

from three to five counties, we are able to conduct a tremendous transportation system of 5,500 miles, upon which over half a million local cars and many inter-state cars operate practically 24 hours in the day. The instructions of the Commission are that this traffic must be kept moving under all conditions, regardless of weather. We find by comparison, that the maintenance cost per mile in the State of Oklahoma is less than many of the western central states.

As a rule, it is much easier for a State Highway Commission to organize an efficient construction department than it is a maintenance department. Construction is a science—maintenance is an art. You deal with all kinds of men and materials and for that reason, this Commission has given unstintedly of their time in trying to perfect a maintenance department.

The individual patrolmen and maintenance superintendents deserve great credit for whatever success we have had. The loyalty to the State by this department, has been unquestioned.

### U. S. INTERSTATE HIGHWAYS

In 1925 the chairman of the Oklahoma State Highway Commission was appointed by the Secretary of Agriculture as a member of the Joint Board to lay out and designate an interstate highway system for all of the United States. Later, the chairman of this Commission was made one of the Committee of five who numbered the roads that had been designated by the Committee of twenty-one. At the meeting of the American Association of State Highway Officials in Pinehurst, North Carolina, in November, 1926, the two years' work of this Committee was approved by the American Association, which means the approval of the 48 States of the United States.

2,120 miles of the Federal Aid designation in the State of Oklahoma have been designated as U. S. Interstate routes. The following numbers have been given to the interstate roads that traverse the State of Oklahoma: 66, 64, 266, 70, 73, 75, 77, 81 and 271.

Route No. 66. From Chicago to Los Angeles via St. Louis, Joplin, Mo., Tulsa, Oklahoma City, Okla., Amarillo, Texas, Tucumcari, Santa Fe, Albuquerque, N. M., Holbrook, Arizona, to Los Angeles.

Route No. 64. Little Rock, Fort Smith, Ark., Muskogee,

Tulsa, Perry, Enid, Alva, Guymon, Boise City, Okla., Raton, N. M.

Route No. 81. Canadian border, Fargo, N. D., Yankton, S. D., Salina, Wichita, Kansas, Enid, El Reno, Okla., Ft. Worth, Texas, Laredo, Texas.

Route No. 75. Canadian border, Moorhead, Minn., Sioux City, Council Bluff, Iowa, Topeka, Independence, Kansas, Bartlesville, Tulsa, Okmulgee, Atoka, Okla., Dallas, Houston, Galveston, Texas.

Route No. 77. Sioux City, Iowa, Lincoln, Nebraska, Junction City, Arkansas City, Kansas, Ponca City, Perry, Guthrie, Oklahoma City, Ardmore, Oklahoma, Dallas, Texas.

Route No. 266. Warner, Henryetta, Oklahoma City, Oklahoma.

Route No. 271. Fort Smith, Ark., Poteau, Oklahoma, Mena, Arkansas.

Route No. 73. Atoka, McAlester, Muskogee, Vinita, Oklahoma, Parsons, Fort Scott, Lawrence, Kansas, Falls City, Nebraska.

Route No. 70. Newbern, Raleigh, Ashville, N. C., Knoxville, Nashville, Memphis, Tenn., Little Rock, Hot Springs, Arkansas, Idabel, Durant, Ardmore, Oklahoma, Wichita Falls, Texas, Clovis, N. M., Holbrook, Arizona.

The Commission is adopting the interstate system of marking both as to the State highway system and the U. S. Interstate highway system. We expect in the next sixty days to have every state highway so carefully marked through the country and through the cities, that all that will be necessary is to know the number of the route that takes you to your point of destination.

The Commission hopes in the near future to see all of the state highway system paved, but in the meantime in order to render the greatest service to the entire state, we expect to major upon our maintenance of the highways that we now have. It is hoped that the present state highway system will not be enlarged faster than funds are made available for its adequate maintenance. This is a lesson that can be learned from many states that have added excessive state highway mileage.

- ✓ U. S. 64 - Enters Oklahoma at the Arkansas State line at Fort Smith and follows State Highway No. 1 through Webbers Falls, Muskogee, Tulsa, Keystone, thence follows State Route 30 to Cleveland, thence follows State Highway 25 through Pawnee to the junction with State Highway No. 1 west of Morrison, thence follows State Highway No. 1 through Perry, Enid, Alva to the junction of Routes 1 and 11 near Lookout, thence west on Route 11 through Buffalo, Boise City to the New Mexico State line west of Kenton, joining with the New Mexico State Highway to be built making this connection. ✓
- ✓ U. S. Route 70 - Enters Oklahoma at Ultima Thule, then follows State Highway 5 through Idabel, Hugo, Durant, Ardmore, to Wilson and Wichita Falls, Texas. ✓
- ✓ U. S. Route 266 - Originates at the Capitol in Oklahoma City, on U. S. Route 66 and follows State Highway 9 through Meeker, Okemah, Henryetta to Warner on U. S. Route 64. ✓
- ✓ U. S. Route 73 - Originates at Vinita on U. S. Route 66 and follows State Highway 6 through Pryor, Muskogee, McAlester to Atoka on U. S. 75, at which point it ends. ✓
- ✓ U. S. Route 75 - Enters Oklahoma at the State line south of Caney, Kansas, and follows State Highway 12 through Bartlesville, Tulsa, Sapulpa, Okmulgee, Wetumka, Calfin to Atoka, Durant, to the Texas State line south of Colbert. ✓
- ✓ U. S. Route 77 - Enters Oklahoma north of Newkirk and follows State Highway 4 through Ponca City, Guthrie, Oklahoma City, Purcell, Ardmore to the Texas State line south of Thackerville. ✓
- ✓ U. S. Route 81 - Enters Oklahoma at a point north of Medford, follows State Highway 2 through Pond Creek, Enid, Kingfisher, El Reno, Chickasha, Waurika to the Texas State line south of Terral. ✓