeated.

Despite efforts by the industry and the press—the Indianapolis News published a special Good Roads edition Feb. 19 urging increased revenue for highway development—bills to raise auto license fees and to increase bonded indebtedness limits for county and township road projects are rejected.

IHC President W. M. Willmore of Wabash Construction Co. and R. E. O'Connor of J. C. O'Connor & Sons address ARBA Road Show at Palmer House in Chicago. Willmore discusses "Value of Engineering Representation in Contracting Organizations. O'Connor's subject is "Do Contractors Charge Sufficient Equipment Rental?"

Association challenges State Highway Commission's practice of performing a large portion of its road improvement work with force account or day labor. No corrective action is taken.

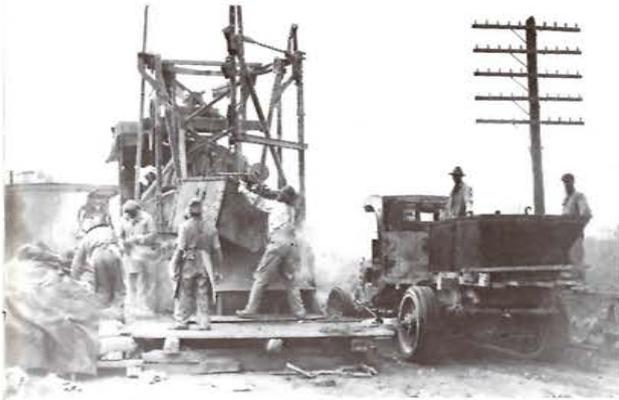
"We have accomplished much in the past four years, but there remain many things to be done of economic value to the industry," President W. M. Willmore tells 4th annual IHC convention at the Claypool Hotel.

Highway Materials and Equipment Assn. becomes officially associated with Purdue Road School and, for many years, will sponsor equipment shows in conjunction with the school.

More than 1500 contractors attend 9th annual Associated General Contractors of America convention at West Baden Springs Hotel.

1928 Indiana Gov. Ed Jackson and Gov. Flem D. Sampson of Kentucky head delegations meeting at Frankfort to discuss joint financing of \$4-million Ohio River bridge between Evansville and Henderson. Indiana State Highway





Road crew mixes concrete for an early-1920's project.

Commission proceeding with plans for project, as authorized by 1927 General Assembly.

Agreement is reached between two states in September. Hoosier Motor Club files petition requesting injunction against project, claiming contract is illegal and unfair to Indiana.

Fred G. Johnston, who founded Construction Digest in 1926, announces that magazine is being expanded into weekly publication. "It occurs to me that a publication of this kind is badly needed," comments State Highway Director John D. Williams.

Over protests of City Engineer A. H. Moore, Mayor L. Ert Slack of Indianapolis reduces requested 5¢ resurfacing levy for 1929 to 2¢. Moore warns this will "seriously curtail our street widening and improvement program."

Citizens' group petitions Henry County Board of Commissioners demanding that motor trucks be prohibited from hauling gravel, and that county return to use of teams and wagons.

Albert J. Wedeking of Dale named chairman of Indiana State Highway Commission.

Allen County Highway Supt. Clifford W. Siniff appoints nine district supervisors to be responsible for road maintenance throughout county.

At its annual meeting in Indianapolis, Indiana Highway Constructors elects Fred Cunningham, Cunningham Construction Co., as president.

1929 State gas tax raised from 3¢ to 4¢ a gallon. Highway Chairman Albert J. Wedeking says 1929 should be a good year for Indiana motorists and the road-building industry. Commission expects to award construction contracts totaling approximately \$21-million.

Group of more than 50 South Bend businessmen spearhead a legislative campaign to widen major state routes to 40 ft. They point out 8% of state highway

system is carrying 68% of all traffic, and that many of these heavily-traveled roads are still only 18 or 20 ft. wide.

Indianapolis Belt Railroad starts work on \$1.8-million White River bridge, part of a \$12-million track elevation program, as C. E. Jefferson nears completion on \$500,000 contract to dredge this section of river to prevent future flood damage.

Evansville sells \$190,000 bond issue for construction of municipal airport.

John J. Brown appointed state highway director to succeed John Williams, and Arthur P. Melton replaces George Hershman on commission.

At its annual convention, IHC reelects Fred Cunningham to another term as president.

Unrestricted short selling catapults Stock Market crash Oct. 29. Decline in total stock value estimated at \$15-billion by end of year and will reach \$50-billion by 1931, ushering in America's worst depression.

This truck was used by Williams & Little Co. during construction of the National Road in Hendricks County.



Reflections & Comments

"Bill Holland gave us the financial statement at the annual meeting, and he had \$15,000 in the treasury. He was awfully proud of that. I got up and made a motion that, since we had all had such a bad year, why didn't we just split the \$15,000 up amongst the active members? Bill said, 'John, you only come to one directors' meeting a year. From now on you can stay away from it.'"

... **John F. Kelly**
John F. Kelly
(Bituminous Materials
Co., Inc.)



I can distinctly remember, just like it was yesterday, walking into the Claypool Hotel lobby that morning. Paul Meredith, Doc Smith and Fred Cunningham were standing there talking. I knew Doc and Fred, but not like I knew Paul.

Paul Meredith was the first contractor I ever saw. That's when I was a kid living on Locust st. in Terre Haute. Paul and his brother were paving that street, and I'll never forget the engineer. He had on high boots and he was looking through a transit, setting stakes there in front of the house. I thought that looked pretty good, and I decided right then and there that I was going to be an engineer.

Anyway, in the Claypool lobby that morning—I don't remember what year it was but it must have been 1924—Paul came over to me and said, "John, give me a check for \$400." I said, "Paul, you know I'm broke. What do you want it for?" And he said, "We're going to organize a contractors association."

I didn't have a company then. It was between the time that we split up with Harry Carpenter and organized as John F. Kelly and I was living on borrowed money, like I have most of my life.

But, anyway, Paul said, "Now John, we've just got to do this," so I gave him a personal check. Then he and I walked over to Fred and Doc, and Paul said, "I've got his check, so we're in." It seems that, when I gave them my check, they had enough members to get Bill Holland to come with the organization.

They asked if I knew Bill and I said, "No, what does he do?" and they said he was with the Portland Cement Association. And they told me he had laid down some restrictions as to what kind of an association this was going to be. First of all, it had to be clean and above board. No conniving. No setting up jobs.

Secondly, they said, he wanted primarily to organize the contractors to build up the program and that he was willing to work with the contractors and the highway commission . . . go with them when they have problems, try and get the specifications changed when everybody thought it was important to do so, handle the meetings and do a little lobbying and work with the legislature.

In short, to get everyone to work together on things of this kind, and also to try to get the counties, state and the cities to all work together on legislation. They explained all this to me and I said it sounded fine.

As I said, this was when I was in the act of forming a new company and for a while there I wasn't bidding. But I kept my eye on things and, of course, I knew most of the fellows who belonged—the O'Connors, George Riley and Albert Rieth, Donald and Otto McMahan, the Berns and others. Bob Berns was the son of an old friend of mine from Linton, and I believe he was the nephew of Ed. I can remember when Ed quit banking in Jasonville and came into the company with John.

I got to know Bill Holland real well because I was in Indianapolis a lot and sort of made his office headquarters. We would have lunch together and talk things over. During the legislature I was there almost every day, especially if something was coming up and Bill wanted some help.

I was a director twice, but about the only time I attended a directors' meeting was at the annual meeting. Bill used to get on me about this. But the directors always got together after a letting and, by then, I had usually been away from home a couple of days so, as soon as the letting was over, I was in my car headed for Terre Haute.



Bill would say that they were going to have a meeting and I would say, "I can't be bothered meeting with you guys. I have to get home to Katie and the kids."

This was a joke with us. When I was away some place bidding on work I would have been out of town for some time and I had two telegrams that I would send after the letting. If I was low bidder I would usually have to stay around until everything was settled.

Katie said the telegram she always liked best was the one I sent that said, "Unsuccessful. Home tonight."

I remember once, after the association had been going for some time, when I really got Bill. All the contractors had had a bad year. Work was scarce and cheap, and everybody was fighting each other and nobody had any

money. Bill gave us the financial statement at the annual meeting, and he had \$15,000 in the treasury. He was awfully proud of that.

I got up and made a motion that, since we had all had such a bad year and I knew damn well it was more money than any of us had, why didn't we just split the \$15,000 up amongst the active members?

Bill said, "John, you only come to one directors' meeting a year. From now on you can stay away from it."

We had a lot of fun through the years, but it was the association, really, that has been the backbone of the contracting industry.

I went to work traveling, selling sand, gravel and coal when I was 17 years old. I sold the sand and gravel for the first concrete street in Terre Haute, and the first concrete road in Vigo County.

I built most of the brick streets that were built around Terre Haute. Carpenter Construction Co. built what I believe was the only brick road that the state highway commission ever let, just east of the Penal Farm from Putnamville to Manhattan.

Then, during the Depression, we would petition people for streets, appear before taxpayers' leagues and explain how it could be done, and do the engineering for the project. We worked with the government, and learned how WPA projects could be started. I was busy all the time. I got on my feet during the Depression because we did so much of that type of work.

The association carried on through all that time and was always active, trying to get more money from the federal government for state highway work.

I think there is just as much need for the association today as there was back in those days. There isn't any question about that.



The Depression years

“There just wasn’t any activity at all—no state work, no county work, no work, period. We went out and took painting jobs with the foremen to try and make a living.”

1930 Certificates of indebtedness bearing 6% interest issued in lieu of money by State Highway Commission and made negotiable on recommendation of Indiana Highway Constructors. Highway commission asks contractors not to work common labor more than 54 hours a week. IHC adopts resolution for 9-hour day, and minimum 35¢ hourly scale.

Purdue Road School attracts largest crowd ever—560 public officials and industry people. Gov. Harry G. Leslie delivers opening address. Harry Marshall elected president of Highway Materials and Equipment Assn.

Highway Director John J. Brown says signing of \$300-million, 3-year federal road bill by President Hoover means Indiana can “add 40 miles of new 18-ft. roadway to its 1930 construction program.”

As part of Hoover’s public works program to offset unemployment, Department of Agriculture boosts federal road spending to record \$1.6-billion.

More than half of Indiana’s 5,065 miles of state routes are now “dustless,” according to Maintenance Chief A. H. Hinkle. This includes 2400 miles of paved roadway and 220 miles treated with bituminous retread surface.

K. E. McConnaughay of Pre-Cote Corp. of America, Inc., announces appointment of F. F. Havey, former state highway chief chemist, as head of firm’s chemistry department.

At least 9000 bridges on Indiana’s roads and streets “need replacement immediately,” State Highway Chief Engineer Bill Titus warns. Estimated cost: \$20-million.

Elderly lady blocks county road project near Alexandria by refusing to donate 5-ft. strip of land. It develops that, years earlier, she signed what she thought was an order for a patented clothesline only to find that she had bought an entire carload. She hasn’t signed anything since.

At annual convention, IHC again goes on record urging contract method for all state highway work, and recommends that future contracts include wage stipulation. Fred Cunningham completes two years as president, and is succeeded by E. A. Gast.

1931 Indiana Highway Constructors actively supports Governor’s Conference for Relief of Unemployment. Bill Holland named assistant secretary for conference. Albert J. Wedeking reappointed state highway chairman.

Indiana gets \$2,045,000 as its share of \$80-million federal road apportionment. State launches \$750,000 winter road maintenance program as poor relief.

Bill signed permitting State Highway Commission to build roads through cities of more than 3500 population, and mandating commission to pave all state routes passing through smaller towns.

Bruce Short, Marion County surveyor, and Jim Hallett, assistant state road engineer, tour proposed location for 75-mile Indianapolis circumurban route, report that project is feasible.

Globe Creosoting Co. formed at Indianapolis by Gus Shumaker, Bill Shumaker and J. T. Morman.

Ernest Berns, president of Berns Construction Co., and Jack Hayes of Hayes Construction Corp., die. Philip A. Koehring, president of National Equipment Corp. (Koehring Co.) killed by hitchhiker near Milwaukee.

1932 Highway Chairman Albert Wedeking surprises Purdue Road School

audience with proposal that state assume maintenance of all roads and streets in Indiana, and retain gas tax funds for this purpose. County Highway Superintendents' Assn. immediately recommends "an increase in counties' share of gasoline tax money at the expense of the State Highway Commission's present share, to the end that local property taxes may be reduced."

"You're in a contest," Governor Leslie tells officials attending Road School. "The public generally gets what it wants, and the taxpayers are going to ask that responsibility for road maintenance be placed in the department that can do the most with the money available."

Hugh Barnhart, publisher of Rochester News-Sentinel, named to complete term

of the late Arthur P. Melton on highway commission.

Under supervision of Prof. Ben H. Petty, Purdue study team completes survey of municipal streets, concludes that routing through traffic down "Main Street" on state highways generates little additional trade for local businesses.

State Highway Commission orders 50% reduction in engineering personnel, part of retrenchment program made necessary by special legislative session's action diverting half of all gas tax and license fee receipts to counties, cities and towns. New law also places all township roads under county jurisdiction.

Bruce Short named secretary-treasurer of Indiana County Commissioners' Assn., succeeding late John MacGregor. Robert J. Pfeleiderer elected Kosciusko County surveyor.

IHC meets at Indianapolis, urges legislation to restore gasoline and license fee money to State Highway Commission. Edgar Traylor elected association president.

1933 Interior Secretary Harold Ickes appointed administrator of \$3.3-billion National Industrial Recovery Act (NIRA) works assistance program, with much of money earmarked for road, street and bridge improvements.

State Highway Commission gets \$10.2-million and cities and towns \$50-million in federal public works funds. Gov. Paul V. McNutt asks state and local officials "to take immediate steps" to convert money into jobs.

Plans to put 10,000 unemployed men

Indiana State Highway Commission engineers attending 1930 conference in Indianapolis were (l. to r.): *Top row:* M. B. Kelsey, E. D. Miller, B. E. Phelps, F. A. Lenfesty, W. F. Bookwalter, J. T. Hallett, W. J. Titus, F. A. Gageby, F. Winchell, B. R. McBride, V. P. Wilcox, J. R. Schweitzer, P. D. Meisenhelder; *Second row:* C. Shields, L. Jordan, P. L. Mayrose, L. Stewart, D. H. Payne, U. Dorman, M. D. Baker, R. G. Groves, F. Higgins, W. E. Mendenhall, A. W. Wright, H. O. Wimsett, A. K. Lawson, Walter Dunbar; *Third row:* H. L. Davies, H. C. Martin, T. E. Foxworthy, C. F. Scholes, R. L. Morris, R. F. Kitterman, G. A. Broecker, C. V. Windsor, E. J. Rogers, W. L. Pigg, O. C. Miller, W. L. Heston, R. A. Wilson, C. R. Dorman, H. H. Morgan, F. A. Thornbury; *Fourth row:* J. Harley, H. E. Sprow, E. Berkey, C. S. McKee, H. E. Fillinger, J. P. Parker, A. M. Smith, W. J. Boatright, G. C. Brunnhoeffer, L. H. Kemmer, C. E. Bales, L. E. Duckwall, T. E. Lewis; *Bottom row:* C. E. Waggoner, B. R. Smith, N. M. Blackburn, A. MacArthur, P. E. Kunz, G. Vaughn, F. Stockmaster, D. R. Leavitt, F. A. Henning, W. J. Heard, F. E. Creceline, C. H. Hunnell Jr., C. H. Sweeney, J. B. Wilson, K. M. Winslow, A. R. Smith, W. L. King, L. J. Smith.



to work immediately on a \$1-million "pick and shovel" road widening program announced by Highway Chairman Jim Adams.

"Highway construction in the next few years will have a very real bearing on the state of permanent prosperity which every one hopes this country can eventually achieve," Bureau of Public Roads Chief Thomas H. MacDonald says. "Good roads are necessary for efficient local transportation, and cheap short-haul transportation is an important preliminary to the decentralization of industry which will, I believe, characterize the future economic structure of the country."

Ralph Rogers and U. R. Price, doing business as U. R. Price & Co., Bloomington, purchase equipment of Buskirk & Dodds, local road contracting firm.

Hugh Barnhart replaces John Brown as highway director. New commissioners are John Wheeler and Evan Stotsenburg.

First state contract (R-625) utilizing present numbering system, for 7.8 miles

of concrete pavement on SR 56 from Paoli to west of Livonia, awarded to Calumet Paving Co., Gary, for \$263,667.

At IHC's annual convention, Highway Chairman Jim Adams says make-work programs are necessary now to create jobs, adding that he is "fully aware" that contract method is a much more economical way to build and maintain roads.

1934 To spread available funds farther, highway commission adopts policy limiting amount of work to be awarded to any one contractor in a single year to \$350,000. Indiana Highway Constructors offices made headquarters for new agency of NIRA's Code of Fair Competition Authority. Fred Cunningham named chairman of agency board.

President Roosevelt signs Hayden-Cartwright bill for \$1-billion worth of new federal-aid roads over 3-year period. "The highways of this nation are used by more than 24-million automobiles and trucks," he notes, "and construction and improvement of these roads is of major importance."

Highway Chairman Jim Adams reports that commission has provided more than 26,000 jobs in connection with 1000-mile road and bridge improvement program, investing \$3.6-million in state and federal funds.

First state reinforced concrete contract goes to William D. Vogel, Indianapolis, for \$103,706 paving job on W. 16th st. (U.S. 52) on city's northwest side.

First designated maintenance contract, for 50.4 miles of liquid asphalt and gravel surface treatment on routes in five southwestern counties, awarded to

Bituminous Materials Corp., Terre Haute, for \$33,184.

Burke Construction Co., Lafayette, wins first rock asphalt contract, a \$10,180 project on SR 29 in Greensburg.

IHC Director R. E. O'Connor addresses 20th Purdue Road School. His subject: "What Shall We Do About the Lower-Than-Cost Bid?"

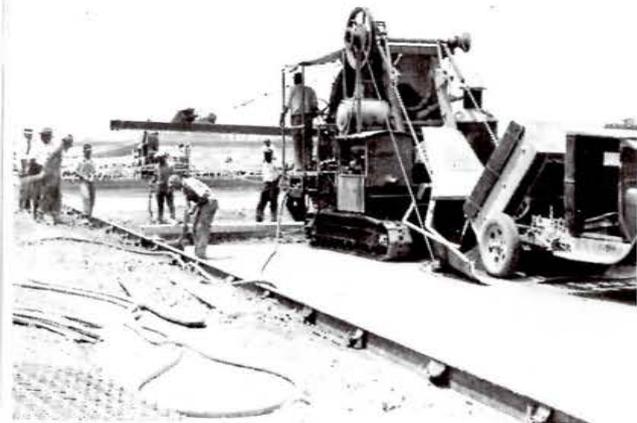
John J. Quinn installed as 1935 Indiana Highway Constructors president.

1935 Works Progress Administration (WPA) enters picture with \$4-billion relief program, including \$800-million for highway and grade separation work. Indiana's share: \$10-million. State Planning Commission, headed by Highway Commissioner John Wheeler, recommends 10-year, \$212-million public works outlay, including \$170-million for roads with emphasis on widening major trunk routes to 40 ft.

"Unless we eliminate hazards on our highways and our automobile fatalities are permitted to continue at the present rate, we will kill 540,000 people on the nation's roads and streets in the next 15 years," Purdue Road School is told by State Highway Chairman Jim Adams.

At its annual meeting, IHC members discuss such problems as increased force account work, fixed and limited price contracts and management contracts. R. E. O'Connor takes office as 1936 president.

1936 Indiana Highway Constructors become officially affiliated with Purdue Road School. Prof. Ben Petty,





Traffic was maintained on the National Road when the pavement was widened in 1930.

Road School chairman, points out that Indiana is spending only 47 cents a mile per day to maintain its 66,000-mile county road system (\$9.3-million in 1936), and warns "this isn't enough."

Highway Chairman Jim Adams says state roads are equally under-funded, with maintenance and improvement of the 9000-mile system costing motorists only 4 cents a day.

More than 800 state and local road officials, contractors and equipment and material men do away with 500 lbs. of fried fish, 150 lbs. of baked ham, 6 gals. of Bulgarian hot peppers and 250 gal. of beer at 3rd annual Construction Jamboree at the Speedway in Indianapolis. Peddlers get 24 hits off Bob King to win softball game from Contractors, 16-7. Bill Holland, Contractor manager and ex-officio umpire, files usual protest.

Marion County Commissioner Clarence I. Wheatley catches 32 1/2-lb.

catfish in White River, proudly brings it back alive to Indianapolis and puts it on display in fish pond at Julietta Hospital.

IHC President R. E. O'Connor reports to annual convention that Indiana's anticipated WPA road improvement funds dipped to \$6.3-million in 1936.

1937 Prequalification of bidders practice established. Indiana Highway Constructors negotiates and signs first industry-wide labor agreements. State Highway Commission submits \$28.8-million budget request.

Speaking to 23rd annual Road School, Gov. M. Clifford Townsend says, "It shall be my purpose to come back here in 1938 and tell you that none of the money collected for highways in Indiana has been used for any other purposes."

Congress passes biennium federal-aid road bill allotting Indiana \$13.2-million. President Roosevelt then makes recommendation that federal highway allocations be reduced by two-thirds during next three years to "help secure a balanced budget."

Proposal assailed by Congressional leaders, and by Indiana Highway Constructors and other industry groups. Telegram of protest also sent by Sultan G. Cohen, president of newly formed Indiana Society of Professional Engineers.

Earl Crawford succeeds Jim Adams as state highway chairman. New commissioners are T. A. Dicus and Howard Atcheson. M. R. Keefe continues as chief engineer, and C. W. Siniiff replaces C. W. McClain as superintendent of maintenance.

1938 Agriculture Secretary Henry Wallace releases \$195-million to states as part of Bureau of Public Roads' fiscal 1939 program, with Indiana getting \$8.6-million. Indiana now ranks second only to Rhode Island in percentage of federal funds obligated for grade separation and railroad crossing improvements, according to T. A. Dicus, highway commissioner.

W. F. Bookwalter becomes state highway engineer of construction replacing Sultan Cohen, who resigns to join McMahan Construction Co.

Indianapolis City Engineer Henry B. Steeg urges use of \$450,000 in WPA funds to elevate railroad tracks on south side of city.

T. A. Dicus takes over as state highway chairman, and Cliff Siniff is named a commissioner.

Speaking to IHC convention at French Lick, Dicus reports that Indiana had highway receipts totaling \$110-million during five-year period ending with fiscal 1938, including almost \$35-million in federal money.

Golf honors at convention won by Red Mackey, Kenny Smock, Max Hollingsworth and Carl Vogelgesang. Top trap-shooters are Bob King and Bob Gast. E. F. Smith elected to another term as IHC president.

In Europe, partition of Czechoslovakia is completed after Hitler had invaded Austria and British Prime Minister Chamberlain acquiesces to Germany's Sudetenland territorial demands. President Roosevelt asks Hitler to "preserve the peace."

Reflections & Comments

"I learned about a lot of things from the other contractors. I don't know if they learned anything from me or not, but I learned from them."

... John Dehner
John Dehner, Inc.



I think it was in 1932 that Bill Holland came up here and he and Pat O'Connor found me out on a job and they said they had a good organization and wanted me to join. I told them I would give it some consideration.

The following week, when I was in Indianapolis, I went to Bill's office. We talked for a while, and they told me how much it cost to get in, and how this was tied in with the amount of contracts you got, and I decided to join.

A little later, at the first meeting we went to—and I got quite a bang out of this—they were talking about raising the ante. I began laughing and I told them I thought maybe I had gotten into a whirlwind. I join their organization and, at the very first meeting I attend, they want to raise the dues.

Bill Holland was pretty serious about his job, and always did a good job. He worked harder than any employee I ever saw. And nobody ever questioned his integrity. I don't know that I ever saw the organization trying to play favorites.

I remember one time, just for fun, I said to him, "Bill, why don't you fix this up so you can distribute these jobs and we can all make a little money?" Well, I want you to know that raised a hell of a furor. He started raving and said he wouldn't have anything to do with that.

Bill was always willing and ready to help but, even if we had tried, he wouldn't allow any hanky-panky.

I remember in our negotiations with Teamsters we would say, "Bill, tell them they can't do that according to the law." Bill was well versed in the law—he worked hard at it and knew about it.

Well, their agent would swear and say, "To hell with what you think is the law. We don't care about that." I suppose he said



that about a thousand times. Finally I told him I didn't like his attitude at all, and invited him out in the lobby.

We were meeting in the Florentinê Room and I told him, "Come out in the hall and let's get this thing over with." He wouldn't come out, but he told the federal mediator he wanted me off the board. So they took me off and when the mediator told me, I said, "I don't give a damn about the board, but I'm sitting in that room because I want to know what's going on." So I sat in the back corner of the room and they went on with the negotiations.

I was active in our labor negotiations for quite a long while, and got to know the others. There was Virgil Morris, with Common Labor. We always got along with him. And Whitey Stuart, with the Operating Engineers. I've got no education, you know, and I guess he didn't have any more. We would ask for something that we thought was real fair and Whitey would say, "Unbearable, unbearable."

Over the years, the association has done a lot of things for the contractors. It's been a good organization. How would you get along at all if one fellow tried to negotiate with the unions?

It's been an asset for all of us serving as an intermediary between the contractors and the state highway department. And it's been a big help to have the organization over at the Legislature. They respect us, and they listen to us.

It has also helped to keep us informed. You can't beat an informed man, you know. Bill Holland always had everything at his fingertips, keeping us informed on changes in the laws and the status of things.

Then too, I learned about a lot of things from the other contractors. I don't know if they learned anything from me or not, but I learned from them. People like Doc Smith. He was a very level-headed guy . . . never got excited, and he always had the organization at heart.

Edgar Traylor was a good man for the organization, and Blair Rieth has worked as hard as anybody. And we've had some pretty good "bumpers"—men like R. P. Olinger and Otto McMahan. And Bill Vogel went along with us in pretty good shape.

And the O'Connors, Bob and Pat. I knew their dad. He was quite a guy. I worked for him skinning mules.

Then there were the state highway people. Jim Adams was a good chairman, but he was handicapped by being from Columbia City and being editor of a newspaper. Sam Hadden was a great guy, and good for the industry. His only problem was that he sometimes had trouble making up his mind. And we had Jap Jones. He was an "aginer." He was against everything even when he was in the Legislature, before he was on the commission.

And there was Albert Wedeking. Albert

was a very influential guy, particularly with his cohorts south of the Mason-Dixon Line. That's Road 40. He ran the department entirely, and I never blamed him for it. When a fellow has some power I like to see him exercise it.

I think one of the best highway men we had was M. R. Keefe of Crawfordsville. He was chief engineer for years, and he was one man who would always keep searching for the best way to do things.

As I said, I learned a lot from men like this, and I think this is just one more reason why the organization has been good for all of us.



The war years



OVER THERE—War lords parley, swap strategy, draft battlefield blueprints, engineer devices to destroy humanity! OVER HERE—American Road Builders prepare to meet at the Road Show Convention to seek new ideas, to share methods, to solve problems, to plan better and safer roads for the enjoyment and advancement of mankind.

OVER THERE—Factory wheels turn faster, workers produce instruments of death and disability, engines of destruction make their debut behind the trenches! OVER HERE—Manufacturers of road-building materials and machinery also operate at top speed, make ready new products for preview in Chicago—equipment to build tomorrow's roads.

OVER THERE—Selfish leaders dictate action to bring about wholesale slaughter and the doom of progress! OVER HERE—Highway planners, designers, administrators and builders will hear Federal Works Administrator John M. Carmody, Senator Carl Hayden of Arizona, Congressman Wilburn Cartwright of Oklahoma and Public Roads Commissioner Thomas H. MacDonald in up-to-the-minute talks about construction for peace, prosperity and progress.

1940 ROAD SHOW CONVENTION • CHICAGO
INTERNATIONAL AMPHITHEATER JANUARY 29—FEBRUARY 2
AMERICAN ROAD BUILDERS' ASSOCIATION



“We don’t have programs now. We just have projects, and we consider ourselves lucky to get one of these moving.”

1939 Average daily traffic on a highway should exceed 3500 vehicles, 15% to 20% of which are trucks, before more than two lanes are needed, Purdue Road School told by H. E. Surman of the Illinois Division of Highways. “It would be easy to design every two-lane road so it could be converted to three, four or more lanes,” he says. “However, to do so would require an additional expenditure which would be wasteful in 95% of the cases.”

Seven states have now outlawed practice of diverting motorists’ taxes to non-highway purposes, Charles M. Upham of American Road Builders’ Assn. reports, adding: “Like convincing an actress that she has grown too old for girlish roles, it has taken a long time to make the public realize that many of America’s roads are obsolete and unsafe.”

Purdue’s Prof. Ben H. Petty laments the fact that Indiana is investing only \$1.75 a mile a day to maintain its 9600-mile state highway system and the “amazingly little sum” of 45¢ daily per mile for 66,800 miles of county roads.

Moratorium on federal-aid roadbuilding, with \$400-million in highway funds being channeled into the military budget, proposed by Indiana Congressman Louis Ludlow.

Chief Engineer M. R. Keefe reports to IHC’s 16th annual convention at the Claypool Hotel that State Highway Commission should have about \$12.4-million in state funds for construction in 1940, plus \$4.5-million for maintenance.

James D. Adams, former highway chairman, tells meeting that Indiana is receiving only \$1 for every \$2.50 it pays in federal highway-user taxes and that a “complete refund” would give the state \$10-million more a year. G. R. Barr of Rochester elected association president, succeeding Edward F. Smith.

1940 President Roosevelt’s budget request proposes \$45-million slash in federal aid to states for highways, reducing Public Roads Administration program for fiscal 1941 to \$146-million. Indiana state gasoline tax receipts reached a record \$25.8-million in 1939, according to State Auditor Frank Thompson. State highway awards were only \$10.1-million, however, down \$2-million from 1938.

“An 1800-mile system of high-speed trunk roads without a red light or a cross-road is not a dream,” Walter A. Jones, chairman of the Pennsylvania Turnpike Commission, tells ARBA convention at



W. L. Magaw and Bill Salzarulo of Magaw Construction, Inc., admire new fleet of trucks in 1940.

Chicago.

More than 1200 public officials, contractors and suppliers attend 26th annual Purdue Road School and Show. Highway Chairman T. A. Dicus emphasizes that "Indiana's immediate need is for maintenance and reconstruction, rather than new construction of highways."

IHC's Bill Holland spearheads formation of Indiana Automobile Taxpayers League. Officers are James D. Adams, president; Albert Wedeking, vice president, and Skiv Cameron, managing director.

Highway Chairman T. A. Dicus predicts that "about \$20-million" will be available for Indiana's 1941 roadbuilding program in his banquet address at IHC's 17th annual convention at French Lick. Dave Vaughn wins trap-shooting prize in shoot-out with world heavyweight champion Joe Louis. G. R. Barr named to another term as association president.

1941 Resolution to amend Indiana constitution to prohibit diversion of gasoline tax and auto license fee revenue introduced by State Sen. Von A. Eichhorn. Indiana's 1941 highway construction program will be "strongly influenced" by national defense needs, but about \$24-million should be available, State Highway Chief Engineer Earl B. Lockridge predicts.

A \$295-million defense highway appropriations bill vetoed by President Roosevelt on grounds that it authorizes funds without regard to actual needs. He later signs a \$220-million highway improvement bill, including a special \$150-million program for defense access routes that will not require state matching money. Treasury Secretary Henry Morgenthau promptly recommends that all federal highway aid be eliminated to reduce "non-defense spending."

General Assembly overrides Gov. Schricker's veto, passes a measure to abolish State Highway Commission and replace it with a four-member bipartisan board. Another law goes into effect prohibiting highway commission from accepting bids from firms not qualified as to financial resources, equipment and experience.

State highway department has lost more than 100 engineers and technicians to the defense program and trend is increasing at "an alarming rate," Personnel Director Russel Grant warns. James D. Adams resigns as state highway chairman and is succeeded by Samuel C. Hadden. New commissioner is Jap Jones.

At its annual meeting, Indiana Highway Constructors elects Robert H. King president, John Dehner vice president and Ray Schutt secretary-treasurer.

1942 It promises to be a busy and "sometimes perplexing" year, IHC Executive Secretary Bill Holland forecasts, with gasoline rationing, tire conservation, wage and price controls, renegotiation of contracts and labor disputes, tri-partite panel hearings and appearances before the Wage Adjustment Board.

AGC of America convention moved to Indianapolis from Seattle because of the war in the Pacific. Road Show, held for many years in conjunction with Purdue Road School, is cancelled.

Congressman Earl Wilson says construction will start soon on \$25-million, 52,000-acre army training camp near Columbus, Ind.

Col. John W. Wheeler tells Road School

audience that all new highways should have 12-ft.-wide shoulders. "Nazi experience in Russia right now shows what can happen to a highway mechanized army trying to operate in a terrain with inadequate roads, or no roads at all," he says.

Indiana Asphalt Paving Co. starts work removing 35 miles of track for the Indianapolis Street Railway Co. as buses and trackless trolleys replace streetcars.

Use of bituminous materials in all public highway work other than projects certified by the Public Roads Administration suspended for the duration.

Transfer of federal gasoline and auto use taxes to states asked by Highway Chairman Sam Hadden to offset anticipated 50% drop in revenue resulting from gasoline rationing.

Works Progress Administration, which has spent \$10.5-billion during its seven years of operation, is abolished by President Roosevelt.

Ray Bower named to succeed Earl Lockridge as state highway chief engineer.

Indiana must find "other and new sources" of revenue if it is to prevent deterioration of its roads and streets, IHC's annual convention at Indianapolis told by Highway Chairman Sam Hadden. "We don't have programs now," he says. "We have projects, and we consider ourselves lucky to get one of them moving."

1943

Federal public works budget for fiscal 1944 only \$72.9-million, compared to \$550-million for current year. All new river and harbor work eliminated and Corps of Engineers flood control spending reduced from \$192-million to

\$16-million. War-streamlined Purdue Road School focuses attention on substitute roadbuilding materials, equipment maintenance, personnel problems and lack of highway revenue.

Robert H. King commissioned a lieutenant commander in Navy Seabee battalion. John Dehner becomes interim president of Indiana Highway Constructors.

General Assembly halts annual diversion of \$1.25-million from highway account to general fund, reduces State Police budget take from highway fund to 50% and imposes 4-cent a gallon tax on diesel and other fuels, in addition to gasoline, used by highway vehicles.

As a member of AASHO's executive committee, Indiana Highway Chairman Sam Hadden urges immediate planning for \$1-billion-a-year post-war roadbuilding program. Hadden declines offer to become AASHO executive secretary.

Capt. Ben H. Petty, professor of highway engineering at Purdue and chairman of the Road School, reports for active duty with Army Engineers.

Congress passes legislation permitting use for the first time of federal-aid funds for right-of-way buying on 50-50 matching basis.

Fred Ashbaucher appointed acting engineer of road construction for the State Highway Commission, succeeding Robert B. Berns who has been commissioned a lieutenant in the Seabees.

Highway Director Sam Hadden elected president of American Assn. of State Highway Officials.

Later, when addressing the 20th annual IHC meeting at Indianapolis, Hadden says "We must now outline the most extensive highway construction program in Indiana's history." Lt. Comr. Bob King was reelected IHC president.

Equipment Distributors of Indiana, Inc., founders (l. to r.) Al Deaney of A. F. Deaney Co., Inc., Fred Johnston of Construction Digest, E. W. MacAllister of MacAllister Machinery Co., Inc., and Art Wilson of Indiana Equipment Co., Inc., were honored at the association's 30th anniversary celebration in 1973.



1944 "A good backlog of well-planned highway projects is the best insurance against another relief program after the war," Indiana Economic Council Director Ray Pike tells Purdue Road School. Highway Director Sam Hadden adds that he is confident the government will provide funds for such a program.

Testifying before the House Roads Committee in his capacity as president of AASHO, Hadden urges enactment of bill authorizing \$1-billion annually for post-war highway rehabilitation.

IHC's Bill Holland and M. W. (Skiv) Cameron host testimonial dinner for Fred Johnston, publisher of Construction Digest. When presented a set of matched luggage in recognition of his efforts on behalf of Indiana highway progress, Johnston asks, "Do you want me to leave town at once?"

Indiana Postwar Public Works Council formed with C. Dana Ward, president of the Highway Materials and Equipment Assn., as chairman and Bill Holland as vice chairman. At least \$400-million worth of work is needed, and "should be in the blueprint stage now," Ward comments.

Addressing IHC's 1944 meeting at Indianapolis, AGC of America President William Muirhead outlines U.S. construction effort "which should total at least \$20-billion annually within five years after the end of the war."

1945 Federal-Aid Highway Act signed, providing \$500-million annually to states for the first three postwar years. Indiana

will get \$12.1-million a year. War Production Board predicts new construction volume in U.S. will dip to \$3.25-billion in 1945, the lowest in 10 years. Hobart Creighton, speaker of the Indiana House of Representatives, goes on record opposing federal aid, says state should assume full responsibility for building and administering its highways.

Gov. Ralph E. Gates names John E. Lauer highway chairman, and Herman D. Hartman, Norman F. Schafer and Keller B. Thompson commissioners. Carl E. Vogelgesang becomes chief engineer, Charles Miser maintenance supervisor, Fred Kellam engineer of bridges and Jim Hallett engineer of road design.

Franklin D. Roosevelt dies April 12 and Harry S. Truman becomes president.

Federal funds apportioned and Indiana announces a 3-year, \$95-million road program. Highway Chairman John Lauer tells 22nd annual IHC convention, held Dec. 3-5 at French Lick, that Indiana must contract for \$34-million during next 18 months to avoid losing road funds. John Dehner elected association president.

1946 Postwar roadbuilding program begins to move as Indiana gets federal approval for \$19-million worth of projects and starts plan work for an additional \$63.5-million in road and bridge construction. Highway Chairman John Lauer reports to Purdue Road School that Indiana is now participating in advance planning for a nationwide, 40,000-mile network of interstate expressways.

Public Roads Administration apportions Indiana \$12.1-million as its share of

second annual \$500-million highway allocation. President Truman signs bill providing \$1-billion for construction and improvement of airports.

Report submitted to Governor Gates by Highway Chairman John Lauer urging a 1-cent increase in Indiana's gas tax. Money is needed, he explains, to match federal funds and to offset annual diversion of \$16-million from motor vehicle account

Ohio Turnpike Committee proposes \$650-million, 1000-mile toll road system. Highway Commissioner Norm Schafer said a similar program isn't needed immediately in Indiana since "at the present time our highways can handle all traffic going through the state."

IHC convention at French Lick is told by Highway Chairman John Lauer that a state-wide survey shows Indiana needs \$529-million to rebuild and modernize its highway system. "While this amount can't be raised immediately," he admits, "it's important that a start be made now."

Contractors also told by Indiana Economic Council Director Ken Schellie that his agency is blueprinting an \$86-million public works program. John Dehner re-elected president. Mrs. F. G. Warwick resigns after 22 years on IHC office staff.



Reflections & Comments

"I remember when one company got a paving job, from Dale to St. Meinrad, and they paid 15 cents an hour for wages. They would alternate the help—one hour on, one hour off. And that wasn't all. In those Depression days there would be a lot of boys waiting there in case somebody got hurt or fell out so that they could step in."

... R. P. Olinger
Olinger
Construction, Inc.



page 24

It was around 1932 or 1933 that we joined the organization. I know the worst of the Depression was over. For two or three years before that, there just wasn't any activity at all—no state work, no county work, no work, period. We went out and took painting jobs with the foremen to try and make a living.

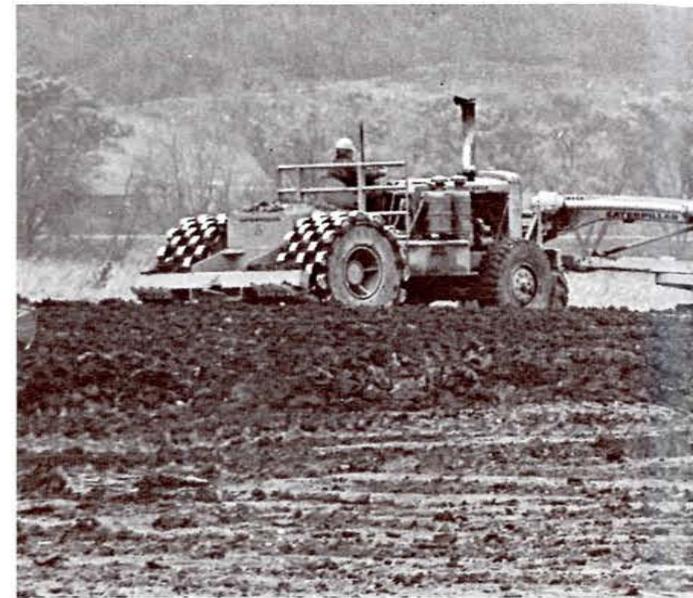
I remember when one company got a paving job, from Dale to St. Meinrad, and they paid 15 cents an hour for wages. They would alternate the help—one hour on, one hour off. And that wasn't all. In those Depression days there would be a lot of boys waiting there in case somebody got hurt or fell out so that they could step in. They would be there all day, hoping something would happen.

Then, in the early Thirties, things started to gradually pick up. But competition was furious, and prices had just started to stabilize. Nobody was making any money.

It was about that time that Bill Holland called a meeting to get more contractors to join his group. He explained that it was unfair competition, and not fair to labor, for all of us to be paying different wage rates. He said it would stabilize prices if we all had union contracts. So I took Joe Ryan by the arm and said, "That sounds good. Let's sign up."

But, within a year and a half after I had signed with the unions, I dropped out. They wanted to dictate who you hired. They wanted to tell you how many men to lay off so they could put new people in. They asked me to lay off 50 per cent of my men one week and the other 50 per cent the following week, although all these men were paid-up members. I objected to it, and there is where the trouble started.

But I've gotten a little ahead of my story. We started out with nothing, before World War I. My first jobs were building concrete



silos. Then the war broke out and people weren't going to expand the cattle business, and the farmer boys got drafted.

After the war, I built a couple of grain elevators and then Herbert Hoover froze the price of wheat and that killed the grain storage business. It took the speculation out of it, and the result was I had to try to do something else.

I noticed that all of the boys wanted automobiles, and the women too, so I came to the conclusion that I would go into the road business. In the meantime, one of the bigger outfits in southern Indiana had gone bankrupt—they had a lot of pre-war jobs on their hands and the prices went up and they couldn't finish them—so I bought their equipment, lock, stock and barrel, at a bankruptcy sale for \$3,500.

There were three steam rollers, four graders, about 25 slip graders, two or three dozen



wheel scrapers, and I bought all that for \$3,500. I kept about a third of it, and rented the other equipment out.

After the Depression, things really started to get better when the state put a minimum wage on its contracts. I think the association had something to do with that. I believe the organization has done a wonderful job in helping to get better legislation, both state and federal. It was really the turning point for state highway work when they put the minimum wage on.

There was lots of competition—Globe Construction Co. and, later on, Traylor Bros. and Feigel Construction Co. They were some of our hardest competition in southern Indiana. But it was never what you would call dirty, knock-out or drag-out. This was another thing which the association helped to promote—a little more ethical competition.

It was about this time, in the late 1920s and early 1930s, that Albert Wedeking first served

as state highway chairman. I always figured that he did more to get roadbuilding going in this state than any other man. Maybe it was just because I liked the man and was a little prejudiced—he was always nice to deal with and would listen to your troubles. But that's the opinion I have.

Albert was a square-shooter, and he had a world of experience. He served on the highway commission and the toll road commission under a number of governors. He was there for so many years, probably longer than anybody else.

Then there was Sam Hadden. He was a nice fellow, and he tickled me. One time I had a road job from Huntingburg east, and I had the grade practically built when the state let some bridges on the same grade. I noticed that they had an item in there, at the bridge sites, for three or four thousand yards of waterway excavation. Well, I had already done that work as part of my grading contract.

Of course you've got to show each unit item in your bid, so I bid that excavation at one cent a yard. I was low on the job, but the state highway commission called me in and said they couldn't give me the contract because I had given an "unbalanced bid."

I said, "In what way?" and they said I'd bid this waterway excavation at one cent a yard and "you know you can't move it for that."

"Oh, I think I can," I said. "You've already paid me 38 cents a yard for moving it, and I can do what little cleaning up there is for a penny a yard. You're the people that 'unbalanced' my bid. You'd better get together with your road department and find out what you're doing."

Sam Hadden looked at the others and said, "Didn't I always tell you that Dutchman ain't no good?"



The rebuilding years

“It is going to take an all-out effort to restore Indiana’s roads to a traffic-sustaining standard.”

1947 Requesting a 2¢ increase in Indiana’s 4¢ gasoline tax, Gov. Ralph F. Gates advises General Assembly that “It is doubtful whether we can keep abreast of highway needs with revenues from present sources.”

Legislature rejects fuel tax hike, revises MVH formula to give state highway department \$14.8-million, counties \$12.2-million and cities and towns \$3-million from first \$30-million in receipts. Additional collections to be distributed 64% to counties, 20% to the state, 16% to municipalities. Highway commission’s annual net loss under new formula estimated at about \$8-million.

As a result of the war, Indiana’s road program is five years behind schedule and we are faced with “a \$500-million backlog, tremendous problems and less revenue,” Highway Chairman John Lauer reports to Purdue Road School.

Tom Johnston, director of Purdue’s Bureau of Information, points out that “This brings us immediately to the part an intelligent public relations program can play in obtaining support for increased road funds.”

Ralph Simpson elected engineer-director of Indiana Mineral Aggregates Assn. President Truman extends federal-aid highway act, permitting states to use \$150-million in unobligated funds.

IHC convention at French Lick told by Highway Chairman John Lauer that 1948 highway budget must be at least \$50-million if progress is to be made in rehabilitating road system. Blair Rieth elected president.

1948 Recognizing need for cooperative effort, State Highway Commission, counties and cities join forces, organize Indiana Joint Committee on Street-Highway Program. Group later recommends \$1-billion, 10-year outlay—\$67½-million annually for state, \$24-million for counties, \$10-million for cities and towns.

President Truman urges immediate passage of another \$1.5-billion, 3-year federal-aid road program, arguing that “highway construction is not keeping pace with traffic needs.” Congress eventually approves compromise \$900-million, 2-year bill.

Highway Chairman John Lauer reiterates importance of long-range, adequately financed roadbuilding program in address to IHC convention, pointing out that Indiana has invested only \$528-million in its highway system in past 30 years.

Governor Gates and Gov.-Elect Henry F. Schricker issue joint plea to legislature for "all-out effort to restore Indiana's roads to a traffic-sustaining standard."

Schricker appoints same highway commission he had in previous term—Sam Hadden as chairman and Albert Wedeking, Jasper (Jap) Jones and Tom McDonald as commissioners, with Ray Bower as chief engineer.

1949 Highway commission completes extensive 2-year needs study, concludes that "Indiana's half-billion dollar road system is wearing out faster than it is being repaired or replaced." Governor Schricker supports bills to increase gas tax 1¢ a gallon and boost auto and truck fees, contending that "this additional money will only begin to remedy Indiana's highway problems."

General Assembly goes along with registration fee hikes, providing about \$6-million more a year, but fails to pass gas tax bill. MVH allocation formula revised to give State Highway Commission 53%, counties 32%, cities and towns 15%. Schricker says he "isn't satisfied," but that the legislature "could have done worse."

Federal Bureau of Public Roads is transferred from Agriculture to Commerce Department.

Undersecretary of Commerce Cornelius Vanderbilt Whitney and Harold Hammond of U.S. Chamber of Commerce speak out against more federal participation. "If the present 50-50 split is abandoned," Hammond

predicts, "within 10 years the country will have a fully nationalized interstate highway system, with 100% federal financing, making state highway departments little more than agents for a national highway department."

"Indiana is spending only 3½% more to maintain and construct highways today than it did 18 years ago," Sam Hadden reminds IHC convention audience, adding: "It is a virtual certainty that a bill providing for an increase in the gas tax will be offered in the 1951 General Assembly, with excellent prospects for passage." R. L. Schutt named to succeed Blair Rieth as IHC president.

Claude Hodson elected president of Indiana County Commissioners Assn. Some 2500 state highway employees get 10¢ wage boost, raising hourly rate to \$1.00 an hour

1950 President Truman requests \$500-million annual federal-aid highway outlay for fiscal years 1951-52. Testifying before Senate roads subcommittee, Highway Chairman Sam Hadden says a 75% federal participation is needed to expedite work on major, interstate routes.

Report submitted by states to Joint Congressional Economic Committee indicates \$41-billion required to modernize nation's 3,327,000 miles of roads and streets.

Congress passes \$1.2-billion, 2-year road bill, with no special funds for proposed interstate system. Indiana will get about \$13-million annually.

Governor Schricker cuts ribbon opening Indianapolis' SR 100 outerbelt from U.S. 40 on east side of city to U.S. 52 on the northwest.

General Assembly nominees told by Governor Schricker that additional revenue, such as a gas tax increase, are not needed to "keep your government on a sound financial basis."

Ignoring governor's position, Highway Chairman Sam Hadden goes on record at IHC convention favoring a 1¢ gas tax hike. Representing county commissioners association, Nelson Grills urges a 2¢ increase. Ray Schutt reelected IHC president.

1951 Despite efforts by IHC, city and county groups and the highway commission, a bill to raise Indiana's gas tax to 6¢ a gallon dies in committee. Sen. Robert O'Bannon named chairman of a special committee to make 2-year study of road revenue needs and possible reorganization of State Highway Commission.

Lucy Lavelle (l.) and Dorothy Haffner register Verne Bergener and C. A. Griffith (r.) of Indiana Equipment Co., Inc., at the 1947 IHC convention.



Highway Chairman Hadden denounces effort by trucking interests to ease vehicle weight and length restrictions because of Korean War.

Indiana Toll Road Commission organized with Jim Adams as chairman, Charles Enlow vice chairman, Bruce Short secretary-treasurer, and Jim DeLaurier and Sam Hadden members.

State Highway Commission forms Department of County Roads, headed by George Goodwin, to supervise federal-aid secondary program.

A gas tax increase proposed by Highway Chairman Sam Hadden and Toll Road Chairman Jim Adams at IHC convention in French Lick. Governor Schricker concedes that "if we are to have adequate roads, we will have to adopt drastic measures," but is non-committal about tax hike. Contractors elect Mike Ryan as 1952 president.

1952 Indiana Congressman William G. Bray strongly critical of proposed 20% cut in F-A road funds for fiscal 1953 and of government's policy of returning only about 25% of all federal highway-user taxes to states. "This is especially deplorable," he says, "when we consider that poor highways are responsible for a great many automobile accidents and deaths."

Congress passes bill authorizing \$525-million annually for highways, including \$75-million for interstate and defense access routes, for fiscal years 1953-54.

Maryland's Gov. Theodore McKeldin tells National Governors Conference

that "some day, superhighways will be constructed with lanes for interstate buses and heavy trucks only."

Highway Chairman Sam Hadden insists trucks not paying their share of Indiana road costs, urges "a ton-mile tax or something similar."

Ohio breaks dirt for 241-mile, \$326-million turnpike, launching toll road boom in the midwest. State Supreme Court upholds constitutionality of Indiana's toll road law, assuring construction of \$165-million east-west route across northern part of state.

1953 Bureau of Public Roads reports that diversion of federal highway taxes hit an all-time high of nearly \$267-million in 1951, up 23% from 1950. ARBA releases figures showing that total diversion since 1924 has now reached \$3.3-billion.

Proponents fail to get a gas tax bill introduced, but legislature does consider a 2-cent increase to automatically go into effect "within 60 days after repeal of the federal gasoline tax." Legislators reject Governor Craig's proposal to replace 4-man highway commission with an executive director, approve instead a 3-man "bipartisan" commission.

Craig names Albert Wedeking highway chairman to succeed Sam Hadden, with Herschel G. Wray and Harry Essex as new commissioners. Carl Vogelgesang becomes chief engineer and Bill Sorrell superintendent of maintenance. Hadden, 70, who has just received ARBA's George S. Bartlett Award for 31 years of highway leadership, says he has no plans except

"to rest a while."

Jim Adams resigns as toll road commission chairman and is replaced by James Cronin Jr. Deane Walker appointed to succeed the late Herschel Wray on highway commission.

Governor Craig spearheads drive for \$2-billion integrated toll and freeway system linking Great Lakes region with Florida and Gulf Coast, gets tentative approval from Kentucky, Tennessee, Georgia and Florida governors.

IHC meets at French Lick, elects Bob Moellering to succeed Mike Ryan as president.

Sale of \$280-million in revenue bonds completed Dec. 17, clearing the way for first contracts to be let for east-west toll road in early 1954.

1954 Indiana gets \$13.7-million as its share of \$575-million F-A road apportionment for fiscal 1954. Albert Wedeking attends five-state conference in Miami to expedite plans for toll/freeway system from Chicago to Florida. J. E. Greiner Co. authorized to start preliminary studies for Indiana's north-south turnpike.

State Sen. Robert Brokenburr urges return of \$16-million borrowed over past years for MVH highway fund. Governor Craig supports proposal in statement recommending construction of more turnpikes. "It's either this," he says, "or a hike on the gasoline tax or a ton-mile tax on trucks, both of which I'm opposed to."

Neil Godwin appointed chairman of highway commission, replacing Albert Wedeking who has been serving without pay since being named general manager of Indiana Toll Road Commission. Virgil (Red) Smith named to replace Harry Essex as a highway commissioner.

Plans for \$225-million, 141-mile turnpike from west of Indianapolis to Gary-Hammond area approved by Governor Craig. Jim DeLaurier resigns from toll road commission and is succeeded by Dr. Dillon Geiger. Geiger later elected commission chairman.

At National Governors Conference, Vice President Richard M. Nixon outlines President Eisenhower's plans for \$50-billion, 10-year roadbuilding program.

Reith-Riley Construction Co., Inc. awarded first toll road contract on \$3,365,528 low bid for 7.4 miles of route in St. Joseph and LaPorte counties.

More than 1500 miles of Indiana's 2-lane roads are overloaded and it will cost \$930-million to widen them to four lanes, Highway Chief Engineer Carl Vogelgesang tells IHC convention.

1955 In line with recommendation made by Clay Commission, President Eisenhower submits \$101-billion, 10-year roadbuilding plan to Congress. Federal aid would provide \$64-billion, including most of the cost of a 41,000-mile Interstate freeway system. Indiana General Assembly ends stormy session during which 2¢ gas tax bill is defeated and no action is taken on measure to restore \$14-million to MVH account. Legislators authorize use of gas tax

money to upgrade existing roads as access routes to future turnpikes, apparently clearing way for sales of bonds for Indianapolis-Calumet area toll road.

Overriding objections of Treasurer John Peters, State Finance Board approves transfers of an additional \$80,000 from state highway funds for a re-survey of north-south turnpike and for feasibility studies for east-west toll road across southern Indiana.

National Highways for Survival Committee organized by automotive and other business and industrial leaders.

Virgil Smith named highway chairman by Governor Craig to succeed Neil Godwin, who resigns after suffering heart attack.

Congress adjourns without passing the Eisenhower highway bill. Regular \$640-million F-A road authorization measure for fiscal 1956 approved.

Indiana Highways for Survival organized, holds first meeting August 9. Group is incorporated Dec. 8 with James D. Adams as president. "Our primary aim," Adams states, "is to inform the public about the ways and means of providing adequate roads and streets."

Speaking at IHC's annual meeting, Highway Chairman Virgil Smith says state will net \$30-million worth of contracts in the first half of 1956. Bob Gast elected president.

1956 Indiana is "the hole in the donut" of free highway construction in the midwest, Lt. Gov. Harold W. Handley tells Legislative Advisory Commission, warning that unless more revenue is

provided we will find ourselves "engulfed in a flood of bumper-to-bumper traffic jams."

"Indiana is perennially straining to match normal federal-aid, and will be totally unable to match any additional funds made available by impending federal highway legislation," IHC's Bill Holland tells Purdue Road School in a plea for concerted industry support for a gas tax increase.

Under chairmanship of State Rep. S. Paul Clay Jr., Indiana Highway Study Commission completes mile-by-mile inventory of Hoosier roads and streets, reports that \$250-million will be needed annually during next 15 years to bring systems up to adequate standards.

President Eisenhower signs 13-year, \$32.5-billion highway bill, including \$25-billion for 41,000-mile Interstate system, launching roadbuilding program "that promises to dwarf any other public works venture in history." Indiana to get \$61.9-million in first year.

Bertram Tallamy named federal highway administrator to direct program, succeeding John A. Volpe, who had been serving as interim administrator.

IHC convention is told by Chief Highway Engineer Carl Vogelgesang that Indiana can have \$302-million biennium roadbuilding program "if necessary state matching funds are made available." Newly elected association president is John Berns.

Gov.-Elect Harold W. Handley promises that a revamped and better financed highway program will be "one of the first orders of business of my administration."

Reflections & Comments

"You can't just pick one function of the association out and say that it is the most important. We have to have all the things it provides. Anything that causes the contractor problems, anything that the contractor needs, the association should be there to help him."

... William L. Houpt
Stone City
Construction Co., Inc.

Our company was incorporated in 1946. I was vice president. In 1949 we got our first state highway contract, and in about 1950 we joined the association. Since that time, I've seen it grow, seen it prosper and seen it branch out.

The association is a fine thing for the contractors. The people have taken more advantage of the association and helped more in the past few years. They have realized the necessity for it, realized that we need to cooperate among ourselves. It has helped to settle the industry and determine the policy of the contractors as a group through the years.

You can't just pick one function of the association out and say that it is the most important. We have to have all the things it provides. Anything that causes the contractor



problems, anything that the contractor needs, the association should be there to help him.

I can think of no field that isn't covered by our present program. We have committees and groups of people that are assigned to practically every problem that needs attention. It seems to me that anything that I've been interested in during the past few years, all I had to do was call and either I got a reply to my question by mail or telephone as soon as you found out what I needed to know.

Probably the number one thing the association has done for the industry in the past few years has been promoting legislation that is favorable to construction. The time that has been spent getting the taxes that were needed for attainment of our highway program has been very valuable.

Also, in the field of labor the accomplishments of the association have been great. If we didn't have the association, everyone would be negotiating his own wage agreements and everything else separately. It would be a terrible mess. It would be chaotic for our industry if each company tried to negotiate its labor agreements individually.

During the past several years our relationship with the highway department has been very good. We jointly pursued and helped to formulate better specifications, making working conditions much better for all the contractors. The association has helped the highway department work out its problems for everybody's benefit. In the past eight years particularly, we have been much closer to the department in public relations, specifications and other areas. We have gained much from this.

I'd like to say, too, that I think our Indiana State Highway Commission has the highest reputation of any state highway department



in the country, and it should have. I think that politics have played the least role in the formation of policy at the top levels of the highway commission in Indiana than in any other state I know of.

There are, of course, many other things that our association has done. It has solidified the highway contractors and made us feel as though we were one, solid group. If we go to the legislature or to the highway department, or anywhere else to ask for something as a group, we have a much better chance to affect their decisions than we would have acting singly.

This is the main reason that our company joined IHC. We don't gain or accomplish anything singly. Our attainments come through cooperation and through joint priorities.

This cooperation has to be carried on, through the IHC staff and through our directors and committees. Every committee has to function. We have to continue to plan ahead. You can't stop; you can't look back.

In order to meet our goals, everybody has to cooperate, everybody has to help.

Bill Kelly (center) and Jim Newland present the 1971 IHC President's Trophy to Bill Hought (l.).

The logo for Indiana Highways for Survival is a black shield-shaped emblem. The top part is a smaller, pointed shield containing the word "INDIANA" in white, bold, sans-serif capital letters. Below this is a larger, wider shield containing the words "HIGHWAYS" and "for SURVIVAL" in white, bold, sans-serif capital letters, with "for" in a smaller font size than "SURVIVAL".

INDIANA HIGHWAYS for SURVIVAL

***"All we have
to do is
tell the people
the facts."***

□ Indiana Highways for Survival—what it represents and what it has accomplished—is a particular tribute to a few men. Bill Holland was the catalyst. More than anyone else, he understood and appreciated the positive, cumulative benefits of a sustained highway public relations effort.

He put the association together, with a lot of help and hard work from such men as P. E. MacAllister and Steve Panke, Ralph Simpson, Arl Doty, Bill Rohlwing, Fred Johnston and Art Graham, and the organizations they represented—Equipment Distributors of Indiana, Indiana Mineral Aggregates Assn., Indiana Bituminous Assn., Portland Cement Assn. and Construction Digest. James D. Adams, Columbia City businessman and former state highway chairman, agreed to serve as IHFS's first president.

"All we have to do," Holland said, "is tell the people the facts."

That was in 1956, and the facts at the time were that traffic was increasing at a tremendous rate on inadequate, outmoded highways suffering from years of neglect.

Plans had already been drawn to modernize the system and to build the Interstate network. With very little opposition, Congress passed the most significant transportation legislation in history—the Federal-Aid Highway Act of 1956.

The newly formed Indiana Highways for Survival was instrumental in swinging unanimous support of Indiana's Congressional delegation behind this legislation, and in promoting a 2-cent state gasoline tax increase the following year to generate matching revenue so

Indiana could gear up its own road-building effort.

In short order, this particular crisis was past. The Interstate program was accepted as a virtually endless future reality. After all, dedicated taxes were assured to complete this far-reaching expressway system, and to build and improve thousands of miles of other highways.

A paradox of public relations is that nothing breeds failure like success. The inevitable happened. The highway industry accepted the millenium, rolled up its sleeves, rolled out the equipment, went to work . . . and almost completely forgot about Indiana Highways for Survival. Who needed it?

Its budget nose-dived and, suddenly, Indiana Highways for Survival had a new goal in life—its own survival. For years after that, the first item on the agenda of every IHFS executive committee meeting wasn't a discussion of what the organization could or should be doing to help sustain public support for modern roads and streets. It was the priority business of how to keep the association financially afloat.

Fortunately, others came along to pick up the work load, notably Jim Newland and a long line of Indiana Highway Constructor leaders—Ed Boswell, Bill Kelley, Jerry Dehner, John Bender, George Hughes, Blair Rieth, Phil Berns, Walt Land, Vern Mann, Carl Ingwalson, et al; John Spangler of the Asphalt Pavement Assn. of Indiana, along with Mick McTague, Fred Fehsenfeld, Jim Brooks, Dick Stephenson, Bill Jones and others; Joe Harrison of Indiana Mineral Aggregates Assn. with such men as Paul

Steitz and Bill Karns; Dave MacAllister, Art Wilson, Ralph and Bill Reid and the equipment people; Dick Albright of the Indiana Concrete Council; Virgil and Chuck Morris of Common Labor and Earl Whitehurst and Russ McCoy of the Operating Engineers; Wayne Campbell and Bill Quebe of Consulting Engineers of Indiana; people like Roger Curry, Rich Drew, Tom Goby, Chuck Stimming, and many, many others.

Prof. Harold L. Michael, Purdue University's nationally-known and respected highway engineering authority, succeeded Jim Adams as IHFS president in mid-1965 and, by then, things were happening again. Benefits started accruing. The organization's foundation hadn't been disturbed.

Indiana Highways for Survival had firmly established itself . . . with the press, with the General Assembly and with our Congressmen and Senators, with a succession of state highway and local road and street officials and, most importantly, with the public . . . as a reliable, accountable and always available source of highway information.

The bi-weekly Highways for Progress newsletters kept plugging away at one central theme—there is no substitute for adequate, safe roads and streets. News editors, columnists, editorial writers and radio/TV news staffs believed what we were saying, and helped carry our message.

Whenever there was legislative or Congressional testimony to be prepared, meetings to be held, speeches to be written and information to be compiled, people in the industry thought of Indiana Highways for Survival. Better yet, they



● Typical IHFS activities (clockwise, from the top): Democratic candidate Matthew E. Welsh (l.) and Gov. Edgar D. Whitcomb debate highway issues during 1972 press conference. President Harold L. Michael presides at a Washington meeting for Indiana's Congressional delegation and state highway officials, including Executive Director Bob Harrell (seated). At another Washington seminar, Sen. Birch Bayh (center) chats with (l. to r.) Jack Shore, Operating Engineers; Jim Proctor, Indiana Legislative Council; Vern Mann, Hoosier Fence Co., and Jim Heyde, McMahan-O'Connor Construction Co. Retiring IHFS President Jim Adams (r.) receives a plaque from IHC's Bill Holland during a dinner in his honor in mid-1965.



● Expressing their viewpoints during one of the many Washington conferences sponsored by IHFS and the Indiana State Highway Commission are Congressmen William G. Bray (top left), Roger H. Zion (top right) and Earl Landgrebe (right). IHFS has also hosted numerous civic meetings held in conjunction with highway dedications. Listening to President Harold Michael at the I-65 opening day luncheon at Franklin are (l. to r.) Highway Director Bob Harrell; Governor Whitcomb; Highway Chairman Ruel Steele; Mrs. Vandivier and Mayor F. E. Vandivier of Franklin; Maxine Gordon of Congressman Bray's office; State Sen. Keith McCormick and State Highway District Engineer Art Rucker.



began to take it for granted that we would help do the job.

Informational literature and slide-films were prepared. Then came the two 28-minute color/sound movies. *The Roadbuilders* and *Transportation—A Time for Decision*, both of which have been acclaimed as outstanding industry promotional films.

Associated Equipment Distributors and Caterpillar Tractor Co. launched concurrent campaigns to encourage formation of more good roads groups in other states. Their selected prototype: Indiana Highways for Survival.

A reputation such as this isn't developed and nurtured overnight, or in a year or two. Nor can you buy it, any more than you can put a price-tag on the volunteer services of men like Jim Adams, Harold Michael and many others. But it has tremendous intrinsic value, nonetheless, and an organization such as IHFS virtually worthless without it.

Backed up with hard work, this reputation has, over the years, accounted for many tangible results. An example would be the 2-cent fuel tax increase approved by the 1969 General Assembly to finance the \$60-million a year primary highway and local arterial road and street programs. There was a great deal of planning and concerted effort behind this legislation, most particularly by Ruel Steele, Bob Harrell and the State Highway Commission. But, as both of these men have attested, this bill would not have gotten through in the final hours of the session without the grass-roots contribution of Indiana Highways for Survival.



An important IHFS function is joint sponsorship with the highway commission and local chambers of commerce of area press conferences. Speaking at 1972 Evansville meeting is Bob Harrell.

In short, Indiana Highways for Survival has and is accomplishing a great deal. Its cost/benefit service to Indiana's highway industry and to Hoosier motorists has been fairly remarkable, all things considered. And much remains to be done.

Through no fault of its own, other than perhaps a reluctance to maintain effective, well-financed public relations programs in every state and also at the national level, the highway industry is crisis-prone. Solve one problem and up crops another, frequently more serious than the one before.

No one can argue the fact that the highway industry has a multi-faceted crisis today which, measured by both short- and long-range consequences, is as dire as any it has ever faced. Highway transportation, which has been aptly described as "the production line of our nation's economy," is in jeopardy. For lack of funds, and comprehension, there is a very real threat that this production line may be allowed to deteriorate.

A few outspoken critics question the benefits, if not the very necessity, of our highway transportation system. It is easy enough to discredit this horse-and-buggy philosophy. It is more difficult to combat the subtle, more popular and potentially much more catastrophic belief that completion of the Interstate system is an end to itself, that our highway system has reached its zenith and will require little or no consideration in the years to come, and that the nation's attention can now be transferred to other transportation needs.

Bill Holland's admonition, 18 years ago, that "all we have to do is tell the people the facts" is still valid. What we must also do now, however, is to translate these facts into aggressive, viable programs to protect and enhance the taxpayers' multi-billion dollar investment in their road and street systems. This is the job for Indiana Highways for Survival.

Reflections & Comments

"I still remember very fondly the good times we had at the Speedway when everybody, including labor, was invited. I thought this was a great thing. This probably had much to do with our labor relationship, getting across the table from each other in a friendly sort of atmosphere."

... **John R. Feigel**
Feigel Construction
Corp.



About the time Indiana Highway Constructors was incorporated, our company was working in Missouri and Tennessee. Then we moved up into Illinois and from Illinois came over into Indiana.

When we came to Indiana, the highway contractors were a cold, stand-offish group, and I was alarmed about whether we would ever be able to get acquainted. As time went on, though, I began to realize that there was quite a lot of merit to this organization.

The labor situation began to arise, and we were no longer independent contractors, each in his own little niche. We were going to have to work together to overcome some of these problems.

It was a great thing in Indiana that, once they got started, the highway constructors moved fast and were on firm ground in their labor relations.

I still remember very fondly the good times we had at the Speedway when everybody, including labor, was invited. I thought this was a great thing. This probably had much to do with our labor relationship, getting across the table from each other in a friendly sort of atmosphere. Without those meetings that we had in the summers, we would not have moved nearly as rapidly.

I've appreciated the interest that everybody has shown in attempting to carry their fair share of the time that it takes to make an organization like this run. It can't be left to the executive secretary—he can only serve as a guiding light, an inspiration and a source of information to get things accomplished. He has no real authority to direct how any organization shall conduct itself.

It must be developed by understanding that the group has to be of a common purpose in their labor relations and a common purpose in

their relationship with the highway commission and that many problems are common to all of us.

I recall noticing a warm relationship with the highway commission in Tennessee and Illinois that did not exist in Indiana in the early days. There was too much reserve. The commission in Indiana seemed to feel that any suggestions on our part were maybe defeating the purpose of the commission. Over a period of time, this has been overcome to where, I believe, we have a better relationship now between the highway commission and the contractors than I experienced back in those early days in the other states.

Within each highway district you have some problems, however, that should be thrashed out at the district level. With the district meetings, we have been able to eliminate much of the fuzz that has existed and bring it down and put it on a common ground.

In southern Indiana, Indianapolis was a long way away. We needed those visitations. We appreciated very much the fact that we employed, you might say, a traveling representative who came out to our offices and got right down to cases on things.

Of course, we want our members to feel that they are a part of the organization, but they have few times that they are able to express themselves. At the district level, it all comes out. Some of it may be peanuts, but we have their interest, and they feel they are a part of it. This is where the camaraderie or esprit de corps, or whatever name you want to tag to it, is the thing that has been helpful.

The fraternalism of the group at its meetings was something we came to know at French Lick. Some funny stories came out of those meetings.

At one meeting at French Lick, there was an



John Feigel (r.) receives IHC President's Trophy from Vern Mann at the 1972 convention.

incident involving the Verplanks. Roy Ryan and George and Abe Verplank were going down toward the main part of town after dark. They were walking down the street, and directly George and Roy Ryan Sr. looked around and saw Abe wasn't with them.

They went back about a block and found Abe sitting in the gutter. They asked him what was the matter, and he said, "Oh, they sawed off my leg."

Well, the trouble was that he had had one or two, and he was walking with one leg in the gutter and the other up on the sidewalk. He really thought there was something wrong with him.

I recall there was a time when we were all tight-fisted contractors and we had some concern in our budget. The association was

accumulating a little surplus, and about everybody wanted to cut the assessment. There were several of us then who said, "Let's not cut the assessment, let's increase the service." As long as we can increase the service in direct proportion to the monies expended, then this is something we must have in mind in order to accomplish what we are trying to do.

It has been to everybody's benefit, as we know, to stand shoulder to shoulder in a fair presentation of our case, as with labor. And as I say fair—it has to be a two-way street.

I have been deeply appreciative of the way that we have handled our funds. I think they have been properly expended to the maximum use, and I hope that this will continue, that discretion at all times will govern.



The Interstate years

1957 Acting on recommendation of Indiana Highway Study Committee, General Assembly boosts fuel tax from 4¢ to 6¢ a gallon, effective March 15. Highway Chairman John Peters says contracts worth at least \$45-million should be let within next six months.

George Foster named by Gov. Harold W. Handley to new post of state highway executive director. Two other new positions — assistant chief engineer and engineer of construction — assigned to J. R. Cooper and J. T. Hallett.

H. E. (Gene) Bodine and Charles Maddox named to highway commission.

Peters tells IHC mid-year conference that Indiana's lagging highway program will shift into high gear in September with \$150-million, 12-month contract

outlay. Route location recommendations for \$1-billion, 932.5-mile Indiana Interstate system submitted to Bureau of Public Roads.

Congressman George H. Fallon tells ARBA county roads conference at French Lick that no national highway program can accomplish its objectives without "parallel progress on the county and local road systems."

Addressing IHC convention, Highway Director George Foster predicts \$120-million state roadbuilding program for 1958. Paul Sawyers succeeds John Berns as association president.

1958 After Indiana's biggest letting in history — \$16.5-million in April — Governor Handley boosts estimate for 1958

highway program to \$135-million. State's MVH tax collections soar to \$100.7-million for fiscal year ending June 30. Coupled with federal allocation of \$93-million for the next 12 months, this makes outlook for accelerated roadbuilding in Indiana "extremely good," Highway Director George Foster comments.

Charles Dawson named to highway commission to replace Charles Maddox who resigns to run for State Senate seat.

Indiana Supreme Court rules that property owners can seek damages for "inconvenience" resulting from highway project even though their land isn't required for rights-of-way. State highway spokesman comments that "we'll have damage claims for every foot of road we want to build."

Governor Handley and Highway Director George Foster, principal speakers at IHC convention in French Lick, say Indiana's 1959 roadbuilding outlay should top \$134-million, up about \$24-million from 1958. Indiana's highway laws have grown "like Topsy" and badly need recodification, says State Sen. Ruel W. Steele, chairman of subcommittee studying the problem. Contractors elect Richard W. Kelly president.

1959 Bill extending non-political status to several hundred state highway job categories passed by General Assembly but vetoed by Governor Handley. Measure exempting city transit systems from paying state fuel tax approved, along with bill creating Division of Right-of-Way and Division of Purchasing

within State Highway Commission.

After less than three years, it appears the federal-aid highway program may "hit the wall." Highway Trust Fund is depleted. By razor-thin 12-11 vote, House Ways and Means Committee rejects proposal to suspend all federal highway allocations to states for one year. Indiana Congressman Joseph W. Barr's bill to funnel \$1.5-billion in other vehicle excise taxes into Highway Trust Fund dies in committee.

By August, roadbuilding programs in Indiana and other states are stalled. "Indiana will schedule no further lettings," Highway Chairman Peters says, "unless we are assured that our reimbursable federal claims will be promptly paid."

Congress finally passes compromise highway revenue bill, at President Eisenhower's urging, raising federal fuel tax to 4¢ a gallon for an 18-month period and temporarily transferring certain vehicle excise taxes to highway fund. Action comes too late to salvage Indiana's hoped-for \$150-million roadbuilding year. Contracts total less than \$70-million compared to 1958's \$105.7-million.

Highway Chairman John Peters promises IHC convention that "things will be better next year." Robert F. Berns succeeds Dick Kelly as IHC president.

1960 After slow start, Indiana's Interstate program recuperates and, by early 1960, state ranks 10th in I-system contracts completed or underway. Obligations for all federal-aid roadbuilding in

Indiana since mid-1956 now total nearly \$450-million. Assistant Chief Engineer Russ Cooper tells Road School audience that 1960 state highway program should exceed \$95-million.

Ben H. Petty, professor of highway engineering at Purdue for 40 years and long-time chairman of the Road School, dies en route to home in Florida. Prof. Harold L. Michael named to succeed him as vice president of Indiana Highways for Survival.

State Highway Commission outlines \$254-million program for upcoming fiscal biennium. Mandated by 1959 General Assembly, this represents the first long-range, project-by-project work schedule ever put in force by the department.

Highway Commissioner Gene Bodine tells IHC's annual meeting at French Lick that Indiana's 4-year road program — \$386-million for 600 miles of new highways, 1255 miles of resurfacing and 1505 new and rebuilt bridges — was "very good, under the circumstances, but it could have been better."

Critical of political influence, Bodine says patronage should be eliminated in the highway department "from the top

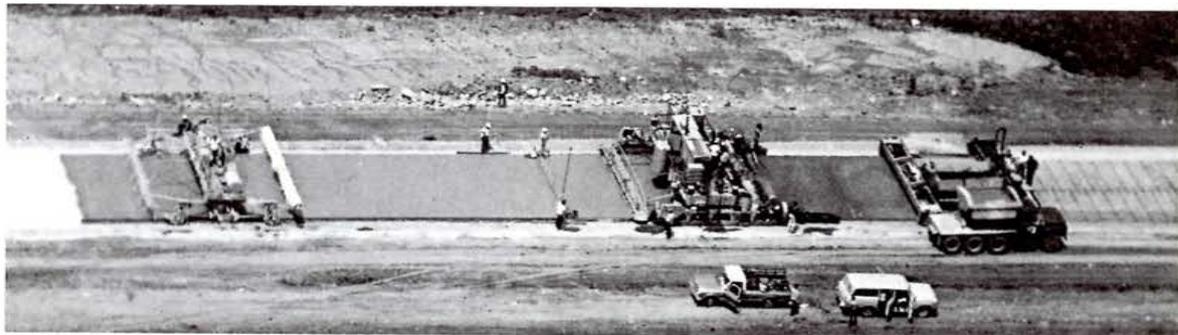
echelon down to and including subdistrict superintendents." A. D. (Blackie) Blackburn elected IHC president for 1961.

Gov.-Elect Matthew E. Welsh says he will retain George Foster as highway executive director to "maintain continuity" and recommends 4-member bipartisan highway commission to replace present 2-member board.

1961 General Assembly gives Gov. Welsh his highway reorganization bill calling for a 4-member, bipartisan part-time highway commission, and statutory authority to office of highway executive director. Appointee to be registered professional engineer qualified "by education, training and experience" to administer highway department functions.

President Kennedy asks Congress to focus attention on urban transportation problems, appoints Rex Whitton to replace Ellis Armstrong as Bureau of Public Roads administrator.

The U.S. will be realizing "at least \$5-billion annually in dividends" when the 41,000-mile Interstate system is com-



pleted and open to traffic, ARBA Executive Vice President Louis W. Prentiss tells Congressional "Road Rally" at Indianapolis.

More than 200 business, civic and political leaders attend conference, sponsored by Indiana Highways for Survival. Guests include Sen. Homer Capehart, Congressmen Charles Halleck, E. Ross Adair, Donald Bruce, Bill Bray and Richard Roudebush.

David Cohen appointed highway chairman. New commissioners are Ed Furnish and Hugo Weissbrodt. George Goodwin replaces Carl Vogelgesang as chief engineer.

Highway Act of 1961 signed into law by President Kennedy with extension of 4¢ federal fuel tax and increased excise levies on vehicles and accessories, providing estimated \$9.6-billion more to complete Interstate system.

Contractors attending IHC convention are told by Governor Welsh and Highway Chairman David Cohen that right-of-way buying is the biggest single obstacle blocking Indiana's road program. Kenny Winslow installed as IHC's 1962 president.

1962 Highway commission boosts starting salaries for engineers from \$465 to \$550 a month. Governor Welsh names Portland Cement Assn.'s Bill Rohlwing to head special citizens' committee to evaluate department's entire pay structure, recruitment and job placement practices for engineers. J. Earle Wooding succeeds the late Hugo Weissbrodt as a member of the commission.

Rep. John Blatnik's House highway investigating committee starts hearings. Sen. Lee Metcalf of Montana introduces bill requiring all planned road projects to be certified by Interior Department as being "satisfactory in the interests of conserving fish and wildlife and recreational resources."

State Sens. Walter Barbour and Paul Bitz, co-chairmen of legislative committee studying local roads, recommend that county commissioners be given free hand in spending gas tax funds and that \$5000 in MVH receipts be set aside annually for each county to help pay salaries of professional road engineers.

Congress passes highway authorization bill, \$2-billion in delayed F-A allocations released (Indiana gets \$86.8-million). Federal Highway Administrator Rex Whitton urges states to "take all possible measures" to get roadbuilding programs in high gear.

At IHC's annual meeting, Governor Welsh says "I will guarantee that both 1963 and 1964 will be record-breaking years for highway construction." Highway Chairman Dave Cohen's estimate: \$125-million in 1963, \$150-million the following year, with emphasis on Interstate work. Carl Verplank elected IHC president.



1963 Indiana's Interstate program picking up momentum with a third of the system, including toll road, now open to traffic. George Foster dies while spending New Year holiday with his family at Lansing, Mich. George Goodwin succeeds him as highway executive director and Fred Ashbaucher becomes chief engineer.

More than 860 business leaders, public officials and press people attend series of eight Highway Week meetings held throughout state under auspices of highway commission, IHFS, State Chamber of Commerce and other groups.

Working on Western Kentucky Parkway, Green Construction of Indiana, Inc., becomes first contractor in history to pave more than two miles of 24-ft.-wide PCC pavement in a single day.

Sultan Cohen selected to head highway department's new construction evaluation task force. Preliminary design work started on Indianapolis' \$80-million innerbelt freeway system.

By executive decree, Governor Welsh removes another 1000 state highway employees from patronage ranks.

John Feigel named IHC president. Indiana state highway awards reach a record \$128.4-million by year's end, including contracts for 134 miles of new Interstate routes.

1964 Pointing out that road-building contracts in 1973 were 11.7% under engineers' estimates, compared to

national average of 6.3%, Highway Director George Goodwin observes that "no where in the country is competition between contracting firms more pronounced than in Indiana." He goes ahead to say that, barring cutbacks in federal allocations, Indiana's 1119-mile Interstate network will be open to traffic well ahead of 1972 deadline.

Highway commission partially reorganized along guidelines recommended by Roy Jorgensen & Associates. Three new divisions — Highway Operations, Highway Development and Technical Services — are established, and each district engineer is assigned an assistant engineer.

IHC Executive Secretary Bill Holland presented Ben H. Petty award at Road School for "outstanding contributions to highway progress in Indiana."

Dick Wetzel appointed executive director of Marion County Metropolitan Thoroughfare Authority. Court ruling invalidates \$10 passenger car levy, trimming MTA's anticipated annual revenue from \$3-million to \$350,000.

Fourth for bridge? Firth of Forth bridge opened in Scotland Sept. 4, making it world's fourth longest suspension bridge. Verranzano-Narrows bridge opened two months later, making Firth of Forth bridge, replacing Firth of Forth ferry for Fife and Perth, the fifth longest instead of the fourth.

Governor Welsh announces \$556-million highway budget for next two fiscal years at IHC convention, says completion of Interstate system will be "only a starting point, not the end of an

era, if highway development is to keep pace with traffic demands." Jerry Dehner is new IHC president.

1965 Gov. Roger D. Branigin appoints Robert Whitehead highway chairman, Ted Hagerman, Marvin Evans and Dr. Anthony Forszt members. General Assembly changes schedule for distributing MVH funds from quarterly to monthly, providing one-year, \$25-million "windfall" for counties and cities. Whitehead tells Road School opening session that exclusion of state from this special allocation will "not do serious damage to Indiana's highway program."

Bill Holland retires after 40 years as IHC executive secretary, remaining on the staff as a consultant. His successor is James G. Newland, the association's public relations director since 1960. A University of Notre Dame graduate, Newland spent 19 years as a reporter for the Indianapolis News and as an account executive with Carl Byoir & Associates before joining IHC.

Noting that 1965 roadbuilding program is off to slow start — \$19-million worth of contracts in first four months — Martin L. Hayes, newly appointed executive director, says year-end total should still top \$90-million.

"Going places when you choose and in the way you choose is as vital a part of the American style of life as indoor plumbing," Sen. Jennings Randolph tells Senate colleagues during debate on highway bill. Many years ago, he adds, one of his West Virginia constituents put

it more plainly. When asked by a WPA interviewer which "appliance" she wanted most, an elderly Appalachian lady said it would be an automobile. Why would she buy a car when her home didn't even have a bathtub? "Sonny," she replied, "you can't go to town in a bathtub."

Prof. Harold L. Michael, a member of Purdue's civil engineering faculty since 1951, elected to succeed Jim Adams as president of Indiana Highways for Survival. Bill Holland, one of the founders of IHFS, becomes vice president and Jim Newland secretary-treasurer.

Joe Harrison named assistant state highway executive director and Clyde (Bill) Goen replaces Roy Whitton as secretary to the commission.

"Business demands adequate roads and streets," Sen. Birch Bayh tells IHC convention. "If it doesn't get them it goes elsewhere, and we can't afford to let this happen," John Bender named association president.

1966 After modest start in 1965, with \$88-million in awards, state highway program should now start breaking records, Governor Branigin says. To help counteract "drop-out" of engineers and other trained personnel, he approves across-the-board pay raises for 2100 highway career employees.

President Johnson urges establishment of Cabinet-level Department of Transportation, proposes various tax hikes to pump \$400-million more a year into deflated Highway Trust Fund.

Unless more road revenue is provided, Indiana may cease to be the "cross-roads" and become the "bottle-neck of America," State Sen. Robert Peterson, chairman of the Highway Needs Study Committee, warns Purdue Road School audience.

Bjarkoey, an island off the coast of Norway, acquires the world's worst traffic accident rate overnight when the island's only truck collides with the island's only car on the island's only road.

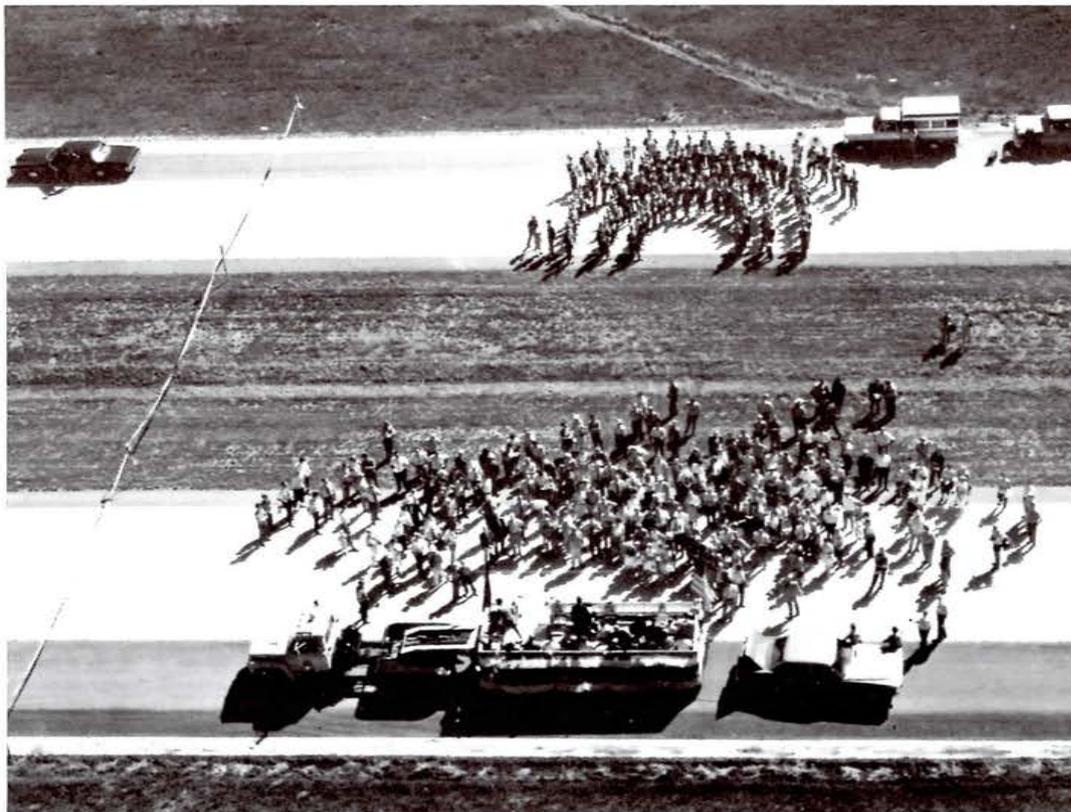
Federal highway program observes

50th anniversary. President Woodrow Wilson signed first Federal-Aid Highway Act July 11, 1916, providing \$5-million to be apportioned among states on 50-50 matching basis. Federal participation on any one project limited to \$10,000 a mile.

Martin Hayes' forecasted speed-up in highway construction holds true, with contract awards hitting a record \$82.4-million by mid-year. At the same time, Interstate completion went over the 50% mark.

Congress passes \$19.7-billion, 5-year highway bill. Indiana's scheduled alloca-

Ribbon-cuttings for modern, four-lane highways became common Interstate years events.



tion for next two fiscal years exceed \$200-million. Program will be administered by new Department of Transportation.

On Nov. 25, President Johnson orders retroactive 17.5% cutback in fiscal 1967 federal highway spending. IHC's Jim Newland points out that this leaves Indiana with only \$20-million in available F-A funds for entire first half of 1967.

Action comes on the heels of state's biggest roadbuilding year — \$163.5-million in construction contracts.

George Hughes takes office as IHC's 1967 president.

1967 Most of federal allocations restored in March but, by this time, Indiana's highway program more than 60% behind 1966 pace. Awards during first three months total \$15.6-million.

Legislature rejects Governor Branigin's request for 1-cent gas tax hike to start upgrading primary roads, but does return \$14.4-million borrowed from highway commission 30 years earlier. State immediately puts this money to work replacing hazardous "killer" highway sections and narrow bridges.

Starting in June, all planned F-A highway projects must incorporate a number of new safety features, DOT Secretary Alan Boyd announces.

Addressing IHFS's Highway Industry Day conference in Indianapolis, Federal Public Roads Director Frank Turner gives credit to new multi-lane Interstate freeways for nation's steadily declining per-mile-traveled traffic fatality rate.

A \$4.8-billion federal apportionment

is authorized for fiscal 1969. Indiana's portion would be about \$105-million.

DOT Secretary Boyd then reveals that another cutback in the nation's road-building program of perhaps as much as 50% is being contemplated, and requests "comments and/or suggestions." Indiana Congressman Bill Bray's reaction is to introduce a bill rescinding all federal highway taxes.

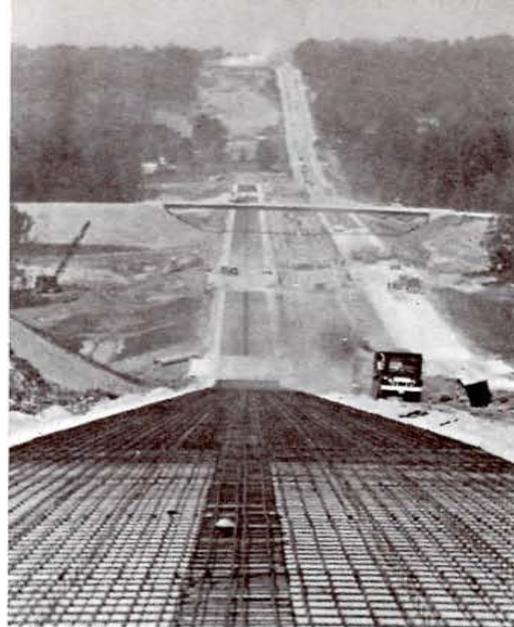
Speaking to an Assn. of Indiana Counties audience about revenue sharing, State Rep. William D. Ruckelshaus says local officials "have a much better defined idea" of actual needs than officials in Washington. "You might see to it that needed, safer highways are built, for example, before we start worrying about beautifying them."

Despite first-quarter withholding of federal funds, state highway contracts reach \$134-million in 1967.

1968 In a report on Indiana Highway Needs Committee findings at the Purdue Road School, State Sen. Robert Peterson says, "We can talk about economy in highway administration and no diversion of road funds. But, by themselves, they won't get the job done. There will be bills coming out of the roads committees during the next General Assembly, red-flagged because they will call for a 1¢, 2¢ or 3¢ increase in the gasoline tax."

At its 44th annual convention, IHC installs Phil Berns as president.

A record \$10.85-billion, 2-year federal-aid highway bill passed by Congress, with \$8-billion earmarked for Interstate



network. Indiana should get \$108-million in FY 1970.

IHFS sponsors press conference and luncheon at Indianapolis with more than 400 legislators, other public officials and business leaders attending. Gubernatorial candidates Edgar D. Whitcomb and Robert L. Rock agree on one issue: Whitcomb — "I believe any motorist who can see what can be done with additional revenue would favor increasing the gas tax." Rock — "I don't think there's any question that there will have to be an increase in highway-user taxes."

Government announces another moratorium on federal-aid highway spending in early September. Freeze isn't entirely lifted until early 1969. Net effect is that some \$1-billion in planned projects are postponed.

Governor Branigin's comment: "The on-again, off-again handling of these funds in an important and vital area to all of us simply defies understanding."

Reflections & Comments

"I think the need for development of highway and construction programs and improvement of specifications and development of funding continue to be vital factors. We are in as big a transition now and over the past 15 years as they were in the '20's."

... Blair A. Rieth
Rieth-Riley
Construction Co., Inc.



I think one of the factors that we have with the Indiana Highway Constructors is the heritage that we have going back to the beginning of the association, which was established on a very high plane of integrity.

That has been a keystone of our association, and I think that out of that has come the fine respect and reputation that the Indiana Highway Constructors has, both in and out of the industry. Certainly it has continued right up to the present, and I think that it is a very basic characteristic that we should maintain and continue in all relationships.

My father was always interested in the association, and he served as its third president. He felt that it was an organization that would represent the interests of the constructors themselves to solve common problems that they all had in the developing highway industry.

Back in the '20's it was very important to have order and quality work and proper programs and good specifications. These were concerns common to the entire industry. An association could obtain these better than each contractor working alone.

In the '20's, of course, the highway industry was really just beginning to roll and "getting out of the mud," as they used to say. There were a lot of developmental factors and a lot of need for organization of highway departments, both on the state and local levels. Development of programs and legislation, of course, was important, and the gas tax money was important. Those are problems that the association can handle better than individuals.

I think the need for development of highway and construction programs and improvement of specifications and development of funding continue to be vital factors. We are in as big a transition now and over the

past 15 years as they were in the '20's.

It is important to have a good working relationship with the highway department, and to provide a channel through which the contractors can work with their common problems, as well as some of their special problems.

It is a two-way street as far as the highway department is concerned. We, as contractors, have our end of the contract to perform, and they have their side of the contract—to determine what the specifications are and how those can be related to accomplishing a job in the best way for the least cost. I think that the channel that Indiana Highway Constructors can be for a flow of information to and from the highway departments and other construction authorities and the contractor is very important.

I think the district meetings are helpful in many ways to the highway department and its personnel, as well as to the contractors. Most of our problems are common problems. They are not necessarily the problems of the contractor or the problems of the highway department, they are one and the same problem. When we can have meetings that will help bring us together to resolve these problems to the betterment of the product, that is constructive and most desirable.

I think that as an area that is part of the total relationship of those within the industry, these could be augmented by meetings with some of the other awarding agencies. It is, however, a matter of having the time and money to be able to do some of these things.

We also need a clearing house for all types of regulations—OSHA, EEO, EPA, and the whole myriad of others—there are too many even to count. Right now we are back at the top of a cycle, and I think we have more

regulations to deal with than perhaps we have ever had. During the war, of course, the association also filled that spot in being a clearing house and an arm of the contractors in resolving the types of situations with regulations that we couldn't have resolved or that would have taken a great deal of time and effort to resolve individually.

Of course, one of the important areas that I haven't mentioned that we almost take for granted is labor relations. Through the years that has been a major concern, and a very proper concern, of Indiana Highway Constructors, and it continues to be an important part of the association's work.

The highway departments, other construction authorities and the contractors all ultimately serve the public, and I think bringing to the attention of the public the facts about highway transportation is important.

Actually, at the present I don't believe that the public has sufficient information. I don't believe that a lot of the public is aware of the ultimate programming that is being proposed in some areas that will substantially reduce highway improvement because of lack of money. They do not realize that down the road a few miles and a few years we will have a real mess.

It is not a matter of being opposed to proper mass transportation or air transportation or rail transportation. It's a matter of needs and the facts being clearly shown.

I think that Indiana Highway Constructors, cooperating with the newspapers, other media, Indiana Highways for Survival, Purdue University and other channels, has a responsibility to the public to present information that they might not otherwise get, so that the public and public officials and the

ALBERT A. RIETH
(1883-1943)



legislators are informed of all the factors that enter into their decisions.

Certainly the need for public relations at all levels is very important. I am not an expert in that area, but I know it does require a lot of programmed activity. I think that probably we're all guilty of not participating in some of these areas. Our industry consists of mostly medium-sized and small businesses and, therefore, has no big single source of finance, as some groups may have, and that puts a limiting factor on it.

I think, though, that Indiana Highway Constructors has a lot to offer, and more to offer than we perhaps have been giving. This is an area that needs and deserves additional attention.

From The Beginning . . . a tribute to Bill Holland



by Jim Newland,
Executive Secretary,
Indiana Highway Constructors

□ The founders of Indiana Highway Constructors knew from the start who they wanted as the Association's first executive secretary.

Minutes of the organizing meeting are recorded as follows:

Place: Parlor "S" Claypool Hotel, Indianapolis.

Date: March 16, 1924.

Paul Meredith: "Now, gentlemen, the next thing is an executive secretary."

William Willmore: "We should not be in too big a hurry to close this up. A mistake of that kind would be fatal. I have in mind one of the best fellows you can get. I think we want a man who could be a contractor if he wanted to be. The man I'm referring to is Bill Holland, who now is with Portland Cement Association."

M. P. O'Connor: "I can say this for Mr. Hol-



land. I don't know whether he will be with the cement association another year or not. But if he says he will come with us, I have sufficient confidence in him to know that he will do whatever he says he will. As to his efficiency, we cannot, no matter where we seek, find a more intelligent chap, or a more likable chap, or a man who could do better work than Mr. Holland. He certainly is conversant on any subject that might confront a man in this position."

Mr. Meredith: "I think he'd take the job if the conditions are right. I think we should contact him and offer him the job."

So a two-man committee made up of the president and secretary-treasurer was appointed to contact Bill. It was given discretionary powers to hire him if he was interested.

The committee later sought an interview

with Bill. The offer was made, but before he would accept, Bill laid down three specific conditions which he insisted would be adhered to:

1. The main objective of the Association would be to stabilize the entire industry and always strive for a strong, healthy, adequately financed highway program.

2. Every member would be treated alike . . . no favorites. And, above all, honesty, truthfulness and integrity would prevail.

3. There must be at least 25 companies in the Association.

"But, Bill, we have only 23 now," he was told.

Bill asked for a list and, after scanning the list carefully, picked up the telephone. Ten minutes later there were 25 members.

This, then, is how it started.

So it is fitting and proper that this 50th Anniversary Book should be dedicated to W. M. Holland.

Whatever successes IHC has achieved in its 50 years of life, a great portion of the credit must go to him. He founded it with honesty and integrity and sound judgment, and from this foundation the Association has grown in strength and stature.

Bill believed, and still does, that there are two important ways of looking at life.

One is to be guided by reason and a sense of fact, a path that leads to the rational and realistic.

And the other is looking at life in terms of the emotions and the imagination. This, in the world of art and literature, is called the romantic.

Bill is a most unique man because he has had the uncanny ability to separate the two, but to combine them when necessary.

He was always guided by reason and a sense of fact. But he also was gifted with an

abundance of imagination. He balanced these two qualities with a deft craftsmanship that was impressive.

Integrity is defined as a "state or quality of being complete, undivided or unbroken. An unimpaired state of soundness and purity. Moral soundness, honesty, uprightness."

Such is Bill Holland.

As one who worked with him and learned much from him, I have only great respect and admiration for this kindly man.

I salute him for his long and fruitful leadership and service to IHC. Because of him, this Association has grown from nothing to a major trade organization.

Our industry really can never adequately express its gratitude for the contributions he made to it.

In all the years I was privileged to study under him, I never heard anyone speak ill of Bill Holland.

Disagree with him? Yes.

Question his decisions? Yes.

Argue with him? Yes.

But no one ever spoke ill or unkindly of him.

This, of course, is to his eternal credit. It reflects the class person he is.

What more can one say of a truly wonderful man?

So, Bill, all of us, with pleasure and respect, say to you, "Thanks ever so much."



Among those attending 1965 testimonial dinner honoring Bill Holland at his retirement were (l. to r.) Gil Staley of Hunt Paving Co., Mrs. Holland and Bill Holland, and former Indiana Governor Harold W. Handley.

A salute to IHC and Bill Holland....

... from **Ralph F. Gates,**
former Indiana Governor

I congratulate the Indiana Highway Constructors, Inc., on its 50th anniversary.

It is my feeling that the Indiana Highway Constructors, Inc., has made a great contribution to the construction of our splendid system of highways in our state.

It was my privilege to have worked with Bill Holland as Governor of Indiana through some of the time that he served as the executive secretary of the Indiana Highway Constructors, Inc., and it is indeed a privilege to pay tribute to his splendid work and the splendid work of his successor, Jim Newland.

... from **George N. Craig,**
former Indiana Governor

I have learned that at your convention in February, 1974, you are going to honor William M. Holland, who served as your executive secretary for over 40 years.

Congratulating Bill Holland (l.) on his 40 years of service to IHC are: (l. to r.): Jerry Dehner of John Dehner, Inc.; former State Highway Chairman Albert Wedeking; former State Highway Executive Director George Goodwin, and Jim Newland.



I think it could well be said that the splendid reputation that is borne by the construction fraternity can in no small measure be attributed to the astute, straightforward, honest administration that Bill Holland has given to the profession.

While it has not always been my privilege to be personally acquainted with the affairs of your organization, I do know the organization by its most favorable reputation and Bill Holland as a trustworthy, devoted, patriotic citizen.

I wish you every success upon your 50th Anniversary and continued prosperity and public accomplishments throughout the coming years.

... from **Roger D. Branigin,**
former Indiana Governor

I am happy to join with your many friends in sending you congratulations upon the occasion of the 50th Anniversary

of Indiana Highway Constructors. I can think of no more delightful or romantic place to observe the birthday than Hawaii in February.

Congratulations should also go to your executive secretaries, Bill Holland and Jim Newland, not only for selecting Hawaii, but also for the leadership which they have provided for this association, which serves one of the outstanding industries of the Hoosier state.

... from **Matthew E. Welsh,**
former Indiana Governor

It is a real pleasure for me to add to the many fond remembrances sent by those who have been privileged to work with Bill Holland.

As you well know, state government must work very closely with the highway construction industry to function effectively, and Bill Holland's dedicated leadership in effecting this coordination was a signal achievement. Certainly, as Governor, I was always glad to know Bill was in there working, and I know it enabled me to do a better job.

Jim Newland has carried on in the same manner, and as a consequence, great strides have continued to be made over the past 10 years.

... from **Edgar D. Whitcomb,**
former Indiana Governor

Integrity is the cornerstone of progress. Genuine accomplishments are, almost

without exception, the result of full understanding and mutual confidence between the parties involved.

Since its beginning 50 years ago, Indiana Highway Constructors, Inc., has steadfastly adhered to a policy of complete honesty in its relationship with the State Highway Commission, with other government agencies and with the public.

Bill Holland helped establish and perpetuate this philosophy as the association's executive secretary for 40 years. Jim Newland and the officers and members of the organization have built solidly on that reputation during the past 10 years.

This, in turn, made it possible for my Administration, and for State Highway Chairman Ruel W. Steele, Highway Executive Director R. H. (Bob) Harrell and the others to work closely with Indiana Highway Constructors in developing needed programs, which benefited all of the citizens of our state.

It is a pleasure for me to salute Indiana Highway Constructors on its 50th anniversary, and to wish its members well in the years ahead.

. . . from Dr. Otis R. Bowen, M.D.

Governor of Indiana

Congratulations to Indiana Highway Constructors, Inc., on its Golden Anniversary.

Development, construction, maintenance and improvement of Indiana's 12,000-mile state highway system since 1919 has been the result of one of the

most successful and truly great partnerships in the state of Indiana.

This occasion cannot pass without paying tribute to two gentlemen, Bill Holland and Jim Newland, whose tireless efforts and dedication are in large part responsible for the cooperative atmosphere between the highway industry and state government.

Again, my congratulations to Indiana's highway industry during this 50th year celebration for its tremendous contribution to the prosperity and well-being of all Hoosiers.

. . . from J.M. Sprouse,

**Executive Director,
Associated General Contractors of America**

On behalf of the officers and national staff of the AGC, we want to extend our warmest congratulations on the 50th anniversary of the Indiana Highway constructors.

Under the leadership of Bill Holland for 40 years and Jim Newland for the past 10 years, your chapter has emerged as one of the truly strong chapters of our national association.

Again, our congratulations and best wishes for the coming years.

. . . from Daniel J. Hanson,

**Executive Vice President,
American Road Builders Assn.**

That the Indiana Highway Constructors, Inc., has faithfully served its members through good times and bad for 50 years is, in itself, a remarkable achievement.



Bill Holland receives one of the first AGC of America 40-year service awards from John Feigel, 1964 IHC president.

It is also remarkable that the organization has had just two executive secretaries! Bill Holland's 40 years of service is probably unmatched, especially considering that he brought IHC through its perilous years of infancy and childhood. Certainly, Bill Holland has left his mark on the organization. Jim Newland had big shoes to fill when he succeeded Bill as executive secretary. Jim has been more than equal to the task.

We at ARBA are very proud of our affiliation with the Indiana Highway Constructors. We like to feel that we have contributed importantly to the success of this fine organization.

This is a time to look forward to the second half-century of progress for IHC! We are confident that the advancement of the organization and its members will continue, as we work together.

Honorary Members

Shown receiving their honorary membership certificates are: **Top photo**, Bob Pfleiderer (center) with Mrs. Pfleiderer and Vern Mann; **Second photo**, former State Highway Commission Executive Director R. H. (Bob) Harrell (r.) with Carl Ingwalson, and **Bottom photo**, former Chief Highway Engineer Nelson Stein Kemp (center) with Jim Newland (l.) and Carl Ingwalson.



1930 Purdue Road School participants view machinery on display at the equipment show.

The Purdue Road School

by Prof. Harold Michael,

Associate Director,
Joint Highway Research Project

□ The 1974 annual Purdue Road School will be the 60th and for two-thirds of its life, i.e. nearly 40 years, Indiana Highway Constructors has contributed significantly to Road School activities.

And, when one talks about these contributions made by IHC, he must talk about Bill Holland. Bill was always warm, friendly and sincere. All who knew him loved him, and still do.

Every year for nearly 30 years, Bill Holland made the winter trip from Indianapolis to Lafayette to help with the Road School planning session. He invariably added many ideas and useful suggestions.

He presided over many Road School sessions and delivered numerous papers, the first, in 1925, entitled "Contractors' Problems." Bill also served as banquet toastmaster and, in general, his very presence did much to warm and enhance the Road School atmosphere.

It wasn't only Bill, however, who helped with our activities and programs. A review of past Road School proceedings shows that many other members of Indiana Highway Constructors also contributed generously.

IHC has also been a big help financially, namely in assisting with financing the banquet and entertainment for that activity.

During the past decade Jim Newland has picked up the Road School ball from Bill Holland and has carried it just as ably. Jim has been just as congenial and

cooperative as Bill in assisting with Road School planning, presiding, speech making and general hosting.

Here are some interesting Road School dates and events to jog memories, and possibly bring back some pleasant recollections:

1915 First annual Purdue Road School, with program designed primarily for county highway superintendents and other local officials.

1925 Prof. Ben H. Petty takes over as Road School chairman. He served in this capacity for the following 34 years.

Ben H. Petty award was presented to Holland at the 50th annual Road School in 1946 by Prof. K. B. Woods (l.) of Purdue and Walt Spencer, State Highway Commission.



1927 Highway Materials & Equipment Assn. organized. This group participated officially in the 1928 Road School with an exhibit of equipment and materials in the new addition to the Civil Engineering Building, and sponsored outstanding equipment shows at the school for many years. First HMEA officers' listing in directory shows J. P. Johnson as president, Harry G. Marshall as vice president, Hoyt Summerlin as treasurer and E. L. Heckathorn as secretary.

1936 Indiana Highway Constructors becomes officially affiliated with Road School. Bill Holland had already

been participating in the school's activities for many years.

1939 Purdue Road School's Silver Anniversary, with attendance reaching a record 1097. Program included talks by Petty, Wiley, Potter and Holland.

1941 Highway Material & Equipment Assn. has \$1200 in budget, establishes a Purdue Student Loan Fund in association's name. Road School attendance this year was 1231.

1959 Dean G. A. Hawkins concludes program with a tribute to Prof. Ben H. Petty on the occasion of his last official appearance at the Purdue Road School.

1964 William M. Holland singly honored with presentation of the third Ben Petty Award for "outstanding contributions to highway progress in Indiana."

1965 Jim Newland, Bill Holland's successor as IHC executive secretary, begins his first 10 years as an active participant in Road School planning and activities.

For its many contributions to the Road School, the School of Civil Engineering, the Joint Highway Research Project, the Highway Extension and Research Project for Indiana Counties, the university and all other Road School cooperating organizations sincerely thank Indiana Highway Constructors, Inc.

We appreciate the fine cooperation and generous assistance over the past several decades, and earnestly look forward to a continued close relationship for many years ahead.

Reflections & Comments

"The sustention of Indiana Highways for Survival is due almost entirely to Indiana Highway Constructors and its executive director. Every citizen in Indiana is better off as a result."

... P. E. MacAllister
MacAllister Machinery
Co., Inc.



Indiana Highway Constructors, from our viewpoint, got here about the same time as Benjamin Harrison and has been *the* factor in the heavy construction industry as long as any of us can remember. The fact that they were "always there" never seemed to require any explanations. They were sort of endemic with the Indiana ethos. Now to be examining them requires more positive thought.

The first thing we recall is maybe the least significant. It has to be the annual contractor conventions to which we have been invited for years. None of us needs another occasion to drink booze or one more meeting to attend, but the opportunity of seeing a great many people you do business with in one place, in an informal setting, with no vested interest to protect has to be a plus.

We need to see the other side of the contractor occasionally to keep him in

perspective, the side other than the one scowling across the desk, fighting for a better price (something we are both committed to do) when he is buying something. We need to see him in a role which suggests he has problems like we do and frustrations and organizational pressures.

It is hard to measure this annual meeting, but it has enormous benefit in cementing relationships and in showing us the commonality of the industry in which we both function. Day by day we have separate interests to protect. At a convention, we sense a modicum of unanimity and good spirit that makes more wholesome the relationship. You just look less formidable as a group than you do singly.

Now all that's a pretty pompous sort of statement. And to put a convention as the first item in a list of eight "benefits" almost seems an insult. It's the first thing I *thought* of; it's not the priority item on the list. In first place the past 10 years has been keeping together Indiana Highways for Survival and preserving it from almost certain extinction.

All of us have a stake in the road industry and responsibility to interpret its economic benefits to a total tax-paying constituency. Few of us do it, singly or with our organizations or associations. *To get it done* is the prime concern, and we have found a vehicle for doing it on a sustaining basis, effectively and with good results.

The sustention of IHFS is due almost entirely to Indiana Highway Constructors and its executive director. The maintenance of quality and its perseverance are factors only because someone in your office made it a point to see it perpetuated. Every citizen in Indiana is better off as a result.

We have to grant you a leadership role as well in the field of legislative activity, helping

to safeguard the industry with good legislation and pressing lawmakers to stay relevant and modern. Beyond that, acting as a vehicle into which the rest of us can plug our own output. Acting as liaison with the officials of the State of Indiana from the Governor down. Assuming the role as spokesman for a whole industry, letting the political apparatus know what it is that ought to be considered with respect to a technical, professional segment of the Hoosier economy.

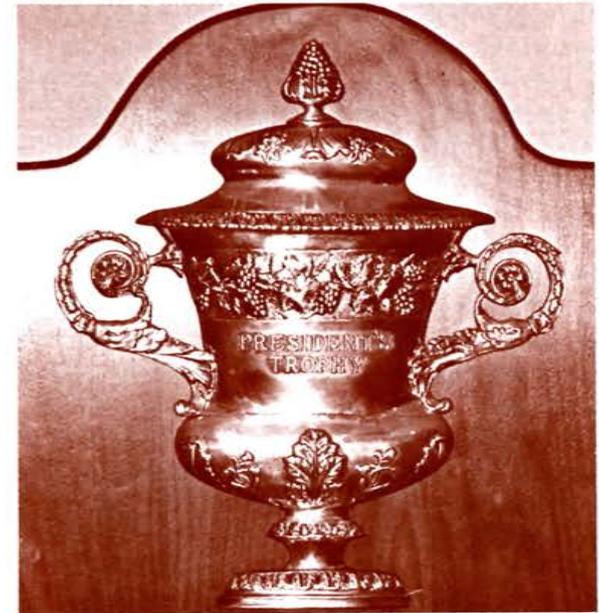
The association has also devised strategies for identifying problems and helped propose solutions for situations that tend to dangle as those less expert wrestle with them. You have been able to pick up the ball on several issues and say, "Here is a conceivable way of working this out." Borrowing to complete the Interstates out of general fund surplus with later payback has to be an example of that sort of strategizing.

There have been occasions where the association has helped in the upgrading and sophistication of its member companies. Looking at the list of contractor firms in America by size, it is not criticism but *fact* that suggests we do not have many giants in our midst or contractors in the forefront of innovative management. Firms too small to hire their own consultants need the help of an association, and part of your obligation to the industry is met in the process of filling that need.



MacAllister addressing Indiana Highway Industry Day luncheon: "Everything that affects transportation directly affects our economy and our life-style. Every person in the country has a vital stake in safe, modern highways."

The President's Trophy



Presented for service to Indiana Highway Constructors, Inc., since 1966 to:

- 1966 Paul H. Sawyers
Smith & Johnson, Inc.
- 1967 Jerry Dehner
Spears-Dehner, Inc.
- 1968 Robert C. Moellering
Moellering Construction Co., Inc.
- 1969 Robert F. Berns
McMahan-O'Connor Construction
Co., Inc.
- 1970 J. L. Wilson
J. L. Wilson Co., Inc.
- 1971 William L. Houpt
Stone City Construction Co., Inc.
- 1972 John R. Feigel
Feigel Construction Corp.

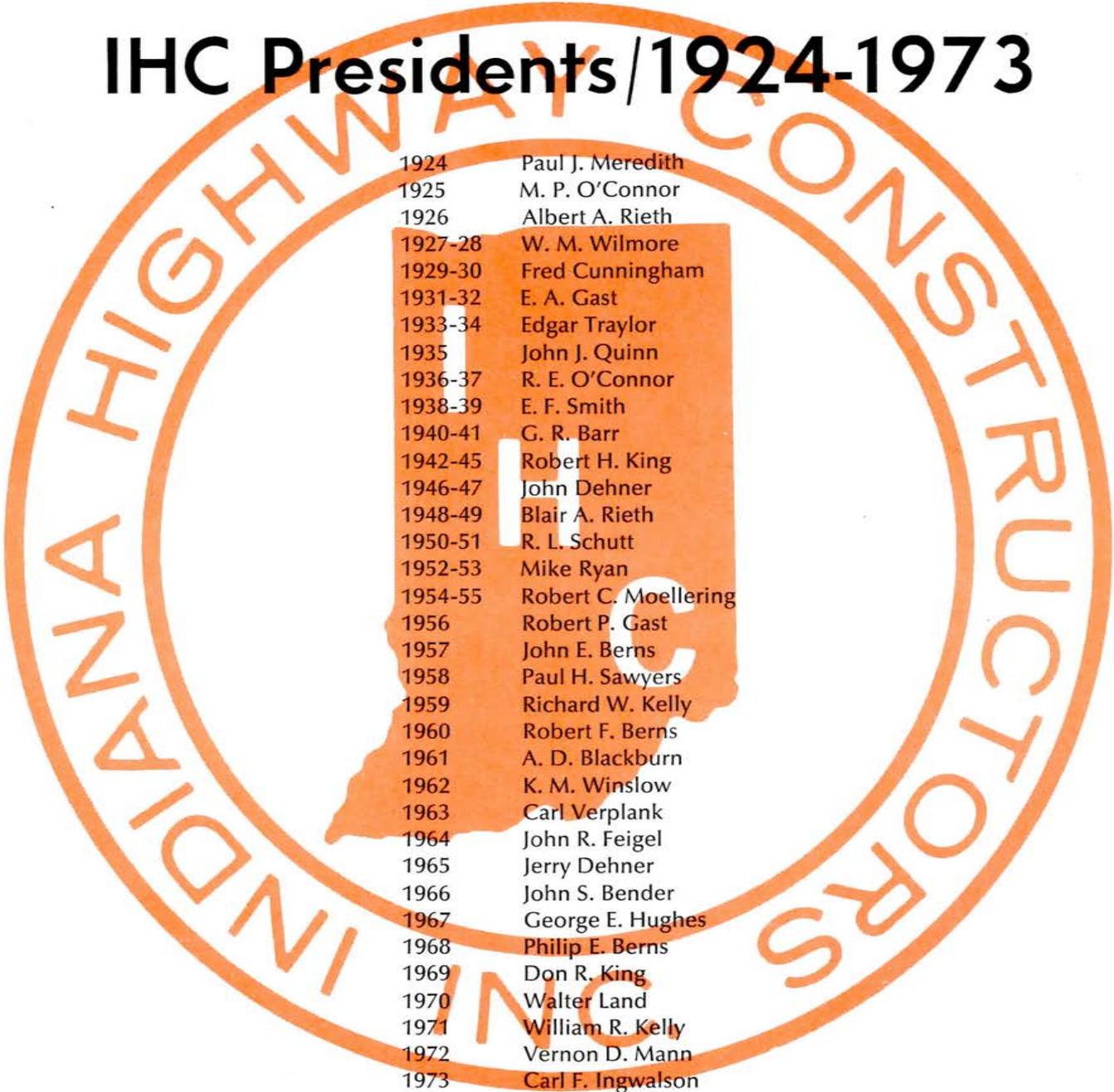


The S.I.R. Award



Bill Kelly (l.), 1971 Indiana Highway Constructors president, presents the association's first S.I.R. Award to Paul Sawyers of Smith & Johnson, Inc. at the 48th annual convention in San Francisco. Inscription reads, "To Paul H. Sawyers, a man of Skill, Integrity and Responsibility, with deep appreciation for distinguished and unselfish service while serving as secretary-treasurer of Indiana Highway Constructors, Inc., 1959-1972."

IHC Presidents/1924-1973

The logo is a large orange circle with the text "INDIANA HIGHWAY CONSTRUCTORS" around the perimeter. In the center is a silhouette of the state of Indiana, also in orange. The text "IHC" is written in large white letters across the middle of the state silhouette.

1924	Paul J. Meredith
1925	M. P. O'Connor
1926	Albert A. Rieth
1927-28	W. M. Wilmore
1929-30	Fred Cunningham
1931-32	E. A. Gast
1933-34	Edgar Traylor
1935	John J. Quinn
1936-37	R. E. O'Connor
1938-39	E. F. Smith
1940-41	G. R. Barr
1942-45	Robert H. King
1946-47	John Dehner
1948-49	Blair A. Rieth
1950-51	R. L. Schutt
1952-53	Mike Ryan
1954-55	Robert C. Moellering
1956	Robert P. Gast
1957	John E. Berns
1958	Paul H. Sawyers
1959	Richard W. Kelly
1960	Robert F. Berns
1961	A. D. Blackburn
1962	K. M. Winslow
1963	Carl Verplank
1964	John R. Feigel
1965	Jerry Dehner
1966	John S. Bender
1967	George E. Hughes
1968	Philip E. Berns
1969	Don R. King
1970	Walter Land
1971	William R. Kelly
1972	Vernon D. Mann
1973	Carl F. Ingwalson

The years of change

1969 Approximately \$45-million in new highway revenue provided annually by tax package—2-cent fuel tax increase and higher vehicle registration fees—passed during final hours of legislative session. Highway commission gets 55% for primary road system, with 45% earmarked for local Arterial Road & Street program. “This money will be used on roads—nothing else,” Highway Chairman Ruel W. Steele promises Road School audience.

Named to serve on highway commission with Steele are James F. Dumas, Harry B. Brown and Harold O. McCutchan.

Gus Siebolt (l.) of Ralph Rogers & Co. accepts National Asphalt Pavement Assn.’s Sheldon G. Hayes award for company’s work on I-64 in southern Indiana from Sheldon Hayes Sr.



Florida Congressman William Cramer is keynote speaker at IHC convention at Hollywood, Fla., predicts highway industry will fare better with John Volpe as secretary of transportation since “he’s a former contractor and understands your problems.” Don King elected president.

More than 400 attend Highway Industry Day luncheon at Indianapolis as IHC and IHFS help State Highway Commission celebrate its 50th anniversary.

States advised that all available federal road funds not obligated by June 30 will be frozen. President Nixon urges states to take the initiative in imposing additional spending restrictions of their own.

1970 A \$170-million road-building year is feasible “if federal funds are fully available,” IHC convention told by Gov. Edgar D. Whitcomb and Highway Director Bob Harrell. State’s \$137.6-million in signed contracts in 1969 was best post-election year on record. Walt Land takes office as IHC president.

President Nixon terminates voluntary highway cutbacks. Administration then announces plans to release only \$4.6-billion in F-A road funds for fiscal 1971, \$400-million less than authorized by Congress. Carry-over fiscal 1970 funds, totaling \$450-million, still withheld. Indiana expected to get about \$80-million in FY 1971.

Indiana pushes Interstate completion past 75%, moves up to 8th ranking among all states. Highway commission announces \$446.2-million program for next two fiscal years. Governor Whitcomb cuts ribbon opening final section of Indianapolis’ I-465 outerbelt.

Half-hour film, *The Roadbuilders*, produced by IHFS and State Highway Commission, premiered on WISH/TV.

Congress passes bill extending Highway Trust Fund for five years with \$4-billion annual authorizations for Interstates. Other F-A networks, including new urban system, to get more than \$1.3-billion a year.

State Highway Commission’s \$161.1-million in signed contracts is second best year in history.

1971 Governor Whitcomb and Highway Chairman Ruel Steele explain need for mini-toll road legislation at IHC convention, held at Freeport, Grand Bahamas. The Most Rev. Fulton J. Sheen opens convention by asking, “Does one say highwaymen? Surely one never says that!” Virgil Morris, retiring Laborers Union secretary-treasurer, honored at banquet. Bill Kelly succeeds Walter Land as IHC president.

General Assembly passes measure extending toll collections on Indiana turnpike after bonds are retired, clearing way for revenue to be used, if needed, for other toll roads. Nonpatronage career status given to additional 475 highway department job classifications.

State-financed primary road and AR&S programs pass 2-year mark with more

than \$135-million worth of improvements completed or under contract.

Government releases \$400-million in withheld road funds, to be spent for safety-oriented improvements and projects in areas of critical unemployment, announces that regular FY 1972 second quarter allotment will be on a first come, first serve basis.

Governor Whitcomb and more than 100 others honor Ruel Steele during ceremonies at Bedford marking the opening of another 4-lane section of SR 37.

1972 IHC's 49th annual convention, held in San Francisco, highlighted with addresses by Gov. Edgar D. Whitcomb. Sen. Birch Bayh, Highway Chairman Ruel Steele and AGC of America president Ed Holt. Availability of federal funds still the unknown factor, according to Steele and Highway Director Bob Harrell, when asked if Indiana's roadbuilding program will exceed 1971's \$154-million. Vern Mann named association president.

Legislature again unanimously adopts resolution opposing highway dollar diversion. Steele and State Rep. Steve Ferguson testify before U.S. House and Senate roads subcommittees.

At IHFS-sponsored Indiana Highway Day Press conference, Governor Whitcomb and Democratic candidate Matthew E. Welsh take bipartisan stand against impoundment and diversion of highway-user taxes.

After months of hearings and debate, largely focused on use of road funds to

finance mass transit, Congress fails to pass overdue highway bill. President Nixon names Claude Brinegar to succeed John Volpe as DOT secretary.

Richard A. Boehning appointed by Gov.-Elect Otis R. Bowen to replace Ruel Steele as highway chairman, with Kermit Gregory succeeding Harold McCutchan on commission.

1973 IHC convention at New Orleans hears another blue-ribbon panel of speakers—Highway Chairman Dick Boehning, Sen. Vance Hartke, AGC of America's Nello Teer and Bill Dunn, ARBA's Dan Hanson and J. L. Cone, Indianapolis DOT Director Dick Wetzel. Cone sums up their remarks when he says, "This is by far the most critical year in our industry's history." Carl Ingwalson installed as IHC president for 1973.

Boehning and IHFS's Art Graham testify before House transportation subcommittee, again urging that Highway Trust Fund be kept intact.

Congress finally passes \$23-billion, 3-year transportation bill with \$1-billion in highway funds made available for mass transit. Indiana to get about \$71-million annually.

Highway commission establishes new maintenance management program, pegs additional maintenance needs at \$28-million a year. Highway Chairman Dick Boehning labels federally-imposed 10-year timetable for completion of Interstate system "unacceptable." Program launched to finish Indiana's I-network in four years.

Indiana Congressmen Roger Zion,



Celebrating an anniversary of her own during the 1972 IHC convention at San Francisco, Lucy Lavelle receives a pearl necklace and matching earrings for her 25 years of dedicated service as the association's office manager.

John Myers and William Hudnut co-sponsor bills limiting to 80% the minimum return each state must get on the federal highway taxes it pays.

Energy crisis becomes more critical. President Nixon signs bill mandating states to impose 55 mph speed limit or face penalty loss of F-A road allocations.

"Being a member of Indiana Highway Constructors has given me valuable insight as to what it takes to keep the highway program going. We must always continue to relate what we do to the needs, the desires and the best interests of the public."

—Glenn H. Allen (1899-1973)



IHC Officers & Directors for 1973

□ Seated (l. to r.): John T. Force, J. T. Force Co., director; Vernon D. Mann, Hoosier Fence Co., Inc., director; Carl Ingwalson, Rieth-Riley Construction Co., Inc., president; William R. Davis, Russell F. Davis, Inc., vice president; Lee Sargent, Tri-Angle Construction Co., Inc., director, and J. J. McTague, Fauber Construction Co., Inc., director.

Standing: Directors James S. Sweet Jr., J. S. Sweet Co., Inc., Jay Fox, Jay Fox Construction, Inc.; David W. MacAllister, MacAllister Machinery Co., Inc.; Norbert Olinger, Olinger Construction, Inc.; Roger R. Schutt, R. L. Schutt Co., Inc.; John L. Berns, Berns Construction Co.; Edwin C. Boswell, McMahan-O'Connor Construction Co., Inc., and C. G. Rodewald, Magaw Construction, Inc.

Looking Ahead . . .



William R. Davis
*President-Elect,
Indiana Highway Constructors, Inc.*

As your vice president and president-elect, I wish to thank the membership, past and present, for making Indiana Highway Constructors, Inc., the acknowledged voice of the highway industry in Indiana.

During our second 50 years, our membership will continue to have its "feet put to the fire." We will continue to be operating under the many strains of people crisis, energy crisis, money crisis and crises as yet undefined.

Indiana Highway Constructors, Inc., is functioning and will continue to function as long as you, the membership, continue to dedicate your time and your energies to see that this organization moves to meet the transportation needs of tomorrow.

We must lead the way! We cannot afford the luxury of following others when it comes to the setting of priorities and goals within the transportation industry in Indiana.

All of us working together must assure that, when Indiana Highway Constructors, Inc., celebrates its 100th Anniversary, it will not only be the voice of the highway industry in Indiana, but also that of the total transportation industry in our great state.

With many thanks for today and high hopes for the future.

William R. Davis

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Association Office Staff



IHC office staff (l. to r.): Alma Freeland, office secretary clerk; Florence Zimmer, office secretary; E. D. (Jack) McDonald, assistant; James G. Newland, executive secretary, and Lucy LaVelle, office manager. Staff members not pictured are W. M. Holland, retired executive secretary, consultant, and C. Warren Holland, legal counsel.



Indiana Highway Constructors, Inc.

600 Harrison Building • Indianapolis, Indiana 46204

