In this issue:

The State Police Story
Historic Fort Monroe

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Historic Fort Monroe

The man who revolutionized warfare is totally unknown to history; in fact, he made his invention before recorded history. He invented a wooden spear.

This was the first weapon that could be projected at an enemy. From this projectile to the atom bomb, every new weapon was merely a technological extension of the basic principle of striking an enemy at a greater distance and with greater force than he could strike you. The arrow flew farther than the spear, the bullet farther than the arrow; with dynamite, high explosives struck more destructively than the largest bullet (cannonball) and the new bombs spread destruction on a scale still vaster.

As the weapons changed, new methods were introduced to give the weapon-throwers mobility and range. Genghis Khan conquered his part of the earth by introducing mounted weapon-men, cavalry, and England once dominated a large part of the globe by the perfection of its warships that followed the sea lanes. In our century, the land and seas were spanned by a machine that flew, transporting men and weapons through the air, and now comes a weapon that itself flies through the air, spanning continents.

Yet, the basic principle remains unchanged. After hurling the deadliest weapons, the attackers must seize, hold, and occupy the ground. On this principle, defenders have always sought to fortify themselves on their own ground. From the days of one family’s cave to the times of a war-lord’s moated castle and a community’s walled city, efforts have been made at some version of the fort.

Today, when the conquest of space gives weapons a new mobility, with more wide-spread destructiveness, the concept of fort expands to embrace an entire continent. But, though the defense of the continental fort has a complexity expressive of the times, the principle is still to provide a citadel in which the defenders may be sustained with the necessities of life—food, water, shelter, medical care—in order to repel an invader from their soil.

It is little known in the state, or outside it, that Virginia has in Fort Monroe the only fort in the country in which every stage of the development of war has been represented from 1609 to 1958—from bows and arrows to the inter-continental missile, from a rude stockade to the complex modern version of a walled city, a continent.

The oldest fort or garrison in continuous operation in the United States (1823), on the site of the first fortification of English-speaking people on this continent (1607), is the oldest fortified garrison in continuous use in the United States and currently, as headquarters for the Continental Army, is second in importance only to the Pentagon as a military establishment. Its walls contain the casemate in which Jefferson Davis was imprisoned after the fall of the Confederacy.
scientists of war are not involved directly with global strategy, but all of their experiments with plans and weapons are related to the total operation of the tri-service system (army, navy, airforce).

For any one who has viewed on TV an imaginary scene of our defense against inter-continental missiles, the complexities of strategy designed at Fort Monroe will come as some surprise. On TV, a cool operator in a glass-enclosed room talks in a laconic voice into his mike, “Oscar, 2 over,” buttons are pressed from Canada to Mexico and, voila, the missile vanishes. Oddly enough, it is this button-pushing notion of offense and defense that is old-fashioned, as well as quite unrealistic, and brings a wan smile to the officers at Fort Monroe. For, even if battles are fought simultaneously in Siberia and Detroit—and even on the moon—and missiles sail through the air like autumn leaves, the ultimate test of seizing and holding ground will be decided by men with weapons in their hands on the ground.

While weapon-bearing men will probably themselves be whisked through space in some contrivance out of a bad dream, they will still be following the basic principle of Genghis Khan as stated by a later-day cavalry leader, the Confederacy’s Nathan Bedford Forrest: “Get there first with the most men.” Rockets are faster than horses, and fission-bombs more destructive than lead bullets, but when each side possesses the same weapons and the same means of mobility, it is only the styles that have changed and not the principle.

At Fort Monroe, the military architects of our future security say that their surroundings are very helpful in maintaining an awareness of the basic principle, for certainly no site in the United States could serve as such a constant reminder of the continuity of the changeless principles of warfare through all the changing styles. In fact, the interweaving line of Fort Monroe in the country’s history of warfare is almost incredible. At every phase of the changing methods, the site of America’s first fort against Indians has represented not only the typical warfare of the times but the most advanced. The fort’s history, indeed, is a history of the evolution of modern war.

The site of the fort’s crude precursor, Fort Algernon, was selected as an outpost for Jamestown with a view of...
commanding the water approaches that led into the struggling colony. On the tip of the Peninsula, the site is on a projecting spit of land on Hampton Roads, looking out to the Bay and across the Roads to the Norfolk area. In the beginning days, the Mother Country was on unfriendly relations with Spain, its New World rival, and later with the French and the Dutch, and the purpose of the fort was to repel enemy warships before invading troops could make a landing. In the logic of traditional warfare, the enemy was to be repelled at the border.

Seven guns were mounted at the fort, served by fifty men, who also acted as garrison troops against Indian attacks. Because Jamestown and Williamsburg were the capitals of the Colony (and Jamestown, of course, the first settlement), history has somewhat neglected the fine plantations and thriving community that flourished in the early days at the lower end of the Peninsula, where Hampton grew into one of the most charming small cities in the East.

In the 150 years after Fort Algerburne’s construction, the garrison continued in various stages of neglect, and at the time of the Revolution the fort served no purpose against the British. Recognizing the importance of the site, the Americans planned a more formidable and elaborate fort to guard the entrance into the tidewater areas of the state that was then one of the most powerful in the newly formed union. With a praiseworthy dismissal of political considerations, Secretary of War Monroe went to the greatest war school of the day and selected Napoleon’s chief engineer, Simon Bernard, to design an impregnable fort.

General Bernard began construction in 1819, and by 1823 the work was sufficiently advanced for the first garrison to move in. An early soldier there was a sergeant-major under the alias of Perry, and one of the first romantic associations of Fort Monroe was the tour of duty spent behind its ramparts by Edgar Allan Poe. From the fort, the young poet wrote some of his most piteous letters to his harsh foster-father, John Allan; twenty years later, world-famous Poe, America’s first professional writer, returned to the site to read The Raven to an audience.

(Continued on page 57)
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Back in 1932, when the breadlines were at their longest and good men were seeking work of any kind, the Virginia State Police, then a part of the Division of Motor Vehicles, announced an authorized increase in personnel which would bring the strength of the force from 75 to 100 troopers. The salary was to be $85 a month.

The selection and training procedure called for the screening of applications and selection of the 100 most likely candidates who would attend a six-weeks' training course without salary or travel expenses. From this group would come the successful 25. There were 5,000 applications filed for these positions.

One of the successful 25 was the present superintendent, Col. C. W. Woodson, Jr., and six others who are still with the Department.

That year was an important milestone in departmental history, for then the powers of the state police were broadened, a practical system of training was established and strict entrance requirements as to physique, education and character were adopted. The Department was also placed in a semi-military status for operation.

Today, we think of state police organizations almost wholly in connection with the enforcement of traffic laws. This was far from true in the beginning, for the forerunners of the modern state trooper go back to the Texas Ranger of 1835 and the North- west Mounted Police Constable of 1873. American state police had their beginnings some time before 1905 but this year marked the establishment of the first state police department which could truly be called such and which was instituted by the Governor of Pennsylvania.

Briefly, state police were recruited to provide an enforcement arm for the state, to assist in handling disturbed conditions or outbreaks of lawlessness which were too much for normal complements of local officers and to help provide protection for isolated areas without adequate law enforcement. The Pennsylvania State Police, recruited largely from army veterans, was doubtless expected to provide a mobile, well-trained unit prepared to move quickly into the coal fields or any other areas when labor disturbances occurred.

In 1922, the Virginia State Police saw their rather modest inception when eight "inspectors" were employed by the Secretary of the Commonwealth to concern themselves almost entirely with license plates, titles and stolen cars. The police power entrusted in them was ill defined and road conditions prohibited their operating in an efficient manner during winter months. When the Division of Motor Vehicles was formed in 1924, they were transferred to that department of state government.

In the banner year of 1932, they were classified as State Police and empowered by the General Assembly with authority to enforce all Virginia criminal laws and, in 1942, were separated from the Division of Motor Vehicles as an entity of the state government with the Superintendent reporting directly to the Governor. Today, there is an authorized uniformed strength of 600 with a large staff of civilians performing non-police duties. Thirty additional police positions are authorized for each year of the forthcoming biennium.

Command structure begins with Colonel Woodson, under whom is an executive officer with the rank of major and an inspector who commands the field forces. For each of the five geographic divisions in the state, there is a division captain assisted by a headquarters lieutenant, a headquarters sergeant, a field lieutenant and field sergeants who supervise the various area breakdowns.

The staff officers at administrative headquarters consist of captains heading Personnel and Training, Investigation and Records, Safety, and Property and Finance functions. A lieutenant heads the Communications Division.

Equipment is complete and modern. Since 1939, all patrol cars have been equipped with two-way radios and the Department's radio hookup covers not only Department members but 42 other coordinating police agencies. The teletype system, established in 1940, covers the Division of Motor Vehicles and 53 local police departments and has connections with other states.

Several airplanes are employed and their use is mainly for traffic checks, quick transportation, manhunts and similar activities. Pilots are police personnel who fly on a voluntary basis and who must have at least a private pilot's license as issued by the Civil Aeronautics Authority.

Perhaps the best insight into the type of man representing the Department can be gained through following a recruit through the various steps to becoming a trooper.

Minimum physical qualifications for consideration are age 21 to 29; maximum and minimum heights of 6 feet 4 inches, and 5 feet 10 inches; maxi-
1. Aid to tourists is part of the trooper's work. 2. Three newly-graduated troopers chat with Colonel Woodson. In addition to his police diploma, each is a graduate of an accredited civilian college. 3. Part of the State Police "Air Arm." 4. A trooper inspects the "whammy" or radar speed detection device. 5. Captain Soon Young Hahn of the Korean National Police inspects a training film during a visit to Headquarters. 6. "They didn't treat me right." A car owner makes an official complaint concerning the motor vehicle inspection program. (All photos, courtesy Governor's Highway Safety Committee.)
mum and minimum weights of 220 and 160 pounds (weight and height must be proportional); good health; visual acuity of 20/40 or better, uncorrected, in each eye; willingness to serve anywhere in Virginia; competence in operating a motor vehicle and a high school education. In the last requirement, the only exceptions to a standard diploma are education equivalence tests conducted by the armed forces and the State Department of Education.

Applicants indicating they can meet these qualifications are invited to undergo a series of written adaptation tests and, if successful in these, a physical examination. At this point, the prospect is subjected to a thorough and searching character investigation which covers his entire life. Neighbors, school officials, employers and many other people having knowledge of him are interviewed. To survive such a searching inquiry does not necessarily indicate competence or reliability. Much emphasis must be placed upon temperament in dealing with the motoring public which too often does not consider a traffic violation a crime and which includes many people who have never been arrested before. A trooper must further be a man who can make an intelligent split-second decision which might be contested even to the Supreme Court of the United States. Thus, many applicants are not felt able to qualify simply because their records indicate unsuitability for becoming a police officer, although other qualifications might appear excellent.

If the investigation proves satisfactory, an applicant is interviewed as a last step before employment. Once employed, he is sent to work immediately in the status of cadet trooper and is paired with an experienced man in the field.

There are several reasons for doing this rather than sending him immediately to basic training school. Schools are held twice annually and there could be several months between the time of employment and convention of the next school. Thus, the intermediate time is better spent in learning the fundamentals of police work rather than profitless waiting. The cadet never operates alone. However, under direction of an experienced trooper, he assists in making arrests and with investigation of crashes.

Probably the greatest advantage of this procedure lies in the opportunity afforded members as well as supervisory officers to check his adaptability and temperament under pressure. Consequently, some who prove unsuited to the work can be released to spare the state the expense of further training and leave an opening for a better suited man when basic training classes convene.

This basic training course now consists of 15 weeks during which 86 subjects are taught. They range from various one-and two-hour courses to the 40 hours spent on the Motor Vehicle Code and the 52 spent on firearms training. A cadet must become familiar with all types of weapons and tear gas equipment.

Apart from the various subjects taught which one naturally would expect in such a curriculum, the cadet is taught atomic radiation, psychology, public relations, public speaking, water safety and the geography of Virginia. He must witness an autopsy in connection with his first aid course and he must learn touch-typing for clearness and speed in the reports he must file. Several experiences in maternity emergency cases have led to basic instruction in obstetrics.

Public speaking is not only an aid to his testifying in court but polishes his speech for any meeting with the public and for the various safety talks he will be called upon to make. Good public relations are important, as his arrests of traffic violators can engender resentment and because they are a part of the high standards maintained by the Department. It is perhaps something of a record that commendations by people arrested outnumber complaints.

Upon graduation, he becomes a trooper and is assigned to one of the

With Prince Phillip and Governor and Mrs. Stanley, Britain's Queen takes the salute from a State Police honor guard.
five field divisions, but his formal education is far from over. He must return once a year for a week's retraining to keep abreast of new developments in the field of law enforcement. He must qualify four times a year on the firearms ranges and may be selected to attend courses offered on fellowships or appointments by the Harvard School of Legal Medicine, the Federal Bureau of Investigation, the Northwestern University Traffic Institute and other institutions of learning. There are no specialists, as such, in the Department—each man is constantly trained to immediately handle any phase of police work encountered in the performance of his duty.

Assignment to the various duty posts is very largely determined by traffic flow and crash frequency. The new trooper normally is not assigned to his home county, since experience has taught that such assignment is not in the best interests of the member or the Department. He is allowed, upon graduation, to make three choices of duty posts and his selections are followed as far as possible and practical. He may be considered for subsequent transfer, if requested, as vacancies arise.

The Virginia State Police do not use the "barracks system" employed by many other similar organizations. This practice, extending sometimes even to a prohibition against marriage, probably arose from the necessity for quick assembly. Today, it is felt that modern means of communications and motor vehicle transportation obviate the necessity for this system.

The departmental policy in this connection is that a trooper integrate himself with his community and become a part of it, living, when police work permits, a normal family life. It is not uncommon to find a trooper serving as a church official, a scoutmaster, an officer in a civic organization or in other similar capacities. Some members participate in military or naval reserve programs. The trooper learns quickly that, in the eyes of his community, he is the Department.

Immediately upon employment, a cadet trooper goes on the payroll at $4128 a year and is in line for yearly merit increases. After five years of satisfactory service, at the present pay scale, his salary will have been increased by steps to $5160. He is issued uniforms and equipment, and is reimbursed for certain travel expenses. After graduation from basic training school, he is usually assigned a patrol car.

The way to promotion is open as vacancies occur. After two years, a trooper can take the eligibility exams which are one of the many important factors in determining fitness for promotion to another grade. The Department is proud that every supervisory officer, including the Superintendent, started as a trooper and progressed up the ladder. It is further proud that they progressed on their own merits without favoritism.
Should he possess the desire and the necessary aptitude, he may be transferred to duty as plain-clothes Investigator.

Confusion too often exists in the public mind as to exactly what a state trooper represents. The term, "trooper" is taken from the name given a private soldier in a British cavalry regiment. When the trooper is promoted to sergeant, he is no longer addressed as "trooper" as an individual, however, when spoken of as a group all members are "Virginia State Police." Yet certain state police personnel are often referred to, even by the press, as "trooper sergeants" or "trooper lieutenants."

Some years ago, Sir William Gilbert wrote the familiar lines, "A policeman's lot is not a happy one" and, to be sure, there are many phases which do not appeal to the average person. This is apparently true to the extent that a man must really have a marked aptitude for police work and be dedicated to it to make a good officer. Hours are long, the pay is low when compared to that of other positions and holidays and weekends are always busy working days.

It is absolutely necessary that the trooper's private life be above reproach and this does not mean that he simply must live within the law. He must avoid the appearance of evil and respect, to a certain extent, the prejudices and opinions of various segments of the public. A trooper off duty stands out like the proverbial sore thumb when he does something that would go

(Continued on page 62)
Congratulations, Virginia:

Your beautiful and functional State Office Building is a lasting tribute to the progressiveness and vision of Virginia's citizenry. Michaels is proud to have had a part in the construction of this noteworthy project. Under the expert guidance of Merrill C. Lee, architect and Virginia Engineering Company, general contractors, much of the stainless steel used in the building was fabricated by . . .

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Building Costs Survey Part II

Building materials have not increased in cost any faster than other commodities.

In this Bulletin we brought to that date the larger curve of February 1st, 1950 and also presented a graph in which the 1926 costs were rated at 100 and showed a remarkable parallel between the U.S. Bureau of Labor Statistics reports for building materials and the Engineering News-Record for the same and another curve just below it of the Bureau of Labor statistics on all commodities. These curves run through the Korean War and its price control, but the story doesn't vary. Building costs rise and fall approximately parallel to the consumer price index.

Paul Rudolph Main Speaker At Meeting

Principal speaker for the Virginia Chapter A.I.A. meeting at the Cavalier Hotel on June 5-6-7 will be Paul Rudolph, Chairman of the Department of Architecture at Yale and well known Florida architect.

Rudolph, of the firm of Twitchell & Rudolph, Sarasota, Fla., has been visiting critic at many of our leading architectural schools. He has held the Wheelright traveling fellowship, won A.I.A., A.I.D., Revere, House and Garden and the Brunner Awards. His commissions have included the new U.S. Embassy in Amman, Jordan; the Art, Music and Drama building at Wellesley; the Sarasota-Bradenton Airport; and as design consultant for the Inter-American Center in Miami.

He has written a number of articles published here and abroad and lists 56 publications of his work in architectural, shelter, and house magazines here and abroad.
During development of the plans for the new State Office building, administration on behalf of the state was by the Building Committee of the State Office Building Commission. Members of the Building Committee were Thomas H. Blanton, Chairman; W. Ben Davis, Industrial Commission; Dr. Mack I. Shanholtz, Comm. Dept. of Health; J. I. Smith, State Corporation Commission; and Marvin M. Sutherland, Governor’s Office.

Members of the Commission were Thomas H. Blanton, Chairman, Howard H. Adams, Earl A. Fitzpatrick, Robert T. Flanary, Shirley T. Holland, Robert T. Marsh, Jr., J. Vernon Rice, Mack I. Shanholtz, Joseph J. Williams, Jr. and John W. Boatwright, Jr., Secretary.

Merrill C. Lee, F.A.I.A., was general architect with Marcellus Wright & Son. Consulting Architect, Wiley & Wilson were Consulting Mechanical Engineers and MacFarlane & Sadler, Consulting Structural Engineers. Sculptor was Leo Friedlander.

Planning and construction of the building as the first step in realization of the previously approved Long Range Plan for Development of State Office Buildings was made possible by the decision to combine a General Fund appropriation by the Legislature, and Special Fund allocations by the State Corporation Commission and the Industrial Commission. These two special fund agencies along with the Health Department occupy space in the building in proportion to the respective funds used.

The location and general surroundings of the building will raise many questions in the mind of the viewer unfamiliar with the Long Range Plan. This building is the first of five which, with the old State Office Building, will form an arc of six equally spaced structures extending through one-quarter of a circle to Broad Street immediately west of the Turnpike. All streets between Broad on the north, the Turnpike on the east, Bank Street on the south and Ninth Street on the west, will be eliminated. The Finance Building and all buildings east of Capitol (Continued on page 30)
NEW
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IN EARLY SUMMER OF 1950 the Richmond firm of Ballou and Justice was selected as Architects-Engineers for a memorial Headquarters Building for the United Daughters of the Confederacy. As early as 1948, delegates to the National Convention of the U. D. C. accepted Richmond as the site for their Headquarters Building. Cities in other states were considered and possibly one of the determining factors in the selection of Richmond as a site for the Memorial Building, lay in the fact that Richmond was once the capital of the Confederacy.

In November 1950, the Commonwealth of Virginia donated the land which is located between the Virginia Museum and Battle Abbey for the erection of this structure. In the same year, the Convention voted to proceed with the plans for building. The Memorial Building Committee was composed of a group of women from seven different states. Sketches were submitted by the Architects during this interval but delays were prevalent due to necessary conferences between the members of the Committee and getting financial matters in order.

In early 1954 the Committee approved the preliminary sketches and gave the go ahead signal. Approval, by the Art Commission, of the preliminary sketches was obtained in April 1954. The working drawings were prepared and then again submitted to the Committee and in turn to the Art Commission. On April 1, 1955 the Art Commission gave final approval to the plans and specifications.

Mrs. John Francis Weinmann of Little Rock, Arkansas, National Building Committee Chairman, officiated at the Ground Breaking Ceremony on April 18, 1955 and actual construction was started in November 1955 by J. Kennon Perrin, Richmond General Contractor.

The Memorial Building was dedicated on November 11, 1957 in an impressive ceremony attended by many distinguished guests of the U.D.C. and presided over by Miss Edna Fowler, retiring President-General.

The exterior of this T-shaped structure is constructed of a white veined Georgia marble which lends a quiet dignity and strength to this Memorial Building dedicated to the Women of the Confederacy. One of the interesting features is the main entrance bronze doors, a gift of the Children of the Confederacy. These doors form the entrance to an impressive Lobby and Great Hall. The Great Hall rises to a lofty height in the center of the building with wainscoting and floors of marble. The lighting for this room is unique in that the entire ceiling over the main portion of the room is diffused lighting by means of fluorescent lights above a Corrolux ceiling. The building is prepared for future air conditioning. The right wing contains the library, President's Office and three committee rooms and the left wing houses a Memorial Lounge, General Office and a Record Room.

A master layout of landscaping has been planned by Kenneth R. Higgins, Landscape Architect of Richmond and the work is being done as funds are available.

The total cost of construction including the bronze entrance doors was approximately $375,000.00.

(Continued on page 43)
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PAGE TWENTY

A typical Muzak amplifier installation in a large Virginia office building. These amplifiers provide proper volume control to various offices throughout the building. Location of this panel, wiring to all parts of the building and speaker locations were included in the architect’s plans for this modern office building. (Dementi photo)

SOUND SYSTEMS

By WALKER C. COTTRELL, JR.
President, Cottrell Electronics Corporation

With the installation of sound systems adequate for background music and paging, now held as necessary to modern construction as acoustical control, air conditioning and effective lighting, it is desirable the architect or engineer include specifications for wiring and speaker placement in the design of new structures and modernization of existing buildings.

In many Virginia factories and offices the day begins with Muzak, the scientifically planned background music service. Shopping Centers include Muzak distribution in their canopies. Modern stores in these centers continue this musical sales-conditioner inside their respective establishments. In the waiting rooms of Doctors and Dentists, Muzak is the answer to “patients’ impatience”, the natural anxiety which sometimes surrounds the patient. Muzak is recommended by leading management consultants to relieve worker tension, fatigue and boredom, to decrease error and employee turnover, and to increase production. Surveys have proved Muzak creates job interest, stimulates concentration, reduces unnecessary conversation, restlessness and day-dreaming.

In planning Muzak for the modern building, it is best to consult your local Muzak franchiser concerning the particular requirements of the structure. Sweets Catalog contains helpful basic information on Muzak including data on speaker placement and power required for speakers with wiring pointers.

For example, the placement of speakers in ceilings on staggered centers offers better sound distribution in some new structures. Today’s engineering practice utilizes many small speakers, effectively placed to provide low-level sound for best penetration and coverage. The recommended distance between speakers is determined by the height of the ceilings, noise level, and utilization of the area.

In most instances, conduits are not essential for speaker distribution wires. It is desirable wiring plans include provisions for separate volume control of individual sections in business offices, factories, restaurants, stores, etc., where the volume requirements of the grouped speakers in different sections are not identical. Muzak systems can also be provided with microphone inputs for paging and announcements. Civil Defense and safety officials recommend such provisions.

The benefit of Muzak to industry has been scientifically established. Its application to modern construction is simple. Early planning will make for a better installation and lowered costs to the owner. Muzak now offers a premium quality assortment of sound amplifiers and speaker fixtures available through local Muzak outlets.

Your local Muzak Franchiser will gladly furnish copies of several helpful publications explaining how Muzak is scientifically tailored to provide work music for various locations and how applications of Muzak have helped increase profits for users. Among these publications are “An Answer to Worker Tension”, a reprint of the Sweets Catalogue section on Muzak, and one detailing a management survey of four installations which countered particular client problems.

G. L. CLINE
Building Contractor

Rt. 1, Box 86A
EXport 9-7012
PORTSMOUTH, VIRGINIA

PAGE TWENTY

VIRGINIA RECORD

Founded 1878
Fifty-six Richmond members of the Virginia Chapter have formed a Richmond Section. Taking offices in the section last month were O. Pendleton Wright, President; Alan McCullough, Vice-President; Carl Lindgren, Jr., Secretary and Ben Johns, Jr., Treasurer. Three other Directors, Marcellus Wright, Jr.; J. Ambler Johnston and Milton Portewig, were elected. The group will meet approximately monthly for fellowship and to discuss their local problems.

Thomas K. Fitzpatrick, F.A.I.A., Dean of the University of Virginia’s School of Architecture, was guest speaker at the A.I.A. Honor Awards banquet of the Kansas City Chapter on April 30.

Richard L. Meagher, of Roanoke, was elected President of the Roanoke Fine Arts Center for the current year. He has served as its first Vice-President, as exhibitions chairman and Secretary and was one of the founders of this growing art Center.

The Virginia Chapter was represented at the Middle Atlantic Regional Meetings in Baltimore on April 18 and 19th by Chapter President Herbert L. Smith, III of Norfolk and Chapter Vice-president Carl M. Lindgren, Jr., of Richmond.

John D. Owen, Jr., AIA, was recently appointed member of Planning Commission for the City of Lynchburg.

New Richmond Section Board of Directors:—left to right—Ben Johns, Jr., Treasurer; Marcellus Wright, Jr., Director; Ambler Johnston, Director; Carl Lindgren, Jr., Secretary; O. Pendleton Wright, President; Milton Portewig, Director and Alan McCullough, Vice-President. (dunfoto)

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MAY 1958 PAGE TWENTY-ONE
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AIA News

THE NEXT VIRGINIA CHAPTER A.I.A. meeting will be held at the Cavalier at Virginia Beach on June 5, 6 and 7.

VIRGINIA CHAPTER A.I.A. Committee Chairmen and Vice-chairmen for 1958 are:

Committee on Awards, Scholarships and Allied Arts.
- Pendleton S. Clark, Chairman.
- Louis P. Smitley, Vice Chairman.

Committee on Membership.
- Luther E. Warner, Chairman.
- Linwood Womack, Vice-Chairman & Asst. Secy. for Membership.

Committee on Office Practice.
- Fred Parris, Chairman.
- Wilson B. Dodson, Vice Chairman.

Committee on Chapter Affairs.
- Carl Lindner, Jr., Chairman.
- J. Linwood Walker, Vice Chairman.

Committee on Urban Design and Housing.
- James M. Portewig, Chairman.
- Forrest W. Cole, Jr., Vice Chairman.

Committee on The Home Building Industry.
- Eugene N. Brooks, Chairman.
- Philip W. Hansen, Vice Chairman.

Committee on Education and Registration.
- J. Scott Rawlings, Chairman.
- David Gibson, Vice Chairman.

Committee on Research.
- Leonard J. Currie, Chairman.
- James E. Harper, Vice Chairman.

Committee on Preservation of Historic Buildings.
- Orin M. Bullock, Jr., Chairman and Preservation Officer.
- Milton L. Grigg, Vice Chairman.

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PAGE TWENTY-TWO VIRGINIA RECORD Founded 1878
Committee on School Building.
Louis A. Oliver, Chairman
O. Pendleton Wright, Vice Chairman
Committee on Hospitals and Health.
Thomas H. Walker, Chairman
Committee on Relations with the Construction Industry.
Charles C. Justice, Chairman
Henry T. Huband, Vice Chairman
Committee on Governmental Relations.
Louis W. Ballou, Chairman
Marcellus Wright, Jr., Vice Chairman
Committee on Public Relations.
Ed Sinnott, Jr., Chairman
Frank B. Poole, Jr. Vice Chairman
Committee on Collaboration with the Design Professions.
David W. Hardwick, Chairman
Committee on Honor Awards for Current Work.
Thomas W. S. Craven, Chairman
J. Albert Heisler, Vice Chairman
Special Committees.
a. Grievance Committee
   Henry B. Boynton, Chairman
b. Joint Cooperative Committee
   Herbert L. Smith, III, Chairman
c. Hurricane Resistance Committee
   Thomas F. Steigelman, Chairman
Historian for the Chapter is John E. Wilson.

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See Peoples Trust Bank feature on page 28.

Cutting Costs and
Speeding Construction by Building Walls

HORIZONTALLY

“Tilt-up” is one of many concrete construction procedures Portland Cement Association engineers helped develop. As the name implies, wall panels are cast flat, then hoisted into position. By making maximum use of mechanical equipment, tilt-up saves time, money and materials. Such savings are especially important for building the warehouses, factories, barracks, hangars and other structures urgently needed in the national defense program.

Findings like this resulting from PCA research and development are immediately made available free to architects, engineers and contractors through the Association's field engineering service and its educational and promotional work. For more than one-third of a century this activity, voluntarily financed by the Association's 69 member companies, has represented an important contribution to the building of America. Today, for example, as a result of this work:

Owners, investors and taxpayers get low-annual-cost construction, rugged strength, maximum firesafety and enduring beauty in concrete factories, hospitals, schools, stores, public buildings.

Home owners get charming, firesafe concrete houses that offer unexcelled comfort the year around, have longer life, require fewer repairs and maintenance and cost less per year to live in.

Farmers, striving to improve production, get maximum yields at minimum cost with concrete improvements that save feed and labor and protect livestock health.

Motorists enjoy safe, smooth-riding concrete roads and streets that serve for many years at lower annual cost than other pavements.

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MAY 1958 PAGE TWENTY-THREE
Near Virginia Beach on the Laskin Road is a beautiful elementary school, its blue porcelain enamel walls and white roofs sparkle in the Tidewater sun.

This cheerful school, which houses 600 students (Grade 1 thru 7), is scaled to the size of the student and the sloping roofs avoid the institutional appearance of so many elementary schools. Inside and out the school is a colorful, efficient and well designed school plant. In recognition of these qualities the Architects, Oliver and Smith, were awarded Honorable Mention for design by the Virginia Chapter of The American Institute of Architects at its 1958 Annual Meeting. Bay Construction Co., Inc. was general contractor.

The use of a continuous ridge skylight over the classroom wings provides multi-lateral daylighting for the classrooms. This method of daylighting which avoids the construction faults of the usual bi-lateral design has proven very satisfactory and efficient.

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Electrical Contractor for Linkhorn Park Elementary School

Featured on this page.
Built in 1955 the building cost $376,389.60 complete with all built-in cabinet work. This was at a cost of $627.15 per student. Stage curtains, incinerator, kitchen equipment and sound system cost $17,314.00. The sewage system cost was $10,570.00 and site work $56,677.00. Special foundations added $8,715.00 to the project costs.

The excessive site work and special foundations costs point out the necessity for exercising good judgment in selecting school building sites. This school was built on an old brick-clay borrow pit; which required extensive and deep fill and foundations in order to develop a suitable site.

The school has 12 primary classrooms, 8 elementary classrooms, a library unit, teacher's room, administrative suite with clinic, kitchen, multi-purpose auditorium and cafeteria, ample custodial unit, and toilet facilities. The school has been planned so that no child crosses a road or parking area to reach a playground and all toilet facilities are easily accessible to the playgrounds making the building especially desirable for summertime recreation programs. Once in the building the primary and elementary children are separated to avoid conflicts and confusion between these age groups.

This building along with other Tidewater architecture will be featured at the June Meeting of the Virginia Chapter, AIA.

Subcontractors were as follows:
Fred A. Haycox Co., clearing and grubbing, excavation, filling and backfill, including structures, site improvements, site utilities and concrete; Snow, Jr., & King, masonry; Globe Iron Construction Co., structural steel, miscellaneous metal, roof deck metal; Beam Engineering Co., Charlotte, N. C., architectural metal work; Oakwood Coal & Supply Co., metal windows, aluminum; Hall-Hodges Co., metal doors and frames; American Sheet Metal Corp., roofing, sheet metal work, and skylights; Hampshire Corporation, insulation.
Also, F. A. & Company, plastering; Bay Construction Co., insulation, carpentry, caulkimg, and sewage treatment works; Grover L. White, tile work, composition tile; Miller Manufacturing Co., Richmond, millwork, cabinet work; Seaboard Paint and Supply, finish hardware; Walker & Largent Co., glass and glazing; E. Caligari & Sons, painting; American Steel Equipment Co., metal toilet partitions; Ervin & Snow, plumbing, heating and ventilating; Clarke Electric Co., Inc., Norfolk and Danville, electrical, sound equipment; M. E. Snera, kitchen equipment; Ajax Company, curtains and track.

All are Norfolk firms except where otherwise noted.

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**SPRING MEETING:**

Virginia's architects, members of the Virginia Chapter, The American Institute of Architects, have a gala Spring Meeting scheduled for the first weekend in June at the Cavalier Hotel, Virginia Beach.

Paul Rudolph, Chairman of the Department of Architecture at Yale University and well known for his work in Florida and Massachusetts as well as other U.S. areas, will be principal speaker at a session Saturday morning, June 7, at the hotel.

The Reverend Roland P. Wagner will speak at the Chapter Banquet at the Cavalier on Saturday evening.

Other speakers for the convention, for which James Lee Williams is chairman, will be Neal Thomas, A.I.D., on Friday afternoon and students and architects on a panel moderated by Dean Thomas K. FitzPatrick of the University of Virginia, also on Friday afternoon.

Social occasions will include, in addition to the traditional banquet, a charcoal steak dinner to be held in the new aluminum dome of the Virginia Beach Convention Center Friday evening following a cocktail party at which the Tidewater Section of the Virginia Chapter A.I.A. will be host.

Virginia architects will be guests of the United States Plywood Corp. at luncheon at the Cavalier on Friday. The Western Waterproofing Company will hold another of its traditional coffee hours between Friday afternoon sessions.

During the meeting a building products display will be on view in the hotel. Other events include the President's cocktail party on Thursday evening, business sessions and a business breakfast Friday afternoon and Saturday, and a film at noon Saturday—“Cities By The Sea.” Dancing at the Cavalier Beach Club is scheduled after the Friday and Saturday evening sessions.

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**PROGRAM**

**THURSDAY EVENING, June 5, 1958**
- 4:00 PM Early Registration
- 6:00 PM President’s Cocktail Party
- 7:00 PM Executive Committee Dinner Meeting

**FRIDAY MORNING, June 6, 1958**
- Building Products Exhibition 9:00 AM-12:00 Noon
- 8:00 AM Committee Breakfast—Dining Room
- 9:00 AM 1. Registration Committee active in Registering Members 2. Special Committee Meetings
- 12:00 Noon Luncheon—Sponsored by United States Plywood—Cavalier Room

**FRIDAY AFTERNOON**
- Building Products Exhibition 12:00 Noon-5:00 PM.
- 1:30 PM Business Session—Cavalier Room
- 2:30 PM Speaker: Neal Thomas A.I.D.—Cavalier Room
- 3:00 PM Coffee—Sponsored by Western Waterproofing—Cavalier Room
- 3:30 PM Student-Architect—Panel Discussion Dean T. FitzPatrick of University of Va.—Moderator

**FRIDAY EVENING**
- Tidewater Architectural Exhibit in Dome.
- 6:00 PM Cocktails sponsored by Tidewater Section of AIA.
- 7:00 PM Charcoal Steak Dinner — Virginia Beach Convention Hall—Dome
- 9:30 PM Dancing at Cavalier Beach Club

**SATURDAY MORNING, June 7, 1958**
- 8:30 AM Business Breakfast
- 10:00 AM Continued Business Session
- 11:00 AM Speaker: Mr. Paul Rudolph of the Department of Architecture of Yale University
- 12:00 Noon Film—“Cities By The Sea”

**SATURDAY AFTERNOON**
- Building Products Exhibition—2:00 PM-5:00 PM.

**SATURDAY EVENING**
- 6:30 PM Cocktail Party
- 8:00 PM Annual Dinner of the Chapter in the Main Dining Room of the Cavalier
- 9:30 PM Dancing at Beach Club

---

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See Page 19

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The Peoples Trust Bank, completed early in 1957, at Exmore, is the Eastern Shore of Virginia's most modern addition in banking facilities. Located on a double access lot, its principal elevation faces northeast on Bank Street and secondary elevation at the opposite end opening on a large parking lot accessible from U. S. Route 13, the town's main avenue.

The building is 60 feet long by 44 feet wide of brick, masonry block, precast stone, and steel construction, and interior finishes, wood paneled and plaster walls, acoustical plaster ceilings, terrazzo and resilient tile flooring. The building is completely air conditioned provided by a Chrysler Airtemp unit using “flow thru” city water supply discharged on the roof.

The 50 x 24 foot main banking room with a 17 feet high ceiling opens on both Bank Street and the parking lot. In it are modern public banking transaction facilities, including private coupon booths and vault access. A two story lengthwise partition separates the banking room from the remainder of the building. On the ground floor is a manager's private office, a large bookkeeping and accounting room readily accessible to teller booths via doors and pass-thru window, mechanical and utility room, and large vault. On the second floor is the directors' room, toilets, and storage rooms. Drive-in teller window and night depository facilities are also provided.

Architect for the project was John Linwood Walker, Jr. and general contractor, Patrick D. Widgen.

The sub-contractors were Wallace & Banwell, masonry; E. D. Ramone, concrete; Asby Bros., plumbing; R. P. Godfrey, heating and air conditioning; Goslee Roofing Co., roofing; Economy Cast Stone, precast stone; Pittsburgh Plate Glass, aluminum entrances, windows, and glazing; American Fixture and Furniture Co., fixtures; Molder Safe Co., vault door and night depository; Diebold Safe Co., drive-in window and safe deposit boxes.
These reports cover about everything let to contract in the United States this year, so we may use the general statement that costs are 40% more than 1949 and 5% more than last year.

Meanwhile, commodity costs and consumer prices which do not include the same wage increases run a somewhat parallel upward curve.

Commodity costs July, 1957 as compared with 1949 = 100 — 1.19.

Consumer price index July, 1957 as compared with 1949 = 100 — 1.18.

This parallel has prevailed throughout the years so there appears little reason to expect significant reduction in building costs.

It is obvious that no one set of figures would apply to all types of construction. One cannot expect to lump together stores, garages, schools, office buildings, churches, theaters, sheds, barns, dwellings, hotels and hospitals and come up with an answer in one set of figures, but there is a general ratio which with fair accuracy may be used to change former costs, as follows:

<table>
<thead>
<tr>
<th>Month</th>
<th>1957 Increase over 1956</th>
<th>One year ago</th>
<th>1955, two years ago</th>
<th>1954, three years ago</th>
<th>1953, four years ago</th>
<th>1952, five years ago</th>
<th>1949, eight years ago</th>
</tr>
</thead>
<tbody>
<tr>
<td>July</td>
<td>+ 4% to 5%</td>
<td>4% to 5%</td>
<td>8% to 10%</td>
<td>11% to 13%</td>
<td>17% to 18%</td>
<td>19% to 23%</td>
<td>40%</td>
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<tr>
<td>June</td>
<td>+ 3.7%</td>
<td>3.2%</td>
<td>4.7%</td>
<td>3.3%</td>
<td>4.0%</td>
<td>6.3%</td>
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<tr>
<td>March</td>
<td>+ 4.1%</td>
<td>3.3%</td>
<td>+ 5.6%</td>
<td>+ 1.8%</td>
<td>+ 2.6%</td>
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<tr>
<td>April</td>
<td>+ 5.1%</td>
<td>+ 2.6%</td>
<td>+ 1.8%</td>
<td>+ 2.6%</td>
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<tr>
<td>May</td>
<td>+ 12.1%</td>
<td>+ 5.6%</td>
<td>+ 1.8%</td>
<td>+ 2.6%</td>
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<td>June</td>
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<td>July</td>
<td>+ 4.7%</td>
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<td>+ 4.6%</td>
<td>+ 1.8%</td>
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</tbody>
</table>

The higher percentages represent the better type of building, offices, hospitals, hotels, schools, etc. having more mechanical and electrical equipment.
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A new elementary school for Harrisonburg is well into the working drawing stage. Divided into two wings according to use and administrative supervision, the upper grades are placed in a separate wing with a connecting covered walk to the main core of the building. The lower grades are directly connected to the Administration Suite and the Multi-Use Room. Each lower grade has a private toilet within each Classroom, this being the reason for eliminating large toilets in the lower Classroom wing. However, two small toilets are provided for public use.

The Administrative Suite is located in a place where it is easily reached by visitors and where supervision of all activities becomes quite simple. Connecting the two major wings is the Library, with entrances from both the upper grades and the lower grades. The main source of light for the Library is from the north. The south also supplies light which is shaded by the covered walk.

The Multi-Use Room is designed for many uses. Folding tables and benches which fold into recessed wall cabinets can be easily and quickly put away after the lunch period, leaving a completely free area for games, limited sports and other activities. A stage is provided for plays and school programs. As an auditorium the multi-use room will also serve the community for civic activities.

The school property is located on a corner. In order to take full advantage of both streets, the kitchen is placed adjacent to one of the streets. This location makes possible a direct and short service entrance without crossing the playground areas.

The entire building is laid out on a four foot modular. Exterior walls are of 4" steel tube columns at 8'-0" and 12'-0" o.c. Corridor walls are load bearing 8" masonry walls. The roof is constructed of longspan steel joist @ 6'-0" o.c. and metal roof deck.

The building has been designed for an ultimate enrollment of approximately 750 pupils with 21 classrooms being built and a future addition of four classrooms. With a total area of approximately 38,600 sq. ft. (including covered walks and porches). Classrooms are designated as follows: two kindergarten classrooms, three first grade classrooms, three second grade classrooms, two classrooms each for fourth, fifth, sixth and seventh grades and one special purpose room. Two classrooms remain unassigned at the present time. Harrisonburg being a small town, two conference rooms are provided for use in teacher training. These conference rooms serve four of the lower grade classrooms.

Other facilities which are provided are a large school storage room, teachers' restroom and lounge, a health clinic, school tool storage and chair storage in connection with the multi-use room.

Exterior finishes will be brick and porcelain enamel panels with large areas of glass. All windows will be of aluminum. Interior finishes will be exposed construction for classroom walls (brick and concrete block), wood and fabric. The classroom ceilings are to be acoustic tile. The corridors will have exposed concrete block and brick walls with a facing tile wainscot, acoustical tile ceilings and vinyl tile floors. Quarry tile floors will be used at all entrances. Plastic roof skylights will light the corridors as well as the stack areas in the library. The administrative suite will have exposed brick and plaster walls.

The building will be heated by a steam system with oil fired boiler. Unit ventilators will be used in all instructional areas with convectors in most other areas.

The architects, Smitley & Boynton, Roanoke, Virginia and associate architect, Clarence Wenger, Harrisonburg, Virginia, are in hopes that the drawings will be ready for bidding in the very near future.

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MAY 1958 PAGE FORTY-ONE
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PAGE FORTY-TWO
VIRGINIA RECORD

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MAY 1958

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See the Linkhorn Park Elementary School. Featured on page 24.

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Virginia and the nation regrettfully learn that Kenneth Chorley, president of Colonial Williamsburg since 1935, plans to retire on May 21, the date of his sixty-fifth birthday.

Mr. Chorley, who has been associated with John D. Rockefeller, Jr., since the beginning of the Williamsburg restoration work in 1926, has provided leadership under which the project has grown until more than $62 million has been invested in bringing the one-time capital of the great Virginia colony back to life.

Now the bank has a capital of $50,000.00 and the combined surplus, undivided profits and reserves amounts to $108,000.00. Total resources on date of the last call amounted to $2,023,166.42 and total deposits were $1,855,384.81.

At the present time, F. C. Bedinger is chairman of the Board of Directors; C. C. Strohecker, Jr., president; Irby Turnbull, vice president, and A. S. Finch is cashier and secretary of the board.

In Russell County, there is now nearing completion an industrial program which involves three of Virginia's biggest companies and an outlay approaching $80 million.

The program is the result of several

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*to tell the Virginia Story*

---

**to tell the Virginia Story**
years' planning by Appalachian Power Company, Clinchfield Coal Company and Norfolk and Western Railway. Each is constructing individual projects, but the facilities are closely interwoven by services or goods each company can provide or buy from the other.

The biggest is the $55 million power plant by Appalachian on Clinch River which is to strengthen the company's transmission at the lower end of its system. Next in size is the Moss #3 Mine and coal preparation plant which Clinchfield is constructing nearby at...
a cost estimated at about $20 million. Approximately a third of its coal output will be used by the power plant to generate electricity.

Finally the Norfolk and Western's 8,300 foot tunnel through Sandy Ridge is to provide transportation for coal from Clinchfield's mine to the preparation plant seven miles away.

Preparation plant for Clinchfield, a division of Pittston Company, will be one of the largest and most modern in the world. It will wash, dry and screen about 15,000 tons of coal per day with a future estimated capacity of 25,000 tons.

Scheduled for completion in late September by Link Belt Company, which has the contract for construction, the automatic preparation plant will utilize the heavy-media separation process for preparation of metallurgical and steam coal. Moss #3 Mine will be worked with mechanical equipment which scoops out extraneous material besides coal, thus requiring the plant to prepare the coal for market. This mine will eventually employ about 400 persons and is located in an area estimated to control nearly 100,000,000 tons of recoverable and salable coal. It is located in what is probably the largest and most valuable reserve of virgin and unexploited metallurgical coal in one block remaining in the United States.

Operations of Clinchfield in southwest Virginia include 11 mines which together produced more than half of the company's total 1957 production of 10,750,000 tons.

According to Robert Hughes, Clinchfield's president, last year's production was a 10 per cent increase over 1956 and the total number of employees rose 300 to about 3,500. Hughes predicts a slight increase in coal production over 1957 in 1958.

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IF EVERYONE
If every one who drives a car
could lie a month in bed,
With broken bones and stitched up
wounds, or fractured head,
And there endure the agonies that
many people do,
They'd never need preach safety
to me or you.

If everyone could stand beside the
bed of some close friend,
And hear the doctor say “No Hope”
before that fatal end,
And see him there unconscious,
never knowing what took place,
The laws and rules of traffic I'm sure
we'd soon embrace.
If every one could meet the wife and
children left behind,
And step into the darkened home
where once the sunlight shined,
And look upon the “vacant chair”
where Daddy used to sit,
I'm sure each reckless driver would
be forced to think a bit.
If every one who takes the wheel
would say a little prayer,
And keep in mind those in the car
depend upon his care,
And make a vow and pledge himself
to never take a chance.
The great crusade for safety would
suddenly then advance.

—by John Clark
Reprinted from May 5th issue, Transport Topics

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PAGE FIFTY VIRGINIA RECORD

Founded 1878
drivers, who are then schooled for a ten-day period in the car hauling part of the operation; after which time, their ability is tested by a responsible seasoned driver who decides in a report to the company whether the new employee is capable to go on his own.

The type of business operation carried on by Anchor Motor Freight, Inc., is welcomed in Virginia.

A $5,000,000 construction program is being pushed to completion to give Virginia Beach more first class accommodations than it has ever had before in its 52 years of existence as Virginia's
primary seaside resort.
Five new ocean front motels are about to make their debut along with a million-dollar convention center. This is to put Virginia Beach in a better competitive position to attract meetings of 1,000 or more delegates. These new motels have one thing in common: private balconies—most of them facing the ocean. They are also equipped with the latest in air-conditioning and are within a few steps of the ocean or private swimming pools. These five, according to a release from the Virginia Beach News Bureau, are
The Mariner, Gay Vacationer, Bel Harbour, LaPlaza and The Saxony.

The motel and other seasonal activity in the construction field has kept the building industry busy in this area through the winter and spring months.

On May 1, Governor J. Lindsay Almond, Jr., officially inaugurated the first annual Salt Water Fishing Tournament at Ocean View in Norfolk. This tournament will extend to November 1 and is expected to be an annual event in Tidewater Virginia.

The waters of the tournament include: the Atlantic Ocean off Virginia shores, the Chesapeake Bay in Virginia, and to the “fall line” of the great rivers—Potomac, Rappahannock, Piankatank, York and James—Bombjack Bay, Lynnhaven Bay and a hundred creeks and little bays, all salty tributaries or estuaries of the Chesapeake.

The species of the tournament are white marlin, channel bass, black drum, dolphin, blue fish, cobia, tautog, spotted sea trout, sea bass, gray trout, flounders, croaked, spot and white perch.

Only rod and reel catches are eligible for awards, and the methods include casting, trolling, surf and pier fishing, surface, midwater and bottom fishing.

This tournament is the result of two years planning, promotion and organization by Tidewater sportsmen and civic leaders with the assistance of the Virginia Department of Conservation and Development according to J. Stuart White, assistant to the commissioner.

NAMES IN THE NEWS
Walter J. Matthews, general sales manager of VEPCO, has been appointed operating manager and A. LeRoy Johnson, of Clifton Forge, Alleghany district manager, has been named gen-
general sales manager, according to A. H. McDowell, Jr., president of the company. ... Franklin P. Iams has been appointed administrator of the new Fairfax Hospital, as announced by Donald E. Ball, chairman of the board of trustees. Iams is the present administrator of the 400-bed University Hospital at Bellevue Medical Center, New York City. ... Members of Blue Ridge Clearing House Association recently elected as chairman Calvin G. Elder, ex vice-president and cashier, Farmers Bank of Amherst. Serving with him will be William W. Burke, president of the Bank of Appomattox, vice-chairman, and Everett B. Howerton, vice-
president Peoples National Bank and Trust Co., Lynchburg, secretary and treasurer.

W. C. King is the new buyer for the Kingan and Company's yard recently opened at Wakefield. Hugh Bond, of Bedford, was elected vice president of Region VIII, Virginia Junior Chamber of Commerce, during the region's convention held at Lynchburg recently. Hon. G. E. (Fritz) Heller has been endorsed by the Board—Canady Post 54, American Legion of Bedford for the office of Commander of the American Legion Department of Virginia. Dan E. Carter, of the Vir-

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In the last two years, 19 of America's 20 largest corporations installed VMP Mobilwalls.
of South Boston, has been appointed Vienna's first town manager, said Mayor J. Barry Trout, of Vienna. . . .

Marvin Linton has succeeded W. B. Bounds as manager of Lexington's Newberry's store. Mr. Bounds is being transferred to Newberry's larger store in Waynesboro. Mr. Linton comes to Lexington from Hagerstown, Maryland. . . .

G. L. Furr, vice president and general manager of Appalachian Power Company has been elected president of Southeastern Electric Exchange, an association of 26 electric utilities serving the Southeastern portion of the United States. Mr. Furr is rector of the Board of Visitors of Virginia Polytechnic Institute at Blacksburg. . . .

Raymond Fulton has been named Esso distributor for the Wytheville area, operating as the Esso Wythe Fuel Service. Fulton will have as active partners Russell L. Williams and Earl D. Brannock. Mr. Fulton is the senior partner of Wytheville Motor Company. . . .

Leroy Shulman, Jr., is president of Shulman and Co., Inc., Norfolk, which has been named Brand Name Retailer of the Year in competition with other men's wear stores throughout the country. . . .

Thomas S. Temple has succeeded J. R. Pope, acting director of buildings and grounds for the Medical College of Virginia, since the resignation of director Donald L. Rogers who has taken a place with a Richmond school equipment firm. Temple takes the director's post June 1. . . .

Meade McMullen, formerly Richmond general agent for Mutual Benefit Life Insurance Co., has been elected first vice-president and director of agencies of First Colony Life Insurance Co., of Lynchburg.
HISTORIC
FORT
MONROE

(Continued from page 7)

dience at the old Hygeia Hotel, a few months before his death.

Another Virginian, Lieutenant R. E. Lee, newly out of West Point, began a tour of duty at the fort in 1831. He was married there to the great-granddaughter of Martha Washington, and their first child was born in a house still standing. The work on the fort was completed by Lee, in 1834, and this is a significant point: not one of the three fortified places which Lee worked on—Charleston, Richmond, and Fort Monroe—fell to an enemy during the Civil War. Lee’s engineering knowledge of Fort Monroe made him certain that the Confederates could not take it, and the vital site remained a knife in the side of the Confederacy during the four years of the war.

Perhaps because the fort, so perfectly designed for its stage of warfare, remained in the possession of the enemy, Virginians have understandably been something less than enthusiastic about its significance during the war. As a matter of fact, perhaps because the fort was in Virginia, national historians have made relatively little of its dramatic role.

The only truly important installation retained by the Union forces in Confederate territory, Fort Monroe not only deprived Virginia of a protection for its inland waterways but served as the base for a number of crucial amphibious operations. Because the Confederates did not control Fort Monroe, they could not hold the lower Peninsula nor Norfolk and its important area. Because the Federals held Fort Monroe, they controlled the James and the York Rivers, and from the base were launched the successful operations against Port Royal, S. C., and Roanoke Island, N. C., that provided the needed naval bases to make the Union blockade a reality.

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From the Chamberlin Hotel today, you can look down on the (re-built) wharf where McClellan landed his 100,000 plus men in the beginning of the only imaginative plan ever designed for the capture of Richmond. As a forerunner of the experimental work the army is doing today at the fort, when McClellan was there the first tri-service warfare (land, sea, air) in history was introduced. With the US Navy supporting McClellan's land-masses, an observation balloon was launched from a ship—in a curiously ignored preview of modern war.

Trying to nullify the fort they could not take, the Confederates launched the world's first ironclad—the Merrimac—Virginia—in order to hold the wooden ships of the US Navy at their base. But a Swedish inventor had managed to prevail over Washington's naval brass of that day and come up with a rival ironclad, the Monitor. The two sea-monsters—quite as terrifying in their day as is the thought of intercontinental missiles in ours—fought it out to a tactical draw, which amounted to a strategic loss for the Confederacy, before McClellan's awed foot-soldiers in the fort.

Later, in the climatic year of 1864, the base of the fort made it possible for Butler to attack the Richmond area south of the James, simultaneous with Grant's attack from the North, and also to make safe Grant's crossing of the James to join Butler. In summary, the loss of Fort Monroe on the Confederacy's border enabled the
enemy to operate more effectively within the defender's territory than did the defender.

It was after the fighting phase of the Civil War and during the Occupation that the fort occupied the historical place for which it is generally most known today. This was as the prison of Jefferson Davis. The Confederate president, of course, had nothing to do with the assassination of Lincoln (indeed, Davis regarded Lincoln's death as a calamity), and it is not likely that the Reconstruction powers in Washington seriously believed that he did. But they were a vindictive, conscienceless crew, and Davis was a handy victim on whom they could pin the crime. Or, in another way, Lincoln's murder was a handy crime to pin on Davis. In any event, shackled with leg-irons like a dangerous felon, the sickly man in his late fifties was imprisoned in one of the fort's casemates.

A casemate is a passageway one-room wide and two-rooms deep that runs under the ramparts, at ground level, from the outer walls of the fort to the inner walls facing the parade ground. The entrance to the casemate from the interior of the fort presents a pleasing facade of white-paneled door and two windows in a redbrick wall that suggests an interior of a romantic nineteenth century atmosphere—which indeed, under some circumstances, it contained.

Inside the apartment is divided into two rooms by a broad chimney, with fireplaces front and back, and an arched doorway on either side. The room to the outside is walled by the thick masonry of the fort's exterior, which is cut through by a narrow window. This window overlooks the wide moat of tidal water, and the high, sloping face of the wall on the far side of the moat.

Generally the casemates were used for the storage of armaments and ammunition, and served as bachelor officer-quarters; in the event of a close-up attack from an enemy land-force, the outer windows would serve as gun embrasures. In all ways, the casemates were utilitarian and, though damp, in some ways quite cozy. For the unfortunate gentleman who had served as president of the Confederacy, Casemate #2 was in his day a cell in which a man of honor paid the price of a principle and is in our day a grim reminder of the hate and vengefulness involved in the internecine war that too frequently comes across to us as a humanitarian crusade.

When Mr. Davis was imprisoned in the outer room, facing the sixty-foot wide moat and the waters of the bay beyond, the casemate was stripped down to an iron bunk, a table and a chair, and a portable stool-closet. A candle burned on the table all night. Two sentries remained in the room at all hours, two more guarded the doorways between the rooms, and an officer remained in the inside room with orders to check the desperate criminal every fifteen minutes.

The door to the outside was locked on the outside, where a row of sentries stood ready to repel any effort to effect the former president's escape. Another row paraded up and down on the ramparts over his head, and a third row was posted across the moat on the counterscarps facing the casemate. With the heavy guns on the ramparts, the array looked as if the Reconstruction government expected the ghosts of Lee's army to arise and re-begin the war; indeed, if Lee had had as many healthy men at Appomattox, the war might not have ended.

Ill and despondent when committed in May, 1865, anxious about his wife and children, Jefferson Davis nevertheless put on a brave front. Mr. Davis' formal dignity was offensive to General Miles, a young war hero who was placed in charge of the "desperado," and he did his part toward the restoration of the Union by placing leg-irons on the man whose pride would not break and subjecting him to physical indignities that, if continuing, would doubtless have resulted in the prisoner's death.

Fortunately for the honor of the U. S., the Chief Medical Officer at Fort Monroe happened to be first of all a dedicated physician and, along with his humanitarianism, a man of historic perspective. Dr. John Joseph Craven, of Newark, New Jersey, had crowded a wide variety of experiences to tell the Virginia Story
into his forty-three years, and, as only a war-time colonel, he was more interested in the physical and mental health of the former president than in pleasing his military superiors. In fact, he pleased them so little that in December, 1865, he was taken off the case and a month later mustered out of service.

However, his six months with the famous patient led to the restoration of Mr. Davis' health and ultimately to a greater freedom and more humane treatment for the prisoner. Jefferson Davis was moved from the damp casemate to more congenial quarters in Carroll Hall, where his wife was later permitted to join him. His ultimate release two years later, when the most cruel enemies of the fallen South could no longer sustain the illusion of a "case" against him, was unrelated to Dr. Craven, but to the diary of this courageous Northerner we are indebted for the insights of the prison life of Jefferson Davis.

An inveterate reader, he was permitted only the Episcopal Prayer Book until Dr. Craven obtained books for him. Accustomed to exercise and eager to regain his health, he could take only the few steps back and forth across his cell under the cold eyes of the sentries. For companionship, he tamed a mouse. It is a sad story, recounted by one man of moral courage of another, and true humanity was exchanged in Casemate #2 between gentlemen who shared a respect for the inviolable dignity of the spirit across all lines.
Today from the Chamberlin (successor to the old Hygeia), you walk a romantic foot-path where Poe might have walked, cross the tidal waters of the moat on a foot-bridge in the section where young Lieutenant Lee worked on the escarpments, pass through an open casemate to the inside of the fort, facing the parade-ground and quarters—where Lincoln and Grant walked, as well as Lee and Davis—and you come to the vine-covered casemate which contained the ghost of the Confederate dream.

You feel the presence of the past there, not as something remotely remembered but, as the officers there now feel it, as the continuity of time and the overlapping of generations. One of the army commissioners who worked with General Bernard in 1819 was Col. Walker Armistead, whose son, General Lewis Armistead, was mortally wounded at the crest of Pickett’s Charge. George Pickett himself, as a young captain, was reading under a beach umbrella on the sand when seen by the girl who fell in love with and later married him.

In its more strictly military history as a fort, the first artillery school was established there in 1824 and continued, with interruptions, until supplanted by the Coast Artillery School, established in 1907. To those of us who remember Sunday School picnics to nearby Buckroe Beach in the innocent years of the century, Fort Monroe is probably most remembered for the Coast Artillery, whose big guns in target practice thrilled the children. It was not until 1946 that the Coast Artillery School was moved to provide a place for—what was then called—the Army Ground Forces Headquarters.

It was also around this time that the post office was finally prevailed upon to follow an army directive of 1832 making the name officially Fort Monroe, and not as usually called Fortress Monroe. Apparently, so the army people say, a fortress is a fortified civilian community. Fort or fortress, the post was always liked by army personnel, from Lee to the cluster of general officers who plan our continental safety today on the same spot where a few men stood 330 years for the same purpose.

With summer coming and the open season for trips, there is no more enchanting spot than this area that used to be generally called Old Point Comfort. Looking out on the waters where the three ships that landed at James-town sailed into Hampton Roads, you stand where the origins of America cross with the pattern of tomorrow—and you feel a sense of that historic perspective that places our moment on earth in the comforting stream of God’s time.

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**Richmond, Virginia**

MAY 1958  PAGE SIXTY-ONE
THE STATE POLICE STORY

(Continued from page 13)

unnoticed with a civilian.
When he halts a car in violation, he
cannot approach the driver with drawn
revolver yet he can expect to face one,
for he has no way of knowing whether
he has stopped a respectable citizen
who has been observed in a traffic
violation or a desperate fleeing felon.
He must listen courteously to the
excuses of tourists who compare him
unfavorably with the police of their
states. He must instantly sense the ad-
visability of a warning, a summons or
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motorists and an information cen-
ter. He must contend with drinking
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tions.

The first step in standard traffic-
arrest procedure, after the violator's
car has been halted, is a polite reti-
gement for his operator's license and regis-
tration card. After this, the violator is
always referred to as “Mr.”, “Mrs.” or
“Miss” preceding the surname. If all
is in order, the trooper informs the
driver of the violation observed and
listens politely to anything he might
have to say in denial or mitigation.
There is no place for ponderous re-
partee or sarcasm. If he feels the vi-
olation is not too serious under the cir-
cumstances, he may give a warning.
Otherwise a summons is issued or an
arrest made, whichever is appropriate.
In the case of one with a resident li-
cense, he may issue a summons. If the
violator is not a resident and court is
not convenient and sitting, he must be
taken before a justice of the peace or
other judicial officer for bail, as ex-
tradition is well-nigh impossible and
certainly most impractical in traffic
cases. A justice of the peace is not a
judge and can only set bail or, in lieu,
remand a person to jail. However, many non-residents misunderstand this required procedure and convince themselves that they have undergone trial and been fined.

It is understandably hard on a tourist to face the alternative of forfeiting bail or returning for trial from a long distance and at great inconvenience. But what is the alternative? Justices of the peace have not had the power of trying cases in Virginia since 1934. It is also obvious that courts cannot operate on a 24-hour basis nor can they be placed at convenient intervals along the road. About all that can be said is that our highways are plainly marked as to speed limits, and the various forms of reckless driving, as well as drunken driving, are very much the same everywhere.

For his services, a justice is paid a very small fee for accepting a bail bond or writing a warrant. The trooper and judge receive only their salaries and proceeds from fines are paid into the state literary fund. There is no "arrest fine" for the state trooper and many state literary fund. There is no "arrest fine" for the state trooper and many people, some of national prominence, have found it very poor business to attempt to sway him in the performance of his duty.

Perhaps the most disheartening phase of the trooper's work is the evident public apathy towards the present traffic slaughter. He sees first hand the carnage wrought by drinking drivers, inebriated drivers, deliberate violators and those who violate through inattention. It is all the same to the traffic victim—he dies because someone didn't handle his car properly. Yet the trooper who arrests the perpetrator often sees him thereafter treated with impunity. Officials and public-spirited citizens feel that if a driver can't drive properly he should be ruled instantly off the road and that if he won't drive properly he should be severely punished and ruled off the road. The general public obviously doesn't agree, or haven't seen the need for this, or we would not experience about 900 traffic deaths in Virginia each year.

Although approximately 98 percent of the arrests made by the state police are connected in some manner with the highway, many people feel troopers should be limited strictly to traffic duties. Such restriction, even though the offense might occur on a highway, could cause embarrassing situations to arise, often with serious consequences, since a trooper could not arrest an escaped convict, the driver of a stolen car or perpetrators of some other crimes, as long as no traffic law was broken. Many calls from those in distress would have to go unanswered and would become indignant when a well-equipped, trained and uniformed trooper would be required to stand idly by since the trouble did not concern a traffic situation.

From time to time, well meaning citizens advocate auxiliary police and offer their services. They do not, however, consider several points. For each arrest there must be an appearance in court and courts cannot be operated to suit their convenience. It could be disastrous for an untrained man to handle a case of resisted arrest. Drivers could complain, with some justification, that they did not know the person attempting to halt them had police power and that they thought he might be a robber or a hijacker. Personal feelings would be assigned by arrestees. Finally, the public simply would build up an unsurmountable resentment against arrests by civilians.

Let there be a sudden rash of traffic deaths and the public clamor arises as to why the State Police don't do something about it and why does one never see a state trooper on the road (note: 145,103 persons accused of traffic violations saw troopers on the road last year, to say nothing of those warned or aided.)

Any traffic program rests not only upon enforcement but upon engineering and education and all depend directly upon public support and acceptance. Enforcement depends not only upon proper police action but upon intelligent laws to enforce and realistic court action which will enable the Commissioner of Motor Vehicles to administer the penalties with which he is empowered by law.

Ticket fixing is unknown among the state police. Each officer is issued serially numbered blank summonses and must account for each. Immediately upon termination of his daily patrol, he must forward copies of all summonses written and reports of arrests to Administrative Headquarters. Not only does this permit a quick check...
on all summonses issued and arrests made but provides a means of eliminating undue pressure and pleading since a copy must be presented to the court.

There are about 50,000 miles of highways in Virginia to be patrolled. Allowing for sick leave, vacation, normal day-off duty time, court appearances and investigations, the troopers do a good job of law enforcement and stay on the road as much as possible. In time of need, one can usually be made available in very short time.

In enlisting the aid of a trooper, people should realize that a traffic violation is usually classified as a simple misdemeanor and an officer cannot arrest without a warrant unless he views the offense. There is one Virginia exception to this rule which permits an officer to arrest at the scene of a crash when his investigation indicates reasonable possibility of an offense, although he did not witness it. Thus a trooper can do nothing when a citizen who has viewed a traffic offense requests an arrest, even though he may have obtained the license number. The complainant, however, can obtain a warrant if the identity of the violator is known and the trooper will execute it.

The trooper checks operators' licenses and registrations, investigates for violations of the Motor Carriers' Act, tests safety devices, seeks to identify drivers for whom copies might have been issued for failure to pay previously assessed fines, enforces weight and dimension laws and regulates traffic. He also works on stolen car and hit-and-run cases which sometimes may require months or even years to solve.

The Department of State Police administers the state system of periodic...
motor vehicle inspection. Troopers are assigned areas within which they personally supervise and assist the official stations. They also make the necessary investigations in appointing stations, certifying participating mechanics and evaluating complaints.

Other troopers administer behind-the-wheel tests to certify teachers who instruct high school driver training classes.

The Department of State Police gives the Commonwealth a highly trained, well-equipped body of men into whom is drilled the teaching that they are public servants and not bullies.

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to tell the Virginia Story
MAY 1958
PAGE SIXTY-FIVE
or oppressors. They are charged with the preservation of life and property and their goal is the prevention of violations of the law rather than corrective measures after they have happened. A trooper is glad to be able to be of assistance to motorists or others in distress and frequently may go beyond the call of duty to do so.

Arrest is never a pleasant experience for anyone but one arrested by the State Police can expect reasonable, polite and impartial treatment. Members at times find it necessary to be firm with those persons with resentful attitudes who do not desire to accept courtesies which are afforded them. Unpleasantness is entirely dependent upon the arrestee's behavior.

The police profession has come a long way since the old "billy and badge" days and present police work requires top efficiency; familiarity with all modern methods and scientific aids used in combating crime; an ability to deal firmly yet reasonably and politely with the public, both liking and aptitude for police work and a realization of the importance of cooperating wholeheartedly with other law enforcement agencies.

In return, the police officer should receive a liveable wage, job security, freedom from political influence, generous sick leave and vacation, a reasonable measure of injury and death coverage and the best possible working conditions.

The picture could be improved but by comparable standards the trooper's position is very good and he can be proud to be associated with an organization which has a long reputation for not countenancing scandal, corruption, inefficiency or brutality.

It is an organization that is steadily moving forward and upon which Virginians can well look with satisfaction and admiration.
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PAGE THIRTY-EIGHT
VIRGINIA RECORD
Founded 1878
Building Costs Survey
(Continued from page 15)

scheduled for earlier than eight months delivery and warehouse steel has no fixed price.

THIS MEANS THAT ONLY BY SERIOUS DESIGN STUDY MAY COSTS BE CONTROLLED OR ANTICIPATED. The building of the immediate future must be designed against a rising market unless it is of a type demanding traditional architecture. We must be satisfied with buildings of severe elimination of non-essentials, pure functional design.

NEW MATERIALS must be considered and methods of erection must be studied as part of the design. Owners, architects, engineers and contractors must study together. Fortunately, modern architecture trends in that direction.

THE BUILDING INDUSTRY is not alone, automobiles, ships, locomotives, clothing, airplanes, sewers, sidewalks, bridges and buildings go along together.

YEUNG MEN are not recruited as skilled mechanics rapidly enough to serve the technical requirements of modern building construction. They go into radio, television, automotive, textiles, plastics and do not relish the harder fluctuating construction field.

IN RICHMOND we rejoice in the proposed Toll Road, Seaboard Air Line Offices, Federal Building, shopping centers, in Virginia enormous industrial plants all over the State, housing incident to all of them, so why should we expect a decrease in building costs, it would be unnatural.

IN ADDITION TO THE NORMAL OR PARALLEL increase in the cost of steel, bricks, concrete and other basic items of construction, we are no longer satisfied with a structure of 1913 design. We must have in addition year round air conditioning, acoustical treatment, superior illumination, electrical floor outlets everywhere, automatic elevators, lunch rooms, rest rooms and parking space.

THIS BULLETIN is issued then, not to present a statement on what you may expect costs to be but to remind us all that we are living in 1955 and not 1913. The building costs have not risen at a steeper angle than others but in the unpredictable reverse ratio to purchasing price of the one ALMIGHTY DOLLAR.

Bulletin of August 20th, 1957

As indicated in previous bulletins, building construction costs vary as consumer and commodity costs and inversely as the purchasing value of the dollar.

Most published information gives RELATIVE costs of components (concrete, brickwork, steel, plaster, paint, combined into a structure), but they fail to explain why the cost per square foot of today's buildings exceeds so greatly those of years ago.

Suppose we take some representative office building erected in 1913 at a cost of $2.00 per square foot and apply the August, 1957 Engineering News-Record index of 5.17. $2.00 x 5.17 = $10.34 as today's cost—IF WE REPRODUCED THE 1913 BUILDING, but today's office building is not a reproduction of 1913. Today we must have high-speed elevators, escalators, resilient floors, acoustical treatment on walls and ceilings, high intensity lighting, innumerable electrical equipment outlets with flexible means for changing such outlets at will, inter-communicating telephone systems, year-round ventilation with washed clean air circulated everywhere and automatic control of temperature and humidity. In 1913 the heating and electrical costs were about 12% to 15% of the total, while today it is nearer 40% and such equipment is costly. These refinements must be added to the 1913 reproduction cost and if added at today's prices, would bring the office building cost up to more than $20.00 per square foot.

Indexes can, therefore, be misleading if considered as anything beyond relative costs of the same thing.

Taken from the August 1st, 1957 copy of the Engineering News-Record is an interesting comparison of various published indexes from which the following is prepared:

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See new State Office Building, page 16.

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to tell the Virginia Story

MAY 1958
10.—Provide heat that can be controlled in each room to the individual taste of the resident.

Contributing to the design were Torrence, Dreelin & Associates, Structural Engineers, Emmett L. Simmons & Associates, Mechanical and Electrical Engineers, and Milton Glaser Associates, Decorators.

The day of realization approached as the plans were completed and the contract awarded to J. Kennon Perrin Company. As the building began to take shape, each contractor and subcontractor began to take more and more interest. A sense of accomplishment came over each person, even to the smallest workman, and all worked to add some touch of beauty to the building. Even the owners took renewed interest and funds were raised to furnish rooms that were originally to be left unfurnished.

Through exceptional cooperation between Owners, Architects, Engineers, and Builders, Beth Sholom Home of Virginia became truly a "House of Peace" of which it is so justly named.

Sub-Contractors employed on Beth Sholom Home were as follows:

BETH SHOLOM HOME
OF VIRGINIA

J. Albert Heisler, A.I.A.—Architect
J. Kennedy Perrin Company—General Contractor
Torrence, Doreen & Associates—Structural Engineers
Emmett L. Simmons & Associates—Mechanical Engineers

The Virginia Architect takes pride in presenting Albert Heisler’s First Honor Award winner from the 1957 Virginia Chapter AIA Honor Awards Competition. In August, the Virginia Architect will present the other First Honor Award winner, Oliver and Smith’s Lansdale Garden Junior High School, Norfolk.

aging, Orthodox Jew, having warmth, friendliness, and security, with a place to worship God, where fear could be banished and life could begin anew.

2. —Provide for the religious needs of the resident through the Synagogue, the Candle Room, and religious library.

3. —Provide for the physical needs of the resident, where kitchens provide for their dietary laws, and private and semi-private rooms could provide seclusion and privacy when desired and give the resident a sense of ownership.

4. —Provide for the health needs of the resident through the infirmary, physical therapy, doctors’ office and examining rooms, X-ray, and dental clinic, and to have on call qualified, trained medical personnel when needed.

5. —Provide quarters in the building for interns and nurses to serve these residents.

6. —Provide entertainment and diversion through radio, television, high-fidelity phonograph, card rooms, open terraces, closed sun porches, sun corridors, sitting areas, and public address system with bed speakers to those who are bedridden.

7. —Provide services through a barber shop and beauty parlor, nurses’ call system, controlled and supervised bathing, all of which add to the feeling of well-being.

8. —Provide occupation and rehabilitation through the occupational therapy shops and gardens.

9. —Provide those administrative facilities for storage, laundries, etc., where this operation can be managed without undue cost.
As medical science daily increases the life span of man, it becomes a pleasure to grow old when retiring years can be spent in pleasing, comfortable surroundings such as those found at the Beth Sholom Home of Virginia for it can be justly said that this is truly a "Beth Sholom", as translated a "House of Peace".

The Architect, J. Albert Heisler, has captured in his design the true meaning of a Home for the Aging and it is, above all, a Home lacking in the institutional coldness so often found in this type of building. Through skillful selection of materials and colors, the Home has a feeling of warmth and friendliness where the resident can live a full and satisfying life within his physical and psychological limitations. The Architects and Owners have provided every facility for the comfort and mental well-being of the resident.

With the aid of the Architect, the Owners selected a 3½ acre tract of land in a quiet residential area in Henrico County where zoning would permit this type of building. The land had sufficient slope to provide good drainage and an interesting setting and was flat enough that all residents of the Home could live on one floor, eliminating the hazard of negotiating stairs.

As the plans progressed, the Owners and Architects realized more fully the problems to be solved. Numerous visits were made to similar Homes throughout the country and where visits were impracticable, letters were written, with questionnaires which would supply information so vitally needed. It was from the data so compiled that the Owners and Architects, as a team, arrived at the following conclusions:

1. Provide a 50-bed Home for the
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Wood has been added to aluminum to create a new concept in aluminum railing design. Blumcraft of Pittsburgh has combined the warmth and elegance of natural-finished wood with the structure of aluminum to develop their new Post Style #170.

A choice of select birch or American walnut trim is available to the Architect to relate the railing design to the surrounding decor and color. The wood-trimmed post will be furnished to the metal fabricator in rubbed-satin finish. All of the Blumcraft adjustable features are contained in this post, which can be used with any of the stock handrail shapes.

With the advent of the Low-Cost Tube-Line the architect now has available two price lines of Blumcraft railings. A survey which Blumcraft made among fabricators in various parts of the Country indicates that Tube-Line is in a price range of aluminum pipe railing. The De Luxe Line, because of its labor saving adjustable features, is less costly than a quality custom-built railing.

Some Blumcraft installations which have been built by local metal fabricators include:

- Radio Station WSLS, Roanoke: Hankins & Johann, Richmond, Fabricator; Hayes, Seay, Mattern & Mattern, Roanoke, Architects.
- Virginia War Memorial, Richmond: Cruickshanks Iron Works, Richmond, Fabricator; T. J. Collins & Son, Staunton, Architects.

(Continued on page 44)
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CUSTOMER PARKING LOT
Suppliers for Beth Sholom Home, State Office Building and U.D.C.

Headquarters Building featured in this issue.

Founded 1878
provided a good cross section of up-to-date approach to the principal elements of such a building. Members of the Commission accompanied the Architects and Engineers on a second trip to New York and visited the United Nations, Lever House, Carnegie Peace Foundation, and Dunn & Bradstreet office buildings.

The visits to other buildings and the usual study of functional requirements, materials, types of construction, and related cost estimates led to the design finally approved and built.

Flat slab reinforced concrete was selected for the framing, thus permitting a building of 15 floors in a minimum total height. By increasing the thickness of the floor slabs and appropriate technical arrangement of reinforcing, beams which normally project below the slab are omitted.

The building is completely air conditioned. Heat is supplied by the extension of steam lines through the tunnel system connecting state buildings in the area. Air conditioning refrigeration is furnished by equipment in the second basement. Distribution of conditioned air is accomplished by two sets of equipment. One set in the second basement serves the lower half of the building and one set in the equipment floor at the top of the building serves the upper half. Each set consists of two systems. One handles high velocity air and variable temperature water to and from the units under each window and conditions the perimeter area of each floor. The other system handles low velocity air to the central area of each floor.

A large portion of the first basement floor is devoted to telephone equipment. This facility was established as a cen-
State Office Building
(Continued from page 17)
Square to the Turnpike will be eliminated. Thus Capitol Square will be enlarged about 50 to 60 percent with this quarter arc of buildings along the eastern extremity. The present site conditions are such as to allow for traffic needs and will be altered as the total plan develops.

Preliminary design work was started following several visits to recently completed similar buildings. The new State Office Building in Jefferson City, Missouri and six buildings in New York
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Ser Beth Sholom Home, Page 34
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