

## Scale Models Aid Oregon's Road Planners

By Don Dill  
Staff Writer, The Statesman

better, for their narrow traffic lanes and sharp curves. Mistakes in traffic routing, paving and laying out roads were found only after costly installation and actual use by the public. Now Oregon is in a three-year postwar highway modernization program to make her roads suitable for present and future travel. It will be no easy task, for the problems between design and actual construction are manifold. Peak traffic loads, holidays, weather, types of vehicles, possible events to create unusual traffic volume -- all must be considered in road building today. To meet these problems and to

get a look at highway projects as they actually will appear, the traffic engineering division of Oregon's state highway department now makes scale models of certain type projects. These models faithfully follow the contours of the country in which a new highway will be built. Buildings, vehicles, bridges and railroads are put in their proper places. Used for Education

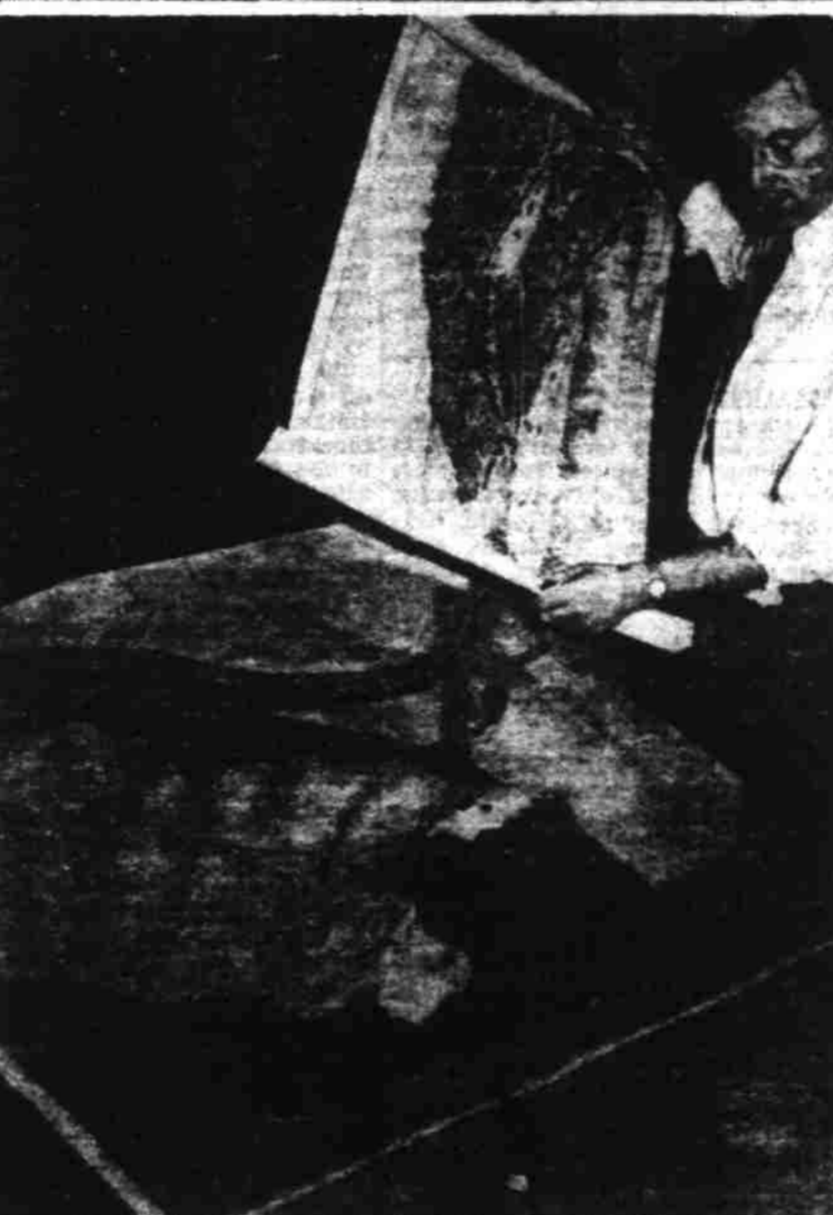
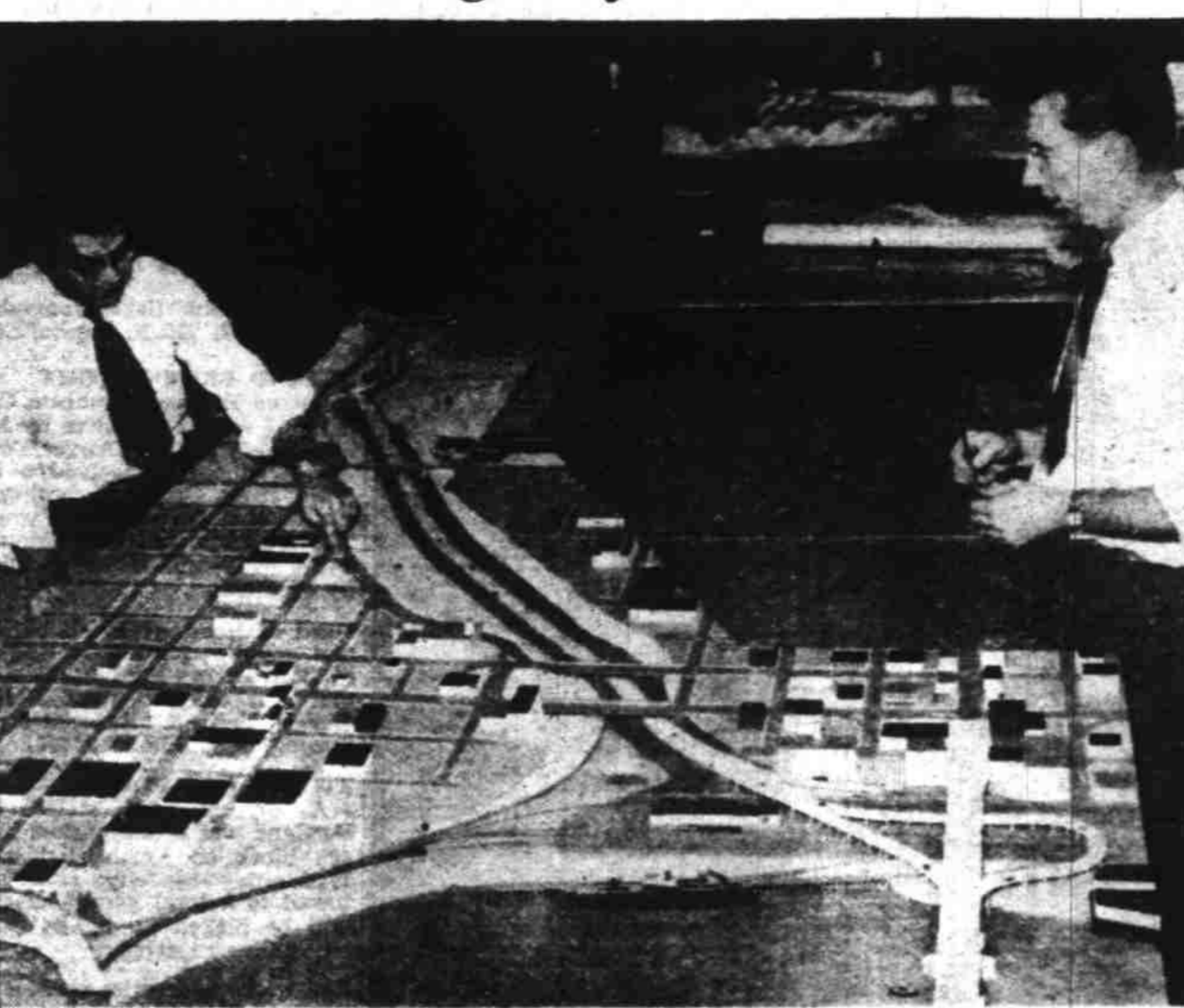
When completed, a model makes possible a check of the engineers' design by graphic portrayal of the proposed facility. A model also can be used to educate the people living in an area where a new project is under consideration. Furthermore, as Assistant Traffic Engineer J. Al Head added, use of models to point out need for corrections may save money in the actual construction cost. Models first were used by the highway department here in 1941, but only in the past year have they been used extensively. Chief model maker for the department is Harry Esch, 2070 N. 19th st., 15-year department veteran who learned model work through a model plane hobby. Light, Easily Portable

Most of the highway models are scaled at one inch to 30 feet and are made of balsa wood, insulation material, plastic wood, wire, and glue. Such materials make the models light and easily made in sections and take several months to complete. Through such models Oregon's engineers and highway officials can see today the roads of tomorrow and thus make them suitable for tomorrow's travel.

Confucius, sage of China, was named K'ung and the word Confucius is a Latinized form of a Chinese expression meaning "the philosopher or master K'ung."

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## State's Future Highways Made in Miniature



man of the committee in charge of the dance party, which will be held in the council club rooms. Applications for candidates to take part in the December 7 initiation were read and approved at the meeting.

Lightning causes more farm fires in the United States than any other hazard; 87 per cent, compared with 11 per cent for chimney fires, the next highest item.

## Ware Returns From Orient

Home from several years of military duty in the orient is Ivan H. Ware, who formerly had charge of the industrial accident commission's work in the Eugene territory. Ware served on the staff of General Wedemeyer in China and his recent assignment was as comptroller in the office of the civil property custodian in Tokyo. "The Japanese people as a whole are not bitter toward the Ameri-

cans," said Ware Wednesday. "Most of them feel they have been liberated from the oppression of their own militarists. Thought-control was a real thing in Japan, and the people are glad to be free from it now. "Since with our encouragement the new Japanese constitution forbids the waging of war or maintaining an army and a navy the Japanese people naturally look to this country as a defender in event of trouble in the orient." Ware will resume his position with the industrial accident commission.

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Lilliputian models solve giant size problems for Oregon's state highway department engineers, saving time, money and materials. Sighting a potential traffic problem in a scale model mock-up of the proposed Sullivan Gulch thoroughway to Troutdale in Portland (top photo) is J. Al Head, assistant traffic engineer, at left, as model maker Harry Esch, engineer specialist (right), puts on finishing touches. In the model panorama looking east from the Willamette river in the foreground are the Steel bridge, lower left; Burnside bridge, lower right; and in middle of photo to left of the gulch is represented Sear's Portland store. In lower photo, Harry Esch, engineer in the traffic engineering division, compares his model with the drawing of changes to be made in the Oregon coast highway at Otter Rock, just below Depoe bay. Dark areas at top of model indicate cuts and fills to be made to raise level of old highway and to provide more parking and viewing space, as well as eliminate old road's hazards. (Photos by Don Dill, Statesman staff photographer.)

## Kimmell Backs Compulsory Military Term

Every citizen owes to the government which protects his property and person a portion of that property and of his services. This was the statement of Rex Kimmell, World War I veteran and past commander of American Legion post 9, in discussing the proposed universal military training measure at the Salem Rotary club Wednesday noon in the Marion hotel. World War II might never have started if the United States had been fully prepared. Its selective service law, adopted belatedly, a year before the war broke out, was

one of the three snags which lost the war for the axis, Kimmell said. "I am not a militarist, just a realist," Kimmell said in stressing his interest in the measure soon to come before congress. He said all but one veterans organization had endorsed the universal training measure, which he outlined in brief to the club members.

## Lodge Plans Dance Nov. 28

Approval of plans to sponsor a Thanksgiving week dance Friday night, November 28, and to sponsor a council basketball team was voted at the regular meeting Tuesday night of the Salem council, Knights of Columbus. Don Tungate was named chair-

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