

Baldock Concludes 42 Years In State Highway Department

By JAMES D. OLSON
Capital Journal Writer

R. H. (Sam) Baldock, accompanied by his wife, left Salem Monday afternoon for Portland where on Tuesday they will enter for Washington, D. C. where Baldock will engage in conferences prior to sailing for Iraq where he will head a U. S. highway mission.

Baldock's departure marks the end of 42 years of service with the Oregon highway department—24 of which he served as state highway engineer. W. C. (Dutch) Williams,

likelihood of improvement in these features, but, on the contrary, the nervous-reaction time of the average modern man is probably much greater than that of his savage ancestor," Baldock continued.

Design Adopted

On the basis of these studies, Oregon adopted a standard of geometric design based upon the amount of traffic and the topography, the maximum design calling for speeds of 50 miles an hour in the mountains, 60 miles an hour in rolling country, and 70 miles an hour in level country for the main primary highways. In 1946 the American Association of State Highway Officials adopted an al-

most identical standard which is used throughout the United States and is a standard over the world today.

Perhaps the third most important contribution was in the matter of highway economies and highway taxation. Involving a study of many features of highway economies, including the cost-benefit ratios which constitute a very important guide to the selection of projects.

In highway taxation, Baldock is the author of the weight-mile tax, which was adopted first in Oregon, then in New York, and under study by many other states. Baldock picked up many honors

along the road, included among which was the honorary degree of doctor of science from the University of Oregon in 1946. He was the recipient in 1950 of the George S. Bartlett award for outstanding contribution of highway progress, which is considered the highest award a highway engineer can attain.

In 1954 he was selected as the engineer of the year by the Professional Engineers of Oregon. His name appears in Who's Who in America and also in the Blue Book of the World Notables.

Baldock freeway between Salem and Portland.

He is also a member of the executive committee and a past chairman of the Highway Research Board, which is a part of the National Academy of Sciences. The board recently completed the road tests at Malad, Idaho.

Baldock has taken a keen interest in highway research and has sponsored many such projects which have resulted in a furtherance of the knowledge of the arts and sciences of highway engineers. He is a graduate of the University of Colorado with a degree in civil engineering.

REMODEL HOME

MOLALLA — The Willard Toll home on Molalla Ave. is being remodeled with the porch being made into a sewing room with large windows and a new porch added. The house also is to be covered with asbestos shakes.

Germans Find Ship 'Escape' Story a Hoax

HUSUM, Germany (AP) — Police say a man who claimed he escaped from a Communist freighter carrying arms to Egypt is just a runaway farm hand.

The man touched off an international police probe last week by recounting a bizarre cloak and dagger tale when he was found stranded on the North Sea beach near this Frisian town.

after the rubber boat in which they escaped sank in a hall of bullets from the Red crew. Police got suspicious when they learned the Stockholm city registry did not list "De Marsou." Nor did Lloyd's registry list any East German ship named Lenin. Finally, police said, the man admitted he was a farm worker who ran away from his last employer.

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R. A. BALDOCK

who for nine years has been deputy highway engineer takes over Baldock's position as head of the department.

Many Accomplishments
During his long service in the highway department Baldock is credited with many accomplishments in road building techniques that, after successful trial in Oregon, were adopted as national standards.

The first achievement of note was the building of oil roads in Eastern Oregon. Baldock carried on a series of experiments in Eastern Oregon in 1923-25 while division engineer with headquarters in La Grande.

After being appointed maintenance engineer with headquarters in Salem in 1925, he continued the experiments in all portions of the state over the next three years which finally culminated in the adoption of specification of oiled roads and bituminous macadam which are standard today.

In 1930, Baldock became interested in standards for highway construction. Oregon is relatively a poor state and cannot afford to change highways with the frequency of the change in motor cars, Baldock said, and therefore, it was necessary to adopt a type of design that would have some permanency. Because of this Baldock said he was forced into a study of geometrics of highways and the perception-reaction time of the human being.

"The basis of the design was the speed selected, and all factors of the design were correlated to the standard of speed," Baldock said. "During the course of the study, it soon became evident that it would be possible to build motor vehicles capable of higher and higher speeds and it was likewise possible to build highways capable of accommodating such increased speeds but it still remained that the criterion of basis of design was the nervous-reaction time of the motor vehicle drivers.

"Needless to say, there is little

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