Revolution On Virginia Highways

Virginia A. G. C. Review
Ralph Myers Contracting Corp.

Highway Contractors

P.O. Box 230

SALEM, INDIANA

For more than a half-century we have been growing while helping the Commonwealth grow. As in the past, our finest efforts for the future are pledged to help further the progress of Virginia through the roads and highways we are privileged to help build.

J. R. FORD COMPANY, INCORPORATED

In Our 54th Year

GENERAL CONTRACTORS AND PAVING ENGINEERS

Plants

LYNCHBURG
WARRENTON
FRANKLIN

PORT ROYAL
CULPEPER
CHESAPEAKE

P. O. Drawer 1179

LYNCHBURG, VIRGINIA

Phone VI 7-4444
Carolina-Virginia Co., Inc.
Highway Contractors
901 Catherine Street
Phone 644-5329
Stratford Hills Shopping Center
Phone 272-5828
RICHMOND, VIRGINIA

Wright Contracting Company
General Contractors
Highway and Airport Construction
Drainage, Draining, Sewage and
All Types of Paving
COLUMBUS, GEORGIA

GUY H. LEWIS & SON
Highway Contractors
McLEAN, VIRGINIA
Member: Virginia Road Builders Association

Telephone services are TAILORED to your needs
Call your local telephone office today for custom telephone service in your office or residence.
You will enjoy the economical convenience of adequate telephone service.

VIRGINIA TELEPHONE & TELEGRAPH COMPANY
Virginia's Largest Independent Telephone Company
Headquarters Charlottesville, Virginia
CORSON & GRUMAN COMPANY
Highway Contractors
Telephone FEDERAL 3-3046
33rd & K STs., N.W.
WASHINGTON, D. C.

Robertson-Fowler Company, Inc.
Heavy and Highway Contractors
BUCHANAN, VIRGINIA

THE GENERAL CRUSHED STONE CO.
Crushed Stone — Railroad Ballast — Rip Rap
Phone Gum Tree 227-3373
DOSWELL, VIRGINIA

CONTRACTORS BONDS
AND INSURANCE
"Your Security is in Insurance"

SECURITIES INSURANCE CORPORATION

Reginald M. Wood · Robert D. Saul · Earl W. Keys · William S. Trinkle
Boxley Building, S. Jefferson St. · Roanoke, Virginia · 342-3114
During my salad days in New York, I lived on Tenth Street, in Greenwich Village, just around the corner from Joe di Pauli's eating and drinking emporium on Waverly Place. For the benefit of those who never saw a speakeasy of the twenties, it was not a furtive hole-in-the-wall where persons of low morals entered a grilled door guarded by a sinister-looking gangster. It was a fine old redbrick mansion, with dining rooms on the ground floor, or basement, and on the first of the upper floors; in the summertime, food was served on candlelit tables in a large walled garden. In an atmosphere of unpretentious elegance, superior food was served, including a choice of about forty appetizers on a movable cart. It was the custom of the initiates to nibble on sardines, tuna fish, anchovy, artichoke hearts and such delicacies while sipping a couple of cocktails before the main course was served. The dinner without steak cost $1.00, with steak $1.25.

As a neighbor I became acquainted with Joe di Pauli, a middle-aged, sedate Italian, and he explained to me the mechanics of his operation. The non-steak dinner cost him just over $1.00 to serve, and the steak dinner just under $1.25. Because his profits on cocktails, at 50 cents, and on a table wine, usually Chianti, selling for around $1.00 for a small bottle, were so high, he could afford to provide food at cost, and he specialized in desserts of fine cheeses—gorgonzola, bel paese, and such. Joe also occasionally got real imports of after-dinner liqueurs and, as he knew that in those days I had a taste for such cordials, he would always tell me when he had a good shipment.

One afternoon, when the restaurant was not open, he invited me in to sample a new Grand Marnier. He had no bar (few speakeasies did), but, as no customers were about, we stood at the service bar. Just as I was lifting a small glass, an enormous policeman barged in. At the sight of me, he halted and, his broad face scowling, fixed me with an accusing gaze. In my mind I had already envisioned my poor mother being grief-stricken at learning I was in jail, when Joe said in a casual voice to the policeman, "He's a customer who lives in the neighborhood. We're sampling a new cordial." Then he introduced us, we shook hands and Joe, excusing himself, went into his office with the law.

Some weeks later, I was walking home very late along Waverly Place, when I saw two policemen guarding a truck unloading crates of bootleg whiskey into Joe di Pauli's front door. When they gave me a sharp eye, I was no longer that applied to me. It was not, as has been claimed, that this gave all violators of the 18th amendment a disrespect for all law. I just never thought of Prohibition as being a law that applied to me.

In other areas, other people simply do not think... (Continued on page 41)
A. G. PINKSTON & COMPANY
CONTRACTORS
Public Utilities
1805 County Street
PORTSMOUTH, VIRGINIA

MORE FOR YOUR TAXES IN VIRGINIA

THOMPSON-ARTHUR PAVING CO.
"WE PAVE THE WAY"
DANVILLE, VA.
MARTINSVILLE, VA.
SOUTH BOSTON, VA.
GREENSBORO, N. C.
HIGH POINT, N. C.
WITH NEW DEEP STRENGTH
ASPHALT PAVING
WIDER ROADS
FOR THE COST OF NARROW ONES

BUILDINGS • BRIDGES • BARGES
For over sixty years Steel has been our business and we are proud of our role in providing
SKYLINES WITH BUILDINGS
WATERWAYS WITH BARGES
HIGHWAYS WITH BRIDGES
If you are planning to do the job in steel contact us at our Richmond or Tidewater Offices—We make it a point to have

Everything in Steel for the Builder

RICHMOND STEEL COMPANY INC.
18th & Byrd Sts.
Richmond, Va.
Phone MI 3-1983
230 Salters Creek Rd.
Hampton, Va.
Phone 722-0782

AMERICAN ASPHALT PAVING, INC.
60 P Street, S.E.
Phone Lincoln 6-3810
WASHINGTON, D. C.

PAGE SIX
VIRGINIA RECORD
Founded 1878
Like most revolutions, the one that's going on on Virginia highways has been a long time in the planning, is costing billions of dollars and is producing results both immediate and far-reaching. Unlike most revolutions, this one has the blessings of everyone from the governor to the farmer, from the trucker to the suburbanite for this earth-moving, era-spanning change means progress in the form of good roads, safe roads, travel-worthy roads.

Admittedly there are groups and individuals who have and will continue to dispute the location of a highway or bridge for economic or aesthetic reasons. But in the main, the motorist of today finds himself thinking more and more, "Man, what a good quick way to get there" and less and less "Why don't they do something about this blankety-blank road?"

If there's less muttering about rutted, curved or inadequate roads, it can be traced to several sources — the Virginia Highway Department, the General Assembly, the Federal government, various special interest groups, the massive migration of people to urban areas and a staggering increase in traffic. Each has contributed either to the cause or the effect of Virginia's increase in quality and quantity of roads.

Today's motorist has more than 50,000 miles of Virginia highways at his disposal. He crosses rivers and streams on modern bridges or tunnels. In just about a year, he'll drive the 17.5 miles from Norfolk to the Eastern Shore, traversing a series of bridges and tunnels that constitute an engineering miracle. He soon will zoom along more than a thousand miles of the most modern roads yet built when the Interstate Highway System is completed in Virginia. Can this be considered a revolution then? Yes—a long time in the coming but certainly a revolution when you realize that Virginia didn't begin to really get out of the mud until the 1930's.

A look into the past gives vivid examples of how major has been the highway revolution and sets the imagination whirling as to what the future holds.

One hundred years ago, Virginia roads still were controlled by private companies. They reverted to county control in the late 1800's and in 1906 the first four-member State Highway Commission was created by the General Assembly. Road building and maintenance remained a function of the counties with the Highway Commissioner serving primarily as an advisor, approving distribution of certain state-aid funds and directing disposition of convict labor forces. By the time the Highway Commission was ten years old, there had been 4,500 miles of roads built and the General Assembly, seeing the necessity for some additional controls over road financing, had provided for increased road funds and required counties and magisterial districts to allot money for maintenance.

It wasn't until 1918 that the state really went into the road building business and what eventually was to be known as the primary system (as opposed to the county-operated secondary system) came into being. At the outset, the primary network contained 4,002 miles of roads, expanding to 7,000 miles by 1930. In 1932, the state highway system entered yet another phase of its development when the state took over the secondary system. Highway Department officials, looking back to that year, recall that some of the county roads were in pretty good shape but that some frankly were a mess. Even with increased funds and central planning and supervision, the task at times must have seemed insurmountable.

The late 1930's found the department getting itself geared to the job of improving secondary roads and planning for bettering primary highways. Then along came World War II and, while the average citizen couldn't do much automobile traveling, the need for roads on which to move military personnel and civilian and military goods continued — accompanied by a scarcity of construction personnel and materials.

Virginia emerged from the war with a Highway Commission expanded to nine members and a tremendous backlog of road needs, plus inflation. The ensuing years have seen needs met but new ones arise — and at no decrease in the cost of building and maintaining highways.

What has been done on the roads in recent years often seems staggering. The secondary system, for instance, when taken over by the state in 1932, consisted of 35,900 miles of roads of which only
No story of progress could be told more explicitly than the photos above and below which show the Princess Anne Turnpike, a concrete roadway built in 1872, contrasted with a view of Interstate 95 north of Richmond, a section of road costing more than a million dollars per mile.

2,000 miles were hard-surfaced. Another 8,900 miles had been topped with gravel, soil or similar material and 8,600 miles had been graded. But a whopping 16,400 miles were completely unimproved. Small wonder there were days when children couldn’t get to school, farmers couldn’t get to market and a traveler lost time getting pulled out of the mud. Today, the picture is brighter. By the end of 1962, the secondary system contained 42,253 miles of which 21,912 were hard-surfaced; 11,425 miles had an all-weather surface; 8,086 miles had a light surface. But there still were a little over 830 miles of unsurfaced road—work for the future.

The primary system has undergone its share of changes too. In 1938, there were some 9,100 miles of highway in the system and most of them were still two-lane. That year, the Highway Department noted 23 miles of divided; 133 miles of four-lane; 315 miles of three-lane; and 8,594 miles of two-lane roads. By 1962, the primary had shrunk to about 7,700 miles (due to annexation or transfer to the secondary system) but the quantity of wider roads had grown—496 miles of four-lane divided, 204 miles of four-lane, 380 miles of three-lane and 5,261 miles of two-lane but even the lane-width of the latter was increasing.

While mileage was mounting, so were other figures—costs, population, tourist travel, industrialization and automobile registration. And each has played its part in bringing on the highway revolution that, from all appearances, can only continue into the future.

In 1937-38, the Highway Department operated on a budget of 26.6 million dollars of which 23.8 million was spent for construction, maintenance and improvement of the 46,663-mile road network. By 1962-63, the construction, maintenance and improvement budget had climbed to 197.3 million dollars for a system of more than 50,000 miles of roads. Administrative, supervisory and non-construction items were climbing too—from approximately two million dollars in 1937-38 to about eight million dollars for the current fiscal year. Adding to the non-construction costs were the increase in highway personnel from 7,400 in 1937-38 to more than 10,000 today. But more important was the addition of the Interstate Highway System in 1956 and the rising costs of building and maintaining roads. The average cost of constructing one mile of rural four-lane Interstate road is $750,000 with most urban sections costing many times in excess of this. And the primary system construction average is $250,000 a mile.

In an effort to meet rising costs, the Highway Department utilizes modern techniques and equipment and even these seem to become outdated in short order. The department now depends largely
on aerial photography to obtain planning information where once it was necessary to send many men into the field for periods of time. Electronic computers have simplified preparation and plans, especially where bridges are concerned. But here is a prime example of modern equipment supplanting modern equipment, according to D. B. Fugate, assistant chief engineer with the department. Two small computers now do eight times the work formerly turned out by one big, bulky machine. New techniques and equipment are making their contributions to safety as well as cost-cutting. Where once it was necessary to move dirt by the shovelful from road to truck, an expensive, time-consuming chore, dirt-moving machines now shove tons of earth out of the way. One immediate result is fewer up and down curves in roads, making for safer roads.

While the Highway Department is going about the task of trying to catch up, meet today's needs and plan for the future, people are making sure the engineers and planners will never run out of work. In 1938, Virginia's population was estimated to be 2,400,000. The most recent estimate, on July 1, 1962, showed the total had risen to 4,177,000 and State Chamber of Commerce estimates indicate a rise of 110-130,000 a year for the next several years.

As the population grows, so does the number of motor vehicles registered in Virginia. In 1938, there were 457,805 registered; last year the figure had climbed to 1,736,696. And a Department of Motor Vehicles spokesman figured that if the rate of increase continues at its present pace, there will be 6.5 million vehicles registered 25 years hence.

Virginia's not the only state witnessing this staggering increase in vehicle registrations, and every year more and more out-of-state are finding their way to the Old Dominion to visit its tourist attractions and resorts or perhaps just pass through, en route to other states. In 1961-62, for instance, out-of-state passenger cars accounted for 18.06 percent of the average daily vehicle miles tabulated in the state—and that didn't include mileage for interstate trucks and buses. State Chamber of Commerce figures indicate fairly consistent increases in tourist trade and it's doubtful, short of national emergency, that there will be a decrease. In fact, three of Virginia's attractions—Mt. Vernon, Colonial Williamsburg and the Luray Caverns—now rank among the top ten in the nation.

The state's industrial growth parallels that of the highways, too, and in recent years has been getting an indirect boost from the highway department. Since 1949, Virginia manufacturers have reported more than double in annual increases in value added (change in the value of raw materials by manufacturing processes) —$1,042,000,000 in 1949 (the first year for which figures are available) and
$2,548,000,000 in 1961 (the most recent report). Nor do economists and statisticians see any major decreases in the future. In fact, in 1962, 54 new factories were opened or announcements of their anticipated openings were made—an increase of six per cent over the previous year.

Probably contributing to some of this increase is the 1.5 million dollar industrial access road fund now available to build roads to company property lines when it's proven an industry will be an appreciable asset to community or state. Operators of hospitals, airports, armories or race tracks need not apply however. Public or semi-public facilities are not eligible, says H. Gordon Blundon, secondary roads engineer and industrial access roads chief.

Actually the access roads fund has more future than it has past. First provided for in 1956 with a one million dollar allocation, it was increased to 1.5 million dollars last year by the General Assembly. Previously, the county and the industry had to pay for the roads with the Highway Commissioner approving the project and the county's paying its share from its annual secondary road allocation. In certain cases, a county could get an increase in its funds for one year and make up the increase by getting decreased funds for the next three years.

Blundon feels that the great upswing in industrial development, with the desire for proper access, will create a demand for additional industrial access funds over and above those currently assigned. Some industries are locating in industrial parks where access roads already serve other factories. However, a great number are locating along existing roads which need improvements to handle the increased traffic. Another factor to be considered is the trend of industry to locate in less populated, non-metropolitan areas of the State. When this happens, an additional burden is placed upon road funds to furnish reasonable access.

Blundon points out that some industries don't even wait for access road funds before locating in the state. Such is the case with the 50 million dollar electric power facility located in Russell County. Plans for this were announced by the company's board of directors with no knowledge that access road funds were available. And the announcement came three years after a study showed the county's total assessed value to be only seven million dollars and mining, the major industry, to be on the wane. The problem now is not the access road; it's all the roads in the county which need to be updated to meet increased usage.

Russell's roads, like all secondary roads, get worked on on a need-use basis and the road that carries only three or four vehicles a week is not going to get priority over one which carries 20,000 cars a day, regardless of who lives down the lane. But like secondary roads in all counties, those in Russell which will receive first attention are the ones which the resident engineer, the board of supervisors and the Highway Commission feel need first priority in the fund allocation for the county.

The secondary roads of the present and future bear little resemblance to those of yesteryear. As recently as the early 1940's, Gen. J. A. Anderson, then
We commend the Virginia Department of Highways for its efforts in construction, maintenance and beautification of the highways of the Old Dominion.

LAIRD'S NURSERIES
SPECIALIZING IN SHADE TREES
3900 West Broad St.
Phone AT 8-2857
RICHMOND, VIRGINIA

CLYDE R. ROYALS, INC.
Asphalt Surfacing
GENERAL OFFICE
Rip Rap Road & Thomas Street
HAMPTON, VIRGINIA
Telephone 722-2546

Plant Locations
HAMPTON, TAPPANNOCK, EASTERN SHORE & GLOUCESTER

To keep production up and costs down rely on equipment sold and serviced by BURRESS—DISTRIBUTOR IN VIRGINIA FOR—
"AIR TRAC® Drill Carrier
GARDNER-DENVER Compressors, Drills, Tools
LIMA Shovels, Cranes, Draglines
H & L Teeth LIMA MADSDEN Asphalt Plants
CHALLENGE Mixers STABILIFT Semi-Dump Trailers

SALES • RENTALS • SERVICE
Let our experienced salesmen help you select the equipment best suited to your needs. Call on us, too, at any time for immediate shipment of repair parts from our large inventory... and for fast, efficient shop or field service day or night by our skilled, factory-trained mechanics.

J. W. BURRESS, INC.
1701 Shenandoah Ave., N.W.
Phone: Diamond 3-1307
ROANOKE, VIRGINIA

"Quarter Century of Dependable Service"
Highway Commissioner, made a comment that became a by-word to progress: "Not a school day lost because of mud." A massive stabilization program began that would enable school buses to reach the big consolidated schools that were replacing the old one-roomers scattered around the countryside.

War's end added more problems for the secondary system. The move to the suburbs reached astronomical heights. People had money to spend and they spent a hunk of it on cars. Farm families joined the move to urban areas. All this meant more traffic on secondary roads around towns and cities and less on the country lane. And it was up to Gordon Blundon's office to try to meet these needs because, except for Henrico and Arlington, all secondary roads located in counties are under state control. This means that whenever a new sub-division opens, the state has new roads to maintain. Residents of these suburbs share one thing with the farmer on the sparsely traveled road. "Everyone wants all-weather surface," Blundon says; but the average farmer doesn't mind a gravel surface, so long as he can get his produce to market. Not so the suburbanite; he wants urban features—hard-surfacing, curb and gutter, storm drains—and these cost money.

The fund situation is such that the secondary roads division must plan for the present, not the future. But some future thinking is going on. Given enough money in the next 12 years—an additional 13.7 million dollars a year—it might be possible to at least catch up and meet four major goals:

1. A hard surface of width and strength adequate for traffic volumes on all roads carrying 50 or more vehicles a day.
2. An all-weather stone or gravel surface on roads carrying 10 to 50 vehicles a day.
3. A light stone or gravel surface on all roads carrying less than 10 vehicles a day.
4. Bridges of less than 10-ton capacity should be brought up to standard.

Some secondary roads of the future have the characteristics of the more sophisticated primary or Interstate System highways—four lanes, divided, limited access. One such road, near Dulles International Airport at Chantilly, already is in use and another is planned in Chesterfield County. Whether they'll remain in the secondary system is open to question, though. They, like some other secondary roads of the past and future, may be incorporated into the primary system. Or the areas in which they are located
may be annexed into cities or some form of metropolitan government be established in the locales, says D. B. Fugate. Then they'd become part of the urban system made up of the streets and highways located in communities of at least 3,500 persons and financed by city, state and Federal funds.

The four-lane divided limited access road is the road of today and tomorrow. The problem is to get an adequate number of miles of these roads. There probably always will be many miles of two-lane secondary roads but their number is diminishing in the primary system and slowly but surely the three-lane highway is passing out of existence. Whenever a highway carries as many as 4,000 vehicles a day, engineers begin thinking in terms of widening it to four-lanes and estimates put this conversion program at approximately 1,000 miles in the next 10 years.

In 1945, the Highway Department published a 20-year plan that has had one unexpected result—engineers are reluctant to do much planning, publicly, beyond 12 or so years. That 1945 study was outdated in just 12 years but not through faulty planning or engineering. Who could foresee that by 1957, automobile registrations and travel rates would have reached the peaks expected in 1965?

Thus, the department now is pushing ahead, trying to meet yesterday's backlog, and today's needs but with an eye on the future. And to help in the planning the department has prepared a 12-year need study that would call for an additional 44.6 million dollars a year to finance construction on primary roads (14.8 million dollars), secondary roads (13.7 million dollars) and urban roads (16.1 million dollars). These amounts, engineers believe, would at least enable the state to meet the demands anticipated by a population increase of 26 per cent, a motor vehicle registration rise of 51 per cent and a travel boost of 72 per cent by 1975.

At present, Virginia is pouring some 75 million dollars a year into the Interstate Highway System but highway department officials warn against thinking this is detracting from primary, secondary or urban construction. Long established formulae assure that the secondary system receives at least one-third of road funds a year and that one-fourth is channeled into the primary system. Indeed, says Fugate, "The Interstate System is providing more relief than it takes away from the normal improvement program. For instance, it's removing the necessity of rebuilding Routes 1 and 11."

Commissioner H. H. Harris asserts:

**TAKE A LOOK AT THE OLD PHOTOS ON THE OPPOSITE PAGE SHOWING THE ERTWHILE ROAD CONSTRUCTION TECHNIQUES AND COMPARE THEM TO THE MODERN SCENES OF TODAY ON THIS PAGE.**

**NOW UNDER CONSTRUCTION, ABOVE, THE INTERCHANGE OF INTERSTATE 81 WITH ROUTE 11, ONE-HALF MILE NORTH-EAST OF ROUTE 636, SOUTHWEST OF BUCHANAN. BELOW, ALSO UNDER CONSTRUCTION AT PRESENT, NEAR THE BOETOURT AND ROANOKE COUNTY LINE, INTERSTATE 81 AND ROUTE 648 UNDERPASS.**

**JUNE 1963**
W. W. Tuck–Son
Highway Construction
VIRGILINA, VA.

L. R. SHULL & SON
Highway Contractors
St. Reg. #5583
Route #6 Phone 886-0327
STAUNTON, VIRGINIA

Helms Concrete Pipe Co., Inc.
Phone: 548-9300
3800 Jefferson Davis Highway
ALEXANDRIA, VIRGINIA

Braddock Construction Company, Inc.
Highway • Public Utilities
Water & Sewer
FAIRFAX, VIRGINIA

J. F. ALLEN COMPANY
Highway Construction
Phone 622-5351
109 Euclid Ave.
CLARKSBURG, W. VA.

THE EMPIRE CONSTRUCTION CO.
Heavy Construction
Va. Reg. No. 262
31 South Calvert St.
BALTIMORE, MARYLAND

M. A. LAYMAN & SONS, INC.
GENERAL CONTRACTORS
Call Harrisonburg 434-3878
744 Massanutten St. Harrisonburg, Va.

MUNICIPAL PAVING CO., Inc.
Asphalt Paving & Grading — Surface Treatment
Parking Areas — Driveways — Subdivisions
Insured and Guaranteed
INDUSTRIAL — RESIDENTIAL
1514 E. Belt Blvd. Phone BE 2-2901
RICHMOND, VIRGINIA
When completed in 1972, the 1,053 mile Interstate System will have cost more than $1,000,000,000. . . .

“We feel that the Interstate System will relieve the primary system of a great amount of traffic.” When completed in 1972, the 1,053 mile system will have cost in excess of one billion dollars of 90 per cent Federal funds and 10 per cent State funds. But it is expected to carry 20 per cent of all the traffic in the state and on some sections, 50 to 75 per cent of the vehicles.

On completion of the system, much of the state money now allocated for Interstate work will be available for primary, secondary and urban systems. Some still will be needed for maintenance of the Interstate System because the Federal government has made no provisions for future upkeep. But, says Harris, “We’d rather the Federal government furnish money for construction than for maintenance.”

While engineers don’t believe the Interstate system will become antiquated in the foreseeable future, they are planning for growth. Extra wide median strips are provided, allowing for additional traffic lanes if required.

The growing tourist industry is being considered too. Plans are being made to have tourist information centers where the Interstate roads cross the state lines to give visitors information about lodgings, restaurant and tourist attractions. These will be needed because all the Interstate System will be limited access, a growing trend in super highway construction.

A corollary to the Interstate System will be a 1,600 mile arterial system of primary roads that will link most communities not directly served by the Interstate. About a third of this is completed and the remainder should be ready by 1972 at a cost of 15 million dollars. But, says Fugate, “Without the arterial system, the full value of the Interstate won’t be known.”

In one respect at least, Virginia is luckier than some states—not too much relocating of state roads is necessary to provide the quickest, straightest connection between localities. “Virginia is fortunate that roads in the beginning were built in traffic corridors and now there’s little need to find new locations, as is happening in many states,” says J. P. Mills, Jr., Highway Department traffic and planning engineer. But the additional 44.6 million dollars a year sought by the department would at least help in bringing roads in existing corridors up to the present and near future needs. For instance, “Route 1 is badly outmoded as far as traffic carried is concerned,” Mills says. And even when Interstate Route 95 is completed and much of the Route 1 traffic switches over to that, work still will be needed on the older highway. And many sections of roads need to be made four-lane around cities.

Engineers are hopeful and confident that the new major highways and improvements of old roads will decrease the accident rate. Control of access on by-passes and the Interstate System means fewer intersections and fewer possibilities for accidents. Separations—intersections in which one road crosses over and another, under, at the meeting point—are known to save lives, time and gas, and are in use in some places, but their extreme cost makes them impractical for all locations. Built-in safety features—easy horizontal and vertical curves, wide shoulders, low grades, adequate pavement widths—are other tries at decreasing accidents. So is trying to

tell the Virginia Story

JUNE 1963 PAGE FIFTEEN
READY-MIX CONCRETE  
"Concrete for Permanence"  
SAND, GRAVEL, CRUSHED STONE  
LYNCHBURG READY-MIX CONCRETE CO., INC.  
Langhorne Rd.  
Dial Lynchburg 845-4504  
LYNCHBURG, VA.  

TRANSIT-MIXED CONCRETE CORP.  
OF STAUNTON  
Phone 886-8480  
Richmond Rd.  
STAUNTON, VA.  

BEDFORD READY-MIX CONCRETE COMPANY, INC.  
Phone 536-8380  
Railroad Ave.  
BEDFORD, VA.  

THE VIA COMPANY, INC.  
AND  
VIA PAVING COMPANY  
RICHMOND, VIRGINIA  
Dedicated to Building Better Highways for Virginia  

ADAMS CONSTRUCTION COMPANY  
SPECIALIZING IN  
ASPHALT SURFACING  
FOR  
HIGHWAYS • AIRPORTS  
PARKING LOTS • DRIVEWAYS  
DI 5-0404  
2725 Roanoke Avenue  
ROANOKE, VIRGINIA  

BISHOP & SETTLE  
CONSTRUCTION COMPANY  
Grading Contractors  
ALBERTA, VIRGINIA
anticipate traffic volume to build the type of highway needed — two-lane, four-lane or four-lane divided.

W. B. Shelton, Highway Department associate traffic engineer in charge of the Accident Study Section, keeps a constant check on location and nature of accidents and watches specifically for engineering defects. The human element is closely considered, too, in planning new or renewal projects. Studies have shown that the accident rate is decreasing, from 18.5 deaths per 100 million vehicle miles in 1938 to 5.3 deaths in 1961. But the death toll continues to climb as travel increases. Shelton believes 125 lives a year will be saved on the Interstate System but he’s also convinced that highway obsolescence is the safety problem to be met, particularly on the secondary roads around cities. Obsolescence, he says, causes 25 to 30 per cent of the accidents.

Smooth-surfacing of all roads isn’t the answer but smoothing out sharp curves, widening lanes and making intersections as simple as possible — good roads, in other words — may hold the key to accident prevention. A plus factor would be some re-education of the public to drive on today’s and tomorrow’s highways. It’s been proven that there are fewer accidents and fewer deaths on the divided highways where median strips are sufficiently wide to prevent head-on crashes. But the accidents that occur usually take more lives, injure more people and do more property damage because high speed is involved.

What about the future? What’s possible from the engineering drawing board after such things as the man-made miracle of tunnels and bridges spanning the 17.5 miles of Chesapeake Bay or triple-decker intersections or four, six or eight-lane highways that send the traveler skimming quickly from one place to another?

Nothing so imposing as the Bay project, says Highway Commissioner Harris, because there’s no other body of water that wide to span. But there may be other bridge-tunnel projects and the 200 million dollar Bay complex being financed by bonds will revert to the state for maintenance in 30 years. The future will see the passing of the last big ferries, too. On completion of the Hopewell bridge, only one large ferry will be in operation and that at the Jamestown-Scotland Wharf. It, too, will be replaced by a bridge in the future.

In Southwest Virginia, there will be the state’s first land tunnels, part of Interstate 77. One will go under Big}

(Continued on page 39)

to tell the Virginia Story
Wilkins Construction Co.

General Contractor

- Highway
- Industrial Building
- Sewer Work

Phone WH 6-6791
Route 1
AMHERST, VA.

EDWIN O'DELL COMPANY

Highway Construction

Specializing in Bridges & Culverts

P. O. Box 1369
Phone 4-1471
PULASKI, VIRGINIA

SISSON & RYAN

Highway Contractors

LANDSCAPING — GRADING

Phone CO 8-2413
P. O. Box 128
SHAWSVILLE, VIRGINIA

CONTRACTORS PAVING COMPANY, INC.

101 Plaza Trail
VIRGINIA BEACH, VIRGINIA

LEE HY PAVING

St. Clair Rd. & C & O Tracks
Phone 643-7336
RICHMOND, VIRGINIA

E. F. BLANKENSHIP COMPANY

General Contractor

SALEM, VIRGINIA
Conserving Historical Resources

• Conservation of natural resources is today a fact of life. Now land-owners are urged to conserve another resource they might find on their lands—evidence of past peoples and activities. This conservation requires only recognizing the evidence and trying not to destroy it. The evidence is usually slight—a low rise of ground marking an Indian burial mound; an old chimney or foundation; or a field yielding many Colonial or Indian relics. Yet the story told by such evidence is the raw material of history.

We know little about the Indians, and there are many gaps in Virginia's early history. Since there is little chance of filling these gaps from written records, we must rely on archeologists to read unwritten records. Too often, though, the evidence has been destroyed by construction work, floods, or relic-hunters. The historian needs the archeologist to find and interpret such evidence, and both need the help of the land-owner.

A land-owner with an archeological site on his land is a steward of history. He can preserve the site for proper study and thus be a worthy steward, or he can permit the site to be destroyed without being studied. Preserving a site intact is the best stewardship. But if a site must be destroyed, the land-owner should notify someone who can examine it, excavate, preserve the evidence, and publish his findings so that future generations can know the site and its story. And this is the type of stewardship we need.

The Virginia State Library is currently making an inventory of archeological remains in Virginia. If a site must be destroyed, the Library's archeologist will try to save some of its information. If you or your employees dig a ditch or foundation, set fence posts, plow, or do anything which opens the soil, be alert for evidence of former human activity. If you find bones, broken dishes, bricks, or other relics, please notify the Virginia State Library, Richmond 19, Virginia. Your site might be the one to fill an important gap in our knowledge.

—Howard A. MacCord, Sr.
Archeologist,
Va. State Library

to tell the Virginia Story

Complete Trout Service
Fresh—Boned—Frozen—Live for Stocking

Trout Fishing!

Season Now Open In
Beautiful Streams and Ponds

Tel. Monterey, Va. HO 8-2980

Virginia Trout Company Inc.
MONTEREY, VIRGINIA'S SWITZERLAND
"THE TROUT CAPITAL OF THE EAST"
Home of ALLEGHANY MOUNTAIN TROUT
For America's Finest Tables

luck QUARRIES

PRODUCERS OF CRUSHED STONE FOR
Road and Asphalt Construction

Serving Virginia From Six Convenient Locations

SUNNYSIDE GRANITE COMPANY, INC.
Richmond, Virginia
BOSCOBEL GRANITE CORPORATION
Richmond, Virginia
FAIRFAX QUARRIES, INCORPORATED
Fairfax, Virginia

CHARLOTTESVILLE
STONE CORPORATION
Charlottesville, Virginia
BURKEVILLE STONE CORPORATION
Burkeville, Virginia
AUGUSTA STONE CORPORATION
Staunton, Virginia

HOME OFFICE
P. O. Box 7218 RICHMOND, VIRGINIA Phone 353-3901

JUNE 1963 PAGE NINETEEN
Official results have been published on pavement performance in the 27-million dollar National Road Test sponsored by the American Association of State Highway Officials.

On 5 traffic loops, under 10 different load and axle arrangements, concrete and asphalt were studied side by side. Constructed in sections, the test pavements were representative of a range of designs.

Results of the test confirm concrete's ability to deliver long-term driving comfort.

Surviving test sections of concrete performed significantly better than asphalt on the four major traffic loops in retaining riding quality as rated by the serviceability index specially developed for the National Road Test.

After two years of traffic and the impact of 1,114,000 loads, most of the surviving concrete still rated "very good" or "good." None of the surviving asphalt rated "very good" and relatively few sections rated "good."

Over a year was given to analyzing the millions of instrument measurements made of the performance of both pavements.

Analysis of final figures leaves no doubt. Concrete gives superior riding performance for pavements of all classes—city streets, roads and Interstate highways.

Write for your free copy of "Pavement Performance in the National Road Test." (U.S. and Canada only.)

Portland Cement Association
1401 State Planters Bldg., Richmond 19, Va.
A national organization to improve and extend the uses of concrete
How the surviving test pavements of the 4 major traffic loops were rated for riding quality by the serviceability index

<table>
<thead>
<tr>
<th>PAVEMENT</th>
<th>LOOP</th>
<th>VERY GOOD</th>
<th>GOOD</th>
<th>FAIR</th>
<th>POOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONCRETE</td>
<td>3</td>
<td>28</td>
<td>6</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>27</td>
<td>5</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>5</td>
<td>35</td>
<td>5</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>40</td>
<td>3</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>7</td>
<td>7</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ASPHALT</td>
<td>3</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>0</td>
<td>3</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>5</td>
<td>0</td>
<td>3</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>0</td>
<td>7</td>
<td>6</td>
<td>2</td>
</tr>
</tbody>
</table>

All data apply to main experiments. There were 56 concrete sections and 60 asphalt sections in the main experiments on Loops 3, 4, 5 and 6. Serviceability index rated pavements on scale from 0 to 5; 0 to 1—very poor, 1 to 2—poor, 2 to 3—fair, 3 to 4—good, 4 to 5—very good. *Poor category above includes only sections above 1.5 at end of test. When sections reached 1.5 they were removed from test.
JOHN TESTER & SON, INC.
General Contractors

ENGLISH CONSTRUCTION COMPANY, INC.
General Contractors
Member
Altavista, Virginia

BOWERS CONSTRUCTION COMPANY
RALEIGH, NORTH CAROLINA

“Builders of Bridges”

BARNHILL CONTRACTING CO., INC.
TARBORO, NORTH CAROLINA
Highway Contractors
Presenting:

ANNUAL ELECTION
OF OFFICERS

to tell the Virginia Story

JUNE 1963
**FALL CROPS**

*Are Finest of the Year*

Many vegetables difficult for the gardener to grow in the spring are easy in the fall. In some cases, this is because of Nature's provision that in the fall they do not go to seed. Try your luck this fall. Follow the chart below.

**TESTED LATE PLANTING CHART**

The following dates have been taken from actual field tests, made by ourselves here in Richmond:

<table>
<thead>
<tr>
<th>Latest Safe Planting Date</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>String Beans, All Varieties</td>
<td>Aug. 20</td>
</tr>
<tr>
<td>Beets, All Varieties</td>
<td>Aug. 15</td>
</tr>
<tr>
<td>Swiss Chard</td>
<td>Aug. 15</td>
</tr>
<tr>
<td>Collards</td>
<td>Aug. 10</td>
</tr>
<tr>
<td>Smooth Kale</td>
<td>Aug. 30</td>
</tr>
<tr>
<td>Curled Kale</td>
<td>Sept. 15</td>
</tr>
<tr>
<td>Lettuce, Wood's Cabbage (head)</td>
<td>Aug. 15</td>
</tr>
<tr>
<td>Lettuce, Grand Rapids (leaf)</td>
<td>Aug. 20</td>
</tr>
<tr>
<td>Mustard, So. Giant Curled</td>
<td>Sept. 1</td>
</tr>
<tr>
<td>Mustard Spinach</td>
<td>Sept. 10</td>
</tr>
<tr>
<td>Radish, Winter</td>
<td>Aug. 15</td>
</tr>
<tr>
<td>Radish, Early</td>
<td>Sept. 1</td>
</tr>
<tr>
<td>Spinach, New Zealand</td>
<td>Aug. 15</td>
</tr>
<tr>
<td>Spinach, Bloomsdale</td>
<td>Dec. 1</td>
</tr>
<tr>
<td>Turnip, Imp. Purple Top White Glove</td>
<td>Aug. 30</td>
</tr>
<tr>
<td>Turnip, Yellow Aberdeen</td>
<td>Aug. 15</td>
</tr>
<tr>
<td>Turnip, Seven Top</td>
<td>Sept. 15</td>
</tr>
<tr>
<td>Chinese Peiisi or Celery Cabbage</td>
<td>Aug. 15</td>
</tr>
</tbody>
</table>

---

T.W. WOOD & SONS
Richmond, Va.

Fifth and Marshall Streets.....Dial Milton 3-3479

11 South 14th Street.............Dial Milton 3-2715
George R. Martin, President of Martin Bros. Contractors, Inc. of Roanoke, will assume the Presidency of the Virginia Branch, Associated General Contractors of America, Inc., on July 1, 1963. Martin was elevated from the position of Vice-President to President-elect at the Association’s Annual Convention in February. Prior to this year, the Virginia Branch Officers and Directors assumed office during the annual convention; however, the 240-member association amended its By-Laws in 1962 so that new Officers and Directors would take office on July 1st of each year.

The new Vice-President will be Fred L. Showalter, Jr. of F. L. Showalter, Inc., Lynchburg, and the Secretary-Treasurer will be Joseph G. Howe, Jr. of Ivy Construction Corporation, Charlottesville.

New Directors scheduled to take office on July

The new President, a native of Roanoke, was graduated from Jefferson County High School, Roanoke, and received his B.S. Degree in Mechanical Engineering from Virginia Polytechnic Institute, Blacksburg. He first joined Martin Bros. Contractors, Inc., a building construction firm, in 1947 and became President in 1956. He is married to the former Miss Mary Elizabeth Brown of Roanoke. They have two children, George R., Jr., now attending Fork Union Military Academy, and Kay, who is attending Roanoke Public School. Martin is a member of the South Roanoke Methodist Church. He is also a member of the Rotary Club, Elks Club, Masons and Shrine, American Legion, Virginia State Chamber of Commerce, and Hidden Valley Country Club.

Fred L. Showalter, Jr. is a native of Lynchburg and received his Bachelor of Science and Master of Science Degrees in Architecture from Virginia Polytechnic Institute, Blacksburg. He is Secretary of F. L. Showalter, Inc., a heavy municipal and utility contracting firm. Showalter is a veteran of World War II and served in the European Theater as a Captain in the 29th Infantry Division. He is on the Board of Directors of the Lynchburg Kiwanis Club. He is married to the former Miss Jane...
Martin and they have three children.

The new Secretary-Treasurer, a native of Wilmington, N. C., was graduated from New Hanover High School, Wilmington, and received his Bachelor of Science Degree in Civil Engineering from The Citadel, Charleston, S. C., in 1949, and his Master of Science Degree in Civil Engineering from the University of Virginia, Charlottesville, in 1952. He is Vice-President of Ivy Construction Corporation, a general building contracting firm, and Treasurer of Ivy Development Corporation of Florida. He is married to the former Miss Margaret Ann Knapp of West Point, and they have three children. He is a member of Christ Episcopal Church of Charlottesville, and a veteran of World War II where he served in the European Theater of Operation. He is a member of the Charlottesville Kiwanis Club, Farmington Country Club, Co-Chairman of the Building Trades Division Community Chest, and on the Board of Directors of the Bellair Association of Charlottesville.
Thompson-Arthur Paving Co., which maintains offices in Greensboro and High Point, N. C. and Danville, Martinsville and South Boston, Va., has just been awarded the National Safety Council's Award of Merit for 1962—climaxing a three-year period during which the firm has received 15 different awards for its outstanding safety record.

And the T & A Trucking Co. of Greensboro, a three-year-old firm in which the owners of Thompson-Arthur maintain an interest, has received five awards for its safety record to date, culminated by the recent announcement that it won over-all first place in its division in the National Safety Council’s 1962 employee safety contest.

The methods these firms use to promote safety, according to Charles H. Shaw, Jr., company industrial relations director, can be applied to practically any industry.

“In the first place,” he said, “safety awards aren’t ‘won.’ They are earned. And they are earned only when the firm, from the janitor to the president, is firmly instilled with a desire to work safely.”

At Thompson-Arthur safety begins with a big sign at the front gate of the company’s executive offices in Greensboro. A green light normally burns on that sign, but it immediately turns red when an accident occurs. This is one of many safety devices which have helped the company compile an impressive number of safety awards.

Thompson-Arthur is a member of the National Safety Council, and of Carolinas Branch, the Associated General Contractors of America, which maintains an active safety program. Shaw is chairman of the association’s N. C. Accident Prevention Committee, and also is a member of the North Carolina Safety Advisory Board.

Governor Albertis S. Harrison, Jr., has urged “the participation of the people of Virginia” in the observance of June Dairy Month in connection with the 27th national observance.

The Governor noted that the dairy industry of Virginia is “one of our leading agricultural segments,” and that the (Continued on page 30)
J. A. WALDER, INC.
INDUSTRIAL, COMMERCIAL
AND
HIGHWAY CONSTRUCTION
2501 Grenoble Road
Phone 282-5164
RICHMOND, VIRGINIA

T. A. LOVING & COMPANY
GOLDSBORO, NORTH CAROLINA
General Contractors
MEMBER: CAROLINAS BRANCH
MEMBER: VIRGINIA ROAD BUILDERS ASSOCIATION

JOHN R. BARB
&
DON W. SHUMAKER,
INC.
Paving Contractors
BRISTOL, VIRGINIA

S. O. JENNINGS
CONSTRUCTION CORP.
Contractors
PUBLIC UTILITIES — WATER & SEWER
FAIRFAX, VIRGINIA

ROANOKE CONCRETE PRODUCTS CO., INC.
CONCRETE PIPE, ALL STANDARD SPECIFICATIONS;
CONCRETE PIPE, LONG LENGTH WITH RUBBER JOINTS;
RIGHT OF WAY MONUMENTS
P. O. Box 1975
ROANOKE, VIRGINIA

OMAN CONSTRUCTION COMPANY
INCORPORATED
General Contractors
P. O. Box 146
NASHVILLE 2, TENN.

Phone AM 9-5601
industry "performs magnificently the vital task of supplying our citizens with the many forms of one of their most basic foods."

Governor Harrison cited the efforts of the dairy industry in improving its products to "protect the health of our people" and stated that these continuing efforts have made the industry a "model of cleanliness and efficiency."

- The State Highway Department has set up a new section to undertake federal highway surveys and inventories of the interstate system under the direction of Donald Lee Eure.

The surveys will permit the Department to evaluate the quality of service and physical characteristics of the interstate system. The section will also compile inventories and prepare studies pertaining to the interstate network.

The services of the new section are now required by the Bureau of Public Roads.

Eure, who eventually will have a staff of eight, was promoted from traffic engineer to associate planning engineer in the Department's Traffic and Planning Division. He joined the Department in 1956 as a traffic technician.

NAMES IN THE NEWS . . . Stuart M. Peorman, manager of the Roanoke District of the Eastern Region of Humble Oil & Refining Co., has joined the Virginia-West Virginia staff with headquarters in Richmond, and assumed the sales responsibilities formerly handled by Graham Pembroke, manager for Esso in Virginia and West Virginia. Peorman is succeeded by Walton L. Huff . . . Moreland H. Smith, formerly president of Peoples Bank of Mount Jackson, has been named executive vice president of the newly formed Colonial National Bank of Alexandria . . . Charles R. Cash has been appointed director and executive vice president of Peoples Bank . . . William R. Frost has been elected assistant cashier of Wythe County National Bank, succeeding Raymond Dodson, who recently accepted a bank position at Richlands.

\[ \text{Drive Carefully — The Life You Save May Be Your Own!} \]

\[ \text{R. L. HOGGE, INC.} \]

Local and Long Distance Hauling

Telephone 356

4th St. West Point, Va.
VACATION READER'S BONUS

ENOUGH TO KEEP A BYRD ALIVE

By Dorothy Ulrich Troubetskoy

Neat's tongue, boiled chine, cold gammon, sturgeon, oysters and cider, pork griskins, souse, lamb's head, cold mutton, broiled shoat or squirrel with asparagus, were some of the dishes which might have been served to anyone who took pot luck at "Westover" while William Byrd II, "Virginia's most polished and ornamental gentleman," was the host.

To his diary, kept in cipher, Byrd confided not only the squabbles and reconciliations with his wife, Lucy, the books he read, his business and political transactions, his losses at cards and temptation by tavern maids, but also day-by-day the things he ate.

Byrd had many fads and fancies about foods which made him exceptionally abstemious for his time. His addiction to milk, hot, cold, boiled or "warm from the cow," was not typical of his contemporaries. For quite a long time he confined himself to a single dish at a meal and usually did not eat as the others at the table. On April 6, 1711 he notes, for instance: "Notwithstanding there were several other dishes I ate nothing but fish for dinner and a little asparagus."

It is a marvel indeed that this versatile, vigorous and ingenious man ever to tell the Virginia Story

FANTASY — Motor Lodge

KILL DEVIL HILLS, N. C. PHONE 441-4921
All new 8-unit, very large completely furnished efficiency apartments
All electric kitchen—completely equipped.
Individual Air-conditioning and Heating Units—Laundry Facilities
Free TV—Wall to Wall Carpet—Large Private Individual Patios
Day-Week—Monthly Rates
BEAUTIFUL PRIVATE BEACH
Directly on the Atlantic Ocean U. S. Highway No. 158 between the 9 and 10 mile posts
3/10 mile south of the U. S. Coast Guard Station.

MARK Raleigh HOTEL

MODERN FURNISHINGS

Most Central Location
Free Parking
Free TV in Rooms
Complete Valet and Room Service
Limousine to All Flights
Conference Rooms
Two Fine Restaurants
Completely Redecorated

9th & Bank St., Richmond
MI 8-8334

THE RALEIGH GRILL

JUNE 1963 PAGE THIRTY-ONE
got time to record the intimate details of daily living on a Tidewater planta-
tion at the beginning of the 18th cen-
tury. Prince of tobacco planters, mem-
ber of the House of Burgesses and of
the Council of State, Agent of the Col-
yon in London, Colonel of the militia
of Charles City and Henrico counties,
nimble in politics, a devourer of litera-
ture in many languages, a student of
law, mathematics and geometry, an
18th century Rationalist with a streak
of superstition, he revealed his private
life without reticence in a cipher which
was strictly off the record. But Byrd
was probably not the type to blush over
its deciphering either. Apparently it
served as a sort of psychological therapy
and he studiously included all the pass-
es he made at chambermaids and the
times he cheated his wife at cards.

One cannot help sympathize with the
sometimes hysterical Lucy, daughter of
a celebrated rake, Daniel Parke, Gover-
nor of the Leeward Isles. She had good
reason for her temper fits. William Byrd
was a thoroughly exasperating as well
as fascinating man.

Diet was a favorite theme of specu-
lation among doctors in London in the
early 18th century and Byrd apparently
absorbed many of the current theories
as he made the rounds of the coffee-
houses there. Back in Virginia, at his
plantation on the James, he could ex-
periment as much as he liked. Inci-
dentially, Dr. George Cheyne’s “Cheyne
on Health” was one of the books in the
splendid library at “Westover.”

Few people would find Byrd’s break-
fast an exhilarating meal, for he “usual-
ly ate milk for breakfast, but the rest
of the company ate meat.” A typical
entry, of February 7, 1709, describes
this ascetic repast:

I rose at 5 o’clock this morning and
read a chapter in Hebrew and 200
verses in Homer’s *Odyssey*. I ate milk
for breakfast. I said my prayers.
Jenny and Eugene were whipped. I
danced my dance. I read law in the
morning and Italian in the afternoon.
I ate tough chicken for dinner.

There are, however, variations, though
Boiling Spring Lakes
ON THE CAROLINA COAST

"The South's Leading Retirement and Recreational Development"

Pictured above is one end of three-mile long Boiling Spring Lake showing the huge dam that was built by the developers during construction of the lake. In all, more than $50$ lakes dot the $14,000$ acre development. To the right is an aerial view of the championship golf course and country club overlooking the lake on South Shore Drive.

AMERICA'S GREATEST REAL ESTATE VALUE!

☆ CHECK THESE FEATURES! ☆

- 50 crystal clear fresh water lakes for fishing, swimming, boating and water skiing
- 8,000 acres for the finest hunting of all kinds of game
- Championship Golf Course • Ultra-modern Country Club
- Resort Motel • Shopping Center • 47 miles of roads • Paved boat ramp
- Community water system and fire hydrants in current building area
- All utilities, including electricity and telephones
- Only 7 minutes from Southport, and the finest salt water fishing on the coast

OUR GOLDEN GUARANTEE

1. All land guaranteed to be high, dry and suitable for home building.
2. Ninety-day inspection money-back guarantee.
3. Life of contract exchange privilege.

Picture all of this in a setting where the best swimming, fishing (fresh or salt water), boating, and hunting on the Atlantic Coast are yours to enjoy. Mild . . . near the ocean, yet out of storm danger . . . quiet, uncrowded, and yet within commuting distance of metropolitan Wilmington.

All this sound too good to be true? Drive down and see Boiling Spring Lakes for yourself this weekend, or send the coupon below.

1/4 ACRE HOMESITES ONLY . . . $395

$10 DOWN MONTH

10% DISCOUNT FOR CASH

(A Division of Reeves Broadcasting and Development Corp.—Listed on the American Stock Exchange)
many are but single entries and they include rice milk, a "dish" or two of tea, occasionally coffee and more often chocolate, hominy, plum cake, fritters, chicken broth, mulled wine, boiled milk with rhubarb, cranberry tart, baked pears, and our own everyday bacon and eggs.

Anyone who has wondered what kept that dynamic individual going strong for seventy years can have an answer—a high protein diet. When Byrd was limiting himself to one dish at dinner, it was nearly always meat or fish—boiled beef most often, but also roast, broiled, "hashed" and dried, hot or cold mutton and lamb, roast or minced veal, pigeon, venison pasty, roast chicken, boiled turkey and oysters, roast rabbit, tripe, red herring, blue wing, part­

prated, salt crab. . . .

Vegetables get far less attention than the meats, but asparagus seems to have been his favorite if frequency of consumption is the criterion. Green peas, artichokes, rhubarb, and "French beans" are others mentioned. On one occasion he wrote that he was "angry for seventy years can have an answer— that dynamic individual going strong that same inexorable cycle we have with us still, from roast beef to cold beef to "hashed beef." The candid diary of William Byrd punctures many delusions of indolent elegance in early Virginia and shows us an era of candlelight vigor and dyspepsia.

The coffee break certainly goes back to Byrd's time, though with him it did not always mean coffee, but the coffeehouse. "I ate some milk and pears," he wrote in Williamsburg July 27, 1711, "and then wrote more letters and some accounts. Then I sealed up my letters and I went to the coffeehouse and made my second breakfast of tea and bread and butter."

Among Byrd's diet projects was that of eating only fruit or berries or something else very light for supper during the summer. Sometimes it was just milk, like breakfast, or milk with strawberries, raspberries, apples or cherries, perhaps "nothing but sallet" or he might report that he "ate some watermelon and two nectarines and drank some canary after them." Muskmelon was another fruit he enjoyed.

The wildness of 18th century Virginia we realize from the variety and frequency of game which was served at "Westover," including blue wing, snipe, sheldrake, venison, wild turkey, squirrel, rabbit, pigeon.

Byrd ate relatively little fried food and that, principally, fritters, bacon and sausage.

That quality and preparation of food sometimes left a good deal to be desired we know from various disgusted confidences in his diary. On July 28, 1709, he complained: "I ate no good dinner because our mutton was spoiled; however I ate some of it." On March 20, 1711, he grumbled: "I made an indifferent dinner this day because Moll had not boiled the bacon half enough" and, again, "Moll spoiled a good plum pudding for which I chastised her."

Down in Williamsburg, Byrd ate roast goose with the Burgesses and "Virginia wine that was tolerable" at Marot's, ate Scotch collops at Wetherburn's, shared roast beet with Commissary Blair, drank coffee with the Governor and dined on tongue and udder, boiled goose with onion sauce, cod sounds (the swimming bladder of the cod), and on roast beef which "had been basted with vinegar to make it tender and good."

Apparently what one ate, like manners and conversation, might give away one's social status. "The boatwright," Byrd noticed, was acquaint to me, sometimes leaving the house and rode away without saying anything." Perhaps because he was more secure in his position, Byrd did not scorn the lowly corn loaf, for he wrote in March 1710: "I said a short prayer and ate milk for breakfast. We took a walk to the mill and then proceeded to the Falls where we ate some milk and pone . . . thence to Falling Creek, where we ate venison for supper."

Roast beef, chicken fricasse, and apple pie sound more modern and familiar to us than cod sounds and udder, but we can feel most akin to Byrd in that same inexorable cycle we have with us still, from roast beef to cold beef to "hashed beef." The candid diary of William Byrd punctures many delusions of indolent elegance in early Virginia and shows us an era of candlelight vigor and dyspepsia.
HIGHWAY BRIEFS

• Stanley V. Munsey, maintenance engineer for the state’s 50,000-mile road system, will retire on July 1 after 42 years of service with the State Highway Department.

W. S. G. Britton, assistant maintenance engineer since 1951, will succeed Munsey in the top position.

John M. Wray, Jr., former associate engineer in the secondary roads division here and now assistant district engineer for the Salem highway district, will be promoted to assistant maintenance engineer.

Munsey came to the central highway office as maintenance engineer in 1954 from Lynchburg, where he had been district engineer for six years.

He has served in various areas and positions with the road agency since his first job as a rodman on a survey party in 1920, when the newly formed state road system consisted of 4,002 miles of the principal highways in the state.

Britton, 50, joined the Department in 1935 after graduating from Virginia Polytechnic Institute in 1934 with a B. S. degree in mechanical engineering. He served as construction inspector, soils engineer and assistant resident engineer in several highway districts and in 1949 was made resident engineer at Bowling Green for the three-county area.

He will now be charged with the maintenance of the 42,347-mile secondary system, the 8,475-mile primary system and the completed portions of the 1,053-mile interstate system, and with supervision over urban streets that receive highway funds for maintenance.

• Highway officials from 17 Latin American countries viewed roads in northern Virginia and visited scenic Skyline Drive last month as one of the highlights of the current Ninth Pan American Highway Congress. Engineers from the Virginia Department of Highways served as tour guides aboard buses that carried more than 300 delegates from convention headquarters in Washington to Big Meadows on Skyline Drive.

Enroute, the delegates inspected portions of Virginia’s new interstate system and stopped for a one-hour tour of Dulles International Airport near Chantilly.

The tour was one of several sightseeing trips arranged for the delegates by the several cooperating government agencies. Future trips will include an inspection of road building equipment at the Army Engineer School, Fort Belvoir.

As part of the Congress the Virginia Highway Department furnished an exhibit for display at the Department of Commerce.

Pan American Congresses are conducted every three years and are held under the auspices of the Organization of American States.

• An analysis of accidents on US Route 11 between Bristol and Abingdon, just completed by the State Highway Department, reveals a sharp decrease in accident severity since special pavement markings were put down in the fall of 1961.

Although traffic increased 1.6 per cent in the following year fatalities dropped 91 per cent, from 11 to one; injuries were down 35 per cent, from 49 to 32, and property damage decreased 36 per cent, from $61,980 to $35,412.

The total number of accidents decreased from 96 in the 12 months prior to the marking to 81 in the 12 months subsequent. The most severe accidents showed the biggest decrease. The rear end and angle type accidents took a sharp jump, however, as predicted.

Concern on the part of the Highway Department and local citizens about the frequency of severe accidents on the three-lane highway spurred the marking project. Traffic engineers said they had been looking for a solution for some time, pending the completion of nearby four-lane, divided Interstate 81.

A unique method for marking the heavily built-up areas was developed. Bristol District Engineer Howard M. Morecock said the center lane of the three-lane highway was reserved for left turns at intersections and at entrances to establishments.
Virginia Academy of Science Awards

- Reports on research concerning topics ranging from oak trees to nematodes to an unidentified poison that can kill a fish in a matter of seconds were heard by the Virginia Academy of Science during its annual meeting in Roanoke on May 1 to 4.

But the report that received the greatest attention concerned statistics and it won for its author the coveted J. Shelton Horsley Research Award, the highest honor the academy can bestow for original research.

The winner is Dr. H. A. David, professor of statistics at Virginia Polytechnic Institute, and his paper was entitled "The Method of Paired Comparisons." This is a subject which even laymen can understand.

In the method, "objects" are compared two at a time, much the same as a person would compare teams in a round robin tournament. The method has interested not only statisticians, but also psychologists, mathematicians and economists.

For instance, if you were a taste tester, or were employed to decide which of several razors would be best to use, your judgment might be affected by your mood, or the perfume used by the lady to your left. Dr. David's method of paired comparisons is designed to take most of the error out of such subjective judgment. The method has infinite application—in personnel rating, in choosing the best garb for soldiers to wear in the south seas, in making any sort of judgment where human fallibility is concerned.

Hundreds of papers were presented before the academy during its session. They were given in ten sections, set up according to the field of science concerned.

The paper on the unidentified poison was delivered by Dr. William S. Woolcott and Dr. Wilton R. Tenney, both of the University of Richmond. Both are biologists.

They made their discovery after visiting a state fish hatchery and learning that fish lifted from one particular spillway died rapidly. They soon discovered that the wall of the spillway was inhabited by Lophopodella carteri, which emits poison when crushed. The workmen's nets were crushing the microscopic organism in removing the fish.

The biologists plan to continue their investigations and hope to identify and isolate the toxin. This, according to Dr. Tenney, "could eventually be of importance in medical research."

(Continued on page 38)
Waynesboro Nurseries

Plant Material for Highway, Community and Home Plantings

Quantity Discounts and Discounts to Contractors

LANDSCAPE CONTRACTING

56-page Planting Guide Catalog in color on request

Phone WHitchell 2-8267
WAYNESBORO — VIRGINIA

Belmont Trap Rock Company, Inc.

PRODUCERS OF CRUSHED STONE

TU 6-2633
Staunton, Virginia

LOCKWOOD BROTHERS INC.

Steel Erection Contractors

HEAVY HAULING • RIGGING CRANE SERVICE

St. Reg. No. 4958
Riprap Road
HAMPTON, VIRGINIA

H. A. NUNN Contractor

VIRGILINA, VIRGINIA
The report concerning oak trees was delivered by William S. Hooks, assistant professor of biology at Randolph-Macon Woman's College, and Alice Racer, a biology major.

The gist of their report: destroy a forest with a few oak trees and you'll probably get a forest of all oak trees in its place. And the change will be rapid and not in a normal sequence. The project leads to a way of predicting the crop of timber in a disturbed area by applying principles which control the root-shoot development.

Nematodes were the subject of two Virginia Polytechnic Institute scientists. They are Paul L. Duke and Lawrence I. Miller. Their report is the first to show knotweed cyst nematode infecting an economic crop (buckwheat).

Although the two scientists have not yet determined whether the nematode will actually reduce field yields of buckwheat, their discovery is expected to touch off an alert of scientists throughout the United States who are concerned with this area. Heretofore, researchers assumed this particular nematode to attack knotweed or smartweed.
The Highway Department is trying to catch up with situations such as this and either replace the old one lane bridges with a two lane bridge or build a second one lane bridge which with the old and the new will dualize the traffic.

Walkers Mountain and the other, a joint Virginia-West Virginia project, will tunnel under the East River Mountain.

There will be greater emphasis placed on primary, secondary and urban roads in the future, too, says Commissioner Harris.

But probably the most striking projects will be in the urban areas where the density of traffic is showing such marked increases. There, special lanes for buses to move suburbanites to and from the city may be built and the median strip may be reserved for rail transportation for commuters. Traffic monitoring systems may be utilized, especially in the Washington and Norfolk areas, with perhaps TV cameras aimed at the roads, constantly checking congested areas so that lanes may be opened or closed as needed. Freeways in urban areas may be a part of the city scene in years to come but Harris would be opposed to marring the beauty of the area with stacked roads. Far better to build two sets of parallel roads, he feels, than to have double-decker highways.

There may be a mass transportation system to meet urban travel demands of the future and more miles of the Interstate Highway System or additional lanes on parts of that to be completed in 1972.

Travelers soon can see how part of the traffic jam of the future may be handled by driving at peak morning and afternoon periods over sections of the Shirley Highway. There, from Springfield to the Potomac River, reversible lanes will be in use—five lanes out from and three into Washington in the late afternoon and five lanes in and three out in the morning. The project of widening the existing four-lanes to eight as expected to be complete in 1966.

The ultimate aim of the Highway Department, as outlined by Commissioner Harris, would provide a road Utopia: "To build on all systems adequate highways, and that means safe from an engineering standpoint, to carry the traffic and meet the traffic needs."

And when will that goal be met? Says Harris, "I don't think it will ever come about." And so the revolution continues.

When the old Downing bridge to the left was built in 1927 at a cost of $440,000.00, it was acclaimed as an engineering feat. Expected to be suitable until 1943, it has done extra duty for 20 years for lack of funds. The new bridge, also to be named after the late congressman Thomas Downing, with total construction coming to $2,530,000 (including $60,000 to dismantle the old bridge) will be of a wider, stronger high level design. With no lift or draw, there will be no road traffic delay due to water traffic below. The old bridge was the first bridge across the Rappahannock River to the Northern Neck. The new one will be completed in May of next year.
E. A. BEVILLE GARAGE
Stony Creek, Virginia
Telephone 2346

SANFORD CONSTRUCTION CO.
BRIDGE CONSTRUCTION
Highway Structures
Phone 775-2225 210 Sycamore St.
SANFORD, NORTH CAROLINA

Service Rental & Construction, Inc.
HIGHWAY - PUBLIC UTILITIES
WATER & SEWER
FAIRFAX, VIRGINIA

PAINTER & MUNDY, INC.
Highway Contractors
PAVING
Plants Located: Elkton and Broadway, Va.
R. F. D. #2 Phone 298-2012
ELKTON, VIRGINIA

GENERAL PAVING CORP.
Highway Contractors
ASPHALT — PAVING
P. O. Box 1120
Fairfax, Virginia
This Law Doesn’t Apply to Me

(Continued from page 5)

Certain laws apply to them, and the most general of these today is the law that governs the driving of automotive vehicles in the cities and on the highways. There is really no reason why persons with a tendency to speed or commit other violations should feel that the laws apply to them.

The great automotive industry spends incalculable sums on designing, producing and distributing machines whose speed potential takes into no account whatsoever the existing laws or the common sense rules of safety, and in the front seat of large cars at eighty miles an hour one has no sensation of going at a dangerous pace. Nor is it practical to patrol the highways or the streets with sufficient troopers or policemen to run down every malefactor. Finally, as the Richmond Times-Dispatch pointed out with the most disheartening statistics, the courts have no interest in either enforcing the laws or punishing offenders. What you have is a condition similar to Prohibition in New York.

Every day in every part of the state those violators unlucky enough to be caught show outrage instead of guilt and use every stratagem to avoid paying the penalty of what, after all, is a crime. A former chief of police in a Virginia city told me he had given up having his men give tickets to speeders and reckless drivers because persons of influence demoralized his force by having the tickets nullified. Every newspaper in Virginia could carry frightening statistics daily, the highway patrol force could be doubled and put to an intensified campaign, individual judges could crack down in their courts—and the results would be infinitesimal. All the efforts would operate against the public attitude.

All psychological studies show that the automotive vehicle strongly affects the individual who operates this machine. Nothing can change this. To drive downtown in any city or twenty-five miles on any highway is to encounter every variety of the character motivation that causes the individual to act on the principle that the law does not apply to him: there is the arrogance of the privileged, the aggressiveness of the underprivileged, the sheer stupid inability to consider consequences of those who want to “get away with it”—whether speeding, passing school buses, not stopping at intersections, or whatever impulse seized the car-operator.

Even when not driving the vehicle, every day after every day there is the
car-operator who leaves his car parked in a no-parking lane of a main thoroughfare, causing time-consuming tie-ups and the time of policemen who have to be specifically allotted to this form of law-breaker. And great is the outrage of those who do not get away with it. "Why, I was only gone five minutes and when I came back my car had been towed away."

People who drive when drinking, no necessarily when drunk, provide an additional hazard, but it is totally without point to single them out, and even to use drunken-driving as another reason for prohibiting the sale of alcoholic beverages before meals in public places.

The drunken driver has not taken two cocktails before a good meal in a downtown hotel or restaurant. He has drunk from a bottle, or where liquor is poured lavishly at parties. At a dollar a drink before meals, the glow just comes too high; nor does a heavy dinner on top of a few ounces of alcohol stir the blood for feats of wild driving across the countryside.

The association of drinking and dangerous driving is an example of prohibitionists following their own crusade. Poor judgment and impaired reflexes come from many other causes besides the intake of alcohol, and, while that can not be minimized in relation to driving (not in relation to alcohol in public places), the guilty element is the machine itself—and the attitude it promotes in its owners.

Drivers will never assume personal responsibility for their acts with an automotive vehicle. Nor will committees ever come up with any answer.

The only course is a complete change of the law, making punishment mandatory for criminal offenses committed with an automobile. Any deliberate infraction should carry not only a convincing fine, but make the infractor a first offender in a legal code which carries one year's loss of license for a second offense; with this, driving after a revoked license should constitute a felony for which the offender serves time. A third offense would mean permanent loss of license. When some public official has the imperviousness to political consequences to do this, accompanied by a network of radar traps all over the state, people will respect the law because they fear it.

Until some authority possesses the cold courage to enact a legislation of this type, everything is just skirting on the surface of the problem of a slaughter on the highways. For nothing except fear of the law will affect the attitude of people who feel that laws of driving do not apply to them.

Clifford Counsel
It has been our pleasure to help in the building of VIRGINIA'S FINE HIGHWAY SYSTEM and we look to the future as we help build the ROADS OF TOMORROW—TODAY!

SAM FINLEY, INC.
Contractors
All Types of Asphalt Paving
Virginia State Registration No. 896
ROANOKE, VIRGINIA
ATLANTA, GEORGIA
Asphalt pavements increase the road-building tax dollars collected by your state and help them to go further!

For the state and county road-builder, modern DEEP-STRENGTH Asphalt pavements offer two important financial advantages.

First, because Asphalt construction can cut original pavement costs as much as 50%, they help to stretch road-building tax dollars—allow more miles of wider, safer roads to be built for the same amount of money. And Asphalt pavement's lower annual cost, including maintenance, means additional dollars saved which can be applied to road construction and improvement as well.

Second, Asphalt pavements help to increase the number of road-building tax dollars collected, without increasing taxes. More paved road miles, built better and faster with Asphalt, will mean more motorists traveling more miles a year. And every extra gallon of gasoline they consume means more tax revenue collected for your annual road-building budget.

In addition, modern DEEP-STRENGTH Asphalt pavements have other advantages for the highway engineer. Asphalt bases are stronger—up to twice as effective as cement-treated bases, according to the recently completed AASHO Road Test. Asphalt pavements are water- and frost-resistant, and are not harmed by de-icing chemicals. Asphalt surfaces are also quieter and smoother-riding, with higher skid resistance. And traffic stripes are more visible, day or night, rain or shine, to give you greater road safety.

All in all, the facts add up to this: inch-for-inch and dollar-for-dollar, DEEP-STRENGTH Asphalt pavements are your soundest road investment.
Frame can be furnished as equal leg, continuous fin, flange, strap anchor, or any combination of these accessories to fit any conceivable type of construction requirement. For detailed information, specifications or product presentation, write our Sales Engineering Division today.
New DEEP-STRENGTH Asphalt pavements give you better, safer streets!

For all road and street traffic Asphalt-base pavements now proved superior

There is big news for the city and county road-builder out of the recently completed AASHO Road Test.

Official results now prove that Asphalt bases are up to two times as effective as cement-treated bases for road and street construction. Also, Asphalt bases are up to three times as effective as granular bases. (Specific loads and performance ratios may be obtained by reference to the accompanying chart.)

In addition, the AASHO Road Test showed that Asphalt pavement had a higher skid resistance at both the beginning and the end of the test.

For city and county engineers this means that new multi-layer Deep-Strength Asphalt pavement ... Asphalt surface on Asphalt base ... will provide safer, stronger and more durable streets. It means greater economy as well, for not only do Deep-Strength Asphalt pavements save up to 50% in construction costs, they also have a lower annual cost, including maintenance.

Further, Deep-Strength Asphalt-base pavements have many other advantages for roads and streets. They can be built easier and faster. They are water- and frost-resistant and are not harmed by de-icing salts. Snow and ice melt faster on Asphalt surfaces.

Asphalt pavements are also easier to open up and close for necessary sub-surface utility construction or repair. Traffic stripes are more visible in any weather, day or night, for greater driving safety. And Asphalt surfaces are quieter and smoother-riding with no annoying thump-thump-thump.

Taken together, the facts add up to this: inch-for-inch and dollar-for-dollar, new Deep-Strength Asphalt pavement is your soundest investment for road and street construction.

THE ASPHALT INSTITUTE
1901 PENNSYLVANIA AVENUE, N. W., WASHINGTON, D. C.

Chart based on data in Highway Research Board Special Report 61 E shows greater effectiveness of Asphalt bases in terms of relative pavement thickness to support typical axle loads (12 kips = 12,000 pounds).
New Addition

Here's a solution to the space problem faced by many of today's growing families. Build with brick — from the first family of brick products.

You'll be amazed at the economical practicality of expanding present homes with brick. You'll be delighted when you discover, as so many others have, that Boren, Kendrick and Broad River offer a wide variety of brick colored to your specification. The blend with those in the present home is perfect.

Brick makes it simple to add new living space to present homes. Or, for those in the market for a new home, the first family has one of the widest selections of colors, textures, sizes and shapes in the U.S.A.

Remember . . . for brick that says "Welcome Home" — now and forever, specify Boren, Kendrick, Broad River. Brick that's crafted with pride, fired with beauty!

Divisions of Boren Clay Products Company, Pleasant Garden, N.C.
Is There A Doctor for Society in the House?

For some while it has seemed pointless to add to the volume of, mostly repetitive, words written about the sociological problem of the Negro in American society. But the present drift shows an apparently irreconcilable division in attitudes on the subject which is an alarming re-run of the clash between extremists that resulted in the violent and unsatisfactory method of the Negro's freedom from slave status.

We have in the North and the South today the conservative who is trying to take a rational, humanistic, comprehensive view of all aspects of the tangled problem. This group fails, both by its action and its philosophy, to attract any considerable national attention or to influence the large masses that seem responsive only to sensational headlines.

In the Lower South, as illustrated in Alabama and Mississippi, we have the die-hard segregationists who are determined at all hazards to resist any change in their social structure. Our Attorney-General, who seems to have become something like Executive President in Charge of Integration, found Alabama to be "like a foreign land." It never occurs to the likes of Mr. Robert Kennedy to realize that his region might seem like a foreign land to Alabamians, and the die-hard segregationists who are determined at all hazards to resist any change.

The ways of the Arizona desert are not like the ways on the Maine coast, nor are the ways of Los Angelinos similar to those of old-line Philadelphians. It is a country of vast diversities, and it would be inconceivable to ask a hot-country cowboy to think, feel, and act like a New England fisherman, or a woodsman of the Northwest to trade places with an Ivy Leagueved vestryman of a Fifth Avenue church. Every human attitude is conditioned by its own society. As was said by anthropologist Franz Boas, "It is felt more and more that hardly any trait of culture can be understood when taken out of its general setting."

The re-emergence of the long slumbering dilemma has been caused by a repeat of the mistakes of the past—playing politics with the Negro population. Learning nothing from the past, the Kennedys acted on the assumption that in wooing the Negro they had a safe campaign issue. In implementing Negro demands in the violent and unsatisfactory method of the Negro's freedom from slave status.

The first remedy, of course, was more civil rights legislation, accompanied by the sudden awakening of the Head Kennedy that the Negro's condition presented a moral issue for everybody. This was news! Just as he was going to banish sickness and insure every one prosperity forever, the moral attitude of every one should be changed the next day. Presto, from Fifth Avenue to San Antonio, all moral climates should change. (Continued on page 69)
Virginia Chapter

At the Virginia Chapter AIA meeting at the Infirmary Resort in Staunton there was a good meeting. The fathers were present in addition to the members of the chapter. The meeting was held in a comfortable room and the refreshments were excellent.

Spending time together at the meeting was a great way to bond and discuss important matters. Thanks to the hospitality of the resort, the meeting was a success. We look forward to the next meeting and continuing our work as a chapter.
The program offered a thorough and informative insight into some of the opportunities available to Virginia architects in the field of industrial development. D'Earcy P. Davis, Jr. served as program chairman.

Activities began on Thursday with the executive committee meeting and the president's reception. Following scheduled committee meetings on Friday morning, the professional seminar got under way after a Buffet Luncheon. Chairman Davis moderated the Seminar and introduced Mayor Lewis Knowles who welcomed the architects on behalf of the City of Staunton.

The first speaker on the panel, which had as its theme "The Architect in Industrial Development," was Joseph G. Hamrick, Director of Industrial Development for the State of Virginia, who solicited the aid of architects in getting proper industry to settle in Virginia. He stated that Industry is fast becoming a major factor in our economy, ranking with agriculture and tourism and cited some of Virginia's assets and liabilities.

General Alfred B. Denniston of the Governor's Staff for Industrial Development presented some of the "Helps Available to Architects." He explained the programs and brochures which have been designed to aid a community in evaluating its assets and liabilities, and presented information about forthcoming Community Workshops to be held at VPI during June and July.

First-hand accounts of problems faced by a community in a program of industrial development were related by the Honorable John O. Marsh, Jr., member of the House of Representatives from the Seventh Virginia District. He recalled some "learning by doing" experiences in his first attempts at getting industry to settle in Strasburg, Va. and stressed the need of professional leadership for determining and presenting the assets and liabilities of a community.

Plant Material for Highway, Community Planting Projects and Housing Developments

QUANTITY DISCOUNTS & DISCOUNTS TO CONTRACTORS
FLOWERING TREES — SHADE TREES
EVERGREENS — FLOWERING SHRUBS
Vines, Ground Covers, Spring Flowering Bulbs
Ask for Free Copy 56-Page Planting Guide in Color

WAYNESBORO NURSERIES
WAYNESBORO, VIRGINIA

STEEL ON THE JOB
Wire mesh—Steeltex—"L & J" Series Steel Joists—Concrete Reinforcing Bars. If it's steel, we've got it. You'll find Virginia Steel speeding up jobs . . . cutting costs . . . building permanence in Virginia's most outstanding industrial and commercial projects. Virginia Steel meets the most rigid specifications, fills the most exacting requirements. And Virginia Steel is on the job—when and where you want it.

VIRGINIA STEEL DIVISION
Bethlehem Steel Company (Incorporated)
SALES OFFICES
- Richmond, Va. • North Miami, Fla. • Jacksonville, Fla.
- Charlotte, N. C. • Fort Lauderdale, Fl. • Atlanta, Ga. • Columbia, S. C.
Good ceramic tile is not enough for Mid-State. This is why research by Mid-State engineers and technicians continually seeks new ways to provide you with even better products. This progressive action has rapidly made Mid-State a leader in the manufacture of ceramic tile. To learn more, request our color brochure or a call from your Mid-State representative.

New plant location from the viewpoint of Industry was analyzed by James A. Babcock, Manager of Westinghouse Headquarters Manufacturing Planning of Pittsburgh. He gave some of the factors which determined the location of the Westinghouse plant in Staunton and listed some which are customarily sought out: availability of skilled labor without undue competition with other industries, a good business climate, local trade schools, good living conditions, good schools and a stable tax structure.

Adrian Sonn, member of the Rockingham Development Corporation Board of Directors, recalled that in setting up the Development Corporation with men from industry and business, the potential or nature of the architect was completely overlooked. Architects were urged to be more active on the community level in programs designed to encourage community and financial growth.

The banquet was held on Friday evening, after which special chapter citations were presented to Chapter Member Clarence B. Kearfott for outstanding service to the Chapter, to Chapter Member Louie L. Scribner for outstanding service in civic affairs and to Grover C. Stone for outstanding service to the Architectural Profession in the field of architectural delineation.

(Continued on page 10)
Time-saving tip

When the work load is heavy, let your finger tip and your phone get things done faster, with greater efficiency. The more you do by phone, the more valuable it becomes. Use yours for all it's worth!

The Clover Leaf Shopping Center is one of many construction projects using our ready mixed concrete.

Superior Concrete, Inc.
Ready Mixed Concrete

Phone 434-9359
454 South High Street
Harrisonburg, Virginia

The Clover Leaf Shopping Center is one of many construction projects using our ready mixed concrete.

Superior Concrete, Inc.
Ready Mixed Concrete

Phone 434-9359
454 South High Street
Harrisonburg, Virginia

Superior Concrete, Inc.
Ready Mixed Concrete

Phone 434-9359
454 South High Street
Harrisonburg, Virginia
Membership Certificates were presented to new Corporate and Associate members, and the winners of the 1963 Solite Awards from VPI and UVA were recognized.

The banquet speaker was “Dr.” Earl Gilbert of “Eola College, Eola, Michigan,” who delighted everyone with his observations on (among other things) bird-watching. Dancing followed with music by the Royal Virginians.

A Chapter Business Session was held Saturday morning.

President Owen presented important highlights of the recent Miami Convention and information relative to the forthcoming competition for a new Headquarters Building adjacent to the Octagon.

Chapter endorsement was given to a resolution of the Governor’s Advisory Research Committee on School Buildings, recommending exceptions in classroom window area requirements for research purposes.

Announcement was made of plans for the Chapter’s Fall 1963 Meeting to be held in Annapolis, Maryland, concurrent with the Regional Conference on Design on October 17-19. The Winter Annual 1964 Meeting will be held in Richmond on January 30, February 1 and 2, 1964 and will be the first meeting of the Golden Anniversary Year.

A tour of the local Westinghouse plant concluded the spring meeting.
HARRY S. CRUICKSHANK
Born in Providence, Rhode Island on August 8, 1933, he graduated from the Rhode Island School of Design with a B.S. in Architecture in 1956. In 1958, he received a Master of Fine Arts in Architecture Degree from Princeton University. He has been with Ben R. Johns, Jr. in Richmond since February, 1959.

PHIPPS WORTH LUNDY
With Smithey and Boynton in Roanoke since October, 1956, Lundy was born in Graham, Texas on June 17, 1933. He obtained a diploma from the Augusta Military Academy at Fort Defiance, Virginia in 1950, and later attended Virginia Polytechnic Institute for one year.

GEORGE REVELL MICHAEL, JR.
A native of Baltimore, he was born November 24, 1931, and graduated from high school in Parksley, Virginia. After receiving a B.A. Degree from William and Mary in 1954 and serving two years with the Armed Forces, he entered the University of Virginia and earned a Bachelor of Architecture Degree in 1962. While in school, Michael worked as a draftsman with Milton L. Grigg, and he currently resides in Alexandria.

(Continued on page 12)
FLETCHER FORT RUSH

A native of Bessemer, Alabama where he was born May 25, 1928, Rush graduated from the Junior College of Augusta, Georgia in 1947, and received a Bachelor of Architecture Degree from Alabama Polytechnic Institute at Auburn in 1951. He has been with Hayes, Seay, Mattern and Mattern in Roanoke since April, 1958, first as a draftsman, currently as assistant department head.

KIRIL A. TOSCHEFF

A native of Lom, Bulgaria where he was born March 31, 1922, he graduated from high school there in 1940, and entered the Technical University at Vienna, Austria where he spent two years in architectural training. After three years at the Technical University at Karlsruhe, West Germany, he received an architect's certificate in 1945, and spent the next three years on the teaching staff there before going into business for himself. Since immigrating to this country twelve years ago, he has worked with architects in St. Paul, Minnesota, and since last October has been with the U. S. Army Corps of Engineers in Norfolk.

(Continued on page 14)
<table>
<thead>
<tr>
<th>Company Name</th>
<th>Address</th>
<th>Phone</th>
<th>Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>W. A. THOMPSON</td>
<td>1025 Randolph St. WILLIAMSBURG, VIRGINIA</td>
<td>CA 9-3455</td>
<td>General Building Contractor</td>
</tr>
<tr>
<td>TOM JONES HARDWARE COMPANY</td>
<td>1515 West Broad Street RICHMOND, VIRGINIA</td>
<td></td>
<td>Agents for Sargents Hardware</td>
</tr>
<tr>
<td>CROSS ELECTRIC CO., INC.</td>
<td>1402 Aspen St. NW ROANOKE, VIRGINIA</td>
<td>342-4182</td>
<td>Electrical Contractors: C &amp; P Office Building</td>
</tr>
<tr>
<td>D &amp; M CONCRETE SPECIALTIES</td>
<td></td>
<td></td>
<td>Septic Tanks—Drain Tile Parking Blocks</td>
</tr>
<tr>
<td>Hardware suppliers for Portsmouth Gas Co.</td>
<td>Page 51</td>
<td></td>
<td>Precast Concrete Steps</td>
</tr>
<tr>
<td>M. D. KNOX CONSTRUCTION CO.</td>
<td>106 E. Atlantic St. EMporia, VIRGINIA</td>
<td>4-2425</td>
<td>Masonry Contractor</td>
</tr>
<tr>
<td>W. F. HOY</td>
<td>729 Richmond Avenue STAUNTON, VIRGINIA</td>
<td>6-2205</td>
<td>Lathing &amp; Plastering Contractor</td>
</tr>
<tr>
<td>H. H. ROBERTSON COMPANY</td>
<td>2400 Farmers Bank Building PITTSBURGH 22, PA.</td>
<td></td>
<td>Roof Deck Suppliers for the New Hermitage in Northern Virginia</td>
</tr>
<tr>
<td>CROSS ELECTRIC CO., INC.</td>
<td></td>
<td></td>
<td>Commercial—Industrial</td>
</tr>
<tr>
<td>M. D. KNOX CONSTRUCTION CO.</td>
<td></td>
<td></td>
<td>Masonry Contractor</td>
</tr>
<tr>
<td>D &amp; M CONCRETE SPECIALTIES</td>
<td></td>
<td></td>
<td>Commercial—Industrial</td>
</tr>
<tr>
<td>H. H. ROBERTSON COMPANY</td>
<td></td>
<td></td>
<td>Masonry Contractor</td>
</tr>
</tbody>
</table>

**Robertson Q-Deck**

We are proud to have been the roof deck suppliers for the New Hermitage in Northern Virginia featured on page 24.
CARROLL DABNEY WILSON, JR.

After attending high schools in four different states, Wilson earned his diploma in Merchantsville, New Jersey in 1950. A native of Roanoke, where he was born February 3, 1932, he graduated from Virginia Polytechnic Institute with a B.S. in Building Design in 1960. Since June, 1958 he has been an architectural draftsman with Smither & Boynton in Roanoke.

richmond section officers

- The following officers were installed at the last meeting of the Richmond Section:
  - HUBERT L. JONES, President
  - G. RICHARD BROWN, Vice President
  - WILLIAM W. MOSELEY, Secretary
  - ROSCOE E. PUCKETT, Treasurer

tidewater architects

- Tidewater, Virginia, stands today on the threshold to radical change. The impact of the Chesapeake Bay Bridge Tunnel, scheduled for completion in 1964, appears to hold the promise of a great metropolitan empire springing up around the world's largest harbor, Hampton Roads.

Tidewater's architects will fall heir to much of the planning for schools, libraries, professional buildings, stores, homes, hotels and motels to accommodate the indicated population explosion in the area.

The June exhibition of the Tidewater Section, Virginia Chapter, A.I.A., entitiled "Tidewater Architecture, '63", is not only a glimpse into the Tidewater future, but a look at what has been going on, or rather up, in the last year or so.

The casual visitor walking the maze of panels of architectural elevations, floor plans, photographs, renderings, and models, develops comment like "modern" or "sleek" or "open", and certainly the exhibition capsules a contemporary approach to recent and current architectural design in the Hampton Roads area.

The same visitor, however, cannot come away from his quick cross-section trip without a realization that the architects, whether designing a hospital or a home, are more and more concerned with the freedom and comfort of its user.

Light and space use are quickly realized in a glance down a group of panels such as those prepared by the firm of Lublin, McGaughy and Associates to show their concept of the new Kirn Memorial Library in downtown

(Continued on page 16)
WESTBROOK ELEVATORS

- Passenger Elevators
- Residence Elevators
- Freight Elevators
- Dumb Waiters

"Many hundreds of WESTBROOK ELEVATORS in use throughout the South"

WESTBROOK Elevator Mfg. Co., Inc.

Factory & Office
410 Spring Street
Danville, Virginia
SWift 2-7234

Branch Office
2015 Roane St.
RICHLAND, VIRGINIA
MI 8-5394

J. H. Cothran Co., Inc.
PLUMBING, HEATING & VENTILATING CONTRACTORS

P. O. Box 306
Phone FOrest 9-4776

ALTAVISTA,
VIRGINIA

William H. White, Jr., Inc.
Plumbing, Heating, Air Conditioning, and Process Piping

2506 W. Cary St.
Phone ELgin 5-4388

RICHMOND, VA.
Mechanical Contractor for the new Virginia Employment Commission Building, featured on page 22

VALLEY ROOFING CORPORATION
Roofing and Sheet Metal Contractors
COMMERCIAL AND INDUSTRIAL

2745 Shenandoah Ave., N.W.
Phone Diamond 3-1728
ROANOKE, VIRGINIA

Roofing contractor for the new Modine Manufacturing Co. Page 29

Eastern Building Supply Company
Richmond—MI 8-0992
Norfolk—MA 2-5840

Face Brick—All Types

GLAZED STRUCTURAL FACING TILE

JOHNS-MANVILLE COLORLITH
Window Sills and Stools

We are proud to have had the opportunity to supply the Savio Italian Glass Mosaic Tile for Joseph Ney's, Page 28.

the Virginia Story

AUGUST 1963

 PAGE FIFTEEN
The 40 year old, 250 ft. high chimney of the Continental Can Co., Hopewell, was repaired, after damage by hurricane, by pouring a 5" thick reinforced concrete shell around the entire exterior surface. Work performed while chimney was operating.

Another photograph shows a group of elementary school children happily at play in a sunny and spacious interior courtyard deep within the complex of the school plant designed by Oliver and Smith.

Physically, the exhibition is attractive. It is sparked by a variety of presentation media on 40" x 8' multicolored panels fixed to the Museum ceiling by telescoping, vacuum-capped poles.

An example of one architect's presentation (Tidewater A.I.A. section President, Sol William Cohen) offers two panels. A partially-painted, stripped wood section holds a floor plan raised and viewed through clear, orange-tinted plastic with a printed description of the A. Jay Dunning residence. The description gives price, physical aspects, and such pertinent paragraphs as:

"The major economy lies in the roof construction which consists simply of rafters, held to the minimum pitch at which three tab shingles could be applied and plastered underneath, thus forming cathedral ceilings in all spaces."

Directly below is a scale model of the Dunning residence encased in plastic.

Adjacent is another panel showing another residence by the same architect, consisting of mounted color photos of exterior and interior and again, an actual floor plan, below orange plastic.

In five panels, Lublin McGaughy & Associates show floor plans and photos of the Western Branch Baptist Church. Side-by-side photos show the church as it looks in the mid-day sun and by night, with dramatic lighting effects on three crosses which tower over the building.

Architect Melvin Spence mounted his elevations on actual blueprints, dry-mounted on a 40" x 40" panel.

Mills, Petticord, and Mills show not only the finished model execution for the Holton Arms School at Bethesda, Md., but also preliminary drawings for the school.

An architectural exhibition, like an industrial exhibition, has a hard time escaping the time-worn comment: "What'll they think of next?"
Pool Equipment Corp.
Everything for Swimming Pools
DISTRIBUTORS — DESIGNERS
DUpont 9-3388
Lee Highway
SALEM, VA.
Suppliers of pool equipment for Stonegate Swim & Tennis Club, Featured on Page 42.

REDFORD BRICK COMPANY
Brick Makers
IN RICHMOND
SINCE 1871
Dial BE 2-6786
12th & Maury Sts.
RICHMOND, VIRGINIA

DIETRICH BROTHERS, INC.
STRUCTURAL STEEL
Fabricated and Plain Steel
STEEL-GRATING
REINFORCING BARS
STEEL MESH
Phone HO 7-9700
2700 Loch Raven Road
BALTIMORE 13, MD.
Structural steel suppliers for the new St. Thomas More Church, page 27.

GALAX PLUMBING AND HEATING CO., INC.
PLUMBING AND HEATING CONTRACTORS
Commercial — Residential Industrial
BELMONT ApPLIANCES
Route 89, Box 278
GALAX, VA.
Subcontractors: plumbing, heating and ventilating for—
- Oak Hill Academy Dining Room, page 26
- Marion Primary School, page 46
- Rural Retreat High School, page 46

INNAMORATO & PAVONE COMPANY
Masonry Contractors
St. Reg. No. 3755
“Specializing in Church & School Construction”
Phone OV 3-3080
414 E. Windsor Ave.
ALEXANDRIA, VIRGINIA
Masonry Contractors: Ravensworth Elementary School, Page 45

RITE TILE CO.
Tile
Marble
Terrazzo
Phone Midway 7-5641
Roanoke Road

JOHN C. MANOS
Representing
DAY-BRITE LIGHTING
OMEGA LIGHTING, INC.
RAMBUSCH DECORATING CO.
Phone 774-1200
P. O. Box 4307
ROANOKE, VIRGINIA
DAY-BRITE lighting fixtures for Ferrum Elementary School, page 32

HARRISONBURG, VA.
Plumbing, Heating, Air Conditioning and Ventilating Contractor for Joseph Ney’s, Featured on page 28.

KELVINATOR APPLIANCES
BELMONT ApPLIANCES
Route 89, Box 278
GALAX, VA.
NEW

Classic tapered aluminum post 149-S. Sculptured pattern shown. Available with a plain surface or inlaid natural wood.

Complete catalogue of railings and grilles available upon request.

Permanent display - Architects Building, 101 Park Ave., New York, N.Y.
This building houses the department of Physics, Business Administration and Mathematics. The basic plan of this building is a central lecture hall flanked by two classroom wings with their supporting faculty offices and related spaces forming a link building. The lecture hall has a step floor affording good vision for demonstration work and visual aid presentations. A second story cat-walk over the demonstration table permits large mock-ups and experimental displays to be viewed by 100% of the class.

Air-conditioning and heating facilities are housed in a 3-story mechanical space centered in the link portion of the building. The future air-conditioning of the classrooms is provided for at this time.

Three specialized physics lab rooms have a complete high voltage electrical system fed in under floor ducts to each pupil station island. Flexibility of these spaces is achieved by the positioning of the service islands for moveable furnishings.

The structural frame is poured in place reinforced concrete, with a prestressed concrete double tee floor system. Overhangs at the exterior windows are concrete canopies poured as a part of the structural system.

The dominant exterior feature of the building is the landscaped student court between the classroom wings at the lecture hall. Here generous benches afford the students a chance to relax and meet their friends during class breaks. The mall facade features balcony entrances complementing the neighboring buildings. Basic exterior materials are red face brick, cream solar screen walls, blue tile window spandrels and white mosaic cast stone facing.

Reid & Hope, Suffolk, were general contractors, with the following Norfolk subcontractors and suppliers:


Foundations, windows and carpentry work was by the general contractor.
The plan of this church centers about the nave and chancel. The chapel, parish hall classrooms and utilities surround the church on three sides. This feature allows one to enter either end of the nave within the building proper. The parish hall and chapel balance each side of the portico entrance to the church, and can be opened to the congregation without entering the nave or classrooms.

The nave is entered under a balcony choir loft and follows the basic form of the early Christian churches with the dominant space over 30 ft. in height and low ceiling over the side aisles. The main feature of the chancel is the free standing altar with its continuous communion rail on all sides, thus affording a more intimate communion service. All church furniture and furnishings are done in a natural cherry finish with reredos wall in a white mosaic stone panel, accenting the suspended church cross over the altar.

The future development will extend the two flanking classroom sides to the rear of the building with a larger parish hall centered between them directly behind the chancel. The present parish hall will then be used for a fellowship hall.

The exterior of the building is highlighted by cast stone screen walls in front of the chapel and parish hall.

W. B. Meredith II, Inc., Norfolk, was general contractor with the following subcontractors and suppliers:


Acme Glass Service, glazing; Burgess Brothers, Portsmouth, painting; Hampshire Corp., acoustical tile; A. D. Stowe, plaster; Ferrell Linoleum and Tile Co., Inc., terrazzo, ceramic tile; Ajax Co., Inc., resilient tile; Elliot & Co., Inc., millwork; Roanoke Engineering Sales Co., Roanoke, steel doors and bucks; Tuck & Kendall, Inc., lighting fixtures, electrical work; W. C. Osborne Plumbing & Heating, Portsmouth, plumbing fixtures, plumbing, heating, ventilating.

The general contractor did the work on foundations, concrete, and carpentry. All are Norfolk firms unless otherwise noted.

architects: OLIVER & SMITH

engineering:
mechanical and electrical—HERBERT L. BREGMAN
structural—FRAIOLI—BLUM—YESSELMAN

general contractor:
W. B. MEREDITH, II, INC.
• The Virginia Employment Commission has recently occupied its new four story headquarters building in downtown Richmond.

Designed by Carneal & Johnston, Architects, the 127 by 148 foot rectangular building is located at 7th and Main Streets. Strikingly clean and modern in appearance, the building's principal facade is composed of window wall sections surrounded by limestone and forming six large panels. The granite base slopes due to the grade of the street and provides for two planting terraces, one of them surrounding the twin flagpoles, adjacent to the Main Street entrance.

Interior partitions of the building are of masonry block with ceramic tile and vinyl finish. The roof is built-up, the windows are of aluminum and the floors are of terrazzo and tile.

Adjacent to the building at the rear toward Cary Street is a parking deck for the building's occupants.

The entrance and elevator lobby is finely detailed in marble with terrazzo floors as shown below. The building contains a complete data processing section with appropriate computers to carry on the commission's work, as shown in the photo accompanying this article.
MODINE PLANT
IN
BUENA VISTA

WILEY & WILSON
Architects - Engineers

N. C. MONROE CONSTRUCTION CO.
General Contractors

To meet its need of a manufacturing outlet for the eastern area of the country, the Modine Manufacturing Company of Racine, Wisconsin selected a plant site in Buena Vista. The site is located within the limits of Buena Vista on the north side of Magnolia Avenue with the entrance at 13th Street. This site was the former location of the old Leas & McVitty plant.

The new Modine plant is composed of a large one-story manufacturing and warehouse area with 18 and 25 feet height clearances, the higher allowing for a traveling crane in the heavy press area and a phosphate finishing mezzanine area above the welding operations. The property is adjacent to the Norfolk & Western Railway and a rail spur extends through a two-bay wing on the north side for inside unloading of sheet metal materials by means of the traveling crane.

Indicated by the perspective are the south and east low one-story wing areas which compose the general administrative offices on the south and the employee entrance, locker rooms and wash rooms, and a paper carton storage area, on the east.

These various floor areas total approximately 102,600 square feet including cribbage and mechanical equipment mezzanines in the manufacturing areas. The site extends to the west sufficiently to allow in the future, for two more construction stages of 100,000 square feet each. To the east the site provides adequate space for office and employee parking. The property will be entirely fenced in with a guard station located at the 13th Street entrance gates.

The manufacturing and warehouse building area is constructed of a structural steel beam and joist skeleton framework composed of 40 x 50 foot bays, with cavity walls of face brick veneer and masonry block back-up. The roof is of steel deck with insulation and built-up roofing terminated by aluminum gravel stop and fascia at the eaves.

The low wing office and employee portion of the building is constructed of cavity load bearing face brick and masonry block back-up walls with pre-stressed concrete joists and structural insulated type roof deck covered with built-up roofing. Office area floors will have concrete floors covered with asphalt tile, and office toilets with ceramic tile floors, painted walls and furled plaster ceilings. Employee areas will have colored concrete floors, glaze painted walls and painted exposed construction. Other areas included will be personnel, lunch room, lobby and general and managerial offices.

Mechanical work includes year-round air conditioning in the office area, heating and ventilating for the manufacturing and warehouse areas, and certain other work and equipment for process gas and compressed air distribution for the plant. The sprinkler system includes complete fire protection with wet and dry systems using the (Continued on page 62)
Hermitage in Northern Virginia, the $3,000,000.00 completely air-conditioned home for the aging with adjoining health center, was completed last September in Alexandria by the Virginia Conference of the Methodist Church. Allen J. Dickey, A.I.A., of Arlington, was the architect.

With no age limitations and no denominational requirements for admission, Hermitage In Northern Virginia has accommodations for 228 residents (men, women, and couples), plus space for 96 patients in the health center. It is located on Fairbanks Avenue, near Bailey's Crossroads and Shirley Highway, on a seven-acre site once owned by George Washington.

This project represents the first and largest step in the expansion program being developed by the Hermitage Board, with Dr. Bernard S. Via as administrator. Hermitage In Northern Virginia has been made possible largely through the benefaction of Mr. B. M. Smith, a prominent citizen and churchman of Arlington, who is donating the land and giving assistance in the establishment, on adjoining property, of a Methodist Church as well as a headquarters' building for the Alexandria District of the Virginia Conference.

Dr. Via, who also administers Hermitage In Richmond, in speaking of the facilities of the home, points out that regardless of age, people must be treated as individuals. “Meeting the necessities of life,” he says, “is only a small part of what is desired and needed by our older citizens. Hermitage has been designed with this in mind and offers a place to live creatively in a wholesome Christian atmosphere.”

The home and health center is centrally located near public transportation and shopping centers, with wooded grounds which include a garden area, patio and walks. The eight-story building includes two elevators and numerous special features for the safety and comfort of the residents. Some of the interesting special features are sidewalk snow-melting devices, no thresholds, waist-high electrical outlets, extra wide doors, and easily operated windows. In addition, it is possible to go through the entire building without using stairs or steps.

The home includes a main lounge; dining room seating 250 persons; stainless steel kitchen; auditorium or multipurpose room; six living rooms; 12 solariums; small chapel especially for meditation and prayer; library and conference room; greenhouse; recreation area including a hobby shop, snack bar, and barber and beauty shop; and a penthouse overlooking Washington which is used for recreational purposes.

There are 24 two-room apartments, 160 efficiency apartments, and 10 deluxe suites. Each apartment has at least two windows, a good-sized closet, telephone, heat control, complete bath, intercom, and nurses’ call. Pick-up and delivery service and domestic washing and ironing facilities are available to all residents. For a reasonable cost residents may have wall-to-wall carpeting, a 39-inch cooking unit, and other extras.
The health center, with all modern health-maintenance facilities, includes an infirmary and clinic. It is a separate building, attached to the home by a covered walk and enclosed passage. Nurses and doctors are on duty 24 hours a day. The facilities of the center are available to the public as well as to the residents of the home. There are 64 single rooms and 16 double rooms, each with toilet facilities.

Based on the belief that for people of all ages, contentment and satisfaction are found in creative activities, ample opportunity for such activities is provided at Hermitage In Northern Virginia.

Dr. Via, Administrator, points out that activities in the home are planned with the thought that the later years should be restful years, and that the Church may well provide its aging men and women with a home-like atmosphere, nourishing food, fellowship, security, and privacy. "These comforts," he says, "have been earned and, in most cases, are richly deserved. But freedom from unwanted burdens and responsibilities is the basic thesis—not freedom from activity with resultant idleness."

In planning activities for residents, Hermitage has benefited from experience gained from administering 104 homes for the aging, owned and operated by the Methodist Church. Hermitage in Northern Virginia will operate in somewhat the same manner as Hermitage in Richmond, one of the 104 homes which has earned a reputation for excellence under the administration of Dr. Via.

The architectural firm of Allen J. Dickey, engaged for Hermitage In Northern Virginia, has been specializing for the most part in schools and churches over the past few years. Mr. Dickey speaks enthusiastically about the project. "This project," he says, "is a real challenge in a comparatively new field. Since the social and economic problems involved cannot be separated from housing and medical needs, considerable research was involved in order to get the total picture and to be completely up to date. However, we tried to be imaginative as well as analytical."

"The acute need for housing for the aging," Mr. Dickey points out, "is reflected by the fact that today there are over 16,000,000 persons 65 years of age or older in the United States."

Eugene Simpson & Bro., Inc., Alexandria, was general contractor with the following subcontractors and suppliers:

- S. A. Bruno Construction Corp., Alexandria, excavating;
- Bethlehem Steel Co., Bethlehem, Pa., reinforcing steel;
- Southern Iron Works, Inc., Springfield, steel;
- Otis Elevator, Washington, elevators;
- H. H. Robertson Co., Washington, steel roof deck;
- Anning-Johnson Co., Alexandria, gypsum roof deck;
- Marsteller Corp., Roanoke, special roofing;
- Piquado Stone Co., Adelphi, Md., stone work;
- Capital Products, Inc., Washington, windows;
- Tec-Fab, Inc., Beltsville, Md., windows walls;
- Duckworth Roofing Co., Inc., Washington, structural wood;
- Alto Glass Co., Altoona, Pa., glazing;
- John H. Davis Company, Washington, painting;
- Standard Floors, Inc., Washington, plastic wall covering;
- Masonry Waterproofing Co., Arlington, waterproofing;
- Chamberlin Co. of America, Inc., Washington, weatherstripping;
- Bilton Insulation & Supply, Inc., Arlington, insulation;
- Hampshire Corp., Bladensburg, Md., acoustical;
- D. Compe & Son, Arlington, plaster;
- Altoona, Pa., glazing;
- John H. Davis Company, Washington, painting;
- Standard Floors, Inc., Washington, plastic wall covering;
- Masonry Waterproofing Co., Arlington, waterproofing;
- Chamberlin Co. of America, Inc., Washington, weatherstripping;
- Bilton Insulation & Supply, Inc., Arlington, insulation;
- Hampshire Corp., Bladensburg, Md., acoustical;
- D. Compe & Son, Arlington, plaster;

The Oak Hill Baptist Academy is a campus style high school for underprivileged and problem children. At present its main facilities include a girls’ dormitory, a junior boys’ dormitory, senior boys’ dormitory, an administration building, gymnasium and academic building, residences for the president and the professors and the new dining hall.

Designed for multi-purpose uses, as an auditorium and as a dining hall, the new building also houses the administrative offices. Within the dining hall also are complete food service facilities, home economics and business education departments along with living quarters for two teachers. The dining hall also serves as a center for student activities and for social functions for the school.

A rectangular two story building 97 by 68 feet, it is located on sloping land as can be seen in the photograph. The exterior is faced with sand finished brick, aluminum and glass. The interior partitions are of block. Part of the roof is built-up while the sloped portion has a covering of asbestos shingles. The windows are steel while the floors are finished with asphalt and quarry tile. The siting for the building fits it into its surroundings. It is designed to create a stimulating atmosphere for those it serves. The students at the school participate in a work program and grow the majority of the food used at the school and served in this dining hall.

The contract price for the building was $166,739.77, or $12.66 per square foot. This included all equipment including dishwashing, food preparation, food handling, large walk-in refrigerators and deep freeze equipment.

Richard E. Phillipi, Inc. was general contractor, and did the work on foundations, concrete, masonry, carpentry, waterproofing, insulation, and the work on foundations, concrete, masonry, carpentry, waterproofing, insulation.

Subcontractors and suppliers included:
- Berry & Roberts, Galax, excavating
- Montague-Botts Co., Inc., Lynchburg, steel
- Associated Steel, Inc., Lynchburg, steel doors and bucks, steel roof deck
- James H. Carr, Inc., Washington, D.C., structural wood, wooden roof deck
- Also Roanoke Engineering Sales, Inc., windows; Salem Glass Corp., glazing;
- H. P. Nicely, Johnson City, Tenn., painting; Metropolitan Brick Co., Minerva, Ohio, structural tile;
- Wearn Lumber Co., Charlotte, N. C. millwork, weatherstripping;
- Poole Plastering Co., Bristol, Tenn., acoustical, plaster;
- Joe Rainero Tile Co., Bristol, ceramic tile;
- W. Morton Northen & Co., Inc., Richmond, resilient tile.
- Rowland Electric Co., Marion, electrical work;

AUGUST 1963
ST. THOMAS MORE
ARLINGTON
CHURCH

On a small hill in Arlington County, overlooking Route 50 at Glebe Road stands the new St. Thomas More Roman Catholic Church. It was designed by T. J. Collins & Son, Architects, Staunton, is completely air-conditioned, seats 15,000 people including those in the choir and crying room, and cost $750,000.00 complete.

With its front of unpolished pink marble against a soft pink range of brick, standing above a soft white wall, it gives an eye-catching facade for those in the area as well as the travelers going to and from Washington, D. C.

The church is of the old cruciform plan and, in the center, in the light from the dome above, stands a high altar upon a floor of marble. Back of the altar is a marble reredos separating the altar and ambulatory and private chapel. Above the ambulatory and back of the altar is the choir behind a decorative screen of wood and aluminum. A crying room is situated in a balcony over the front entrance. The floor of light terrazzo reflects the beauty brought about by the soft colors of the stained glass from France playing upon the soft wood paneling under the low walls of the side aisles, the painted plaster walls of the clerestory and the wood pews. A dove hangs in the center of the dome above the altar, significant of the Holy Ghost enlightening all the faithful.

(Continued on page 62)
Two of Harrisonburg's oldest and largest retail stores have recently completed major remodeling projects, which give the central shopping district two ultra-modern commercial establishments.

Late in 1962, Joseph Ney's, Harrisonburg's largest department store purchased the former Grant store and adjacent Charles store to provide a new home for their popular Men's and Boys' Shop. The original stores, vacant for several years, were subjected to major face lifting and remodeling. The architects designed an exciting new edifice which gave the original pair of stores the appearance of one large store. This was accomplished by giving the original structure a totally new porcelain panel facing. The designer, in an effort to give the illusion of more height, created a pattern of alternating projecting light and dark brown vertical panels. A distinctive serpentine shaped canopy was added along the entire front. Imported soft-green Italian glass tile was applied on columns, pilasters and soffits adjacent to the display windows. The interior was completely remodeled with the latest in fixtures and displays. Colorful murals were painted throughout the interior by Mrs. Robert Marshman, a local artist, who illustrated the history of men's fashions throughout the past generations. The completed project has done much to rejuvenate a neglected corner in the heart of the downtown area and is an example of how aged commercial buildings can be revitalized.

In March of this year, J. S. Denton and Sons, one of the valley's largest and oldest furniture stores, completed a total remodeling of the exterior and main floor of its main store on Court Square in Harrisonburg. The original building was erected in 1921 and won praise at that time for its imposing
exterior. Faced with creating a more attractive and natural surrounding for displaying the latest in modern furniture, the firm valued highly its central location downtown and elected to remodel the existing store, rather than move to the suburbs as others have done. The architects designed a main floor in which the entrance was relocated far to one side, allowing all of the remaining frontage to be utilized as a large display window. No wall was provided behind the display window thus creating an open display far into the interior of the main floor.

For striking color, as well as ease of construction, large porcelain steel panels were erected to cover the entire main facade, with emphasis being placed upon the familiar firm sign, a design used for years throughout all of the firm's advertising media. Three shades of complementary greens were used in the porcelain, blending nicely with the rare green marble tile walls, adorning both sides of the display window. Gold anodized aluminum entrance and window trim give a crisp effect to the display window. Adjacent to the entrance is a continuously flowing fountain embedded in a rock garden of tropical garden green foliage. Also of interest is an unusual curved screen wall just inside the main entrance, consisting of richly curved dark walnut panels set in brilliant white and gold accented vertical struts. New lighting and acoustical tile suspended ceiling extend from the front glass line on into the main floor. Further into the interior, small room-like display cubicles have been arranged so that entire rooms of a particular style of furniture can be displayed. Here, the buyer sees the furniture arranged as he might expect to see it in his own home. This new trend in display has proven very popular.

Both the Ney project and the Denton project illustrate what can be done when commercial establishments want to show their faith in "downtown retail centers" by rebuilding in the downtown area.
SOUTHAMPTON MEMORIAL HOSPITAL
SOUTHAMPTON MEDICAL BUILDING

IN FRANKLIN
MARCELLUS WRIGHT & SON
Architects

HARRY B. GRAHAM CO., INC.
General Contractor: Hospital

MOTTLEY CONSTRUCTION CO., INC.
General Contractor: Medical Building

ON MAY 19, 1963, Governor Albert S. Harrison, Jr. dedicated Southampton Memorial Hospital and the adjacent medical building. The medical complex serving Southampton County and located at Franklin was planned and designed by Richmond Architects, Marcellus Wright & Son.

The hospital accommodates 108 beds. This number can easily be expanded to 130 beds in the event of an emergency by converting a number of the large single rooms to double room occupancy. The nearby Medical Building contains suites for ten physicians associated with the hospital.

The hospital has one of the most modern obstetrics and surgical departments in the country. There is a complete diagnostic department included. Some of the other facilities are a complete laundry, a complete kitchen and cafeteria (expandable to accommodate 170 beds), morgue and autopsy, large storage areas, admission and reception area, pediatrics department and secluded lounge area for patients.

The site conditions at Southampton were unusually complicated. The soil itself is very poor in bearing capacity (as low as four blows per foot with an overall average of eight blows). The water table further intensified the situation since it is within 3'-0" of existing grade in some area. To compensate for these disadvantages, treated wood piles were used to provide the proper bearing capacity; the basement was designed to withstand the hydraulic pressure and penetration of the water.

The structural system consists of precast, prestressed double tee panels spanning 40'-0". The panels are supported by a precast composite rigid frame which provides a sound economical structural system. The structural system was designed with future expansion in mind. Within the next few years the hospital has hopes of completing the third floor and of adding an additional fourth floor.

Materials selected for the exterior skin were brick, cast stone and a continuous strip of windows with aluminum sun shades on the South elevator. Interior partitions are four inch steel stud plastered.

The mechanical system used at
Southampton consists of low velocity air handling units for the interior of the building and fan coil units for periphery air conditioning.

The cost of the hospital building proper amounted to $2,349,000. Special accessory equipment was $163,000. The interior furnishings and decorations of the public areas also accomplished by Marcellus Wright & Son were $44,000. The Medical Building cost was $211,000. Together the entire project totalled nearly $2,767,000 plus the cost of Group II and III Equipment and the original land value.

Harry B. Graham Co., Inc., Ashland, was general contractor for the hospital and did the excavating, concrete work and carpentry. Subcontractors and suppliers included:


Mottley Construction Co., Inc., Farmville, was general contractor for the medical building and did the work on excavating, foundations, concrete, masonry, carpentry, paneling, and millwork. Suppliers and subcontractors included the following:

NEW DORMITORY FOR VIRGINIA EPISCOPAL SCHOOL

CLARK, NEXSEN & OWEN
Architects

FRAIOLI-BLUM-YESSELMAN
Structural Consultants

WILEY & WILSON
Mechanical & Electrical

HENRY D. PORTER & CO.
General Contractors

• Bids were received on a new dormitory for Virginia Episcopal School on May 28, 1963. Henry D. Porter & Company submitted the low bid of $306,370.00 and has been awarded the contract. The dormitory is scheduled for completion August 15, 1964. The structure is of modified Georgian design, having an exterior of brick with limestone trim. The dormitory contains 26,500 sq. ft. and will provide 25 two-student rooms with auxiliary facilities of Commons Room, Recreation Room, toilets and storage areas. The basement area is unassigned and will be developed for other campus uses. Also included in the structure are three Master's Quarters. Two of these are for married masters and contain three and four bedrooms respectively with kitchen, dining, living room and study. The third Master's Quarters is a three room bachelor apartment. The new dormitory is connected to the existing dormitory group with an enclosed corridor.


• The Ferrum Elementary School is located in the western part of Franklin County and is a part of an extensive new school building program which has extended over a period of three years. This fourteen room elementary school is located on an attractive hilltop site adjoining the campus of the Ferrum School.

FERRUM ELEMENTARY SCHOOL

— FRANKLIN COUNTY —

J. COATES CARTER, AIA
Architect

SOWERS, RODES & WHITESCARVER
Consulting Engineers

FRITH CONSTRUCTION CO., INC.
General Contractor
The architecture of the proposed St. Stephen's, while a departure from the traditional, is in no sense "modern." It is intended to be an interpretation of the basic concept of worship, the centrality of the Altar being the focal point for all services. The form of the proposed church building takes its cue from certain principles of worship. First, the building is designed for public congregational worship, yet it readily lends itself to the intimacy of private prayers and meditation. Second, the building lends itself to the participation and direct involvement of the people. With all communicants seated no farther than six rows from the Altar and with pews arranged around the Altar, there can be no sense of apartness in St. Stephen's, but rather a sense of the unity and fellowship which constitutes a third principle of worship.

The proposed building of St. Stephen's is not to be considered as a church—in the round—but as a church around an Altar—God's people gathered around His table for refreshment, strength and inspiration. This arrangement will do much to fill one with a sense of really being a member of God's family, a sense of unity and fellowship with one's brother.

The plan of the Sanctuary finally evolved into what is considered a Greek cross. With the Altar located in the exact geometric center of the cross plan it was only logical that the roof should reflect this. The architects, therefore, have designed a roof that is supported by four primary laminated timber beams rising from the inside corners of the cross plan. The beams create a shape not unlike a pyramid except that the lower portion is splayed out to form a 25-foot cantilever and the topmost portion has been cut off to form an opening for a 12-foot square oculus or "skylight." The plan of the main roof is square. The oculus is located directly above the Altar and will be constructed of a special prismatic surfaced glass designed to direct all light rays straight down onto the Altar.

With worshipers seated around three sides of the Altar the fourth is reserved for a 32 member choir. This plan allows the choir to be seated together and not "split" as is the case with so many of the more conventional plans.

Other ancillary spaces included under the main roof are a private chapel to seat thirty people, a sacristy, work room, priest's robing room, and storage areas. In the 25-foot square recesses provided by the Greek cross plan are areas sheltered by large roof overhangs although they are actually on the exterior. These spaces will be used for a sculpture garden, waiting areas, and an outdoor chapel in which worshippers will have a mile long view down Lake Corbin.

The flat roof structure in front of the Main Sanctuary accommodates choir robing, a rehearsal and lounge room, and public toilets.
PLANS FOR THE FIRST Construction Sciences Center in the State of Virginia have been announced by Forrest W. Coile, AIA, architect from Newport News. Speaking as President of the Board of Directors of the new Center, Mr. Coile emphasized the fact that while other areas in the country have building centers, this will be the second such educational complex for the construction industry on the East Coast. The other is located in Atlanta, Georgia.

The first stage of development of the Center, according to Coile, will be a Construction Sciences Institute which will occupy a building of contemporary design with two floor levels and a total floor area of 50,000 square feet.

Located on the first floor will be a large exhibit area which will provide for product display for manufacturers supplying goods and services to the construction industry which will include all aspects of the industry—commercial, decorative, structural, institutional, contractual, residential, marine and aerospace. A separate area on the first level will exhibit art and architectural designs as well as interior designs for homes, offices, etc. Additional space has also been provided on the first floor for engineering and mechanical exhibits, all related to the construction and design fields.

The second floor of the Institute will provide office space in addition to a large banquet and meeting room, a technical library, and smaller meeting rooms and lounges. Interest has already been evidenced in these offices by the Real Estate Board, Builders Exchange and the many engineering and mechanical societies of the Virginia Peninsula.

The large banquet and meeting room which can accommodate up to 600 people, will be constructed so that it can also be broken down into four smaller private meeting rooms.

It is anticipated that office buildings to house manufacturer’s representatives, architects and engineers, contractors and other related to the construction industry, will be constructed at the Center as well as buildings which will provide for the display of retail products of interest to private individuals.

Parking for 500 cars surrounding an
outdoors exhibit area as well as plans for the construction of a motor hotel for the convenience of people visiting the Center are also being developed. The Construction Sciences Institute will be a non-profit educational hub for the entire Center. The purpose of the educational complex is to foster and support the correlation of efforts and ideas among those engaged in the fields of architecture, engineering and aerospace sciences. All solicitors for funds for the Institute have been selected from leaders in industry, company officials and representatives of professional societies.

Woodrow W. Sirois, formerly manager of industrial development for Horne Brothers, an engineering firm located in Newport News, has been appointed Executive Vice-President of the Center. Sirois is a graduate of Virginia Polytechnic Institute.

The Institute, and later the Center, will be located on an 18 acre site in Newport News. Plans call for construction of the half million dollar Institute to begin January 1, 1964 and the proposed opening date is September, 1964. Additional phases of the $3.5-$4 million dollar center will be started during 1964.
NEW NORFOLK & WESTERN STATION

HAYES, SEAY, MATTERN & MATTERN: Architects - Engineers
B. F. PARROTT & CO., INC.: General Contractors

THIS COMBINATION passenger station-office building is located at the end of Armistead Bridge Road, near the company’s piers at Lamberts Point. With access from Hampton Boulevard by way of Redgate Avenue, it is easily accessible to the public. This project makes the old station-office land on South Main Street available for future use in the city’s industrial and redevelopment programs. It was occupied in December of 1962.

The building is approximately 182 feet by 55 feet, two stories high without basement. The first floor contains a passenger waiting room with mail room, baggage room, ticket office, telephone and locker recess and toilets, one large clerical office with four smaller offices, file rooms, a boiler room and a heat pump room. The second floor is divided into small offices with a general clerical office, a drafting room and two large mechanical equipment rooms.

The foundations are concrete grade beams supported on wood piling. There are 222 piles having an average length of 45 feet. The building is of steel frame construction with the columns and beams in exterior walls encased in concrete with “Plaxicrete” coating on exterior exposed surfaces. First floor is concrete slab on grade. Second floor is concrete fill on cellular steel deck. Roof is lightweight concrete fill on steel deck on open-web steel joists. Walls are brick-faced concrete block panels and aluminum window wall panels in the exposed concrete frame. Floors in occupied spaces are surfaced with vinyl asphalt tile. Movable steel partitions are used to form certain of the offices in both stories. Masonry walls and partitions have paint finish. Ceilings are suspended type 2-hour rated acoustical tile and plaster in the various locations. Doors are variously wood or hollow metal in pressed steel frames. Venetian blinds are provided at the window walls.

Air conditioning is provided by a complete air-to-water heat pump system supplying heated or chilled water to air-conditioning units and fan coil units, which in turn distribute conditioned air through duct work. Electric base-board convectors supply heat to areas requiring heat but not cooling. A coal-fired boiler in the building supplies steam for track-side heating of passenger cars. The cellular steel deck is used for power, telephone and intercommunication lines.

B. F. Parrott & Co., Inc., the general contractor, also did the excavating, foundations, concrete and masonry work, and carpentry. Other subcontractors and suppliers include the following:


Pictured above is one end of three-mile long Boiling Spring Lake showing the huge dam that was built by the developers during construction of the lake. In all, more than 50 lakes dot the 14,000 acre development. To the right is an aerial view of the championship golf course and country club overlooking the lake on South Shore Drive.

AMERICA'S GREATEST REAL ESTATE VALUE!

CHECK THESE FEATURES!

- 50 crystal clear fresh water lakes for fishing, swimming, boating and water skiing
- 8,000 acres for the finest hunting of all kinds of game
- Championship Golf Course
- Ultra-modern Country Club
- Resort Motel
- Shopping Center
- 47 miles of roads
- Paved boat ramp
- Community water system and fire hydrants in current building area
- All utilities, including electricity and telephones
- Only 7 minutes from Southport, and the finest salt water fishing on the coast

OUR GOLDEN GUARANTEE

1. All land guaranteed to be high, dry and suitable for home building.
2. Ninety-day inspection money-back guarantee.
3. Life of contract exchange privilege.

Picture all of this in a setting where the best swimming, fishing (fresh or salt water), boating, and hunting on the Atlantic Coast are yours to enjoy. Mild . . . near the ocean, yet out of storm danger . . . quiet, uncrowded, and yet within commuting distance of metropolitan Wilmington.

All this sound too good to be true? Drive down and see Boiling Spring Lakes for yourself this weekend, or send the coupon below.

1/4 ACRE HOMESITES ONLY . . . $395

$10 DOWN
$10 MONTH

10% DISCOUNT FOR CASH

(A Division of Reeves Broadcasting and Development Corp.—Listed on the American Stock Exchange)
Museum Entrance—A bronze statue of the famed Viking explorer Leif Ericsson marks the entrance to The Mariners Museum, which nestles in 880-acre wooded park facing the James River.

Shenvallee LODGE & MOTEL

"The Home of Hospitality"

In the Heart of the Shenandoah Valley—U. S. 11, just So. of New Market, Va.

Delightful Accommodations
40 Ultra-Modern Motel Rooms—$7 Single; $10 Double
New 18-Hole Golf Course — New Swimming Pool
Member Virginia State Golf Association
Excellent Food
Member American Exp. Co., Duncan Hines

SHENVALEE LODGE
New Market, Virginia
Write For Brochure
Tel. Garden 2-3133

Mount Vernon Motor Lodge and Restaurant

Williamsburg’s Finest

Television and Telephones in All Rooms
Completely Air Conditioned • Large Swimming Pool

P. O. Box 235 Route 60
Phone CA 9-2401

WILLIAMSBURG, VIRGINIA

27th Annual Rose Show

"Through these doors will pass the World’s most beautiful Roses."

Exquisite October roses will greet you when you attend the Twenty-seventh Annual Rose Show of the Garden Club of Virginia at the world-famed Mariners Museum in Newport News, Virginia October 9th and 10th.

The Huntington Garden Club will sponsor this event and extends a cordial welcome to all members of the Garden Club of Virginia and to all lovers of roses.

In keeping with the setting, the theme of the Show will be "The Voyages of the Roses," with the horticultural specimens listed as "Sea-borne Treasures" and the artistic arrangements classes called "World Travels."

Won’t you join us on this beautiful voyage? All aboard!

Maud’s Restaurant

A Famous Restaurant . . . In a Famous Town . . .

We will be happy to arrange for Dinner Parties, Banquets and Special Occasion Events—Call 352-7211 for reservations

"IT’S BETTER AT MAUD’S"

APPOMATTOX, VA.

Fish With OTTIS PURIFOY’S

LUCKY 7

Great Fish-Finding Fleet
MOREHEAD CITY, N. C.
Total Catch, 1962 by 8,022 People

<table>
<thead>
<tr>
<th>Fish</th>
<th>Count</th>
<th>Per. Fish</th>
<th>Total Lbs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wahoo</td>
<td>9</td>
<td>16</td>
<td>144</td>
</tr>
<tr>
<td>Blue</td>
<td>49</td>
<td>2</td>
<td>98</td>
</tr>
<tr>
<td>King Mackerel</td>
<td>10,969</td>
<td>16</td>
<td>173,504</td>
</tr>
<tr>
<td>Amberjack</td>
<td>2,704</td>
<td>24</td>
<td>64,896</td>
</tr>
<tr>
<td>Dolphin</td>
<td>2,805</td>
<td>15</td>
<td>42,075</td>
</tr>
<tr>
<td>Albacore</td>
<td>3,015</td>
<td>12</td>
<td>36,180</td>
</tr>
<tr>
<td>Barracuda</td>
<td>92</td>
<td>20</td>
<td>1,840</td>
</tr>
<tr>
<td>Bream</td>
<td>30,941</td>
<td>1</td>
<td>30,941</td>
</tr>
<tr>
<td>Cobia</td>
<td>43</td>
<td>33</td>
<td>1,355</td>
</tr>
<tr>
<td>Grey Mackerel</td>
<td>41</td>
<td>16.2</td>
<td>665.4</td>
</tr>
<tr>
<td>Sailfish</td>
<td>3</td>
<td>33</td>
<td>133</td>
</tr>
<tr>
<td>Pilot Fish</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Bonita</td>
<td>394</td>
<td>12</td>
<td>4,728</td>
</tr>
<tr>
<td>Tuna</td>
<td>12</td>
<td>16</td>
<td>94</td>
</tr>
<tr>
<td>Porpoise</td>
<td>402</td>
<td>4</td>
<td>2,448</td>
</tr>
<tr>
<td>Red Snapper</td>
<td>1,190</td>
<td>2</td>
<td>2,380</td>
</tr>
<tr>
<td>Triggerfish</td>
<td>1,129</td>
<td>7</td>
<td>7,973</td>
</tr>
<tr>
<td>Sharks</td>
<td>70</td>
<td>100</td>
<td>7,000</td>
</tr>
<tr>
<td>Blue Mackerel</td>
<td>2</td>
<td>33</td>
<td>664</td>
</tr>
<tr>
<td>Gray Trout</td>
<td>47</td>
<td>5</td>
<td>235</td>
</tr>
<tr>
<td>Spade Fish</td>
<td>313</td>
<td>5</td>
<td>1,565</td>
</tr>
<tr>
<td>Spanish Mackerel</td>
<td>4</td>
<td>37</td>
<td>94</td>
</tr>
<tr>
<td>Flounder</td>
<td>5</td>
<td>10</td>
<td>90</td>
</tr>
</tbody>
</table>

Total pounds 398,215, Tonnage 199, Catch per boat 347 Lbs. each trip, Parties carried 1,146, 9 boats.

For Reservations
PHONE MOREHEAD CITY Park 6-4600

Found 1878
Powell New Manager, General Washington Inn

James M. Powell, a veteran of nearly 30 years in hotel and club business, is the new manager of the General Washington Inn at Fredericksburg.

He began his hotel and club career as sales and promotion manager of the Chamberlin Hotel and was promoted to sales and promotion manager for three hotels in Florida and Atlantic City for the same management.

He was manager of the James River Country Club at Warwick before he joined Richmond Hotels, Inc., as personnel director in 1942. Upon his discharge from service, he returned to Richmond as manager of the King Carter Hotel. Resigning this position in 1951, he became manager of the Jefferson Hotel in Richmond, being promoted to vice-president of the Jefferson-Cavalier Corporation, which position he held for 10 years. While at the Jefferson he was instrumental in the formation of two clubs.
Mr. Korman, president of Calloway Eanes, Inc., Richmond advertising agency, was named president of the First Advertising Agency Group at their annual meeting, held this year at Williamsburg.

The First Advertising Agency Group (FAAG) is a national network of 29 affiliated agencies, located in leading markets from coast to coast.

In accepting the presidency, he stressed the significance of the network in serving the advertising needs of national industry.

"The affiliation of medium sized agencies in national networks is an answer to the successful competition for larger national and regional accounts," Korman said. "There are many advertisers who need localized service in the diverse areas they serve." he continued.

Korman also mentioned the role of the network in attracting new industry, saying, "We are all interested in attracting desirable industry to our areas. It seems to me that the presence of experienced, nationally affiliated yet locally oriented agencies would be an advantage. Any national advertising program is more effective when it is implemented by experienced people with a grass-roots understanding of the area in which it is being carried out."

Other officers elected were Walter T. Craigile, Chicago, Ill., vice-president; Gene Curtis, Long Beach, Calif., executive secretary. Elected to the board of governors were Floyd McRae, Atlanta, Ga.; H. W. Neuwoehner, St. Louis, Mo.; James Speer, Los Angeles, Calif.

In Our Mail Bag

Virginia Record
Richmond, Virginia

Gentlemen:

In your June issue of the Virginia Record, there is an outstanding article, in my opinion. It is "This Law Does Not Apply to Me", written by Mr. Clifford Dowdey. I think Mr. Dowdey should be congratulated on the position he is taking in this article, and the people of Virginia should crack down on the members of the Legislature and insist that the necessary legislation be passed to put his thinking into law. Our highways have become seams of slaughter, thus marring the beauty of our country.

Very truly yours,
W. P. Ames
Arlington, Virginia

Founded 1878
The new Chesapeake Bay Bridge-Tunnel complex is one step closer to its 1964 completion date with the acceptance of a contract with the Mottley Construction Company of Farmville for construction of its central Administration Building. Designed by Williams and Tazewell, Norfolk Architects, in conjunction with Sverdrup & Parcel, engineers for the project, the administration building is to be located on Wise Point in Northampton County adjacent to the toll facilities.

The building will contain 12,800 square feet and will house the executive offices of the Virginia Commission, public relations and tourist information facilities, general administrative offices and maintenance facilities. The Commission's suite will include offices for the director, assistant director and secretaries as well as a board room and lounge. This suite will be separated from the general administrative functions by a lobby and reception area. The general administrative suite will include offices for superintendents of maintenance and operations, finance department, data processing, and a multi-purpose room to serve as a snack area for staff as well as a briefing room for employees.

The plan of the building is in a “U” shape centering around a central court, landscaped with silver birch trees and azaleas and approached across a reflecting pond.

The exterior of the building will be of blue glazed brick surmounted by a continuous 3 foot wide band of precast concrete panels. The surface of the panels and of the exterior columns will be exposed white quartz aggregate.

The new Pearson's Corner Elementary School in Hanover County is being built for $9.42 a square foot. Even complete with all equipment and furniture such as kitchen and classroom equipment, teachers closets, sink cabinets, storage cabinets, pupil wardrobes, library shelving and chalkboards and chalkboards, the total cost is only $10.84 per square foot.

Designed by James H. Gould, AIA of Richmond, the new building is located about 2,000 feet off of Route 301 at Ashcake Road. Fourteen classrooms are now being built but the “chassis” of the building, the “cafetorium” and other common spaces, can accommodate 21 classrooms should more be later added.

The new school will be heated by electricity and will have all roughing-in provisions for ETV.

The basic structure of the building is prestressed precast concrete posts and joists with an Insulrock roof deck covered with a 25 year bonded built-up roof.

The building has no corridors, being a completely “campus type” design. It measures 280 by 230 feet. It is one story high. The exterior walls are of brick and...
STONEGATE SWIM & TENNIS CLUB

architect
T. A. CARTER, JR.

- A club of distinction and safety yet one which retains a character and atmosphere suitable for leisurely entertainment — these were the basic features requested by the owners in the design of the Stonegate Swim and Tennis Club. The club is to be part of a comprehensive development which will include a new subdivision (in the upper income bracket) 32 units of garden apartments, and the club as a social feature. The entire development is situated on the elevated northwest town limits of Salem and adjoins a 9-hole public golf course.

In the design of the club, the architect felt that rustication, arrangement of spaces, with various elements, landscaping, color, and changing levels were the key to the character and success of a private club. With the aid of the pool designers, an official junior-olympic pool meeting A.A.U. specifications was designed, so that ample swimming space would be available for the membership. Swimming teams are being formed and the club will be able to participate in regular scheduled A.A.U. meets. On the same level and fenced for control is a circular wading pool for young children. The two pools and other club facilities are staffed by six highly qualified life guards. All members of the staff were required to be trained in Red Cross water safety and first aid.

On a slightly higher elevation than the pool deck are the concession areas and the play area, screened from the street by a windbreak of hemlocks and dogwoods. Somewhat removed and on a lower elevation than the pool deck are the tennis courts which are open the year around. A gazebo is planned for cook-outs and social events.

The bath house with its rustic-design materials of cedared shingles, brick, and redwood contains the dressing areas and ceramic tile showers. For those who prefer a more private area, there are cabanas for dressing and for storage.

Since the opening date, May 30, 1963, the club and its facilities have been accepted by the members with optimism and great enthusiasm.

The owner was general contractor and handled the work on foundations, carpentry and paneling. Principal subcontractors and suppliers included:

Thomas Bros., excavating; Concrete Ready Mixed Corp., concrete; Old Virginia Brick Co., Inc., masonry; Roanoke Iron & Bridge Works, steel; McClung Lumber Co., Inc., millwork, roofing; Major Forrest, Stony Mountain, stonework; Paul Honaker, painting; Whitt & Clifton, ceramic tile; Cates Building Specialties, Inc., steel doors and bucks; C. S. Huddleston, handrails; Morris-Elam Electric Co., electrical work; Noland Co., Inc., lighting fixtures; McGuire Plumbing & Heating, plumbing—Hajoca fixtures; L. H. Sawyer Paving Co., paving; Pool Equipment Corp., all equipment.

All are Roanoke or Salem firms unless otherwise noted.
Mr. and Mrs. Earl Davis own a beautiful wooded lot which slopes to Timberlake, just outside Lynchburg. Mr. Davis wanted the most house (year round) for his money and Mrs. Davis, who is an artist of some renown, was greatly interested in the house as a complementary setting for her paintings, sculpture, ceramics and stained glass. She is making the major light fixtures, some of which were completed before the working drawings.

With these facts in mind the architect and engineer decided to use "industrial" construction methods and materials for economy and beauty. All exterior walls are "utility" brick inside and out. The few interior partitions are pre-finished Philippine mahogany plywood on stud walls. The bathroom walls are an unscored "Wallace Board" from floor to ceiling. The roof construction is 12 inch laminated wood beams supporting a 3" tongue and groove insulated deck, exposed, with a built-up roof.

All floors are asphalt tile except the studio under the balcony which is concrete and contains the mechanical equipment.

Included in the contract is a built-in counter top range and wall oven in plywood cabinets, to match the walls, with "Formica" top. There is a sliding glass door over the tub and a 20 inch sq. Plexiglass insulated dome in the bath and kitchen.

The large 10 foot by 16 foot window in the two story living room is of insulated glass and one of only three windows in the entire residence. Mrs. Davis is creating a ceramic plaque to fill the exterior space between the bedroom windows.

The bid of $15,600.00 includes a gravel drive, 40 foot square parking area, walk, septic system and a hot water baseboard heating system. The house contains over 2,000 square feet of actual floor area excluding the upper living room. This gives a very conservative figure of $7.80 per square foot including grading, drives, special equipment etc.

**SUBCONTRACTORS AND SUPPLIERS**

Anderson & Shorter, Inc., excavating; Montagne-Bets Co., Inc., steel; Consumers Company of Lynchburg, Inc., roofing; Campbell-Payne, Inc., windows, structural wood, carpentry, paneling, insulation, millwork; Pittsburgh Plate Glass Co., window walls, glazing; C. J. Sadler, resilient tile; Southern Air, Inc., plumbing and heating.

The general contractor is doing the work on foundations, concrete, masonry, painting and waterproofing.

*AUGUST 1963* PAGE FORTY-THREE
GLEN OLINGER
WOODSTOCK, VIRGINIA
Phone G.Lobe 9-2187
Plumbing, Heating &
Electrical Contractors

M. L. WHITLOW, INC.
General Contractor
COMMERCIAL — INDUSTRIAL
St. Reg. #4890
P. O. Box 255
Phone 354-8600
ALEXANDRIA, VIRGINIA
General contractor for Ravenworth
Elementary School, Page 45

MARTIN & GASS, INC.
Highway Construction
EXCAVATING • GRADING
EARTHMOVING
Disposal Plants and Pump Stations
Underground Utilities Lines
EQUIPMENT RENTAL
Phone 560-1950	P. O. Box 157
MERRIFIELD, V.A.
Excavating contractor for the new
Ravenworth Elementary School, page 45.

HAMMOND MASONRY CORP.
Masonry Contractors
St. Reg. No. 5348
Phone 737-4191
SANDSTON, VA.
Masonry Contractor for
Virginia Employment Commission,
Page 22

W. W. MOORE & SONS
ELEVATORS — Sales & Service
DOVER ELEVATORS
Sedgwick Dumb Waiters
706 Dawn St.—RICHMOND, VA.
Dial MI 4-2316 Richmond
NORFOLK, VA.
Dial 625-4025 Norfolk
WELL Drilling & Boring
Dumbwaiter for Southampton Memorial
Hospital, Featured on Page 30.

HUNTER C. NUTTER, SR.
General Contractor
St. Reg. No. 5568
RESIDENTIAL — COMMERCIAL
INDUSTRIAL
Phone 434-4030
22 W. Washington St.
HARRISONBURG, VIRGINIA
General contractor for the remodeling of
Joseph Ney's, page 28, and Denton's
Furniture Co., page 29.

WAYNESBORO
LANDSCAPE SERVICE
& GARDEN CENTER
S. E. Quillen & Sidney Anderson
LANDSCAPE ARCHITECTS
LANDSCAPING CONSULTANTS
EVERGREENS — TREES — SHRUBS
Garden Designing - Lawn Building
2032 W. Main
WH 2-4646
WAYNESBORO, VIRGINIA
THE FINISHING TOUCHES, seeding, sodding and planting are now being accomplished at the new 16 classroom Ravensworth Elementary School in Fairfax County near Annandale. Designed by Victor B. Spector and Associates, Architects, of Falls Church, the school is located near the Ravensworth subdivision.

The classroom wing of the new building is two stories high, rectangular in shape and measures 63 by 240 feet. The one story cafeteria wing is 83 by 97 feet. The exterior walls are of brick and concrete block. Interior partitions are of concrete block. Steel projected windows were used. The roof is built-up. The corridor floors are finished in terrazzo while other floor finishes include concrete asphalt tile.

Electrical consultant to the Spector office was James Elipolo of Washington while the mechanical (plumbing, heating and ventilating) engineers, also of Washington, were Counts and Lawrence. The general contractor was M. L. Whitlow, Inc., Alexandria. Among the principal subcontractors and material suppliers were Martin & Gass, Inc., Merrifield, excavating; Arlington Iron Works, Inc., Arlington steel, steel roof deck; Innamorato & Pavone Co., Alexandria, masonry; Virginia Roofing Corp., Alexandria, roofing; Capital Products, Inc., Washington, (Bayley) (Continued on page 64)

RAVENSWORTH ELEMENTARY SCHOOL

VICTOR B. SPECTOR & ASSOCIATES
Architects
JAMES ELIPOLO
Electrical Consultant
COUNTS & LAWRENCE
Mechanical Consultants
M. L. WHITLOW, INC.
General Contractor

The new district office building for the Chesapeake & Potomac Telephone Company in Roanoke was completed early this summer. Designed by Richard M. Hylton, Architect of Roanoke, the new two story building is 64 feet wide and 153 feet deep.

Rectangular in shape, it is faced with brick with aluminum windows and trim. The interior partitions are concrete block. The building has a built-up roof and asphalt tile and asbestos tile floors.

Regional Construction Services, Inc., Roanoke, was the general contractor. Subcontractors and suppliers included Thomas Brothers, excavating; Webster Brick Co., Inc., masonry; Roanoke Iron & Bridge Works, steel; Inland Steel Products Co., Milwaukee, steel roof deck; I. N. McNeil Roofing & Sheet Metal Works, waterproofing, roof deck, roofing.

Also Dixie Building Products, Inc., windows: Binswanger Glass Co., glazing; L. E. Price, Radford, painting; Hampshire Corp., insulation, acoustical, plaster; E. V. Poff & Sons, Inc., ceramic tile; Killinger's Linoleum Co., resilient tile; McClung Lumber Co., Inc., Salem, millwork and hardware; to tell the Virginia Story AUGUST 1963 PAGE FORTY-FIVE
The new Marion Primary School, in Marion, provides complete new facilities for the first three primary grades for Smyth County. The new school building lies adjacent to the intermediate and senior high schools in Marion on a 3½ acre steeply sloping site. Architects Echols-Sparger & Associates cite this terrain problem as one of their greatest challenges in fitting the new building into the school complex. Their major problem, and this is a large school building, was maintaining the one floor plan while providing access to the playground areas at floor level.

Included in the building are facilities for administration, health service, multi-purpose spaces, dining, physical education areas, food preparation, library, special activities and 25 classrooms.

One circulation problem was the separation of bus loading from passenger car loading as a large number of parents bring their children to school and pick them up daily.

The building, 480 feet long by 155...
feet wide, is adjacent to the new interstate 81 by-pass. The landscaping is carefully blended with that of the new highway. The exterior of the building is of sand-finished brick with block interior walls and those surrounding the basement facilities for heating and custodial use. The roof is built-up. Intermediate projected windows were used with asphalt tile finish flooring.

Contract price for the project was $317,241, which included paving, roads, driveways, concrete sidewalks, curbs and gutters, and kitchen equipment. The unit cost was $10.58 per square foot. This contract price did not include, however, Phase I of the grading. The contract was awarded separately to O. E. Sayers of Marion for $16,676.

Other subcontractors and suppliers included E. P. Ellis, Marion, concrete; Cates Building Specialties, Roanoke, steel; Roanoke Iron & Bridge Works, Inc., steel roof deck; Virginia Prestressed Concrete Corp., Roanoke, prestressed concrete; Industrial Decking & Roofing Co., Bristol, roofing; McNeil Company, Kingsport, Tenn., windows; Central Glass Co. of Virginia, Inc., Bristol, glazing; Cee & Sons, Wytheville, painting, plastic wall finish; W. Morton Northen & Co., Inc., Richmond, resilient tile, acoustical; J. Wise & Sons, Jonesboro, Tenn., plaster; Joe Rainero Tile Co., Inc., Bristol, ceramic tile and marble; Farragut Lumber Co., Knoxville, Tenn., millwork; Rowland Electric Co., Marion, electrical work; Galax Plumbing & Heating Co., Inc., plumbing, heating, ventilating; Nelson Hardware Co., Roanoke, finishing hardware; Wm. P. Swartz, Jr., & Co., Inc., Roanoke, kitchen equipment; Kornik, Inc., Alexandria, chalk and tack boards; Dize Awning & Tent Co., Winston-Salem, window shades.

The general contractor did the work on carpentry, waterproofing, weatherstripping and insulation.

According to architects Eckols-Sparger & Associates, the major problem in the design of the new addition to the Rural Retreat High School was to house the complete high school educational facilities between an existing elementary and high school building and the auditorium.

In the development of this project it was necessary to remove the old, original Rural Retreat High School building to make way for the new addition.

Within the connecting wing are the administrative, health and library facilities. The mathematics, English, Business Education, Home Economics, Science and Art Departments, along with Physical Education facilities, were housed in a three-story wing, at right angles to the main plant in the rear. The existing Science laboratories were added to and renovated, converting this area to the use of the Music Department.

Three stages of construction were necessary in order to maintain all school functions during the course of these major alterations.

The foundations for the building consisted of concrete caissons with grade beams and a structural steel frame and non-bearing walls. The building is 148 by 269 feet in size and is faced with a sand finished and glazed brick. Interior partitions are of concrete block. The roof is built-up and intermediate projected steel windows were used. Floors are of asphalt tile.

The existing high school and elementary school facilities were renovated and extended to provide completely new elementary school facilities. Rural Retreat can now boast of complete facilities, elementary and high school, with full provision for future expansion.

Contract price for this project was $533,212 which did not include classroom or laboratory equipment. The unit cost was $10.65 per square foot.

Subcontractors and suppliers included the following:

- McKinney Drilling Co., Alexandria, caissons; Valley Steel Corp., Salem, reinforcing steel; Woodrum Brothers, Dublin, masonry; Structural Steel Co., Roanoke, steel; Bristol Iron & Steel Works, Bristol, steel roof deck; T. B. Dornin-Adams Co., Inc., Lynchburg, roofing; Southern Cast Stone, Knoxville, stone work; Bayley Window Co., Springfield, Ohio, windows; Pittsburgh Plate Glass Co., Roanoke, glazing; Cee & Sons, Wytheville, painting, plastic wall finish; W. Morton Northen & Co., Inc., Richmond, acoustical, resilient tile; K. W. Jackson & Sons, Kingsport, Tenn., plaster; Joe Rainero Tile Co., Inc., ceramic tile; Farragut Lumber Co., Knoxville, weed flooring, millwork; Valley Metal Products Corp., Roanoke, steel doors and bucks; Muncy Electric Co., Narrows, electrical work; Galax Plumbing & Heating Co., Inc., plumbing (Kohler fixtures), heating and ventilating; Browson Equipment Co., Richmond, folding partitions; Engineering Sales Corp., Bristol, metal lockers; Lancaster Associates, Johnson City, Tenn., vault door; Montague-Betts Co., Inc., Lynchburg, exterior metal letters; Flowers School Equipment Co., Inc., Richmond, chalk and tack boards.

The general contractor did the carpentry, waterproofing, weatherstripping and insulation.
Eugene W. Zimmerman Corp.

ELECTRICAL CONTRACTING AND SERVICING

Phone KIng 8-1100
1221 Cameron St.
ALEXANDRIA, VIRGINIA

Electrical contractor for the new Hermitage Home, featured on page 24

ROWLAND ELECTRIC CO.

Electrical Contractors

St. Reg. #3860

RESIDENTIAL
COMMERCIAL — INDUSTRIAL

Phone ST 3-2211
320 N. Main St.
MARION, VIRGINIA

Electrical Contractor for the new Marion Primary School, page 46
Oak Hill Academy, page 26

COVINGTON NATIONAL BANK
SOUTH OFFICE
COVINGTON

architect
J. COATES CARTER
Martinsville

mechanical, electrical
engineers
Sowers, Rodes and Whitescarver
Roanoke

structural
engineer
Rayford B. Smith

interior
designer
American Furniture & Fixture Co., Inc.
Richmond

general
contractor
Robert L. Johnston
Waynesboro

The South Office is the first branch of the Covington National Bank. The parent bank was established in 1891, and has served Alleghany County, the City of Covington, and industries in and around the city and county for the past 72 years. The bank has been enlarged on two occasions.
The South Office will be located in a rapidly growing shopping area near the center of the city.
The building of colonial design with modern equipment will accommodate five tellers, two drive-in windows, interior night depository. Adequate parking and driveways will be provided in a landscaped setting on the corner of Main and Lexington.
The main street of Covington has seen several new stores replace older ones within the past two years as a result of increased industrial growth within the immediate area. Among the latest new facades is the one shown in the above design. It is owned by A. A. McAllister & Sons, Inc., and occupied by J. C. Penney Company. The site was previously the location of the old furniture-hardware store.

The design is simple and clean with the maximum of show-window space to the viewer. The construction consists of built-up roof on metal deck on steel roof deck, steel doors and bucks; L. N. McNeil Roofing & Sheet Metal Works, Roanoke, insulation, roofing; Pittsburgh Plate Glass Co., Roanoke, glazing.

The biggest problem faced in the construction of the new store resulted from rock and water beneath the surface of the old building. Also the existing party foundation walls were of stone nibble walls. Underpinning and new reinforced concrete foundation walls remedied this situation.

The combined area of the main floor and basement is approximately 11,500 square feet. The cost of construction was approximately $142,000, including demolition. Completion date was May, 1961.
MARTIN TILE & MARBLE CO., INC.
CERAMIC TILE—MARBLE TERRAZZO
COMMERCIAL—INDUSTRIAL
RESIDENTIAL
3116 W. LEIGH STREET
RICHMOND, VIRGINIA
Phones EL 8-5941—EL 8-8469
Ceramic tile contractor for J. C. Penney Co., Page 49.

TALLEY STAINLESS STEEL LETTERS
Hand Crafted to Your Design, As A Piece of Fine Silver, by Our Master Metalsmiths.
DIGNIFIED MODERN 3 DIMENSIONAL MAINTENANCE FREE PERMANENT
TALLEY NEON
1908 CHAMBERLAYNE AVE.
RICHMOND, VIRGINIA

MORRIS-ELAM ELECTRICAL CO.
ELECTRICAL CONTRACTORS
RESIDENTIAL—COMMERCIAL INDUSTRIAL WIRING LIGHTING
ELECTRIC HEATING
Free Estimates
All Work Guaranteed
Call Dupont 9-2741
450 Water SALEM, VA.
Electric contractor for the new Stonegate Club, page 42.

Rental of Equipment
J. T. Wharton, Jr., Equipment, Inc.
604 ROTARY STREET
Phone 826-5521
Night PA 2-8653
HAMPTON, VIRGINIA
LEROI AIR COMPRESSORS
LINCOLN WELDERS
FORD & JOHN DEERE
BACK HOES
PARSONS TRENCHERS
GALION MOTOR GRADER
INTERNATIONAL DOZER
LEROI PAVING BREAKERS
MARLOW PUMPS
VIBRO-PLUS VIBRATORS
WHITEMAN FINISHERS
WACKER GAS TAMPER
HARMON SPACE HEATERS
HOSE AND TOOL ACCESSORIES

Virginia Perlite Corporation
Manufacturers of PERMALITE—the leading perlite aggregate for lightweight plaster and concrete.
Phones:
Glennview 8-4172
HOPEWELL, VIRGINIA

GARBER'S INCORPORATED
Trading as THE OVERHEAD DOOR CO. OF RICHMOND
4400 Williamsburg Ave.
RICHMOND, VA.
Phone Milton 8-3041

SNOW, JR. AND KING, INC.
Masonry Contractors
2415 Church Street
Phone 627-8621
NORFOLK 4, VA.
The new general office building for the Portsmouth Gas Company, located on Loudoun Avenue in Portsmouth, was completed a little over a year ago. The striking aluminum sun screens make it stand out among the other new buildings in Portsmouth.

Designed by Waller & Britt, Architects, the two story structure measures 108 feet in depth by 63 feet in width. The exterior walls are principally of brick while interior partitions are plastered block. The roof is built-up, windows are of aluminum and the floors terrazzo.

Several of the design features of the building can be seen in the photo above which shows the driveway leading to the side entrance and drive-in teller for utility bills. The circular concrete planters at the front of the building help set off the panels of brick and glass. Exterior brick is panelized at the columns which are aluminum clad.

Engineers for the project were Vansant and Gusler, mechanical and electrical; and Hanson and Craig, structural. The architects and Knoll Associates were the interior designers. The general contractor was Robert R. Marquis, Inc., while the principal material suppliers and subcontractors included W. T. Stowe, Inc., Portsmouth, masonry; Richmond Steel Co., Inc., Norfolk, steel roof deck, steel; C. M. Norris Roofing and Sheet Metal Co., Portsmouth, roofing; Walker & Laberge Co., Inc., Norfolk, window walls, glazing, handrails, windows.

Also, Burgess Brothers, Portsmouth, painting; A. D. Stowe, Portsmouth, plastic wall finish, plaster; Hall-Hodges Co., Inc., Norfolk, steel doors and bucks, paneling, window and door frames; Tom Jones Hardware Co., Inc., Portsmouth, weatherstripping; Hampshire Corp., Norfolk, insulation, acoustical; Clarence E. Swain Co., Portsmouth, ceramic tile; Ajax Co., Inc., Norfolk, resilient tile, terrazzo; Elliot & Co., Inc., Norfolk, millwork; Tuck & Kendall, Inc., Portsmouth, lighting fixtures, electrical work; Irving Spindel, Portsmouth, plumbing fixtures, plumbing; Tru-Temp Co., Inc., Norfolk, air conditioning, heating.

Excavating, foundations, concrete, waterproofing and carpentry were by the general contractor.
H. PHIL BURKS
General Building Contractor
RESIDENTIAL • COMMERCIAL
INDUSTRIAL
Phone 965-4211
310 Pine Street
COVINGTON
VIRGINIA
State Registration #1751

DAVID A. REED & SONS., INC.
Excavating & Foundations
St. Reg. #4227
Phone 434-3964
P. O. Box 292
HARRISONBURG, VIRGINIA

RITTENHOUSE BROTHERS
St. Reg. #1517
Building Contractors
COMMERCIAL — RESIDENTIAL — INDUSTRIAL
Phone 286-4251
SCOTTSVILLE, VA.

ANTHONY BROTHERS
Lumber & Supply Company
BUILDING SUPPLIERS
AND
REGISTERED CONTRACTORS
State Registration #4766
Phone NA 9-2595
BASSETT, VA.

ZONOLITE
Lightweight Insulating Products
SAND, LITE AND STRUCTURAL STEEL
PLASTER AGGREGATE: for fireproofing, heat and sound reduction.
FINISH PLASTER AGGREGATE: of slick trowel finish at low cost.
STABILIZED CONCRETE AGGREGATE: for insulating, lightweight roof decks and floors.
ACOUSTICAL PLASTIC: for the lowest cost fireproof acoustical ceilings, old or new construction, 65 sound reduction at half inch thickness.
HOME INSULATION: for attics and walls; harmless, efficient.

NEWMAN BUILDING & MATERIAL CORP.
Perma-Stone Dealers
General Contractor
State Reg. 2363
Phone: 896-4121
Timberville, Va.
459-3122
Woodstock, Va.

BILLY R. AYERS & SON
Plastering Contractors
RESIDENTIAL — COMMERCIAL
Plain and Ornamental
More Than 30 Years Experience
142 Noble Ave., N.E.
DI 5-8940
ROANOKE, VIRGINIA

F. H. TUBMAN
Remodeling Specialist
GENERAL CONTRACTOR
ELECTRICAL — PLUMBING — HEATING
Phones: GReenwood 2-2443
GYpsy 3-3023
MT. HOLLY, VIRGINIA
State Reg. # 1815

PAGE FIFTY-TWO
VIRGINIA RECORD
Founded 1878
The new Newport News Courthouse Annex will contain facilities for three city courts, the juvenile detention home, youth bureau, city sergeant's office, and various police activities.

Looking at the building as pictured, the first floor on the left will house Juvenile and Domestic Relations Court, judge's chambers, clerk's office, juvenile department staff including probation officers, a public waiting room and one cell block.

On the second floor will be Civil and Traffic Courtroom, court clerks offices, judge's chambers, a law library, offices for the city sergeant and his deputies and police activities space. The last includes a classroom, a squad room and storage space for equipment and evidence.

On the right of building will be the Juvenile detention home facilities and more police activities space. There will be room for 12 boys and eight girls, each having a private room and lavatory.

An outside play area has been provided in a courtyard surrounded on two sides by building wings and on two by walls.

A gymnasium will occupy the second floor above the juvenile facilities. This will be primarily for police use, but can be used by the youngsters during inclement weather. Showers and locker rooms adjoin the gym. There will also be other storage and office space on this floor.

There will be a basement that will have, among other things, a pistol range area about 125 feet long and rooms for ammunition storage and gun cleaning.

**COURTHOUSE ANNEX**

**FORREST COILE & ASSOC.: Architects**

**FRAIOLO-BLUM-YESSKELMAN: Structural Consultants**

**IN NEWPORT NEWS**

**RICHARDSON-MAUSER: General Contractor.**

**SUBCONTRACTORS & SUPPLIERS**


Roanoke Iron & Bridge Works, steel doors and latches (detention); Door Engineering, Norfolk; metal doors, frames, hardware; L. W. Roberts Co., Richmond, lighting fixtures; Perry Electric Co., Inc., Newport News, electrical work; Warwick Plumbing & Heating Corp., Newport News, plumbing, air conditioning, heating, ventilating; Modernfold Doors, Norfolk, folding partitions; Eco Elevators, Inc., Norfolk, supplier of elevator; L. F. Chisellbrook, Norfolk, installer.

**WARWICK PLUMBING & HEATING CORP.**

**Mechanical Contractors**

St. Reg. #2411

**PLUMBING—HEATING—AIR CONDITIONING**

**VENTILATING & REFRIGERATION**

11048 Warwick Road

**NEWPORT NEWS, VIRGINIA**

Mechanical Contractor for the New Newport News Court House Annex and Juvenile Center Featured on This Page.

Phone LY 6-6337
Many vegetables difficult for the gardener to grow in the spring are easy in the fall. In some cases, this is because of Nature’s provision that in the fall they do not go to seed. Try your luck this fall. Follow the chart below.

**TESTED LATE PLANTING CHART**

The following dates have been taken from actual field tests, made by ourselves here in Richmond:

<table>
<thead>
<tr>
<th>Vegetable</th>
<th>Latest Safe Planting Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>String Beans, All Varieties</td>
<td>Aug. 20</td>
</tr>
<tr>
<td>Beets, All Varieties</td>
<td>Aug. 15</td>
</tr>
<tr>
<td>Swiss Chard</td>
<td>Aug. 15</td>
</tr>
<tr>
<td>Collards</td>
<td>Aug. 10</td>
</tr>
<tr>
<td>Smooth Kale</td>
<td>Aug. 30</td>
</tr>
<tr>
<td>Curled Kale</td>
<td>Sept. 15</td>
</tr>
<tr>
<td>Lettuce, Wood's Cabbage (head)</td>
<td>Aug. 15</td>
</tr>
<tr>
<td>Lettuce, Grand Rapids (leaf)</td>
<td>Aug. 20</td>
</tr>
<tr>
<td>Mustard, So. Giant Curled</td>
<td>Sept. 1</td>
</tr>
<tr>
<td>Mustard Spinach</td>
<td>Sept. 10</td>
</tr>
<tr>
<td>Radish, Winter</td>
<td>Aug. 15</td>
</tr>
<tr>
<td>Radish, Early</td>
<td>Sept. 1</td>
</tr>
<tr>
<td>Spinach, New Zealand</td>
<td>Aug. 15</td>
</tr>
<tr>
<td>Spinach, Bloomsdale</td>
<td>Dec. 1</td>
</tr>
<tr>
<td>Turnip, Imp. Purple Top White Glove</td>
<td>Aug. 30</td>
</tr>
<tr>
<td>Turnip, Yellow Aberdeen</td>
<td>Aug. 15</td>
</tr>
<tr>
<td>Turnip, Seven Top</td>
<td>Sept. 15</td>
</tr>
<tr>
<td>Chinese Pelsai or Celery Cabbage</td>
<td>Aug. 15</td>
</tr>
</tbody>
</table>

Fifth and Marshall Streets......Dial Milton 3-3479
11 South 14th Street ............ Dial Milton 3-2715
EXPANDED PAROCHIAL SCHOOL FACILITIES IN HAMPTON

ST. MARY’S STAR OF THE SEA SCHOOL

T. J. COLLINS & SON; ARCHITECTS
W. B. VAN BAKERGEM
Structural Consultant

C. WARREN BOGAN & ASSOCIATES
Mechanical & Electrical Consultants

- St. Mary’s Star of the Sea Parish, because of change from 11 to 12 year school system and increasing enrollments, was compelled to expand the facilities of its parochial school at Hampton. It was decided to build a new Junior High School building without gym or cafeteria, which were already provided in the existing buildings. Having very little capital with which to work, the firm of T. J. Collins & Son, Architects, Staunton, employed to design the school, were instructed to design a building requiring as low cost in maintenance as possible, and construction at the lowest cost possible.

The building was designed with a concrete floor slab on grade, and post and lintel construction supporting a built-up roof over a Tectum deck, all exposed, with the supporting steel columns exposed to the outside. The building is enclosed with window walls and stucco, and brick walls at the ends. The interior partition walls are light weight blocks with the corridor wall being continuous glass above the door height to give the corridor natural daylight. The floor is vinyl tile, except in the large toilets, where there is quarry tile. The heating system is made up of small residential type warm air units with a forced ventilating system for each classroom—each room being individually controlled. This system was installed in a small room between two classrooms with entrance to the outside.

The new school building contains eight classrooms; a science room; a library; teachers’ room, clinic and book-storage room, offices and waiting room area; toilets and lobby. It was constructed at little less than $9.00 per square foot. After a year and a half of operation, everyone, including teachers and pupils, are happy with the new bright and airy effect which the building offers.

Conrad Brothers, Norfolk general contractors, also did the work on foundations concrete, and carpentry.

Principal subcontractors and suppliers included the following, of Norfolk unless otherwise noted:

Vicellio-Weaver Co., excavating; William F. Stier, Jr., Virginia Beach, masonry; Richmond Steel Co., Inc., Richmond, steel; Fowler Roofing Co., Inc., steel roof deck; Southern Block & Pipe Corp., prestressed concrete; American Sheet Metal Corp., waterproofing, roofing; Tectum, roof deck; Truscon Steel Div., windows, window walls.

E. Caligari & Sons, Inc., painting, plastic wall finish, acoustical; Ajax Co., Inc., ceramic tile; Ramsey Floor Covering, resilient tile; Slaughter Lumber Co., millwork; Hall-Hodges Co., Inc., steel doors and bucks; M. A. Hartley & Co., Staunton, lighting fixtures; Alston Electric Co., electrical work; Hampton Hytronics, Inc., Hampton, plumbing (Crane fixtures), heating and ventilating.
L. W. ROBERTS COMPANY

Lighting Fixtures
Stage Lighting and Control Equipment
Hospital Signal Equipment
Other Specialized Equipment

530 E. Main St. Phone MI 8-2214
RICHMOND 20, VIRGINIA

Lighting fixture supplier for Newport News Courthouse Annex & Juvenile Center, page 53

C. M. NORRIS
Roofing & Sheet Metal Company

Heating and Air Conditioning
INDUSTRIAL — COMMERCIAL — RESIDENTIAL Service

2309 Airline Blvd. HUnter 8-0611
PORTSMOUTH, VIRGINIA
Roofing contractor: Portsmouth Gas Company, featured on page 51

RAMSEY FLOOR COVERING

ASPHALT AND RUBBER TILE
LINOUEM
PLASTIC WALL TILE

Free Estimates — Guaranteed Work

614 Aberdeen Road CH 5-5461
Hampton, Virginia
Suppliers of resilient tile for St. Mary’s Star of the Sea School, See Page 55

PROGRESSIVE PRODUCTS CORP.

MECHANICAL CONTRACTORS

Contractors for plumbing, air conditioning, heating and ventilating and supplier of plumbing fixtures for Modine Manufacturing Company plant featured on page 23.

317 McClanahan Street
ROANOKE, VIRGINIA
DI 4-6244

RICHARD E. PHILLIPPI, INC.

General Contractors

WYTHEVILLE, VA.
St. Reg. 1513
General contractor for Oak Hill Academy Dining Hall, featured on page 26

M. L. NELSON, INC.

Plumbing, Heating & Cooling Contractors

COMMERCIAL — INDUSTRIAL

2532 Beverly Blvd. Phone 774-4561
ROANOKE, VIRGINIA

CONRAD BROTHERS, INC.

General Contractors

203 Citizens Bank Building
NORFOLK, VIRGINIA
General Contractor for St. Mary's Star of the Sea School, Featured on Page 55

READY MIXED CONCRETE

2 PLANTS TO SERVE YOU CALL

Prompt Delivery 649-0713 Radio Dispatched

Capital Concrete Corp.
Darbytown Rd. — Dahney Rd.
RICHMOND, VIRGINIA
Concrete Suppliers for the Virginia Employment Commission Building, Featured on Page 22
handsome new brochure, in standard file size, is now being made available by Sanford Brick and Tile Company to architects, contractors and others connected with the building trade.

The brief text and numerous photographs describe the facilities of the company, one of the nation's leading brick producers.

A feature of the new brochure is a loose-leaf collection of twelve brick panels, each on a different sheet, in large-size natural-color reproductions. These represent only a small part of the Sanford Brick line and additional panels sheets will be supplied from time to time to those recorded as having the new brochure.

Interested members of the building industry may obtain a copy by writing their business letterhead to the Sales Dept., Sanford Brick & Tile Co., Colson, N. C.

new telephone
instrument available

A new and different phone is now available from the Chesapeake and Potomac Telephone Company of Virginia. It's a "built-in panel phone" according to D. B. Williams, local manager.

This "panel" phone is a natural partner to built-in appliances in the kitchen, is streamlined, smartly styled and advanced in design.

The "panel phone" features disappearing cord, adjustable bell, chrome watch hook and comes in two color schemes — anodized aluminum wall panel, with light gray frame, white handset; or anodized copper wall panel, with light beige frame that has a matching beige handset.

In addition to the regular features, each telephone item can be added to the "panel phone" as Home Interphone Service, a two-line pickup, six-button flexibility as well as Speakerphone operation.

The panel telephone can be easily installed in walls or cabinets. C & P suggests, however, that a home be telephone Planned in order to simplify this installation for the home owner. Prior to building a new home while the plans are still on the drawing board, provision can be made for the "panel phone" and other desired locations.

C & P manager Williams said anyone considering building a new home and who is interested in telephone planning their home should contact the local business office for details.

We Are Proud To Be the Waterproofing Contractor
For the New
Southampton Memorial Hospital
Featured on page 30
and
Newport News Courthouse Annex and
Juvenile Center, Featured on Page 53

GUARANTEED WATERPROOFING CO.
GREENSBORO, NORTH CAROLINA

CERAMIC TILE & MARBLE CO.
TILE CONTRACTORS
TERRAZZO — MARBLE — CERAMIC — SLATE
RESIDENTIAL — COMMERCIAL — INDUSTRIAL
1700 W. Pembroke Ave. Phone 723-1321
HAMPTON, VIRGINIA

Ceramic tile contractors for Newport News Courthouse and Juvenile Center, Page 53

MARVIN MOSELEY
PLUMBING & HEATING
PLUMBING AND HEATING CONTRACTOR
REPAIRS — REMODELING — All Work Guaranteed
No Job Too Large — No Job Too Small
1816 Park Avenue Phone VI 5-4251
LYNCHBURG, VIRGINIA
Plumbing, heating and ventilating contractor for Virginia Episcopal School Dormitory, Page 32

AUGUST 1963 PAGE FIFTY-SEVEN
N. C. MONROE CONSTRUCTION CO.
2710 MARTINSVILLE ROAD
GREENSBORO N. C.
General Contractors
COMMERCIAL  •  INDUSTRIAL  •  EDUCATIONAL
Va. Reg. No. 5068
General contractor for the new Modine Manufacturing Co. plant,
featured on page 23 of this issue

JOHN H. DAVIS COMPANY
Paint Contractor
St. Reg. #2772
616 Portland Street, S.E.
WASHINGTON 20, D. C.
Johnson 1-2727

HANKINS & JOHANN, INC.
MANUFACTURERS OF ARCHITECTURAL-METAL PRODUCTS
P. O. BOX 7147 RICHMOND 21, VIRGINIA COLONY 6-2421
- ALUMINUM ENTRANCES       - SOLAR GRILLES
- EXTRUDED SHAPES             - GRAVEL STOPS
- DISPLAY CASES                - RAILINGS
- CURTAIN WALL                 - COPING
- FORMED SHEET                 - FASCIA
Since 1919
Windows and Door Fabricators for Denton’s Furniture Co., Page 29

ANDREWS & PARRISH
GENERAL CONTRACTORS
State Registration No. 3218
Commercial and Industrial Construction
School St. at Aspen Ave. (Greendale)
P. O. Box 9496
Richmond, Va.
Tel. 266-7656
Office of Civil Defense Courses

FALLOUT SHELTER

The Department of Defense, in cooperation with the Virginia Office of Civil Defense, the Richmond Professional Institute and the Old Dominion College, has announced a course in FALLOUT SHELTER ANALYSIS to be conducted for qualified architects and engineers in the Richmond and Norfolk metropolitan areas.

In Norfolk, the course will begin September 13 and be held every Friday evening from 7:00 to 10:00 p.m. in the Hughes Library building at Old Dominion College, 48th Street and Hampton Boulevard. In Richmond, the course will start on September 14 and be held every Saturday morning from 9:00 a.m. to 12:00 noon in the Hibbs Building at the Richmond Professional Institute, 901 West Franklin Street. The courses will run until mid-December. No tuition or fee is involved.

The course will be equivalent to the intensive two-week Fallout Shelter Analysis course offered at the U. S. Army Engineers school at Fort Belvoir, Virginia. Subjects such as effects of nuclear weapons, structure of matter, attenuation of nuclear radiation by structural shielding, shelter criteria, environmental engineering, blast resistant design, and introduction to structural dynamics are included in the curriculum. Problems and assignments in simple and compartmental shielding techniques and three written examinations will be given during the course.

Instructor for both courses will be David Burke, a professional engineer, who is a member of the George Washington University Fallout Shelter Analysis course staff.

To be admitted to the course, an applicant must be a registered architect or engineer, or hold a Bachelor Degree from a recognized school of architecture or engineering.

Those who successfully complete the course will be certified by the Department of Defense as qualified Fallout Shelter Analysts, and will be listed in National and Regional directories published periodically by the Office of Civil Defense. They will also be placed on OCD mailing lists to receive current information and technical developments in the field of fallout shelter design.

In this nuclear age, architects and engineers throughout the country should have a thorough understanding and knowledge of the fundamentals and newly developed techniques of fallout shelter design and analysis. With this added knowledge and capability, an architect or engineer can provide an optimum degree of fallout protection in any proposed building project with very little, if any, increase in construction cost and without handicapping the primary use of the building.

This course is designed to serve representatives of architectural and engineering firms; industry; Federal, State, county and municipal government agencies; school boards; and public utilities.

Architects and engineers interested in attending the course in Richmond or Norfolk should obtain application forms from W. B. Pettigrew, Director, Training and Education, Office of Civil Defense, Department of Defense, Region 2, Olney, Maryland.

INDEPENDENT FALLOUT STUDY

An independent study course in Fallout Shelter Analysis for qualified architects and engineers will be offered by the University of Wisconsin in cooperation with the Office of Civil Defense, Department of Defense, beginning in September. This will consist of 40 lessons conducted through correspondence between the student and the University. Summary and review lessons and examinations will be given and, upon satisfactory completion of the course, the student will be certified as a Fallout Shelter Analyst.

To defray the cost of registration, postage and course materials, which will be furnished by the University, a fee of $25.00 will be charged each person enrolled.

The course will include topics such as: Introduction to Nuclear Physics, Effects of Nuclear Weapons, Radiation Shielding Methodology, Master Field Problems, and Shelter Environmental Considerations.

Material covered in the home study course is equivalent to a two-week intensive course given by the Corps of Engineers at Fort Belvoir, Virginia.

Architects and engineers who are interested in participating in the independent study course should request application forms from the Director, Training and Education, Office of Civil Defense, Region TWO, Olney, Maryland. Upon approval, qualified applicants will then be advised of enrollment procedures.

AUGUST 1963 PAGE FIFTY-NINE
C. L. Pin cus, Jr. & Co.

General Contractor

St. Reg. # 1776

Building and Public Utilities

Telephone HO 4-3661
6509 Waterworks Road
NORFOLK, VIRGINIA

WILLIAM F. STIER, JR.

Masonry Contractor
St. Reg. No. 4177

RESIDENTIAL
COMMERCIAL — INDUSTRIAL

Phone GA 8-2722
408 High Point Avenue
VIRGINIA BEACH, VIRGINIA

Masonry contractor for St. Mary's Star of the Sea School, Page 55

SMITH & KEENE

ELECTRICAL SERVICE

Electrical Contractors

"Serving the Builders of Tidewater"

341-4646
3641 Bonney Rd.
VIRGINIA BEACH, VIRGINIA

596-6359
112 Todds Lane
NEWPORT NEWS, VIRGINIA

MASSAPONAX

Sand & Gravel Corp.

READY-MIXED CONCRETE
WASHED SAND AND GRAVEL

Main Office & Plant
Fredericksburg, Virginia
Phone ESsex 3-3841

Distribution Terminals

REGENT, VIRGINIA
Phone Saluda 8-2120

TRIANGLE, VIRGINIA
Phone TROjan 5-5645

IRVINGTON, VIRGINIA
Phone: IDlewood 8-3602

HORACE A. FILER

General Contractor
St. Reg. #1319

COMMERCIAL — RESIDENTIAL
INDUSTRIAL

5322 Argall Ave.
NORFOLK, VIRGINIA

PAGE SIXTY
VIRGINIA RECORD

Founded 1878
Ferrum Elementary School
(Continued from page 32)

Junior College. The structural materials have been selected to blend with the materials used for the college buildings.

The school will supersede a number of obsolete school buildings, one to three rooms, which will be discontinued. A section of the new building will be used for six primary classes at the beginning of the school term in September, 1963. The remainder of the building will be completed by the end of the year.

The school unit provides for a multipurpose room with modern kitchen, library, clinic, teachers' rest rooms, and accessory spaces. Considerable playground space is provided near the school and on the lot. The building literally has two fronts, since the main entrance for buses will be on one side and playground entrance on opposite side, adjoining the college campus.

This building is the last unit in a long range planning schedule for Franklin County. The school system has erected five new buildings during the past year and an addition to an existing building.

SUBCONTRACTORS AND SUPPLIERS

Worley Ready Mix Concrete, Inc., Rocky Mount, grading, ready mix concrete; Martinsville Concrete Products, Inc., structural tile; concrete masonry; Montague-Berti Co., Inc., Lynchingburg, windows, steel, metal roof deck, handrails, hardware, hollow metal work; Southern Roof Deck Co., Inc., Roanoke, Tectum roof deck; J. Frank Smuts Roofing & Sheet Metal Co., Martinsville, roofing.

Superior Block Co., Charlotte, N. C., cast stone work; Pittsburgh Plate Glass Co., Roanoke, aluminum entrance doors, glazing; Richard L. Shugh, Martinsville, painting, dacegrounding; W. Morton Northen & Co., Inc., Richmond, acoustical tile, resilient tile; Hite Tile Co., Collinsville, terrazzo, quarry tile, terrazzo, stone window sills, marble toilet partitions.

Modine Plant
(Continued from page 23)

existing water storage tank which has been completely rehabilitated for service.

Electrically, suitable industrial and office fluorescent lighting will be used with outside security and floodlighting for the plant. Heavy bus duct and trolley duct installations will be included for power to the manufacturing equipment.

The manufacturing and warehousing of steam and hot water unit heaters, gas-fired unit heaters and related gas-fired products will take place in this Virginia plant which will soon join the family of Modine plants in Wisconsin, Indiana, Kentucky, California and Illinois.

St. Thomas More
(Continued from page 27)

The new structure is built on a basement, which was previously used as a church, and completes the entire church plant, including a large school, hall, convent and rectory.

This parish, as well as its plant, is looked after by the Right Reverend Monsignor Arthur J. Taylor, who took over his duties there shortly after its establishment.

SUBCONTRACTORS AND SUPPLIERS


Excavating, masonry, carpentry, and weather-stripping was done by the general contractor.

SHULTZ & JAMES, INC.
MECHANICAL EQUIPMENT

9 E. Cary St.
Telephone MI 4-3021
RICHMOND, VA.

4907 Colley Ave.
Telephone MA 2-9859
NORFOLK, VA.
EDWARD S. MARTIN & COMPANY
General Contractor
RESIDENTIAL — COMMERCIAL
Phone JU 8-3933
3832 Huttle Drive
NORFOLK, VIRGINIA

BARNHILL CONTRACTING CO., INC.
TARBORO, NORTH CAROLINA
Highway Contractors

Covington National Bank
“ A Good Place to Bank Since 1891”
MEMBER FDIC AND FRS
COVINGTON, VIRGINIA
See Our New Branch Office, Featured on Page 48

FARRAGUT LUMBER COMPANY
Lumber
ARCHITECTURAL MILLWORK
Phone 525-6131
1502 6th Avenue, N.E.
Knoxville, Tennessee

Millwork supplier for Marion Primary School and Rural Retreat High School Addition, page 46

C&P Office Building
(Continued from page 45)
Dixie Building Products, Inc., steel doors and bucks; Blue Ridge Welding & Repair Shop, handrails; Cross Electric Co., Inc., lighting fixtures, electrical work; Weddle Plumbing & Heating, plumbing fixtures, plumbing; Johnson-Vest Electric Corp., heating; Adams Construction Co., paving.
All are Roanoke firms unless otherwise noted.
Foundations and concrete work were done by the general contractor.

BRIDGE-TUNNEL
(Continued from page 41)
Windows will be of heat absorbing plate glass with extruded aluminum frames.
The entire building is raised on a pedestal which will be planted and landscaped with shrubs and small flowering trees—contrasting with the natural character of the Eastern Shore.
Contracts for the construction of the project have been signed and work has begun to insure its completion for the scheduled opening of the Bay Bridge-Tunnel in the spring of 1964.
Subcontractors, all of Norfolk, include Manson & Utley, Inc., acoustic; Ajax Co., Inc., resilient floor ceramic tile and terrazzo; Ocean Electric Corp., electrical; Walker & Laberge Co., Inc., glass and glazing; John Brothers, plaster; Coley & Petersen, Inc., plumbing, heating and air conditioning; E. Caligari & Son, Inc., painting; Roanoke Engineering Corp., roofing.
Concrete, lumber and millwork will be done by the general contractor.

Ravensworth School
(Continued from page 45)
windows; Allen Glass Co., Inc., Alexandria, glazing; Arlington Maintenance Co., painting; Southern Floors & Acoustics, Inc., Arlington, acoustic; Dodd Bros., Inc., Falls Church, plaster; McClary Tile, Inc., Annandale, ceramic tile, terrazzo.
The general contractor did the work on foundations, concrete, and carpentry.
B. F. PARROTT & COMPANY, Inc.
General Contractors
311 Boxley Building
ROANOKE, VIRGINIA

ROBERT R. MARQUIS, INC.
General Contractor
COMMERCIAL—INDUSTRIAL
INSTITUTIONAL
St. Reg. # 4936
2229-31 COUNTY STREET
PHONE EX 3-2519
PORTSMOUTH, VIRGINIA
General Contractor: Portsmouth Gas Co.,
featured on page 51

JAMES H. CARR, INC.
- FACTORY FABRICATED TIMBER
Trussed Rafters
Glued Arches & Beams
Connector Trusses
2138 "P" ST., N.W. PHONE ADAMS 4-7979
WASHINGTON 7, D. C.
From Richmond—Phone ENTERPRISE 248
Roof Deck and Structural Wood contractors
for the new Oak Hill Dining Hall, Page 26.

KIRK LINDSEY, INC.
Concrete Construction

Phone JACKson 5-8080
2030 16th St., North
ARLINGTON, VIRGINIA

AUGUST 1963
Pearson's Corner Elementary School
(Continued from page 41)

block while the interior partitions are block. Windows are steel double hung with an added hopper vent. Floors are vinyl-asbestos except in toilet areas where they are of quarry tile.

The "cafetorium" boasts of its own permanent stage complete with sound-system. Another school-wide sound system serves other areas. Even though it was a very low budget building, it has two flag poles (for state and national flags at the same level), walls of Italian glass tile, cast stone and Mosaic decorative elements and ceramic tile walls in the toilets.

CONTRACTORS AND SUPPLIERS


Republic Steel Corp., windows; Nash Door & Glass Corp., glazing; T. F. Payne Painting, painting, plastic wall finish; Miller Mfg. Co., Inc., paneling, millwork; Pearsast Hardware, weather-stripping; C. B. Smith Co., acoustical, resilient tile; General Tile & Marble Co., Inc., ceramic tile; The Staley Co., Inc., steel doors and tracks.

Southeastern Electric Supply Corp., lighting fixtures (Benjamin, Guth, Kurt, Verona and McPhilen); Varina Electric Co., Varina, electrical work, ventilating; Harris Heating and Plumbing Co., Inc., plumbing (Crane fixtures); heating.

Foundations and carpentry are by the general contractor. All are Richmond firm unless otherwise noted.
Complete Landscaping Service

LAIRD'S NURSERIES
SPECIALIZING IN SHADE TREES
8900 West Broad St.
Phone AT 8-2857
RICHMOND, VIRGINIA

REID and HOPE
Building and Industrial Contractors
Phone 539-2328
P. O. Box 828
SUFFOLK, VIRGINIA
General Contractor for J. A. C. Chandler Memorial Hall, Old Dominion College. Featured on Page 19.

PERRY ELECTRIC CO., INC.
ELECTRICAL CONTRACTORS
Industrial — Residential — Commercial
28th & Huntington Ave.
Phone CHEstnut 4-1300
NEWPORT NEWS, VIRGINIA
Electrical contractor for the Newport News Courthouse Annex and Juvenile Center. Featured on Page 53

Eight modern tunnel kilns . . . ready to serve you at SANFORD BRICK and TILE COMPANY
In the heart of the brick capital of the nation Sanford Brick and Tile Company operates eight modern tunnel kilns with the capacity to produce a half million bricks a day . . . yes, you can depend on Sanford Brick and Tile Company for your brick supply.

SANFORD BRICK AND TILE COMPANY
COCONUT - NORTH CAROLINA
Is There a Doctor?

(Continued from page 5)

Unfortunately, the President’s discovery that the problems involving the Negro in a white society had gotten bigger than politics can not undo in a day—nor in his administration, even if extended to his children as successors—what politics have done for a century-and-a-half. In the fateful Missouri Compromise between the North and the South, 145 years ago, the issue of the Negro—then as a slave—was first made a political bone of contention. In the following 40 years, until the Civil War, the issue of the Negro as slave was never faced squarely on the grounds of either humanism, economics or sociology. All power and the abolitionist fanatics. A reaching a reasonable, equitable solution for ending the existence of chattel slavery.

In those years, both England and Mexico found equitable ways of ending slavery without working a hardship on slaveholders or creating any sectional divisiveness. In America, we had the extreme alignments between the slave-power and the abolitionists fanatics. A president from New Hampshire, Franklin Pierce, repeatedly denounced the abolition fanatics on the grounds that aggression creates resistance—extreme begets extreme—and that the zealots were appealing to the slaves to rise against their masters instead of trying to work with the whole society. Caught between these extremes, the conservatives—including a proportion of slaveholders sincerely interested in practical emancipation—made no more impression than they do today.

Then, when war came over an amalgam of causes, Lincoln, by his own statement, used his Emancipation Proclamation as a war measure to give some crusading zeal to the lagging effort to return the seceded states by force. That, as the saying goes, did it. From that day until now this measure of expediency has been lifted from its context to assume some humanistic aura, though Lincoln had himself said that forcible emancipation would create more harm than the continuance of slavery. Well, Lincoln was a good prophet: it did.

The Negro was freed in a despotic action, authorized by the emergency of war, which actively pitted him against his former masters in the wreckage of a destruction created by his saviors. Then, after the fanatics discovered that they had not wrought a paradise, and after the political powers could exploit him no further, he was dropped and left in society in which everything possible to tell the Virginia Story

---

**HERMAN'S WOODWORK SHOP**

Modern Furniture Made To Your Design

203 S. 2nd St. RICHMOND, VA. PHONE MI 4-2525

---

**PERRIN & MARTIN, INC.**

HEATING — AIR CONDITIONING — ROOFING

Phone JA 7-5454 1429 N. Quincy

ARLINGTON, VA.

---

**ELECTRICAL CONTRACTING CORPORATION**

Electrical Contractors

RESIDENTIAL — COMMERCIAL — INDUSTRIAL

15 S. Liberty Phone 434-4222

HARRISONBURG, VIRGINIA

---

**SCHATZ KITCHEN EQUIPMENT, INC.**

5011 Minnesota Avenue Washington 27, D. C.

See the Ferrum Elementary School, featured on page 52

AUGUST 1963
ELECTRICAL CONTRACTORS
New and Repair
DOMESTIC — COMMERCIAL
INDUSTRIAL
LIGHT — HEAT — POWER
Specialists in
Heavy Construction

- HOUSE Wiring
- INDUSTRIAL MUNICIPAL
  Wiring
- COMMERCIAL Wiring

W. T. BYRNS
Dial JU 8-1334
217 E. Little Creek Rd.
NORFOLK, VIRGINIA
Electrical contractor and supplier
do Wheeler fixtures for N & W
Passenger Station and Office Build-
ing, Page 36.

POMPEI TILE CO., INC.

- TILE
- MARBLE
- TERRAZZO

CH 4-4919
660 39th St.
NEWPORT NEWS, VA.

MOTTLEY CONSTRUCTION COMPANY, INC.

FARMVILLE
VIRGINIA

Builders
of
Fine Schools

General Contractor for the
New Southampton Medical
Building shown on page 30.

J. H. FRALIN & SON
GENERAL CONTRACTORS

2518 Williamson Road
EM 6-7629
P. O. Box 5037
ROANOKE, VA.

General Contractor for
J. C. Penney Company Project
Featured on page 49 this issue.

SOUTHERN ELEVATOR COMPANY

A North Carolina Owned
& Operated Corporation

MANUFACTURERS OF
PASSENGER & FREIGHT
ELEVATORS—
CABLE OR HYDRAULIC

MAIN OFFICE
GREENSBORO, N. C.

BRANCH OFFICE
CHARLOTTE, N. C.

Installation of three passenger elevators for
Southampton Memorial Hospital, featured
on page 30.

J. B. WINE & SON, INC.
General Contractors

VERONA, VIRGINIA

PAGE SEVENTY

VIRGINIA RECORD

Founded 1877
had been done to make hostile to him. There for nearly a century he was forgotten.

Now by numbers he has become again important to the politicians and again there are the vocal crusaders who express their own humanity by hatred of the white Southerner. Psychologists well understand the motivations of the neo-abolitionists: aggression expressed toward social ends is the safest form of relieving hostilities and inner conflicts because it enjoys a moral sanction. Understanding the motivations does nothing to halt the force when the social-minded haters make common cause with the politicians, as the abolitionists did with Lincoln. The worst of it all is that the present combine draws its historic support from “The Great Emancipator,” at the same time claiming that everything that went into producing the present dilemma is “ancient history.”

Between the politicians and the neo-abolitionists we hear a dreadful melange of civil rights, liberties, human dignity, equality, all mixed together as if they mean the same thing. There is probably not a community in the country where the plight of the Negro does not need improvement, with the need rising in proportion to density of the Negro population. What to do is a problem that requires the most clear minded thinking to implement the purpose of effecting a social adjustment of gigantic complexity. Needless to say, this will not be effected through any combination of irresponsible crusaders talking liberalism and opportunistic politicians talking civil rights.

Nothing at the national level, whence derived the present crisis, indicates any interest in getting at the root of the matter—by studying the origin and development of the present dilemma. On the contrary, in Washington the impulse seems to be to tear the problem from the context of time and to act against custom as though custom was something that yielded to legislative mandates. The late Ruth Benedict, very much an anti-racist, devoted much of her studies to proving that no inherent inequality exists between races. Yet, she said.

J. A. MORRIS

Electrical Contractor

G. E. Appliance Dealer

MARSHALL, VA.

Phone EM 4-4381
E. E. COLLINS, INC.
Plumbing, Heating and Cooling
St. Reg. #5094
COMMERCIAL — INDUSTRIAL — RESIDENTIAL
2411 N. Glebe Road
Office: JA 8-8068
Home: JA 7-5682
ARLINGTON 7, VIRGINIA

RICHARD L. SHOUGH
Painting & Papering Contractor
RESIDENTIAL
COMMERCIAL — INDUSTRIAL
Phone ME 2-6042
P. O. Box 390
MARTINSVILLE, VIRGINIA
Painting and Damproofing Contractor
for the New Ferrum Elementary School.
See Page 32

EDWARD E. COUSINS
Painting • Heating
RESIDENTIAL
COMMERCIAL — INDUSTRIAL
Old Dominion Drive and Springhill Road
Phone 893-7366
McLEAN, VIRGINIA

BREWER PAINT & WALLPAPER CO.
Painting Contractors
RESIDENTIAL
COMMERCIAL — INDUSTRIAL
PAINT DEALERS
BR 4-5403
GI 6-7171
Greensboro, N. C.
Rocky Mount, N. C.
Painting contractor for the new Modine Mfg. Co. plant,
featured on page 23

J. B. EURELL COMPANY
Roof Deck Contractors
Specializing in:
GYPSUM ROOF DECKS
INSULROCK ROOF DECKS
LIGHTWEIGHT CONCRETE ROOF DECKS
Telephone 358-5519
3122 West Clay Street
RICHMOND 30, VIRGINIA
Installation of roof deck for Pearson’s Corner Elementary
School, featured on page 41

J. J. SMITH, INC.
General Building Contractor
COMMERCIAL — INDUSTRIAL
EXport 7-7624
426 Rockbridge Road
PORTSMOUTH, VIRGINIA
St. Reg. #6039

E. H. Saunders & Sons, Inc.
St. Reg. #5148
ELECTRICAL CONTRACTORS
Industrial—Commercial—Institutional
LIGHTING FIXTURES
221 South 15th Avenue
Phone GLenview 8-6030
HOPEWELL, VIRGINIA

BANKS ENGINEERING CORP.
Contractors and Builders
224 Tower Bldg.
WASHINGTON 5, D. C.
REpublic 7-1506
index to advertisers

Aldred Supply Co. ............................... 57
American Concrete, Inc. ........................... 60
Anderson Sheet Metal Works Corp. .................. 68
Anderson Oil Co., Inc. ............................... 67
Anthony Bros. lumber & Supply Co. ................. 51
Major T. Archbell .................................. 3
Architectural Maintenance Co. ....................... 27
Asphalt Institute .................................. 64
Asphaltic Rearing Service, Inc. ..................... 59
Atlantic Painting Co. ................................ 69
B. R. Ayers & Son ................................ 32
Banks Engineering Corp. ............................. 72
Baltimore Contractors, Inc. .......................... 57
Bambridge Wood Products, Inc. ...................... 34
Si Prefabricated Constructions Co. ................. 13
Shriner Lumber Co. ................................ 33
Electrical Contracting Corp. ......................... 65
Jr. H. Evelyn Pilini; C., Inc. ......................... 63
Shultz & James, Inc. ................................ 61
Shaw Paint & Wall Paper Co. ......................... 44
Shuler Machine & Welding, Inc. ..................... 63
Schlumberger Tool & Equipment Co. ................. 73
C. M. Dean, Electrical Contractor ................. 68
Richard E. Phillipson ................................ 63
C. L. Pizen, Jr., & Co. ............................. 60
Port-Mil Tool Co. ................................ 69
Corning Cement Co. ................................ 65
Progressive Products Corp. ......................... 58
Crowe Electric Co. ................................ 55
C. M. Narkiewicz & Son Co. ......................... 39
C. M. Nelson, Inc. .................................. 38
C. M. Nelson, Inc. .................................. 38

PAGE SEVENTY-THREE

There is no social problem it is more incumbent upon us to understand than this of the role of custom. Until we are intelligent as to its laws and varieties, the main complicating fact of human life must remain unintelligible.

What we have in the Negro's changing position is a complicating fact of human life. It will not be made less complicated either by laws or by politicians, frightened at the monster concocted by expediency, making pious appeals to change tomorrow the moral climate of communities. The moral climate might take as long to change as it was to form. At the most conservative estimate, fifty years would be a short time for the Negro to achieve the equality he has come suddenly to demand. If America is at last to face the actual problem of assimilating its Negro population on a basis of complete, unreserved equality in all matters—where all distinctions cease to exist—there was a genuine approach would be to warn both races that they are in for several generations of profound adjustment.

While the present administration inherited a problem that has existed since the founding of the country, there is undoubtedly a tendency toward omnipotence in the Kennedys which promises to delude that anything is possible if they go about it shrewdly enough. This delusion has already thrown a match into the powderkeg. Now that they have discovered the Negro problem was really an issue, the only hope—and this very faint—would be the growth of enough humility to cause the admission of human fallibility.

They need to recognize that all the men from Jefferson on who pondered unsuccessfully over the problem were not merely dingy milestones pointing the way to the millennium under the Kennedys. Some awfully good men have failed along the way and no ready success is at hand for the present savours. But the coming decades might be more bearable if the leaders would look at the real values involved, the enormity and complex of the changes demanded, and surrender their omnipotence.

The first step in the right direction would be the realization that politics can only muddy the waters. In fact, the truly great leader on the racial dilemma will be the first qualified, responsible man in 143 years who goes at the roots of the problem non-politically. But, where will such a social physician come from?
BUILT FAST
... to last!

But fast is only half the story. Brown & Grist Panel Walls are engineered to last. All inside or outside panels are sealed in at the factory for an enduring weatherproof job.

Call on our engineers to work with you on the details of your next building. Refer to Sweet's for our complete 1963 Panel Wall and Aluminum Window Catalogs.

Brown & Grist, Inc.
25 Tyler Avenue
Newport News, Va.
Dial 595-0347

BROWN & GRIST PANEL WALLS
FOR SCHOOLS • FACTORIES
OFFICE BUILDINGS • HOSPITALS

Sure way to better masonry... modern masonry cement

Everything except the sand and water comes in one bag. A quality-controlled blend of materials, masonry cement does away with guesswork... gives uniformly high quality mortar every time.

Gives smooth, workable mortar.—Masonry cement makes a “fat” mortar that works easily under the trowel. Easy buttering. Leaves trowel clean—keeps walls clean. And excellent sand-carrying capacity gives maximum yield, big or little batches.

Stays plastic longer. Plenty of time to place and position units carefully—yet mortar made with masonry cement has good body to prevent squeeze-out and settlement. Requires less retempering. And its uniform color helps make better looking walls.

Holds water better for stronger bond. Masonry cement mortar retains high percentage of mixing water—even with porous masonry units. Gives up moisture slowly for better curing, good bond strength. You're sure of tight, water-repellent joints, durable walls. Write for free literature on masonry cement mortars, distributed only in the U.S. and Canada.

PORTLAND CEMENT ASSOCIATION
1401 State Planters Bank Bldg., Richmond 19, Va.
A national organization to improve and extend the uses of portland cement and concrete.

Gymnasium, Massanutten Military Academy

COOPER & AUERBACH, Architects

See the St. Thomas More Church, Featured on Page 27, and the St. Christopher's Church, Featured on Page 20
Now...There's a Bigger Than Ever Choice in GAS RANGES!

"Slide-ins" . . . choose from models ranging from a space-saving 20-inch to a spacious 42 inches.

New lower-priced, single-cabinet inverted oven models, with or without supporting base cabinets and hood.

Deluxe inverted oven models with convenient hide-away cooking top.

Sectional Ranges with standard and king sized ovens . . . slim-design, top control, counter units or conventional front control panels . . . in a variety of colors and finishes to harmonize or contrast with your kitchens.

Gas ranges of all types and sizes are available for use in home remodeling or new home construction. Call your local gas distribution company or LP gas dealer for information on modern gas appliances and service.

THE VIRGINIA GAS COUNCIL
P. O. Box 2350
RICHMOND 18, VIRGINIA
NATURAL AND L.P. GAS
It’s Beautiful! It’s Gauged! It’s Buckingham!

This unusual slate floor at St. John’s Church, Emporia, Va. solved design, budget and maintenance problems for architect Milton Grigg, F.A.I.A., C.A.G.A. The 3/4" gauged slate is thinset in mastic and butted together without joint grout. Font, altar and window stools are also Buckingham Slate.

BUCKINGHAM-VIRGINIA SLATE CORPORATION

1103 E. MAIN ST. RICHMOND, VIRGINIA