

## Conde B. McCullough

C. B. McCullough, Assistant State Highway Engineer who was born at Redfield, South Dakota, May 30, 1887, died in Salem May 6, 1946. He is survived by his widow, Marie Roddan McCullough, and his son, John Roddan McCullough.

He attended Iowa State College, receiving a degree of Bachelor of Science in Civil Engineering in 1910 and a professional degree in Civil Engineering in 1917. He studied at Willamette University, received a degree in law, and was admitted to the bar in 1928.

He joined the staff of the Iowa State Highway Commission in 1911, advancing to the position of State Highway Engineer. In 1916 he joined the staff of Oregon State College as Assistant Professor and later Professor of Civil Engineering. In 1919 he accepted the position of Bridge Engineer with the Oregon State Highway Commission, from which he advanced to the position of Assistant State Highway Engineer.

Conde McCullough gained widespread renown in a broad field of technical endeavor; however, his first love was bridge design. In this specialized field he brought to the profession not only a measure of new design and construction techniques, but many original concepts of architectural symmetry rarely encountered in the purely technical engineer. Here in Oregon there are many monuments to his achievements. His influence has left an imprint on the profession which is national in scope through widespread consulting work and the emulation of his concepts on the part of others of the profession.

In addition to his original contributions in the specialized field of bridge design he was thoroughly "at home" in the broad field of engineering endeavor. His knowledge of law combined with his technical background afforded a



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combination rarely found, a combination which is strongly evidenced in the many high calibre technical publications which he has written and which are in widespread demand as text and reference material. Just prior to his passing there was released for distribution a very thorough and comprehensive work "Engineer at Law" on which he had been collaborating for some years past with his son, John R. McCullough.

"Mac," as he was known to his associates, was blessed with that rare ability for "change of pace" in his personal contacts. With all his accomplishments in the field of technical endeavor and association with men of comparable calibre, he could adopt his mannerisms and conversational level to suit the individual or group. When occasion warranted he could discourse at length on the sundry techniques which might be most advantageous in the proper manipulation of a number two "muck stick."

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