

JUNE
1964

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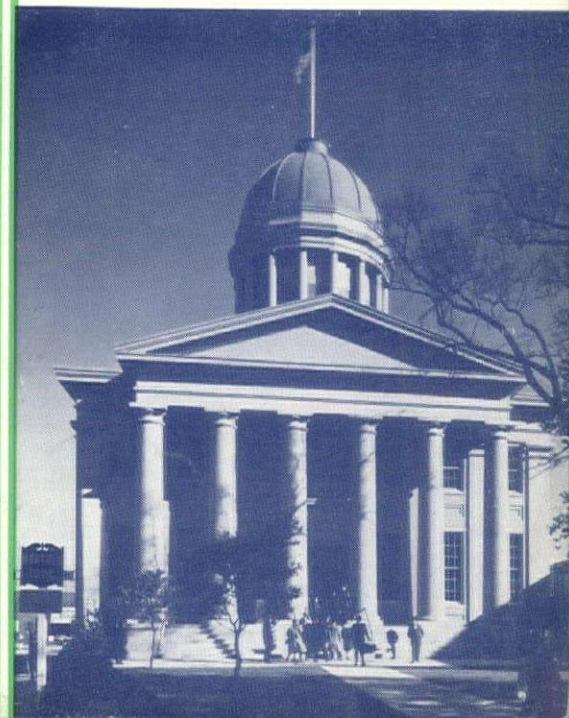
Virginia RECORD

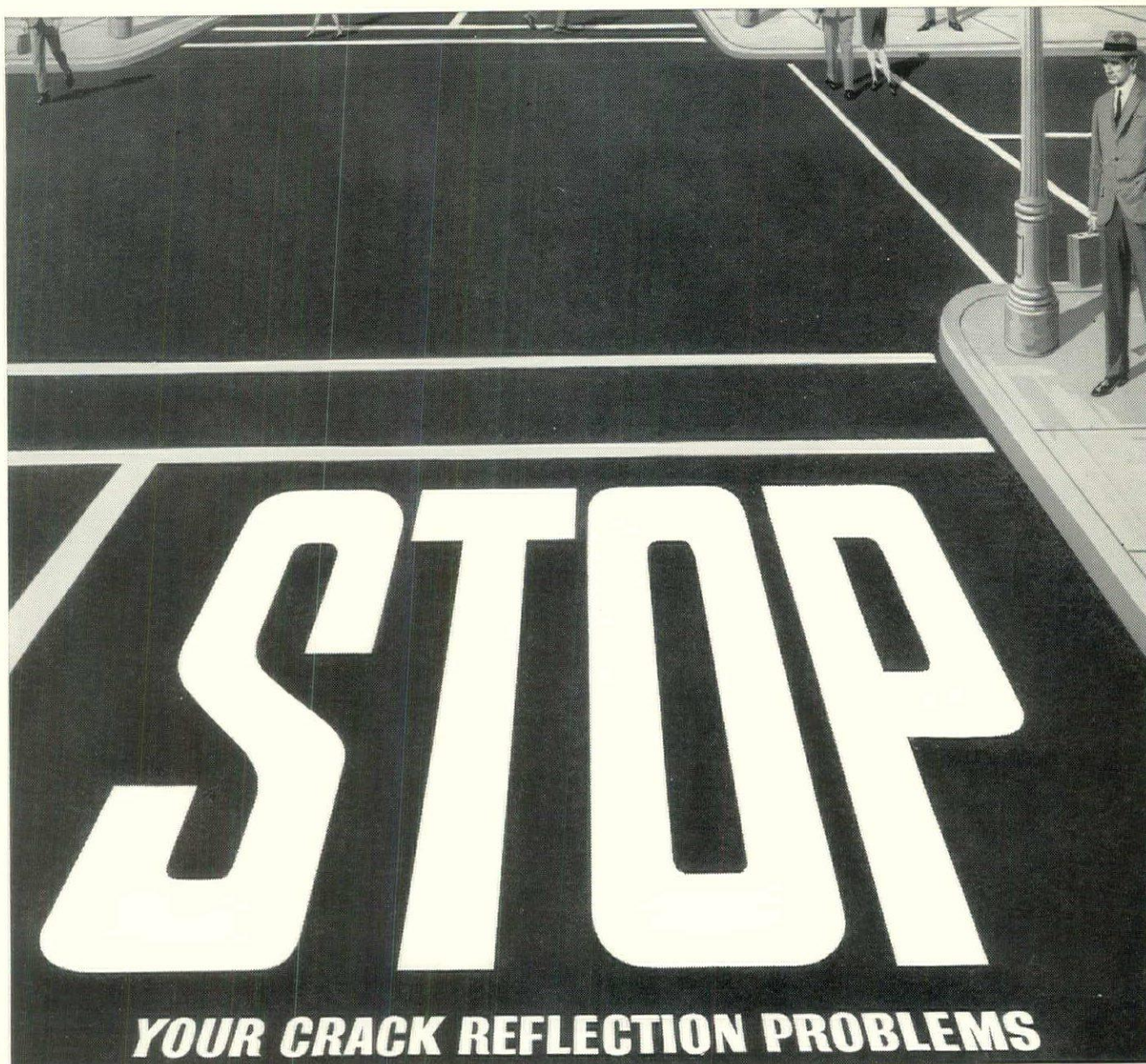


**HIGHWAY SAFETY
IS
NO ACCIDENT**

See Page 7

MacArthur Memorial, a feature in
THE VIRGINIA A.G.C. REVIEW





YOUR CRACK REFLECTION PROBLEMS

Now build your road stronger, safer and smoother-riding with Deep-Strength* Asphalt pavement

For state, county and city roads and streets, modern Deep-Strength Asphalt construction offers a practical and economical solution to the problem of cracking bases and consequent crack reflection in the surfacing.

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Proof of the superiority of Asphalt bases may be found in the official results of the recently completed AASHO Road Test. Under single-axle 12-kip loads, for example, these results show that one inch of Asphalt base can be substituted for 2.1 inches of cement-treated base, or 3.3 inches of crushed-stone base. (Refer to bar chart to the right.)

For the road and street builder, this means that modern Deep-Strength Asphalt construction will provide stronger, more durable roads and streets, while reducing total pavement thickness for greater economy.

In addition, Deep-Strength Asphalt pavements offer many other advantages. They can be built faster and easier, and are less costly to maintain. They are water- and frost-resistant, and

are not harmed by de-icing chemicals. They do not lose strength during the critical spring-thaw period. And Asphalt surfaces are quieter and smoother-riding.

Taken together, the facts add up to this: inch-for-inch and dollar-for-dollar, your soundest road investment is modern Asphalt pavement.

*Asphalt surface on *Asphalt* base



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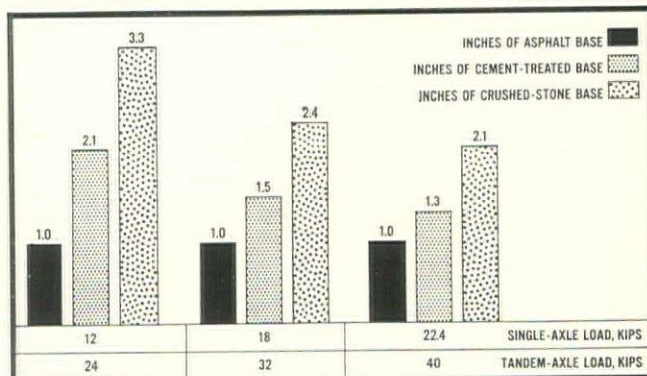


Chart based on Highway Research Board Special Report 61 E shows relative base performance at $p = 2.5$, with 3" of surfacing and 4" of subbase.

Highways designed for Safety — Highways constructed for Safety

Highways traveled in Safety

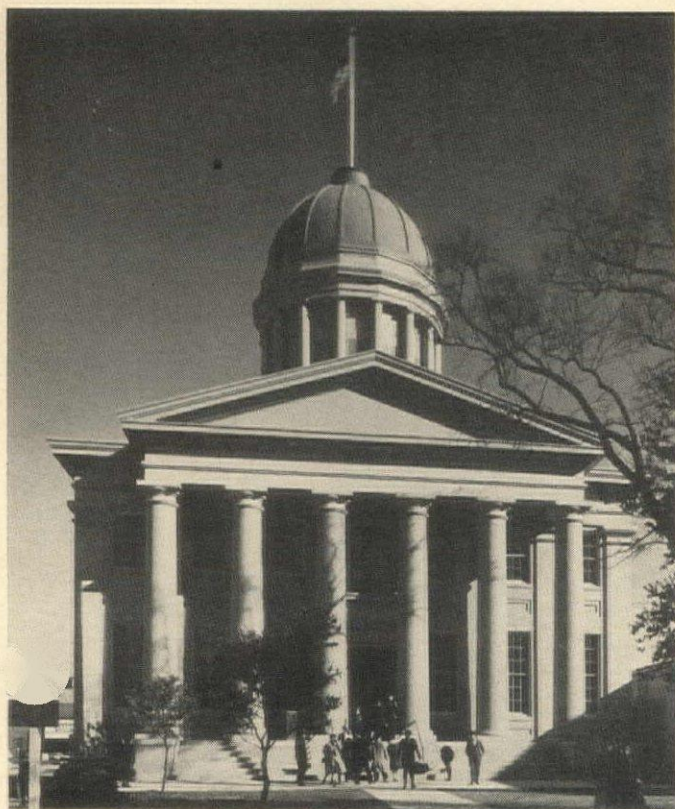
It's a three-way responsibility and we, as builders, work with the Highway Department to see that safety is built-in. The third part is up to you, the driver, to insure that the highways of the Commonwealth may be *traveled* in safety.

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page 14

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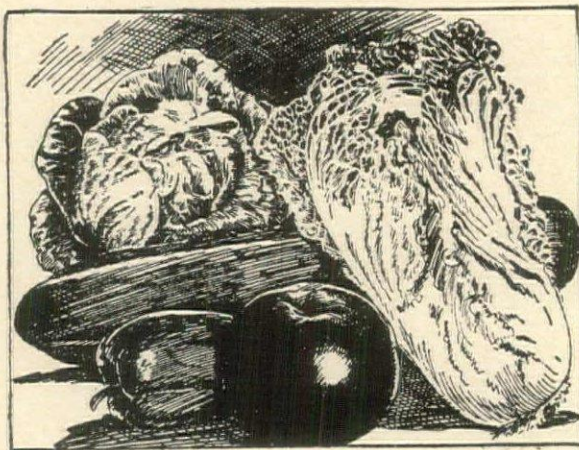
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Many vegetables difficult for the gardener to grow in the spring are easy in the fall. In some cases, this is because of Nature's provision that in the fall they do not go to seed. Try your luck this fall. Follow the chart below.

TESTED LATE PLANTING CHART

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

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

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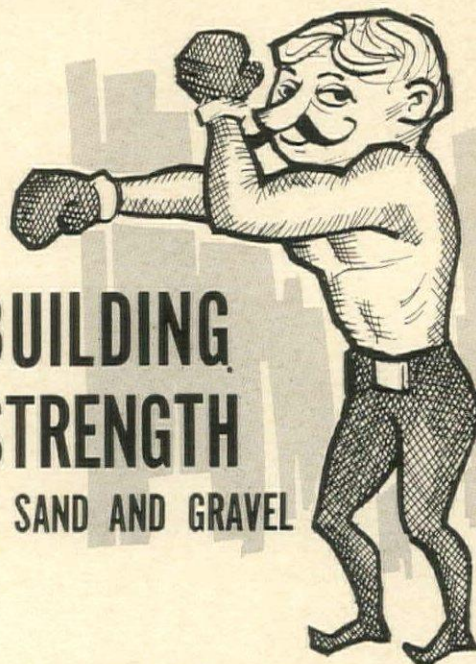


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Masonry Contractor for the MacArthur Memorial,
Page 14.



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VIRGINIA RECORD is an independent publication cooperating with all organizations that have for their objectives the welfare and development of Virginia. While this publication carries authoritative articles and features on statewide and local industries, business, governmental and civic organizations, they are in no other respect responsible for the contents hereof.

CLIFFORD DOWDEY
Editor

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Executive Editor

R. N. ANDERSON, JR., AIA
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VOLUME LXXXVI

JUNE 1964

NUMBER SIX

"The Nation . . . The Poor Nation . . ."

IN A RECENT ISSUE of *Newsweek* Magazine, I was reading a review of a new book on Rutherford B. Hayes, who followed Grant as president in 1877. After running through cursory references to the notorious deal with which Hayes went into office, I was shocked to come across the words, "Hayes had to face such difficult problems as . . . the end of Reconstruction and the beginning of the civil wrongs movement in the South." This irresponsible, ignorant perpetuation of a distortion was shocking because it was uttered, so casually and so lightheartedly, in the midst of President Johnson's campaign to promote racial adjustments which depend upon a unified national purpose to work, without the prejudices of sectionalism, to the solution of a national problem.

The unsigned book reviewer subscribed to a century-old prejudice that imputes "racism"—"civil wrongs"—to every stand, every conviction, the Southerner holds. It began when the subjugation of the Southern states after the Civil War was justified by associating an individual's defense of his native soil with defense of the institution of slavery. In the postwar Northern press, you can read until you can stand no more the endlessly repeated charges that were used to justify the persecution and exploitation of the prostrate states as "retribution" for the "sins of slavery."

When a group of generous minded Northerners met to raise money to help Washington College, where Lee was president, a supposedly religious publication denounced the effort to contribute to rebuilding an institution whose libraries and laboratory equipment had been destroyed by the vandalism of Federal soldiers—on the grounds of the unfitness of a leader who ". . . imbrued his hands in the blood of tens of thousands of his country's noblest men for the purpose of perpetuating human slavery. . . ."

Very little effort at fact-finding would have discovered that Lee, who disbelieved in slavery and diverted considerable energy during the war years to emancipating the slaves left by his father-in-law, had offered his services strictly for the defense of his state against invasion. After the war, he said he would gladly have lost all he had lost, suffered all he had suffered, for the attainment of the abolition of slavery. These sentiments, representing those of countless Southerners, have long been on record for anyone sufficiently interested in the truth to look for them. But it has been simpler, and for some reason fashionable, to follow the propaganda line that denies Southerners any motivation except oppression of the Negro.

Thus, in Johnson's Civil Rights bill, Southern opposition is reduced to advocacy of "civil wrongs." Whatever may be the extent of Johnson's personal anguish over the Negro's present status and the extent of his sincere crusading zeal for equality between the races, many persons outside the South regard his bill as very bad constitutional practice and non-Southern national columnists have publicly admitted that politics might be an element in his support of the bill. It is certainly difficult to see how his bill can avoid the coercion which he himself has said is not the way to harmonious

(Continued on page 33)

to tell the Virginia Story

JUNE 1964

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THE COVER shows morning traffic at Shirley and Ridge Road on Route 350, along with the handsome MacArthur Memorial, completed by J. W. Enochs, Inc., Norfolk, and a feature of this issue's A.G.C. REVIEW. *Virginia Record* is indebted to the Virginia Department of Highways for providing the material covering these complex and literally life-saving aspects of Virginia's road operations.

Lily Show

• The Twenty-second Annual Lily Show of the Garden Club of Virginia will be held June 17 and 18 in Richmond in the Tuckahoe Building of St. Catherine's School.

The sponsoring clubs for the 1964 show are the Tuckahoe and Three Chopt Garden Clubs, assisted by The American Horticultural Society and The North American Lily Society. Further information may be obtained by writing Mrs. W. Lowndes Peple, Jr., 26 Rio Vista Lane, Richmond.



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We are glad to participate in Virginia's extensive highway system and, from the mountains to the shore, wherever we play a part in highway construction, it is our aim to build such roads as will contribute to the safety of all who travel the highways of the Old Dominion.

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PROMOTION OF

TRAFFIC SAFETY

Highway Safety Is No Accident

■ The safety of the motorists and pedestrians of Virginia and the nation is greatly dependent upon the quality of engineering incorporated in the roads and streets. Engineering plays a far greater part in safety than the public generally realizes, and possibly more so than many highway engineers may have thought possible. As a result of experience, research and studies, the Virginia Department of Highways is aware of the direct relationship between superior engineering practices (or deficiencies) of the facilities and the safety of the motorists.

In an effort to provide the most satisfactory road system for the Commonwealth the Department strives daily to provide safe, efficient, and economical facilities. In the operation of the Department, safety is not a mere by-product of the road program. It is a primary objective that is constantly and vigorously pursued.

Safety is promoted through two means. First, as many accidents as possible are prevented. Secondly, a sincere effort is being made to ferret out the locations on existing roads that have an abnormal frequency, study the characteristics of the accidents, traffic and design features of the facility and institute remedial measures where engineering practices are warranted.

The safety program is advanced primarily through five major efforts:

- (1) By planning and building safety into new facilities through higher design standards.
- (2) By adequately providing and maintaining traffic control devices, road surfaces, shoulders, structures, etc. of existing facilities.
- (3) By promotion of an effective traffic and planning engineering program.
- (4) By continuous review, study and insti-



tution of remedial measures at locations having an abnormal accident frequency.

- (5) By informing the traveling public through radio, television, telephone, and newspapers of the locations and conditions of the roads under construction and heavy repair, and other emergency and hazardous conditions.

HIGHER DESIGN STANDARDS

■ Proper design is essential to safe traffic operations. There are varying degrees of design standards that range from the conventional narrow two-lane roads with poor alignment to the fully-controlled access multi-lane facilities such as the modern toll roads and interstate freeways. Our experience and various studies have shown the very high correlation

between the design elements of the facility and safety. Thus, our first attempt to provide safety is through planning and designing of the new roads. This is accomplished by selecting a location that will best serve the needs of traffic and then providing a facility to meet a certain desired speed, type, and volume of vehicles that will use the road. Such items as kinds of highways, lane width, grades and curvatures, kinds and width of shoulders, structures, and degree of control of access must be determined in order to provide the best type of road to serve the needs of present traffic and at the same time forestall obsolescence as far into the future as possible.

Roads with lower grades and easy curves, adequate number of lanes and lane widths, proper shoulders and control of access play a major role in safety. It has long been a practice of the

traffic and planning engineers of the Department to work closely with the design engineers in preparation of construction plans. Prior to the final approval by the Chief Engineer, all construction plans are closely reviewed in the field and central office by the Traffic and Planning Division engineers to assure as safe and efficient facility as possible. This means the design, capacity and location of intersections or interchanges, cross section, alignment, superelevation, sight distance, types of structures and approaches, crossovers, sidewalks, illumination, shoulders, guard rail, delineation, etc. are given a thorough review. Any items found inadequate are reconsidered. In addition, the plans are reviewed by traffic engineers and recommendations made as to the installation of adequate and effective traffic control devices.

The greatest effort of the engineers of the Department to build safety into the facilities has been expressed through the new interstate program. These fully-controlled access facilities are experiencing one-half the accident and injury rate and approximately one-third the death rate of conventional roads.

The completion of the 1,053 miles of interstate routes in Virginia will have a great influence on the safety of the motorists. It is estimated that 150 lives will be saved annually through these high designed interstate highways. However, the interstate routes are by no means an answer to the safety problem of the highways. In Virginia there is one very serious limitation of the Interstate System—there is just not enough of it. These routes when completed will represent only about two per cent of the total



The photo at the left shows line painting equipment at work, a vital part of keeping highways safe.



The photo above shows construction on Route 360 in Chesterfield County about two miles west of Clover Hill. Below, snow is removed from Emporia By-Pass on Route 95 in Greenville County.



highway housekeeping is no easy task . . .



rural mileage of the State and are expected to carry about 20 to 25 per cent of traffic.

Although the Department is participating in the world's largest road building program, the major safety problem is now and will continue to be on the conventional roads and streets of the Commonwealth. The 1964 General Assembly very wisely recognized this condition and authorized the building of an arterial system of approximately 1,670 miles of divided facilities to supplement and complement the Interstate System. These higher design divided roads will not only serve the transportation needs of both the rural and urban areas and connect practically all municipalities with a population of 5,000 and over but will make a major contribution to the safety of the motorists. It is estimated the arterial routes when completed will save approximately 50 lives and millions of dollars annually. These savings and those expected from the Interstate System could result in the prevention of approximately 200 traffic deaths a year in Virginia.

In addition to the interstate and arterial systems the Department has a continuous program for construction of new facilities to higher design standards on the remaining miles of the primary, secondary, and urban systems.

MAINTENANCE OPERATIONS

■ A direct relationship exists between the degree or quality of maintenance and traffic safety. The housekeeping of some 50,000 miles of road is no small or easy task and, like the keeping of our homes and place of work, the way the roads are maintained can cause or prevent accidents.

There is more to safety than providing a smooth surface, patching holes, and keeping water drained from the surface. It requires a continuous maintenance program throughout the system that operates every work day in the year. The program includes resurfacing, patching holes and pavement edges, drainage, erosion control, application of skid resistant materials

. . . and snow removal is one of the major jobs. Shown here, top to bottom, a snow plow near Staunton, a grader near Edinburg in Shenandoah County and snow removal on Route 250 in Highland County.

at slippery locations, providing super-elevation on curves, snow removal, storm damages, keeping shoulders in satisfactory condition and proper alignment with edge of pavement, improving sight distance by cutting vegetation and removal of other structures, and keeping traffic signs, signals, flashers, pavement marking and messages in satisfactory condition. These and other maintenance operation items greatly affect the safety of the motorists. Because of the large number of miles of existing facilities as compared to the limited amount of new construction completed each year, the Department feels that maintenance operations is one of our greatest efforts to promote safety. Maintenance operations is such an integral part of the safety program that every effort is made to keep the roads in a high degree of repair and maintenance. In addition, every effort is made to provide adequate traffic control devices and to see that they are operating effectively under all conditions and types of weather.

TRAFFIC ENGINEERING

■ Traffic Engineering is devoted to the study and improvement of traffic performances of the highway and street systems. Its purpose is to achieve efficient, free, and rapid flow of traffic, yet, at the same time to prevent traffic accidents and casualties. Its procedures are based on scientific and engineering disciplines while its methods include regulations and controls as well as planning and geometric design.

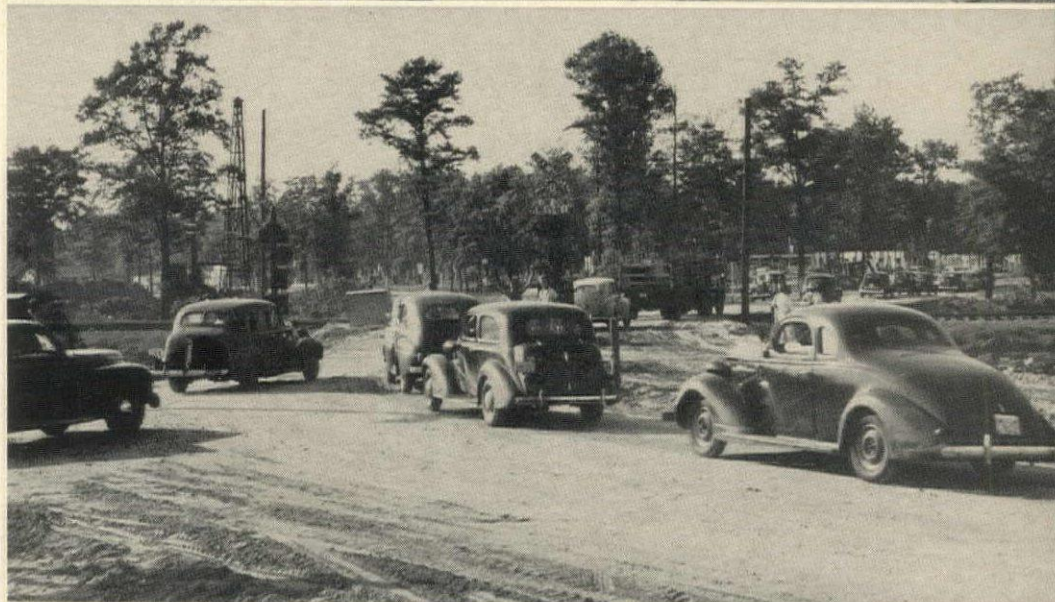
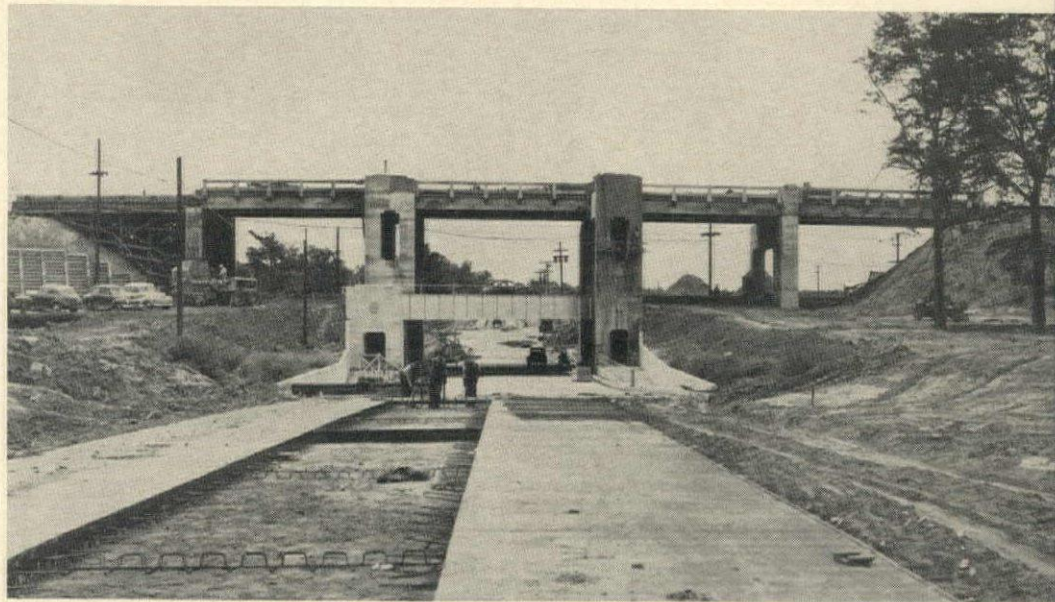
In 1936 the Department saw the need for traffic engineering and established a Traffic and Planning Division. From a meager beginning the Division has developed in scope and personnel until today there are approximately 200 employees carrying out the work of 11 functional sections. Below are the general headings for the functions carried on by the Division:

- (1) Traffic Operations
- (2) Traffic Accident Analysis
- (3) Rural Traffic and Weighing Operations

(Continued on page 23)

... but can cause congestion too as the center photo of Route 17 shows. Top and bottom photos show a triple decker at the interchange of Routes 460, 13, and 166 in Chesapeake, the top a construction photo taken in 1948, the bottom the finished structure in use.

triple deckers facilitate traffic flow . . .



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Electrical contractors for the MacArthur Memorial, page 14.

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We Furnished and Installed the Architectural Bronze Letters for
the MacArthur Memorial, Page 14.

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Colonial Heights High School, page 18.

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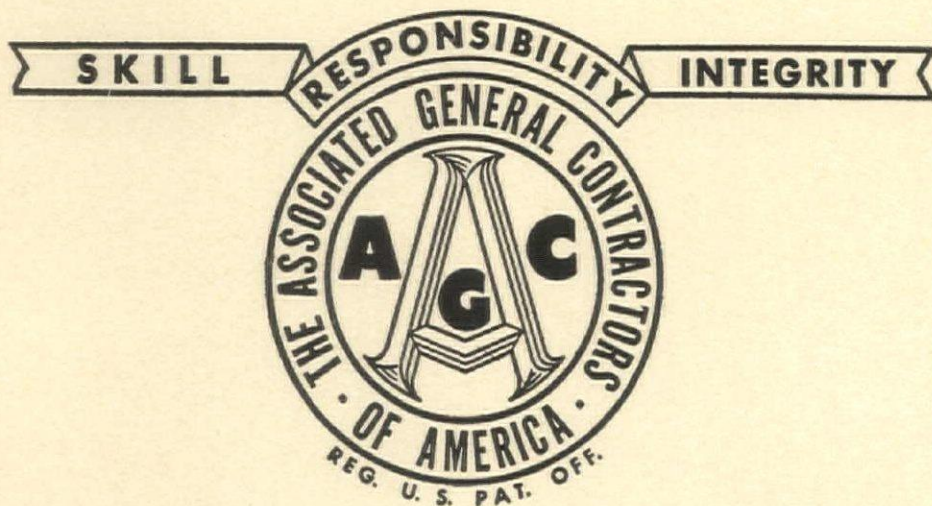
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VIRGINIA BRANCH, A.G.C.



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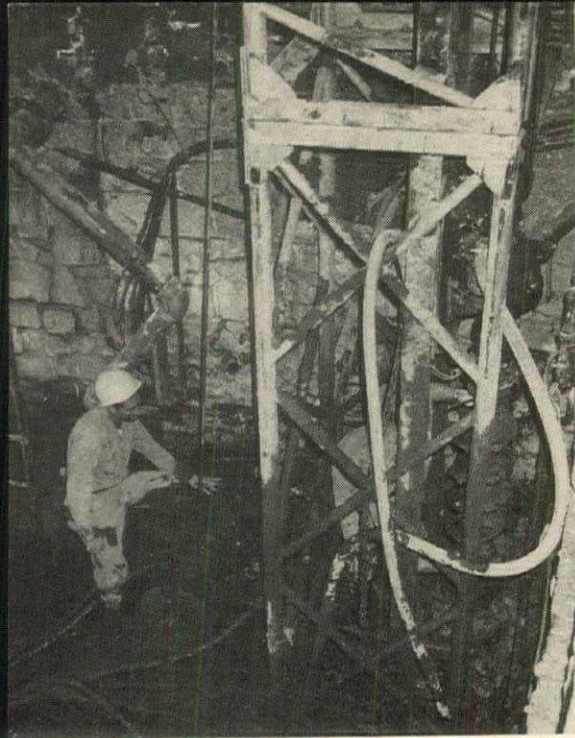
VIRGINIA A.G.C. DISTRICT PROGRAMS

● **E. T. GRESHAM CO., INC.: MACARTHUR MEMORIAL**
J. W. ENOCHS, INC.: COLONIAL HEIGHTS HIGH SCHOOL

MacArthur Memorial Completed by E. T. Gresham Co., Inc.

WILLIAM & GEOFFREY PLATT: Architects

FINLAY F. FERGUSON, JR., AIA: Consulting Architect



Using only this small air-powered rig, Intrusion-Prepakt, Inc. placed 73 concrete pilings in the basement of the building.

•
VANSANT & GUSLER
Mechanical & Electrical Consultants

•
THAYER & WALLACE
Structural Consultants

BELOW: An interior view of the old court house shortly after renovation began.



BUILT MORE THAN A century ago, Norfolk's old court house was transformed into the General Douglas MacArthur Memorial in 1963 after 22 months of work by the E. T. Gresham Company, Inc. of Norfolk.

Unlike many aged structures, the court house was not re-done with an eye to preserving an historic building in its original condition. Instead, the old interior was completely torn out and replaced with one of new design, modern and functional.

Internationally known for its work on museums and schools, the architectural firm of William and Geoffrey Platt of New York designed the new Memorial, with Norfolk architect Finlay F. Ferguson, Jr. acting as supervising architect. Mr. Ferguson worked for some time with the Williamsburg restoration.

Since only the walls of the original court house were left standing, the project actually amounted to the construction of a building within a building. Except in the dome and roof structure, all of the old wooden beams and supports were supplanted with

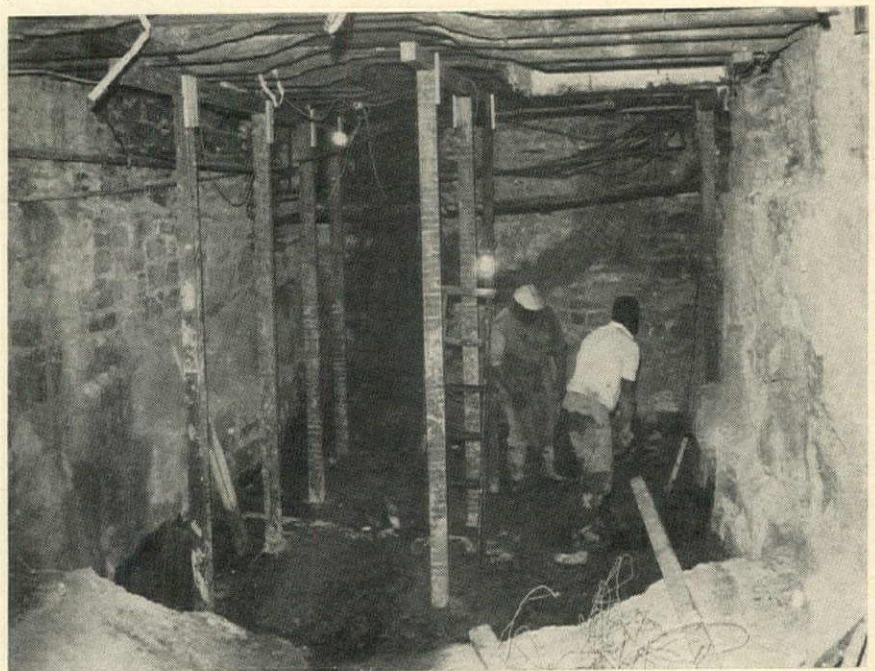
steel. The entire building was fire-proofed, again except for the dome and roof structure, where a sprinkler system was installed.

It was necessary to transfer the weight of the heavy dome and cupola, 52 feet high and 32 feet in diameter, from the building's ancient walls during construction and, at the proper time, transfer that weight to a new steel framework.

Following the shoring-up of the dome, all interior walls and floors were removed, leaving an empty, three story box, from the bottom of the cupola to the wet surface of the mud floor beneath the basement. To protect the walls, extra care was taken to limit vibration and shocks to the absolute minimum.

Partially for this reason, a method never before used in the area was employed in placing the piles. Although the original footings under the exterior walls of the 113 year-old court house were adequate, additional pilings had to be sunk in the basement area to carry the weight of the new galleries and the double crypt in the

BELOW: Initial shoring and clearing out of a portion of the basement. Notice the river mud upon which the old court house was erected. This area was occasionally flooded during construction by high tides.



center of the rotunda. This was to be done before the new steel framework had been installed, thus the ordinary methods with their excessive shocks were ruled out.

Intrusion-Prepakt, Inc. of Cleveland was called in and, using its shock-free Cast-in-Place piling method, placed seventy-three 12 inch concrete piles to depths ranging from forty to fifty feet. Because of limited access and head-room, the work was performed with only one small air-powered rig.

Next a structural steel framework was installed, a slow and difficult process, because it had to be done within the existing walls with materials brought inside through the un-enlarged court house doors.

The weight of the dome structure was then transferred to the new framework and construction begun on the galleries and other Memorial rooms.

Nine galleries, a foyer, reception room, exhibition room and rotunda with crypts for General MacArthur and his wife were constructed within

the two-story Memorial. Italian travertine marble was used to case the walls of the rotunda, which was floored with rose tavernell. The marble was especially selected at the quarry by architect Geoffrey Platt. Around the walls of the rotunda were placed marble plaques in which were inscribed excerpts from some of the general's speeches. All tile and flooring work, including marble finishing, was by Ferrell Linoleum & Tile Company, Inc.

The bronze wreaths on the crypts were also of Italian origin, done by Bruno Bearzi.

For doors and paneling, a dark Philippine wood sometimes employed for trim inside automobiles was used. Called golden narra, this wood was especially cured before installation in the Memorial.

Most of the hardware in the new interior, such as doorknobs, was purchased by the architect from a French firm.

Some of the galleries in the Memo-

(Continued on page 19)



ABOVE: Inside one of the Memorial galleries visitors look at a replica of the plaque which marks the place on the U.S.S. Missouri where the signing of the Japanese surrender took place. BELOW: This view shows the interior of the completed rotunda, the walls and floor of which are done entirely in marble.



Virginia District

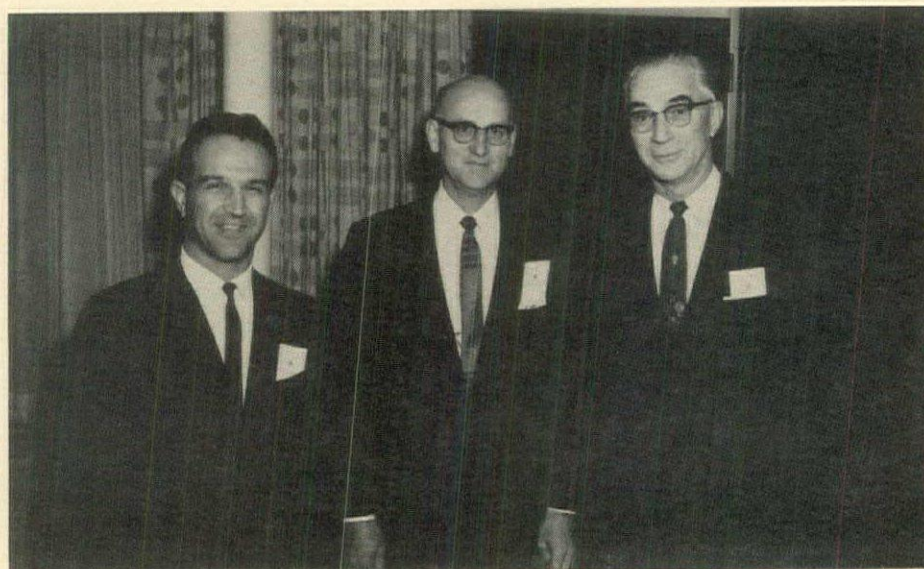


Within the Virginia Branch, there are six separate districts which operate on a local level. In 1962, the Virginia Branch amended its by-laws to authorize the establishment of the districts with their own by-laws, officers, and committees. The number of meetings held by each district varies from monthly, quarterly, etc.

In December, the Southwest Virginia District held a meeting at the Shenandoah Club in Roanoke and had as its guest speaker State Senator William B. Hopkins.

The Central Virginia District held a special reception for members and their wives, and also for Architects, Engineers, and their wives, at the James River Club in Lynchburg, Virginia. Approximately 95 persons attended the two-hour social.

The Northern Virginia District holds monthly meetings and guest speakers for the February meeting at the Marriott, Twin Bridges, Arlington, Virginia,



TOP TO BOTTOM:
SOUTHWEST DISTRICT MEETING. Left to Right: Aaron J. Conner, Southwest District President, Aaron J. Conner General Contractor, Inc.; State Senator William B. Hopkins, and George R. Martin, Virginia Branch President, Martin Bros. Contractors, Inc.

CENTRAL VIRGINIA DISTRICT MEETING. From left to right: Stanley James, Architect, of Clark, Nexsen & Owen; Mrs. James; Sam R. Gay, Jr., S. R. Gay & Co., Inc., District President; and Mrs. Gay.

NORTHERN VIRGINIA DISTRICT MEETING. Left to Right: Don Giampaoli, Assistant Director, Heavy Division, National AGC; Harold Miller, District President, Miller Bros. of Arlington, Inc.; and Bill Frakes, Bureau of Contract Information.

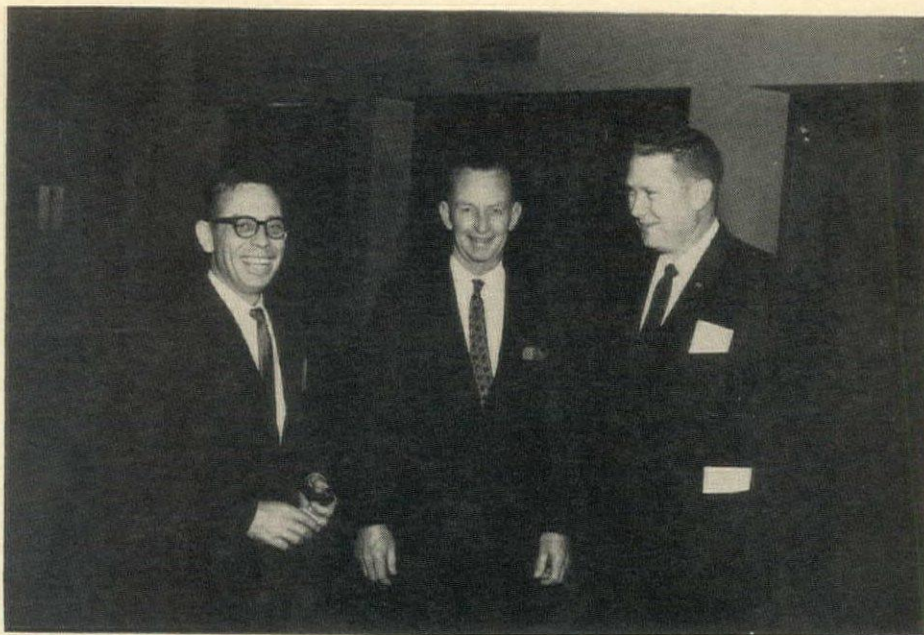
Branch Programs

were Mr. Donald Giampaoli, Assistant Director, Heavy Division of the National AGC, Washington, D. C., and Mr. William Frakes, Bureau of Contract Information, Inc., also of Washington.

At the March 26th meeting of the Piedmont District held at the Thomas Jefferson Inn, Charlottesville, Virginia, Mr. Charles C. Kestner of the Portland Cement Association spoke on "Thin Shell Concrete Construction."

At the Tidewater District meeting on March 25th held at the Holiday Inn, Mercury Boulevard, Hampton, Virginia, the guest speaker was Mr. Donald Giampaoli, Assistant Director, Heavy Division of the National AGC, Washington, D. C.

The Richmond District, at its meeting on April 29th at the Sherwood Room of the Quality Motel, Robin Hood and Hermitage Roads, Richmond, Virginia, had as its speaker Mr. Don King, Reporting Manager for Dun and Bradstreet, who spoke on "Profits."

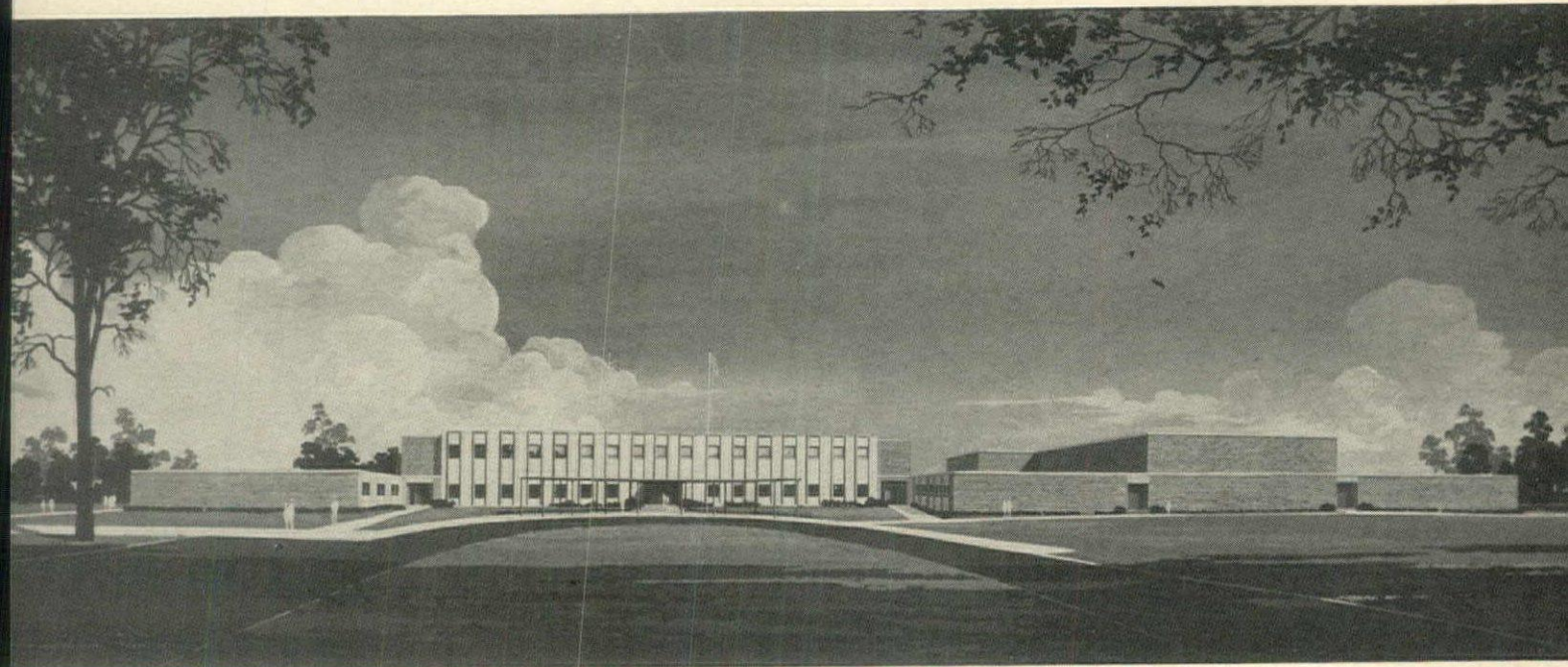


TOP TO BOTTOM:
PIEDMONT DISTRICT MEETING. *Left to right: Charles Kestner, Portland Cement Association; Edward van Laer, Edward van Laer, Inc.; and Joe Howe, Virginia Branch Secretary-Treasurer, Ivy Construction Corp.*

TIDEWATER DISTRICT MEETING. *From left to right at the head table are Joe Brown, Haycox Construction Company, Inc., District Secretary-Treasurer; Mike Albers, E. C. Ernst, Inc., District President; Don Giampaoli, National AGC staff; Dick Schusterman, Southern Materials Co., Inc., District Vice-President; and Morris Mathisen, Sig Mathisen Construction Co., Inc.*

RICHMOND DISTRICT MEETING. *From left to right at the head table are Alex Alexander, Alexander Building Construction, Inc., District Vice-President; Don King, Dun and Bradstreet; and Phil Brooks, Southern Materials Co., Inc.*

to tell the Virginia Story



J. W. ENOCHS, INC., CONTRACTOR FOR COLONIAL HEIGHTS HIGH SCHOOL

● Construction on the new Colonial Heights High School, located on Conduit Road, began early last October after the city council granted a contract to J. W. Enochs, Inc. of Hopewell. Enochs won the contract with a low bid of \$1,694,000.

Architect Gordon B. Galusha, of Petersburg, drew the plans for the fully air-conditioned building with engineering being supervised by Emmett L. Simmons and Assoc., of Richmond.

The 1200-pupil, all electric high school is being built on a 20-acre site and will have some 50 teaching spaces. It features a gym with a capacity of 1500 persons and a 750 seat auditorium, also six science laboratories along with a library containing adjacent study rooms. Another feature is a centralized business education area.

According to information obtained from the School Superintendent, C. G. Smith Jr., it is among approximately 54 fully air-conditioned high schools within the United States.

Building has progressed rapidly since it first began and has consistently remained ahead of schedule.

With a completion date set for September 1 of this year, the new high school will take a considerable burden off of the city's one other high school and two elementary schools.

SUBCONTRACTORS & SUPPLIERS

J. W. ENOCHS, INC., Hopewell
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WILSON & NYE MASONRY CONTRACTORS, INC., Hopewell
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ANDREWS-JOYNER IRON WORKS, Petersburg
Steel, steel roof deck, roof deck, handrails
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GORDON B. GALUSHA, AIA: Architect

EMMETT L. SIMMONS & ASSOC.
Mechanical & Electrical Consultants

WILLIAM T. ST. CLAIR
Structural Consultant

MacArthur Memorial

(from page 15)

rial display personal effects and mementoes of MacArthur in chronological order, from his boyhood days in the American Southwest, to his return from the Far East in 1951. In other galleries are exhibits of many of the gifts MacArthur received from organizations and countries all over the world.

A lighting system in the ceiling of the dome was especially designed and constructed by Lewis Smith and Company in New York City.

Consulting engineer on the project was the firm of Thayer and Wallace of Norfolk, and Vansant and Gusler of Norfolk acted as mechanical engineers. The latter firm was responsible for the design of the entire heating and cooling system of the Memorial.

Although \$581 thousand was allowed by the City of Norfolk for the construction which created the General Douglas MacArthur Memorial, E. T. Gresham Company, Inc. actually completed the project for some \$517 thousand. This firm, employing about 130 persons, has been in the general contracting business since October 10, 1916.

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Electrical contractors for Colonial Heights High School, page 18.

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Mechanical Contractor for the MacArthur Memorial, Page 14.

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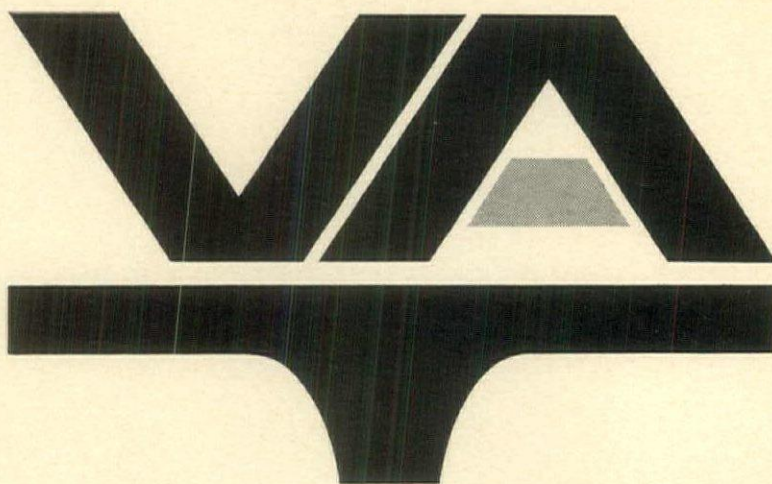
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Terrazzo: Installation and Supplier; Marble Installation and Finishing for the MacArthur Memorial, Presented on Page 14.



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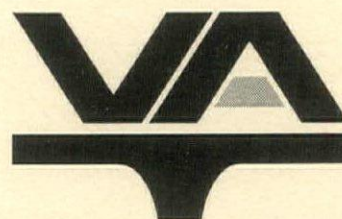
Concrete Structures, Inc.
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Coastal Prestress, Inc.
600 West 25th Street • Norfolk 17, Virginia

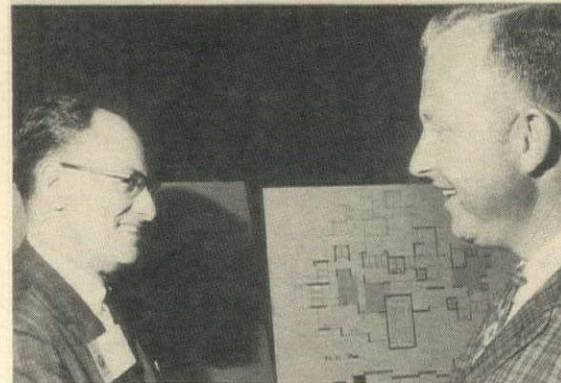
Southern Block & Pipe Corp.
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Virginia Prestressed Concrete Corp.
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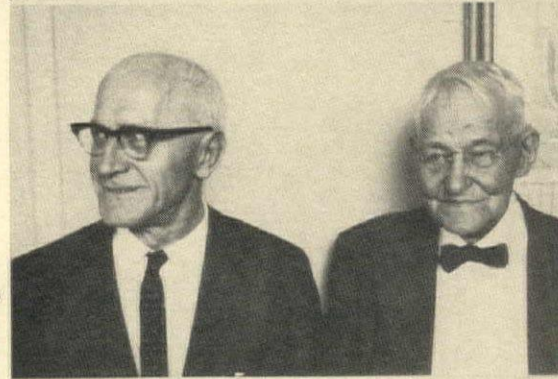
ARCHITECTS MEET IN CHARLOTTESVILLE

Virginia Chapter A.I.A. and University of Virginia Architectural School Alumni Association members met in Charlottesville May 8 & 9 for the Spring meeting of the Chapter's Golden Anniversary year, the annual meeting of the Association and to pay tribute to Mr. S. J. Makieliski, retiring Professor of Structures at the University.

From top to bottom in the left hand column, Bill Mounfield inscribes the "scrap-book" for Mr. Mac held by Joe Bosserman. The sessions of the Chapter meeting were so popular that a number of members could not find seats and had to listen from the corridor, as shown in the next photo. Nancy Quensen, Mrs. Frederick Nichols, and Mrs. Thomas Craven at the AIA registration table. Next are Jim Francis of the GSA in Washington who talked to the group on engineering, as did, at the top of the center, John Owen and Walter Nexsen talk with Ed Boyington who talked to the group on engineering, as did, at the top of the center, Tom Hanson. Mr. Smiles himself, Cabell Ford, is at the bottom of the center.

Top of the right hand column, a group of AIA members scrutinize the original blue-prints of the New York Times building which were on display in connection with the talk by Frank Wachler of the U. of Va. Alumni.

Farmington Country Club reception of the porch of Thomas Jefferson Inn, scene of the AIA meeting and in the next photo, President Louis Oliver and Milton Grigg take it easy on the porch of Thomas Jefferson Inn, scene of the AIA meeting and in the next photo, President Oliver presides while secretary Charlie Hurt keeps track of Chapter proceedings. The last photo shows Mr. Makieliski receiving the telescope which was presented to him as part of the ceremonies at Farmington.



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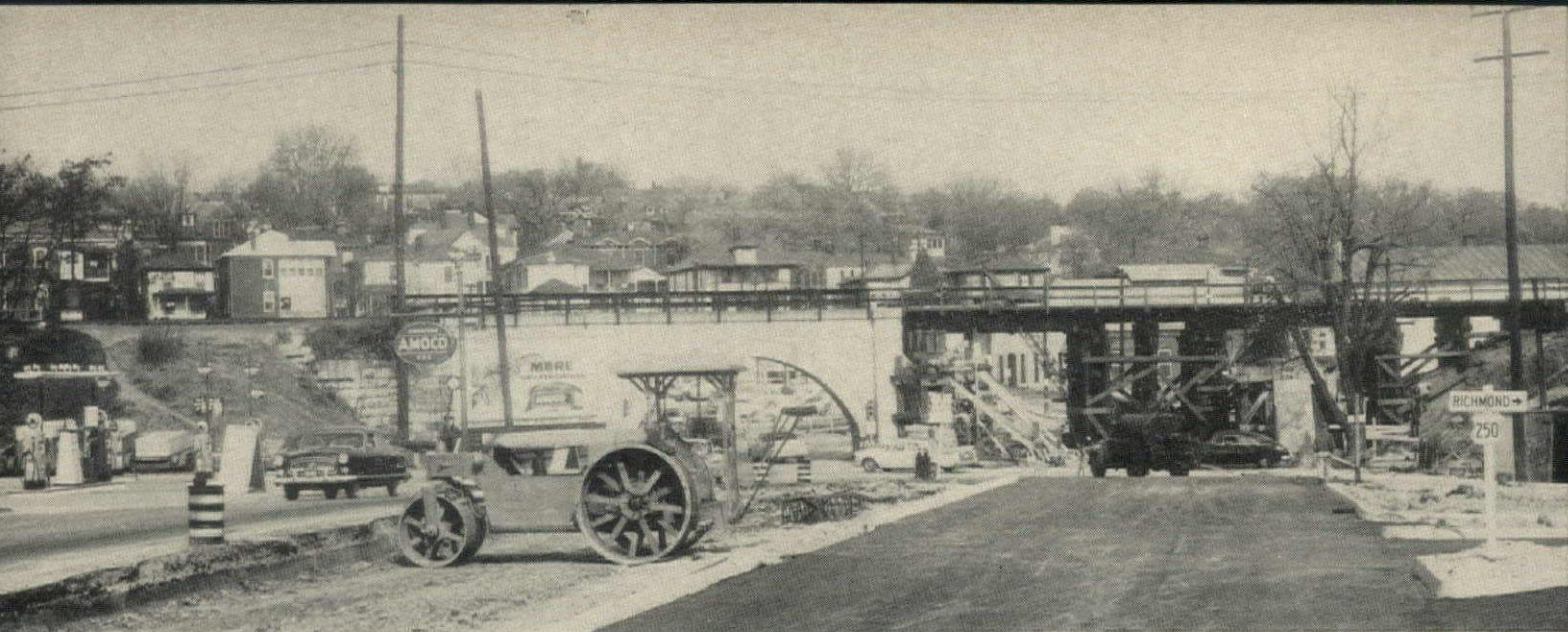
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ABOVE: Railroad overpass at Staunton, intersection of Routes 11 and 250 under construction. BELOW: The job is finished.

HIGHWAY SAFETY IS NO ACCIDENT *(Continued from page 11)*

- (4) Urban Traffic Engineering
- (5) Engineering and Economic Studies
- (6) Traffic Engineering and Highway Design
- (7) Planning and Highway Needs
- (8) Highway Statistics and Inventory
- (9) Urban Transportation Engineering
- (10) Federal Highway Surveys and Inventories
- (11) Drafting Section

In addition to the above functions which are mostly limited to operating from the central office, there are trained traffic engineers located in the field administrative districts. The field traffic engineer, in many instances, is a graduate civil engineer with a year's training in traffic at Yale University.

The services of Traffic and Planning are primarily devoted to the rural primary and secondary roads of the counties, small towns under 3,500 population, and interstate routes of the State. However, engineering services through our Urban Traffic Engineering Section and field traffic engineers are available to municipalities. Many of the towns and cities are taking advantage of these services and as a result more uniformity of application of controls, regulations and treatment of various traffic problems is evident.

ACCIDENT ANALYSIS SYSTEM

■ We have what is generally referred to as a Cooperative Analysis System. One of the major features of this system is that it is a joint safety program participated in by the State

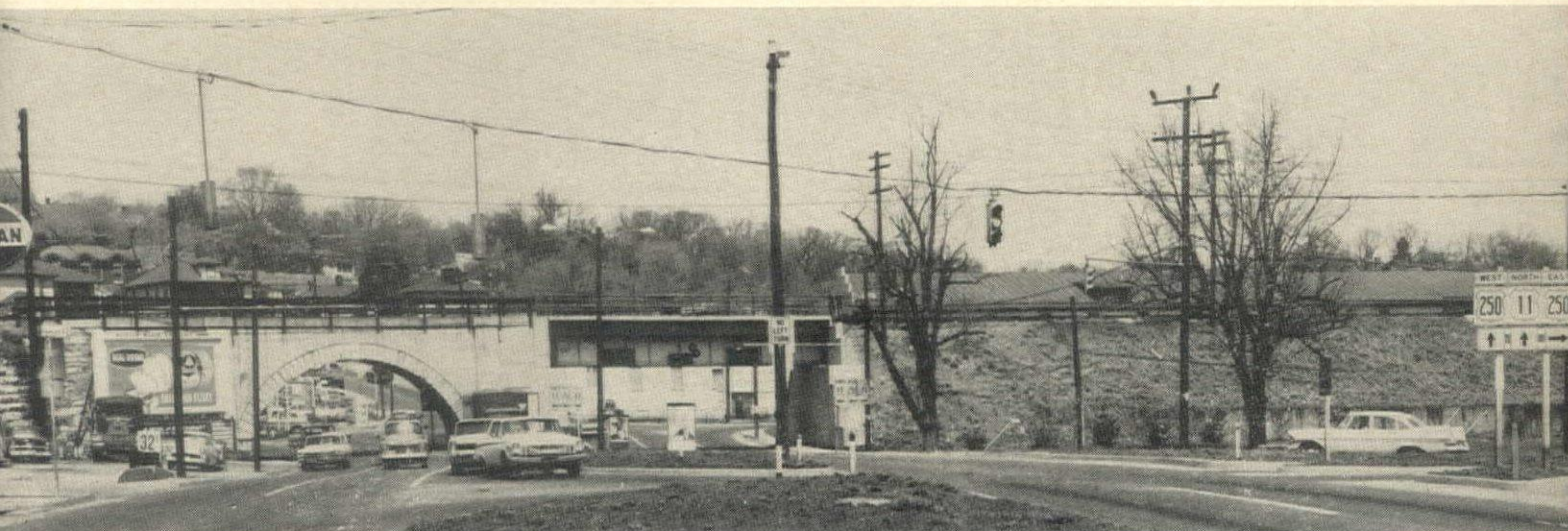
Police and Department of Highways.

The State Police use the accident data obtained from accident reports to aid in the enforcement of the Motor Vehicle Code. The data is also used extensively by the State Police in the assignment of manpower and furnishing of information to the Governor's Safety Committee for dissemination to the public on driver education.

The Highway Department uses the accident data primarily for the following purposes:

(1) The pinpointing of locations where accident occurrence is abnormal.

(2) The listing of essential details of accidents for use in formulating corrective measures and programming new information for sections having abnormally high accident frequency.



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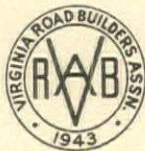
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(3) To determine the accident frequency rates of road sections, routes, and systems.

(4) The measuring of the effectiveness of road improvements by comparison of before and after accident experience.

(5) The compilation of accident data beneficial to the improvement of road design.

In addition to the above uses made of the accident data by the State Police and Highway Department, there is very close cooperation between the field engineers and troopers of the two agencies. This joint effort has proven beneficial in improving the safety of both the motorists and pedestrians.

The responsibility of keeping up with traffic accidents occurring on facilities under the supervision of the Department is carried out by the Accident Study Section of the Traffic and Planning Division. There are 19 employees in the section that spend full time in the collection of accident data, analyzing of statistics, and preparing reports for the engineers in the central office and field. Also, a considerable amount of the workload is devoted to conducting accident research work on the Interstate System for the Bureau of Public Roads.

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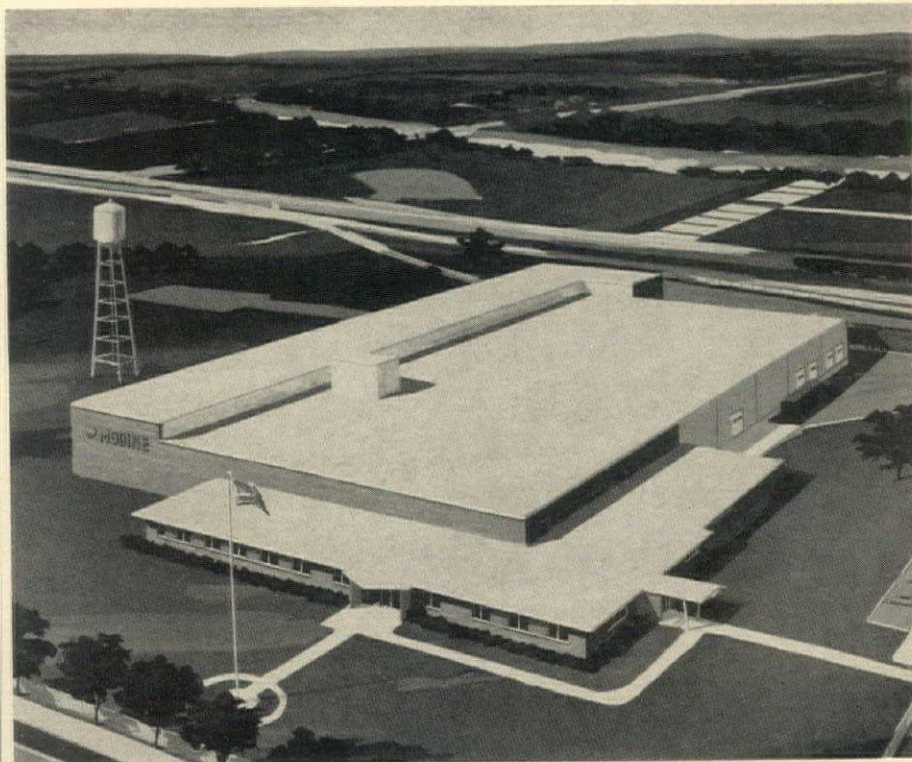
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Traffic engineers in the field districts maintain the district accident inventory records and make investigations pertaining to the safety of the routes.

Each month the field is furnished accident data on each accident occurring in the districts. From the information, the traffic engineer keeps abreast of the accident experience of each route and prepares a monthly list of those locations considered hazardous. This listing and the location submitted by the State Police are the basis for making a detailed analysis (generally 36-month period) of the accident experience of accident prone locations. After the studies are prepared, they are submitted to the field engineers for investigation and institution of remedial measures.

ROAD CONDITION INFORMATION

■ Direct communications through telephone and radio are maintained with the eight construction divisions which include 44 residencies covering the primary and secondary routes in 96 counties under our jurisdiction. The district and resident engineers, as well as other administrative officials, can be contacted by the State Police and other officers at any hour of the day.

In addition, certain field and central office personnel have regularly assigned equipment with two-way radios that will allow them to observe and convey road condition information to those responsible and marshal our forces to cope with emergencies such as strong winds, floods, snow storms and inundated roads and bridges. Weather data and fatal accident reports are received continuously throughout the day by teletype in the central office.

The information gathered through the communication system is passed on to those who make inquiries and also the newspapers, radio and television stations. This advance road condition information, particularly to our field forces and also the newspapers, radio and television stations, plays an integral part in our safety program.

TRAINING PROGRAM FOR DEPARTMENT PERSONNEL

■ The Department, like most other state agencies and private industries, has experienced over the past years considerable difficulty in securing adequately trained personnel for its ever expanding program. To meet this challenge, it became necessary to institute a training program to attract capable

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personnel as well as to improve the training, graduate study scholarships, highway engineer trainee programs, co-op agreements with Virginia Polytechnic Institute, summer employment of engineering students, night school and correspondence courses, college short courses, and conference-type training schools within the Department.

Many of the Traffic and Planning technicians and engineers have received the benefit of the training program. Several of the engineers are graduates in civil engineering with advance training in traffic at Yale University. At the present, one of the graduate engineers who finished his training at Yale is attending the University of North Carolina to do further study in city and regional transportation planning.

CONTRIBUTION TO SAFETY

■ Those who deal with the traffic safety problem on a state-wide basis are aware of the difficulty of accurately appraising the full effects of the contributions made by various individuals, associations, and agencies. This is understandable when it is realized the problem is so large and complex and that it involves so many independent and inter-related phases of education, enforcement, and engineering.

Acknowledging that many organizations, governmental agencies and individuals other than highway engineers have played a fundamental part in helping to alleviate this problem, there have been improvements that are of much interest to the Department. In comparing the year 1953 with 1963 on the rural primary routes under the Department (these routes carry about 80 per cent of the rural traffic of the State), traffic increased approximately one third. For this same period accident, injury and death frequency rates were reduced 6%, 14% and 24% respectively.

This welcome improvement is certainly not claimed to be the result of the safety program of the Department alone. However, we are confident our efforts have made a substantial contribution to the safety of those traveling the rural roads. We believe this to be true because of our sincere efforts to provide safer roads through higher design standards, adequate maintenance operations, promotion of an effective traffic engineering program, close surveillance of hazardous locations and institution of remedial measures, and by keeping the travel-

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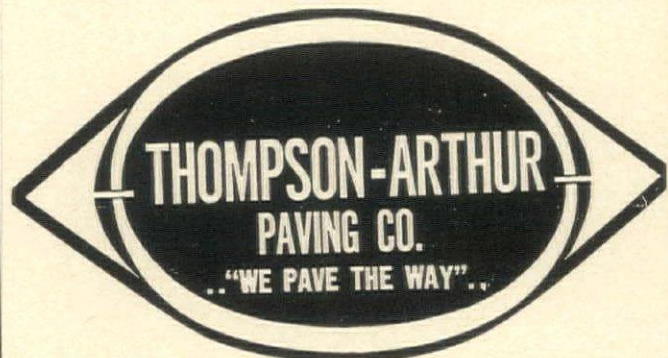
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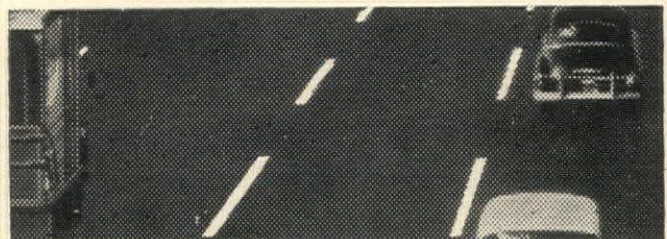
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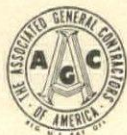
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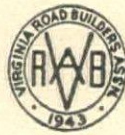
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ling public informed of road and weather conditions.

We like to think this feeling is partially substantiated by the fact the National Safety Council and Institute of Traffic Engineers have awarded twelve citations to the Department for traffic engineering achievement. Also the efforts of the Department may have contributed in some measure to the Commonwealth receiving the National Safety Council Award of Honor in 1956 and 1959—the highest national award for the overall program and improvement in traffic safety. Virginia is the only state that has received this award.

The Department is encouraged and optimistic over the improvement of safety that will result from the interstate and arterial systems, yet it must be acknowledged, even with these two higher design systems, there is much to be accomplished in providing safer roads through engineering. Two of the most urgent needs are to upgrade the design standards of the many remaining obsolete roads in the primary, secondary and urban systems and to extract every ounce of efficiency and safety from the existing roads and streets. To this end the efforts of the Department are dedicated.



SAFETY AWARDS

• News of safety awards to several firms have recently come to our attention.

The Thompson-Arthur Paving Company of Greensboro, North Carolina has been awarded the highest national honor that can be received from The National Safety Council for an outstanding safety record in 1963.

This award is the Award of Honor of The National Safety Council, which is presented to companies which make excellent records in preventing accidents. This is the third consecutive year the firm has received such recognition from The National Safety Council.

The Thompson-Arthur Award was on the basis of its record in 1963 when its accident frequency rate was 1.24 for each million manhours of work and the severity rate was 49 days of time lost for each million manhours.

For the entire highway construction industry in the nation the average for the three years prior to 1963 was 30.24 accident frequency rate and a severity rate of 3,368. According to statistics of The National Safety Council, the 1963 Thompson-Arthur performance record was 94 per cent better than par for the whole industry in frequency of

accidents and 98 per cent better in severity rate.

The company employs from five to six hundred men in North Carolina and Virginia. It has offices in Greensboro, North Carolina, High Point, North Carolina, Burlington, North Carolina, Martinsville, Virginia, Danville, Virginia and South Boston, Virginia.

On February 27, the Richmond District recognized 60 Esso Drivers for their safe driving records. The awards ranged from three to 25 years and collectively the 60 awards represented in excess of 623 years of safe driving. The top three awards went to A. W. Cashion for 25 years and V. E. Heflin and D. S. Shealey 21 years each.

On March 12, the Norfolk District presented their Safe Driving Awards that ranged from three years to 24 years. The total represented 286 years of safe driving for 30 employees. Two top awards went to Joe Brite and Archie Collins for 24 years of safe driving.

The Roanoke District recognized 16 Esso Drivers for their safe driving records. The awards ranged from three to 34 years and collectively the 16 awards represent 225 years of safe driving. The top awards went to A. S. Agnor for 34 years, J. A. Hunnicutt for 24 years, R. O. Ingram for 20 years, and R. O. Cox for 21 years.

Also recently announced by Humble Oil & Refining Company were grants to ten colleges and universities for highway safety institutes.

The institutes will train police traffic officers and teachers of driver education. They will be held this Spring and Summer. The grants from Humble will be used to help defray administrative costs and to enable each school to award scholarships to qualified applicants.

Police officers will receive specialized training at Texas A. & M., the University of Maryland and the University of Tennessee. All three courses for police officers will be conducted by instructors from the Northwestern University Traffic Institute. The International Association of Chiefs of Police is cooperating in the program. Each course will run for two weeks.

Driver education instructors from across the nation will receive their training at seven institutes. These courses will be conducted by West Virginia University, Louisiana State University, Memphis State University, Springfield (Mass.) College, Colorado State College, Northern Illinois University and New York University.

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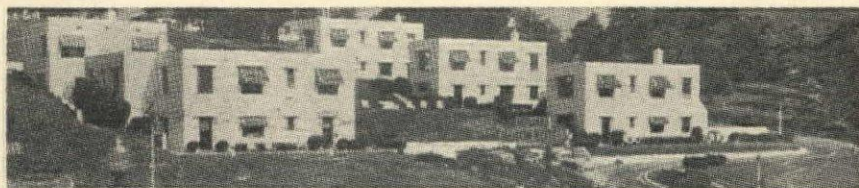
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racial relations.

Nor do his impassioned oratorical references to the past provide much reassurance in his appeals to history. Either he himself is ignorant or, more probably, he assumes that every one else is and it is safe to wave the doctrinaire clichés. For instance, he constantly refers to the Emancipation Proclamation as though it had something to do with equality between the races. He has never once hinted that it was, admittedly by Lincoln, an expedient war measure directed *against* the regions in rebellion and not *for* the Negro.

However, Johnson's misuse of history is understandable, since it serves a purpose — getting votes. And, even if political considerations might take precedence over the President's broad, enlightened humanitarianism, even if he is willing to pass a bad bill in political interests, still the improvement of the Negroes' status is a valid, desirable social end. That is, though coercion has proven to be an unsatisfactory method of improving the Negroes' position, yet the end can be praised while deploring the means.

But the unsigned book reviewer of a national weekly could scarcely believe that gratuitous defamation of a region would advance the national good will and the mutuality of understanding necessary to accomplish a desirable social end. Regarded objectively, what purpose, of humanism or the national welfare, *could* he have in repeating an old lie at a time when some movement has been made toward shifting the racial problem from the South to the total nation?

In Atlanta, Johnson urged the audience not to heed those who ". . . stir up old hostilities and kindle old hatreds, who preach battle between neighbors and bitterness between states." I think most reasonable Southerners are more than willing to go along with that. But are Southerners supposed to have no reactions to such flip misrepresentations as an unsigned book reviewer throws off, quite routinely, in perpetuating the falsifications of the past?

When those falsifications started during Reconstruction, the Radicals were deliberately fomenting hatred and misrepresentation for a cold, clearly defined political purpose. By the recorded statements of their leaders in Washington, the Reconstruction leaders forced — over the president's vetoes and by coercion of state legislatures — a realign-

ment of suffrage in the South in order "to perpetuate the ascendancy of the party." This enforced legislation, accomplished under the protection of military forces of Occupation, enfranchised ignorant recently freed slaves while *disfranchising* the representative white population; and to assure a Radical majority in the Southern states, ten days' residence was all required in a state to qualify *any one*, except an ex-Confederate, for voting privileges.

Not remotely associated with equality, the Reconstruction movement was designed to accomplish a Republican majority in the Southern states then under Military Government, which it did in eight of the ten former Confederate states that went for Grant in the 1868 election. Virginia, Mississippi and Texas, as non-states, did not vote at all.

However, Reconstruction did not end in 1877, as *Newsweek's* reviewer stated. It ended in 1870, when the Southern states were re-admitted to the Union. What happened after Hayes' deal put him in office concerned only three Southern states — South Carolina, Louisiana and Florida. In those states, the synthetic state governments established during Reconstruction had remained in power through the support of U.S. troops whom the naive Grant sent every time one of the "carpet-bagger" governors called "insurrection." In 1876, the native populations had finally managed to get enough votes counted to be able to turn out the imported foreign governments, unless the carpetbaggers were again supported in office by U.S. troops. In his deal, Hayes called off the dogs and the state governments returned to their own people. This is the action the book reviewer regards as the beginning of "civil wrongs."

By implication, Reconstruction represented a period of "civil rights." If this reviewer held any interest in the

facts, masses of material are accessible, and prominent in this material are the reports of officials who were not white Southerners. There are the reports of U.S. Army officers sent into the Southern states, of such Unionists as Senator Carl Schurz, and a very vivid report by Senator Hiram Revels, the first Negro to be seated in the U.S. Senate. Senator Revels succeeded Jefferson Davis, of Mississippi, and his views on the civil "rights" aspects of Reconstruction should be of particular interest to any book reviewer who feels qualified to make assertions about that period of history.

But no Southerner is naive enough to believe that the phrasemaker of a national "news" weekly is interested in knowing the truth. He enjoys what can be called "selective ignorance." He knows what he wants to know. He knows the attitude that has been safe for 100 years. Name-calling of the South still enjoys social approbation among a segment of the population, and I can think of no other purpose except gaining this approbation that could explain a willingness to be cutely insulting, or insultingly cute, at a period when the nation is trying at last to face a problem that is not regional. It is as if he had to take his cut at the South for the week.

Yet, while this nameless reviewer luxuriates in his private moral self-approbation and gloats with malicious pleasure in his little jibe, I am still shocked that—nearly 100 years after publications accommodated the Radicals' campaign of hate by slurring Southerners—a presumably responsible national magazine today would condone this play on sectional prejudice for no conceivable purpose beyond accommodating the vanity of a person given the responsibility of reviewing books of historical fact.

As a matter of fact, I was surprised that a national magazine would entrust the review of a book about an historic

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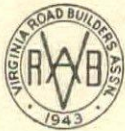
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The Poor Nation . . .

(Continued from preceding page)

person to a reviewer so grossly ignorant of the period in which the historic person lived. But that such an unqualified reviewer should be allowed to make word plays on his ignorance on a subject as critical as social adjustment between the races cannot help provoking distrust of a magazine's fairness and objectivity in handling what is purportedly news.

Is the reviewer's following the fashionable line more important than the understanding that alone can promote a national effort to the solution of a national problem? It would seem that it is. Then, it seems further that President Johnson's appeal for the allayment of prejudice is addressed to the wrong side of the Potomac. At least, he might ask for accuracy. However, he would have to set the example for that, and it must be confessed that this seems most unlikely.

As in the Reconstruction period about which the book reviewer has not bothered to inform himself, the Negro becomes the pawn of ideological politics and the plaything of irresponsible wordmongers, while The South serves as the conscience of those morally infatuated with themselves, as the board for the glibly righteous to throw darts in, and the national unity of effort—for which, of all people, General Lee pled—is sacrificed to group advantage, group interest, personal vanity and the personal display of the acceptable libertarian attitude to the South.

But the South no longer needs to repeat Calhoun's words, "The South . . . the poor South . . ." It can now look at all that is symbolized by the shallow cleverness of an uninformed book reviewer and say, "The nation . . . the poor nation . . ."

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