Before and after: Virginia's Changing Roads

Before and after: Pittsylvania Schools
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WITH NEW DEEP STRENGTH
ASPHALT PAVING
WIDER ROADS
FOR THE COST OF NARROW ONES

PAGE FOUR
VIRGINIA RECORD

Founded 1841
Et Tu, Virginia?  
or “Is Money Really the Answer to Everything?”

(SECOND OF TWO PARTS)

BEGINNING WITH THE undergraduate “college,” which (not large) is the heart of the great institutions, each of the large private universities owns precisely its own character and to an exact shading what it is offering and rich students can benefit by this particular education. With this in mind, their testimonialso also contain this question about the applicant: “Will he be a good presentative of this college?”—not the whole institution, with its complex of professors and assistant deans as faculty representatives of this college?—not the whole institution, with its complex of administrators feel they cannot afford to waste their money on students who will not high, but they will benefit from the years of making grades, will be of any handicap of feeling lack of status and some will be better equipped in the economic struggle and adaptiveness to the segment of society they choose.

The second group is also of average intelligence, or even high average, but in hom motivation is weak. They will “get by,” bringing discouragement to professors and holding back the better motivated—not to speak of the superior few. They are well placed socially, they subscribe to the “fashion” of socially acceptable—i.e., low—grades. If they have an arty or bohemian turn, they become fashionably “disturbed” and flaunt their ability to do as little work as possible. (This, you understand, is on your money.)

The third group simply should never be admitted; they have an insurmountable resistance to disciplined application. Colleges do not publicize their “drop-outs,” but they can run higher than 35%.

Now, since private institutions basically represent private enterprise, their administrations feel they cannot afford to waste their money on students who will do nothing with the education. With multi-million-dollar research plants, laboratories and libraries, with professors’ salaries running from $15,000 to $30,000, and a professor to every seven or eight students and assistant deans as faculty advisors, they limit the educational opportunities they offer to strongly motivated, well prepared students of high natural endowment. Finally, they quite coldly refuse to expand their plants in ratio to the exploding college population because they could not do it and maintain their standards.

However, since the state is spending only taxpayers’ money, it must be presumed at facilities should be provided for every applicant who, for whatever reason, wishes to “extend his high school education.” Since this (Continued on page 34)
What might be termed the first accurate road map of Virginia was not, unfortunately, produced by the State Highway Department. In fact, in 1751, there was no such agency. Still, the Commonwealth may at least claim that a native son did the job.

Peter Jefferson, father of Thomas Jefferson, took up the task.

Jefferson had long been pondering this problem, and was dissatisfied with the vague, often inaccurate sketches in circulation.

After 1751, Jefferson's map came to be one of the most popular and accurate charts of Virginia.

There were no traffic counts or estimated travel times in the state in 1782, but we do know that a visiting Frenchman, Major-General Chastelleux, records that a trip in the spring of that year...
from Williamsburg to Hanover Courthouse took two days of hard travel!

Born in France on December 31, 1789, Claudius Crozet was a child during the French Revolution. A product of the military emotion in his country, he graduated at eighteen from the Polytechnic Institute with the commission of sub-lieutenant.

Assigned to Napoleon’s headquarters, he served in Holland and took part in the invasion of Russia. Involved in numerous battles, Crozet received the Legion of Honor from Napoleon. Yet in Virginia, rather than France, his name is recognized more quickly.

In Richmond, June 2, 1821, Crozet took the oath for Surveyor of Public Works, a position covering a multitude of state-wide projects.

By July, he had made studies of the Capon River, Paterson’s Creek, and in October, November, of the Potomac River. He also submitted complete outlines for “turnpike construction between Winchester and Romney, and from Staunton west to Lewisburg today in West Virginia. The last route was to be cut over nine mountain ranges.

Crozet’s engineering studies included skilled reports on road, canal, and river projects. His recommendations, often well ahead of the times, helped to create a state-wide interest in furthering transportation needs.

Contrast the 9,989 foot bridge at the top of the page with the East Humpback Bridge left, which recalls a slower era of transportation. Erected in 1836 in Alleghany County, the bridge is now a part of a wayside area. The modern bridge, composed of steel beams, girders and truss spans, crosses the Rappahannock River between Middlesex and Lancaster Counties.

Top photo on the opposite page shows an interchange at Route 495 and the Dulles Airport Road in Fairfax County. Virginia Interstate routes are designed with every safety factor taken into account. Today, rapid transit over such roads would be wishful thinking to the waylaid motorists in the bottom photo.
In 1896, there were probably no more than 2,000 miles of main roads in Virginia. But that year a man was born who was to do much for the state’s highways. Henry Garrett Shirley, a graduate of Virginia Military Institute, became Highway Commissioner in 1922. The Commission itself had only been established 16 years earlier when Shirley began the task of organizing Virginia’s road systems, continuing to work under five state governors.

By 1941, Virginia had 9,000 miles of main roads.

It is said of Shirley that, as much as anyone, he “helped get Virginia out of the mud.” He saw the need for a superhighway in the Northern Virginia-Washington, D. C. area, and set about to plan the first limited access road in the state.

His death, on July 16, 1941, prevented him from seeing his dream completed. On March 9, 1942, the State Highway Commission resolved that the highway would be named in his honor.

The department, as an organization, has also changed and expanded with the years.

In 1906, the first Commissioner of Highways had a staff of four people, including one assistant, a chief clerk, a stenographer and a draftsman.

Today, the Commissioner’s staff is far larger and more diversified, and the department employs a total of 11,580 persons in Richmond and throughout the state.

In the early years of this century, Virginia’s roads, in most instances, were little more than dirt lanes. A journey from Richmond to Washington was likely to be considered an adventure, rather than a pleasant, short drive to spend the day.

Tell the Virginia Story

JUNE 1965
Under the more recent leadership of the late General Jam A. Anderson, the present Commissioner, Douglas B. Fugate, and others, road-building projects have continued to advance with the times.

Today, the Virginia road system has profoundly changed. The 2,000 miles in use when Shirley was born at the close of the 1800's, has grown to over 37,500 miles of paved interstate, arterial, primary, urban, and secondary roads.

Top, traffic moves over Interstate Route 4 near Dulles International Airport. Interstate construction in Virginia costs in excess of one million dollars a mile.

Contrast the center picture where, in 1919, the Princess Anne Turnpike was considered an advanced road—because it boasted a foot concrete roadway.

And bridges like the one in Caroline County, shown in the bottom photo, are no longer equal to carrying the state's mushrooming traffic volume.
The state is now in the midst of a giant interstate and arterial construction program, that, when completed by 1975, will give Virginia a total of 2,794 miles of four-lane divided super-highways.

The Interstate System, which will run the length and breadth of the state, accounts for 1,056 miles of modern roads. The cost of this superhighway network will be in excess of one million dollars per mile.

Already, accident comparison studies of US Route 1 and Interstate 95 show the hoped for decrease in accidents and fatalities on both highways.

Virginia has six interstate routes. I-81, the longest of these, will run for 325 miles from West Virginia to Tennessee. Some of the larger towns and cities it will serve are Winchester, Harrisonburg, Staunton, Lexington, Roanoke, Salem, Marion, Wytheville, Kingsport and Bristol.

Route 85, 68 miles long, will parallel US Route 1 from Petersburg to the North Carolina state line below South Hill.

Route 95, now complete from Petersburg to the Shirley Highway, is called Virginia’s “Show Case Route,” because of its use by large numbers of out-of-state travelers.

Route 495 in Virginia and Maryland is a circumferential highway around Washington, D.C. The route enters the state on the Woodrow Wilson Memorial Bridge in Alexandria.

Interstate 66 begins in Washington, and will cut west to end (Continued on page 29)
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>
</tr>
</thead>
<tbody>
<tr>
<td>String Beans, All Varieties</td>
</tr>
<tr>
<td>Beets, All Varieties</td>
</tr>
<tr>
<td>Swiss Chard</td>
</tr>
<tr>
<td>Collards</td>
</tr>
<tr>
<td>Smooth Kale</td>
</tr>
<tr>
<td>Curled Kale</td>
</tr>
<tr>
<td>Lettuce, Wood's Cabbage (head)</td>
</tr>
<tr>
<td>Lettuce, Grand Rapids (leaf)</td>
</tr>
<tr>
<td>Mustard, So. Giant Curled</td>
</tr>
<tr>
<td>Mustard Spinach</td>
</tr>
<tr>
<td>Radish, Winter</td>
</tr>
<tr>
<td>Radish, Early</td>
</tr>
<tr>
<td>Spinach, New Zealand</td>
</tr>
<tr>
<td>Spinach, Bloomsdale</td>
</tr>
<tr>
<td>Turnip, Imp. Purple Top White Glove</td>
</tr>
<tr>
<td>Turnip, Yellow Aberdeen</td>
</tr>
<tr>
<td>Turnip, Seven Top</td>
</tr>
<tr>
<td>Chinese Pelsai or Celery Cabbage</td>
</tr>
</tbody>
</table>

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Established in 1852, Stratford College carries the name of the beautiful ancestral home of the Lee family and endeavors to reflect the culture of that home.

Among the features of Stratford's beautifully wooded thirty acre campus near the heart of Danville are a natural amphitheater, lovely flowering gardens, athletic fields, and a picturesque lake. Whatever the season the campus is truly delightful.

Stratford is currently engaged in a building program. A new instructional building has been completed. The library has been doubled in size. A splendid new student lounge and a snack bar with beautiful Elizabethan paneling have recently gone into use. A charming new book shop has been opened. A roomy 400-seat dining hall with table service is in service. A new gymnasium has been completed, and a new 118 bed dormitory will be finished by September.

And more importantly Stratford's academic program has been broadened by the addition of many new liberal arts courses. Eight new faculty appointments have been made to maintain Stratford's low student-faculty ratio of twelve to one. The individual is important at Stratford College.

W. HUGH MOOMAW, President
DANVILLE, VIRGINIA

AVERETT COLLEGE
107th SESSION
DANVILLE, VIRGINIA

Averett College, a junior college for girls, offers courses in liberal arts, music, art, dramatic art, home economics, secretarial science, medical secretarial, merchandising, physical education, and pre-professional courses.

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Averett College, also, offers a diverse program of activities designed to develop a well-rounded personality. For information address:

CURTIS BISHOP, PRESIDENT, BOX F, AVERETT COLLEGE, DANVILLE, VA.
"A true adventure in better education" they call it and sure enough it is.

Pittsylvania County, a pleasant outskirts Virginia county of rolling foothills and many tobacco farms, has in less than six years, done away with its old school system and started a new one—one much more adapted to the pace Age.

That the new is oriented toward the pace Age is understandable. After Sputnik, the tiny satellite that heralded the dawn of the Space Age, it due a generous amount of credit.

One American statesman sneeringly referred to Sputnik as a "grapefruit" but it nonetheless represented a Russian first in a field where Americans had long thought they were ahead.

The first shockwaves generated by Sputnik in this country brought bitter criticism against the nation's schools failing in their task. But, as the reverberations continued, more people were awakened to the realization that their own indifference was responsible for the schools' failure.

In Pittsylvania County, two dedicated school superintendents turned this realization to the advantage of the schools. They made the impossible seem highly probable and, in so doing, won the solid backing of Pittsylvania's delighted citizenry.

It all started in 1958, the year of Sputnik.

The postwar baby boom had reached school age and was overflowing Pittsylvania's antiquated school buildings. Teacher salaries were the bare minimum required by the state. New schools, or additions to old, cost money and this would mean a raise in taxes. Just to increase teacher salaries $100 year would take a five to ten per cent hike in taxes.

"If it was good enough for me, it's good enough for my children," more than a few people were apt to say.

School Superintendent Harry R. Elmore must have heard this a thousand times—at least once every time he warned that the county's 14,000-plus school children were being shortchanged.

Elmore is gone now—he became assistant state superintendent of public instruction in 1961—but his successor, James H. Combs, seldom hears the old chant. Now, people are more likely to tell him he can't do enough for their children.

Sputnik was the awakener. From the time it started circling the globe, Elmore found a more attentive audience. He suffered a rebuff in 1958 but two years later he was back again, preaching the same message. With the aid of

James H. Combs, superintendent of Pittsylvania County schools, stands in front of the new Chatham High School, which absorbed four smaller schools when it opened last fall.

JUNE 1965 PAGE THIRTEEN
a determined band of volunteers, he accomplished what the most astute politicians insisted couldn’t be done: he talked the people into voting a $7.5-million school bond issue that would mean at least a 50 per cent increase in their real estate taxes.

When Elmore left for the state post, Combs was brought to Pittsylvania from Floyd County. Not only did he see the mammoth building program through to completion, but he boosted teacher salaries 50 per cent in just five short years. By next fall, a beginning teacher in Pittsylvania will receive more at the start than the highest paid teacher in 1960.

Taxes indeed have gone up a good 50 per cent but if this has caused grumbling, it hasn’t been very loud: five of the seven members of the Board of Supervisors that voted most of the tax increases were re-elected overwhelmingly the last time out. (One didn’t seek re-election while the seventh was beaten by a man known for his support of better schools.)

To appreciate what has happened in Pittsylvania County, one must go back to the year of Sputnik—1958.

That was the year Elmore asked the Board of Supervisors to give him authority to seek a $900,000 loan from the state Literary Fund. Parents, concerned about the overcrowded conditions existing in every school, were demanding improvements. The day of reckoning would soon be at hand, Elmore warned.

The supervisors, however, knew that the loan would mean a tax hike. They also knew that the last time such a loan was obtained (in 1948), the four supervisors who voted for it were defeated for re-election.

What was the situation in Pittsylvania schools?

By any impartial standards, they were bad and getting worse. The county’s schools could be divided roughly into “good” and “bad”, the “good” being good only in relation to the “bad”.

The “bad” were 44 small frame schools of one-, two- and three-rooms, aptly described by one observer as “shacks with barrel stoves, hand pumps and outdoor toilets.” Many of these schools averaged 40 students per room.

The “good”—that is, the salvageable—schools were brick buildings constructed in the ’20s and ’30s. In these the only unoccupied space left was in the ceilings. Combination auditorium gymnasiums in the high schools had been partitioned into classrooms. Even the stages were converted to this purpose. So were shower rooms, cafeterias, a janitor’s home, attics and at least one outside brick toilet. Principal roped off space in hallways and turned their offices into classrooms. Over 2,000 students attended school daily in such sub-standard, makeshift classrooms.

Schools at Dan River and Brownsville housing hundreds of students, had been condemned as fire hazards but continued in use because there was nowhere else to send the students. Northside and Southside, the two relatively new Negro high schools, each had enrollments of 900 to 1,000—50 per cent greater than the capacity for which they were built.

The desperate search for space just to seat the children even claimed man of the high school laboratories. A few labs still being used for that purpose were woefully under-equipped. A Whittmell High School, for instance, six classes daily met in the school’s old

[Diagram of school plans]
boratory and the more than 30 stu-
ents in each class had to share the
ir microscopes in the lab.
Overcrowded buildings and inade-
quate equipment were only a part of
the sad story. Teachers were paid the
re state minimum, then $2,600 to
800 for those with collegiate pro-
essional licenses. But the Pittsylvania
verage actually was below this be-
buse, at those figures, the county
uld not compete with higher paying
unities and cities in the state. In
neighboring Danville, the starting
ary for teachers was $700 higher.
ally one-third of Pittsylvania's teach-
s did not have a college degree. Each
ear it was necessary to issue 50 or
ore emergency teaching certificates
persons with less than two years of
college.
Pittsylvania certainly didn't have
y frills in its schools. It didn't even
ve what many would consider the
ics. In few of the high schools was
ore than one foreign language of-
red. Neither was such higher mathe-
atics as trigonometry. Teachers with
asses of 40 or more hardly had time
t devote special attention to either
gifted or the slow learners.
Such was the situation in 1958, the
ur Elmore was turned down on his
rf for a Literary Fund loan. Not all
as bleak, however. In seeking the
an, Elmore had the support of sev-
ral parent groups. Aware of the
ight of the schools, they spread the
ord to other parents, now education-
scious, thanks to Sputnik.
Out on the farms, where hostility to
iger taxes supposedly was centered,
For the first time, Pittsylvania County schools' 73,414 library books are housed in spacious, bright libraries such as this one at Southside High School at Blairs. Not shown but part of the library area are work room, conference room and audio-visual room and adjoining study areas for supervised study.

In each of the county high schools, at least two language programs of three years each are taught in modern language laboratories such as this one at Southside High School. Earphones, tape recorders and microphones are all a part of the laboratory.

Below, a new bright and cheery classroom at Southside Elementary, one of five new elementary schools built with the $7.5 million school bond issue.

Other School Board members joined the "speakers bureau" for better school and several supervisors put their political careers on the line for the cause. Both the Pittsylvania Star-Tribune and the Danville Register threw their editorial support behind the campaign. "Yes, it would cost more taxes but would be worth it," everyone said.

There was some opposition. One community didn't want to lose its high school to consolidation. Several tobacco farmers, concerned about the numerous acreage cuts they had been required to take under the government farm program, feared higher taxes would drive many of the weaker farms into bankruptcy.

When the votes were counted, the politicians who had laughed at the "amateurs" trying to sell a 50 per cent tax hike were stunned into silence that lasts to this day. Nearly 70 per cent of those voting favored the bond issue. Pittsylvania was off on its "true adventure in better education.

Since that bond issue was voted in 1960, the building program has been completed. What did Pittsylvania get for its $7.5-million?

Pittsylvania has schools today that are the pride of the county. They are modern, although not ultramodern, they are functional but not elaborate.

The four new high schools all were built from the same set of basic plans but each varies enough in landscaping and external appearance to look different from the others. The plans were drawn by John W. Pickett, AIA, Pickett, Siess and Hook, Falls Church architects.

Let Mr. Pickett explain what he sought to accomplish:

"Since these are consolidated schools and the towns within the county are small with limited facilities for music plays and other community activities in the way of sporting events etc. considerable money was expended to provide auditorium facilities, large gymnasiums and areas for adult education which could be utilized by the county in general. To keep the gymnasium a single purpose unit, it was decided to combine the music room with the cafeteria area and enlarge the cafeteria over normal requirements so that this space might be more adaptable to social activities and varied community uses such as garden clubs, historical groups, dancing, etc. . . . To provide a minimum amount of cross circulation of normal traffic patterns, the areas of academic instruction use most frequently were grouped together and individual areas and/or one-purpose facilities were separated and so
At left, T. Anthony Pollard, chairman of the Pittsylvania County School Board.

At right, some “before” photos, showing from top to bottom:

- Attics, at best good only for storage, were pressed into service as classrooms when the postwar baby boom overflowed the county schools.
- So cramped were the county schools for space that even this brick toilet had to be converted into a bandroom.
- A hallway at old Chatham High School was a classroom. This experience was repeated in all county schools before the building program relieved the overcrowding.
- Libraries became classrooms and whatever unused cranny was available—such as this tiny room—became libraries, as well as faculty room and storage room.

Since becoming superintendent, James H. Combs has followed through on Elmore’s insistence that the county do more than overhaul its buildings. “The teaching staff is the heart of any school program regardless of the type building you have,” Combs told patrons shortly after arriving in the county. After saying it, he proceeded to demonstrate that he meant what he said.

Since 1960, the salary schedule of teachers has been boosted over 50 per cent with the county, for the first time, supplementing the state minimum. Next fall, the salary schedule for teachers with collegiate professional certificates will range from $4,200 to $5,700. Teachers with master’s degrees will get $200 more.

The better salaries have meant better teachers. The number of teachers with temporary or emergency licenses has been reduced sharply. Meanwhile the number with master’s degrees has increased one-third.

To upgrade the teaching staffs, inservice training programs have been started in the schools during the summer months. With the county paying the expenses, the University of Virginia offers workshops and college courses that carry full credits for participating teachers.

To teach the 15,200 students, Pittsylvania has 597 teachers—60 more than in 1961. Forty of the new teachers have been added at the elementary level although the actual enrollment in these grades has risen only about 300. The additional teachers have made it possible to reduce the pupil-teacher ratio for the county to about 25 per teacher.

(Continued on page 32)
VIRGINIA A. G. C. REVIEW

OFFICIAL SECTION,
VIRGINIA BRANCH, A.G.C.

SKILL RESPONSIBILITY INTEGRITY

HENRY COUNTY HIGH SCHOOL

FACTS:
TOTAL COST: $1,414,800.
SIZE: 110,000 square feet
SHAPE: Rectangular
NUMBER OF STORIES: 1 and 2
PRINCIPAL MATERIALS:
EXTERIOR—Brick, block
INTERIOR—Block
ROOF: 20-year built up
WINDOWS: Steel
FLOORS: Concrete

SUBCONTRACTORS & SUPPLIERS
(Martinsville firms unless otherwise noted)
FRITH CONSTRUCTION CO., INC.: General contractor, foundations, masonry, carpentry, plaster, John D. Cox, Ridgeway: Excavating
WILLIAMS READY MIXED CONCRETE: Concrete
STRUCTURAL STEEL CO., INC., Roanoke: Steel
JOHN H. HAMPSHIRE, INC., Roanoke: Steel handrails
JOHN H. HAMPSHIRE, INC., Roanoke: Steel handrails

BLANTON & MOORE, Barium Springs, N. C: Siding, millwork
HUNTER TILE CO., Collinsville: Ceramic tile, terrazzo
MAPLE FLOORS, INC., Charlotte, N. C: Wood flooring
AVRETT METAL PRODUCTS, Inc., Charlotte, N. C: Steel doors and backs
CLEAR-BELLER ELECTRICAL CO., INC.: Lighting fixtures, electrical work
LOWE & NELSON PLUMBING & HEATING CO., Roanoke: Plumbing fixtures, plumbing, air conditioning, heating, ventilating

MID-YEAR CONVENTION

GREGORY CONSTRUCTION CO., INC.

FRITH CONSTRUCTION CO., INC.
TO BE READY FOR FALL SESSION
HENRY COUNTY HIGH SCHOOL, COLLIERSVILLE

Architect & Interior Design
O. Thomas Morgan, AIA

Mechanical & Electrical Consultants
Sowers, Robes & Whitecarver

School Authorities Note Moving into Structure
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Kellam Will Speak At AGC Mid-Year Convention, June 27-30

The Mid-Year Convention of the Virginia Branch, AGC will be held Sunday through Wednesday, June 27 to 30, at the Americana Motor Lodge & Inn, Virginia Beach. Sidney S. Kellam will be guest speaker at the general business session Monday morning. Convention chairman is Joseph C. Brown, Haycox Construction Co., Inc., Virginia Beach, with Walter L. Tucker, Jr., Hall-Hodges Co., Inc., Norfolk, serving as co-chairman. Those planning to attend have been urged to make early reservations through the Virginia Branch Office, P. O. Box 10007, Richmond 23240. Accommodations at the Inn were still available though the Lodge was booked full with nearly 150 registrations as of the latter part of May.

The Tidewater District will provide a "Hospitality Suite" in the Lodge throughout the four-day convention. Everyone is invited to drop by at any time.

TENTATIVE CONVENTION OUTLINE

1965 Summer Convention

Virginia Branch, AGC

Sunday, June 27, 1965
1:00 P.M. to 6:00 P.M.
4:00 P.M. to 5:00 P.M.
4:00 P.M. to 6:00 P.M.
6:00 P.M. to 7:30 P.M.
Monday, June 28, 1965
8:00 A.M. to 9:00 A.M.
8:00 A.M. to 9:30 A.M.
10:00 A.M. to Noon
11:00 A.M. to Noon
Noon to 1:00 P.M.
1:00 P.M. to 2:00 P.M.
2:00 P.M.
2:00 P.M.
Monday Night—

Tuesday, June 29, 1965
8:00 A.M. to 9:30 A.M.
9:00 A.M. to 10:00 A.M.
10:00 A.M. to Noon
2:30 P.M.
2:00 P.M.
6:30 P.M. to 7:30 P.M.
7:30 P.M. to 9:00 P.M.
9:30 P.M. to 12:30 A.M.

Wednesday, June 30, 1965
10:00 A.M. to Noon

Associate Division Breakfast Meeting—Raleigh Room
Board of Directors Meeting—Conference Room (Inn)
General Business Session—Inn Lounge
Skeet Tournament
Bus Tour of Chesapeake Bay Bridge-Tunnel
Cocktail Party—Inn Lounge
Banquet—Dining Room
Dance—Cavalier Beach Club (Under-The-Stars)

General Business Session
Adjournment
DOWNTOWNER MOTOR INN IN MANASSAS
COMPLETED BY GREGORY CONSTRUCTION
CO., INC. IN RECORD TIME

JOHN D. ZEKANS & ASSOCIATES
Architects

CHAS R. YOUNG
Structural Consultant

- Ingenuity on the part of the general contractor surmounted the difficulties involved in downtown construction and effected completion of an outstanding hotel in the Southern tradition in a record seven months' time.

Faced with an immutable deadline, Gregory Construction Co., Inc., Manassas general contractor for the Downtowner Motor Inn, employed new techniques and methods in structural framing, mechanical systems and interior decoration. Fabrication and preassembly of the steel stud partitioning in the contractor's own shop made it possible to place the studs for each floor in one day and to put the two floors of the building under roof in two days.

The nearly $1/2 million facility is the result of plans by a group of farsighted, civic-minded young professional and business men, organized as the Stonewall Development Corp. Purchase and razing of the old Stonewall Hotel, recently burned, and other adjacent properties opened the way for the rapid construction of the T-shaped two-story building.

Located in the heart of downtown Manassas, the structure consists of two adjoining buildings, one facing Main Street and the other paralleling Center Street.

The first floor of the motel with the Main Street entrance contains the lobby with check-in desk, manager's office, gift shop, historical museum, coffee shop, Flame Room and 100 seat restaurant and kitchen. The second floor contains a large banquet room, which can accommodate up to 150 people, a small meeting room and rest rooms. Altogether 7,500 square feet are devoted to the restaurant and banquet hall.

The air conditioned structure containing the 48 double units, measuring 12x24 feet each, covers 16,850 square feet on two floors. The contractor supervised the decorating, including the installation of furniture, draperies and wall-to-wall carpeting. Each unit contains TV, remote AM/FM radio, with piped-in music installed by Gregory and private telephone. Each also has a dressing room in addition to private bath. Decorating and extra equipment added approximately $100,000 to the $375,000 contract figure.

An additional luxury offered guests is a heated swimming pool and a patio. A paved parking area for 106 cars is

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provided, plus arrangements for over-
night parking.

Design of the motel is French-Co-
lonial with masonry exterior, wood
windows and 5-ply built up roof. In-
terior walls are plaster; commercial
areas have resilient tile flooring.

Interior décor carries as its central
theme the Battle of First Manassas or
Bull Run, the latter title since the Fed-
eral Army tended to name battles after
weeks. This famous battle was the
first meeting between the armed civi-
lians and it was here that Jeb Stuart
turned prominence and where the
former VMI professor, Thomas Jon-
athan Jackson, received the sobriquet
of "Stonewall." A Confederate victory,
the Yankees were decisively evicted
trom Virginia, fleeing back to Wash-
ington. On this occasion the Rebel Yell
was first heard, given by Kirby Smith's
regiment as they went into battle late
in the afternoon.

Commemorating the century-old Ma-
assas battles, the decorations follow
the battlefield theme using Jackson and

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Lee as guideposts and central figures. A portrait of Lee hangs in the lobby and the dining room is named after Jackson. The COFFEE Shop is decorated with paintings of Yankee and Rebel figures.

The Downtowner’s commercial areas are air conditioned by gas. Gas is used for cooking and for heating the entire building.

The Downtowner Motor Inn is a national chain with headquarters in Memphis. It is one of the fastest growing luxury motel organizations in the country. There are several Downtowners in Virginia and others under construction.

The Stonewall Development Corporation has as its president Dr. Sam Cole. Other officers are A. J. Petersen, vice-president; R. O. Bridges, secretary; John Gregory, treasurer, and Harold Hersch, attorney and director.

E. C. Smith, Jr. is the new president of Wise Contracting Co., Inc. He succeeds Glenn J. Goldburn who continues as board member.

Mr. Smith joined Wise in 1946 as vice president.

Gilbert R. Olsen, president of B & Olsen Co., Richmond mechanical contractors, was elected treasurer of the Mechanical Contractors Association of America, Inc., at the association’s 76th convention last month.

Mr. Olsen has served as member of the National Joint Board for the Settlement of Jurisdictional Disputes.

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The past 4½ years. Recently he was appointed to the Appeals Board of the National Joint Board. In this capacity he represents MCAA and the National Association of Plumbing-Heating-Cooling Contractors. As MCAA's new treasurer, Mr. Olsen will succeed to the post of senior vice president, then to president of the national association.

- For the fifth consecutive year the National Safety Council has presented its highest award, the Award of Honor, to Thompson-Arthur Paving Co., of Greensboro, for its record of only one minor accident during 1964’s 877,109 man-hours of work.

  The firm, which also has offices in Danville and Martinsville, was named the nation’s safest highway construction company last year.

- Two new officers have been recently elected at Mid-State Tile Company, Lexington, N. C., manufacturer of glazed, ceramic tile.

  They are Walter M. Fulp, left, upped from secretary to vice-president, and Walter A. Reynolds, right, secretary.

- Foster P. Johann, secretary-treasurer of Hankins & Johann, Inc., has been elected a director of the National Association of Architectural Metal Manufacturers.

- J. Glen Baker, executive vice-president of the Baker Engineering Company, Richmond, was recently elected national president of the Utility Equipment Dealers Association.

- Three architectural students at VPI have been awarded prizes totalling $750 in the 12th annual Solite Design Award Contest. The winners, shown left to right above are Robert B. Burgess, Newport News, second prize; Bryan E. Grunwald, Richmond, third prize, and William H. Mahland, Brightwaters, N. Y., first prize.

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JUNE 1965 PAGE TWENTY-FIVE
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PIEDMONT AIRLINES
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Members of the Virginia Chapter, AIA, met at Virginia Beach in mid-June to hear an excellent program on Office Practice. Forming the panel at the top are, left to right, Herbert L. Smith III, Bob Cowling of the Octagon and Dan Schwartzman.

During the luncheon session along the bottom row, Al Heister, Milton Grigg, Bob Pearce, Carl Lindner, Bob Vernon and Jim Williams express different reactions to the proceedings.

Listening intently on the next row are Jim Francis of Washington, Chapter President Louis A. Oliver, Gordon B. Galusha, Carl M. Lindner, Jr., and in another room, Frosty Coile.

Next Virginia Chapter AIA meeting will be a joint one with the engineers of VSPE at the Hotel Roanoke in October.
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GREENVILLE  
SOUTH CAROLINA
Virginia’s Changing Roads
(Continued from page 11)

I-81 south of Winchester. It will be 76 miles long and will serve Washington, Arlington, Alexandria, Falls Church, Fairfax, Front Royal, the Washington International Airport and the Skyline Drive.

Finally, I-77 in Southwest Virginia will run from the North Carolina line via Wytheville to West Virginia near Bluefield.

The state’s 1,738 mile arterial system, created by the 1964 General Assembly, is designed to complement the Interstate System. Briefly, it will connect sections of Virginia not linked with the Interstate routes. Like the national superhighways, the arterial routes will be four-lane divided facilities.

Looking ahead to the immediate months, the State Highway Commission has tentatively approved allocations totaling over 142 million for the fiscal year beginning July 1. This money would go for construction on Virginia’s Interstate and primary systems.

Today, modern bridges and roads carry a traffic volume that has continued a record climb from 1959 to the present, and every indication points to a continued increase.

Increased traffic volume means that not only better roads must be built, but also larger, safer, and

---

A rest area near Emporia where motorists can catch their breath before proceeding on today’s high speed journeys.

This shot of Route #368 tells the tale of what effect bad weather can have on travel, despite the best of planning and construction.

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JUNE 1965 PAGE TWENTY-NINE
stronger bridges. Last year the Theodore Roosevelt Bridge was opened to traffic over the historic Potomac, while construction work is carried on today on the Hope well bridge. This project alone will cost about $5½ million. It will be ready for traffic by January of 1967, and will be one of the state's “show” bridges with 26-foot roadway, and a raise vertical clearance of 145 feet, and a total length of 4,463 feet.

Engineers plan ahead to the day when the interstate program is completed, scheduled for 1972 looking towards still more road building plans for Virginia.

The Shirley freeway, once the state’s “show” highway, will regain the title when a reversible expressway is linked to Interstate 95. The expressway would provide five north-bound lanes and around Washington during the morning rush hours, and five south-bound lanes for returning afternoon traffic.

Things have indeed changed from the winter days on U. Route 1, in the early 1900’s, where a plow horse was often used to remove automobiles from layers of mud.
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tell the Virginia Story

JUNE 1965 PAGE THIRTY-ONE
Above: an innovation in the new high schools is the music room adjacent to the cafeteria and separated from it only by a folding partition. With the tables and chairs removed, the cafeteria thus can be used as a ballroom by school and community groups. Below: A Northside High School teacher gives her biology students a close-up look at the human anatomy.

A TRUE ADVENTURE... (Continued from page 17)

Above: come rain or shine, Pittsylvania County students now have a spacious gymnasium in which to get their physical education training. Previously, use of old auditorium-gymnasiums for classrooms made physical education classes dependent on the weather. Below: students at Gretna High School listen attentively in one of the school's three laboratory-classrooms. Each high school has laboratories for biology, chemistry and physics.

Other important additions have been made. A high school and an elementary supervisor were named to work full-time with principals and department heads in improving curriculum and teaching staffs. High school teachers are organized countywide on a department basis and the elementary teachers are similarly organized on a grade basis, so as to meet regularly and take up problems peculiar to their fields. A visiting teacher has proved to be one of the schools' greatest assets, working closely with principals and juvenile authorities in handling problem cases. He presently is organizing special classes for mentally handicapped children with the idea of eventually providing such classes, with trained teachers, at each elementary center.

With adequate staffs, buildings and facilities, Pittsylvania schools today enjoy the luxury of experimentation. Three elementary schools are experimenting with an ungraded primary for the first three years. A limited amount of departmentalization is being tried in the upper elementary grades, so teachers can teach in the field of their major interest and training. At Dan River High School, a pilot study is being made of a special program for slow readers.

At each of the high schools, facilities for a complete guidance program are available. This too is something new. The urgent need for space in the old buildings didn't allow for it.

There's so much new and exciting going on in Pittsylvania County school it's no wonder they call it "a true adventure in better education."
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Tell the Virginia Story

JUNE 1965

PAGE THIRTY-THREE
provides a problem in quantity, a state program of higher education, to make any sense at all, would have to be re-conceived in terms of what was being offered whom and for what purpose.

Certainly nothing is served by having “dogs” (as professors call malingerers trying to “get by” without working) in the same class with superior and/or highly motivated students, some of whom hold high potential for contributing to the society as adults. In fact, some of the superior students, pulled down to a mediocre level, develop personality problems and at best become “underachievers.” Nor would unmotivated students going through the motions for a degree cause any result except a lowered level of classwork by being thrown in with students who are seriously preparing for graduate work in a specialized field or those taking technical work as undergraduates. In that circumstance, the poorly motivated, without direction, is more likely to become a casualty himself after his negative contribution to the total standard.

If the people of Virginia are going to become sufficiently aroused to demand action, they will have to begin by participating in a demand for a totally new concept of the state in education and of education in the state. They would have to demand liberal arts colleges for those who truly want an education (and there are surprisingly large numbers of these), and which could also build a foundation that could well serve for any graduate work. They would have to demand colleges essentially designed to train for specialized graduate work and/or offer specialized technical programs to undergraduates. Then, they would demand some highly elastic system which lent itself to infinite expansion to accommodate those who wanted, or their parents wanted, “to extend high school education” to the point of a degree—any degree. This last would, of course, be largely at the community college level, essentially for day students, and these could be built and stocked with faculty almost as fast as high schools.

There is another category for post high school work—those who receive technological training in order to provide industry with skilled personnel in automation. These schools, not colleges, should be established in separate categories, and there is no reason why industry should not support them. By the same token, communities should help support or entirely support com-
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unity colleges, in and out of the total system. And it would seem that the alumni of the various colleges could be willing to contribute to their specific alma maters. An average of $100 a year would go a long way.

Currently these alumni now form groups to work devotedly in rounding up muscular individuals from other states and underwrite their education (pre-graduate work for the Baltimore folks) in order that they might represent dear old Abnormal U. nine Saturdays a year in the contemporary arenas for gladiators. Could they not work just as hard to add new wings and hire new professors to make the stories of their alma mater available to some of the high school graduates in their own state? In the same paper where the editorial demanded the General Assembly bestir itself to accommodate high school graduates in state colleges, a story was carried of three Pennsylvania high school graduates who had been successfully induced to accept "grants-in-aid" to wear football suits in the colors of an educational institution in Virginia. This reflects the attitude of the alumni, not the General Assembly.

After all, what is the General Assembly except a group of citizens whom you have elected to represent your interests and attitudes? You not only get what you pay for; you get what you want. If Virginians want higher education for everybody, the place to start is not with the politicians and the budget. The place to start is to know what you want and demand that.

As of now, in an obsolete system, each college has its board of visitors, mostly of financially-minded men outside the education field. There is no relation between the boards of the separate colleges, which are tacitly in competition not only over state funds but over even the courses of instruction they might offer. The recommendations and/or pleas of the competing...
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coup can bring the most pressure on
the General Assembly. The money is
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have the most get the most. There is no
repeat: NO) guiding plan for the
system.

Today the system of higher educa-
ion in the state is an extemporized,
pedantic, hand-to-mouth operation
which would lead to quick bankruptcy
duplicated in any contemporary field
American economic life. It is so
inesquently inadequate even to con-
front the real problem of higher edu-
ation that no body of men ever assem-
bled in the state Capitol would know
here to begin in working through the
resent horse-and-buggy system. It is
precisely like trying to patch up 19th
century dirt roads to prepare for the
highway traffic coming from 1965 to
1970.

Compared With Highways

In 1926, when Virginia faced the
problem of the predictable increase of
automotive vehicles on the public high-
ways, the governor did not appoint
competing boards of visitors who knew
nothing about civil engineering or
taff to make recommendations to
other board, and then leave it to the
general Assembly to apportion dollars
or unconnected stretches of road that
ere to be hard-surfaced to meet the
needs of 1920. A system was installed,
with stratification. Main highways were
ven primary importance, and they
tent from one place to another accord-
ing to the traffic between those places.
rsisscrossing the main arteries were
condary roads, and lesser roads were
engineered for stretches where little
avcl was expected. If the highway
ystem followed the education system,
ere would we be today?

It looks as though the education
ystem must follow the highway system
nd accept the reality of stratification.

(Continued on page 41)

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A stream of 1965 Route #1 traffic is approaching on that old plank road, and the General Assembly must decide which toll-gate to add an assistant to. It nobody has told the General Assembly that the toll-gate (even a new one) and the dirt road won't do anymore. In fact, some of the state institutions are afraid the General Assembly might find out. However, I suspect that till Virginians are themselves aroused to demand a modern system, we'll be dispensing dollars to patch up sections of dirt roads for some while in the future.

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Why build cracks into a pavement?

Cracks in a pavement cause a noisy, rough ride. Cracks permit water to penetrate into the road foundation. Cracks built into a pavement spall and become wider and rougher. Cracks cause the thump-thump-thump so annoying to drivers.

Some pavements must be built with cracks. The cracks are necessary to permit expansion and contraction with temperature change. These pavements have very little fatigue resistance and are brittle. Vibration or repeated flexure under traffic create more cracks. More cracks lessen impact resistance, etc., etc.

Some pavements that appear to be Asphalt crack after construction. These generally are reflected cracks—cracks that developed in the brittle base under the thin riding surface. These cracks also increase in size and number with time, and cause pavement failure.

There is a solution to cracks in a pavement. Build a pavement that is not rigid and brittle, that requires no expansion or contraction cracks, that will not develop reflection cracks. Build an all-Asphalt pavement. This pavement will be remarkably impact and fatigue resistant and will “give” under traffic loads—without cracking. It will ride better, be safer, look better, last longer and cost less. This pavement is Deep-Strength Asphalt concrete (Asphalt-surface on Asphalt-base).

What pavement solves the de-icing damage problem?

Results of an exacting test conducted by engineers of The Asphalt Institute have now proven conclusively that Asphalt pavements are not damaged by either sodium or calcium chlorides normally used on roads in winter. A duplicate test-series using ammonium sulfate and nitrate de-icing salts resulted in similar findings. (For a complete report of this significant test, see Highway Research Board Record No. 24, published by the Highway Research Board, 42nd Annual Meeting.)

What is stage construction?

Stage construction is a progressive road-building process that provides the road that is needed now and defers until tomorrow the construction that will be needed then, built with funds that will become available then.

Most of our existing roads in the United States represent a form of stage construction. Primitive trails were developed into wagon roads—later they were improved by layers of rock or gravel; and finally, they were widened, straightened and asphalt-surfaced as the need developed.

Modern stage construction is more important than ever. It can be accomplished in two ways. First, there is stage construction in depth. Here, a usable heavy-duty Asphalt-base is built, with one or more Asphalt riding courses to be added later when needed. Second, there is stage construction in width, building today the lanes that are sorely needed to relieve traffic congestion, while reserving right-of-way for additional future lanes when traffic needs increase.

Stage construction is a key to a solvent highway program!

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