

Highway Heads Iron Out Interdepartment Problems

CARSON CITY, NEV. — For the purpose of discussing inter-departmental problems, all Nevada State Highway Division Engineers were called into Carson City for a three-day conference with highway headquarters officials, according to an announcement made public by Robert A. Allen, State Highway Engineer.

The meeting began on Tuesday morning and were concluded Thursday afternoon. An annual event for the last few years, these meetings are held to acquaint the various division engineers, equipment superintendents and headquarters officials with problems confronting not only the division offices but also the general operations at headquarters at the state capital.

Many subjects were brought up before the meeting and a broad range of views exchanged. A closer coordination of the methods affecting the various divisions, as well as headquarters office and the equipment section is expected to result.

Subjects discussed included maintenance problems, snow removal, modern road design, bridge design and construction, accounting in division offices as well as headquarters, budgeting for maintenance, handling emergency road situations such as following cloudbursts, signing of highways, measures to be applied for the greater safety of the traveling public, system of equipment rentals, and methods of determining true cost of equipment use, maintenance and depreciation.

Maintenance problems in the various divisions, both from the viewpoint of the division itself and from its relation to the state in general were thoroughly discussed. Snow removal, and best methods to attack the winter difficulties, was given full consideration. Modern road design as carried forward by the U. S. Bureau of Public Roads standards was given a great deal of thought. Interesting comments on bridge design and construction were also presented to the assembly. Accounting systems in the division offices as well as headquarters came in for a good share of discussion, budgeting for maintenance absorbing the interest of the officials for a considerable time, while handling emergency road situations, such as cloudbursts or washouts, were thoroughly gone into at the meeting. The progress of signing the state's highways, measures applied for the greater safety of the traveling public, the system of equipment rentals from the shops at Reno, and arriving at the true cost of equipment use, maintenance and depreciation were thoroughly explored.

Officials of the various divisions in the departmental headquarters joined in the discussions and gave the viewpoint from the general headquarters office. The construction program for the current year as well as possibilities for the future was talked over by the engineers present.

The system of equipment rentals and the various charges placed against road maintenance machinery and material owned by the state in the various divisions was also given close attention by those at the meeting.

The meeting was called together by State Highway Engineer Robert A. Allen, who outlined the purposes

and objects of the assembly, expressed appreciation to the division engineers and headquarters staff for good work done during the past year, and gave a general outline of the problems to be discussed.

Mr. Allen then turned the meeting over to Huston D. Mills, Assistant Highway Engineer who conducted the meetings and lead directly the discussions during the remainder of the session.

On Wednesday noon the entire group adjourned to Hunter's lodge where luncheon was served. Present at this luncheon were all the members of the highway board of directors, including Governor Richard Kirman, Sr., Attorney General Gray Mashburn, and State Controller Henry C. Schmidt.

After the luncheon the members went to the Legion Hall on the second floor where a short motion picture was given showing the method of applying brick pavement to roads.

Those who attended the meetings were State Highway Engineer Robert A. Allen, Assistant State Highway Engineer Huston D. Mills, Division Engineers J. M. Murphy, Las Vegas; J. L. Hancock, Reno, F.H. Dopp, Elko; C. C. Boyer, Ely; J. D. Moacham, Tonopah and C. E. Wood, Junior Division Engineer.

Art Loforth, Assistant Highway Engineer in Charge of Construction; E. W. Harris, Office Engineer; F. H. Morrison, Toasting Engineer; B. C. Hartung, Manager of the Safety Division; George R. Egan, Engineer of Design; E. C. Pohl, State Highway department Auditor; Frank Berger, Field Engineer; Dalo B. Pruett, Right of Way Engineer; E. T. Boardman, Bridge Engineer; R. H. Shoohey, Maintenance Engineer; W. S. Holesworth, Equipment Superintendent, Reno; Matt R. Walsh, Clerk-Accountant in Equipment Shops; C. V. Molarkey, Assistant Office Engineer; H. H. Swineburn, Architect; Elvera E. Wollitz, Right of Way Agent; M. E. Norton, Maintenance Bookkeeper; Frank Lyman, Chief Draftsman; M. D. Anderson, in Charge of Planning Survey Inventory, and Jack Johnson, of the drafting department.

U. S. Bureau of Public Roads officials present at the meetings included E. C. Brown, Senior Highway Engineer with headquarters at San Francisco, whose field of operations includes Nevada, and Wm. H. Smith, Associate Highway Engineer, affiliated with the Planning Survey.

RETURNED HOME

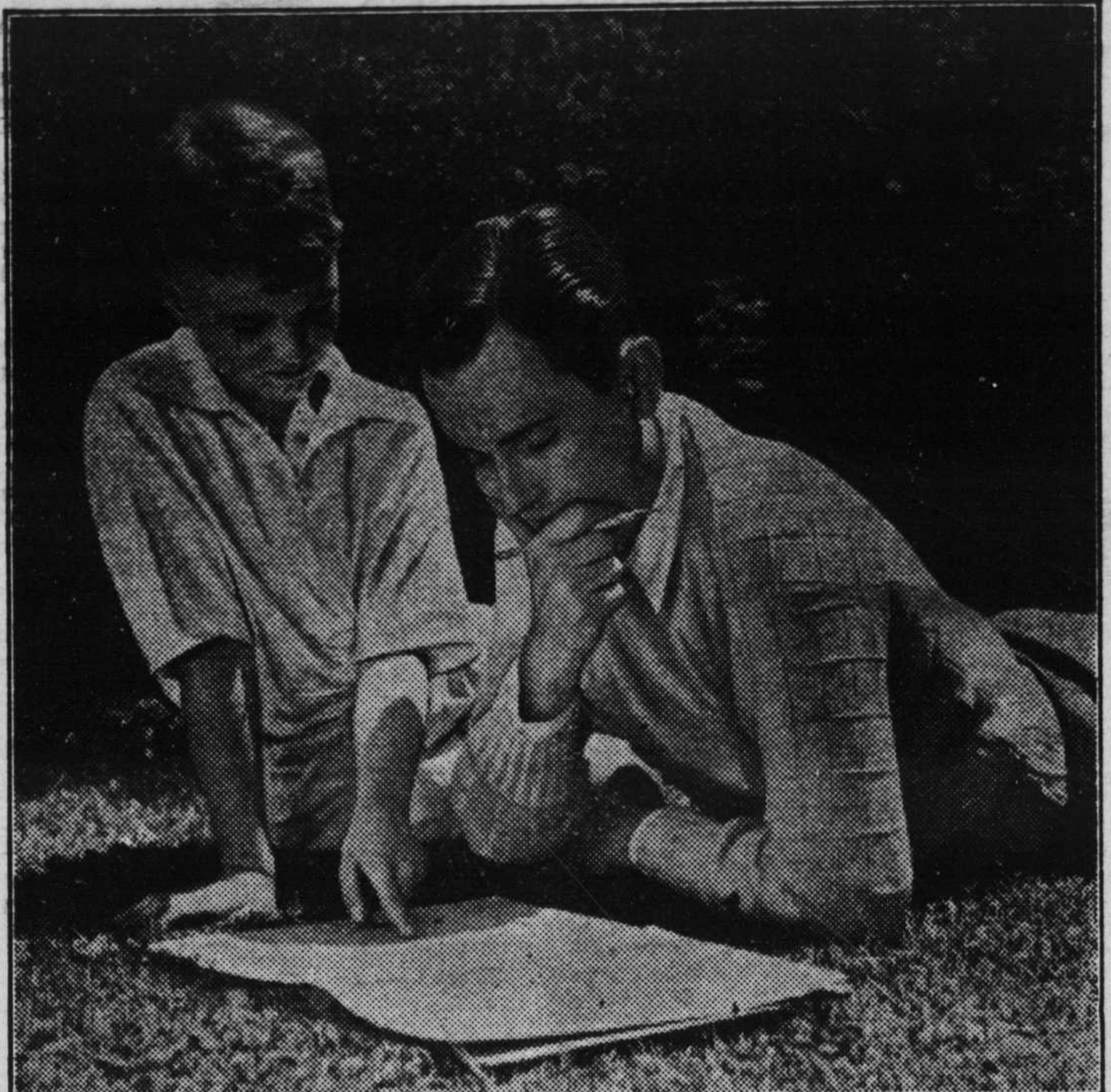
Miss Lenah Woolsey, who has been a guest at the home of her sister, Mrs. H. P. Marble, left Tuesday for her home in Nebraska.

"We can have a prompt recovery in the country, without adopting a new spending plan which will jeopardize the national credit . . . if the Government will clear the way for private enterprise to do the job."
—The New York Times.

Officials of the 1939 Golden Gate International Exposition made a goodwill trip to Sacramento, by river boat, following the route which many of the argonauts of the days of '49 took in search of gold.

The SNAPSHOT GUILD

SOFTEN THOSE SHADOWS!



No harsh shadows on the faces in this picture! The paper makes an excellent reflector, allows subjects to face AWAY from the sun, not squint INTO it! Try it and see!

WHEN one advises, "Use a reflector to soften and lighten shadows," most photographers think, "Oh, that is too complicated — too much trouble."

As a matter of fact, any white or light-colored surface can serve as a reflector, to make shadows soft and full of detail. For instance, look at a man reading a newspaper. The newspaper catches light and reflects it into his face — it is a very good shadow illuminator.

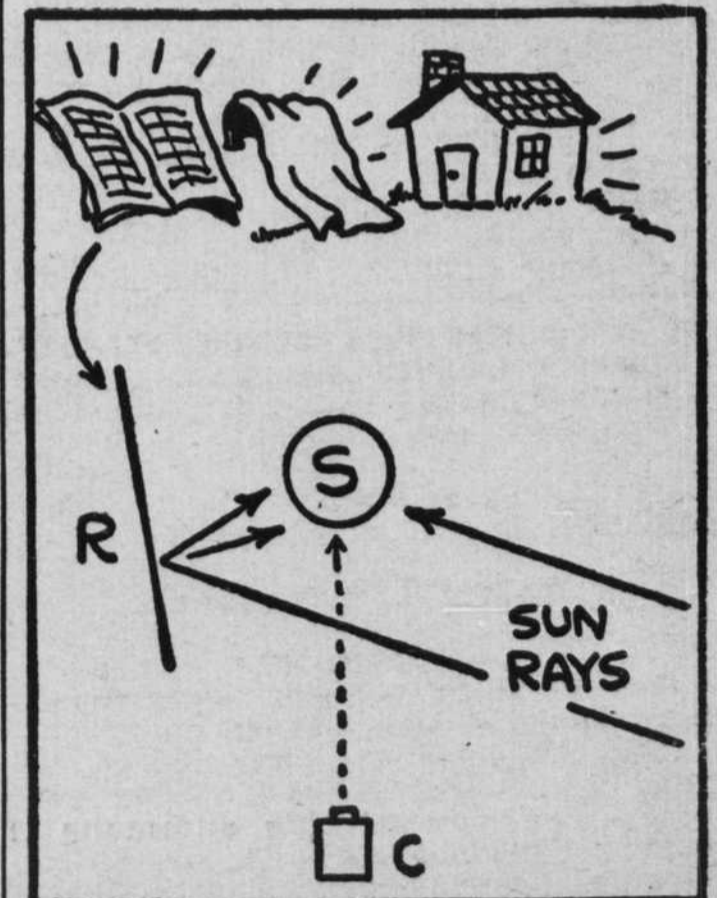
A white spring or summer dress catches light and reflects it to the subject's face, and under her chin. A broad white hat brim catches light from the dress, and reflects it to the subject's forehead.

A white building (see diagram) can be used as a reflector to lighten the shadow side of the person you are picturing. A white picnic cloth, spread in the sun, reflects enough light to soften shadows in the faces of all the group around it.

Whenever you are taking pictures of people, especially in sunlight, make sure that the shadows are softened in some fashion. Black shadows under the subject's eyebrows and nose ruin a picture. Use any sort of reflecting surface — a

white cardboard, white cloth, newspaper, the wall of a white house — anything handy that will reflect light. It takes only a moment to arrange subject or reflector properly — and the picture will be immensely improved.

John van Guilder



A white wall will reflect light to the shadow side of the face if the subject is placed properly. So will a newspaper, or white sheet. S, subject; C, camera; R, reflecting surface.

IN THE OIL BUSINESS

Now that Mexico has gone into the oil business, all it needs is customers, a foreign distributing setup and a radio comic with an accordian.—Detroit News.

—Washington Post.

If another international conference on something or other is held and Uncle Sam attends, it might be advisable to hold the conference in a nudist colony so our Uncle won't be in danger of losing his shirt.

RARE ENDOWMENT

According to an American historian, the chief factor in the peaceful relations of Canada and the United States has been "common sense." But that is the kind of sense most difficult for nations as well as for individuals.

—Kansas City Star.

New efficiencies in use of domestic gas will be demonstrated at the Golden Gate International Exposition in 1939.