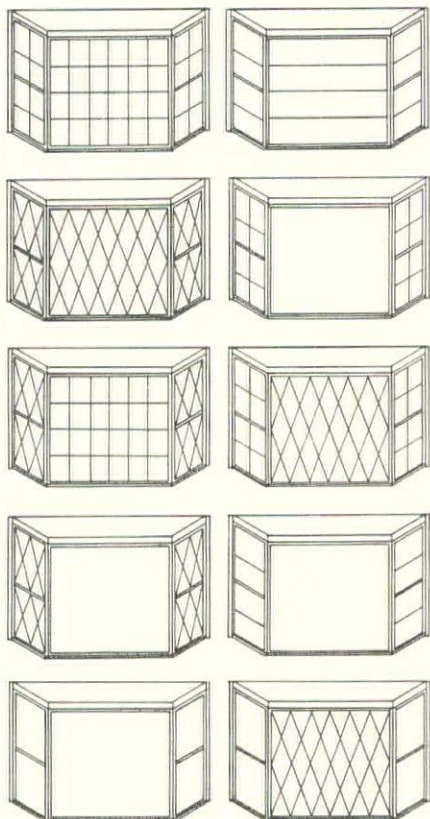
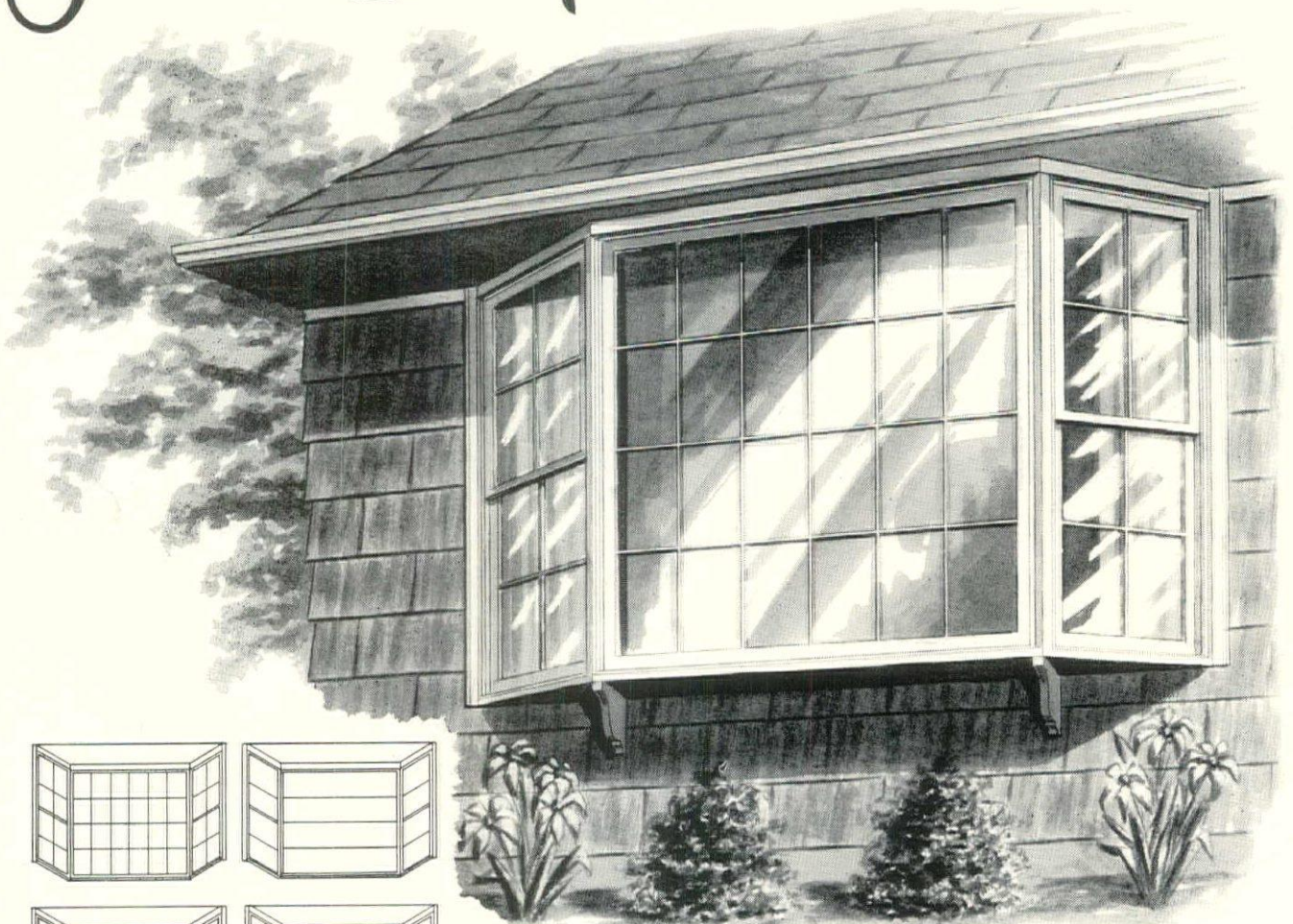


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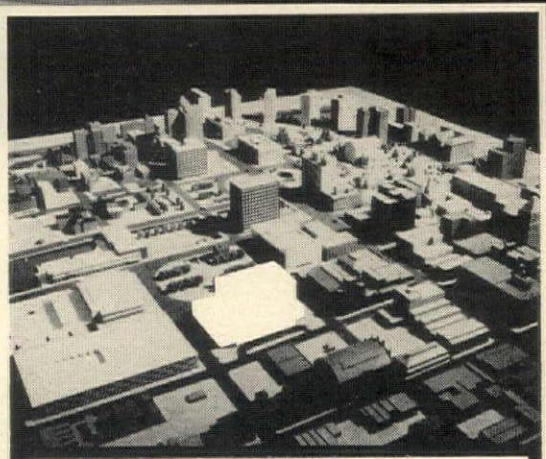
Utilizing the latest construction techniques and materials, the new 12-story Federal Building employs lightweight aggregate for structural concrete, masonry units, and pre-cast spandrel panels. The result: Greater design versatility and a deadweight saving of more than 8,000 tons.

The basic structure of the building is Solite reinforced concrete frame, using flat plate construction without column capitals or sheer heads. The plates are a uniform 9" thickness throughout and, since they are completely flat, are left exposed as finished ceilings in many areas.

Solite lightweight structural concrete was used for the pre-cast panels that predominate in the exterior walls of the building, and for exterior walls below grade. The panels, one of the project's most striking features, are faced with mosaic ceramic tile in a distinctive shade of green. Self-insulative, sound-absorbent Solite lightweight masonry units were employed for interior partitions and to back up the limestone face that complements the tile-faced panels.

The use of lightweight aggregate in these many applications effected a tremendous deadweight saving—resulting, of course, in important economies in time and construction costs.

Fresh in concept, sophisticated in design, the new Federal Building will indeed be a wonderful place to work—and a distinct contribution to Richmond's "changing skyline."



This scale model of the proposed Richmond Civic Center shows the location of the new Federal Building. The building occupies one entire block; will overlook the mall of the completed center.

FEDERAL BUILDING

ASSOCIATED ARCHITECTS

Marcellus Wright & Son, Merrill C. Lee

STRUCTURAL ENGINEER

William T. St. Clair

GENERAL CONTRACTOR

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VOLUME LXXXIII

NOVEMBER 1961

NUMBER ELEVEN

The Eiffel Tower Is Here To Stay

FOR THE OCCASION of the Paris World's Fair of 1889 a bridge-builder named Gustave Eiffel experimented with a metal frame in the form of a gigantic tower, and the visitors stared in wonder at the curiosity without thinking of the structure as more than another temporary exhibit that would be dismantled after the fair. Very likely this precursor of steel-skeletal structure would soon have vanished except for the reverse effect of a petition to the government signed by leading artists and men of letters. The artists and men of letters found the hideous cage such an affront to their esthetic sensibilities that they demanded its removal instantaneously. As all governments distrust the soundness of artists and men of letters, the bureaucrats resisted doing what they would have done without the petition, and the Eiffel Tower remained to become a permanent tourist attraction with the Louvre and the Folies Bergère.

Four years after Monsieur Eiffel made his experiment, at the Chicago World's Fair in 1893 Louis Sullivan made the logical progression of covering the frame in his Transportation Building, and the metal-frame skeleton became a practical concept designed to meet the future needs of multiple-unit buildings.

Though the development from this farsighted use of new technological resources is usually regarded as "modern architecture," it began in fact before the automobile or the Wright Brothers' invention, before Dixieland jazz was played or before Amos and Andy were born. Its idea was no longer new when the hobble skirt caused a craning of necks on open trolleys, when the Turkey trot scandalized decent people, and it was already historic in the days of the Stutz Bearcat and the hip flask.

Now, when television shows are devoted to displaying the quaintness and the nostalgia of the "Charleston," the cloche and the goings-on in the Prohibition speakeasies of the twenties, the structures deriving from an exhibition building of the nineties are still regarded suspiciously as "modern." Some combination of architectural and social historian (say, a composite of Bernard Berenson and David Riesman) will have to explain this phenomenon, but there is one analogous situation which might throw some light on the lag.

Before the end of World War I (during the last days of the court of Franz Josef and Czaristic Russia, when Lehar and Kalman were producing Viennese waltzes), the production of motion pictures was a haphazard, sleazy operation which turned out two-reelers as fast as a single camera could click. It was strictly a quick cash proposition, competing with flea circuses, two-headed cows, the Fat Lady and the Tattooed Man, and the trustworthy dog-and-pony act. In the midst of these fly by night ventures, a young director incomprehensibly conceived of the new medium as a great art form. His name was David Wark Griffith and, though no one recognized it at the time and not enough since, he was an authentic American genius. Though it might seem an extravagant statement, it can be verified that no significant technical development has been made in films since D. W. Griffith produced *Birth of a Nation*, *Intolerance* and *Orphans of the Storm*.

Griffith introduced the soft focus "close-up," the "dissolve" shot (when one

(Continued on page 71)

to tell the Virginia Story

NOVEMBER 1961

TABLE OF CONTENTS

AIA-VSPE Joint Meeting	7
Security Savings & Loan Association	11
Crossroads Shopping Center	12
Cover Story	14
Southampton County Courthouse	
N. B. Clark Elementary School	15
Bank of Warwick, Hiddenwood Branch	17
St. Michael's Church	17
New Roanoke County Schools	18
Congregational Christian Church	19
The Seton House	20
"Plaza One" Office Building	22
Mortgage Investment Corp.	22
Norfolk Professional Offices	24
New Bank in Springfield	25
Cave Spring Elementary School	25
Double Flying Saucer House Completed	26
Forest Hills Medical Clinic, Suffolk	27
Roanoke Technical Institute	27
Fair-Park Baptist Church	28
Robertshaw-Fulton Executive Offices	29
Earl Northern Professional Building	31
Princess Anne County Religious Center	31
Norfolk Historical Renovation	33
Princess Anne County Residence	34
New Virginia Beach Motel Completed	34
First Methodist Church of Rich Creek	35
Lynchburg Funeral Home Branch	36
Druid Hills Bank Office	37
Jefferson Davis Jr. High School, Hampton	37
Multi-Million Dollar Richmond Hotel Expansion	38
Harrisonburg Recreation Park Pavilion	40
Richmond Doctors' Office Building	41
Crestwood Farms Elementary School	42
Commonwealth Natural Gas Corp.	43
Lynchburg Medical Office Building	45
Unusual Prince William County School	46
Hampton Roads Medical Center	47
Change in Flavor of William & Mary Campus	49
Two Projects by Melvin M. Spence	51
The Longstreet Controversy	53
Part III of Four Parts by Clifford Dowdey	

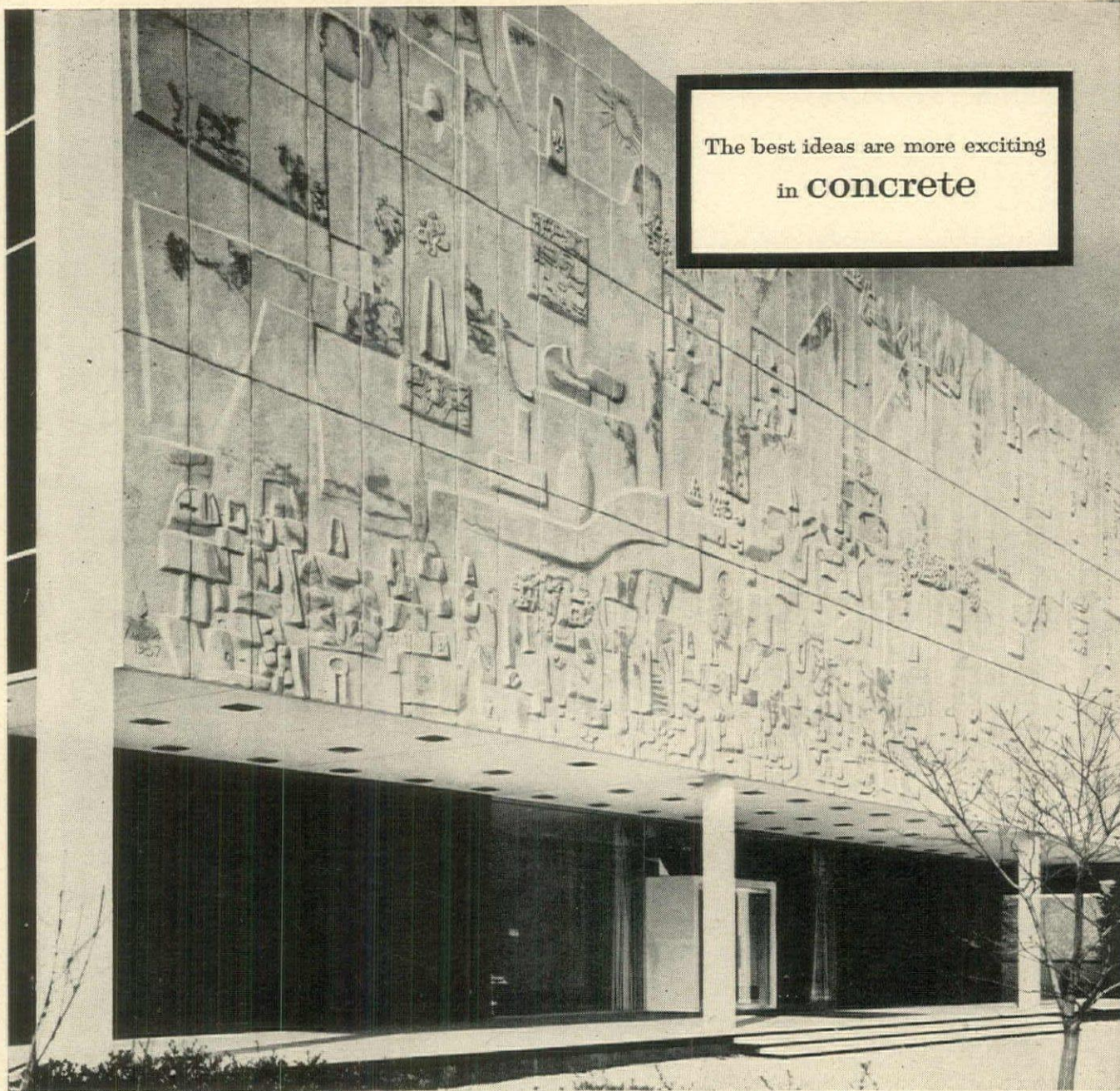
SEE COVER STORY,
PAGE 14

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To achieve the striking design effect pictured here, the architects chose precast concrete. With it they turned the fronting wall of the building into an heroic bas-relief.

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This is just one example of how today's architects are using concrete to create outstanding decorative effects in buildings of every purpose, every size and type.

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AIA-VSPE JOINT MEETING

From top to bottom: Virginia Chapter AIA President Fleming Hurt presides at the Chapter meeting Saturday, October 21, at the Hotel Roanoke. Part of a three days meeting in conjunction with the Virginia Society of Professional Engineers and the Board of Directors of the National Society of Professional Engineers, the meeting saw several hundred architects and engineers on hand. A. O. Budina and E. Tucker Carlton study and exhibit during the meeting of the Government Relations Committee. Judge Bernard Tomson, author of "It's the Law," speaking to the architects.



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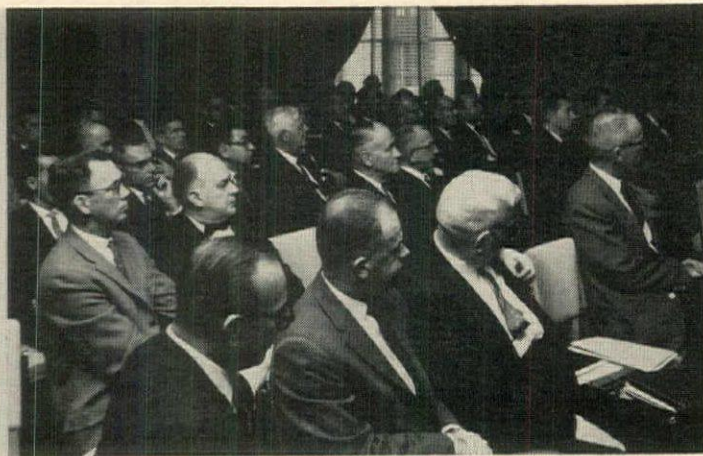
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Left to right: Turner N. Burton, Director of the State Department of Professional and Occupational Registration, spoke to a packed room of the architects as did Randolph Tucker, Jr., at right.

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- Men's Dormitory, College of William & Mary. Windows and Window Walls. Page 49.
- Renovation of Courthouse and New Office Building for Southampton County. Page 14.
- Earl Northern Professional Building. Windows and Window Walls. Page 31.

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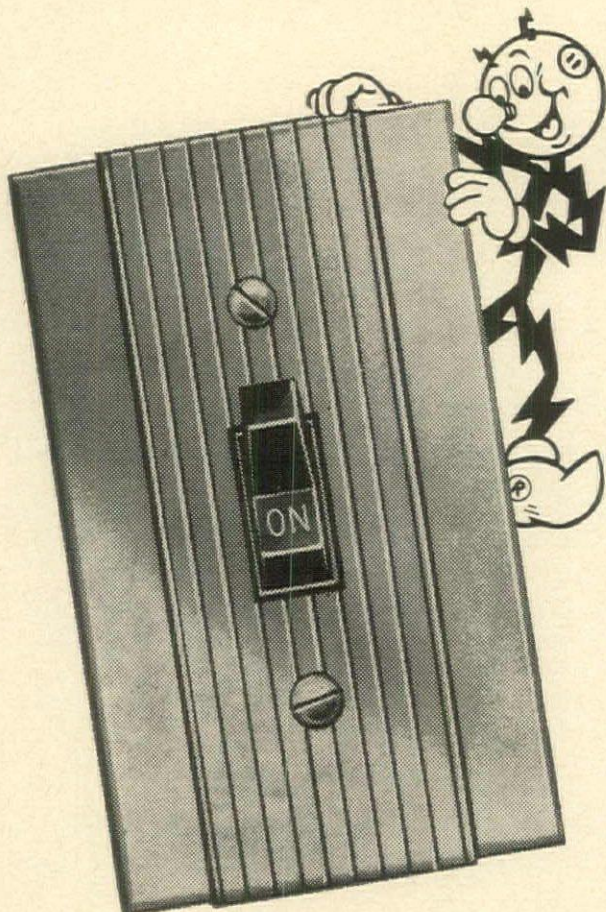
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SECURITY SAVINGS AND LOAN ASSOCIATION was founded by a group of prominent Alexandria citizens to serve the needs of northwest Alexandria. The building was designed to be the home office until such time as increased business warranted the construction of branch offices and a permanent main office.

The site, having a restrictive street side length of 90 feet and depth of 150 feet, determined to a great degree approach to and placement of the building, on-site parking and circumventive circulation being required. The facilities accommodated within the 2,072 square feet of structure include: a drive-in-window, vault with safety deposit boxes, coupon booths, tellers' counter and bookkeeping space, public space and lounge area, officers' space and boardroom for 20 people, as well as storage, toilet and mechanical facilities.

The steel framing system has filler panels of glass and a split-face grey-buff brick with all trim and exposed steel in white. The building is air conditioned year-round with an electrically operated air-to-air heat pump. The total cost was \$62,000 or \$29.90 per square foot including all furnishings with project completion in January of 1960.

FORTUNE ENGINEERING ASSOCIATES
Structural Consultants

JOHN F. LAWRENCE
Mechanical Consultant

COWLES CONSTRUCTION CO., INC.
General Contractor

Photos by Ann Evry

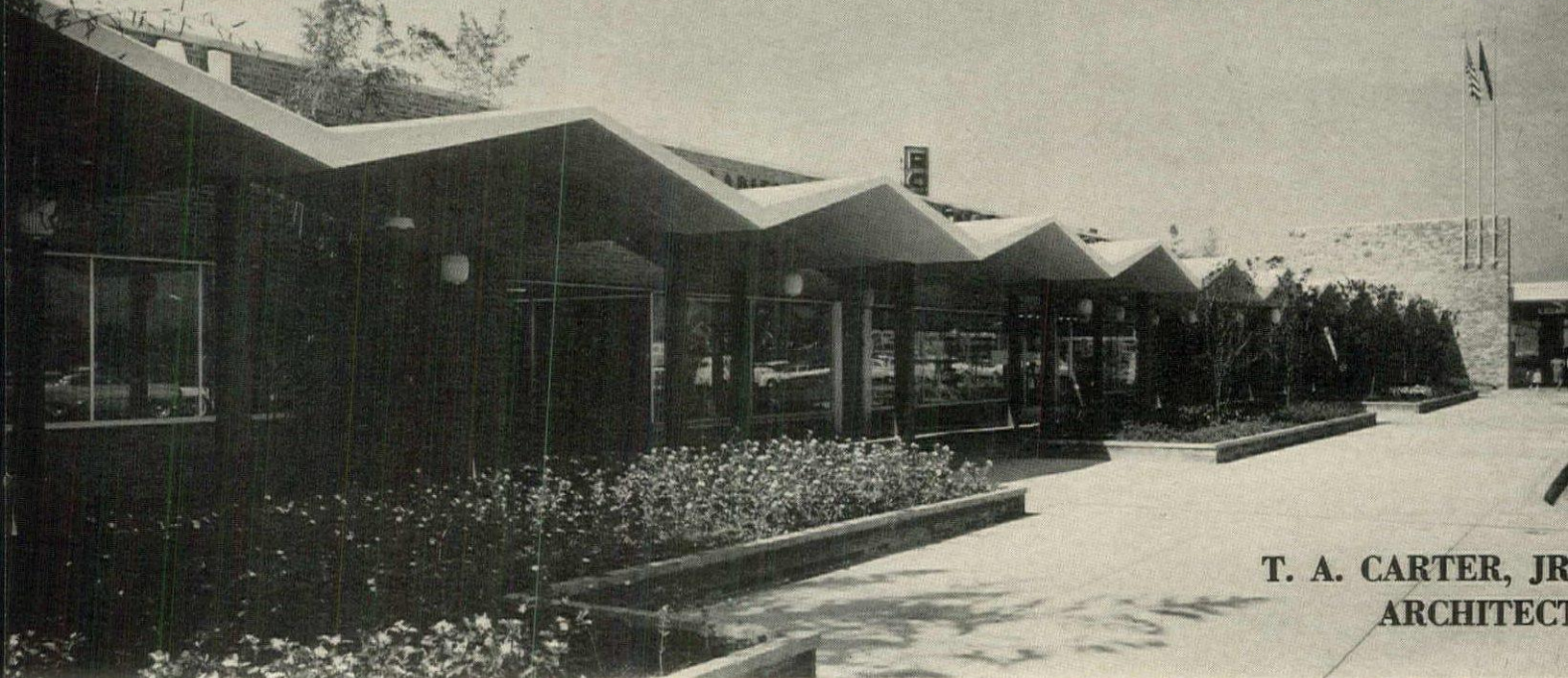
Cowles Construction Co., Inc., Alexandria, was general contractor and also did the work on excavating, foundations, concrete, masonry, carpentry, waterproofing, weatherstripping and insulation. Other subcontractors and material suppliers were as follows:

Thomas H. Andrews, Inc., Alexandria, piling; National Brick & Supply Co., Inc., Washington, and Supreme Concrete Block Co., Hagerstown, Md., concrete suppliers; Southern Iron Works, Inc., Springfield, steel, steel roof deck; Anning-Johnson Co., Alexandria, roof deck; Virginia Roofing & Sheet Metal Co., Inc., Alexandria, roofing; Allen Glass Co., Inc., Alexandria, glazing; E. W. Walker Wallpaper & Paint Co., Inc., Alexandria, painting.

Also, Marty's Floor Covering, Alexandria, resilient tile; Bilton Insulation & Supply, Inc., Arlington, acoustical; Dodd Bros., Inc., Falls Church, plaster; Fries, Beall & Sharp Co., Springfield, hardware; Arlington Woodworking & Lumber Co., Inc., millwork; Barber & Ross Co., Washington, D. C., steel doors and bucks; Capital Lighting & Supply Co., Inc., Alexandria, lighting fixtures; Walter C. Davis & Son, Inc., Alexandria, electrical work; Dwyer, Inc., Alexandria, plumbing fixtures, plumbing; McCrea Engineering Co., Washington, air conditioning, heating and ventilating.



Crossroads Shopping Center Roanoke



T. A. CARTER, JR.
ARCHITECT

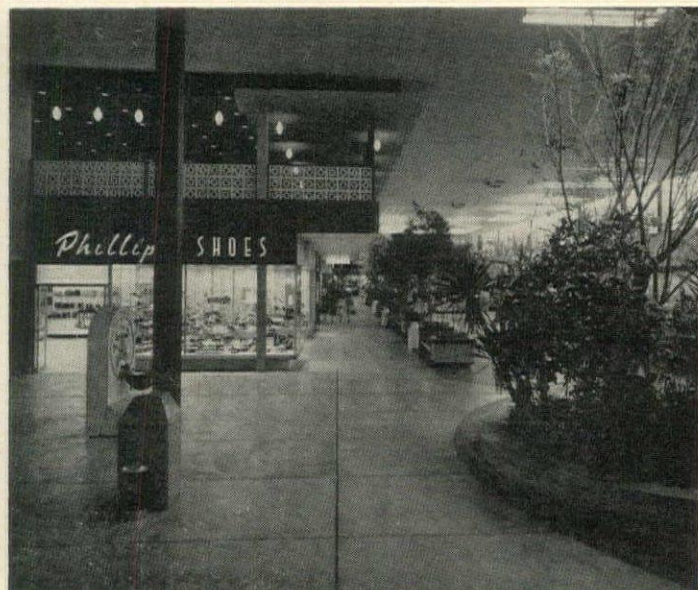
(Photos by Deyerle Studios)

THE NEW AND UNIQUE Crossroads Shopping Mall is located at the intersection of Hershberger and Airport Roads with U. S. Route 11. In the background are the beautiful Allegheny Mountains, to the north is Woodrum Airport, and to the west will be the future downtown spur from Interstate Route 81. Suburban Roanoke and Roanoke County surround it, while all

southbound traffic to Roanoke passes it.

The Crossroads Mall was designed by T. A. Carter, Jr., Architect, and was developed by the Double T Corporation of Salem, at an approximate cost of \$3,250,000.00. The leasing agent for the center was Martin J. O'Brien of Cleveland, Ohio.

The enclosed mall design was worked out after careful firsthand study of



several different types of shopping centers throughout the country.

The Mall itself is 65 feet wide by 260 feet long and is 25 feet high. It is beautifully landscaped with tropical plants, tall trees, playful fountains, pools, sculpture, benches, colorful kiosks and bright wall murals. The many shops open into the mall or its adjoining corridors where a uniform temperature is maintained, motor traffic is eliminated, walking distance between stores is minimized, soft music plays, and a favorable atmosphere is created for the shopper to spend a leisurely day of shopping in comfort. A cafeteria and three lunch counters are available for meals in the Mall.

The uniform temperature maintained in the Mall and all the stores, plus the tropical garden atmosphere of the Mall, is very attractive to shoppers, compared with the disadvantages of inclement weather, of traffic, of parking, and other problems which

shoppers elsewhere currently experience.

Entertainments are also featured in the open Mall area. To date there have been organ concerts, country music festivals, exhibits of automobiles and an airplane, a golf show, flower show, fashion shows and pet shows. The Mall has also been the scene of several teenage hops. Recently, it was used by the Roanoke Junior Chamber of Commerce when they sponsored a forum at which an audience of 2500 people was seated comfortably, with room to seat more.

The Shopping Center contains 260,000 square feet of space, and is surrounded by a parking area which will hold 1563 cars. It is designed with a large department store at the south end of the mall, a large variety store at the north end, and thirty-one other large and small shops carefully selected to serve the public. The effect is that of a complete shopping area with a unified design and total comfort.

The thirty-three shops are as follows: Bank of Salem, Fashion Craft Laundry & Cleaners, Bailey's Cafeteria & Snack Bar, J. C. Penney Co., Webster Clothes, Dr. Hetz Optometrist, Barber Shop, First Federal Savings & Loan, Catos, Peoples Drug, Haymaker Florist, Ladies Apparel, McGraws Music Shop, Sporting Center, Lester Toy Shop, Whetzel's Pet Shop, Air Force Reserve, High's Ice Cream, Winn-Dixie, Rose's, Smartwear - Irving Saks, Advance Stores, Jolie's Beauty Salon, Miles Shoes, Fink's Jewelers, Phillips Shoes, Sidney's, Curtain Shop, Sherwin Williams, Krogers, Michaels Bakery, Strickland Candy Kiosk and Deeya Cosmetics.

The construction is steel frame with infilling of brick, stone and glass. The majority of the shops is designed using vinyl asbestos tile for the floors, acoustical ceiling tile and plastered walls. Among other materials used are ceramic tiles, terrazzo and woods.

H. A. Lucas & Sons, Inc.: General Contractor SUBCONTRACTORS AND SUPPLIERS

H. A. Lucas & Sons, Inc., the general contractor, also did the work on foundations, concrete and carpentry. Subcontractors and suppliers from the Roanoke-Salem area were Adams Construction Co., excavating; A. L. Parris Co., stone work, structural tile, masonry supplier and contractor; Roanoke Iron & Bridge Works, steel, handrails; Cates Building Specialties, Inc., steel roof deck, windows, steel doors and bucks; Southern Roof Deck Co., roof deck; Valley Roofing Corp., roofing.

Also, Binswanger Glass Co., glazing; Dean Painting Co., Inc., painting; E. V. Poff & Son,

Inc., ceramic tile, terrazzo; Dean Painting Co., Inc., and Leonard Smith, waterproofing; The Hampshire Corp., insulation, acoustical, plaster; Nelson Hardware Co., hardware.

Also, Home Lumber Corp., millwork; J. M. Murphy Co., Inc., lighting fixtures, electrical work; Weddle Plumbing & Heating, plumbing fixtures, plumbing, heating, ventilating, air conditioning.

General Sprinkler Corp., Charlotte, N. C., sprinkling system; W. Morton Northen & Co., Inc., Richmond, resilient tile.



BUILDINGS ON THE COVER

Southampton County Courthouse

Consulting Engineers:
FRAIOLI-BLUM-YESSELMAN—Structural
MATHEW J. THOMPSON, III—Mechanical
R. C. M. CALVERT, JR.—Electrical

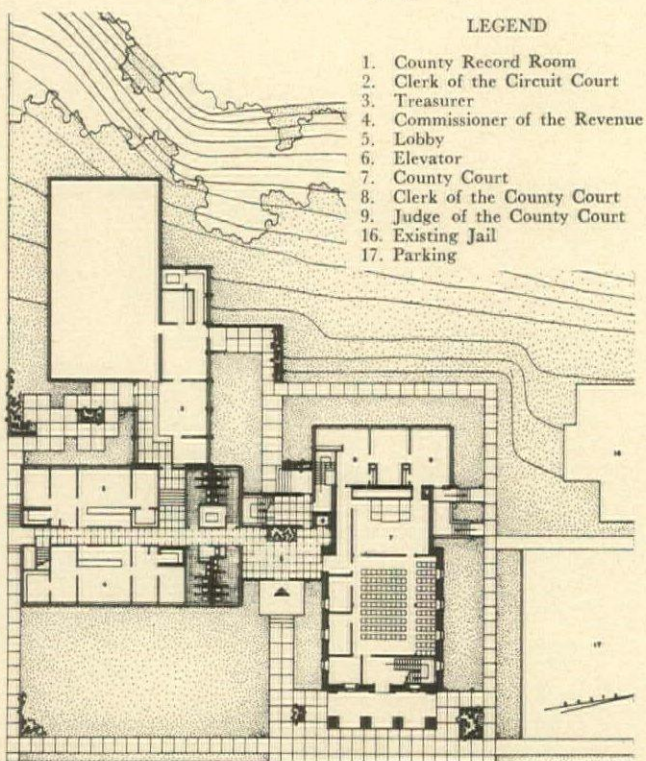
General Contractor:
SILAS S. KEA & SONS

• The original courthouse building, located on U. S. Route 58 in Courtland, was constructed in 1834 and extensively remodeled in 1924. The program called for the renovation of this building and the addition of new office facilities as required to accommodate the County Clerk, Treasurer, Commissioner of the Revenue, and the County and Circuit Courts together with related court facilities. Although the site was somewhat limited, provisions for future expansion and additional parking have been incorporated into the design.

The design began with a decision to remove certain unsound and visually undesirable additions from the rear of the old courthouse while preserving the major and most prominent portion of the building. A new main entrance and central lobby for the entire complex was combined with a vertical circulation core (including an elevator) and located as the connecting link between the existing building and the new addition. All units within the complex are directly accessible from this central core. A rear entrance into the core facility offers direct access from the jail on the north as well as parking facilities located behind the jail. The entire site is related to the building by a series of connecting walks and exterior courts which define and add interest to the secondary entrances.

The change in floor levels, suggested by the sloping site, proved helpful in defining major plan elements and also

(Continued on page 65)



Newport News Elementary School

Consulting Engineers:
MATHEW J. THOMPSON, III—Mechanical
R. C. M. CALVERT, JR.—Electrical

General Contractor:
LEON H. PERLIN CO., INC.

• The N. B. Clark Elementary School is the smallest of several neighborhood elementary schools recently constructed by the City of Newport News. It is located on a small site in a predominantly residential area. A paved play area which incorporates a planting area and benches also serves as an approach to the main entrance. A service court has been developed apart from the public areas and opens to a service drive.

The building area is 7,300 square feet and the total construction cost including built-in equipment and cabinet-work and all site work was \$86,000.

The school is centered around a central lobby which serves, in addition to circulation needs, as an assembly and recreational area.

The building has four classrooms and one multi-purpose room. The multi-purpose room is designed to convert into an additional classroom should enrollment demand. Hot lunches are delivered to the school from a central kitchen and served from the lunch service counter.

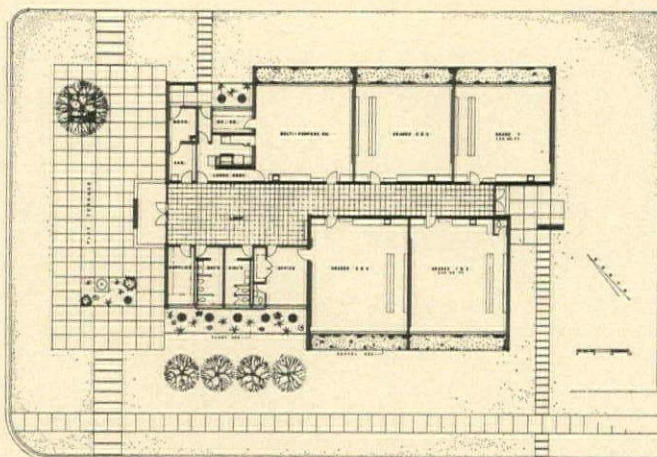
The school is administered by a teaching principal. For convenience the office, which also serves as clinic and health unit, opens directly into the teaching principal's classroom.

The classrooms are designed with an exposed ceiling and acoustical metal deck which extends beyond the window line to provide a protective overhang. Other ceilings are suspended acoustical metal pan.

All classroom cabinetwork is built-in and provides generous storage and display space.

Floor are vinyl asbestos tile in lobby, corridor, lunch service and multi-purpose areas; ceramic tile in toilet areas and asphalt tile in all other areas. Interior walls are brick or painted masonry block with ceramic tile wainscots in lobby, lunch service and toilet areas. Doors are solid core wood and door frames are steel. Windows are steel frame and window stools ceramic tile.

(Continued on page 65)



"MICRO-PENTAGON"



IN NEWPORT NEWS—

Bank of Warwick—Hidenwood Branch

• The "micro-pentagon" building, a branch for the Bank of Warwick, was inspired by its location, by interior requirements, and vehicular traffic to its drive-up facilities.

Located at the intersection of two major traffic arteries with a shopping center situated diagonally to the rear, it was desirable that the building be accessible from all three directions and present a 360 degree integrated appearance without emphasizing any particular axis other than adequately expressing the entrances. The five-sided structure, therefore, was arrived at insofar as this shape was the best solution to the problem of handling the vehicular traffic to the drive-up window and the pedestrian traffic to the exterior walk-up window, as well as their normal interior transactions. The planning allows any teller to handle any of these locations while working out of a single cash drawer.

On this project the design of all fixtures, including tellers counter, check stands, railings, desks, was made by the firm. The firm also selected the other furniture and draperies.

The unusually high parapet walls serve a twofold purpose; to screen the housing for mechanical equipment on the roof and to give the necessary height required at this heavily congested location.

Although designed for a specific site, the success of the building is substantiated by the fact that this design will serve as a prototype for the bank's future branches.

FORREST COILE & ASSOCIATES
Architects

HARWOOD CONSTRUCTION CO.
General Contractor

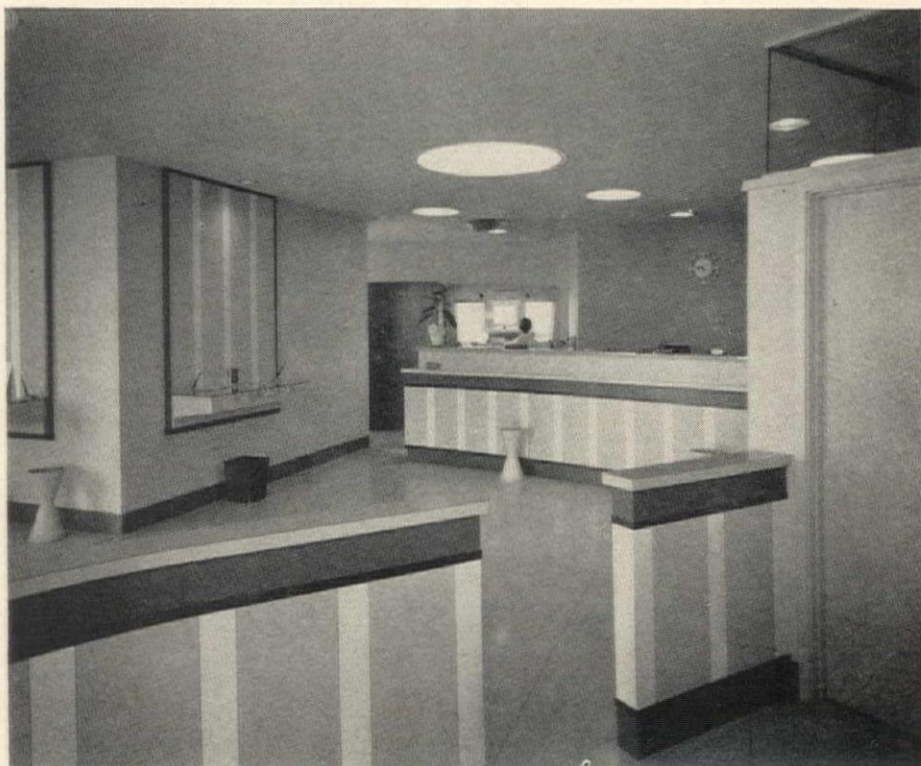
Harwood Construction Co., of Newport News, was general contractor, with the following sub-contractors and suppliers:

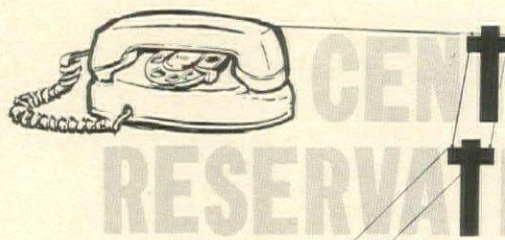
R. R. Hedrick Brick & Stone Contracting Co., Newport News, masonry suppliers; Standard Iron & Steel Co., Inc., Norfolk, steel; O. J. Brittingham Co., Newport News, roofing; Economy Cast Stone Co., Richmond, stone work.

Binswanger Glass Co., Richmond, glazing; E.

Caligari & Son, Inc., Norfolk, painting; Ajax Co., Inc., Norfolk, ceramic tile, terrazzo; South-eastern Tile Co., Hampton, resilient tile; Hall-Hodges Co., Inc., Norfolk, insulation.

A. D. Stowe, Norfolk, plaster; Lewis & Sale, Inc., hardware, steel doors and bucks; Swing & Price Electrical Contractors, Newport News, lighting fixtures, electrical work; W. H. Martin Co., Inc., plumbing fixtures, plumbing, air conditioning, heating and ventilating.



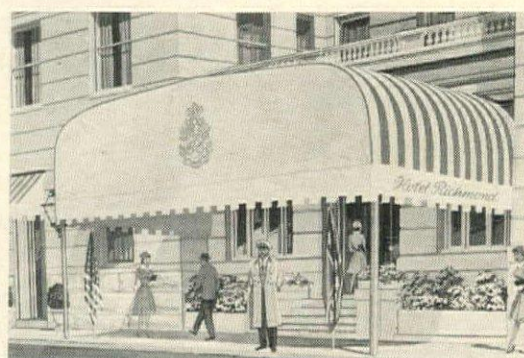


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The John Marshall

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Fifth at Franklin



The Richmond

Overlooking Capitol Square
Ninth at Grace

The Wm. Byrd Motor Hotel

In Richmond's Growing West End
Davis Ave. at Broad

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Richmond Hotels Incorporated



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 - Banquet hall seating 1500 to 2000
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 - 1200 rooms under one management

ST. MICHAEL'S CHURCH



Francis L. Koenig
Bagley-Soule' & Associates
Architects

Fortune Engineering Associates
Structural Consultants

J. B. Wyble & Associates
Mechanical Consultants

Bolt, Beranek & Newman, Inc.
Acoustical Consultants

Albert A. Fox
Lighting Consultant

Jas. K. Wright
Landscaping Consultant

Pierre Millous, Chartres, France
Mosaic Glass

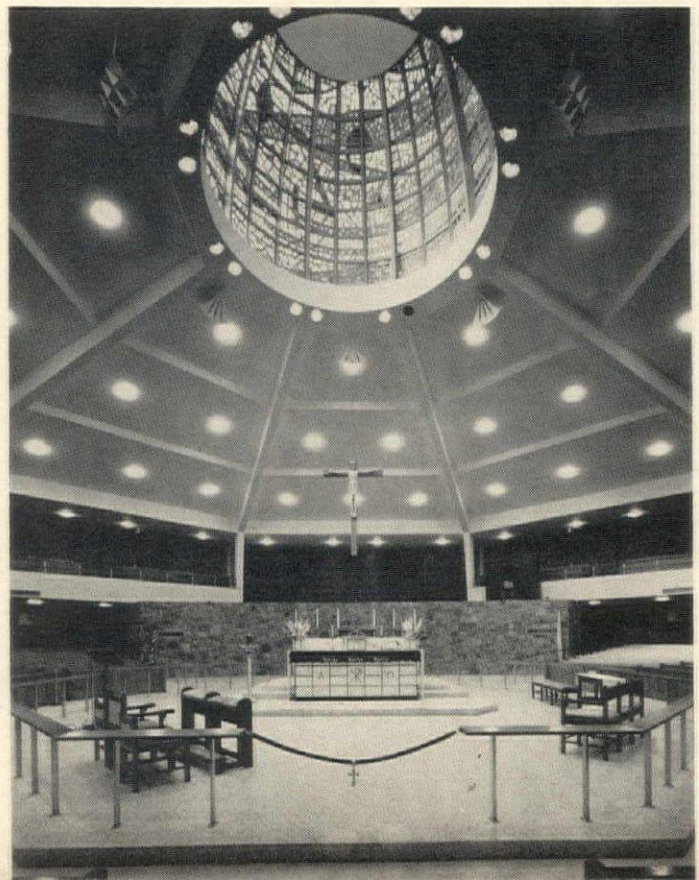
Claire Fontanini, Thomas R. Rooney
Sculpture

Miller Bros. of Arlington, Inc.
General Contractors

ANNANDALE, VIRGINIA

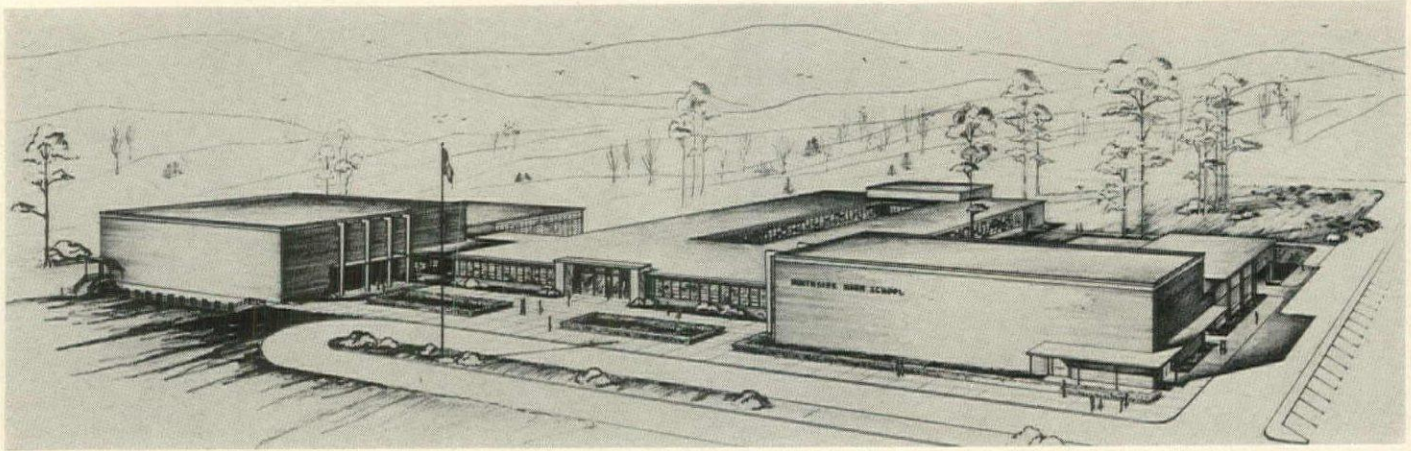
THE PLAN AND SHAPE of St. Michael's results from the desire to bring the congregation closer to the altar, the focal point of Catholic worship. This is a large church, easily seating 1,500 with comfortable room for another 1,000 standees. Orthodox planning would result in the last pews being 40 to 60 rows distant from the altar. In St. Michael's the last row of pews is 11 rows removed.

In any unusual design that is even partially successful, there will be a mixed reaction regarding its merits, esthetically and functionally. If considered judgments are mostly negative in this case, the architect will stand corrected. If plaudits are due, recognition must be given first to the courageous pastor who not only allowed this unusual solution, but actually prodded the architects into new and untested areas of thinking. The foresight of the bishop, whose approval is mandatory, must also be recognized. Without the confidence and faith of these two men, such an edifice would die aborning. We stress this point because so often in crediting an outstanding work, the sponsor (or patron, if you will) and his encouragement, vision and judgment are completely omitted.



(Robert G. Lautman photos)

NEW ROANOKE COUNTY SCHOOLS



NORTHSIDE HIGH SCHOOL

EUBANK, CALDWELL & ASSOCIATES
Architects

J. H. FRALIN & SON
General Contractor

SOWERS, KNOWLES & RODES
Mechanical & Electrical Consultants
(Northside)

• The Northside High School and East Vinton Elementary School have recently been completed in Roanoke County from designs by Eubank, Caldwell and Associates, Architects. The general contractor for both new school buildings was J. H. Fralin & Son of Roanoke.

The high school, which cost \$1,200,000 is an "E" shaped building of over 100,000 square feet in area. Of one story with part basement, it is faced with sand finish brick with granite trim. Masonry units were used for the interior partitions. The roof is built-up, of 20 year composition, the windows are

steel, projected and the floors are concrete slabs. Sowers, Knowles & Rodes were the engineering consultants for mechanical and electrical.

The new school building in Vinton, just completed in time for the current school year, is of construction similar to the high school. It contains 27,000 square feet and cost \$312,000.

SUBCONTRACTORS AND SUPPLIERS

Principal sub-contractors and suppliers for the high school include Salem Brick Co., Salem, brick supplier; Lightweight Block Co., Inc., Roanoke, supplier of masonry units; Frank Mowles, Salem, masonry contractor.

Montague-Betts Co., Inc., Lynchburg, steel, steel roof deck, windows, hardware (Corbin), steel doors and bucks; Virginia Prestressed Concrete Corp., Roanoke, prestressed concrete; Tri-State Roofing Co., Charleston, W. Va., insulation, roofing; Marsteller Corp., Roanoke, stone work (granite).

Pittsburgh Plate Glass Co., Roanoke, glazing; W. E. Robertson Co., Salem, painting; F. Graham Williams Co., Atlanta, Ga., structural tile; Martin Tile & Marble Co., Inc., Richmond, ceramic tile, terrazzo; Magic City Tile Co., Roanoke, resilient

tile; Billy R. Ayers & Son, Inc., Roanoke, acoustical plaster, plaster.

Miller Mfg. Co., Inc., Richmond, millwork; Harris Hardwood Co., Roanoke, wood flooring; Clear-Bullock Electrical Co., Inc., Martinsville, lighting fixtures, electrical work; Noland Co., Inc., Roanoke, American-Standard plumbing fixtures.

Dickinson & Cole, Buena Vista, plumbing, air conditioning (office section), heating, ventilating; A. L. Horwitz, Roanoke, metal lockers (Republic Steel); Rusco Window Co., Inc., Roanoke, chalk-board.

Excavating, foundations, concrete and carpentry was done by the general contractor.

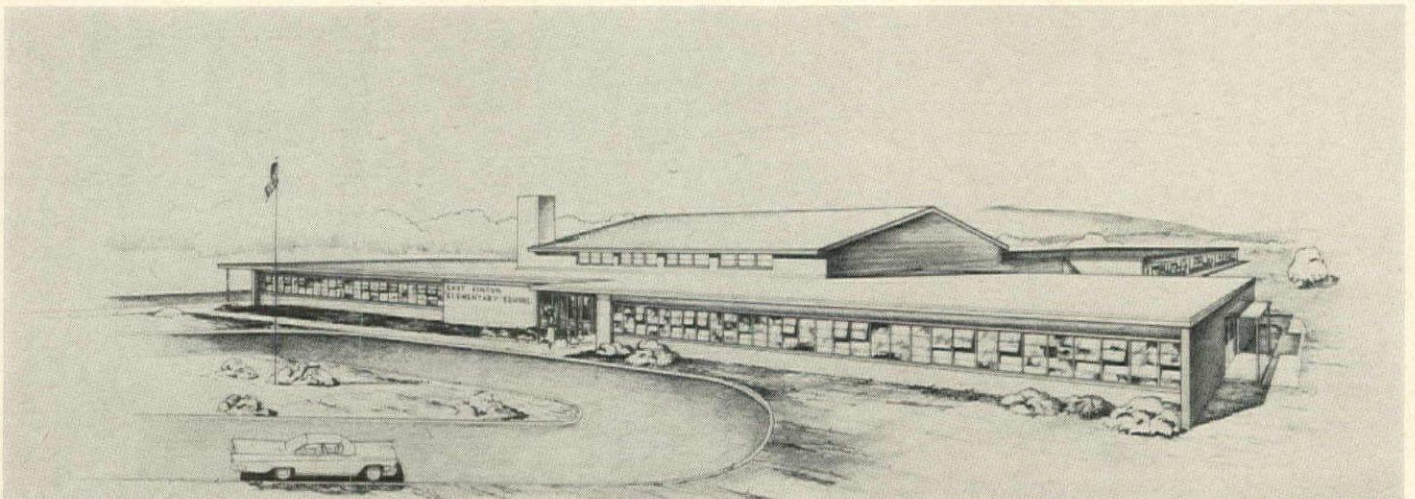
For the East Vinton Elementary School, subcontractors and suppliers included some of the same

firms: Salem Brick Co., Pittsburgh Plate Glass Co., Montague-Betts Co., Inc., Harris Hardwood Co., Noland Co., Inc.

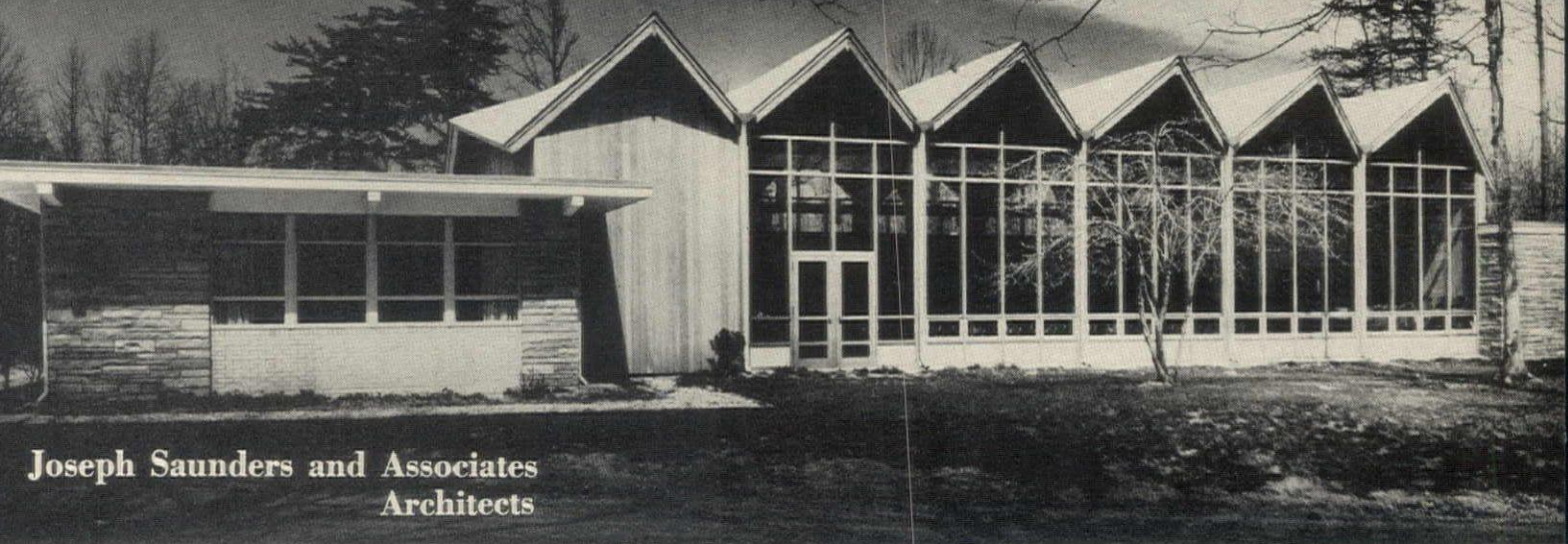
Others were Structural Steel Co., Inc., Roanoke; Southern Roof Deck Co., Roanoke; I. N. McNeil Roofing & Sheet Metal Works, Roanoke; Ingalls Stone Co., Bedford, Ind.; Roanoke Engineering Sales Co., Roanoke; Davidow Paint & Wallpaper Co., Roanoke; Metropolitan Tile Co.; United Terrazzo & Tile Co., Inc., Raleigh, N. C.

Also, Hampshire Corp., Roanoke; A. P. Hubbard Wholesale Lumber Co., Hampton; Skyline Lumber Co., Inc., Roanoke; Valley Metal Products Corp., Roanoke; Structural Steel Co., Inc., Roanoke; Engleby Electric Co., Inc., Roanoke; Herman Harlow, Buchanan; Modern School Equipment, Inc., Richmond.

EAST VINTON ELEMENTARY SCHOOL



CONGREGATIONAL CHRISTIAN CHURCH



**Joseph Saunders and Associates
Architects**

FORTUNE ENGINEERING ASSOCIATES
Structural Consultants

SHEFFERMAN & BIGELSON
Mechanical Consultants

COWLES CONSTRUCTION CO., INC.
General Contractor

THE CONGREGATIONAL CHRISTIAN CHURCH of Fairfax County was master planned on a 15-acre site by the office of Joseph Saunders & Associates and the first of three phases of construction was completed in the Spring of 1959. The initial phase of the construction contains a sanctuary seating 350 persons and choir, narthex, chapel, 5 classrooms, 3 offices, lounge and wait-

ing room, kitchen, coat room and mechanical equipment room.

The sanctuary, designed to become the social hall in the ultimate composition, is framed into six bays, 12' on center and 40' wide, by means of wood laminated arches with intermediate roof peaks formed by 2 x 6" rafters set at a uniformly varying pitch. The rafters, sheathed with two layers of 3/4"

sheathing laid perpendicular to each other, form a series of warped plane roof surfaces covered with white asphalt shingles. The south wall of the sanctuary is composed of 1/4" polished plate Solex glass set in natural finished Douglas fir frames. The north wall has a clerestory of like construction.

Interior of the sanctuary has all exposed wood finished natural and painted masonry block walls on the north and east sides. The chancel wing walls are natural cherry plywood with a white plaster background for the suspended solid cherry and aluminum cross. The cross as well as the solid cherry pulpit and communion table was designed by the architects and made by members of the congregation.

The other elements of the construction are flat roofed, exposed steel deck with build-up roof, Bethesda stone and brick interior, exposed masonry block interior and steel sash. Interiors were left largely unfinished due to a limited budget. The congregation is undertaking the interior finishes as funds become available.

The entire construction is year-round air conditioned by electric heat pumps, one of the first such installations in the area.

(Continued on page 62)

NEAR ANNANDALE, VIRGINIA

(Photos by Ann Evry)





The Seton House

CHARLES SHIFLETT
THOMAS A. GRESHAM
Associated Architects

and

F. LOUIS LEGNAIOLI
Architect

ROACHE, MERCER & FAISON
Mechanical Consultants

LEO T. GRIFFIN
Electrical Consultant

TORRENCE, DREELIN & ASSOCIATES
Structural Consultants

BASS CONSTRUCTION CO.
General Contractor

THE CATHOLIC DIOCESE of Richmond is continually seeking to assist the community in answering its growing needs. The Seton House, a home for unwed mothers of all faiths, recently completed on the Washington Highway just north of Richmond, is a step in an area which is in great need of help and understanding. Sociologists tell us a great deal about why the problem is increasing, but the real and urgent challenge is care and rehabilitation.

Recognizing this challenge, His Excellency John J. Russell, Bishop of the Catholic Diocese of Richmond, procured five acres of heavily wooded land and commissioned a local architectural firm to design the building. The very existence of the Seton House is but another expression of the Bishop's foresight and zeal for positive action.

The building, completed in August, was designed by Charles Shiflett—Thomas Gresham, Associated Architects and F. Louis Legnaioli, Architect. The Bishop's request that the building should be inconspicuous was strictly adhered to, and the resulting design was one which cultivated serenity and informality, without producing an institutional atmosphere. Located in a

few acres of some of the tallest pines to be found in Richmond, the Seton House will have an abundance of shade and seclusion.

With a total of more than 10,000 square feet of area, many facilities have been provided for the girls and the Sisters of Charity in residence. The kitchen, which serves two dining rooms at the same time, is completely equipped with every convenience. The administration, kitchen and dining rooms are in one wing with other facilities in the second wing. These other facilities include bed rooms for 16 girls and four nuns, a large recreation room for the girls, laundry room, class room, nursery and food preparation room for the infants, examination room and a conference room. The nuns will have their own communal, or living room, which opens onto a private interior court. A large interior court is also provided for the girls and these two courts separate the two wings which are connected by a glass corridor.

The Chapel, which seats over 20, is treated in natural wood, stone and stained glass. The application of these materials and the scale in which they

were used create a warm and monastic effect.

The building is of masonry construction and steel framing. Steel joists were set at a slope for the roof, and a plaster ceiling was suspended throughout except in the Chapel. The roof deck is a poured gypsum with built up roofing and pea gravel topping. A pipe trench circumvents the entire building carrying all piping and control tubes for the mechanical system.

This mechanical system employs hot water for heating and chilled water for air conditioning, each room having its own thermostatically controlled unit.

Bass Construction Co. was the general contractor for the building, and Dixie Plumbing and Heating Co. installed the mechanical and plumbing systems under a separate contract.

Other subcontractors, all of Richmond unless otherwise noted, were as follows:

Southern Brick Contractors, Inc., masonry; Cruickshanks Iron Works Co., steel; N. W. Martin & Bros. Inc., roofing; J. B. Eurell Co., gypsum deck; Consolidated Tile Co., floor covering; General Tile & Marble Co., Inc., tile and Alberene stone; R. A. Siewers, Inc., millwork; H. J. Holtz, painting; Economy Cast Stone Co., cast stone; Northside Electric Co., electrical work; Staley Company, Inc., windows and metal door frames.

Also Winebarger Corp., Lynchburg, pews; Custom Kitchens, Inc., kitchen and laundry equipment; Carrol and Rowe, plastering; Pleasants Hardware, finish hardware.

(Photos by Everett Nieuwenhuis)





"PLAZA ONE" OFFICE BUILDING

W. L. MAYNE
Architect

HANSON & CRAIG
Structural Engineers

STANDARD CONSTRUCTION CO., INC.
Builder

SILVER ASSOCIATES
Mechanical Engineers

● Plans for a fall start of construction of "Plaza One," Norfolk's latest office building, have been announced by the owners, Mall Development Associates.

The building will be located in Norfolk's redevelopment area at Main and Church Streets across from the new Civic Center, and will be 11 stories high containing approximately 70,000 square feet of office space and 15,000

square feet of retail commercial space. Parking space on two levels for 75 cars will be provided for the tenants.

The structure of reinforced concrete construction comprises a 92 foot square tower surmounting a 188 ft. x 245 ft. ground floor commercial area. The exterior materials of granite, glazed brick, and aluminum windows will be dominated by vertical aluminum lou-

vers running the full height of eight stories on both the east and west sides of the building. The building will feature the very latest in mechanical equipment designed for the convenience of its tenants including three high speed electronically controlled elevators and a high pressure induction system of heating and cooling.

BEFORE AND AFTER FACING PROJECT:

MORTGAGE INVESTMENT CORPORATION - RICHMOND

E. TUCKER CARLTON: Architect

THE OPPORTUNITY to improve the aesthetic appeal of a previously designed building comes as a rare experience in the life of an architect. The original building, designed in 1950 as a "tax payer" was a successful commission insofar as the client was concerned but admittedly lacked aesthetic appeal.

Purchased in 1960 by Mortgage Investment Corporation as its home office

building, the architect was commissioned to design an exterior and a new entrance in keeping with the stature of the new owner.

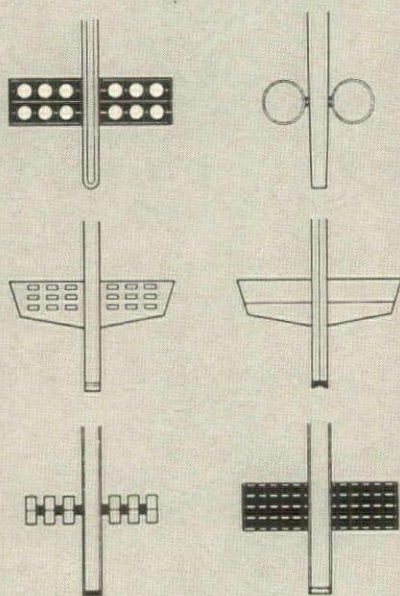
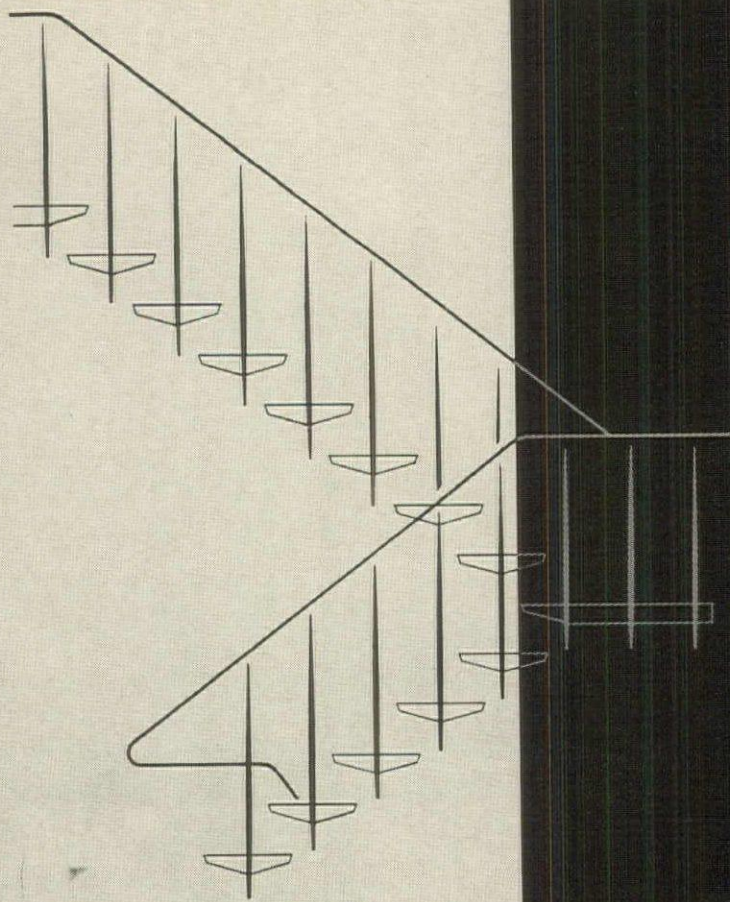
An exhaustive study of the structure within the restrictions of the property area and city requirements indicated a resurfacing of the structure would provide the most appropriate answer.

The selection of exterior material was premised upon weight and total surface

projection as well as ability to provide the texture and appearance desired. The final selection of gold anodized aluminum, black-green Granux and porcelain enameled steel met all these requirements. The original lower level projecting brick base was faced with Granux with a sill cap section. The original windows were framed with an extruded box channel section to pro-

(Continued on page 58)

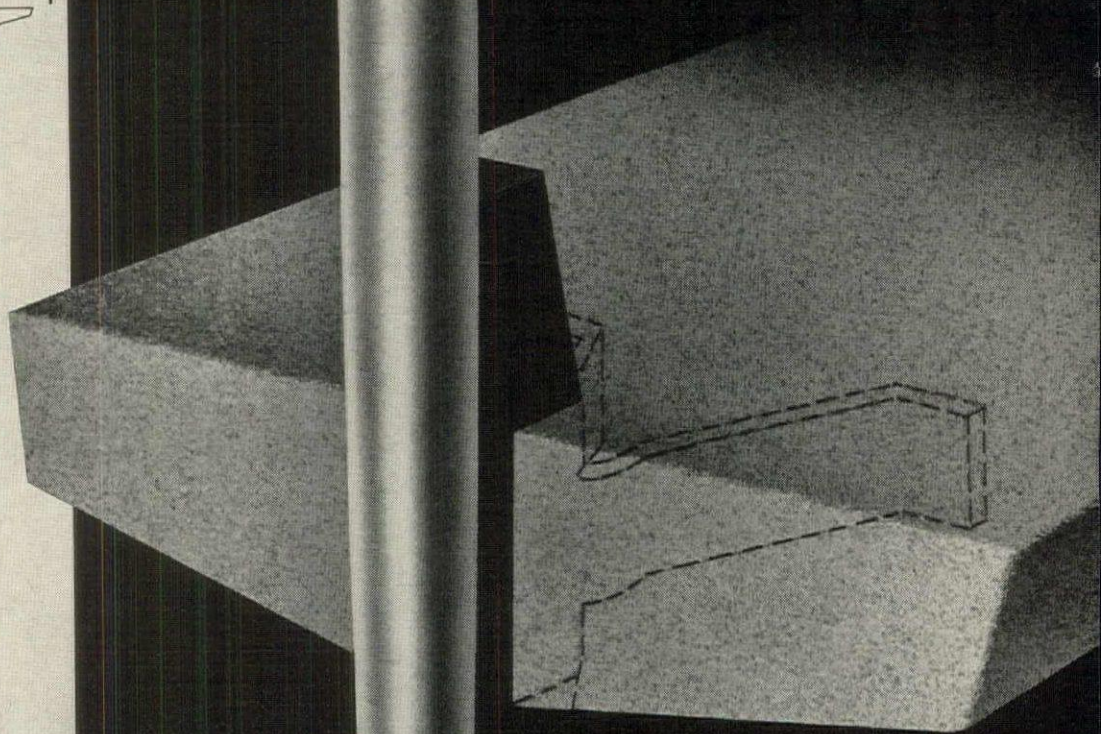




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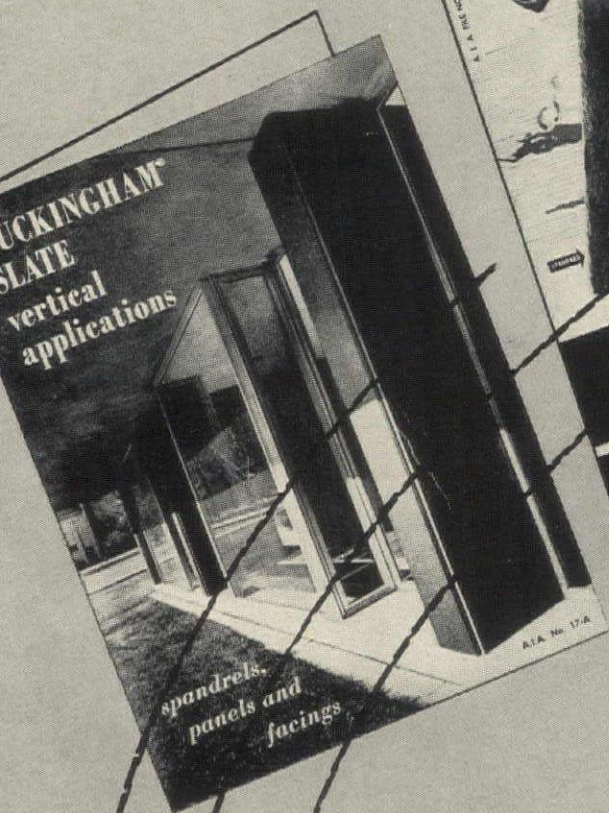
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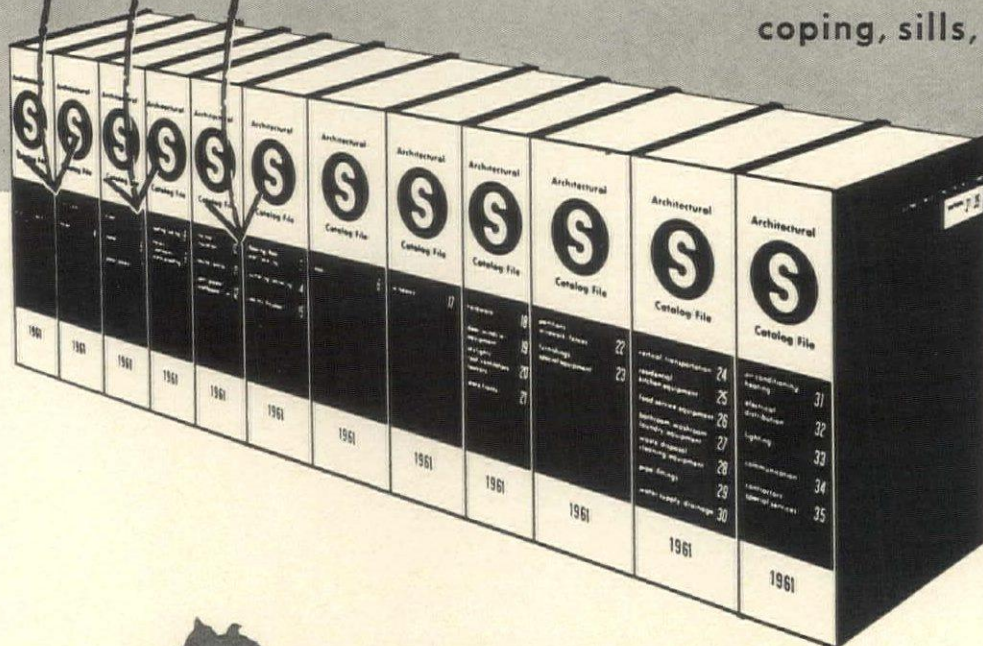


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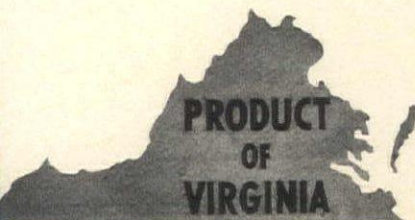
... spandrels, panels and facings $\frac{3e}{Bu}$

... roofing $\frac{8e}{Bu}$

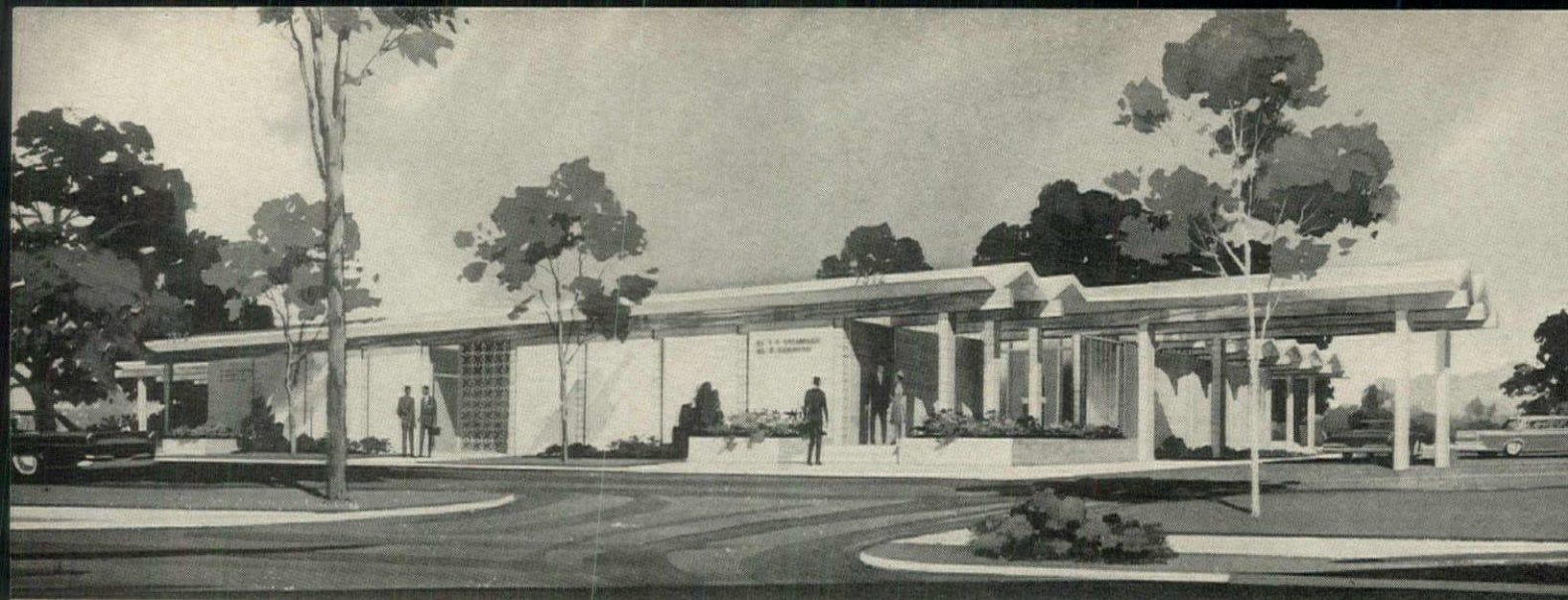
... flooring, flagstones, paving $\frac{13f}{Bu}$
coping, sills, stools, treads, hearths



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NORFOLK PROFESSIONAL OFFICES

ARTHUR KONIKOFF: Architect

HERBERT BREGMAN
Mechanical Consultant

CECIL KEEFER
Electrical Consultant

G. L. CLINE
General Contractor

• The Granby Professional Building is now under construction at 7312-7316 Granby Street adjacent to Wards Corner, Norfolk's busiest suburban shopping community. Rental space is limited to doctors of the medical and dental professions.

The building will be set well back and will be centered on the 208 feet wide by 175 feet deep landscaped plot fronting on Granby Street, a wide landscaped divided boulevard. Light colored brick, large planting beds and bright colored entrance doors surrounded by glass will present a fresh and inviting appearance to approaching patients and passing traffic.

The structural system is a series of reinforced concrete and masonry columns spaced 8 feet apart around the periphery of the building supporting laminated beams which, in turn, support the novel undulating folded plate type roof structure. Inserted between the masonry columns are insulated masonry cavity wall panels.

The floor system is a series of prefabricated plywood panels supported on girders which, in turn, are supported on a grid of concrete masonry piers elevating the building well above the ground level. This will provide convenient access to all plumbing, heating, air conditioning and electric facilities for adjustment, repair, relocation, etc., as tenants and their requirements change during the ensuing years.

Within the peripheral masonry walls and columns and flanked by wide hallways are the medical and dental office suites. The partition system in each

of the suites is completely independent of the ceiling and roof system.

One enters the building either from covered and planted arcades or directly from the conveniently located, large, paved parking areas. Carports are provided to protect the automobile driven patient during inclement weather. Beyond the bright and inviting pairs of entrance doors the arrival is further welcomed by wide hallways, tastefully furnished, planted and decorated.

Attention has been given to the many functional and operational requirements and, additionally, to psychological or emotional appeal to provide both the doctors and patients with the desirable environment.

The entire building will have year-round climate control from central heat pump systems.

As the doctors had not previously made use of windows for either light or ventilation, finding them usually inaccessible, inoperable or uncomfortable from the standpoint of cold and glare, it was decided to eliminate them from the offices except in the public hallways and, in some instances, in the reception rooms. To assist in decreasing the sunload on the air conditioning system, white roof surfaces, ventilated attic areas and large roof overhangs were employed. The walls will not only be shaded but dry as well. Floors, walls and ceilings are fully insulated. A more exact comfort condition; smaller heating, ventilating and cooling equipment design; smaller year-round fuel and power cost; and a net savings

on painting, window washing and cleaning maintenance will be realized.

Terrazzo floors, brick, masonry and natural wood paneled walls in heavy use areas will assist in reducing building maintenance costs.

Taped background music will be played throughout the building for all to enjoy.

All doctors will be assisted in the decoration of their offices as the architect is providing color coordination for the entire building. Color will be used with restraint—soft mapletone ivory walls, off-white ceilings, and gold-toned terrazzo floors. Entrance doors to individual office suites will, however, be accented with strong, bright colors. Four basic coordinated color schemes have been selected for each of the suites opening on to each hallway.

Attention has also been given to reduction of sound transmission between the various offices and this should complete the list of requirements to make the building one which is conducive to efficient, enjoyable, professional practice and, therefore, a profitable rental venture for the owners.

G. L. Cline, Portsmouth, who is general contractor, is also doing the work on excavating, foundations, concrete, masonry, roofing and carpentry.

Subcontractors and suppliers are Doyle Brick Co., masonry supplier; Building Supplies Corp., glazing; E. Caligari & Son, Inc., painting; Ajax Co., Inc., ceramic and resilient tile, terrazzo; Ayers Insulating & Supply Co., insulation; Joe Medlin, Bowers Hill, plaster; Construction Supply Corp., hardware. Creative Builders, Urbana, Ill., structural wood, millwork.

Sumrell Electric Co. is doing the electrical work, and Tidewater Electric and Air Conditioning Co. the air conditioning, heating, and ventilating. All are Norfolk firms unless otherwise specified.



NEW BANK IN SPRINGFIELD

FORTUNE ENGINEERING ASSOCIATES
Structural Consultants

WILLIAM A. BROWN
Mechanical Consultant

SAUNDERS & PEARSON
Architects

EUGENE SIMPSON & BRO., INC.
General Contractor

CONSTRUCTION was begun in late September for the new main office building for The Northern Virginia Bank (formerly The Springfield Bank) in Springfield. The three floor, fire-proof building was designed by Saunders and Pearson, Architects of Alexandria, Virginia.

The fireproofed steel frame building will be enclosed on the ground floor with face brick and glass, the face brick being repeated on the stair-elevator tower. The two upper floors will be sheathed in textured precast concrete

panels interspaced with aluminum pivoted window sash and glass spandrel panels. All glass in the building will be single glazed, gray tinted, glare reducing glass.

The ground floor, featuring a story-and-a-half main banking area, will be occupied by the bank as will be the mezzanine floor. The top floor will be utilized at the present as rental office space. The building is framed in four principal structural bays and is designed to receive an additional structural bay on the east side to provide

additional building volume as bank growth requires.

Interior finishes on the ground floor feature terrazzo and carpeted floors, plaster walls and acoustic tile ceilings. The two upper floors will have vinyl asbestos floors, plaster walls and acoustic tile ceilings.

The building will be year-round air conditioned, utilizing a combination of fan coil units and forced air diffuser system. Because of the unsuitable subsoil condition of the site, a basement

(Continued on page 59)

CAVE SPRING ELEMENTARY SCHOOL

WELLS & MEAGHER
Architects

SOWERS, RODES & WHITESCARVER
Mechanical & Electrical Consultants

H. A. LUCAS & SONS, INC.
General Contractor

THE CAVE SPRING ELEMENTARY SCHOOL, Roanoke County, designed by Wells and Meagher and now under construction, is scheduled for completion February 1, 1962. This school, located two miles southwest of the city of Roanoke, is in one of Roanoke County's most desirable, rapidly expanding residential areas. The school site of 26 acres also contains the Cave Spring High School completed in 1955.

This new structure will contain 10 primary class rooms, 10 elementary class rooms, library, kitchen, multi-purpose room, resource room and administrative facilities.

Due to the topography and property lines the plan has a modified Y shape with the entrance lobby and multi-purpose room located at the vertex. The short leg of the Y contains the kitchen and food service facilities while the other two legs will contain primary and elementary class rooms respectively. Administrative facilities, located adjoining the entrance lobby, will be air conditioned.

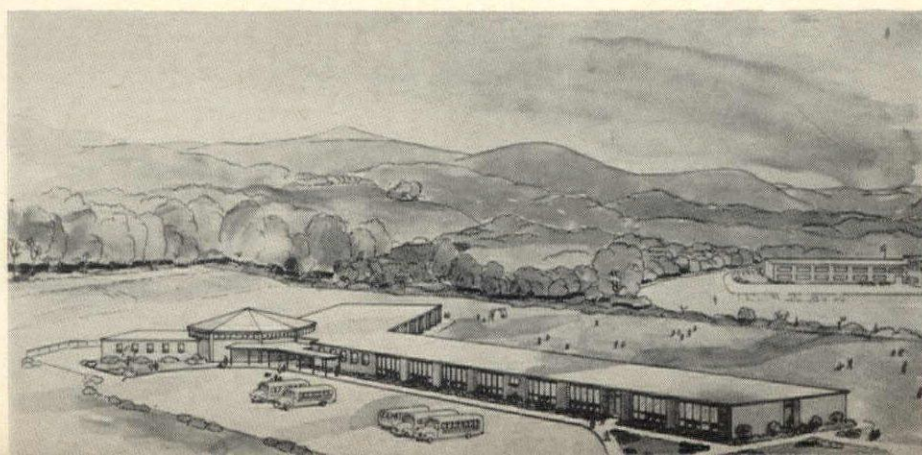
Roof joists will be parallel to the long axes of class room wings, permitting exterior walls to be continuous, aluminum window wall construction. Primary

class rooms will open directly to exterior covered walkways and are also accessible from the lobby serving the multi-purpose room.

Partitions between alternate class rooms are to be of non-bearing construction, thereby making possible removing for future mass instruction methods.

Floors, except for kitchen facilities, will be of 2/8" thick terrazzo applied directly to concrete slabs. Walls, in general, will be of exposed lightweight aggregate block except certain primary

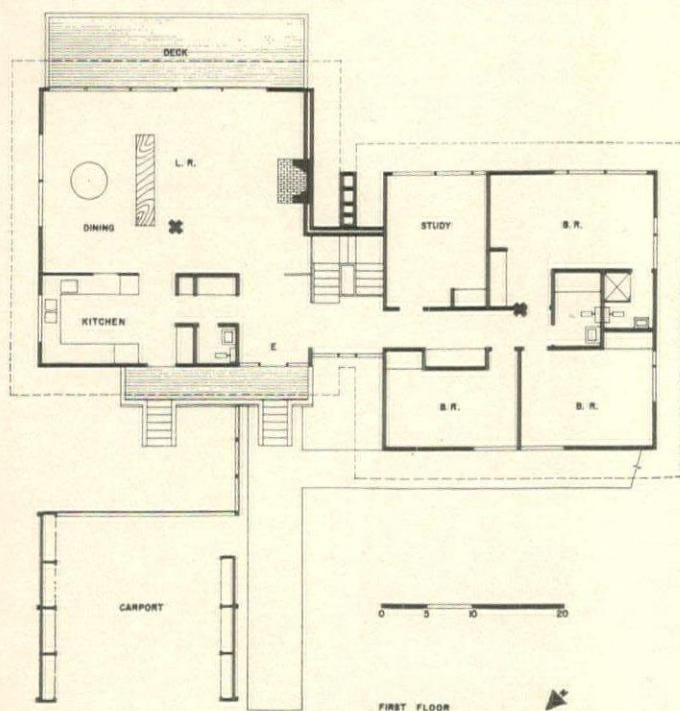
(Continued on page 63)





View looking toward living room deck and lower level recreation room.

DOUBLE FLYING SAUCER HOUSE COMPLETED



HOUSE FOR
WILLIAM P.
BRADLEY
in
Blacksburg, Virginia

ATKINS, CURRIE AND
PAYNE
*Architects, Engineers
and Planners*

CHARLES T. PASCOE
General Contractor

INSTEAD OF A fallout shelter for protection in case of an atomic attack, a home owner with a space ship could go into orbit about the earth until he considered it safe to land. It appears that William P. Bradley, of the staff of the Virginia Tech Agricultural Extension Service and owner of the "double-flying-saucer-house," would need only to install a propulsion system, climb up through the access hatch into his unique wafer-like roof structure which seems to poise on its mooring mast,—and take off. And for his guests, Mr. Bradley has a spare flying saucer which shelters his bedroom wing.

When Mr. Bradley approached Atkins, Currie and Payne, Blacksburg ar-

chitects and engineers, for professional services, he stipulated the need for generous areas in the new home for his mother and himself, space for entertaining, rooms large enough to accommodate selected family heirlooms and oriental rugs from the recently sold family estate at Glendower—an elegant rural mansion built about 1800 in the vicinity of Scottsville. As for design, or "style," he considered the architectural expression to be the province and responsibility of the architect, the most essential of the services to be rendered by the architect. In his first conferences with Architect Leonard J. Currie, Mr. Bradley stressed his desire for a unique and dramatic house to take advantage

of the splendid available views of the surrounding mountains and valleys.

The form of each of the two unusual roof structures of the Bradley house could be more accurately described as a "square discus," with a low-pitched hip roof and a ceiling which repeats the roof shape in an inverted fashion. Each roof wafer, 36 feet square, is comprised of wood trusses cantilevered from and securely attached to a central wood post consisting of a cluster of twelve 2 x 6 members. One roof covers a 30 foot square living-dining-kitchen area, with a large recreation room below, opening out onto a brick terrace, on the side away from the street. The second of the unorthodox structures serves as the roof of the bed-room wing, with a studio apartment at the lower level. The principal aesthetic effect of the house, and the spatial qualities of the living area, derive directly from the structural expression.

The architects dared to undertake such an audacious structural experiment in wood construction because of their proximity to and familiarity with the work of the Virginia Tech Wood Technology Laboratory in developing and testing standardized wood trusses for builder houses. In order to secure the required strength and stiffness, improved types of nails were utilized, as developed by Dr. George Stern, director of the Tech laboratory. In spite of their appearance of delicacy and tenuous balance, the roof structures last spring withstood the severe winds recorded in the Blacksburg area, with gusts up to 100 miles per hour.

Taking advantage of the terrain which slopes away from the street and toward the view, the architects were able to make full use of the lower level which in a conventional house would have been simply a basement.

With heating coils embedded in the plaster ceiling of the roof lozenges, and additional coils in the lower level floor, the occupants are warmed by gentle, "radiant" heat and the clutter of radiators and convectors is eliminated.

The general contractor was Charles T. Pascoe, Blacksburg. The heating engineer was Oliver Strawn, Blacksburg. Subcontractors and material suppliers were Crowder-Metzler, Blacksburg, plumbing and heating; Clinton Altizer, Christiansburg, electrical; Montague-Betts Co., Inc., Lynchburg, steel and hardware; General Bronze Corp., Garden City, N. Y., aluminum windows—sliding; Marsteller Corp., Roanoke, tile; Roanoke Webster Block Co., Roanoke, concrete block; Charles T. Pascoe, Blacksburg, piling, excavating, foundations, concrete work, and roofing.

FOREST HILLS MEDICAL CLINIC IN SUFFOLK

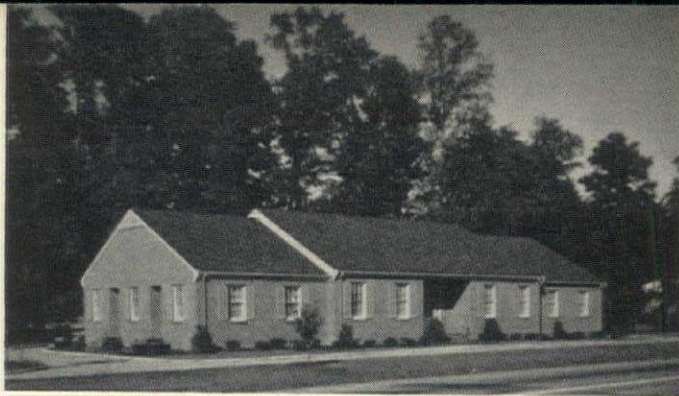
FRANK A. SPADY, JR: Architect

SILVER ASSOCIATES
Mechanical and Electrical Consultants

HANSON & CRAIG
Structural Consultants

LANGLEY & McDONALD
Civil Engineering Consultants

CHARLES H. SHOTTON
General Contractor



FOREST HILLS MEDICAL CLINIC was conceived for the purpose of providing medical services through a private clinical operation to be conducted by four physicians. Located in a Suffolk residential area of predominantly colonial type homes, the exterior was designed to conform to its surroundings in order to maintain the residential atmosphere.

To fulfill the clinical requirements, a central foyer with receptionists and central administrative area is provided at the main entrance. A central file room, public rest rooms, mechanical equipment room and janitorial facilities are located to the rear of the foyer. A waiting room to serve two doctors is located on each side of the foyer and the foyer is of sufficient size to

accommodate overflow waiting from both waiting rooms.

Two suites of rooms to serve two doctors are adjacent to each waiting room. Each doctor's suite includes a nurse's office, doctor's office, laboratory, two examining rooms and a private rest room. In addition, a private entrance to each doctor's suite is located on the side of the building adjacent to his private parking space. There is a door chime button at each private entrance, with chime in the doctor's office, for use by patients who have after-hour appointments. On-site parking space will accommodate twenty-four cars.

The entire building is heated and cooled by forced air. The system is divided into five zones, with individual thermostatic control for each doctor's

suite and a separate control for the remainder of the building. Other mechanical conveniences include a gas fired incinerator in the mechanical equipment room and a domestic hot water circulating system which provides instant hot water at lavatories in all examining rooms and rest rooms, and at all sinks in the laboratories.

A background music system consisting of an AM-FM radio and record player was installed, with built-in speakers and volume controls in each doctor's office and each waiting room. In addition to entertainment, the music will assist in blocking any noise which may be transmitted through the sound-proof partitions which completely surround each doctor's suite.

(Continued on page 69)

ROANOKE TECHNICAL INSTITUTE

SMITHEY & BOYNTON: Architects

H. A. LUCAS & SONS, INC.
General Contractor

SOWERS, RODES & WHITESCARVER
Mechanical & Electrical Consultants

STANLEY ABBOTT
Landscape Architect

THE COMPLETION of the Roanoke Technical Institute culminates the planning and work of many civic and educational leaders. The Institute, a division of the Engineering Department of Virginia Polytechnic Institute, will offer curriculums in electrical, mechanical and industrial technology at the college level.

The Institute opened on September 18, 1961 with an enrollment of 60 students. It is planned that the full capacity of 300 students will be reached in three years.

The location is on a 16 acre campus and consists of a two-story academic wing and two one-story laboratory

wings, providing 35,000 square feet of floor space. There is a large illuminated parking lot for 143 cars and the site has been planned for future additional buildings. The buildings were financed by the State at an approximate cost of \$500,000.00, without equipment.

The structural system for the two-story wing is concrete frame with concrete block and brick curtain walls. The two one-story wings have concrete block and brick bearing walls, with steel joist roof construction. Continuous aluminum window walls are used throughout the project. Interior partitions are concrete block.

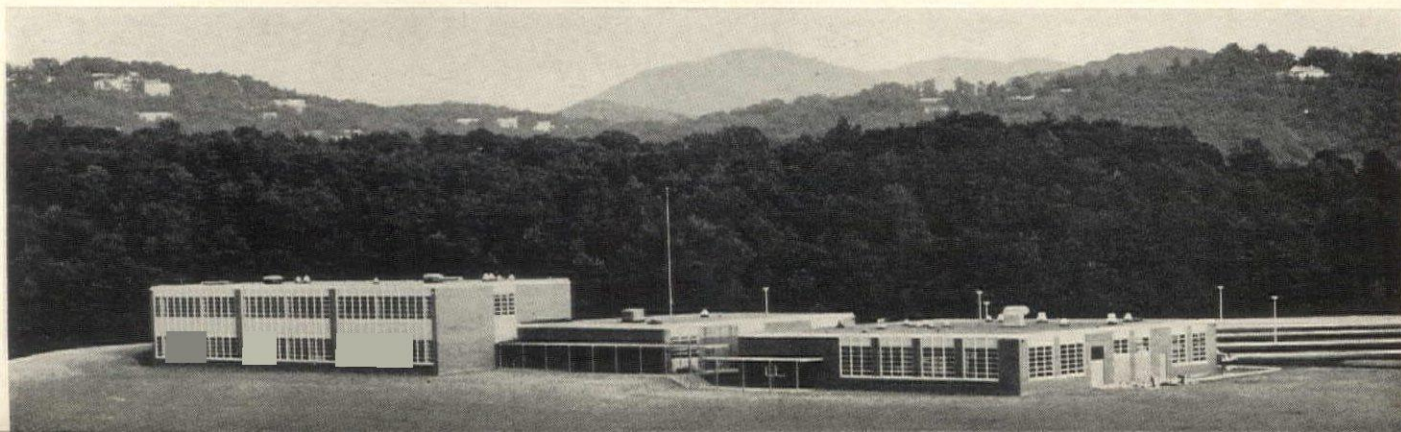
Floor finishes are, in general, Poly-

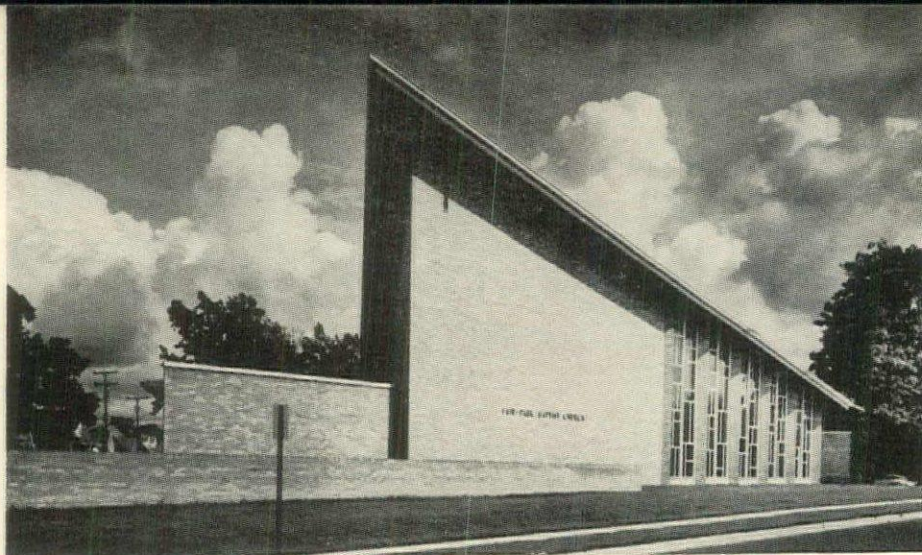
merite tile in the classrooms, vinyl asbestos and terrazzo in the corridors and exposed concrete in the technical labs. Wall finishes are painted concrete block in most areas and ceramic tile wainscots in first floor corridor. Ceilings are suspended acoustical tile.

The exterior is brick with limestone trim. Gravel strips and sills are extruded aluminum.

The heating system is forced circulating hot water type with continuous convectors under window areas and with gas-fired steel hot water boilers. Exhaust fans are provided for all laboratory and toilet areas.

(Continued on page 61)

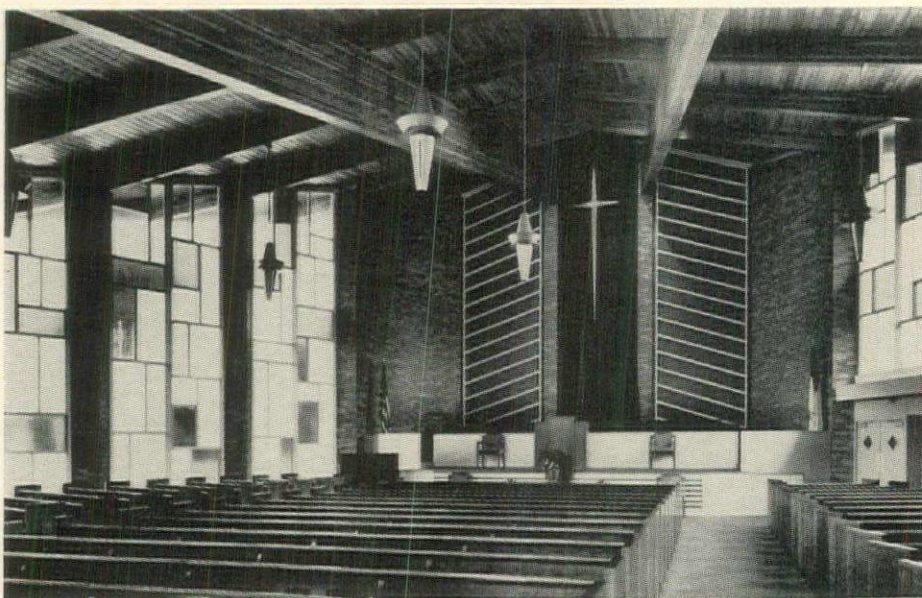




JOSEPH SAUNDERS & ASSOCIATES: Architects

FORTUNE ENGINEERING ASSOCIATES
SHEFFERMAN & BIGELSON
Consulting Engineers

COWLES CONSTRUCTION CO., INC.
General Contractor



Fair-Park Baptist Church

THE FAIR-PARK BAPTIST CHURCH in Alexandria was shown through drawings in the February 1960 issue of the *Virginia Record* while the sanctuary was still under construction. At that time, architect Joseph Saunders said of the project:

"The charge to the Architect in this project was to develop a master plan for the most efficient use of land for a complete church plant on a triangular shaped site. The plan is to be accomplished in four stages of construction. The first stage, started under construction in July of 1959, includes the permanent main sanctuary with seating for 535, foyer or narthex, administrative offices, choir rehearsal and robing rooms, Sunday School space, and elevated baptistry with dressing rooms. The cost of the first stage construction is \$174,000."

Triangular in shape and measuring 170 by 110 feet, the building is of one story, but the huge roof slopes upward to give a tremendous openness to the altar. Supported on huge laminated beams as can be seen in the interior view, the roof is of wood plank construction.

Completely air conditioned year-round with electrically operated air-to-air heat pumps, this Stage I construction is of face brick with painted concrete block interior. Roof construction is of laminated wood beams and purlins with wood planking. Main roofing is asphalt shingle.

Window sash for Sanctuary are wood. Others are steel. Main lighting fixtures together with chancel furnishings and similar details were designed by the Architect.

Cowles Construction Co. Inc., Alexandria, was the general contractor.

Subcontractors and suppliers included Manassas Iron & Steel Co., Inc., steel; Ewing Lumber & Millwork Corp., Beltsville, Md., structural wood, roof deck; Perrin & Martin, Inc., Arlington, roofing; Hope's Windows, Inc., Arlington, windows; Hires Turner Glass Co., Arlington, glazing; Solway Painting Co., Arlington, painting; Marty's Floor Covering, Inc., Alexandria, resilient tile; Fries, Beall & Sharp Co., Springfield, hardware; Arlington Woodworking & Lumber Co., Inc., millwork; Superior Door Frame Co., Scranton, Pa., steel doors and bucks; J. C. Harman & Son, Manassas, lighting fixtures, electrical work; F. W. Harris Plumbing & Heating, Annandale, plumbing fixtures; McCrea Engineering Co., Washington, air conditioning, heating, ventilating; Superior Door Frame Co., Scranton, Pa., steel door frames.

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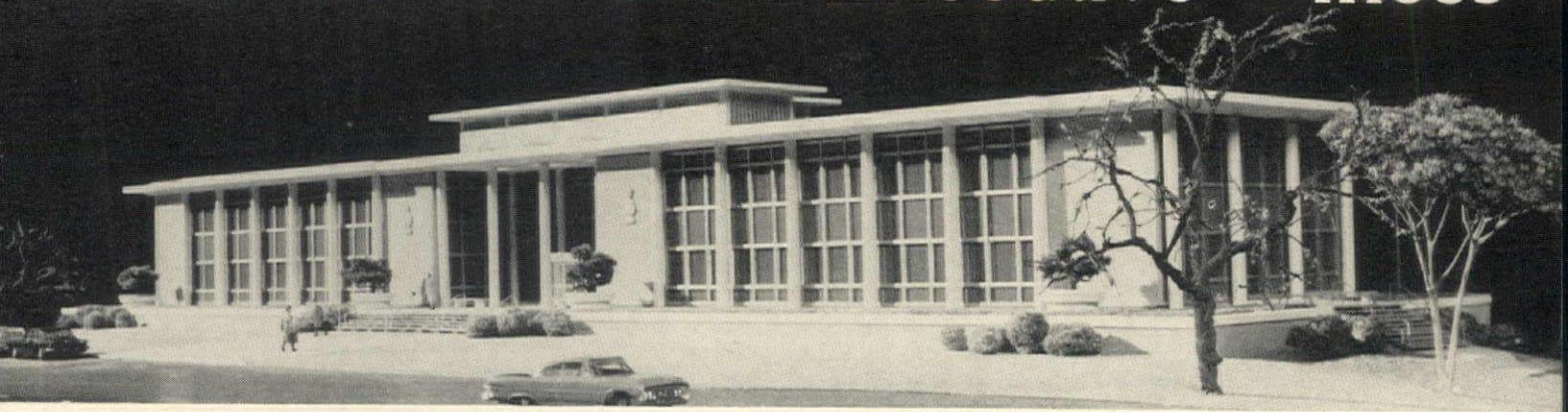
Phone MI 3-1556

Richmond, Virginia

Waterproofing Contractor for Men's Dormitory, College of William & Mary.
See Page 49.

Masonry Waterproofing and Caulking Contractor for Office Building
Robertshaw-Fulton Controls Co. See Page 29.

Robertshaw-Fulton Executive Offices



(Colonial Studios)

BASKERVILL & SON: Architects

• This Office Building is located west of the Willow Lawn Shopping Center on Byrd Avenue just south of the new Executive Motel. It will house the executive offices of the Robertshaw-Fulton Controls Company.

Robertshaw-Fulton is a manufacturer of automatic temperature and pressure control devices, missile and aircraft components, switches and relays, and industrial process instrumentation; and a leading supplier of controls for gas and electric appliances, motor cars and trucks.

The building consists of a basement, which is completely above ground on the rear, two office floors and a penthouse structure. The basement provides space for future expansion, storage, service and houses mechanical facilities, together with a computer center, a small printing shop, and an entrance stair from the parking lot at the rear of the building.

The main entrance on Byrd Street leads to a two-story lobby with reception area. The south wing contains the executive offices with a large paneled conference room. The north wing will contain the offices for the secretary, treasurer, controller and patent counsel of the company.

On the second floor are offices for the executive assistants and directors of various departments.

The penthouse structure is really an architectural element built as a screen without a roof to conceal the cooling tower, stack and exhaust fans.

The building has a concrete frame with pan slab floors in which a complete underfloor duct system is embedded. One of the unusual structural features of the building is the method of supporting the second floor at the exterior edges, so as to eliminate columns in the first and second floor offices. The free standing two-story exterior columns support the roof slab

and the edge of the second second floor is suspended on rods, encased in the window mullions, and hung from the roof slab.

The exterior of the building has large corner panels and a podium of grey tan Roman brick; white cast stone columns, canopy fascia and podium edging strips. The curtain wall is aluminum with grey tan porcelain enamel panels. Black anodized aluminum trim is used around each glass and panel area and around the top and bottom of the large brick panels. The front entrance platform, steps and the base under the brick panels and curtain wall are all of tan terrazzo. The soffit of the canopy is of stucco with coffered panels. The roof over the recessed entrance has three plastic domes. The window glass is gray heat

reducing plate and vertical venetian blinds will provide light control.

The interior of the building is finished generally with vinyl tile floors, rubber tile base, metal office partitions and 2' x 4' lay-in acoustical panel ceiling supported in aluminum tee runners with 1' x 4' fluorescent lights fitting into an alternate grid pattern. Some lights contain air supplies or returns.

The lobby has two end walls of exterior brick and the wall opposite the entrance is paneled in walnut with aluminum dividing strips. The floor is of a new simulated marble vinyl tile, painted period style, with moulded cornice, chair rail and base.

The executive offices are carpeted and the board room and president's offices are paneled: the board room in walnut and the president's office in

The mechanical equipment consists of two 50 horsepower gas fired steam boilers and one 130 ton steam absorption unit. These are located in the main basement mechanical room and two air handling units are located one at each end of the building in the basement. Adjacent to the main mechanical room is a control room with an automatic temperature control board. A pneumatic, automatic control system provides individual temperature control in each office. The year round conditioned air is supplied through sill induction units on the perimeter of the office floors and through dual mixing boxes connected to the light fixtures in the central part of the building. Perimeter returns are through the light fixtures and central returns through air shafts at the ends of the building.

This building will be one of the latest additions to the fast growing Willow Lawn area, and being located on the highest adjacent ground, will command an excellent view of the area as well as a place of importance. It is scheduled for completion in June, 1962.

DANIEL CONSTRUCTION CO. OF VA.: General Contractors

With Daniel Construction Co. of Virginia as general contractor, principal subcontractors and material suppliers include W. Morton Northern & Co., Inc., acoustic work, resilient flooring; Economy Cast Stone Co., cast stone; General Tile & Marble Co., Inc., ceramic tile, marble and terrazzo; Southern Materials Co., Inc., concrete; Froehling & Robertson, Inc., concrete design, laboratory field inspections; Paris Enterprises, Venetian blinds, curtain track.

J. S. Archer Co., folding doors, metal toilet partitions; Southern Elevator Co., dumbwaiter; Rabe Electric Co., Inc., electric work; Binswanger Glass Co., glass and glazing; Empire Granite Corp., granite; Harris Heating & Plumbing Co., Inc., heating, ventilating and air conditioning, plumbing.

Stowe & Denton, lath, plaster and stucco; Stationers, Inc., metal lockers; Staley Co., Inc., penthouse screen louvers (Construction Specialties Co.); Brisk Waterproofing Co., Inc., masonry waterproofing and caulking; Roanoke Engineering Sales Co., metal doors and frames; Ruffin & Payne, Inc., millwork; Pleasants Hardware, mirrors and medicine cabinet.

E. F. Hauserman Co., office partitions and plastic wall covering; J. C. Hungerford, painting, fabric wall covering; Municipal Paving Co., Inc., bituminous paving; N. W. Martin & Bros., Inc., roofing, sheet metal and flashing; Liphart Steel Co., Inc., steel and iron; Virginia Steel Co., Inc., reinforcing steel; P. E. Eubank & Co., excavations; Reynolds Metals Co., aluminum work and curtain walls.

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Hardware Suppliers for

Earl Northern Professional Bldg., page 31
Crestwood Farms Elementary School, page 42
The Seton House, page 20.
Robertshaw-Fulton Bldg., page 29
Commonwealth Natural Gas Bldg., page 43



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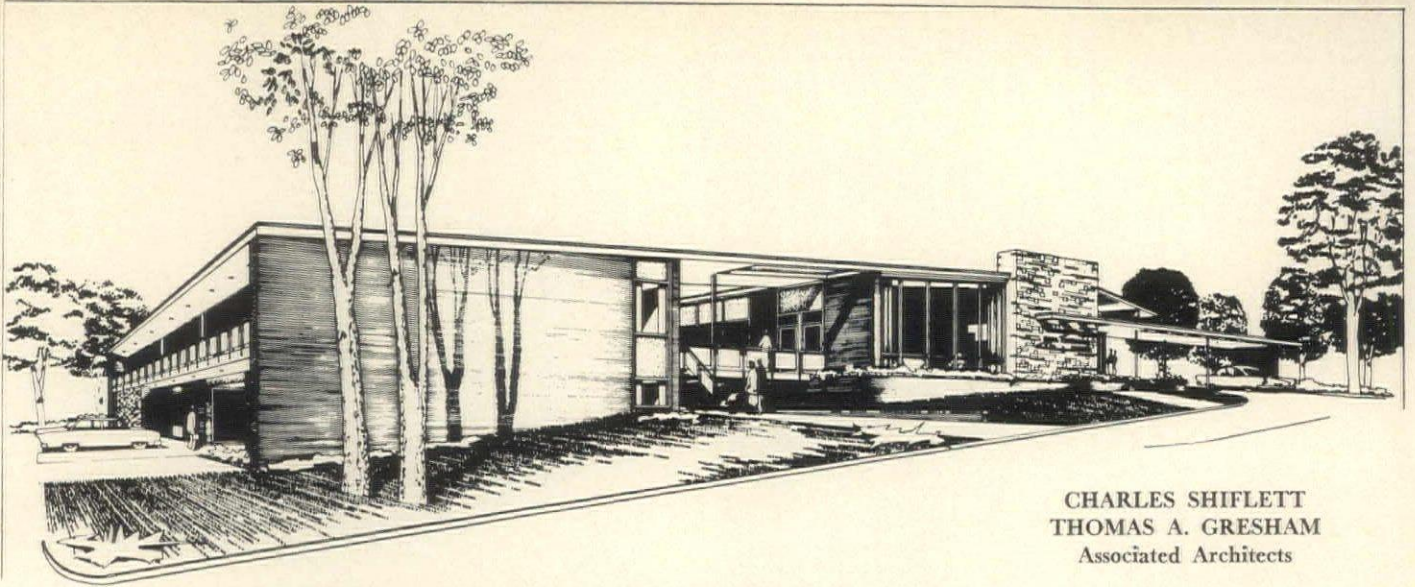
OR 1-8228

5999 So. Sixth Street

FALLS CHURCH, VIRGINIA

General Contractor for Loch Lomond Elementary School.

See Page 46.



CHARLES SHIFLETT
THOMAS A. GRESHAM
Associated Architects

THE EARL NORTHERN PROFESSIONAL BUILDING

HANSON & CRAIG
Structural Engineers

METROPOLITAN DEVELOPMENT CORP.
General Contractor

COLE, HARDING & JAMES
Interior Design

• The recently completed Northern Professional Building located on Patterson Avenue near Ridge Road directly across from the Beverly Hills Shopping Center is among the newest additions to Richmond's far west end.

Designed by Charles Shiflett and Thomas Gresham, A.I.A., Associated Architects, the building emphasizes the openness offered by its suburban setting providing a cheerful, yet dignified, home for the professional offices. Each office has its own entrance directly from a covered, landscaped court or corridor open to the outside. An open court with reflecting pool and fountains is located at the half level in the center of

the building and can be seen from both the upper and the lower levels.

Each office has its own separate heating and air conditioning system, private entrance and separate parking facilities.

The building is occupied by an internist, a general practitioner, two dentists, a gynecologist, an obstetrician, two pediatricians, an optometrist, a law firm and the Earl Northern Company, Inc., Realtor.

Earl Northern is the owner, and it is through his efforts and foresight that the building has been successful.

Metropolitan Development Corp., Richmond, was general contractor, and did the stone work, excavating, foundations, masonry and carpentry. Prin-

cipal subcontractors and material suppliers, all of Richmond, follow:

Richmond Ready-Mix Corp., concrete; Southside Brick Works, Inc., masonry supplier; Houck & Greene—Div. of Tredegar Co., handrails, steel, steel roof deck; Smith Brothers Roofing Co., roofing; Sash, Door & Glass Corp., windows, window walls, glazing.

Charles H. Lee, painting; Bragg & Francis Tile & Marble, ceramic tile, terrazzo; Kenneth Lindsey, resilient tile; Richmond Builders Supply Co., paneling; Richmond Primoid, Inc., waterproofing; Miller Mfg. Co., Inc., millwork, weatherstripping; W. F. Weiler, Co., insulation.

Manson & Utley, Inc., acoustical; Clarence Friend, plaster; Pleasants Hardware, hardware; Yates & Jones Lumber Co., structural wood; Atlantic Electrical Supply Corp., lighting fixtures; Ben Collier, Inc., electrical work; Walter Scalabrin Plumbing & Heating Co., Inc., Highland Springs, plumbing fixtures, plumbing; Catlett-Johnson Corp., air conditioning, heating and ventilating; Talley Neon, sign.

WILLIAMS & TAZEWELL
Architects

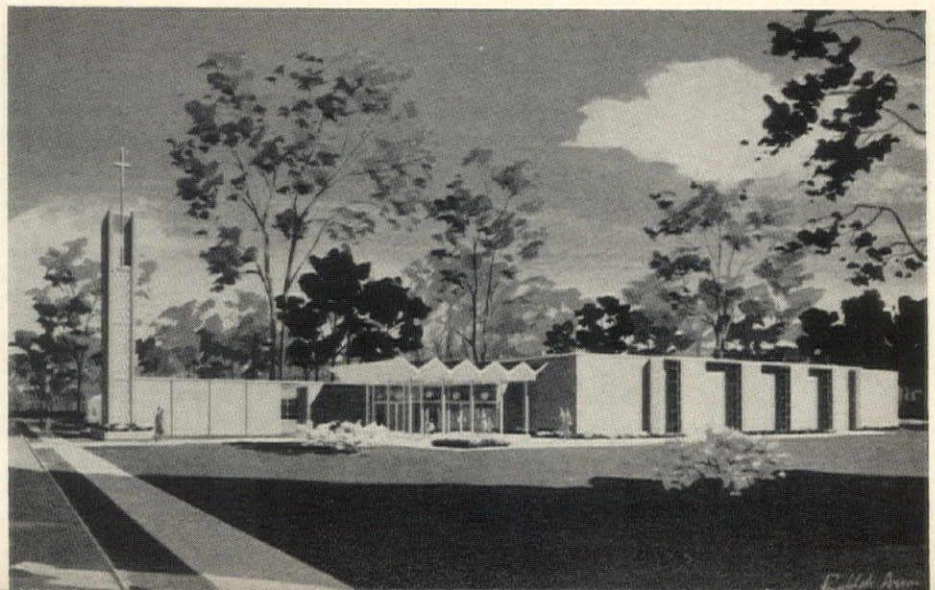
IN THE INCREASINGLY populated and fast growing Thalia section of Princess Anne County, construction will soon begin on a new church building for the Thalia Lynn Baptist Church. This new building, the first of three in a projected master plan, as envisioned by the architectural firm of Williams and Tazewell of Norfolk, is a multi-purpose building with a primarily educational function.

Classrooms for all stages of church education are to be provided; an adult assembly room which will double as a small chapel, reception room, administrative center, library, kitchen, storage facilities, and an auditorium with a capacity of 600 and including a choir loft, and baptistry. The auditorium will double as a church social hall until the more permanent sanctuary is constructed. (Continued on page 67)

Princess Anne County Religious Center

THAYER & WALLACE
Structural Engineers

SILVER ASSOCIATES
Consulting Engineers

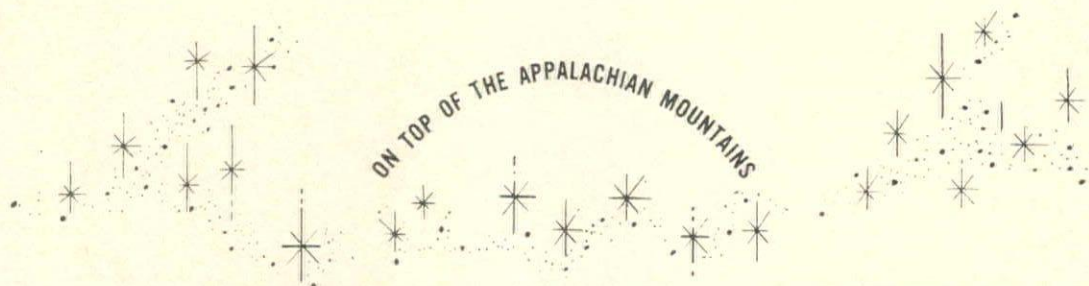




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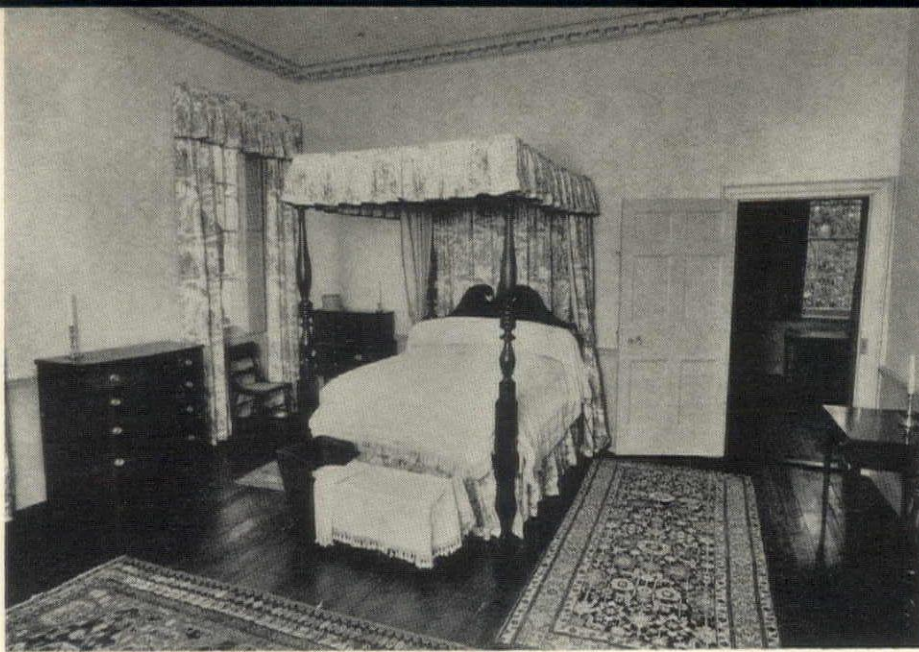
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DINING ROOM

Norfolk Historical Renovation

FINLAY F. FERGUSON, JR.: Architect

HANKINS & ANDERSON
Mechanical Consultant

THAYER & WALLACE
Structural Consultant

E. T. GRESHAM CO., INC.
General Contractor

THE MYERS HOUSE, built in 1792 by Moses Myers, a wealthy Norfolk merchant, is one of the outstanding examples of late Georgian town houses on the Eastern seaboard.

In 1818 a long elegant dining room wing and bed rooms were added to the 42' square brick house.

At this period the exterior kitchen of two floors was joined to the main house forming a rough rectangle approximately 72' x 41'.

Careful Flemish bond brick, a delicate wooden cornice, and with sand stone arches over the windows and belt course, distinguish this town house.

The house has been administered by the Norfolk Museum of Arts and Sciences since about 1951.

In 1960 it was decided to completely renovate the house, removing various Victorian additions, and put it into first class shape, not only as a museum piece but to be used for small civic gatherings.

A great deal of structural repairs was necessary both to the first floor joists foundations as well as a completely new roof of Ludowici Georgian tile in place of the late slate roof. The original cypress wooden shingles were found in many places.

A small but adequate modern kitchen was arranged adjacent to the dining room for the preparation of food for civic entertaining.

The entire house was air conditioned and heated by a modern system to preserve the original furniture and paintings which it had always contained when acquired from the owner Barton Myers.

As closely as possible the original light colors of the halls and bed rooms were restored, together with the handsome plaster cornices in the rooms and plaster sunburst in the first floor hall; which for years had been covered with layers of paint.

All the sash had to be restored, having rotted out, but as far as possible the original glass was reset in the new sash.

A city garden is being planned by Mr. Frederick Huette, surrounded by an iron fence similar in design to the wrought iron fence placed about the sidewalk boundaries of the house many years ago.

The director of the museum, Mr. Caldwell, located a beautiful glass chandelier which graces the dining room. This was made in London about 1770 and was sent out to India and remained there until recently.

The renovations and restoration took about a year.

E. T. Gresham Co., Inc., Norfolk, was general contractor, supplying the old brick used for exterior patching and the structural wood, and doing the work on carpentry and waterproofing. Work on the foundations involved repairs only, including steel lintels.

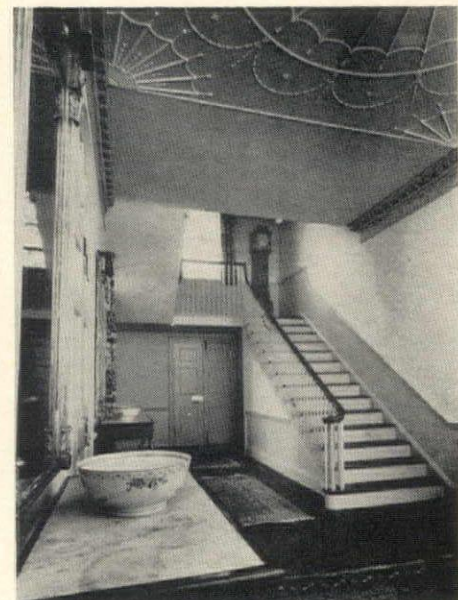
Subcontractors and material suppliers included Southern Materials Co., Inc., Norfolk, concrete; W. Andrew Jones, Lynnhaven, masonry contractor; American Sheet Metal Corp., Norfolk, roofing; Overmyer & Ennis, Norfolk, stone work; Portsmouth Lumber Corp., repairing of windows, glazing, paneling, millwork.

Also, E. Caligari & Son, Inc., Norfolk, painting; Grover L. White, Inc., Norfolk, ceramic and resilient tile; J. F. Rountree, Norfolk, weatherstripping; Ayers Insulating & Supply Co., Norfolk, insulation; Febre & Co. of Norfolk, Inc., plaster; Seaboard Paint & Supply Co., Inc., Norfolk, hardware.

Others were Edwin E. Bibb & Co., Norfolk, lighting fixtures; E. G. Middleton, Inc., Norfolk, electrical work; E. B. Sams Plumbing & Heating Co., Norfolk, plumbing fixtures, plumbing; Cox-Frank Corp., Norfolk, air conditioning, heating and ventilating.



NORTH PARLOR



FRONT HALL

(Photos by Orby Kelley, Jr.)

Princess Anne County Residence



WILLIAM BURTON ALDERMAN
Architect

H. G. BROOKS
General Contractor

• A young doctor and his wife desired a home for their two children, a boy and girl, as well as for an expected child. They desired a French Provincial styled residence which would overlook the wide Lynnhaven Bay, used extensively by boatlovers and ardent fishermen. The property selected was a high site on the bay, one of the best locations in the area.

The central body of the house contains the main entry, flanked on the left by a living room front to back. On the right and center is the family room with spacious fireplace similar to the living room fireplace. To the direct

right of the entry is a hallway containing stairs to the second floor bedrooms and leading to the first floor master bedroom wing, which contained master bath and dressing room, and extra bedroom for the expected child. The left wing contains a powder room off the living room, the dining room overlooking the bay, modern kitchen and utility area. The dining room, living room, recreation room and master bedroom all have direct view to the Lynnhaven Bay. The second floor area, above the central core only, contains two large bedrooms for the boy and girl, separated by bathroom and closets.

The exterior materials include asbestos shingles on the roof and masonry walls finished in white. The windows are flanked with green-black shutters. Interior walls are either plaster or panel-

ing, the dining room being wallpapered above paneled wainscot. Sliding glass doors are used on the bay side at the living room and at the family room. Black and white checkerboard vinyl was used in the entry.

The Mayo residence affords a place of comfort for the family, away from the constant hustle of the city, yet convenient to all the necessities.

With H. G. Brooks, Virginia Beach, as general contractor, subcontractors and material suppliers included William Woodhouse, Virginia Beach, masonry contractor; Adams Bros. Plumbing Corp., Virginia Beach, heating; London Bridge Plumbing & Heating, Inc., plumbing; Hasty Perry, Virginia Beach, painting; Grover L. White, Inc., Norfolk, tile; Portsmouth Lumber Corp., millwork, and Moore's Floors, Norfolk, flooring.

NEW VIRGINIA BEACH MOTEL COMPLETED

WILLIAM BURTON ALDERMAN: Architect

• The Plantation Motel was completed in time for the 1960 summer season, complete with a coffee shop for motel guests and containing an elaborate swimming pool and terrace for their relaxation.

The 58-unit motel was built on the location of the old Atlantic Court Motel at 30th and Atlantic Avenue, one block off the oceanfront.

The Plantation Motel also contains several efficiency kitchen units for those travelers who want to feel at home by preparing their own meals. All rooms contain individually controlled air-conditioners as well as television. Each unit has a parking space

within the motel property. The U-shaped plan results in a central courtyard so that all rooms have a view of the pool. Balconies or terraces allow relaxation areas right outside every room.

The owner retained the idea of home-away-from-home by requesting a design incorporating a Colonial atmosphere, thus the name—Plantation Motel.

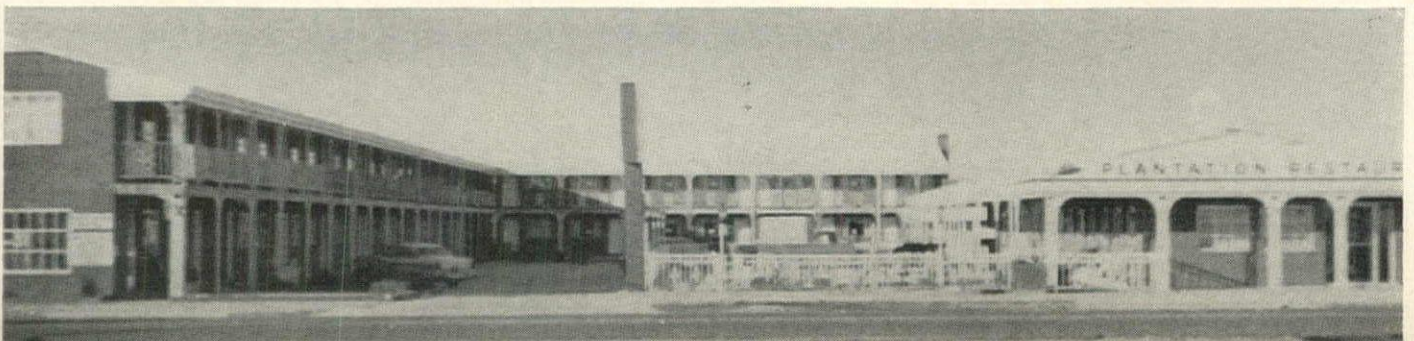
The owner served as his own general contractor with Chris Yoder, Virginia Beach, supervising. This work included excavating, foundations, carpentry, painting, waterproofing, weatherstripping, insulation and ventilating.

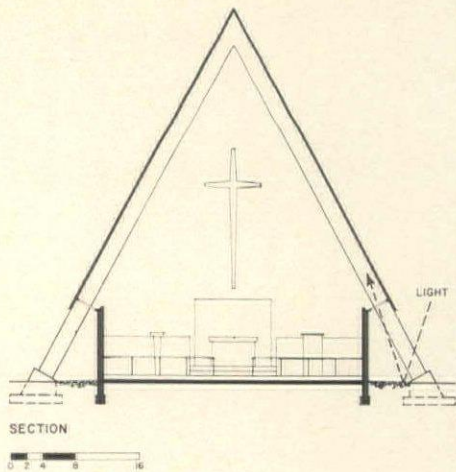
Principal subcontractors and material suppliers were Southern Materials Co., Inc., Norfolk, concrete; Doyle Brick Co., Southern Block and Pipe Corp., and Batchelder & Collins, Inc., all of Norfolk, masonry suppliers; Richmond Steel Co., Richmond, and Standard Iron & Steel Co., Inc., Norfolk, steel; Hall-Hodges Co., Inc., Norfolk, steel roof deck.

Also, Albert Davis, roofing; Virginia Jalousie Co., Inc., Virginia Beach, and Altex Aluminum Co., windows; Ceramic Tile of Va., Inc., Norfolk, ceramic tile; Ajax Co., Inc., Norfolk, resilient tile, terrazzo; U. S. Plywood Corp., Norfolk, paneling.

Others were Charles E. Williams, Norfolk, plaster; Seaboard Paint & Supply Co., Inc., Norfolk, hardware; Princess Anne Lumber, Virginia Beach, and Portsmouth Lumber Corp., millwork, structural wood.

Goode Electric Co., Virginia Beach, lighting fixtures, electrical work; Kohler Co., plumbing fixtures; G. E. Ricks Plumbing & Heating, Virginia Beach, plumbing; Bodner-Shames, Inc., Norfolk, air conditioning and heating.

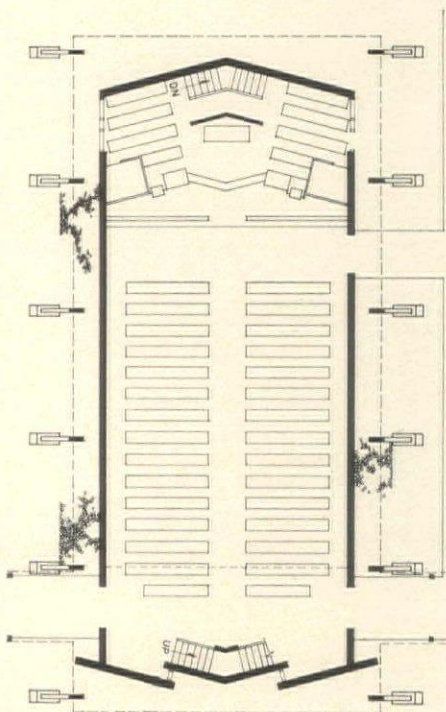




FIRST METHODIST CHURCH OF RICH CREEK

ATKINS, CURRIE and PAYNE
ARCHITECTS, ENGINEERS
AND PLANNERS

*Simple Dignity Results
From Tight Budget*



View looking toward chancel with existing educational building to the left.

A SANCTUARY to seat a congregation of 300, a budget of under \$50,000, and a desire for low operating and maintenance costs presented a serious challenge to the ingenuity of the architects. An educational unit already built on the restricted site complicated the problem.

Atkins, Currie and Payne, working with a cooperative and realistic building committee, turned the trick by coming up with an A-frame roof of laminated wood bents and exposed wood decking, thus minimizing the masonry walls on the long sides of the sanctuary. The high-roofed sanctuary, so located as to screen the two story educational unit from highway and area, draws all the attention to its own simple lines and symbolizes the central function of the church as a place of worship.

Horizontal strip windows, as seen in the section, bathe the beamed ceiling with subtle indirect lighting which gives the entire roof structure an ethereal sense of floating in space. Fluorescent lighting in continuous coves at each

side wall maintains this visual sensation even at night. The horizontal windows are economical as they modulate and control the light, avoiding harshness and preventing solar heat gain in summer, while utilizing inexpensive common window glass.

The minister and the congregation have expressed great satisfaction with the acoustical qualities of their new sanctuary.

The general contractor was Trinkle and Dobyns, Inc., Dublin. Heating and ventilating engineer was Oliver Strawn, Blacksburg; Beckman and Newman, Cambridge, Mass., were acoustical consultants.

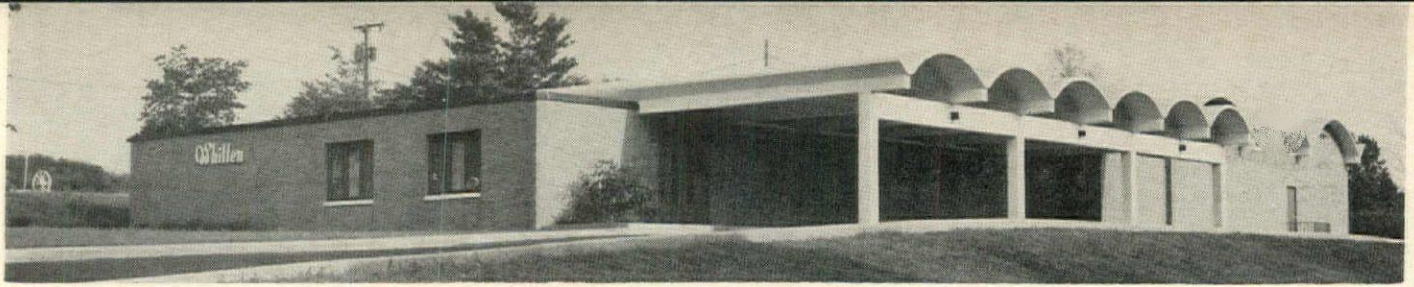
Subcontractors and material suppliers were Muncy Electric Co., Narrows, electric; Galax Plumbing & Heating Co., Inc., Galax, heating and plumbing; Tilley Paint Co., Pulaski, painting; Hubbard Lumber Co., Roanoke, laminated beams, unit structures; Carriker Furniture Co., Monroe, N. C., furniture; Graves-Humphreys, Inc., Roanoke, hardware; General Shale Co., Johnson City, Tenn., brick; Valley Block Co., Rich Creek, concrete block.

KITCHEN & McCLAY, Inc. *Contractors*

PLUMBING • HEATING • VENTILATION
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PETERSBURG, VIRGINIA

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Lynchburg Funeral Home Branch

CRESS & JOHNSON: Architect-Engineer

C. W. HANCOCK & SONS, INC.: General Contractor

THE NEW BRANCH of Whitten Funeral Home, located on Timberlake Road in Lynchburg, is a departure from the conventional architecture found in other mortuaries in this area.

With a narrow, but very deep lot, the building of 8,724 sq. ft. has been designed to function in sections to accommodate the various services offered by the mortuary without conflict between the business operation, the receiving and preparation area, and any services that are being conducted in the chapel. With everything being located on one floor, the public has easy access to these facilities and the off-street parking.

Precast thin shell concrete vaults are used over the carport at the drive, lounge, slumber rooms, and toilets, with an acoustical plaster spray applied on the exposed surfaces in these areas. Cast-in-place concrete vaults were used over the chapel. The flat roof area consists of prestressed concrete joists, ex-

posed, with acoustical plaster applied to the underside of the deck between joists.

The lounge and office areas have cork tile floors and painted plaster walls, while the slumber room area has a carpet floor with painted plaster walls and Philippine mahogany screens to separate this area from the corridor. This one area can be divided into four smaller rooms by the use of Philippine mahogany folding partitions. The vestibule of the chapel has a slate tile floor, painted block walls, and Philippine mahogany screens similar to that in the chancel to separate the vestibule from the chapel. Hence, it can be used for overflow seating when necessary.

The chapel, family room, music room, and minister's room, have been designed to give the desired conveniences for those using them. The chapel will seat 150 people and approximately 20 can be seated in the family room. All lighting is indirect, except the spot

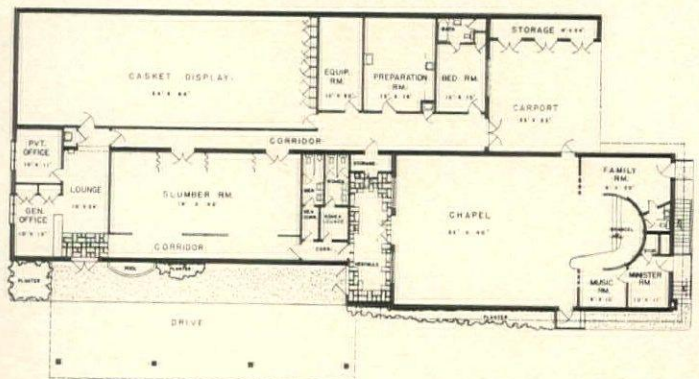
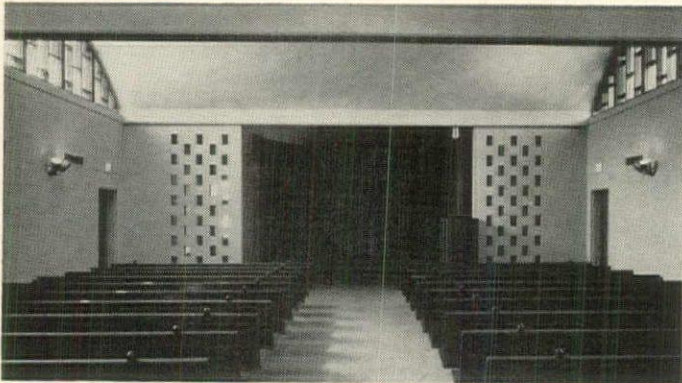
over the pulpit. The building is fully air conditioned.

The carport on the rear serves as the receiving area and convenient to the night attendant's room when night calls are necessary. Public parking is to the rear of the building with sufficient space to park 50 automobiles, in addition to those parked in the drive under the carport, and the family cars next to the family room in the rear.

C. W. Hancock & Sons, Inc., was general contractor, with the following subcontractors and suppliers:

Edward B. Moyer, electrical; Southern Air, Inc.; Superior Painting Contractors; Montague-Betts Co., Inc., steel and miscellaneous metals; Bill Moseley, plumbing; Kennedy's Linoleum Shop; Cress Tile & Marble Co.; T. B. Dornin-Adams Co., Inc., roofing; Paul Styles, plastering; Virginia Dunbrik Co., Inc., masonry block; Lynchburg Ready Mix Concrete Co., Inc.; T. J. Franklin, Sr., masonry; Taylor Bros., Inc., millwork; May Bros., Inc., grading; Dirom Insulating Co. All are Lynchburg firms.

Others were Webster Brick Co., Inc., Roanoke; Superior Block Co., Charlotte, N. C.; Southern Roof Deck Co., Roanoke; Virginia Prestressed Concrete Corp., Roanoke; Cement Enamel Co. of West Virginia, Charleston.



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General Building Contractor

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DRUID HILLS OFFICE

FIRST NATIONAL BANK
OF
MARTINSVILLE AND
HENRY COUNTY

J. COATES CARTER
Architect

D. L. RAGLAND, JR.
Associated Architect

RAYFORD B. SMITH
Structural Engineer

S. M. HEDGECOCK
General Contractor



• The Druid Hills Office of The First National Bank of Martinsville and Henry County is the latest addition to this banking system. The building is located in a new shopping center in the eastern section of the city and adjoins the largest residential area.

The owners requested the building to be of colonial design in order to be in harmony with the many dwellings of similar design in adjoining residential area, and other buildings at the shopping center.

Adequate parking is provided in the surrounding shopping area and drive-in

(Continued on page 57)



Jefferson Davis Junior High School, Hampton

JEFFERSON DAVIS JUNIOR HIGH SCHOOL in Hampton is a campus type school designed by Forrest Coile and Associates. It contains 132,405 square feet and is of one and two story design. The walls are brick and of panel construction. Painted concrete building units were used for the interior partitions. The roof deck is of metal covered with a built-up roof. Aluminum windows were used as were asphalt tile and terrazzo floors. W. Boyce Blanchard was the engineering consultant for mechanical and electrical work.

Silas S. Kea and Sons of Ivor were the general contractors while sub-contractors and material suppliers included:

Virginia Steel Co., Inc., Richmond, foundations; Tidewater Fireproofing Co., Portsmouth, masonry supplier; Ross Iron Works, Inc., Richmond, steel; Fenestra, Inc., Richmond, steel roof deck; Elswick Construction Co., Bayside, roof deck; Roof Engineering Corp., Norfolk, roofing; Ajax Co., Inc., Norfolk, stone work.

Brown & Grist, Inc., Newport News, window walls, windows; Pittsburgh Plate Glass Co., Richmond, glazing; Shaw Paint and Wall Paper Co., Inc., Norfolk, painting; Eastern Building Supply Co., Norfolk, structural tile; Oliva & Lazzari, Inc., Richmond, ceramic tile, terrazzo; W. Morton Northen & Co., Inc., Richmond, resilient tile; Tom Jones Hardware Co., Inc., Richmond, hardware; Ruffin & Payne, Inc., Richmond, millwork; Montague-Betts Co., Inc., Richmond, steel doors

and bucks.

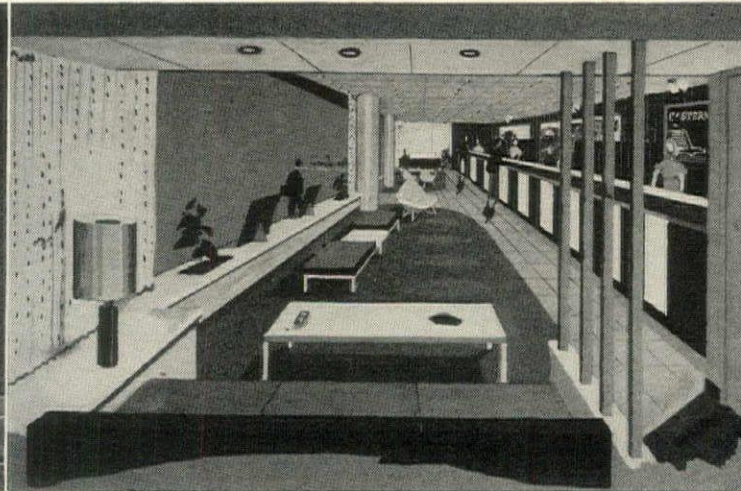
Virginia-Carolina Electrical Works, Inc., lighting fixtures, electrical work; W. D. Sams Co., plumbing fixtures, plumbing, air conditioning, heating, ventilating; Aetna Steel Products Co., doors and frames; Door Engineering, Norfolk, metal office partitions; C. E. Thurston & Son, Inc., Norfolk, walk-in refrigerator; Brownson Equipment Co., Richmond, automatic electric folding partition; Grant E. Key, Inc., Lynchburg, kitchen equipment.



FORREST COILE & ASSOCIATES
Architects

W. BOYCE BLANCHARD
Mechanical & Electrical Consultant

SILAS S. KEA & SONS
General Contractor



MULTI-MILLION DOLLAR RI

● Richmond's leading hotels and their supporting facilities are undergoing an extensive addition and alteration program that will establish them as a first-line national convention facility.

Marcellus Wright & Son, who were architects for two of the original hotel buildings, The John Marshall and The William Byrd of the Richmond Hotels, Inc. chain, are also architects for the comprehensive development program. George L. Moore, of Stamford, Connecticut, is the Associated Architect.

Two other hotels of the chain, The Richmond and the King Carter, have recently been combined through the use of a unique bridge designed by the Wright office. They will operate together as the Richmond.

Now under construction in the hotel's garage, which faces the John Marshall across Franklin Street, is a new combined downtown air line terminal which will house the city ticket office facilities for Eastern, United, and Piedmont Airlines. This will also become the central dispatching point for limousine service

to Byrd Airport southeast of the city. The airlines are now located in the lower lobby of the John Marshall Hotel across the street and the limousines operate from its entrance.

Within the new airline ticket terminal will be a 45-foot integrated ticket counter designed by the architects. Office space for the airlines will back this up in the rear. The lobby of the ticket terminal will contain comfortable seating for two dozen airline customers in waiting groups for which the interior design was also done by the architects. Virginia Engineering Company, Inc., is the general contractor for the construction of the airlines ticket terminal.

Within the John Marshall, Virginia's largest hotel, major changes are planned with construction scheduled for November. The lower lobby area, where the airlines ticket offices and other businesses are now located, will be completely opened up to form a new main lobby. New in concept for this area, principal entrance to the new lobby will be from a completely sheltered motor

MARCELLUS WRIGHT &
Associates

WILEY & WILSON
Mechanical and Electrical Consultants

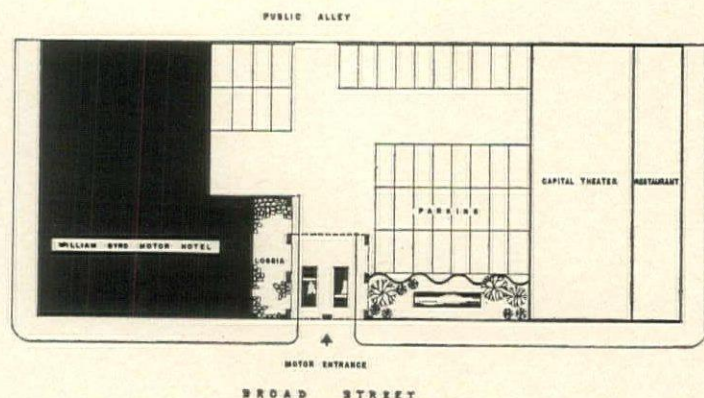
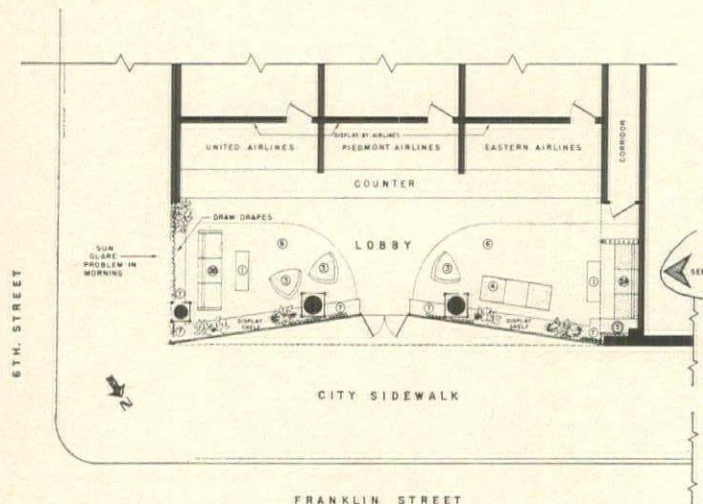
HOWARD L. POST
Food Service Consultant

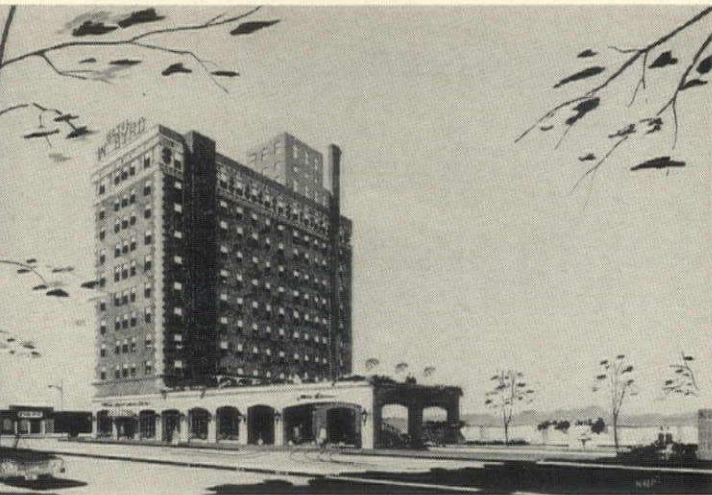
J. KENNEDY
General Contractor
(Richmond)

entrance to be built to the east of the present hotel building. Entrances from Franklin and Fifth streets will be retained, but the Fifth street entrance will be revamped by reversing the stairs which will de-emphasize it as a lobby entrance and enhance its relationship to the new floor above.

Within the new motor entrance three or four auto traffic lanes and a large auto holding area to the north of the building will permit protected access for guests. To be faced with Italian glass mosaics and containing a bank of ceiling mounted infra-red fixtures for winter comfort, the motor entrance will serve also as the principal entrance

Plans, left to right, show the Airline Center, the William Byrd Motor Hotel, the new John Marshall lobby and the John Marshall convention floor.





RICHMOND HOTEL EXPANSION

—GEORGE L. MOORE
Architects

HENRY W. ROBERTS
Structural Consultant
VIRGINIA ENGINEERING CO., INC.
General Contractor
(John Marshall Project)

PERRIN CO.
General Contractor
(Carter)

Virginia Engineering Co., Inc., is the general contractor for the alterations and additions to the John Marshall.

The broad corridor designed by Marcellus Wright & Son connecting the King Carter with the Richmond Hotel was recently completed by J. Kennon Perrin Co., general contractors. Leading from the lobby of the King Carter to the Richmond, the addition permits the operation of both hotels from the offices and desk facilities in the Richmond, although registration facilities are maintained in both hotels. Of an unique design, the overhead passage crosses the alley between the two buildings at second story level and is supported by a single massive concrete column from which the remainder of the structure is cantilevered in four directions. The architects are now engaged in the rearrangement of the office and desk facilities of the combined hotels.

At the William Byrd Hotel, in Richmond's near west end, plans are for conversion to a motor hotel with the addition of a motor entrance on a newly cleared half block parking area

adjacent to the hotel building. At ground level an arcade will be fashioned which will permit efficient circulation from the new entrance into existing lobby facilities. Atop the motor entrance a swimming pool and expansive terrace are planned. The space for these additions has been obtained by demolishing a block of stores stretching from the hotel westward to a theatre near the end of the block.

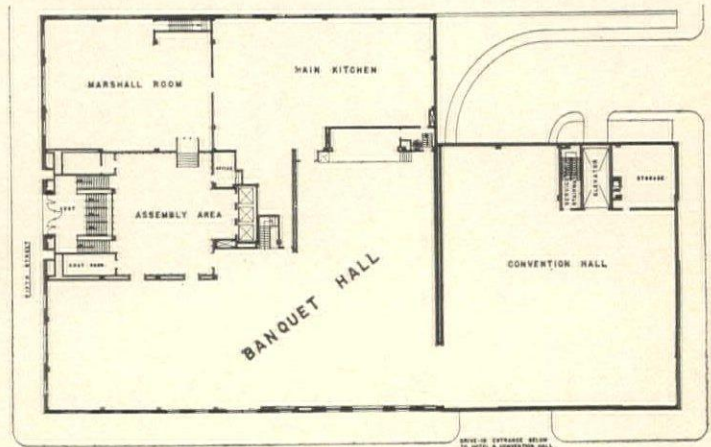
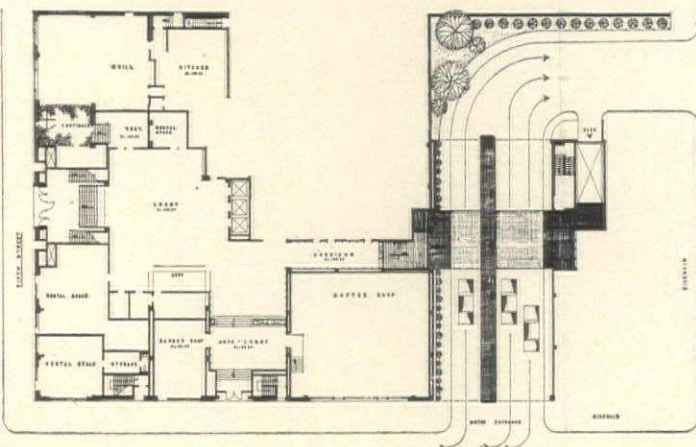
Estimated to be complete by the end of 1962, the extensive building program, coupled with the existing facilities of Richmond Hotels, Inc., will provide Richmond with facilities for conventions enjoyed by only five other cities in the country.

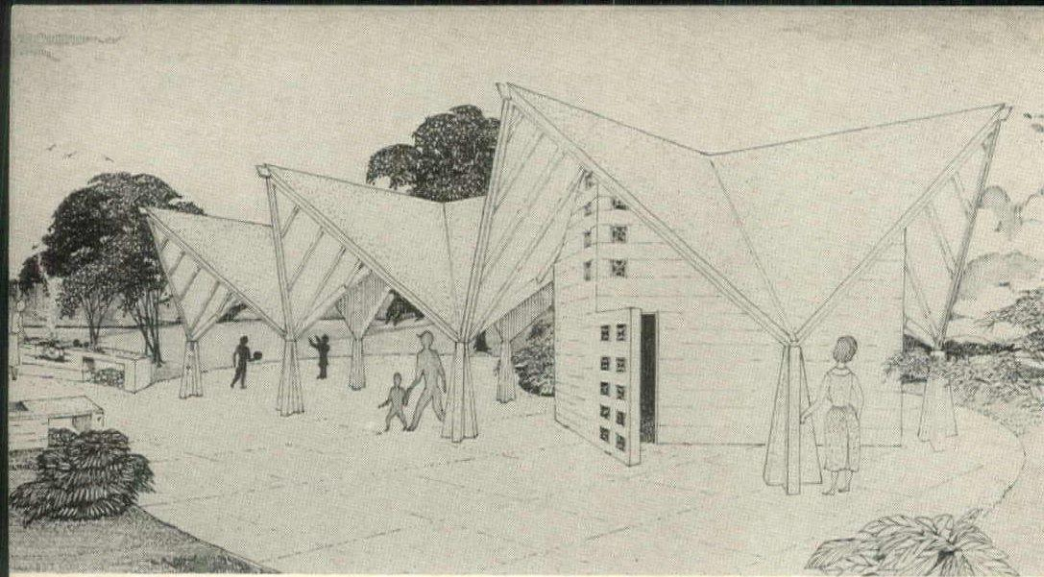
Subcontractors and suppliers for the Hotel Richmond-King Carter connecting bridge were Southern Materials Co., Inc., concrete; Southern Brick Contractors, Inc., masonry contractor; Liphart Steel Co., Inc., steel; Bowker & Roden, Inc., reinforcing steel; Economy Cast Stone Co., roof deck; R. P. Whitley Roofing Co., roofing; McLain T. O'Ferrall & Co., acoustical; Bertozzi & Son, plaster; J. S. Archer Co., fire doors and bucks.

Those for the Airline Ticket Offices include Lane Brothers, Inc., painting; McLain T. O'Ferrall & Co., resilient tile, acoustical; Stowe & Denton, plaster; Miller Mfg. Co., Inc., millwork; Northside Electric Co., electrical work; William H. White, Jr., Inc., plumbing, air conditioning and heating.

to a new convention and exhibit space being provided by an expansion of the John Marshall into the Massei building to the east.

At the upper lobby level the spaces surrounding the well known Virginia Room will be brought together into one vast convention hall with a capacity of 1500-2000. Through the use of Air-Walls, the space on this floor can be arranged to accommodate a varying number of groups of different sizes. To the east of the Virginia room expansion of the John Marshall into the Massei building will provide two floors of additional convention and exhibit space of approximately 10,000 square feet each, complete with rest rooms, storage and other supporting facilities.





Harrisonburg Recreation Park Pavilion

J. C. BOWMAN: Architect

A. R. BENTCH, General Contractor

• Until three years ago, a portion of the southeastern fringe of the City of Harrisonburg was occupied by an area of substandard housing, a large garbage and trash disposal pit, the municipal garbage incinerator plant, and considerable rough and undeveloped land. Under the master plan for city development, the slum area has been replaced by a new Federal low-rent housing development, the incinerator has vanished, the dump pit filled. A large new elementary city school has been erected and the remaining land has been designated to be developed for recreational use by the Department of Parks and Recreation. The Department proposed to erect a Pavilion as the starting nucleus of such development, and chose a building site on a level plateau some forty feet above and overlooking the future playground site. The master plan calls for landscaping, walks and playground equipment to be installed as funds are available.

The Pavilion structure, currently being built, and which was designed by J. C. Bowman, Architect, of Harrisonburg, presented a considerable challenge in spite of its small size. First of all, ingenuity had to be exercised to overcome foundation bearing problems,

occasioned by the fact that the structure is located on approximately 35 feet of filled material with an overburden of 3-5 feet of clay.

Second, it was desirable to come up with a pleasing design which would complement the newly developed adjacent area and be imposing enough not to be lost on the large site.

Finally, all of this had to be accomplished on an extremely limited budget. The Kiwanis Club of Harrisonburg has undertaken to sponsor the project and provide the major part of the financing as a community service project.

To overcome the poor foundation condition, eight independent pad footings were poured to as shallow a depth as design permitted, with a 6' high concrete pedestal, cruciform in section, on each footing pad, forming a cantilevered column-footing unit. The unit bearing soil load was thereby reduced to an extremely low value. Although a concrete folded plate superstructure was the first choice, it became apparent that the weight of the system would be excessive. Accordingly, the roof structure was designed to be built of wood over a base frame of three pyramids with eight projecting dormer frames. With the use of plywood sheathing,

these frames, in effect, became stressed skin plates and the intersecting and opposing valleys and roof planes effectively reduced the roof thrust to a low value. This total roof system constitutes a kind of accordion, or multiple hinger, system of planes which will accommodate, without serious damage, limited settlement stresses if they should occur.

There being no public toilet facilities anywhere in the area, provision has been made for Men's and Women's toilets in a 16' x 16' diamond shaped area, under one end of the roof. The roof structure, measuring 32' x 68' overall, hovers over a 60' diameter concrete pad with openings for plantings. Tangent to this concrete area is another 24' diameter circular concrete pad which provides, around the periphery, two outdoor cooking grills, a semi-circular bench and a circular table all of concrete and concrete block.

The concrete masonry walls of the toilets will be painted in a neutral color for de-emphasis. The under side of the roof structure, including the framing members will be stained a light blue-green for high reflectivity while the interesting fascia will be brilliant white with a thin coral accent line. The patterned standing seam terne metal roofing first contemplated and later abandoned for cost consideration has been replaced by mingled green and white asphalt shingles to attain light value. Both uplighting and downlighting, under the roof and over the concrete area, will be provided to facilitate after-dark use of the Pavilion. A number of benches and tables will be provided both within the Pavilion and on the lawn area adjacent. The ultimate effect of the scheme, achieved by the distinctive roof lines, supports, and color treatment, will be to provide a striking, gay, and light-hearted structure consistent with the purpose for which it is intended.

Because of stringent limitations of the budget, every effort was made to keep the cost down without sacrificing the basic quality. As a result of these efforts, the total cost of the installation will be \$1.90 per square foot of constructed area.

Due to the small size of the project, the general contractor is performing all work except the mechanical and painting, the latter being done by the owner. Valley Blox, Harrisonburg, is masonry supplier, also supplying structural wood and millwork. Hardware is Schlage; lighting fixtures, Moldcast Mfg. (Mc-Philben Co.); plumbing fixtures, American-Standard with Fred Garber Plumbing & Heating, Harrisonburg, as plumbing and heating contractor.

BURGESS BROTHERS

Painting Contractors

PORTSMOUTH, VIRGINIA

INTERIOR - EXTERIOR DECORATING

Work Fully Covered by Insurance

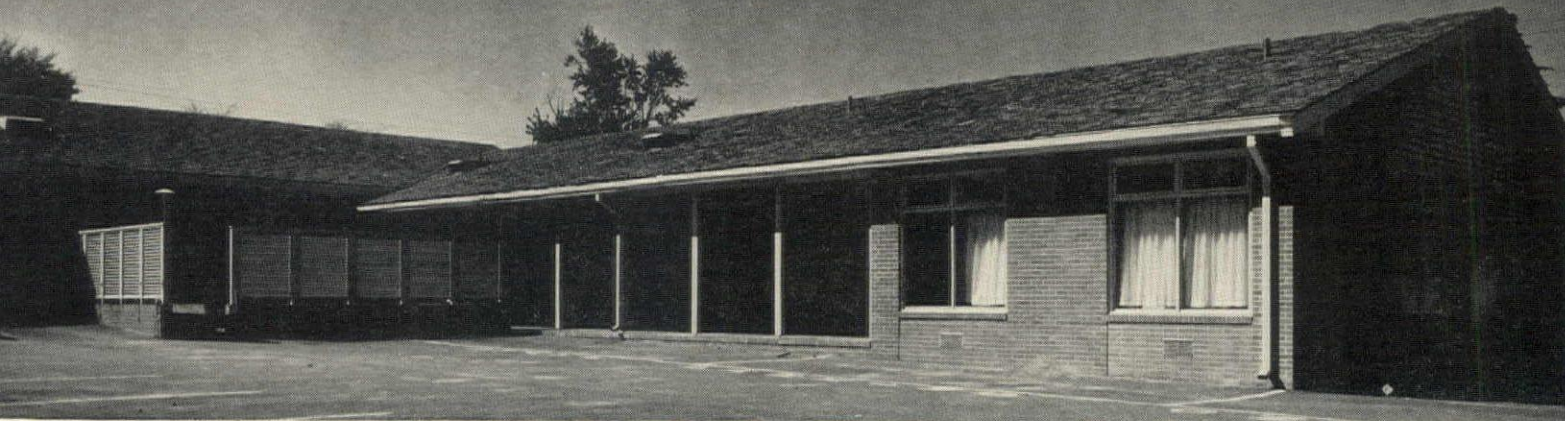
1217 Prentiss Avenue

EX 7-9607

Painting Contractor:

- Holy Communion Evangelical Lutheran Church. See Page 51.
- Men's Dormitory, College of William and Mary. See Page 49.
- Renovation of Courthouse and New Office Building for Southampton County. See Page 14.

Richmond Doctors' Office Building



EDWARD F. SINNOTT & SON
Architects

THOMAS W. SMITH
Mechanical Consultant

TORRENCE, DREELIN & ASSOCIATES
Structural Consultants

LEO T. GRIFFIN
Electrical Consultant

HENDRICK CONSTRUCTION CO., INC.
General Contractor

The Doctors Office Building for the CLM Corporation was designed to house three separate suites for the owner-practitioners with three additional rental suites. The site is located in an area that is rapidly developing into a medical and dental community with several sizeable medical facilities already constructed within the radius of a few blocks. The location is in west central Richmond, at Thompson Street & Grove Avenue which is adequately served by public transportation and between two major traffic arteries of east and west travel.

The L-shape, one-story structure was designed to fit into the already developed neighborhood. Mellow brick, painted wood and textured concrete shingles were selected to promote harmony with existing surroundings.

To take advantage of the corner lot site, two entrances to the open exterior corridor were provided. All suites open directly on this exterior corridor, which traverses the lot side of the L-shape. The structure, by shape and design, completely screens the large parking area from both streets, and allows easy access to and from same.

All interior finish materials were selected for lasting qualities and ease of maintenance. Hardwood, homogeneous vinyl, ceramic tile or carpet cover all floors. Pre-finished panelling, ceramic tile or vinyl fabric material cover all walls. The ceilings in all habitable spaces are fissured mineral acoustical tile. Partitions separating all areas are sound-conditioned for complete privacy.

In addition to the private quarters mentioned, the building houses lounge, kitchen, bath and locker space for the male tenants, as well as lounge space for the female tenants. Locked record storage space is provided for each tenant.

Each suite has individual zone control for heating, air-conditioning and ventilating, with as many as four controls per suite. Gas and compressed air are provided. Adequate arrangements have been made for future changes in occupancy to permit moving of partitions, relocation of diffusers, etc. to give great flexibility to the interior of the structure.

Hendrick Construction Co., Inc., Richmond, was general contractor. Subcontractors and material suppliers included W. B. Davis Co., masonry; S & W Steel Co., Inc., steel; E. A. Bowles, waterproofing, roofing; Smith Door & Window Specialties, windows; Pittsburgh Plate Glass Co., glazing; N. Chasen & Son, Inc., painting, plastic wall finish.

Manson & Utley, Inc., weatherstripping; W.

K. Hawkins Engineering Co., insulation; Rick Tile & Acoustic Co., acoustical, resilient tile; Jos. F. Prezioso, plaster; Old Dominion Tile & Marble Co., Inc., ceramic tile.

H. Beckstoffer's Sons, millwork; Roanoke Engineering Sales Co., steel bucks; Hudson-Perkins Electric Co., electrical work; Dixie Plumbing & Heating Co., plumbing, air conditioning, heating, ventilating; Jos. L. Payne, paving.

All are Richmond area firms.

GRAVES SUPPLY CO., INC.

— WHOLESALE —

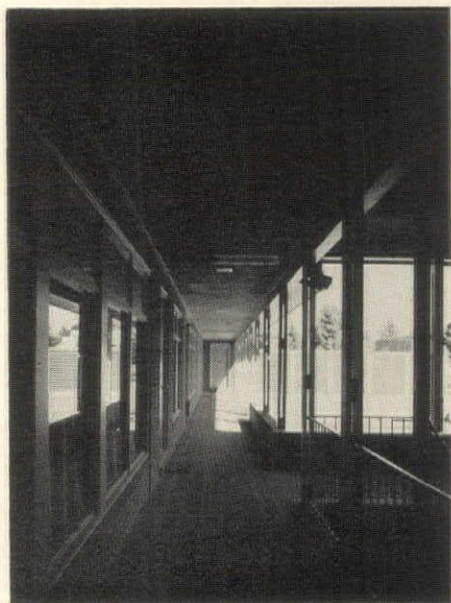
ELECTRICAL SUPPLIERS

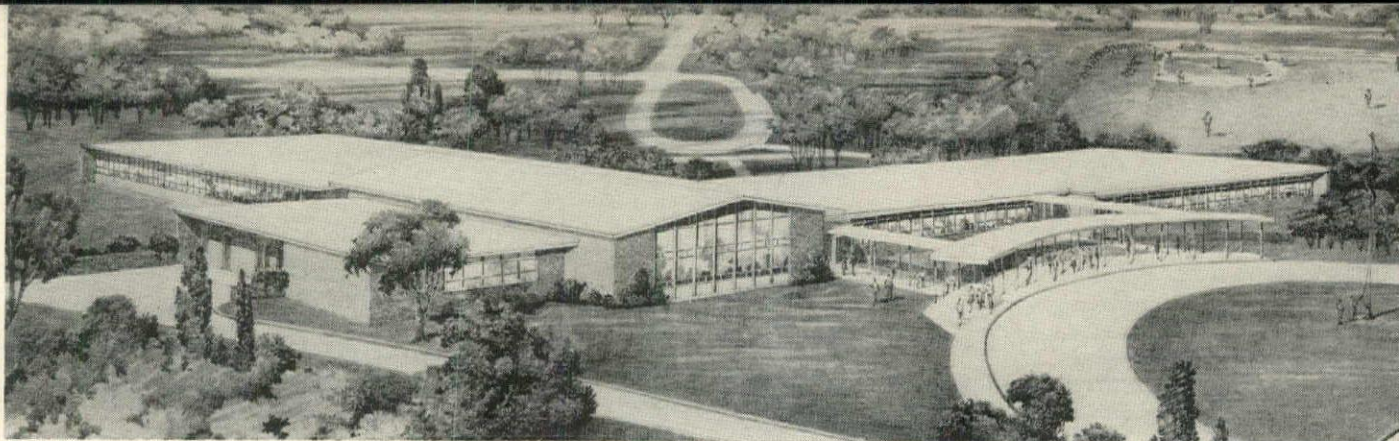
Druid Hills Office of
First National Bank of Martinsville
and Henry County
Featured on Page 37.

MERCURY 2-3416

120-122 Fayette

MARTINSVILLE, VA.





New Chesterfield School Electrically Heated

THE Crestwood Farms Elementary School, designed by Kenneth G. MacIlroy, AIA, is under construction and scheduled for completion in August, 1962. Located on an 18 acre site in Chesterfield County near Bon Air, the 20-classroom school will accommodate 600 pupils in grades one through seven.

The one-story building is divided into two classroom wings, to separate the lower primary grades 1 through 3, from the upper elementary grades 4 through 7. The common facilities of library, general office, health suite, teachers' rooms, combined cafeteria-auditorium and kitchen interconnect these classroom wings, and are planned of adequate size to serve a 900-pupil school. Future classroom additions will increase the capacity of the school to that figure.

The ten primary grade classrooms are designed as self-contained rooms with boys' and girls' toilets serving each two rooms. Each of the 20 classrooms has a drinking fountain, work sink, tackboards, chalkboards, movable storage work counters and wardrobe units, and conduit for future closed circuit television. Two adjoining primary classrooms and two adjoining upper ele-

mentary classrooms have sound proof folding partitions so that one large space may be formed from two rooms and thus give flexibility for team teaching, special activities and experimentation in future educational methods.

The school has an exposed structural steel frame, painted Solite masonry block walls, aluminum windows and monolithic terrazzo floors except in toilet rooms and kitchen which have ceramic and quarry tile. A wide roof overhang provides protection for the classrooms and other areas from direct sunlight and sky glare.

The building is the first school in Chesterfield County to have an electric heating system. Each room is individually thermostatically controlled. All lighting is fluorescent type on 480/277 volt system, thus affecting economy in wiring.

The sloping site was used to an advantage to provide an amphitheater setting around a circular hard surface play area for the primary grades and hillside spectator seating adjacent to the baseball diamond in the upper elementary play area. All automobile traffic of parents bringing their children to school and afternoon pick-up is di-

KENNETH G. MacILROY
Architect

ROACHE, MERCER & FAISON
Mechanical and Electrical Consultants

MacFARLANE & SADLER
Structural Consultants

R. L. BULIFANT & CO., INC.
General Contractor

rected to a special looped driveway at the rear of the school. The bus traffic with the major number of pupils is routed to the front of the building to a covered walkway. An 81-car parking lot is also located at the front.

With R. L. Bulifant & Co., Inc., general contractor, principal subcontractors and material suppliers are J. W. Bastian Co., Inc., plumbing, heating and ventilating; Varina Electric Co., electric; Montague-Betts Co., Inc., structural steel and miscellaneous metals; James A. Wilson, Petersburg, masonry; Southern Materials Co., Inc., concrete; L. W. Roberts Co., lighting fixtures.

Also, J. B. Eurell Co., precast insulated roof deck; R. P. Whitley Roofing Co., roofing and sheet metal; William Bayley Co., aluminum windows; Martin Tile & Marble Co., Inc., terrazzo, tile and marble; Carl C. Miller, lathing and plastering; Acme Steel Products Div., Acme Steel Co., steel doors and frames; Riner Construction Co., excavation.

Lee Hy Paving Corp., paving; Plibrico Sales & Service Co., incinerator; Pleasants Hardware, finish hardware; Frick, Vass & Street, Inc., painting; Ruffin & Payne, Inc., millwork; Lyttle & Barnes Sanitation Co., storm and sanitary sewers.

All firms are from the Richmond area unless otherwise noted.

FAULCONER CONSTRUCTION CO., INC.

Grading — Heavy Construction

Bridges A Specialty

Dial 2-5239

CHARLOTTESVILLE, VA.

MILLER BROS. OF ARLINGTON, INC.

General Contractors

ARLINGTON, VIRGINIA



COMMONWEALTH NATURAL GAS CORPORATION

• This building located at the southwest corner of Third and Canal Street provides 6,500 gross square feet of office space on the first floor for the use of the owner, and the same area on the second floor for rental office space and future expansion of the owner's offices.

A small basement provides a snack bar, utility entrances, garden tool storage, and stair connection to the upper floors. The remainder of the area under the building and extending over the entire site is a paved parking lot accommodating 41 cars.

All of the mechanical equipment is located in a penthouse. One of the main features of this building is the natural gas powered engine which drives a 40 ton air conditioning compressor. While there are other absorption type gas air conditioning units in the area, this will be the first installation of the engine-driven compressor type in the Richmond area. The boiler is also gas fired and the heating and cooling system provides year-round air conditioning to the entire building, divided into a maximum of 24 controlled zones.

The building has a steel frame with a floor system of bar joists on which a 2-1/2" concrete slab is installed. The steel in the first floor over the parking area is fireproofed with concrete and a cement plaster ceiling. The ceiling is insulated and the space between the ceiling and floor is heated.

The exterior is of gray glazed brick with manganese specks. The window wall is aluminum. The glass is fixed Thermopane with the exterior sheet of Parallel-o-gray plate glass to reduce the sun load. Venetian blinds provide light control. The spandrel panels are faced with blue aluminum.

The entrance canopy and entrance doors are anodized natural aluminum and the penthouse frame is of the same material. The siding enclosing the

NEW OFFICE BUILDING IN RICHMOND

BASKERVILL & SON
Architects

HANKINS & ANDERSON
Mechanical Consultants

CONQUEST, MONCURE & DUNN, INC.
General Contractors

penthouse is blue aluminum matching the spandrel panels.

The belt course at the first floor line and the canopy at the top of the wall are of black cast stone with fine to medium aggregate.

The wall at the base of the building which encloses the parking lot and the cheek walls at the entrance are also of cast stone but in a mottled gray tone with large aggregate.

Interiors are generally furnished with asphalt tile floors, rubber tile base, painted Solite block walls and 2' x 4' lay in acoustical panel ceiling supported on aluminum tee runners with fluore-

scent lights fitting into the same grid.

Executive offices are plastered and some have fabric wall covering. They also will be carpeted. The president's office and board room are floored with walnut parquet blocks set on adhesive.

Another feature of this building is the control board which continually indicates and reads the transmission of gas across the central and eastern part of the state, and is under surveillance twenty-four hours a day.

This building will provide all the space and facilities necessary for the administration and control of the Commonwealth Natural Gas system in Virginia. It is scheduled for completion in June, 1962.

Subcontractors and suppliers, all of Richmond, are as follows: Sash, Door & Glass Corp., aluminum curtain wall, ornamental aluminum work, glass and glazing; Stonnell-Satterwhite, Inc., ceramic tile and soapstone; Chewing & Wilmer, Inc., electric work; E. G. Bowles, excavation; Catlett-Johnson Corp., plumbing, heating, ventilating and air conditioning.

W. K. Hawkins Engineering Co., insulation; J. A. Wilton, Jr., lath and plaster; Southern Brick Contractors, Inc., masonry; E. F. Hauserman Co., metal office partitions; Lee Hy Paving Corp., paving; W. Morton Northen & Co., Inc., resilient and parquet floors, acoustical work.

N. W. Martin & Bros., Inc., roofing, flashing and waterproofing, roof plank and wall panels; Bender's Venetian Blinds, Inc., Venetian blinds; Manson & Utley, Inc., weatherstripping.

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See the Plantation Motel, featured on page 34.

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Millwork Suppliers for the New Whitten Funeral Home,
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Suppliers of Electrical Fixtures and Electrical Contractor
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Architect

ELAIR DUVAL
Mechanical Consultant

JAMES CRAIG
Structural Consultant

C. W. HANCOCK & SONS, INC.
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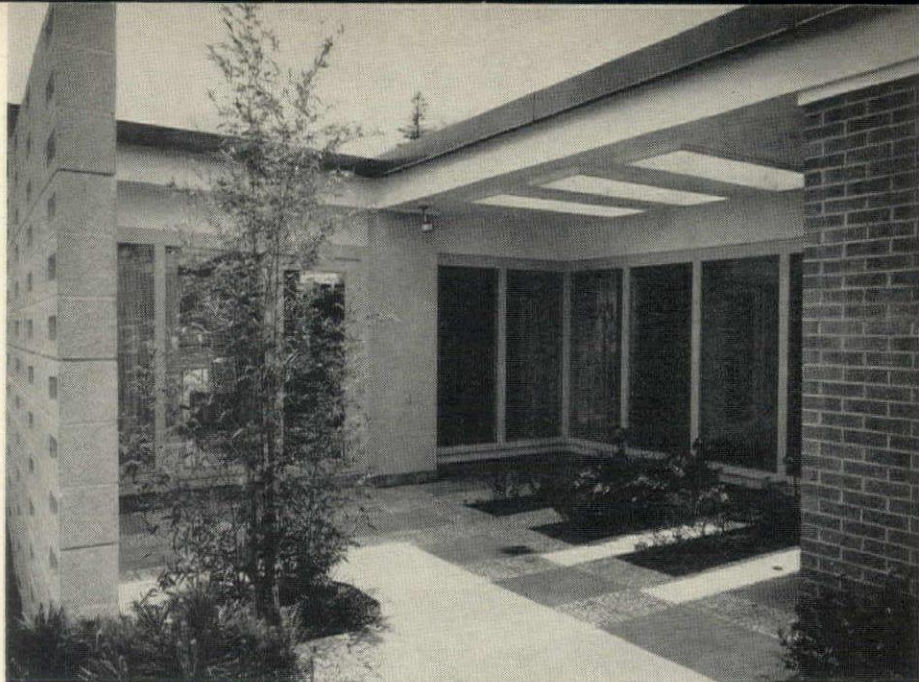
THIS BUILDING OCCUPIES a site approximately 142 feet by 50 feet, 104 Langhorne Road, Lynchburg.

The medical use of this building is for psychiatry offices. The two psychiatrists are Dr. Robert D. Gardner and Dr. E. Terrell Wingfield. The building is sited so that it overlooks Langhorne Road and has ample provision for parking. Many important factors were involved in its design, especially its use for patients who are mentally ill and are in need of quiet therapeutic surroundings. The offices and interior decor were designed with this in mind. All offices are sound-isolated to insure utmost quietness. A principal feature is the outdoor garden area which features lovely plants, and specially constructed marbleized patterns within the patio itself. This area commands a view from any room within the building. The offices themselves are paneled in various hardwoods and the ceilings are tiled acoustically. Indirect lighting is used throughout.

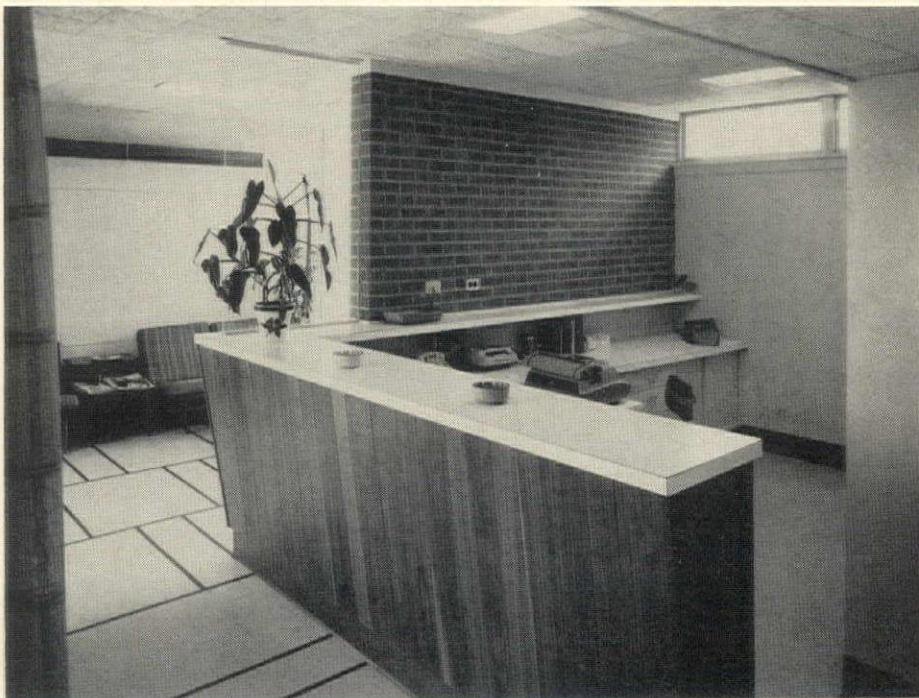
One room is used for group therapy and has storage facilities for certain tests that are used in connection with treatment.

Subcontractors and material suppliers, all of Lynchburg, were as follows: Anderson & Shorter, Inc., excavating; Lynchburg Ready Mix Concrete Co., Inc., concrete; Montague-Betts Co., Inc., windows, steel doors and bucks, steel; Consumers Company of Lynchburg, Inc., roofing; Superior Painting Contractors, painting; Cress Tile Distributing Co., ceramic tile; Kennedy's Linoleum Shop, acoustical, resilient tile; Ralph Moseley, insulation.

Also, Bailey-Spencer Hardware Co., Inc., hardware; Taylor Bros., Inc., structural wood; McDaniel-Kelly Electric Co., Inc., electrical work; Bill Moseley Plumbing & Heating Co., plumbing fixtures; Southern Air, Inc., air conditioning, heating and ventilating.



LYNCHBURG MEDICAL OFFICE BUILDING



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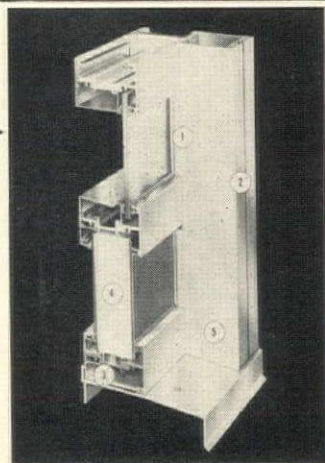
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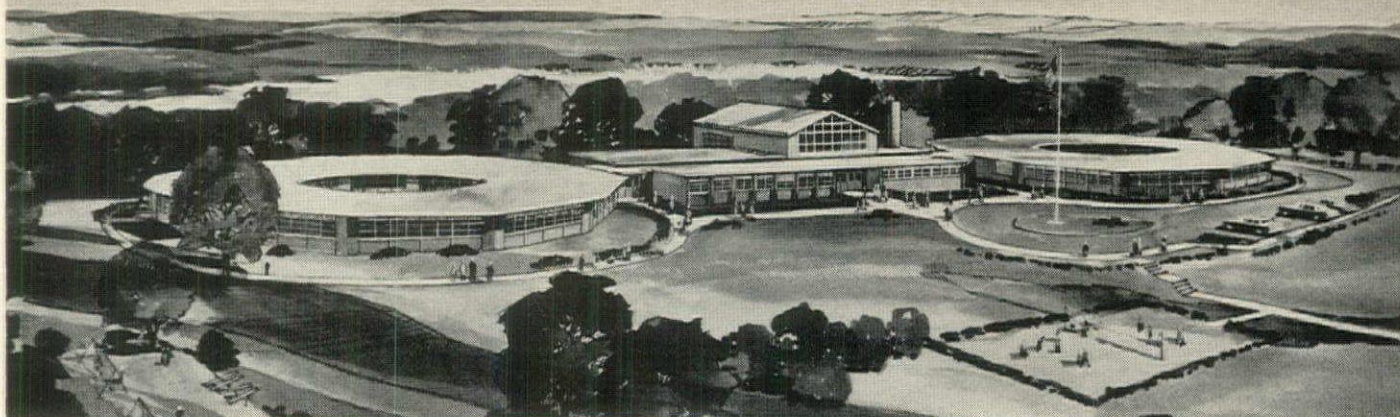
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THE LOCH LOMOND ELEMENTARY SCHOOL in Prince William County, is a 20 classroom school with a unique arrangement of classrooms into two rings around open courts. The classrooms open onto covered walkways around the interior of the courts, thereby effecting a considerable saving in corridors.

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posed roof joists and roof deck, continuous fin tube radiation, spray glazed wainscots, and four-inch thick, insulated wall panels under the windows, and built-in classroom equipment.

Floor Area—32,250 square feet
Cost, including site work—\$317,859.
Cost of site work—\$24,000.

Unit Cost—

\$9.85 per sq. ft., including site work

\$9.10 per sq. ft., building only
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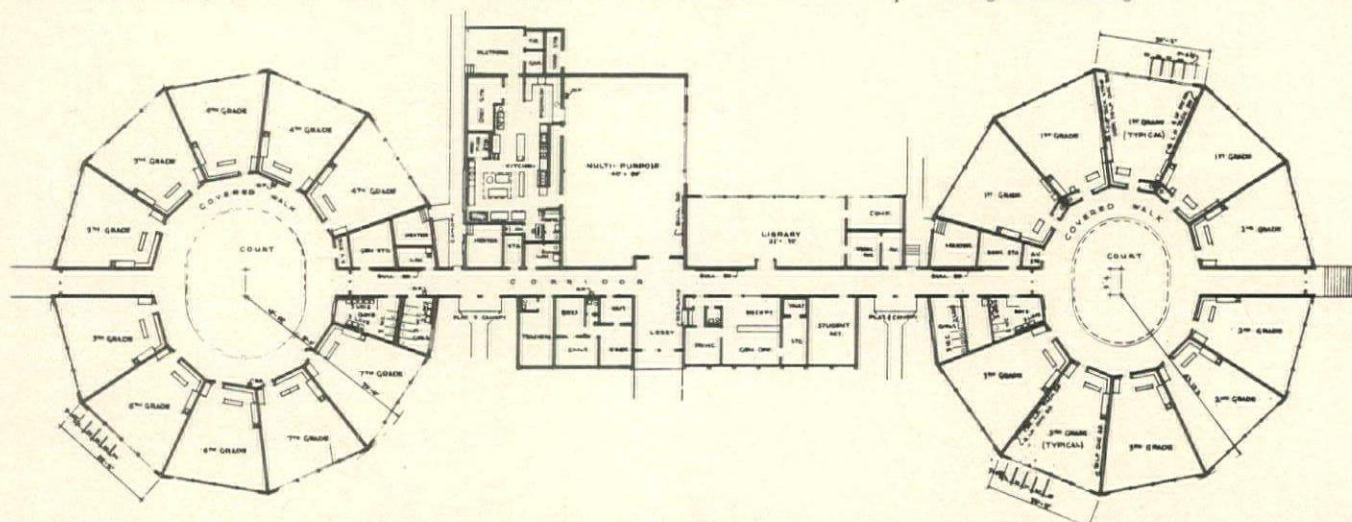
General contractor was W. Bradley

Tyree, Falls Church, who also did the work on excavating, piling, foundations, concrete, masonry and carpentry.

Other subcontractors and suppliers included Southern Iron Works, Inc., Springfield, steel; Perrin & Martin, Inc., Arlington, roofing; Capital Products, Inc., Washington, D. C., windows; Vienna Glass Co., Vienna, glazing; Wilmar Contractors, Inc., Vienna, painting.

Also, Standard Art, Marble & Tile Co., Inc., Washington, ceramic tile; Marty's Floor Covering, Inc., Alexandria, resilient tile; Bilton Insulation & Supply, Inc., Arlington, acoustical; Builders Hardware Corp., Bethesda, Md., hardware; Ruffin & Payne, Inc., Richmond, millwork.

Shone Building Products, Washington, steel doors and bucks; Walter C. Davis & Son, Inc., Alexandria, electrical work; F. W. Harris, Inc., plumbing, heating and ventilating.



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Page 12.

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HAMPTON ROADS MEDICAL CENTER NEWPORT NEWS

FORREST COILE & ASSOCIATES
Architects

W. BOYCE BLANCHARD
Mechanical & Electrical Consultant

VIRGINIA ENGINEERING CO., INC.
General Contractor

• The recently completed semi-suburban doctors' office building known as the Hampton Roads Medical Center houses professional suites for some 25 doctors, two dentists, and a property management firm. This project was the first large scale structure of its kind designed in Newport News whereby each doctor could have his office specifically designed to meet his particular requirements. Comprising over 30,000 square feet of floor area, the structure is steel frame with concrete floors, aluminum windows and masonry exterior.

Virginia Engineering Co., Inc., Newport News, was general contractor. Principal subcontractors and material suppliers included Benson-Phillips Co., Inc., Newport News, concrete; R. R. Hedrick Brick & Stone Contracting Co., Newport News, masonry supplier and contractor; Hall-Hodges Co., Inc., Norfolk, steel; H. H. Robertson Co., Pittsburgh, Hall-Hodges Co., Inc., steel roof deck.

Clarke Sheet Metal Works, Newport News, waterproofing, weatherstripping, roofing; Heron

Todd Steel Construction Co., Arlington, windows; Binswanger Glass Co., Richmond, glazing; Pompei Tile Co., Inc., Newport News, ceramic tile; W. Morton Northern & Co., Inc., Richmond, resilient tile; Febré & Co. of Newport News, Inc. acoustical plaster; E. Caligari & Son, Inc., Norfolk, painting; Pleasants Hardware, Richmond, hardware;

Waterfront Lumber Co., Newport News, millwork; Perry Electric Co., Inc., Newport News, lighting fixtures, electrical work; Warwick Plumbing & Heating Corp., Newport News, plumbing fixtures, plumbing, air conditioning, heating and ventilating; Otis Elevator Co., Richmond, elevators; Roanoke Engineering Sales Co., Richmond, steel doors and bucks.

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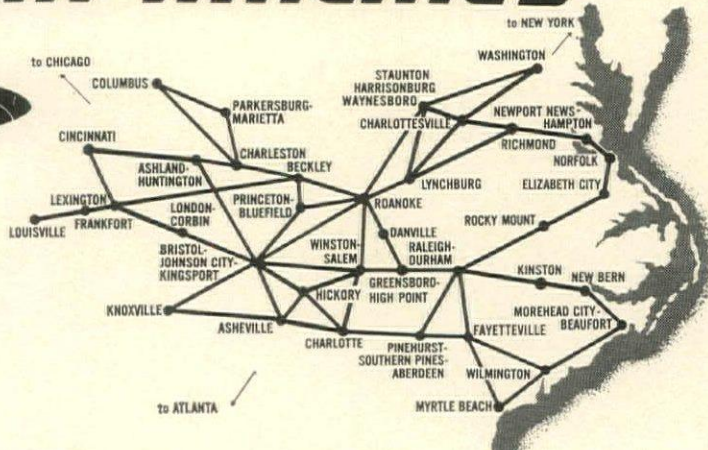
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See the New N. B. Clark Elementary School, page 14
and the Hampton Roads Medical Center, above.

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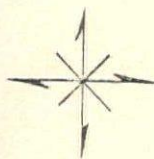
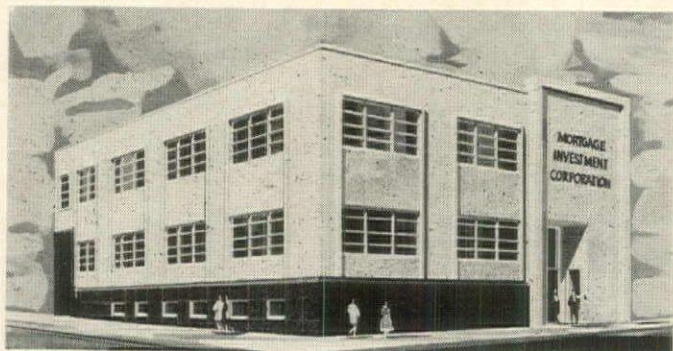
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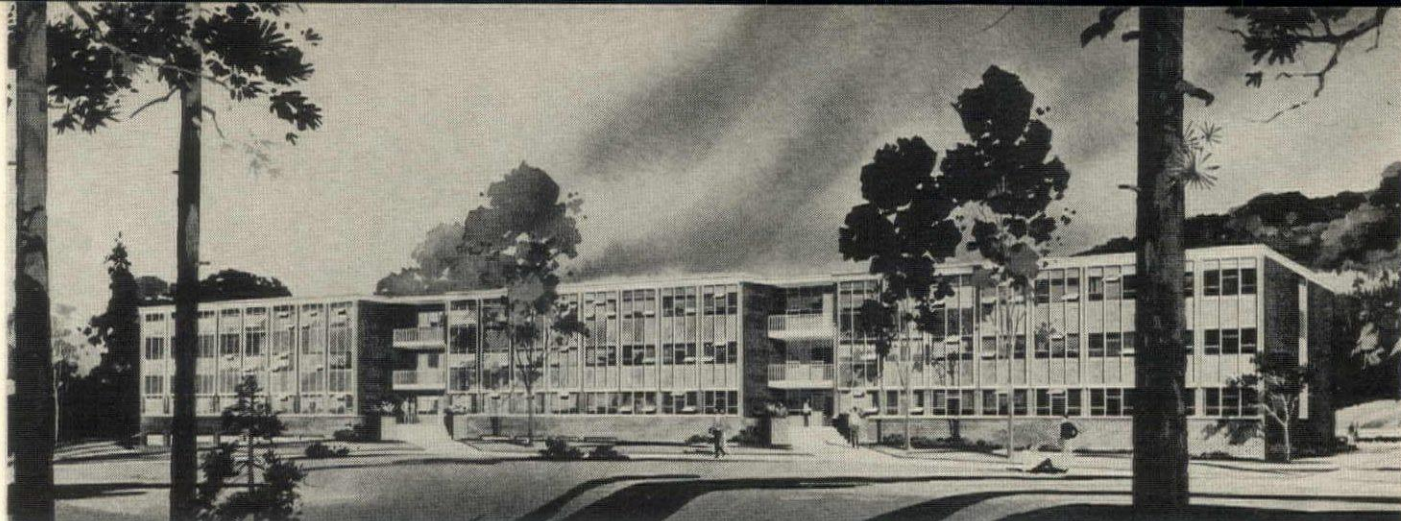
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RICHMOND NORFOLK ROANOKE NEWPORT NEWS



Change in Flavor of William & Mary Campus

— First Dormitory in New Area —

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Architects

WILLIAM A. BROWN
Mechanical & Electrical Consultant

WILLIAM T. ST. CLAIR
Structural Consultant

J. W. ENOCHS, INC.
General Contractor

THIS NEW DORMITORY is the first building to be constructed in a new campus area now being developed. It is located on a hill crest overlooking the valley which leads to Lake Matoaka. The site is well separated from the traditional campus group by wooded areas, but adjoins existing and proposed men's athletic fields.

The building is the first of four dormitories which will be constructed in a fan shaped arrangement. It provides dormitory facilities for 254 students in double rooms. Each room has been designed with built-in wardrobes, chests and desks of natural finished oak. Windows extend from wall to wall and are glazed for glare control. In addition to the bedrooms there are two lounges on each floor with connecting outside balconies. These areas are finished with natural brick walls and Vermont Greenstone floors. The basement level contains a large recreation room for use of the dormitory students.

The building has been designed to blend with the traditional buildings on

the campus while incorporating the latest proven materials and methods of construction.

Walls of the exterior are of molded red brick with shaded headers, which is similar to the brick found in other buildings on the campus. The exterior walls of the bedrooms are of panelwall construction using aluminum to frame Vermont Green Slate panels between floors and windows. This assembly is trimmed with light gray cast stone. The stone also extends around the top of the building wall as a border tying the entire mass together. Balconies at the lounges between units are of cast stone with iron railings. The balconies divide the building into three units reducing the apparent mass of the structure and dividing the occupants into three small groups.

Heating is by continuous hot water convectors in all rooms. The system will be tied into the central heating plant.

Lighting is by recessed incandescent fixtures in most areas.

Construction was started in February

1961 and completion is expected early in 1962.

J. W. Enochs, Inc., Hopewell, who is general contractor, is also doing work on foundations, concrete, carpentry and insulation. Other subcontractors and material suppliers include the following:

E. G. Bowles, Richmond, excavating; Eastern Building Supply Co., Inc., Richmond, masonry supplier; M. D. Knox, Emporia, masonry contractor; Liphart Steel Co., Inc., Richmond, steel; Montague-Betts Co., Inc., Richmond, steel doors and bucks, handrails, steel roof deck; W. H. Stovall & Co., Inc., Richmond, marble and slate.

T. B. Dornin-Adams, Co., Inc., Lynchburg, roofing; Economy Cast Stone Co., Richmond, stone work; Sash, Door & Glass Corp., Richmond, windows, window walls, glazing; Burgess Brothers, Portsmouth, painting; Standard Tile Co., Inc., Staunton, ceramic tile, terrazzo.

W. Morton Northen & Co., Inc., Richmond, resilient tile, acoustical; Brisk Waterproofing Co., Inc., Richmond, waterproofing; John Edmonds, Jr., Petersburg, plaster; Tom Jones Hardware Co., Inc., Richmond, hardware; Weaver Bros., Inc., Newport News, millwork.

E. H. Saunders & Sons, Inc., Hopewell, lighting fixtures, electrical work; Wachter & Wolfe Corp., Richmond, plumbing fixtures, plumbing, heating and ventilating; Paris Shade Shoppe, Inc., Richmond, draperies; Southern Desk Co., Hickory, N. C., built-in bedroom furniture.

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Prestressed concrete suppliers for the new Northside High School, page 18.

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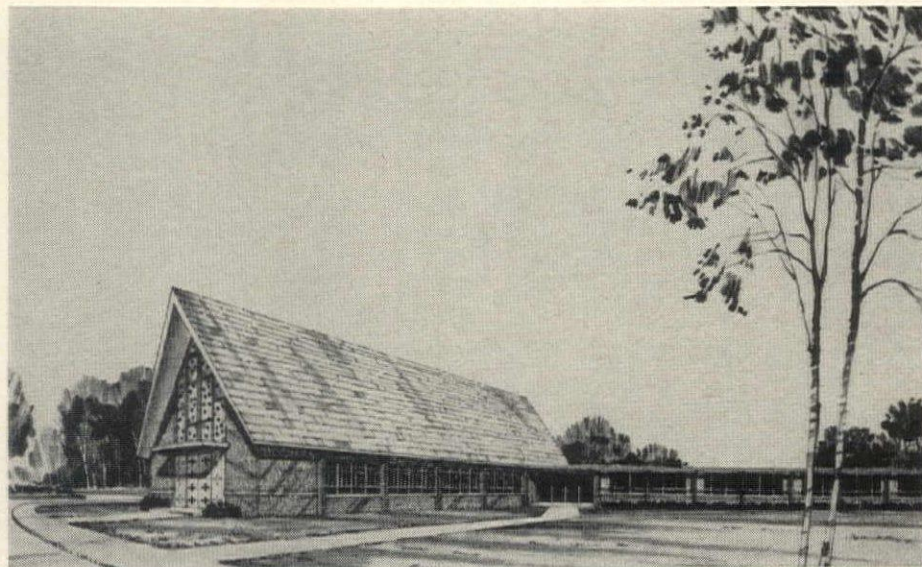
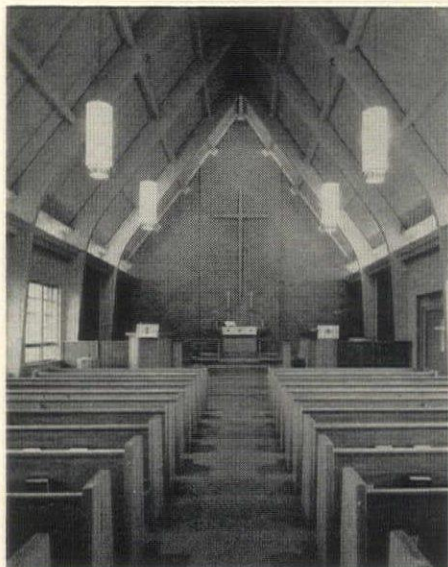
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Holy Communion Evangelical Lutheran Church

G. L. CLINE
General Contractor

JAMES HART
Mechanical Consultant

E. B. SMALL
Structural Consultant



• The first unit of the Holy Communion Evangelical Lutheran Church in Portsmouth was completed in December 1960. It consisted of a chapel and educational building. Designed by Melvin M. Spence and Associates, architects, of Norfolk, the first unit cost \$94,645. G. L. Cline of Portsmouth was

the general contractor.

The minister of the church is the Rev. Gordon Hite, while the Chairman of the Building Committee is Ivan C. Myers.

Subcontractors included:

Masonry, Tidewater Masonry Company; rough carpentry, G. L. Cline;

finish carpentry, Burton Lumber Corp.; stonework, Ajax Company, Inc.; plastering, J. T. Eley, Jr.; painting and finishing, Burgess Brothers; plumbing, W. D. Sams Plumbing & Heating Co.; heating and air conditioning, Tidewater Electric & Air Conditioning Co.; electrical, Stanley Gimbert.

Boyd-Bluford Cigar Co., Inc., Norfolk

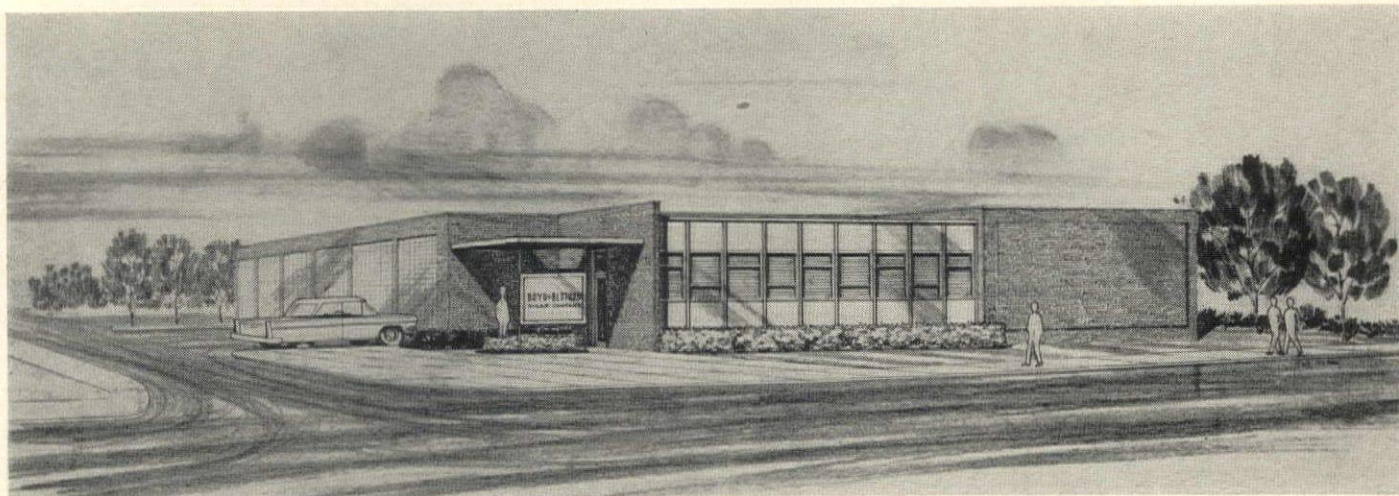
G. L. CLINE
General Contractor

E. D. DUVAL
Mechanical Consultant

E. B. SMALL
Structural Consultant

• The Boyd-Bluford Cigar Company, Inc., was formerly located in the area in downtown Norfolk that became a part of that city's vast redevelopment program. The new building is located in the 500 block of East Bute Street and covers approximately 12,000 square feet including offices and warehouse area. Costing \$52,780, it was designed by Melvin M. Spence and Associates. General contractor for the project was G. L. Cline. Sub-contractors

included Tidewater Steel Company, Inc., structural steel and steel joists; J. T. Hughes, roofing and sheet metal; Seaboard Paint & Supply Co., Inc., finish hardware; Joe Medlin, lathing and plastering; Ferrell Linoleum & Tile Co., Inc., asphalt tile; Hampshire Corp., acoustic ceiling; Tidewater Electric & Air Conditioning Co., air conditioning, heating and ventilating; Shaw Paint & Wall Paper Co., Inc., painting.



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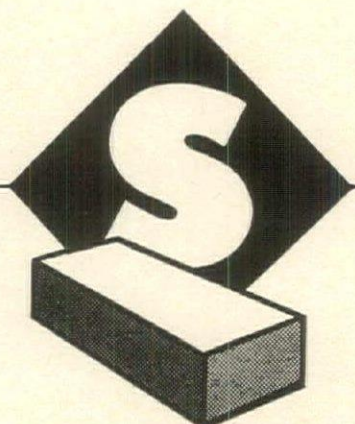
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School, page 42

and

Gypsum deck, The Seton House, page 20



ON THE SECOND DAY at Gettysburg, the lines are clearest on the two levels of the controversy—the recorded events of the battle as opposed to Longstreet's presentation. The gap between the parallel levels became so wide in this phase because here Longstreet, in fretful complaints, tried his hardest to divert attention from his own performance by directing attention on his scapegoat, Lee.

While eloquent in his carplings about the alleged failures of his dead leader, the mutinous subordinate was extremely reticent (in all his versions) about what Longstreet did on the Confederate right. Also, though he waged a fierce defense over the technicality of the "sunrise" order mentioned by Pendleton and Early, he never replied to the accounts of his behavior on the right given by his own division commanders, Hood and McLaws, and brigade commanders, Law and Kershaw. Since their composite accounts (never refuted by Longstreet) agree with all the recorded actions of the fight on the Confederate right, their line traces the actual course of the lost opportunity on the second day.

The Federal left ran along the crest of Cemetery Ridge for a little less than two miles from Cemetery Hill to the huge rock columns, Little and Big Round Top. To the west of the Round Tops about a quarter of a mile, in the marshy bottom formed by the branches of Plum Run, rose the boulder formation known as Devil's Den. From Devil's Den a low ridge, running from east to west, extended toward the position where the right of Longstreet's line was forming. This ridge was an important line of demarcation, for to the south of it no enemy troops were formed at four o'clock.

North of the ridge extending from Devil's Den, during the early afternoon, in defiance of Meade's defensive alignments, Sickles moved

his corps forward from Cemetery Ridge and occupied a peach orchard fronting on Emmitsburg Road. Sickles' left rested on the low ridge running west from Devil's Den.

According to the Confederate reconnaissance made in the early morning, the end of the Federal line stopped short of Little Round Top and the boggy, boulder-strewn valley in front of the southern end of Cemetery Ridge. It was Lee's plan to form Longstreet's two fresh divisions, totalling about 15,000 infantry, on a front reaching to the point opposite Little Round Top—or beyond, south of, where he believed the Federal flank to be. By thus overlapping the Federal line, the Confederate order of assault was to move obliquely across the Emmitsburg Road and sweep toward the Cemetery Ridge position at an angle from southwest to northeast. Had the Federal line ended on Cemetery Ridge where Lee supposed it to, and had the peach orchard been unoccupied as it had been during the morning, the attack plan was eminently sound for a flanking movement.

For supporting troops, Longstreet was given Anderson's Division (a First Corps unit before the army's reorganization following Jackson's death). Newly in Hill's Third Corps, Anderson formed on Longstreet's left and faced immediately toward the left center of Meade's line. Extending northward from Anderson along Seminary Ridge, Hill's other two divisions, not

recovered from their first day's fight, were to demonstrate to prevent any shift of strength toward the point of assault; in the event an enemy's weakness was exposed, Heth's and Pender's divisions were to exploit it. Then, further to extend and distract the enemy, simultaneously with Longstreet's attack, Ewell was to assault Culp's Hill from the north at the opposite end of the Federal line.

These were the detailed plans Lee had made for the total army's (Continued on next page)

The Longstreet Controversy

PART III OF FOUR PARTS

by CLIFFORD DOWDEY

deployment, on the supposition of the Federal left flank not reaching as far south as it did. This faulty supposition was the result of another of the adverse elements that dogged Lee at Gettysburg. The engineering officer, Captain Johnston, had reconnoitered Little Round Top at the precise morning hour when the Federals who had occupied the area during the night had withdrawn and before the morning replacements had arrived. Unknown to any Confederate, Meade's completed defensive alignment reached to the rocky column of Little Round Top, though not on it. The actual crest was occupied only by a signal station.

Below Little Round Top, facing westward, Birney's Division occupied the wild terrain of Plum Run Valley, including Devil's Den. This division adjoined Humphrey's Division, both of Sickles' Corps, reaching northward in the peach orchard and facing the Emmitsburg Road. Sickles' new position would have been discovered had the cavalry been at hand (Stuart's exhausted riders began to arrive from Carlisle during the afternoon), or if Longstreet had reconnoitered instead of thinking up shifts by which he could postpone the movement until Lee might abandon it.

As soon as the changed Federal alignments were discovered by Longstreet's troops, it was apparent that the attack Lee had ordered for as early as possible was no longer practical at four o'clock. The actual conditions were so different from those supposed by Lee when he developed his battle plan that the Confederate flank, instead of overlapping the Federal, was itself overlapped. As it was manifestly impossible to flank an enemy whose own flank extended beyond that of the attackers, Longstreet's general officers perceived at once, as McLaws reported, "a state of affairs certainly not contemplated when the original order was given."

For the Confederates to attack at an oblique angle *across the enemy's front*, which extended beyond their own, would be to expose the advancing men to fire from the side and rear. To send troops out under those conditions was to condemn the men to slaughter, without remote chance of success.

A corps commander, confronted with this situation, possessed two alternate courses of action: he could have sent a courier to the commanding general to inform him that the conditions were not those on which the order had been based, or, using discretion, he could have changed his line of attack to conform to the new circumstances. Longstreet did neither. He chose to follow to

the letter an old order which he knew had been given under a supposition of circumstances which in fact did not exist. He not only chose but insisted, over the protests of General Hood (whose scouts had reconnoitered the ground), on committing the troops to what amounted to mass suicide.

There is no question that he did this with full knowledge, for, in his writings, he entered a disingenuous excuse for his actions. "If he (Lee) had been with us, General Hood's messengers could have been referred to general headquarters, but to delay and send messengers five miles in favor of a move that he had rejected would have been contumacious." This sentence is the most self-revealing of all of Longstreet's distortions to cover his own behavior by shifting blame to Lee.

First, in saying that if Lee had been with the First Corps Hood could have referred to general headquarters, he is suggesting that the army's general headquarters should follow one corps, and hence detach the commanding general from a center of communication with the rest of the army. Next, the statement that Hood was five miles from Lee's command post is simply untrue: The distance for a courier to ride was closer to two miles. Then having waited three hours after Lee ordered him out and consumed four more in moving into position, he says with a straight face it would have been "contumacious" to delay to send a courier to inform the commanding general of the actual conditions. The final point, "in favor of a move that he had rejected," follows the devious line of reference to his strategy.

The move which Lee had rejected, according to Marshall and Long, was a move of *the army* to the right to maneuver Meade out of position back to Pipe Creek; the move which Lee had rejected, according to Longstreet, was a shift of *the army* to a defensive position to the right where Meade would be forced to attack. However, either proposal was a strategic maneuver involving the whole army, in a movement away from Gettysburg. But on the Confederate right the situation, involving only Longstreet's two divisions, concerned the tactics of an assault on the ground where the army then was. This is an entirely different thing. Hood's actual suggestion had no vaguest reference to any shift of the army around the enemy's left, as Longstreet had earlier proposed to Lee.

What division commander Hood proposed was the obvious resolution to the disparity between the details of the early morning order and the ac-

tual conditions found at four o'clock. His men went into position at the extreme end of the Confederate right, which was supposed to overlap the Federals. When Hood discovered that, instead, the enemy was strongly posted across his whole front, he sent out scouts to reconnoiter on the Federal flank. These scouts brought back the correct information that the Federal flank did not extend beyond the ridge projecting from Devil's Den. To conform the attack to the enemy's alignment, Hood simply suggested that his division move out straight ahead, going directly at the enemy instead of obliquely across his front, and turn his flank at Round Top. The purpose of Lee's order was to turn the Federal flank and Hood's suggestion of a realignment would serve the principle of Lee's intention.

Hood first sent off a verbal report to Longstreet saying that in his opinion "it was unwise to attack up the Emmitsburg Road as ordered," and, pointing out that the southern end of the Federal line was exposed, requested that he be allowed "to turn Round Top and attack the enemy in flank and rear." Hood's staff officer returned with Longstreet's answer: "General Lee's orders are to attack up the Emmitsburg Road."

Professional soldier that he was, with obedience ingrained, Hood could not restrain from renewing the request to turn Round Top, as he said, "I feared nothing could be accomplished by such an attack"—obliquely up the road. Again Longstreet's reply was the same: "General Lee's orders are to attack up the Emmitsburg Road."

By the time this answer came, Hood had been joined by his senior brigadier, Evander Law, whose Alabama troops occupied the flank position in the assault line. From his reconnoitering, Law had come to the same conclusion as Hood and had written a formal protest against executing the existing order, which he offered for Hood's endorsement. Emboldened by Law's support, Hood sent the signed protest of Law along with yet a third appeal. For the third time the same reply came: "General Lee's orders are to attack up the Emmitsburg Road."

Obviously, not having gotten his own way, Longstreet was going to execute the letter of Lee's order if it killed every man in his corps. Relieving himself of any responsibility for the success of his corps' participation in the army's plans, he mulishly set himself upon a course that expressed only the extent of his own inner dis-

order. Nor was his irrational behavior limited to this blind execution of an order that did not coincide with the changed conditions.

As McLaws' Division was moving into line north of Hood, across from the peach orchard, Longstreet, on an unexplained impulse, personally gave an order to Kershaw, one of McLaws' brigadiers, to attack straight across the Emmitsburg Road as he came into position. If Hood had promptly executed the order to move out at an oblique angle, and Kershaw, on Hood's left, had executed the order to move straight forward, the two Confederate lines would have collided. However, while Hood was waiting for replies to his protests, Kershaw saw the masses of Federal troops, supported by artillery, in the peach orchard on his front, and sent his men into a defensive position behind a stone fence. Kershaw reported his action directly to McLaws, his division commander.

McLaws, agreeing with the independent decision reached by his subordinate, sent a message to Longstreet with the information that the enemy was posted in great force in their front and extending far beyond their flank. It was McLaws' later opinion that Lee would have abandoned the assault had he been appraised of the true conditions and, though McLaws never said so, his actions indicated that he expected Longstreet to withhold the attack until Lee had been advised.

Instead, one of Longstreet's staff officers, Major Latrobe, rode up to McLaws and demanded to know why he had not opened his attack. "There's no one in your front," Latrobe said, "but a regiment of infantry and a battery of artillery." Actually, Humphrey's full division, supported by a battalion of artillery, was in strong position across the road from McLaws.

At his end of the line, Hood, when overruled by Longstreet a third time, reluctantly gave the order for what he recognized to be a doomed movement. As soon as his men moved out of the woods, they came under heavy artillery fire and Hood was knocked from his horse by a shell fragment. The division command devolved upon Evander Law, the senior brigadier. With the command change caused by Hood's wound, an element entered the battle which Longstreet never mentioned and which has been curiously overlooked by both sides of the Controversy.

Before he learned of Hood's wound, young Evander Law, commanding his brigade on the right of the line, defied Longstreet's orders. He moved straight out (not obliquely up the Emmitsburg

Road) with Devil's Den as his immediate objective and Little Round Top his ultimate objective. By Law's disobedience, the battle at the right took the form which Longstreet's subordinates recognized to be the only logical move. Not only did Longstreet never mention this item, but his erratic battlefield conduct suggests the possibility that he was never clear in his own mind about precisely what did happen in his mismanagement on the Confederate right.

Next in line to Law, Jerome Robertson (commanding Hood's old Texas brigade) had moved out obliquely up the Emmitsburg Road, as Longstreet ordered. By the straight line of the movement of Law's Alabamians, Robertson observed that the right of his brigade was losing contact with Law's left, and if he followed the oblique course, a gap would open between the two brigades. Under orders from nobody, Robertson did the practical thing and conformed to Law's direction, with the result that the first assault line of Hood's Division attacked straight ahead. Benning and G. T. Anderson, commanding the supporting brigades, could only follow Law and Robertson. Thus Hood's Division—with the four brigade commanders each acting independently—fought the battle contrary to Longstreet's orders and spared the men the mass slaughter of moving in echelon across the enemy's front.

To change the orders of battle in the midst of intense enemy fire caused inevitable confusion, and the four brigades suffered heavy casualties before they took the positions from Devil's Den to the peach orchard. In doing this, Hood's brigades wrecked Birney's Division (of Sickles' Corps) and Law's right regiment, commanded by Colonel Oates, led the way past Devil's Den to Little Round Top.

By the time the Alabamians started clambering up the steep face of Little Round Top from the south, Oates' regiment and those following were severely reduced from casualties and exhaustion. (Law's brigade had marched

24 miles from midnight to noon, before the tedious movement to the right and then the bitter fighting.) In loose order and laboring as the men were, the troops were yards and minutes away from seizing the terminal position on the flank of the Cemetery Ridge line.

While their fight was being made for Devil's Den, the Federal Army received a stroke of timely aid by the initiative and resolution exerted by General Warren. Acting as an engineer, Warren had been personally reconnoitering Little Round Top when he observed—by the glint of the sun on rifles and bayonets—Hood's troops forming for the assault. With no time to confer with General Meade, Warren, unlike Longstreet, used normal discretion to do what the commanding general would have wanted done had he been aware of the actual situation.

Sykes was moving his corps southward along Cemetery Ridge to reinforce Sickles in the valley, and Warren, on his own responsibility, diverted regiments and brigades from Sykes' Corps to rush the men to Little Round Top. The Federal troops reached the position just in time to fight off the fragments of worn out Confederate units. At that, it was a close hard fight—a last ditch stand sort of thing—and the Federals could not have made it if Law's men had received support.

Longstreet knew nothing of this near-miss that would have redounded to his glory ("Longstreet's Attack On Little Round Top"). His increasingly weird behavior was then centered on McLaws. Having sent three brusque orders to McLaws to attack before his men were up, when Hood's Division went in, Longstreet then withheld McLaws from going in simultaneously.

Then McLaws' brigades went in separately—Kershaw, Barksdale, Wofford and Semmes, South Carolina, Mississippi and Georgia troops—and no soldiers in any war ever hit separately with more impact. Humphreys' Division of Sickles' Corps was splintered in being driven out of the peach orchard. The magnificent assault troops drove to

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the foot of Cemetery Ridge against Sykes' brigades coming in as reserves. Their drive was northward of and beyond the violent country around Plum Run, and the way was open to the crest of the ridge according to Lee's point of objective.

Two brigades from Anderson's Division of Hill's Corps, Wilcox and Wright, then went in, also separately. Each fought all the way to the crest of the ridge in the middle of the Federal line. As with Oates at Little Round Top, Wright and Wilcox were left unsupported, and could only fall back. Each of the ten brigades fought with superlative effectiveness. The eight in Longstreet's Corps stood up under terrific casualties, including two brigadiers, Paul Semmes and William Barksdale. But the men fought outside any central plan and without any guiding control.

These are the grim details of the loss of the army's great opportunity at Gettysburg, and no explanations for this

erratic course of events can be found in any of Longstreet's rationalizations. Most of the separate facts were not known at the time of the original controversy, and in the continuing arguments the pattern of the separate facts has been ignored. But these are the crucial facts on Longstreet's conduct, on July 2, which were obscured by the red herring argument over Longstreet's slowness.

Until recently, all historians built their arguments on the theory that the southern end of Cemetery Ridge was vacant of Federal troops until the afternoon of July 2, and on this belief Longstreet was accused of losing the second day by the procrastination that withheld the assault until the Federal position was manned. New research has shown this theory to be based on false information.

Federal troops occupied the ridge all the way to Little Round Top as early as nine o'clock, and only by an inspired movement could Longstreet

have attacked appreciably before then. From nine on, the Federal line from Cemetery Hill to Little Round Top had a depth of about six men a yard, and the reserve strength of Meade's army was built steadily during the day by something close to inspired movement by the Federal units. Thus, modern defenders of Longstreet claim that his procrastination had no effect on the outcome, and operate on the counter theory that all arguments are dismissed by disposing of this old red herring.

This is one of those statistical details which glosses over vital factors—by no means disposed of. General Warren was not at the signal station at Little Round Top from nine o'clock on, and without his initiative there would have been no troops on the southern face of Little Round Top to check the desperate scramble of Law's men. Also, Warren sent in fresh reserves who, recently on the field, were only then moving into the battle area where he could quickly call upon them. Finally, there is the element of the imponderables.

Meade and his troops were nervous about an attack before the Federal army was gathered. During the forenoon, while troops spent from night marching were hurrying toward positions, the psychological advantages, as well as the initiative, were with the Confederates. As the day wore on, the Federals breathed easier, the men were allowed time to make careful deployments and the apprehensions changed to determination. On the Confederate side, the long, unexplained wait wore at the nerves of every soldier, especially Lee, and all possibility of—as Lee said—"concert of action" was lost between the three main units of the army.

This, however, concerns only the military effects of Longstreet's delays. Beyond the realm of arguments over the consequences, Longstreet's procrastinations reveal the record of his behavior as a commander of an infantry corps operating in coordination with the other units of the army. In this record, his deliberate delay in moving his troops into action is part of a total behavior pattern that reveals, as his brother officers felt, an uncooperative, almost mutinous, spirit. With the facts that were unavailable to them, his inner agitations can be seen reflected in a disordered behavior which corroborates their impression of a performance fatal to the chances of Lee's army. Though they overestimated the detail of the effects of his delay, they were right in principle in believing that his conduct was destructive of success.

(Conclusion Next Month)

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(Continued from page 37)

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(Continued from page 22)

vide vertical motif with the spandrel panels faced with a mottled grey-white porcelain steel facing that offers the appearance of stone at a distance. The redesigned entrance was accented by a solid facing of the porcelain steel and a box channel frame of larger scale. The old entrance was completely rebuilt to provide new marble and terrazzo stairs with a Granux faced planter and ornamental aluminum railings. A "starfire" chandelier accents the entrance. The remaining area of the building surface was faced with gold anodized aluminum extrusions secured to metal furring. The final result provides a pleasing combination of materials and a new face for downtown Richmond.

Southern Brick Contractors, Inc., Richmond, did the masonry and stone work, with Economy Cast Stone Co., also of Richmond, as masonry supplier. Anodized aluminum and porcelain enamel was supplied by Binswanger Glass Co., Richmond.

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Springfield Bank

(Continued from page 25)

was ruled out as prohibitively expensive. Therefore, the mechanical equipment room is located on the top floor with the cooling tower housed in the connecting link between the elevator tower and the building. The hydraulic elevator equipment is located in the connecting link at the mezzanine floor.

The building is situated on a site of approximately one and one-quarter acres with parking for 96 cars and a drive-in-window facility. Floor area of the building is 18,500 square feet and will cost approximately \$400,000. Completion of the project is expected around April, 1962.

With Eugene Simpson & Bro., Inc., of Alexandria, as general contractor, principal subcontractors and suppliers included:

Southern Iron Works, Inc., structural steel, joists; Collis Electric Co., electrical work; Sanymetal Products Co., toilet compartment doors; Dodd Brothers, Inc., lath and plaster; Capital Products, Inc., VAMPCO aluminum windows; Commonwealth Cast Stone, precast concrete panels; Rose Brothers Co., roofing and sheet metal; J. M. Hoadley, Inc., limestone; Horner Elevator Co., Inc., elevator and correspondence lift; Standard Floors, Inc., acoustic tile and resilient flooring; McClary Tile, Inc., tile, terrazzo and marble; Allen Glass Co., Inc., glass, glazing, aluminum entrance and curtain wall.

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Roanoke Technical Institute

(Continued from page 27)

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Cost of the project, excluding all outside work: \$13.50 per sq. ft.

H. A. Lucas & Sons, Inc., Roanoke, were general contractors, also doing the work on masonry, carpentry, weatherstripping and insulation. Other subcontractors and material suppliers, of Roanoke unless otherwise specified, were as follows:

McAlister Construction Co., excavating; Roanoke Ready Mix Concrete Corp., foundations, concrete; Roanoke-Webster Brick Co., Inc., masonry supplier; Roanoke Iron & Bridge Works, steel, steel roof deck; I. N. McNeil Roofing & Sheet Metal Works, roofing, waterproofing.

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Roofing contractors for East Vinton Elementary School, page 18.

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(Continued from page 19)

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tures, plumbing; The Kraft Co., Arlington, air con-
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page 37.

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See Page 20.

Cave Spring School

(Continued from page 25)

wing portions that are to be of exposed birch finish integral with case work. Walls of corridors, kitchen and toilets are to be of glazed facing tile.

Since preparation of the rendering illustrated in this publication the roof of the octagonal multi-purpose room has been designed for stressed skin plywood folded plate construction supported on laminated wood arches. Clear-story windows will be operated by remote control cables enclosed in conduit.

Practically all other ceilings are to be of suspended acoustical plaster.

Walls of the lobby will have a finish of ceramic tile applied in a special multi-colored design.

Heat will be supplied by a coal fired, forced hot water system.

Sowers, Rodes and Whitescarver, Roanoke, are engineers for mechanical

and electrical work. The general contractor is H. A. Lucas and Sons, Roanoke.

The contract cost of the building amounts to \$10.42 per square foot.

Subcontractors and material suppliers include the following firms, of Roanoke, unless otherwise specified:

Old Virginia Brick Co., Salem, brick; Structural Steel Co., Inc., steel; Roanoke Iron & Bridge Works, steel roof deck; Helms Roofing Co., Martinsville, roofing; Roanoke Engineering Sales Co., windows, window walls.

A. P. Hubbard Wholesale Lumber Corp., structural wood; Salem Glass Corp., Salem, glazing; W. E. Robertson Co., painting; Valley Roofing Corp., waterproofing; Billy R. Ayers & Son, acoustical plaster, plaster; E. V. Poff & Son, Inc., terrazzo, ceramic tile.

Dixie Flooring Co., Greensboro, N. C., wood flooring; Cates Building Specialties, Inc., steel grating; Skyline Lumber Co., Inc., millwork; Montague-Betts Co., Inc., Lynchburg, steel doors and bucks; Roanoke Iron Works, Inc., miscellaneous metal.

Also, McClung Lumber Co., Inc., Salem, finish hardware; Engleby Electric Co., Inc., electrical work; H. A. Gross Plumbing & Heating, plumbing, air conditioning, heating and ventilating; Rusco Window Co., Inc., chalk and tack boards.



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General Contractor: N. B. Clark Elementary School. See Page 14.

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See page 14.

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See the Richmond Hotels Airline Center, page 38.

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See Page 42.

Southampton County Courthouse

added interest to the south and west entry courts. These courts were developed in an effort to give each office group a desirable orientation and view and also to develop an open and close relationship to the land that this rural site suggested.

The river to the west is subject to flooding and all construction and site development was stopped just short of the high water line.

The new two-story office wing was held back from the street as a protection against traffic and noise. In the first floor of this wing, just off the central lobby, are the public toilets and a step down entrance to the Clerk's office. Just past the entrance to the Clerk's office is the Treasurer's office, overlooking the south court, and the Commissioner of the Revenue's office, opening to the east lawn. A secondary exterior exit at the south end of the two-story office wing reduces congestion at tax time by providing for through circulation.

The Clerk's office serves as a link between the main office wing and the County Record Room. This much used group of offices functions behind a public counter which is accessible directly from the south court or from the central lobby. The north wall of this wing opens to a desirable natural light and pleasant view of the Nottoway River. The masonry enclosed, vault type, record room also affords its occupants a view of the river through a fire protected rear window.

Both court rooms are located in the completely renovated original building and both can be reached by the public from either the new central lobby or from their own special entrance at the front of the old building. The circuit court enjoys the privacy of the second floor while the more frequently used county court is located at ground level. The County Judge's Chambers, jury room and witness rooms are located on the second floor of the new office wing. Consultation and waiting rooms are accessible directly from each court.

The entire project is fully air conditioned and each individual office group is separately zoned. Visual appropriateness, long life and low maintenance were the principal considerations governing the choice of materials and finishes.

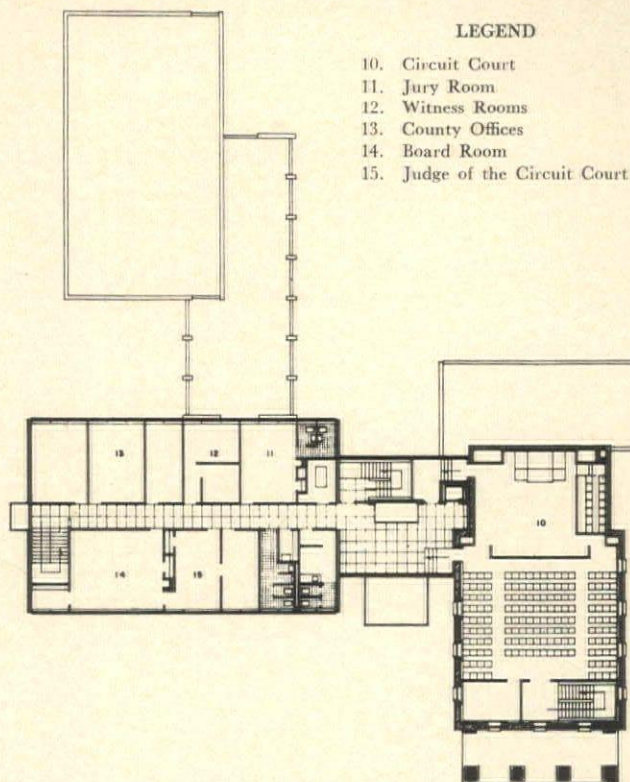
The design seeks to impart to the completed complex a dignity and quality befitting a major public building. The retention from the past of all that was serviceable and of architectural quality, while at the same time developing a modern, up-to-date facility, was the basis of the design program. In both the renovated building and the new addition, contemporary materials and construction techniques have been employed to achieve harmony and unity between the old and the new.

Silas S. Kea & Sons, of Ivor, was general contractor and did the work on excavation, foundations, concrete, masonry, carpentry, waterproofing, acoustical and plastering.

Other subcontractors and material suppliers included Brick & Tile Co. of Lawrenceville, masonry supplier; Ross Iron Works, Richmond, steel, steel roof deck; Concrete Plank Co., Inc., New Jersey, precast concrete roof deck; H. L. White & Son Sheet Metal Works, Inc., Suffolk, roofing; Economy Cast Stone Co., Richmond, stone work.

Roof Engineering Corp., Norfolk, windows; Burgess Brothers Painting Contractors, Inc., Portsmouth, painting, plastic wall finish; Joshua Swain & Co., Inc., Portsmouth, ceramic tile, terrazzo; Seaboard Paint & Supply Co., Inc., Norfolk, hardware; Miller Mfg. Co., Inc., Richmond, millwork; Virginia Home Insulating Co., Petersburg, insulation.

Hall-Hodges Co., Inc., Norfolk, steel doors and bucks; Alston, Inc., Norfolk, electrical; R. L. Thompson, Smithfield, plumbing; Morris Refrigeration Co., Emporia, heating, ventilating and air conditioning; Southern Desk Co., Hickory, N. C., seats; Sash, Door & Glass Corp., Richmond, glazing, aluminum entry; Elliott & Co., Inc., Norfolk, cabinetwork.



Newport News Elementary School

The general contractor, Leon H. Perlin Co., Inc., Newport News, also handled the excavating, foundations, concrete and carpentry.

Other subcontractors and material suppliers were United Fireproofing Corp., Hampton, masonry contractor, who with Perlin also did the waterproofing; Brick & Tile Co. of Lawrenceville, masonry supplier; Virginia Steel Co., Inc., Richmond, steel, steel roof deck; Fowler Roofing Co., Inc., Norfolk, sheet metal, roofing; Truscon Steel Division, Norfolk, windows, window walls.

Building Supplies Corp., Norfolk, glazing; Paragon Painting Co., Newport News, painting; Pompei Tile Co., Inc., Newport News, ceramic tile; Southeastern Tile & Rug Co., Inc., Newport News, resilient tile; John Brothers, Norfolk, plaster, acoustical; Burton Lumber Corp., Norfolk, millwork.

Door Engineering, Norfolk, steel doors and bucks; Smith & Keene Electrical Service, Inc., Newport News, electrical work, lighting fixtures; Warwick Plumbing & Heating Corp., Newport News, plumbing fixtures, plumbing, heating, ventilating; U. S. Plywood Corp., Norfolk, wall panels; Engineering Steel Equipment Co., Norfolk, lunch service equipment.

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See page 33.

Religious Center

(Continued from page 31)

The master plan calls for a larger two story education building as the congregation expands and the needs arise. Finally, the building complex will be completed with the addition of the sanctuary.

Among towering trees the proposed new building will present a façade of alternating contrasts. The brick walls of the auditorium are interrupted with projecting screens, filtering the light into the auditorium and reducing the noise of traffic on Virginia Beach Blvd. The screens will repeat the motif of the cross to be found on the brick walls between screened panels. The overall effect will be one of quiet reverence. In contrast, the open glass pavilion with its pleated roof and high degree of illumination will, day and night, provide a focal entrance for the center. Finally, to the left there rises 40 feet a tower of brick and grille work, surmounted by a stainless steel cross.

Function and worship have been the keynotes of the building's design—all expression of the growth and progress of the Thalia Lynn congregation.



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Forest Hills Clinic (from page 27)

The necessary facilities were completed with the installation of a nine-line telephone system, which includes a non-listed private number for each doctor's individual telephone for private calls.

The owner of the building, who is a local civic minded business man, has provided all furniture, interior decoration, office equipment and completely equipped all examining rooms. The unusual completeness of the facility is intended to encourage additional young practitioners of general medicine to settle in the community and provide medical services for an ever growing population. A long amortization period on the owner's investment, which will result from a leasing arrangement of less than \$4.00 per square foot, is further inducement toward fulfillment of the purpose of the building.

Charles H. Shotton, Suffolk, who was general contractor, also did the work on excavating, foundations, concrete, masonry, carpentry and insulation. Principal subcontractors and suppliers were as follows:

Webster Brick Co., Inc., masonry supplier; W. T. Rabey, roofing; Raymond Parker, painting; Harrell Electric Co., lighting fixtures, electrical work; Victor & Eugene Wills, plumbing fixtures, plumbing, air conditioning, heating and ventilating; Suffolk Construction Co., paving; Suffolk Lumber Co., Inc., millwork. All are Suffolk firms.

Others were Binswanger Glass Co., Richmond, windows; Pompei Tile Co., Inc., Newport News, ceramic tile; Grover L. White, Inc., Norfolk, resilient tile; J. T. Eley, Jr., Portsmouth, acoustical plaster, plastering; Seaboard Paint & Supply Co., Inc., Norfolk, hardware; Richmond Steel Co., Inc., Richmond, handrails; Winn Nursery, Inc., landscaping; Washington Incinerator Sales & Service, Washington D. C., incinerator; Electronic Engineering Co., Inc., Norfolk, music system.

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New Northside High School
and the New East Vinton Elementary
School, page 18.

The Eiffel Tower Is Here to Stay

(Continued from page 5)

scene literally dissolves into another to indicate a flashback), the "fade-out" and "fade-in" (when a scene slowly fades off and another fades on to indicate a passage of time or similar dramatic change), and most of all the "cross-cut," in which simultaneous action is continuously interjected to present the total dramatic episode developing. He used the camera for "truck" shots (where the camera is on a moving object) and "panning" (where the camera, usually slowly, covers a wide range of scene) as it was never used before and seldom since. Griffith's contributions mentioned here are restricted to his use of the camera and film (he did his own film-cutting personally), the technological basis of the motion picture medium as a potential art form.

From Griffith on, the last 40 years, since his use of the camera and film-cutting had provided "the "metal-frame" for the development of pictures, all required of the film makers following him was to build on the "skeleton." As the camera is a medium for telling a story, the producers need only *discover* the type of story best adapted to exploit the technique placed in their grubby little hands. What they did with the technique is well known: they used it to "give the public what it wants"—or, rather, what they thought the public wanted. They manifestly so misgauged the public's wants that the very structure of the industry could be shaken by the idiocies presented on television as breaks between commercials.

At a glance, this might seem that the producers, once regarded as omniscient, overestimated the public taste. This is not true. As in the time of the Caesars, more people will follow gladiators and circuses (translate for today into baseball and comedians) than any art form, and the most profitable entertainment is naturally that with the broadest or lowest appeal. But facts reveal that an audience in America always existed for good pictures, and the producers refused to make them because good pictures did not earn *as much money* as poor pictures. It was not that no money was made but that the size of the investments and the cupidity of the investors wanted what seemed the sure thing.

(Continued on page 73)

The Mr. Mity Drive-In, designed by J. Garry Clay, and featured in the May issue of VIRGINIA RECORD, is located in Salem, Virginia, and not Roanoke as was implied.

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See page 49.

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See Page 29.

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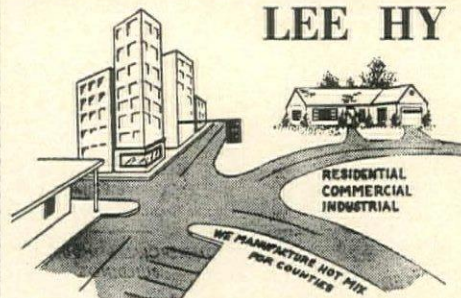
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Area Paving Contractors for the New Commonwealth
Natural Gas Corp. Office Building, See Page 43,
and the New Crestwood Farms Elementary School.
See Page 42.

The point of this analogy is that the artist in the motion picture industry faced a very similar situation to the architect in his working through groups whose purpose is not the development of his medium. The difference of the artist in pictures from the architect is this: since most writers, directors and technicians went to Hollywood from established positions, they had the choice of returning to their own fields or of surrendering completely in exchange for (as the saying went) "a lousy fortune" in a lush lotus land. The architect can not retreat to another field, and duplicate the trail of broken hearts that stretches from the Coast eastward in a melancholy parallel to the pioneers' westward trek. Nor is he assured of a lousy fortune in a land of milk-and-honey (translate: starlets and the best restaurants out of New York in a year-round spring) by surrendering to the equivalent of what writer Ben Hecht called "the Pharaohs" of Hollywood. The architect has got to fight it out with his Pharaohs—the controlling powers, the vested interests, who think they know what the public wants.

That the architect has made a good fight, very brave and on the whole skillful, is attested to by the growing evidence of his adaptation of the metal-frame to contemporary needs—notably in the office buildings—and to the growing acceptance of this so-called "modern" architecture. Where he has failed in the field of public relations (educating the public) is perhaps not as much fault of the architect as he might sometimes believe. He is working against an inertia, an inert mass in the field of receptivity to new ideas, which—as pointed out in the Griffith analogy—totally destroyed the artistic development of the technique in the rich and potentially wonderful medium of films. At least, Louis Sullivan is not a milestone to nowhere as was the neglected genius of motion pictures.

The failures the architect has made *vis-à-vis* his Pharaohs is inherent in human nature and unavoidable. Too often conservatives who might have

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- The Congregational Christian Church of Fairfax County, Virginia—see page 19.
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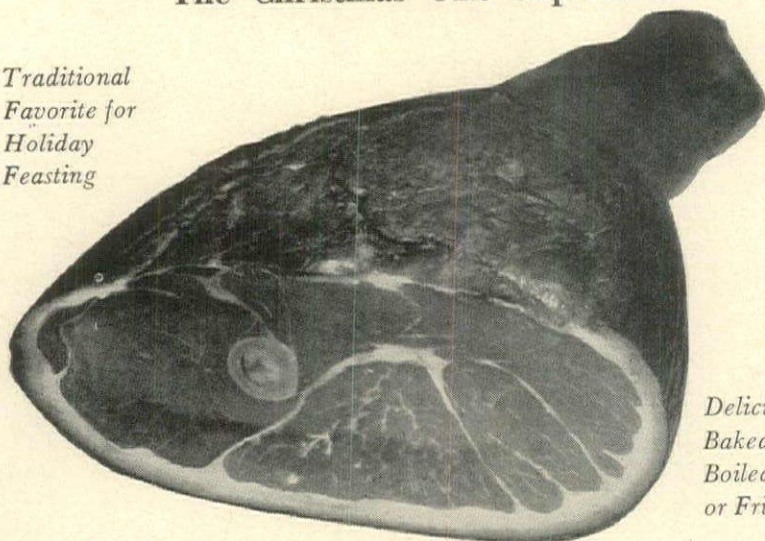
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been receptive to the logical extension of technological resources have been repelled by architecture which represented merely a slavish effort to keep abreast of what seemed *avant garde*, and was—at times grotesquely—adapted to the needs. Some architects have been guilty of infatuation with the technique, as were some directors with the use of the camera for its own sake, and failed to recognize that the skeletal frame was essentially a technological advance over the wall and not of itself an end.

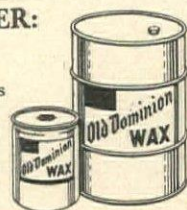
As with the Eiffel Tower, structurally the frame does not need to be filled in at all. The skeleton is enclosed only to protect the occupants from the weather and to provide with privacy those who desire it. Because glass proved to be a workable substitute for brick or reinforced concrete, it does not follow that glass, as an example, is the ideal solution for the provision of protection against the elements and for privacy. As a matter of fact, it is not, and many are the makeshifts with drapes that occupants of new buildings are forced to make. On the other hand, that is no reason to go back to brick.

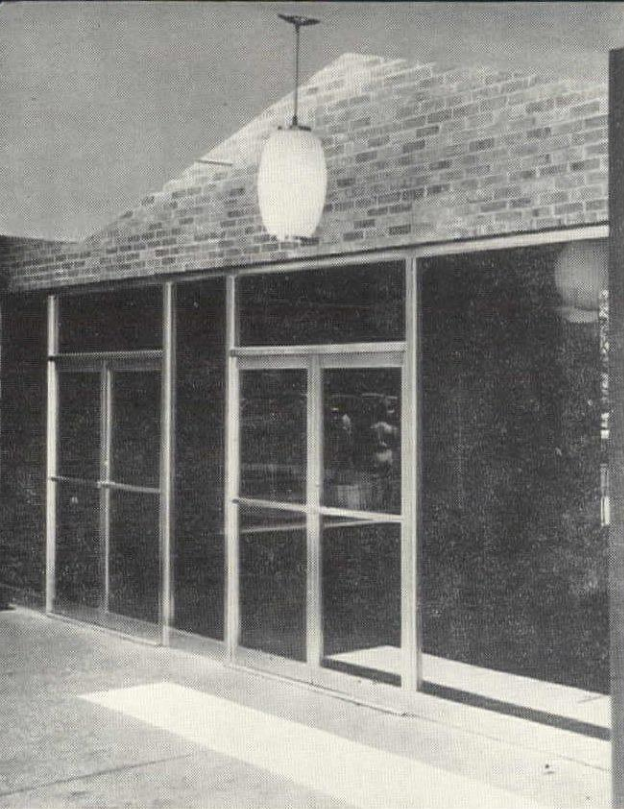
From the outside, it would appear that the architect as artist needs to be sure of two elements in bracing his Pharoahs—that his work is truly original and truly adapted to the needs. An *avant garde* cultist is more dated in a decade than General Grant Gothic or California Decadent (Louis B. Mayer Dynasty) is today. The Eiffel Tower metal-frame is here to stay—at least for the time being—and it devolves on the architect, in recognition of the inertia represented by his Pharoahs, to be sure always that he is using the technological resource which he inherited to the best possible advantages in terms of taste and fitness, as well as meeting the needs. It has been proven endlessly that no one knows what the public wants: all any artist can know is what he believes in—and knowing this is not as simple as it sounds.

Clifford Dowd

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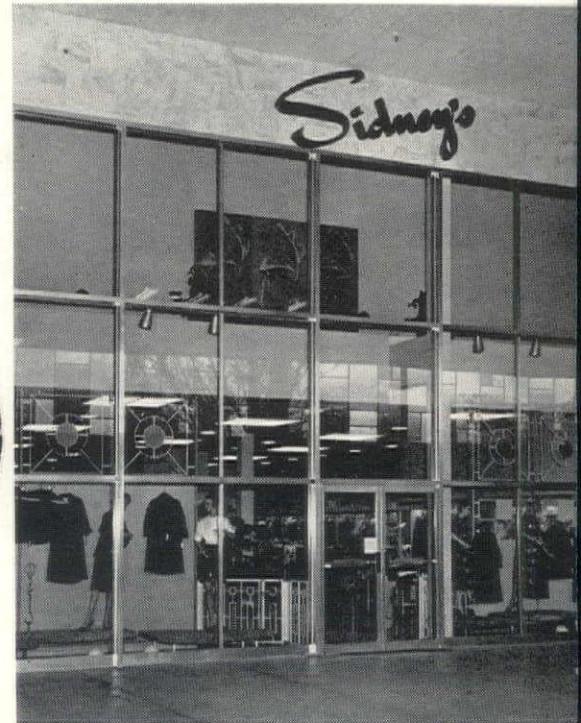
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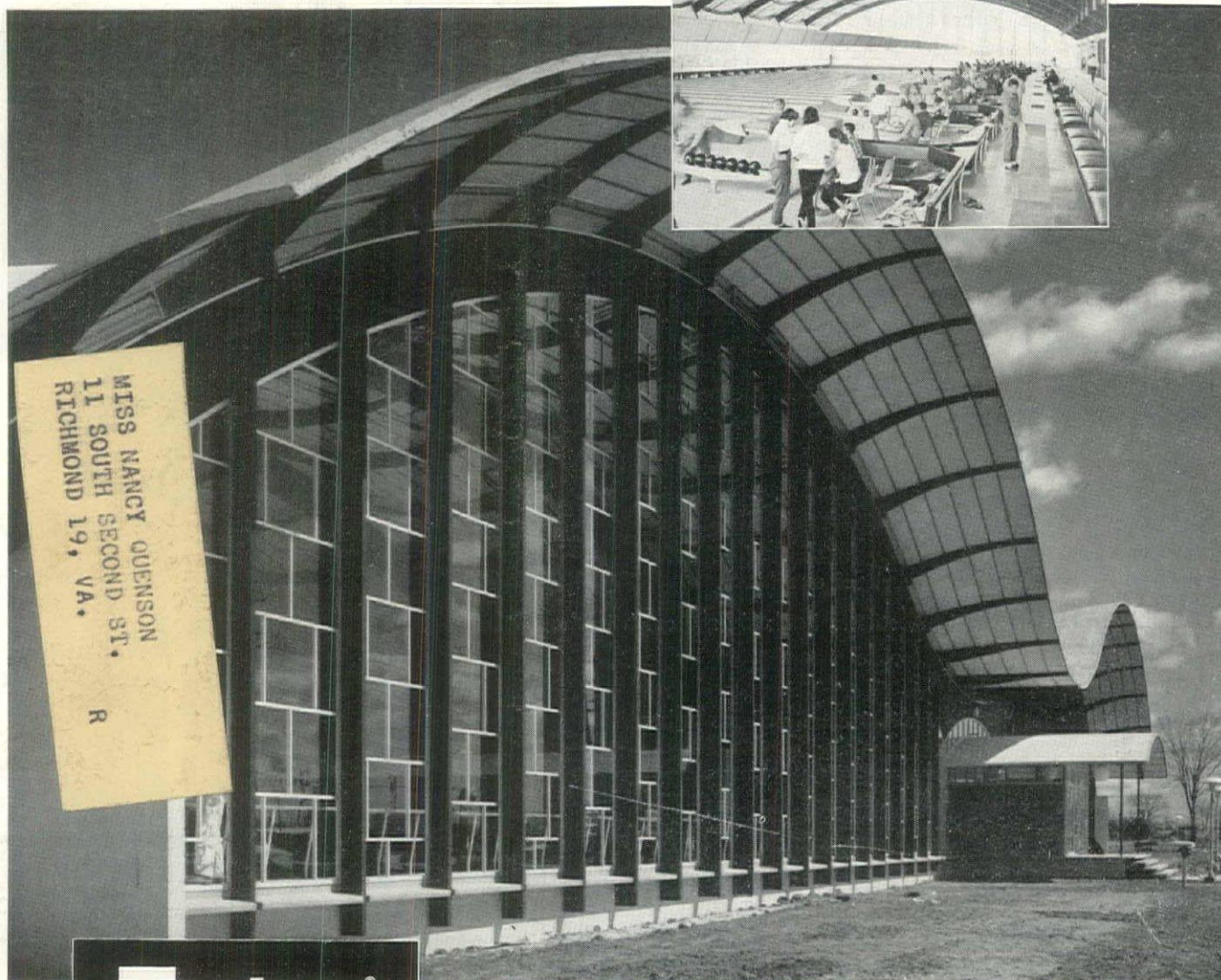
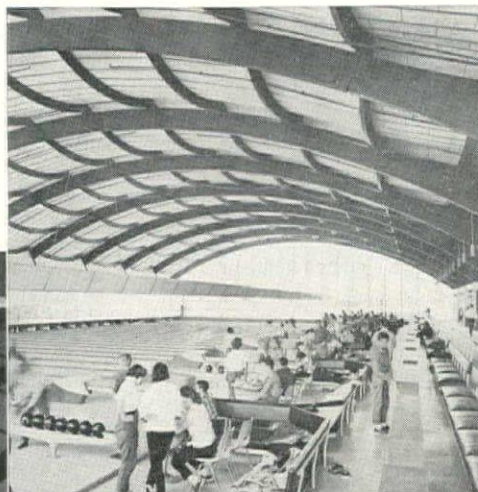


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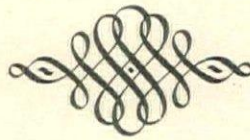
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VOLUME LXXXIII

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NUMBER TEN

"The Cruellest Moment"

LAST OF THREE PARTS

AMERICA WAS FOUNDED when the rise of the new nationalism, a primary characteristic in the formation of the Modern World, was reaching its crest, with the emergence of England, France and Spain as the great nations. Formed under the protection and influence of England, the surgent American colonies broke off to form yet another great nation, to be followed by the late formation of Germany, in the Western World. All of the conditioning influences of America were under the emphasis on nationalism, with the ambition in America to assume its nationalistic place among the nationalistic powers. This it achieved about the period of the Civil War—the time of the beginning of Proudhon's "the dissolution" ... as ... "the cruellest moment" in history.

Now in this war, the demarcation event, the sincere fighters for the Union were risking and giving their lives in a belief in nationalism. Unperceived by these patriotic soldiers of the Union, their nationalism represented the drift to a centralized, an absolute, power of government. This was based upon mass production industry, social regimentation and bureaucratic rule—all designed to destroy the individual—as was perceived by Proudhon before the war, by Thoreau in 1861 and by Burckhardt a few years later, among countless others who were, of course, unheeded. This is not to imply that the Southerners foresaw the details of the future. They did, however, hold a strong, clearly articulated distrust of the drift of the North, particularly in the area of the loss of personal liberties and the imposition of the uniformity of equality. As John Randolph said, "I love liberty; I hate equality."

When the Confederate experiment in self-government failed, the powerful force of personal liberty—which flowed in the Modern World from its assertion in the 1500's to the 1860's—began to be suppressed in this country.

Literate Southerners were extremely aware of the likeness of their cultural ideals to the Greek civilization, with its firm basis on a belief in self. Outside the self-aware, self-contained sub-tropical culture of the ante-bellum South, this belief in self was instinctive in the individuals who made the movements west and, without awareness of classical prototypes, nonetheless followed in this basic sense the Greek ideal. This was true, too, of the entrepreneurs in the North who, in forming combines and monopolies, did so much to suppress the liberties of others and ultimately cause a reaction against their system.

However, the reactions against the individualists' system, as in labor unions, was not an assertion of belief in self but in group strength, essentially regimentation. The natural political ally of the regimented groups was the Democratic Party under Roosevelt. This began the regimentation of the total economy with the inevitable accompaniment of the rise of a regimented bureaucracy.

By the time Kennedy came along, America was seriously ill from the duality of the Greek faith in one's self and the Roman faith in the State, in regimentation. This, along with and underneath all else, is the split personality, the schizophrenia, which has grown in gravity since the division of the Civil War. What is different today is that the threat from the outside, presented by the rise of a new kind of super-state, has brought all the schizophrenic symptoms to the surface.

(Continued on page 31)

TABLE OF CONTENTS

The Longstreet Controversy.....	7
Second of Four Parts by Clifford Dowdey	
The Interstate Highway System: The Commonwealth's Greatest Public Works Program.....	9
by Don Knight	
Virginia's Superhighway System in High Gear	11
Map Showing Interstate System.....	18
Virginia Business Review.....	21

COVER NOTE:

BELTWAY VIEW—This long range view of the Shirley Highway-Interstate 495 (Capital Beltway) interchange gives some idea of the size of the project. Eight major bridges, including three over the Southern Railway were necessary to assure the uninterrupted flow of traffic in this intersection. This will probably be the busiest point in the interchange system. Paving work in the foreground was completed recently by Hechler Bros., Inc. and Talbott-Marks Co., Inc. This view looks west towards Springfield. (Department of Highways photo)

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Dowdey Picks Up Ike's Gauntlet In Longstreet Fight

by FLETCHER COX, JR.

*(Reprinted from The Richmond
News Leader, Sept. 13, 1961)*

In defending Confederate Gen. James Longstreet's work at Gettysburg, former President Eisenhower has showed that he cannot have studied that battle thoroughly, Clifford Dowdey said today.

"I don't see how he could have studied the second day," Dowdey said in picking up a gauntlet thrown by Ike on the Gettysburg battlefield.

Four official reports indict Longstreet for a bull-headed adherence to outdated orders.

Dowdey, author of a number of Civil War books, including "Death of a Nation," said that perhaps Ike got his second and third days of that July, 1863, battle confused.

Eisenhower, showing visiting Congressmen around the battlefield at Gettysburg, was reported by the Associated Press to have told the visitors, among other things:

- That Longstreet, second in rank to Lee, is unjustly criticized for the way he mounted his attack and fought July 2.
- That Lee failed to develop an efficient staff.

Dowdey, who researched Gettysburg heavily for his "Death of a Nation," said "there was nothing wrong with Lee's staff work."

Controversy over Longstreet's behavior has raged off and on since a few years after the Civil War.

Lee ordered Longstreet to attack the Union left, which information he received at 8 a.m. that day showed was unprotected. Such an attack would have rolled up the Union flank, and could have carried the day for Lee's army.

But, Dowdey said today, Longstreet delayed the attack until late in the afternoon, long after the flank had been secured. Then, Longstreet committed his troops piecemeal, Dowdey said, and followed Lee's order that had been outdated by developments.

Official reports substantiating this were written by two division commanders, Hood and McLaws, and two of their brigade commanders, Kershaw and Law, he maintained.

"There are too many reports available to take Eisenhower's statement seriously," Dowdey snapped.



IN THE FACTUAL LEVEL in the Gettysburg controversy, from the beginning of the campaign into Pennsylvania the operations of the army were removed from Lee's complete control by the disappearance of Jeb Stuart with his cavalry. Not remotely anticipating that the dependable Stuart would use no discretion on "discretionary" orders and would, as a consequence, neglect his vital assignment of operating on the infantry's right, Lee halted two thirds of his infantry at Chambersburg to wait for his strangely absent cavalry.

Ewell's Corps continued on northward, divided in performing its commissary assignments—gathering flour and cattle, along with many unaccustomed delicacies, for the famished troops. Jubal Early's division had reached York, and Ewell, with the other divisions, was approaching the state capital of Harrisburg, when Lee received the startling information that the enemy's army was rapidly advancing on the eastern side of the mountain which served his army as a screen. Not only was Stuart's cavalry not between Lee's army and the approaching enemy, but no one knew where it was.

At that time Stuart was separated from Lee by the enemy's army, which he had tried to circle. As the Army of the Potomac kept moving northward, Stuart was unable to get around it. He could only push his exhausted men and animals desperately northward on a parallel course to Lee, to whom Stuart could not even send information of his whereabouts.

With his cavalry having vanished as far as Lee knew, in the enemy's country he could only order a hurried concentration of his infantry east of the low mountain range. A. P. Hill's newly organized corps led the march eastward across the mountains, followed by two divisions of Longstreet. Pickett's Division, at three fifths

of its strength (due to President Davis' overruling Lee and retaining two of Pickett's brigades in Virginia and North Carolina), was held at Chambersburg as rearguard until Imboden's indifferently disciplined cavalry (borrowed for the invasion) showed up from its wanderings to the west.

On June 30, reconnoitering east of the mountain, Pettigrew's advance brigade, of Heth's newly formed division in Hill's Corps, encountered enemy cavalry in the vicinity of the crossroads county seat of Gettysburg. Pettigrew fell back, with the information, to his corps, part of which went into bivouac at Cashtown, a roadside village at the foot of the mountain pass about ten miles west of Gettysburg.

On the morning of June 1, Heth's division was sent forward in lines of skirmishers across the road to do the work of cavalry—push the enemy horsemen back until the Federal infantry was discovered. Hill fell ill and remained at camp, and newly promoted Heth went forward under Lee's specific injunctions against bringing on "a general engagement" while his army was scattered.

At that stage, Hill's second division, Pender's, had negotiated the mountain pass and formed in reserve. R. H. Anderson's third division was still in the pass, and Longstreet's two divisions were on the western side of the mountain. Two of Ewell's divisions were marching southward on different

roads east of the mountains, approaching Gettysburg. Ewell's third division was marching southward west of the mountains, posing a logistical problem in sharing the single mountain passage with Longstreet's divisions and the wagons of both corps. The cavalry was still unheard of—the three brigades stumbling northward with Stuart and two which, left to guard the passes in the Blue Ridge back in Virginia, had remained fixed long after the enemy had crossed the Potomac. (*Continued on page 25*)

The Longstreet Controversy

PART II OF FOUR PARTS
by CLIFFORD DOWDEY

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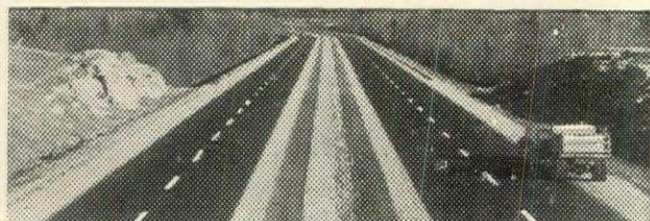


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The Interstate Highway System

by

DON KNIGHT

*Director, Public Information
Virginia Department of Highways*

● Beset by a slow start, Virginia's billion-dollar interstate highway construction program is beginning to make some hefty progress.

The Commonwealth's greatest public works undertaking now holds forth promise of major dividends for the driving public. For the motorists, long anxious to sample some of the pleasures of driving on a one thousand mile system that has no stop signs or traffic lights, the prospect is a happy one.

Construction volume has reached an all-time pace and the trend is expected to continue into 1962. This fall the Virginia Department of Highways has more than 120 million dollars in interstate construction underway.

Many other projects are nearing the contract stage. Plans for still others are coming out of the drafting rooms. Federal funds are being released ahead of schedule in Washington and there is every indication that Virginia will be able to program the money as it becomes available.

In short, the task of building the superhighway system is in high gear. Much of the proposed system is now in the working stage.

Engineers at Richmond responsible for keeping the program on schedule reflect quiet satisfaction in reporting on the status of the big job.

"In putting the federal funds to work," says Highway Commissioner H. H. Harris, "We're right on schedule."

This is apparent in the latest report from the U. S. Bureau of Public Roads, showing the state sixth highest in the nation in the amount of federal money (212 million dollars) allocated to construction or to projects approved for construction by the Bureau. Only California, Illinois, Michigan, New York and Texas have larger programs financially.

Only 12 states exceed Virginia in the number of miles designated as being in the construction, engineering or right-of-way phase. Virginia has 340 such miles.

The statistics indicate the time is approaching when new highways will be sprouting in many directions and for many miles.

The act of Congress establishing the 41,000-mile network of interstate highways was

(Continued on page 10)

The Commonwealth's Greatest Public Works Program

(Continued from page 9)
adopted in 1956.

Everything about the new construction program was big and because of its magnitude there had to be many months of preparation, study and preliminary planning by the highway departments before actual construction could begin.

Virginia, unlike some states, did not have large revenue bond programs in the making and thus no plans were at hand for building the type of highways envisioned under the 1956 law.

Doug Fugate, assistant chief engineer in the Virginia road agency and one official who rides herd on the

state's interstate program, explains Virginia's program this way:

"We had to start from scratch. The concept of interstate highway construction embraced in the new law was foreign to anything we had ever done. We had to decide how to develop our program and do a lot of soul searching with regard to such matters as location of interstate corridors, and whether or not to build near existing highways."

Virginia broke ground on the historic interstate program near Emporia on May 29, 1957.

Considering the long period of planning, the delays, the need to train sufficient personnel and the problems ac-

companying expansion of engineering facilities, there have been some noteworthy strides taken since bulldozers turned the first earth on the Emporia bypass.

Virginia will have seven interstate routes, with all but two of them now in some stage of construction.

Here is how the construction program shapes up:

Interstate 495—The 22-mile Virginia portion of the Capital Beltway is under construction in its entirety, from the Woodrow Wilson Memorial Bridge at Alexandria to a point south of Cabin John, Maryland, on the Potomac River, northwest of Washington. The four and six-lane highway sweeps through the burgeoning residential and industrial complex that is Fairfax County and will carry the heaviest volume of traffic in the interstate system. Costing something close to 50 million dollars to construct, it will also be a showpiece in the interstate network.

There are 49 major bridge structures in the Beltway. The interchange with the Shirley Freeway at Springfield is one of the largest in the east, costing 3½ million dollars. One section of highway and bridges between the Shirley Freeway and Route 1 involves a contract for \$12,863,500—the costliest stretch in the state network.

Some sections of the Beltway will open for traffic next year. The entire length should be in use by 1964.

Interstate 95—The main north-south route in the system. It is 180 miles in length, roughly paralleling US Route 1 from Washington to Richmond and US 301 from Richmond to the North Carolina line. It incorporates existing highways such as the Shirley Freeway, the Richmond-Petersburg Turnpike and a divided, four-lane section of Route 301 below Petersburg.

When a contract is awarded later this year for construction of a six-mile section of highway and twin bridges over the Rappahannock River near Fredericksburg, all of Interstate 95 in Virginia will be under construction.

The Department should open about 30 miles of new interstate highway between Ashland and the North Carolina line by late next year. All of Interstate 95 will be in use in 1965. Estimated cost of Interstate 95 construction and right-of-way: 202 million dollars.

Interstate 81—At 325 miles it is the longest interstate highway in Virginia. The Old Dominion has the longest segment of this link between the Canadian border and Knoxville, Tennessee. It roughly follows the US 11 corridor

*We salute Commissioner H. H. Harris and
the Staff of the Virginia Department of Highways
and assure them of our continuing cooperation in
construction and maintenance of Virginia's fine highways.*

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ROANOKE, VIRGINIA

ATLANTA, GEORGIA

(Continued on page 22)

virginia's superhighway system in high gear

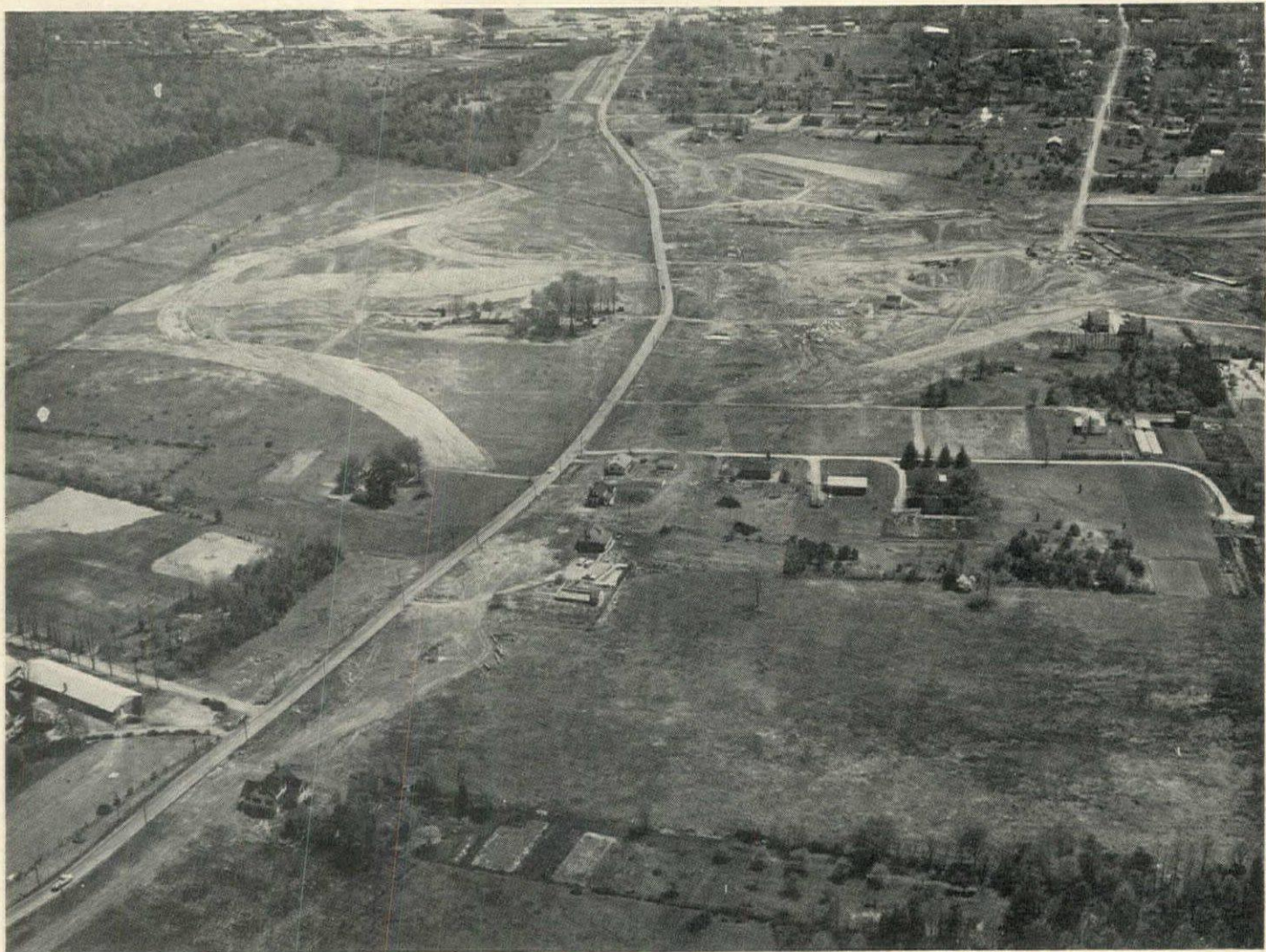
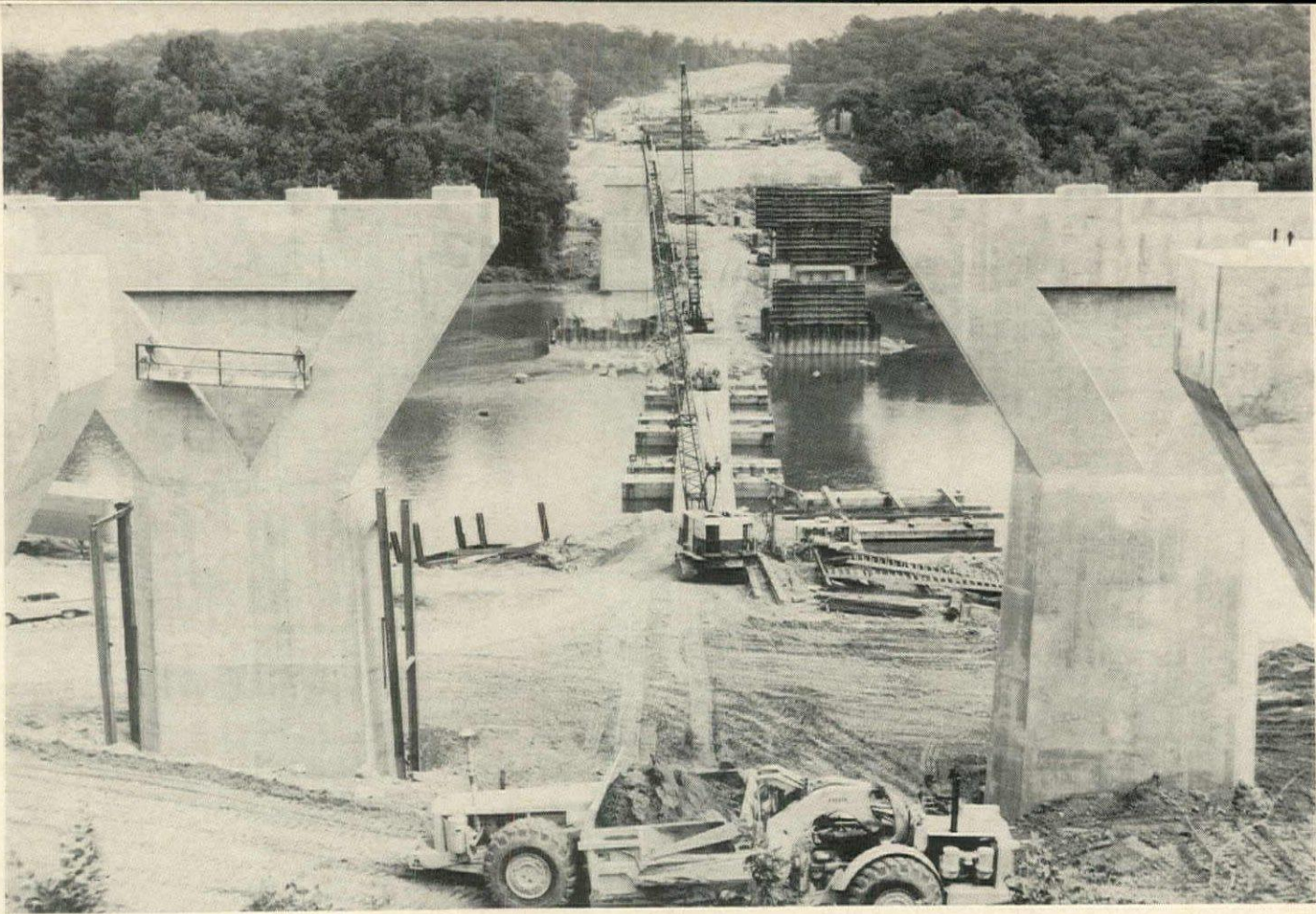
ROUTE 1 INTERCHANGE—Right: This big three-level directional type interchange is located at the crossing of busy U.S. Route 1 and Interstate 495 (Capital Beltway) near Alexandria City limits. This huge project incorporates some 4,000 feet of bridges all on piles. It is located just west of the Virginia terminus of the Wilson Memorial Bridge. The approach to the bridge is in the foreground. Huge hydraulic fill operations were necessary here to construct a road bed in the marshy area. The interchange was a part of the largest interstate contract—awarded to Nello L. Teer Co. and Bowers Construction Co. at \$12,863,500. The entire project is scheduled for completion in mid 1963.

LOOKING DOWN ON A FOUR LEAF CLOVER—Below: This huge interchange at the junction of the Capital Beltway (Interstate 495) and Route 236 at Annandale in Fairfax County is symbolic of the vast superhighway program. It is the most familiar pattern in the series of interchange designs. L. A. Reynolds Co. of Winston-Salem and Barnhill and Long Inc., contracted for the grading and some bridge work; Nello L. Teer of Durham the paving and Talbott-Marks Co., Inc. and Marks-Runions Co., Inc., other bridges. The interstate goes under Route 236.



(All photos, courtesy Virginia Department of Highways)



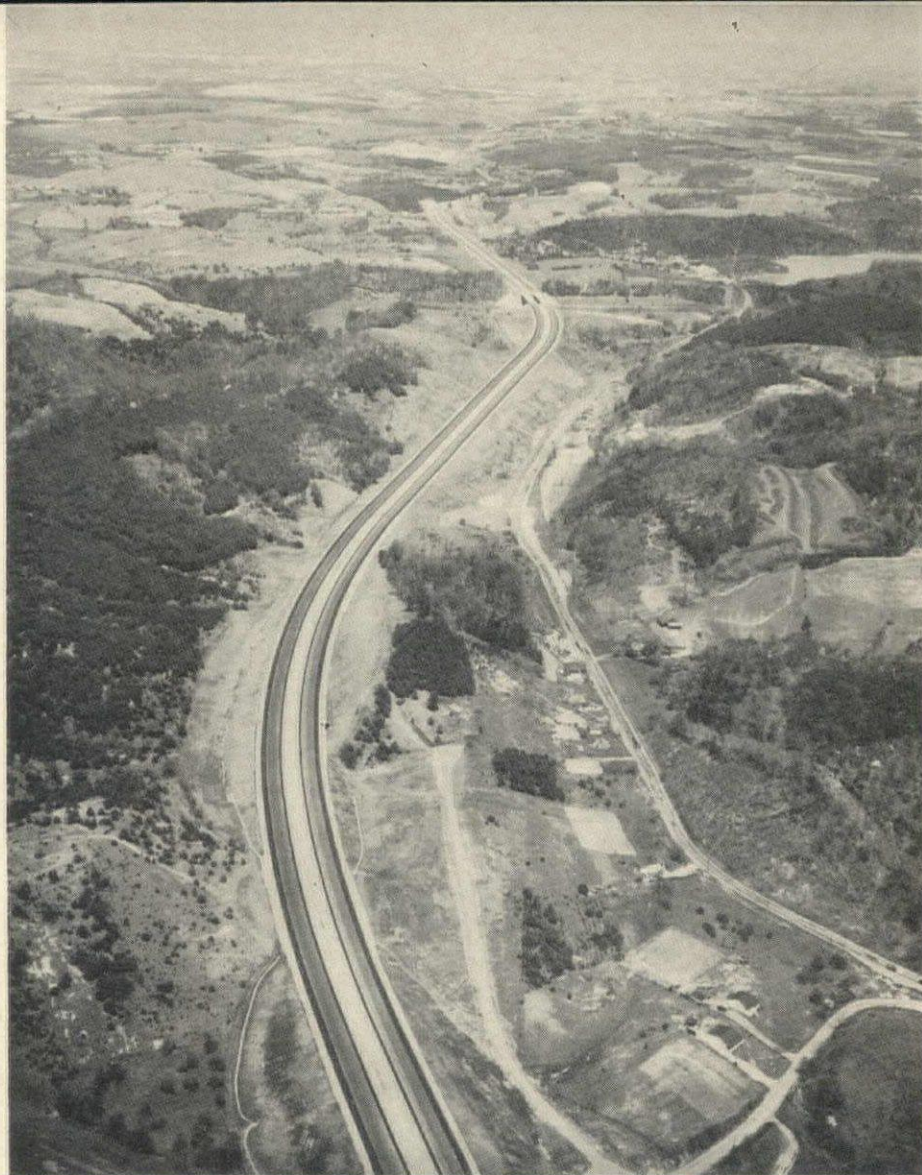


to come . . .
1,000-mile
system with
no stop signs,
no traffic
lights . . .

POTOMAC CROSSING — *Opposite page, top: This Maryland project calls for twin bridges to carry Interstate 495 (Capital Beltway) across the Potomac River. This view is north from the Virginia side, looking toward Cabin John, Md. The 2.2 mile grading and paving project on the approach to the bridge in Virginia is under contract to Virginia Stone and Construction Corp. at \$2,339,517. Eight bridges in the project were contracted to Thorington Construction Co. Inc., Richmond, for \$1,023,912. The project at this end of the Beltway is due for completion next year.*

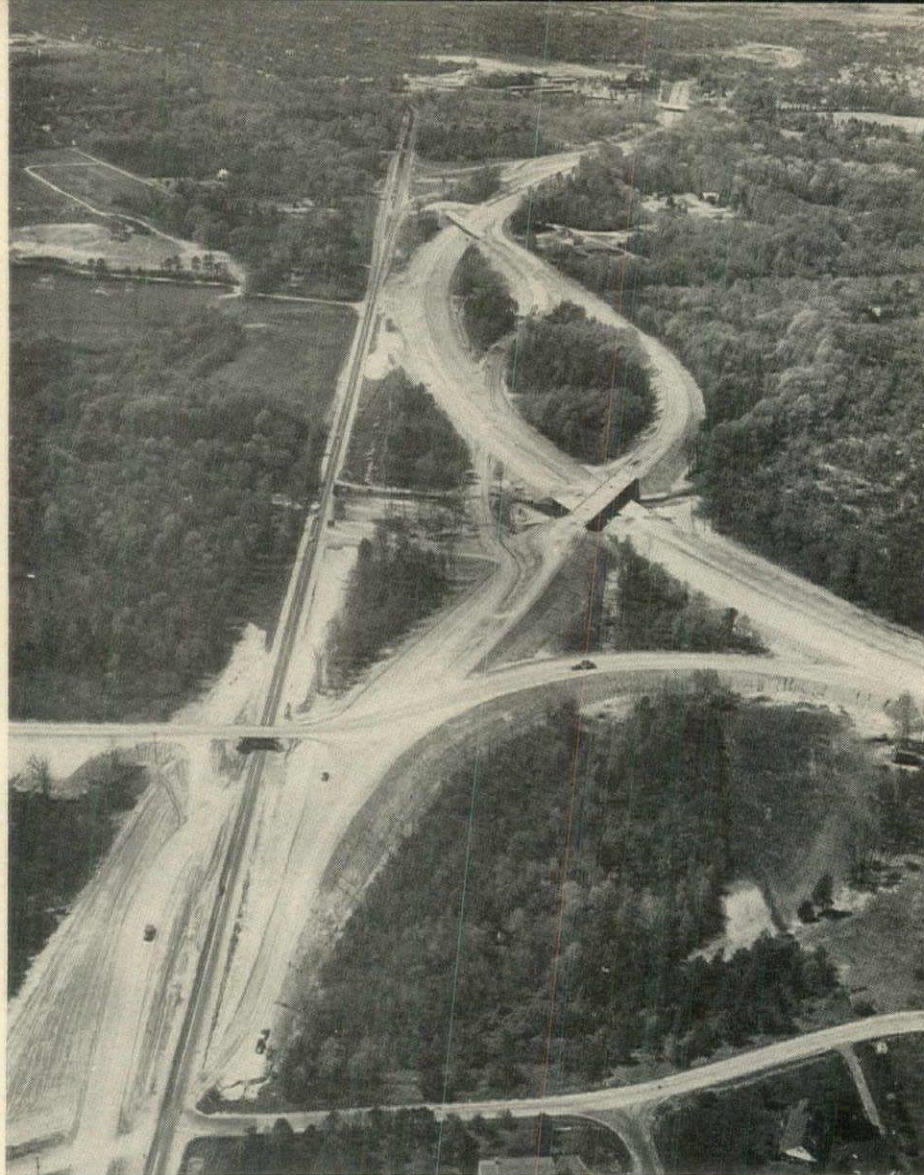
INTERCHANGE IN THE MAKING — *Bottom: Large scale land-clearing and initial grading work is in progress at this point in Fairfax County where Interstate 66 will interchange with Route 123. The project is part of a two mile job being done by J. O. and C. M. Stuart, Inc., of Washington, D. C., for \$1,064,350. The contract deadline is mid-1962.*

COMPLETED INTERSTATE — *Above: Good sight distance will be one of the main features of driving along this gently curving section of Interstate 81, in Pulaski County. This aerial view looks north across Peake Creek. Route 100 is at the right. Grading on this project was done by Albert Brothers Contractors, Inc., Salem, under a \$1,488,546 contract. Paving was done by Unaka Paving Co., Inc., Johnson City, Tenn., under a \$551,653 contract. Bridges were built by Moore Brothers Co., Inc., Verona, under a \$665,650 contract.*



BYPASS CONSTRUCTION — *Below: Heavy grading work cuts a large swath in the hilly country near Marion. This is the initial project on the Marion Bypass of Interstate 81 in Smyth County. The grading is being done by Oman Construction Co., Inc., Nashville, Tenn., at a contract price of \$2,369,804. Bridges on this section, including structures at this interchange with Route 16 and on a Marion connector will be built by Pendleton Construction Co., Wytheville, for \$681,864.*





BUSY INTERCHANGE — Left: Heavy traffic volumes are expected at this interchange at the north end of the Richmond-Petersburg Turnpike at Richmond city limits. Interstate 95 will connect with the Turnpike with other ramps providing travel to and from Route 301. E. G. Bowles and F. G. Pruitt were the contractors at \$2,902,702. Columbus Contractors, Inc., Whiteville, N. C., built seven bridges at a cost of \$1,020,008.

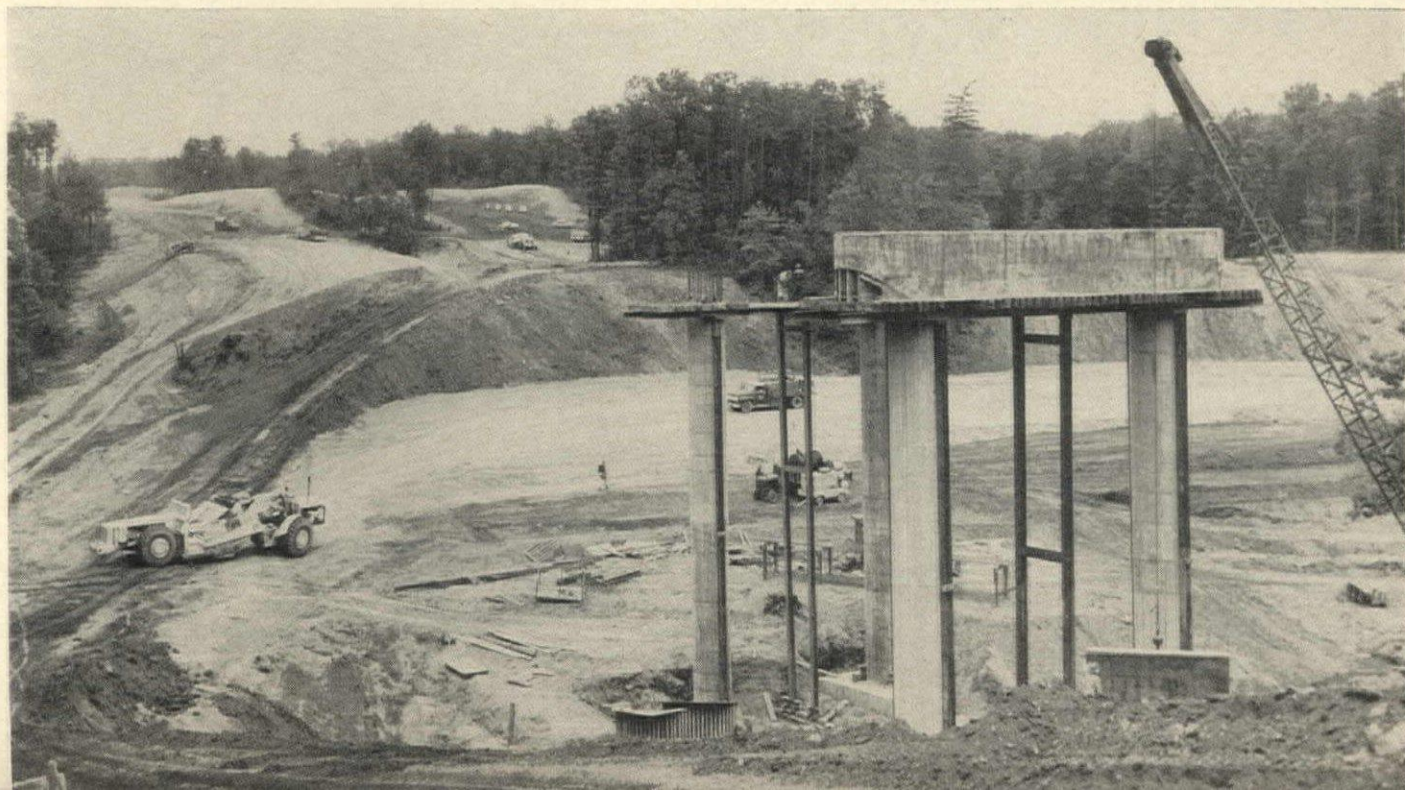
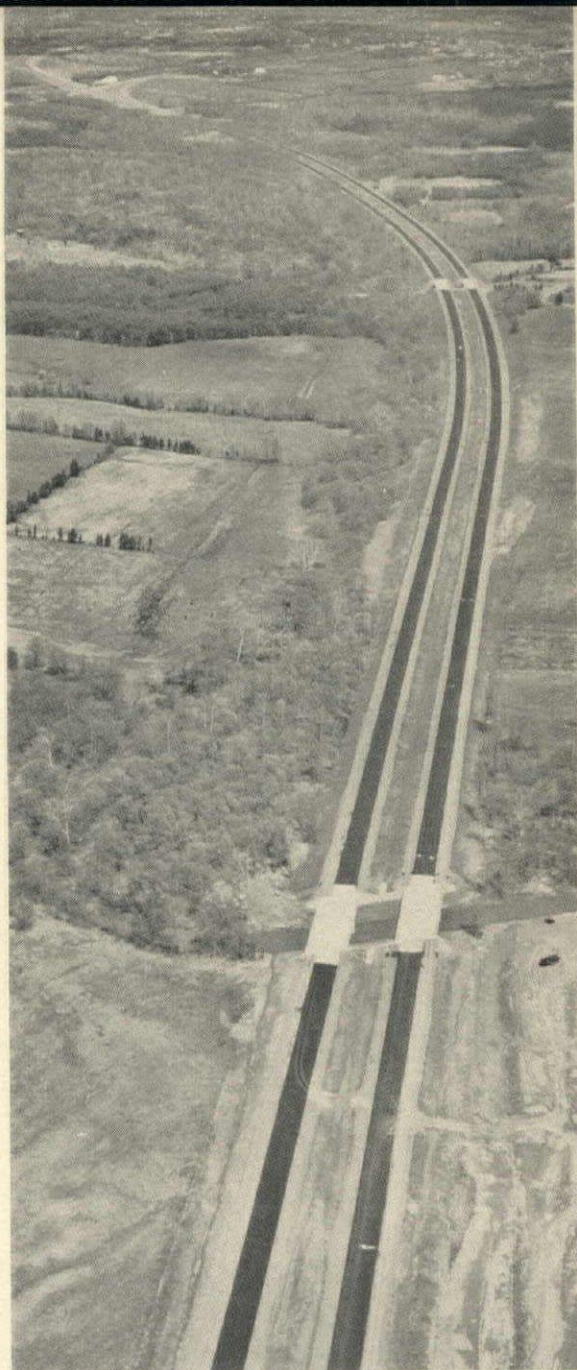
INTERCHANGE WITH TURNPIKE, 460, 301—Below: One of the major interchanges in the system is located here where the Richmond-Petersburg Turnpike has its connection with Interstate 95. The interchange, in the upper portion, will also provide access to Routes 301 and 460. The connection with the Turnpike will provide uninterrupted travel for motorists picking up the interstate route, or leaving the superhighway for Turnpike travel. The bridges in the interchange cross Route 301. The 1.5 mile project to provide grading, bridges and pavement was awarded under \$1,884,459 contract to Blythe Brothers Co., Charlotte, N. C.



as you read
this, 120 million
dollars worth of
interstate construction
is underway
in Virginia

INTERSTATE 66 READY FOR TRAFFIC—Right: This portion of Interstate 66 at the Fairfax-Prince William County line in northern Virginia is paved and nearly ready for opening. This long stretch of highway is part of a 8.4 mile project between Gainesville and Centreville. Robert T. Main of Salem, Va., was the contractor for \$2,033,950. The paving contract was awarded to Sam Finley, Inc. Roanoke for \$1,789,309. The project should be completed in its entirety late this year.

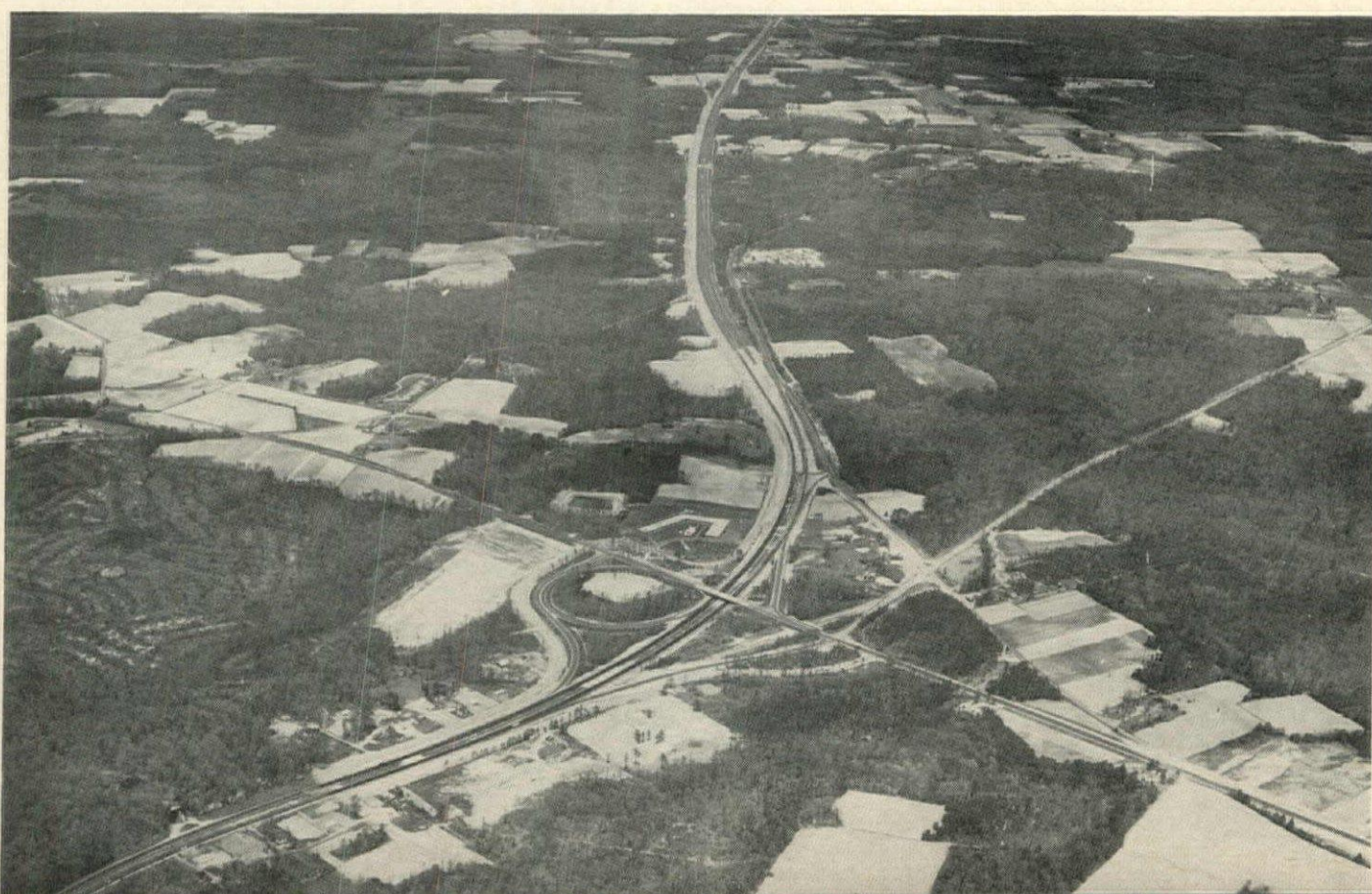
BRIDGE GOING UP—Below: Major fill operations and bridge construction is necessary at this point in Stafford County north of Fredericksburg where Interstate 95 cuts a swath through rolling terrain and woodland. The 4.2 mile grading contract went to Bennie Snyder at \$1,672,900. Six bridges on this project will be constructed by Dickerson, Inc., of N. C., under a \$484,650 contract.





BRISTOL INTERCHANGE—
 Left: Seven parallel lanes of highway and at least five major bridge structures can be counted in this photo of the huge US Route 58-Interstate 81 interchange near Bristol and the Tennessee line. This view looks north with Bristol in the upper right. Grading on this big project was done by W. E. Graham and Sons, Cleveland, N. C., under a \$1,986,603 contract. Paving was by R. G. Pope Construction Co., Bristol, at \$688,923; the bridges were built by Wiley N. Jackson Co., Roanoke, for \$967,681. This interchange is the most elaborate on the 5½ mile Bristol Bypass and will cost about 7 million dollars, including the divided spur into the city.

INTERSTATE 95 — ROUTE 301 CONNECTION IN PRINCE GEORGE COUNTY
 —Below: The recently opened 3.5 mile section of Interstate 95 ties into US Route 301 at this point in Prince George County. This is also an interchange with Route 35. Blythe Brothers Co., Charlotte, N. C., did the grading, bridges and paving under a \$2,664,800 contract. This is looking north with the new interstate highway in the upper portion. Route 301 is in the lower left.

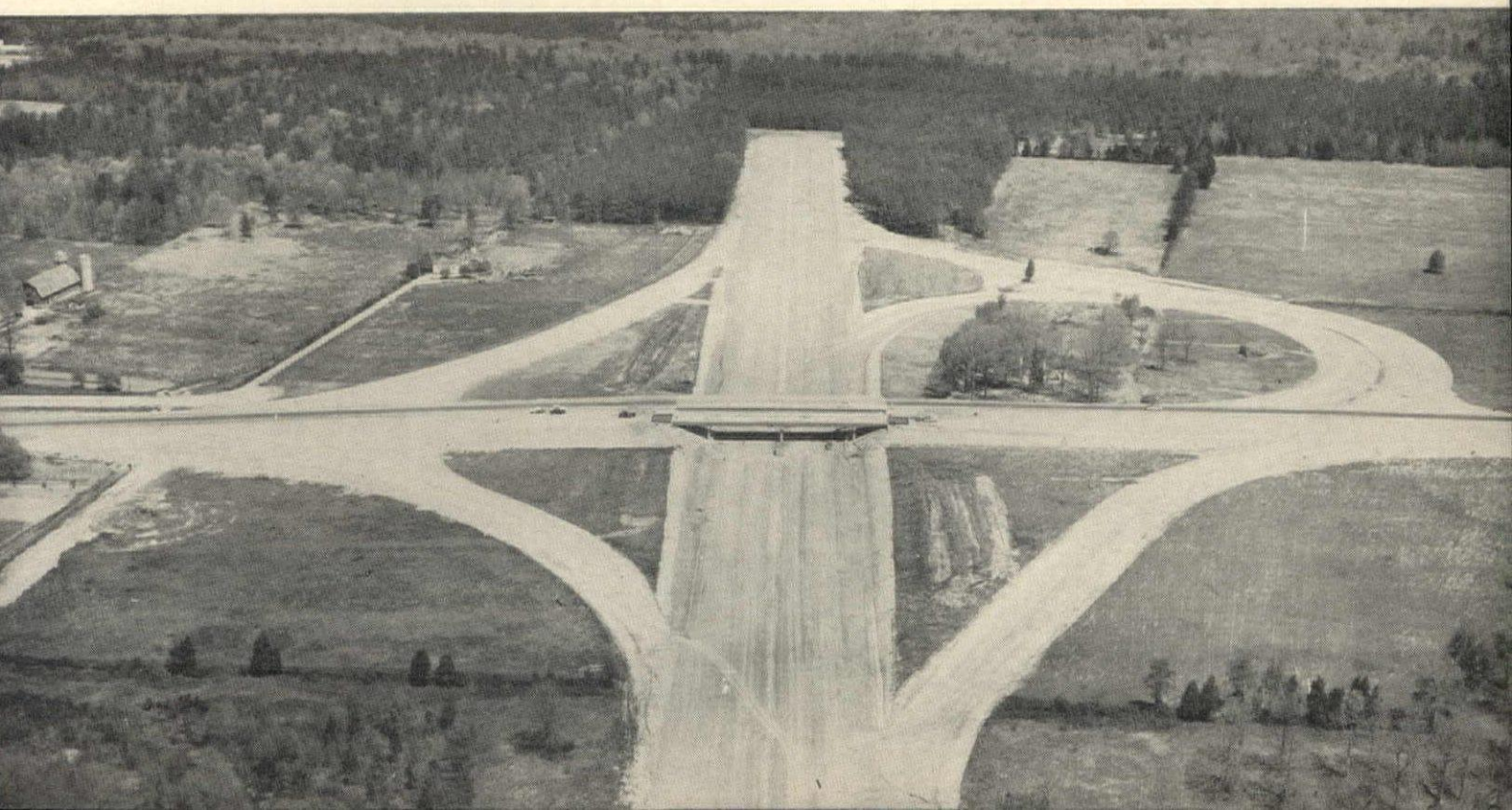


all adding up to major dividends for the driving public

SUPERHIGHWAY IN THE SOUTHWEST—Right: Interstate 81 will provide a divided, four-lane controlled access route through the scenic southwest. At this point, looking north from Wythe County into Pulaski County, the new highway, nearing completion, follows close to U. S. 11, at left. The four mile paving project here is under contract to Pendleton Construction Corp., Wytheville, at a price of \$729,650. Grading was done by Pendleton at a contract price of \$1,055,272. A bridge at a Route 619 connection on this project was built by McDowall and Wood, Inc., Salem, for \$269,993. In the upper portion another section is being graded under a \$793,197 contract with A. B. Burton Co., Inc., Lynchburg.



ASHLAND INTERCHANGE — Below: This is a trumpet type interchange under construction at the north end of the current Interstate 95 project in Hanover County. Route 58 crosses over the interstate at this point. Route 54, widened and improved will provide a connection with US Route 1 at Ashland. This view is to the north where the project is under contract to Barnhill Contracting Co., Inc., of Tarboro, N. C., and L. A. Reynolds, of Winston-Salem, N. C., for \$1,608,150. The seven bridges on the eight mile project were contracted to Thorington Construction Co., Inc., of Richmond, at a cost of \$758,950. The paving contract went to Atlantic Bitulithic Co., of Richmond, for \$2,761,732.



VIRGINIA INTERSTATE SYSTEM

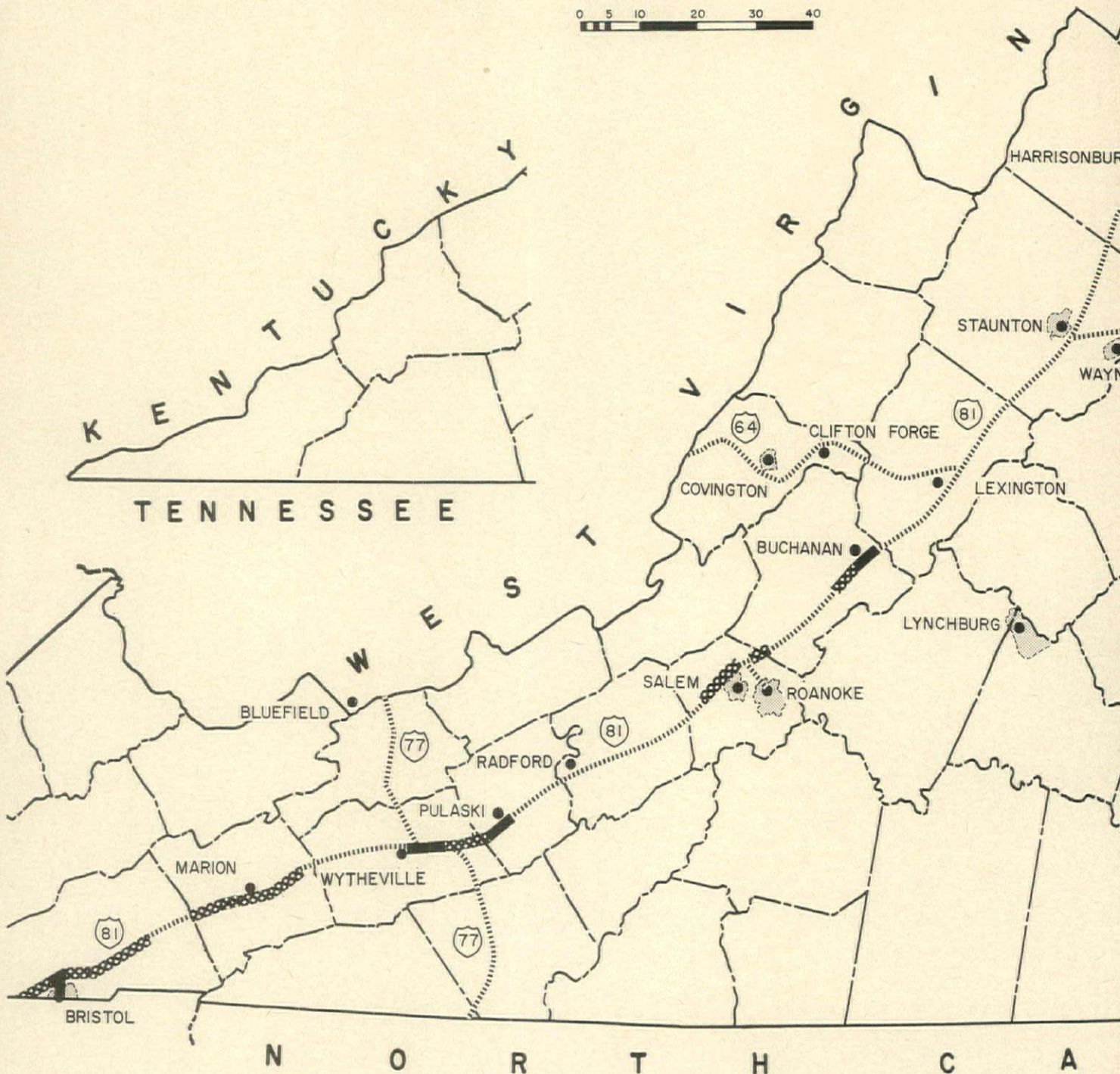
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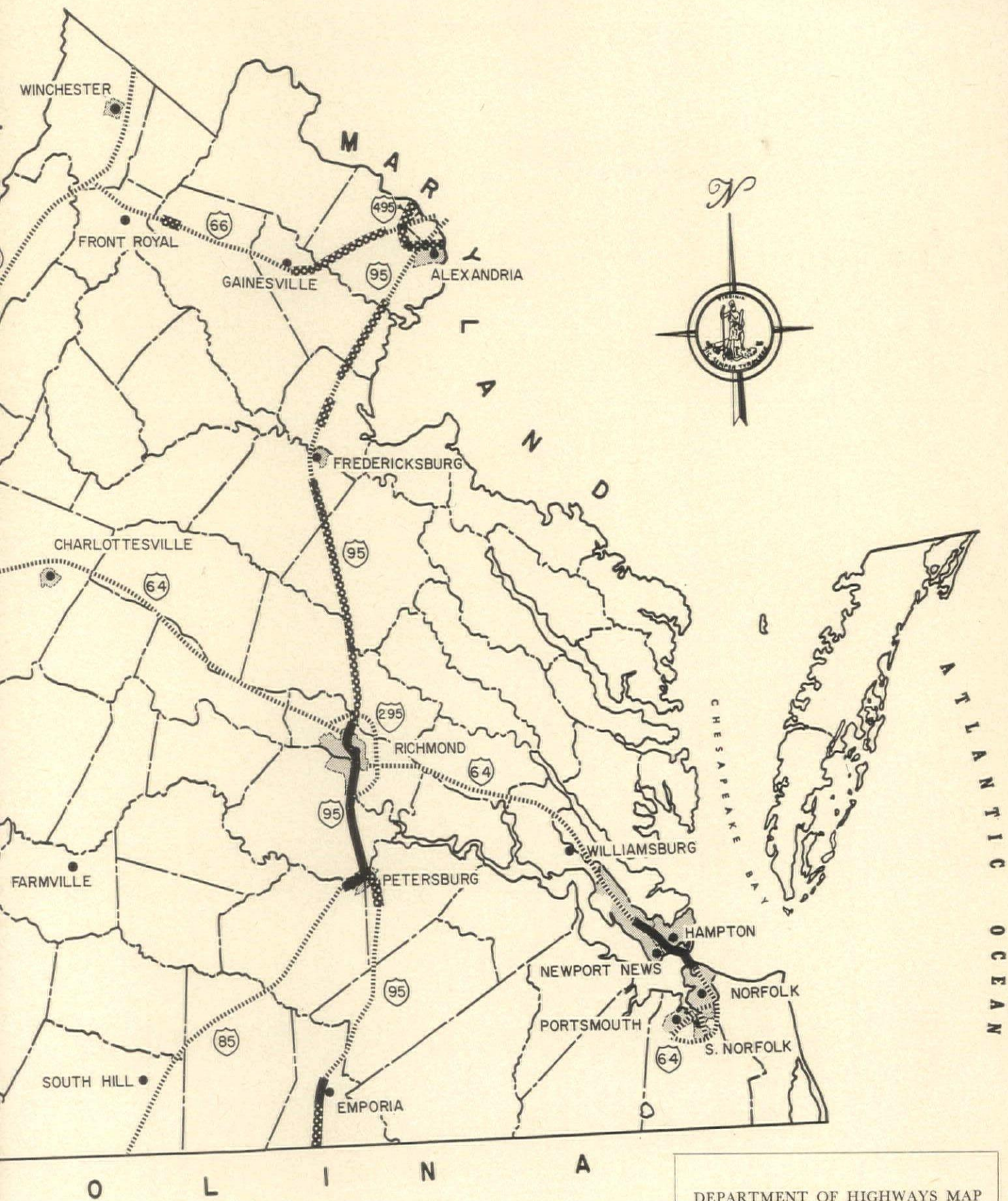
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SCALE OF MILES

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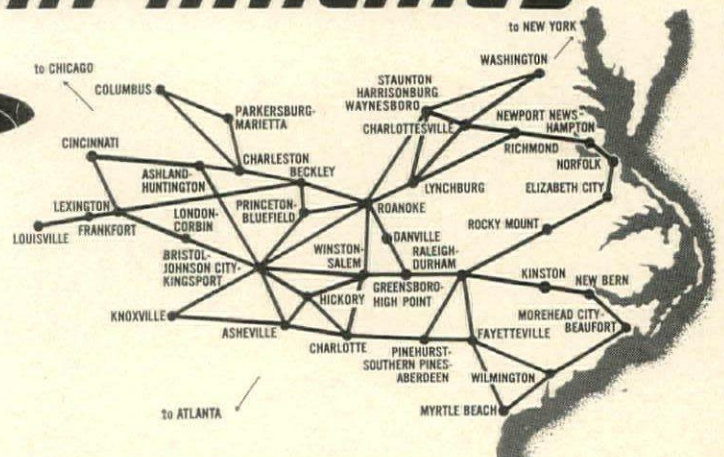


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VIRGINIA BUSINESS REVIEW

VIRGINIA ENGINEERING COMPANY has been awarded the contract for the remodeling and expansion of the Hotel John Marshall, including the city's "Convention Center" project, according to an announcement from J. S. Lanahan, president of Richmond Hotels, Inc.

The Newport News construction firm is now preparing a step-by-step program for the project, which will be carried through in carefully-timed phases to eliminate any interference with service.

The 500-room John Marshall—Virginia's largest hotel—will have air conditioned meeting rooms with a total capacity of 5,500 persons when the extensive enlargements are completed next summer.

A 20,000-square foot "exhibition hall" is part of the project. It will be air conditioned and fitted with a large freight elevator for the rapid handling of exhibits and equipment.

First phase of Virginia Engineering's building program will be construction of Richmond's new downtown "Airline Center," to be located across the street from the hotel in office space formerly occupied by the American Automobile Association. The three airlines which will occupy these offices will be moved from the John Marshall's lower lobby, thus freeing this area for construction work.

When the second phase of the work is complete, the lower lobby will become the hotel's principal registration area. The present lobby will then be remodeled to provide additional convention and meeting facilities.

Access to the lower lobby will be over a wide drive-in entrance running off Franklin Street and also linked directly with the exhibition hall elevator.

The work at the John Marshall—part of a \$3,000,000 building and improvement program embarked on by the hotel corporation early this year—will include enlargement of the Virginia Room into the state's largest air conditioned dining area, with a seated capacity of from 1,500 to 2,000 persons.

The hotel corporation's downtown properties now offer 1,000 hotel rooms—all under a central reservation system

and within a three block radius. This "convention package" is matched in only a handful of U. S. cities, including Chicago, New York, Washington, Miami, and St. Louis.

* * *

Robert O. Goodykoontz, former division manager for the company in Virginia, has been named vice president—Number One man—in charge of Humble Oil & Refining Company's Esso Standard Region, New York City, effective January 1.

William W. Bryan, Humble's vice president for marketing, who has headed the Esso Standard Region as an additional responsibility for the last year, is returning to his primary duties at company headquarters in Houston, Texas.

Mr. Bryan is also a Virginian. He and his staff in Houston will coordinate Humble's marketing expansion and its nationwide marketing activities.

Mr. Goodykoontz, a native of Radford and a 1930 graduate of V.P.I., has most recently been general manager of Humble's Central Region, Tulsa, Okla.

He was a vice president, director and general manager of marketing of Esso Standard Oil Co. when it was a separate affiliate of Standard Oil Co. (N.J.) Major domestic affiliates of Jersey Standard, including Esso, were merged into the new Humble Oil & Refining Co. at the beginning of 1960.

* * *

More than 25 stores of W. S. Peebles and Co., Inc., are joining forces this fall to celebrate the company's 79th anniversary.

The company was founded in 1891 by the late Messrs. W. S. Peebles and A. S. Green, survived the 1931 crisis with three stores in operation, and during the past 30 years has grown to the more than 25 stores operating in four states. ▶

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THE INTERSTATE HIGHWAY SYSTEM

(Continued from page 10)

through the Shenandoah Valley and southwest Virginia.

Heavy construction is in progress in the southwest, beginning at the Tennessee line and extending east into Botetourt County. Projects are upcoming in the Roanoke area, near Natural Bridge and in the Valley. The Bristol Bypass and spur is complete but the opening awaits completion of a link with US 11 on the east end.

By late next year the Department will have 25 miles of super-highway open to traffic from the Tennessee line to a point east of Abingdon.

Interstate 64—The main east-west route, 265 miles long, extends from Portsmouth via Norfolk, the Hampton Roads Bridge-Tunnel and Richmond to Lexington and across the Alleghany Mountains. It terminates in St. Louis. Engineering and other planning, which involves several spurs, is being stepped up in the Norfolk area.

Contractors' bids on a four-mile project in the west, between Clifton Forge and Covington, will be invited this year. It will be 1963 before major construction begins on the long stretch between Richmond and the mountains.

Interstate 66—The state's 76-mile east-west highway in the north between Washington and the Shenandoah Valley. It terminates at an interchange with Interstate 81 near Strasburg. Projects between Marshall and Markham and from Gainesville to Centreville are nearing completion. The 17-mile section from Gainesville to the interchange with Route 123 should be in use within three years.

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Interstate 77—The shortest but perhaps the most challenging project. The 57-mile north-south corridor from near Bluefield to the North Carolina line cuts across rugged mountain ranges. Estimated cost of the work is 76 million dollars. The Bureau of Public Roads recently approved the State Highway Commission's selection of a routing but actual construction is about two years away.

Interstate 85—A 65-mile highway located in the US Route 1 corridor between Petersburg and the North Carolina line. It has low priority in the construction program. The Department may proceed with some work in the South Hill area, however, because some terrain will soon be flooded by a power project on the Roanoke River.

Commissioner Harris notes that Virginia now has just 7.5 per cent of its proposed interstate system open to traffic, and this is scattered across the state.

There is cause for optimism, however. The figure may double by late next year.

The Commissioner feels the full benefits will be obvious by 1965 when many long sections are in use.

The benefits will be manifold. Interstate highways, engineers believe, are a positive approach to the solution of the traffic problem. They are convinced that these new highways, just an engineering dream a decade ago, will have a dynamic effect on the Commonwealth and go far towards shaping the continuance of progress with the good life. •

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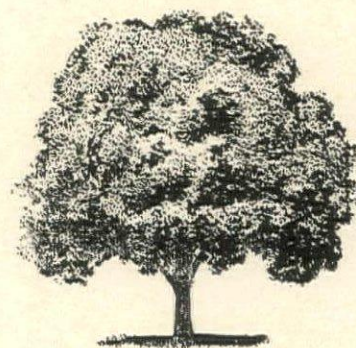
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THE LONGSTREET CONTROVERSY



(Continued from page 7)

Imboden's carefree cavalry was approaching Chambersburg to relieve Pickett of his rear-guard duty, but his three-brigade infantry division was more than a day's march away. Such was the dangerously scattered condition of Lee's forces, moving (as a staff officer said) "like a blindfolded giant," when Heth's advance brigades became violently entangled with the enemy infantry which attacked from behind the screen of their own dismounted cavalry.

With no alternative for Heth between allowing his two advanced brigades to be gobbled up in a flight, which probably would have stampeded the following two brigades, or committing all his infantry and supporting guns in a stand to save the order of his division, Heth elected to fight for the ground. The enemy had brought up a full corps, Reynolds', to the point of attack, and Pender's following division was hurried forward and deployed in support of Heth. This "meeting engagement"—an unplanned collision—had developed into the full scale battle which Lee wished to avoid before the commanding general rode to the field of action, about two miles of choppy farm country to the west of Gettysburg.

While Hill's two divisions were fighting for their lives and new Federal corps were coming onto the field, fortuitously Ewell's two divisions, moving on Gettysburg from the north, hurried forward to form an attack on the Federal flank. Rodes' and Early's divisions broke Howard's Federal corps north of Gettysburg, exposing the Federal flank and relieving the pressure on Heth and Pender. These two divisions of Hill's Corps counterattacked and the four Confederate divisions carried everything before them. The Federal forces retreated through the town, part of the units in rout (giving up more than 4,000 prisoners) and the others, shaken and badly cut up, in poor order.

The defeated, fragmented Federal units sought sanctuary on a steep hill, called Cemetery Hill for the Evergreen Cemetery on its plateau, which rose east and south of the thriving trading center of about 2,500 inhabitants. Ewell's two divisions moved into the streets from the north and northwest, preparing to follow the broken enemy up the hill. There, newly promoted Lieutenant-general Ewell, successor to Jackson in command of the famed Second Corps, suffered a paralysis of will

and withheld the assault his troops expected to make on Cemetery Hill. The reason for the delay of the completing attack was unknown to Lee, waiting on Seminary Ridge, three quarters of a mile to the west of and parallel to Cemetery Hill.

Ailing Powell Hill had left the ambulance to take personal command of his troops after their action opened and he joined Lee on Seminary Ridge. His two advance divisions had been marching and fighting very bitterly since daylight, and only skeletal regiments reached Seminary Ridge in driving the broken enemy. There the men fell in exhaustion. The remainder of their units were strung out behind them, some of the men staggering forward and others collapsed. In addition to the temporarily missing, casualties had been extremely heavy; and, in addition to the fatigue of the men present, their ammunition was low or entirely spent.

Hill made this discouraging report to General Lee in informing the commanding general that his men could not renew the attack from the west. He was bringing forward guns which would support Ewell's attack, as well as diverting the enemy's attention to the potential threat of Hill's Corps, but Ewell's infantry would have to do the job alone. According to the Federal's staunch corps commander, Hancock, Ewell's troops could have driven the Federal units from the hill and seized the position before he, Hancock, brought up fresh units rushed to the field in support.

Hancock's later report only corroborated what Lee believed as he stood impatiently with Hill, waiting on Ewell and sending staff officers to discover what delayed him. At this hour, with the light failing and approaching darkness threatening to rob Lee of the opportunistic victory, Longstreet, riding in advance of his divisions, joined the small group on Seminary Ridge. Up to this point, there is no disagreement: at this meeting there began the two levels of the actual reports of the battle and Longstreet's later versions.

The staffs of the generals were grouped around them when Lee and Longstreet "entered into a conversation." Colonel Charles Marshall, a lawyer and kinsman of Chief Justice John Marshall, was Assistant Adjutant General and Lee's military secretary. He reported that Longstreet "proposed to General Lee the plan, which he had already considered and rejected, of turning the enemy's left. General Lee

informed him that he had decided to attack the enemy the next day as early as practicable," and then directed Longstreet and Hill to make preparations for their corps.

General A. L. Long, a West Point graduate and brilliant soldier, was later chief of Second Corps Artillery. He reported, "Longstreet gave it as his opinion that the best plan would be to turn Meade's left flank and force him back to the neighborhood of Pipe Creek. To this Lee objected, and pronounced it impractical under the circumstances." Later, after some reconnaissance, Lee turned to Longstreet and Hill and said, "Gentlemen, we will attack the enemy in the morning as early as practicable."

In this corroboration of his fellow staff officer, Long wrote without knowledge of Marshall's papers, which were not published until 1927, after both men were dead. It can be noted that both reported that Longstreet suggested turning Meade's left.

In his postwar accounts, written after Lee was dead, Longstreet reported that he said, "All we have to do is to throw our army around to their left, and we shall interpose between the Federal army and Washington. We can get a strong position and wait, and if they fail to attack us we shall have everything in condition to move back tomorrow in the direction of Washington. . . . When they attack, we shall beat them. . . ." This speech went on for paragraphs in Longstreet's recollections, but the burden of it is that he claimed he proposed to *move* to Meade's left and *await* attack.

Both Long and Marshall stated that he proposed to *turn* Meade's left, which is quite a different thing. At the factual level, reports—including Longstreet's own—confirm Marshall and Long in their accounts of Longstreet's proposal as a turning movement. In the light of this, the probability is that Longstreet suggested the turning movement while, at the same time, Longstreet *had in mind* a movement to a defensive position. Though in his narratives he presented what was in his mind as what he *actually* said, there is no evidence that at Gettysburg he ever proposed a change in strategy to the defensive.

As for his recorded proposal, the turning movement to force Meade back to Pipe Creek, *this line*, according to Federal reports, *was the position Meade preferred*. Meade, newly in command, was reluctant to fight at Gettysburg, where the meeting engage-

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ment caught his army as strung out as was Lee's. At Pipe Creek, as General Hunt wrote, "Without magazines or assured communications, Lee would have to scatter his army more or less to subsist it . . ." and in case of defeat " . . . would be two marches through an open country before he could gain the mountain passes."

Marshall is wholly credible in his statement that Lee had already considered this plan "and rejected it."

As for the strategy which Longstreet had in mind—of moving to a position which Meade would be forced to attack—General Hunt, after reading Longstreet's postwar narratives, wrote, "General Lee probably knew that Meade would be under no such necessity" (as attacking). Meade, General Hunt wrote, "could play a waiting game which it would be impossible for Lee to maintain in an open country. He could not advance on Baltimore nor Washington with Meade in his rear, nor could his army subsist itself in a hostile region which would soon swarm with additional enemies."

These items constituted the military facts at Gettysburg. The rations gathered on the march were about exhausted and, without the opportunity of unhampered foraging, Lee's men would starve. The consensus of officers on both sides was that Lee had to attack where he was or retreat. Both of

Longstreet's proposals—the one he made and the one he had in mind—were made "impractical" (as Long quoted Lee as saying) by the position and the condition of the army.

Hill's two divisions at hand were too exhausted to move; Heth was so cut up that the division performed weakly when sent into action two days later. Ewell's third division, Edward Johnson's, did not get up until dark, after a hard march, and the long wagon train—causing confusion in the passages over the mountain—was all night getting near the field. Longstreet's two advance divisions did not reach Wilmoughby Creek, several miles west of Seminary Ridge, until after midnight, and Pickett not until the following afternoon. The still absent cavalry was a subject of grave discussion. Yet, Longstreet quoted himself as telling Lee that after moving to the Federal left (presumably during the night or early morning), "we shall have everything in condition to move back tomorrow in the direction of Washington." Surely some of the auditors would have remembered if such a hare-brained suggestion had been made.

To continue in the level of Longstreet's mind: he wrote that at the end of the first day, "I saw that he (Lee) was in no frame of mind to listen to further arguments, so I did not push the matter, but determined to renew

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the subject the next morning." This is one of the most revealing of all of Longstreet's statements. While, during the night, the rest of the army was preparing to execute Lee's orders for an attack as early as possible, Longstreet was preparing arguments to change Lee's mind. Of this, of course, nothing was known to any one else.

On the night of July 1, Longstreet, by his own statement, was not bringing forward his troops for an "attack as early as practicable," and he said further that he began the next day again proposing to Lee the move to Meade's left and rear. When Lee again dismissed the proposal and ordered Longstreet to follow the plans of attacking the enemy's left on Cemetery Ridge, Longstreet began the deliberate delay of execution of the order. He admitted the delay was deliberate in a statement to Hood. He told his division commander that he was waiting for his rear guard brigade, Law's, to come up before he moved out.

With all this as a recorded background, in the Controversy he pounced on Jubal Early and Pendleton for their error in detail in stating that the assault was planned for "sunrise." These two generals had only used the words, sunrise or dawn, as the army inter-

preted Lee's order of "as early as practicable." Pendleton, chief of artillery, and Alexander, that day acting chief of Longstreet's artillery, were both out at three in the morning preparing gun positions for an attack as early as possible after daylight. Lee and his staff were gathered at the command post on Seminary Ridge before dawn, when Longstreet joined them.

With all the army's activity indicating preparation for attack as early as possible, Longstreet defended his obstruction of the principle of an early attack by denying that the attack was

scheduled for "dawn." In one argument he squashed the gnat of picayune differences over the precise moment of the order, while in his strategic arguments he emphasized his beginning of the day by not bringing his troops up but by presenting arguments to change the assignment he was under orders to execute.

Of his excuse—of waiting for Law's Brigade—for delaying execution of the order when Lee repeated it on the second day, Colonel Walter Taylor wrote: "General Longstreet clearly admits that he assumed the responsibility

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of postponing the execution of the orders of the commanding general."

On the morning of July 2, after Lee ordered Longstreet to move out in execution of the order, the commanding general left Seminary Ridge some time before nine o'clock to ride to Ewell's headquarters north of Gettysburg. His line, the Confederate left, faced Cemetery Hill, and its eastern extension in the huge rock formation of Culp's Hill. There Ewell was preparing to deliver an attack in conjunction with Longstreet's at the other end of the Federal line, the southern extension of Cemetery Ridge in the terminals of the Round Tops.

When Lee returned around eleven

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o'clock to Seminary Ridge, he revealed to Long and Lindsay Walker, Hill's chief of artillery, his agitation at discovering that Longstreet had not yet mounted his attack. When he found that Longstreet had not even moved his troops to the right, Longstreet then gave him the excuse of waiting for Law's Brigade to come up. Since the morning was already lost and Law was then only half an hour from the field, Lee agreed to wait for the last brigade.

In giving the excuse of waiting for Law, Longstreet said nothing to anyone about his strategy or even his tactical proposal. However, at that stage his inner conflict began to reflect in the behavior which made his military actions incomprehensible to his subordinates and which, under scrutiny of all the reports, appears deranged. When he was finally prodded into movement around noon, beginning with the march in which he consumed four hours in covering three miles to the position, his behavior was like that of a recalcitrant child stubbornly determined to act as stupidly as possible in doing something he did not want to do.

Admitting there were "some halts and countermarches," with the rear division finally doubled on the lead, Longstreet explained this delay by blaming General Lee for not accompanying the First Corps. Lee, he wrote, "had seen and carefully examined the left of his line (Ewell's position), and gave us only a guide to show the way to the right, leaving the battle to be adjusted to formidable and difficult grounds without his assistance." Here the would-be adviser of the commanding general, who presumed to direct the army's strategy in a shift to ground none of them had ever seen, complained that the commanding general left a corps commander to take his own ground unassisted. In point of fact, Lee had not examined the ground on the Confederate left. Ewell won the first day's action on the left without him or Lee ever having seen the ground before, and Lee rode to Ewell's headquarters only to discover, first, why he had not attacked, and, on the second day, to consult personally with the ir-resolute general.

Along with twisting the facts, the inflated importance of his preferences had so unbalanced Longstreet's perspective that a quarter of a century after the war he conceived it proper for the commanding general to abandon his headquarters, the center of the army's combined activities, to serve as guide and engineering officer for one corps.

(Part III next month)

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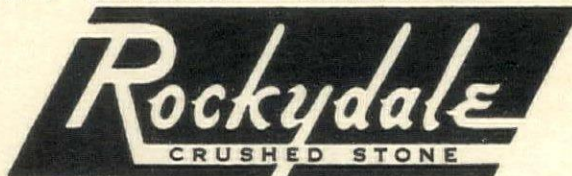
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"The Cruellest Moment"

(Continued from page 5)

Kennedy can do nothing to cure that split, not even if he lets little brother invade the South again—as a sop to Harlem voters and potential Congo allies. It is too late to use the South again either at home, or for an impression on the world. The century in which the South served its purposes has come to an end, with the approaching end of the Modern World of nationalism.

The reason why America, in its present state of being, cannot indefinitely contain Russia is that America, while scorning history—or perhaps by scorning it—is actually living in the past, without knowing it.

England, France, Spain, the great powers of nationalism during America's rise, have all faded. America, by virtue of being the youngest and by virtue of its former physical isolation has only outlasted those who came first. In recognizing the *events* of these changes, the leaders refuse, or are unable, to recognize the portents in the changing world. Wishing of all things, to remain fat, to remain uninvolved—to stop the clock—America wants its leaders to discover courses, at any *price*, so that it can remain unchanged, safe, in the same world with the new super-state of Russia. Its present means, of talking bravely to the chief of the superstate, while belatedly trying to win love by throwing gold

to the natives, is not only to repeat the methods by which Rome failed as an empire, it is to make this ignominious public display with less self-knowledge than the Romans possessed.

Ultimately it makes no difference whether we lose out in Laos or in Berlin. Berlin, in practical terms, was lost when the Allied Authorities, whose military chief was smiling Eisenhower, stopped the American Army at the Elbe. The Americans leaders misunderstood the Russians then and they do today. Aside from the shameful spectacle of American citizens hanging on the smile or the frown of a foreign dictator (though the Washington leaders never hesitate to rattle sabers at Southern governors and schoolboards) the most humiliating aspect is the sheer purblind stupidity of surrendering the initiative to the chief of the new super-state. Totally on the defensive, out of fear of losing what it has, the nation, through its leaders and mass media of public opinion, lives in reaction to Russia's moves.

Like Rome in its decline, the nation wants nothing except to be safe with its "security" and gadget-filled hours. The Russians, like the barbarians, want something. They are like a hungry fighter against a tired old champion who really doesn't want to fight any more. As a German general told Liddell Hart, "The Red Army of 1941-45 was far harder than the Czar's

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Army, for they were fighting fanatical-ly for an idea The East and the West are two worlds, and they cannot understand each other. Russia is a dumb question mark on the Sphinx. The Russians can keep their mouths shut, and their minds are closed to us."

By now we do not have to know their minds to know their intentions. Churchill knew their intentions by 1945. Roosevelt was ill then. Soon after, Churchill went out of power, and none of their successors have ever profited by Roosevelt's delusion that he understood the secrets and could even sway them with his charm. Like a gangster who is going to kill, one of their leaders might laugh at something that amused him, but it would have no effect on his intentions. Russia epitomizes the nineteenth century philosophers' prophecy of an absolute authoritarian rule without principles.

America does have principles; in fact, it has grown as pious with principles as a reformed robber baron, who goes about building parish houses for needy churches, endowing libraries and doing all manner of good works. These principles have no more effect on the deathless struggle with Russia than did Roosevelt's charm. The reality, under all the words and good deeds, is that America is drifting into the same totalitarian state as Russia. As this drift is clearly irreversible, the only practical course is to admit the totalitarian state, make it an efficient one, and on that honest basis develop a super-state that could contain Russia.

To do that, of course, America would have to *want* to be a super-state. It does not. The nation has no will to assume the responsibilities of world leadership. Wanting only to continue as a 19th Century nationalistic, self-sufficient power, it is actually trying to buy security under the guise of a brotherly urge to spread democracy.

Though the masquerade is so unconvincing that leaders of small powers do not even bother to be polite in snatching the gold, the leaders and their chosen pundits were shocked when the neutral nations (with their pious Nehrus) showed not the slightest disapproval of Russia's resumption of the nuclear tests and of the grim intent to continue to move toward the permanent partition of Germany. After all, gaining the approbation of these neutrals is one of the reasons given for the heroics of such as the "Freedom Riders," whose supporters have convinced at least themselves that allies will be won by offering the world a picture of the blessings of democracy. This delusion is both the outstanding symptom of the nation's split personality and the hallucination which most

obstructs its ability to submit to self-diagnosis.

In all truth, America has grown afraid to look at itself, and the elected office-servers are afraid to ask it of the people. No profound study would be required for Americans to discover the difference between the actual forces at work, shaping the present character of the nation, from the delusions and fancies which, vestiges of the 19th century, America holds about itself. It would quickly be discovered that the present so-called democracy (as a description for a centralized bureaucracy) bears a striking resemblance to the relationship of "Knighthood" to the last generations of the Middle Ages.

We have been taught, correctly, that the flowering of Chivalry in the 15th century was made possible by the power and wealth of the newly rising masses, and from our perspective the knighthood of the nobility is regarded as a trivial residual sentimentality attached, like a faded pennant, to an emerging age. But man in the 15th Century, as Huisinga wrote, "could not understand that the real moving powers of political and social evolution might be looked for anywhere else than in the doings of a warlike or courtly nobility. They persisted in regarding the nobility as the foremost of social forces and attributed a very exaggerated importance to it...."

Substitute "democracy" for "nobility" and the "20th" for the "15th" Century, and some light may be shed on the delusions of the leaders who are trying so desperately hard to convince themselves that they are moulding the shape of the future by the repetition of outworn words, and by such pitiful expedients as the "Peace Corps" duplication of the 12th Century's "Children's Crusade." As war is said to be the ultimate expression of politics, so politics are the expression of a people's intent. As America's intent is thus made obvious for the whole world to look at, the crowning insult to the modernist, who felt superior to the knowledge of the past, is that America is failing by being old-fashioned.

To paraphrase: "You can run from the past but you can't hide from it."

Clifford Dowd

THE END

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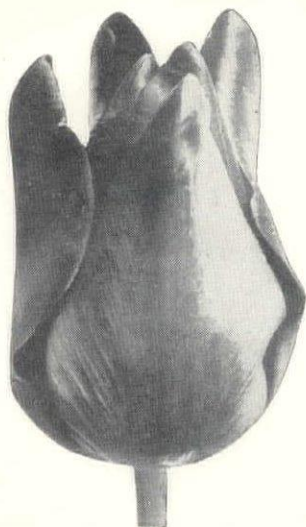
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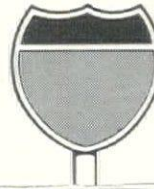
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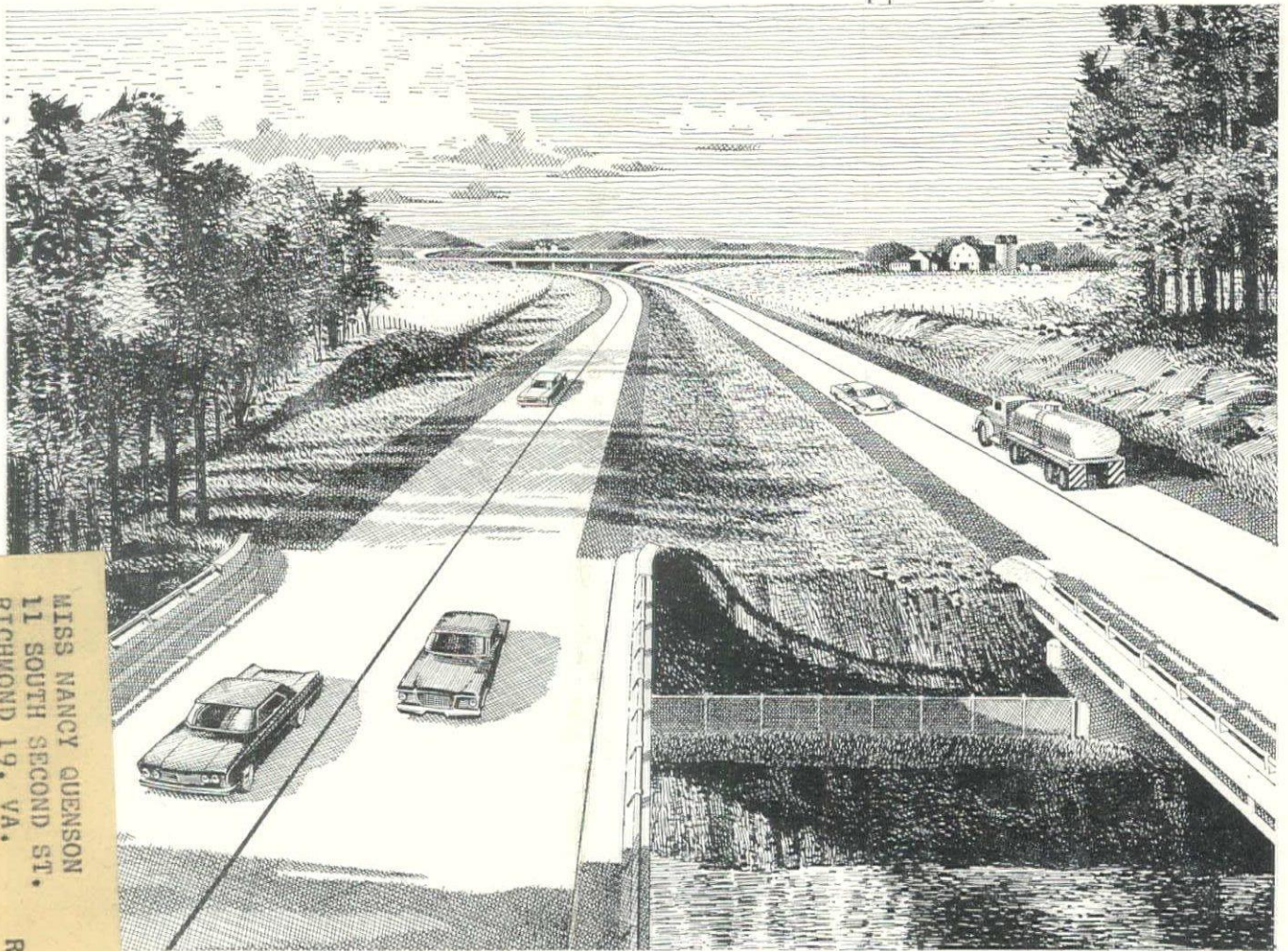
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