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? WHY THE WEATHER ?

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SNOW VS. TRAVEL

Railroads have long struggled with the problem of keeping the tracks clear in winter and have learned how to protect themselves fairly well by snow-plows or snow-fences or snow-sheds. Now auto traffic has reached such large volume, even in winter, that highways also must be cleared of snow as far as possible. In densely populated sections special road clearing groups have been formed. They receive forecasts from the Weather Bureau and start work as soon as snow begins to accumulate, without waiting for the highways to become blocked. Keeping snow off the roads not only facilitates traffic but saves the road bed. Washington, D. C. seldom experiences heavy snows and has no well organized snow removal program. Early last winter several inches of dense, granular snow and sleet greatly impeded traffic for a while. Ruts froze, forcing everyone to follow the same track. Under the ruts the pavements were badly damaged.

It is harder to protect traffic from ice storms than from snow. One day last winter when a coating of glaze was forming on a bare road bed, the roadside between Baltimore and Philadelphia was dotted with unfortunate trucks which had slid off. An automobile occasionally travels eastward with an ice storm and accumulates a thicker layer of ice than any place on its route.

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