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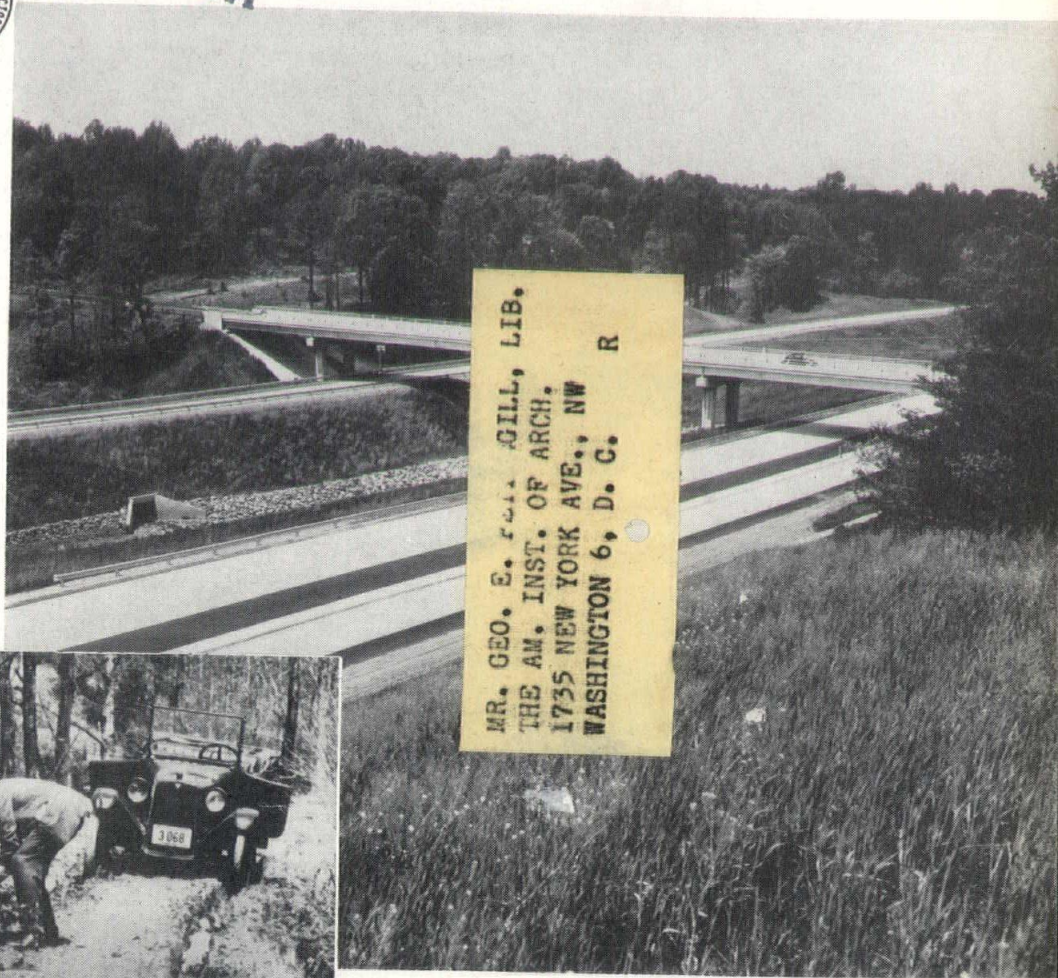


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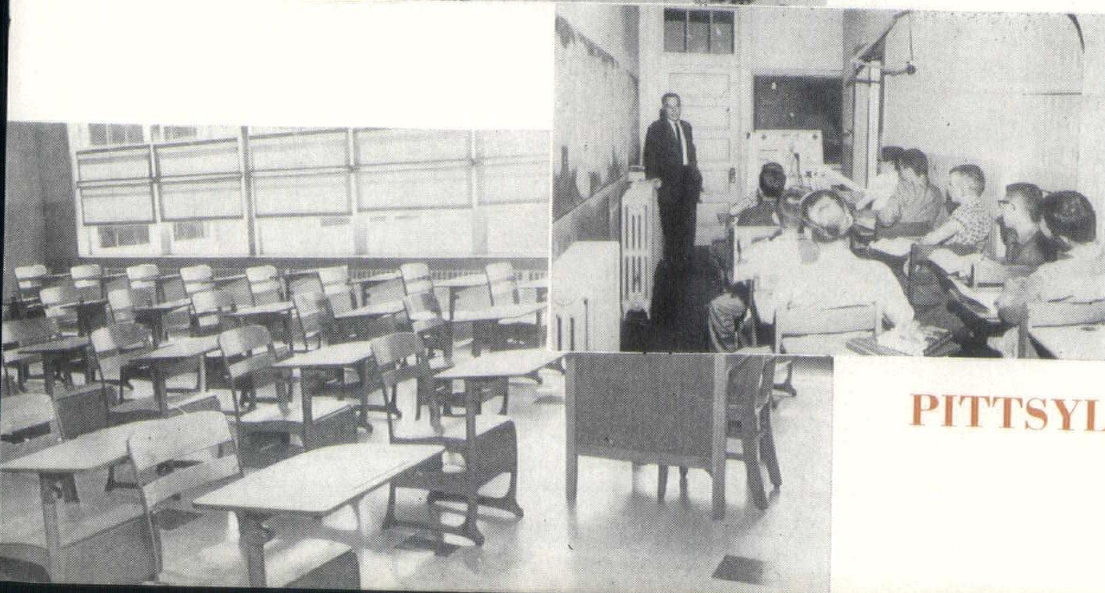
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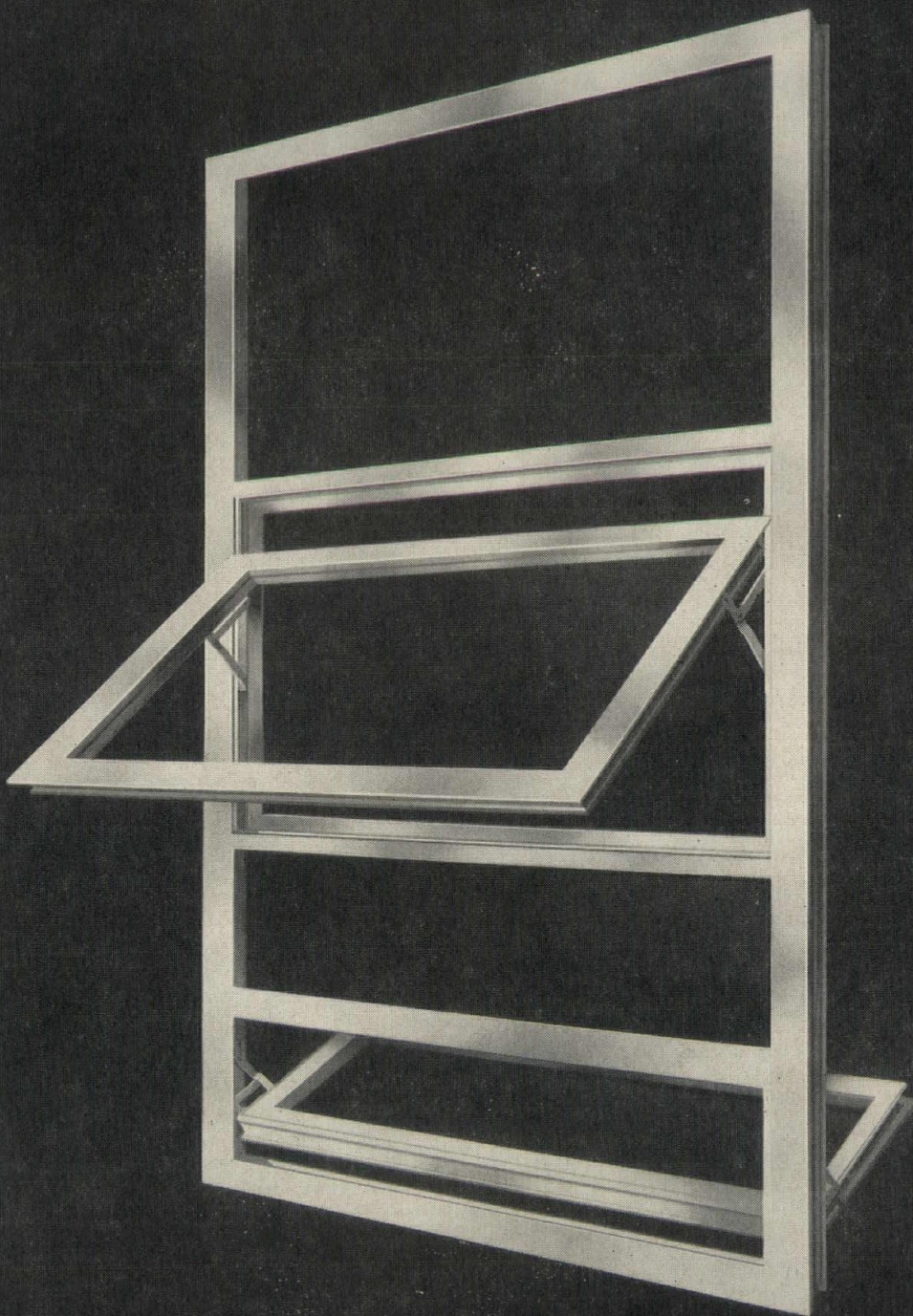


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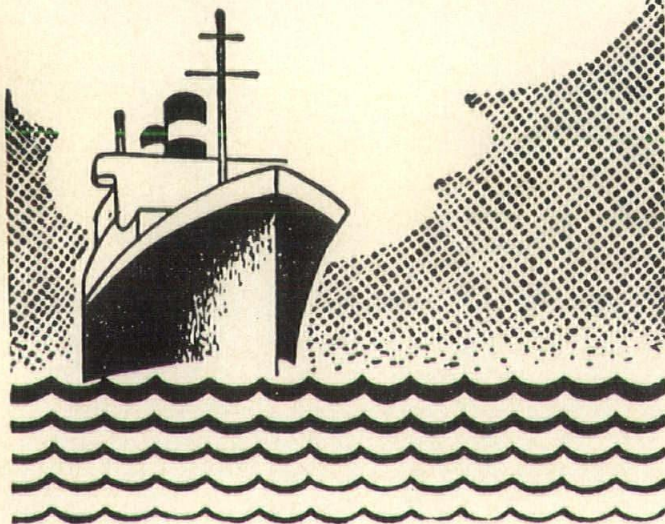


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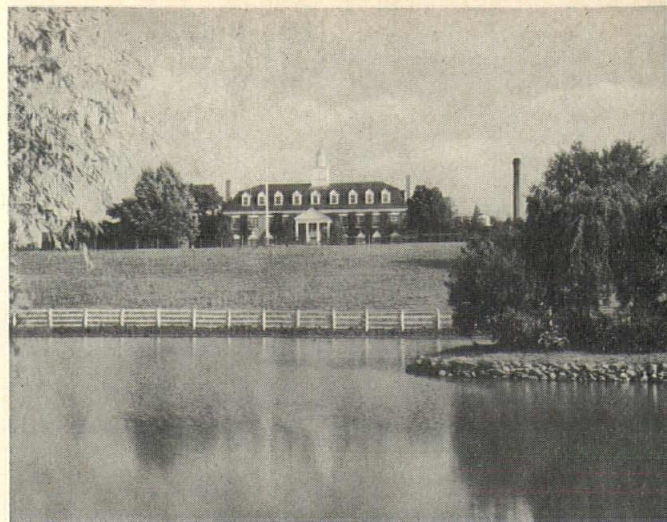
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VIRGINIA RECORD is an independent publication cooperating with all organizations that have for their objectives the welfare and development of Virginia. While this publication carries authoritative articles and features on statewide and local industries,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

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COVER NOTE: Robert B. Woodward, shown on our cover, took over as executive secretary of the Virginia Branch, AGC, on April 5 of this year. A native of Cleveland, Ohio, he was executive vice-president of the Virginia Plumbing & Mechanical Contractors Association and more recently, executive secretary of the Oil Heat Institute of Mid-Virginia. During his trade association career, he attended Management Institutes at Yale and Syracuse Universities. Mr. Woodward attended the University of Richmond and is a veteran of the U.S. Marine Corps.

● This issue details the almost magical strides made in Virginia's network of roads beginning with the days of the first crude 18th century charts. We are indebted to the Virginia Department of Highways for this story and for the photographs illustrating this feature which begins on page 7.

An additional feature tells the dramatic story of Pittsylvania County's complete physical renovation of its school system—beginning on page 13.



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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 shows precisely its own character and to an exact shading what it is offering and which students can benefit by this particular education. With this in mind, their questionnaires also contain this question about the applicant: "Will he be a good representative of this college?"—not the whole institution, with its complex of graduate schools, but the college in which the student begins his journey to become an educated person. On these standards, it becomes immediately apparent that there is no room for the student who feels he *should* get a degree whose parents insist he "complete his education" in order not to be economically handicapped in a competitive society.

But the huge element excluded from the large privately owned universities comprises the majority of applicants in college anywhere. They surely characterize a majority of the 40,000 applicants to this state's colleges in 1965. This bulk in turn broken down into about three broad groups.

The first group includes those students of average or above average gifts who happen to be well motivated in life generally, and are more likely than not to do the best they can. The chances of these students becoming truly *educated* people are not high, but they will benefit from the four years of making grades, will be freed of any handicap of feeling lack of status and some will be better equipped for 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 whom 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 "dropouts," 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 one professor to every seven or eight students and assistant deans as faculty advisers, 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 that facilities should be provided for every applicant who, for whatever reason, wishes to "extend his high school education." Since this (Continued on page 34)

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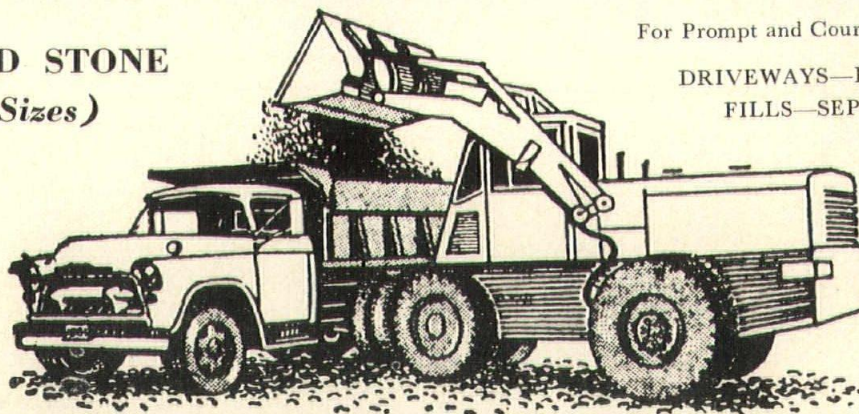
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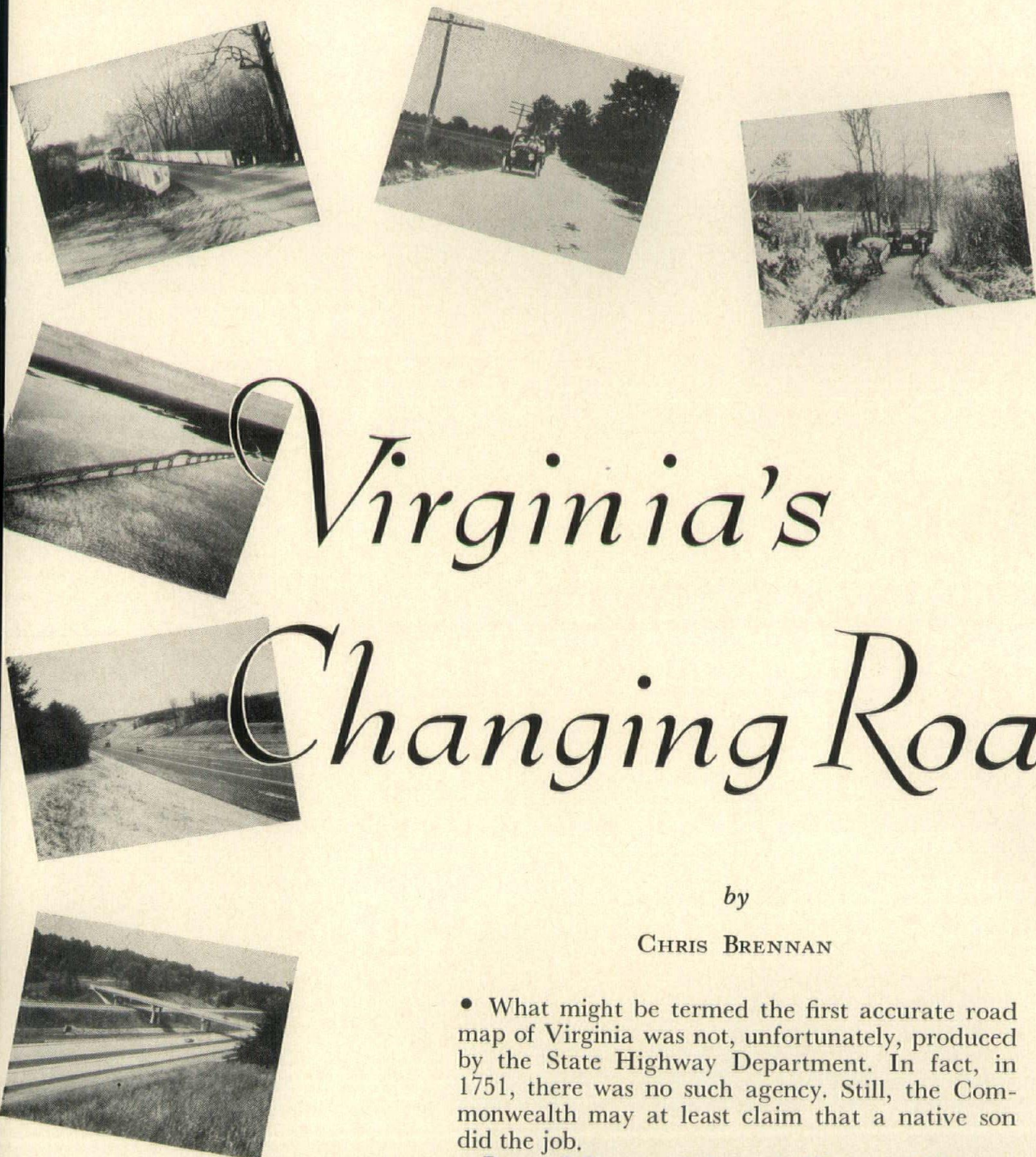
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Virginia's Changing Roads

by

CHRIS BRENNAN

- 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. The 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, 1822, 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, Patterson's Creek, and in October and 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 on the 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 Dull Airport Road in Fairfax County. Virginia Interstate routes are designed with even safety factor taken into account. Today rapid transit over such roads would be on 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 in 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 10, 1942, the State Highway Commission resolved that the highway would be named in his honor.

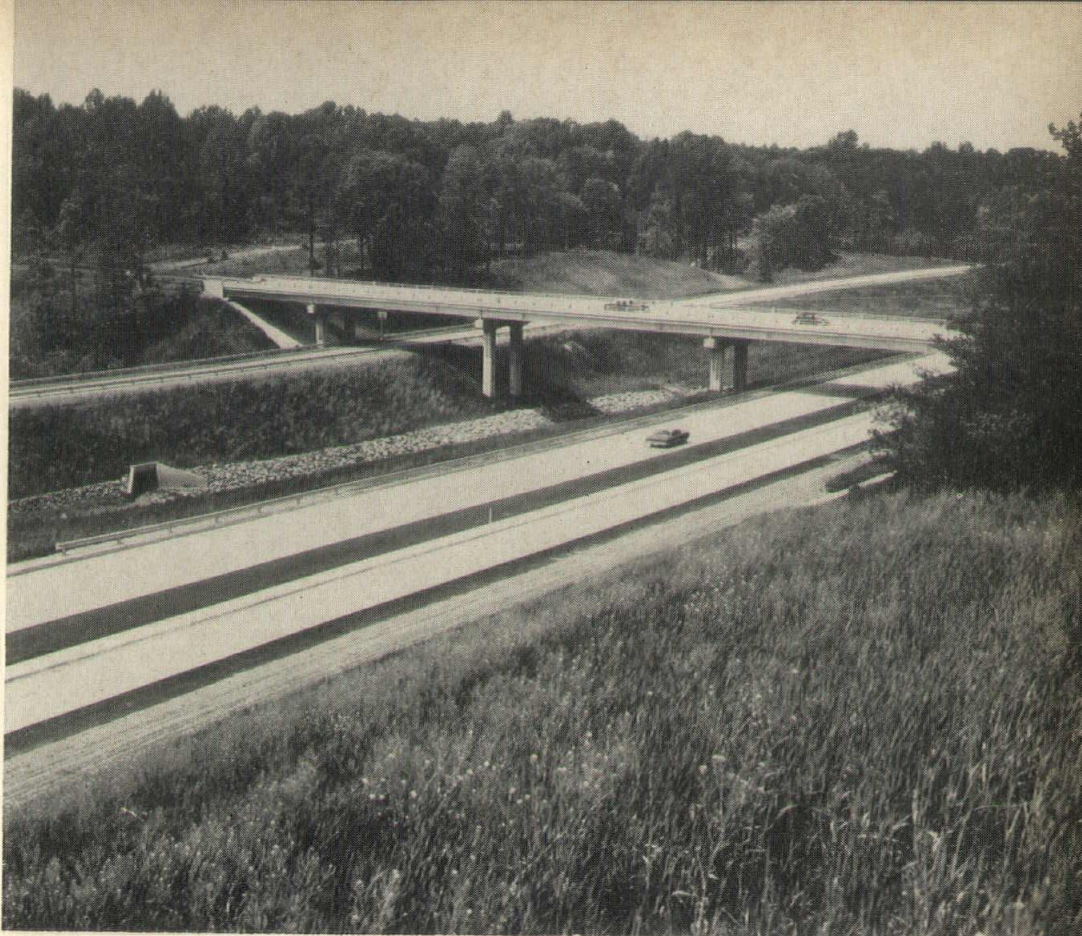
The department, as an organization, has also changed and expanded with the years.

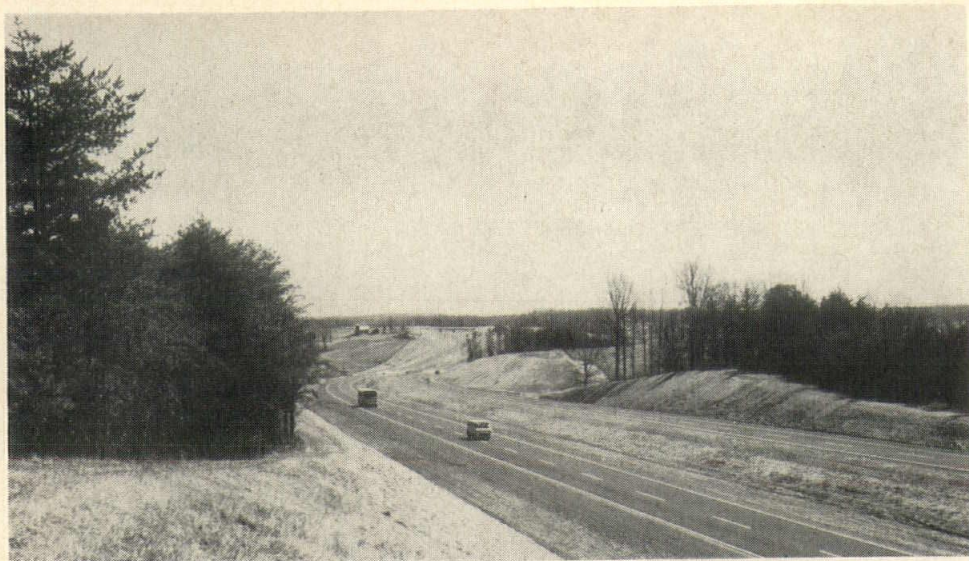
In 1906, the first Commissioner of Highways had a staff of four people, including one assistant, a chief clerk, a stenographer and a draftsman.

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.

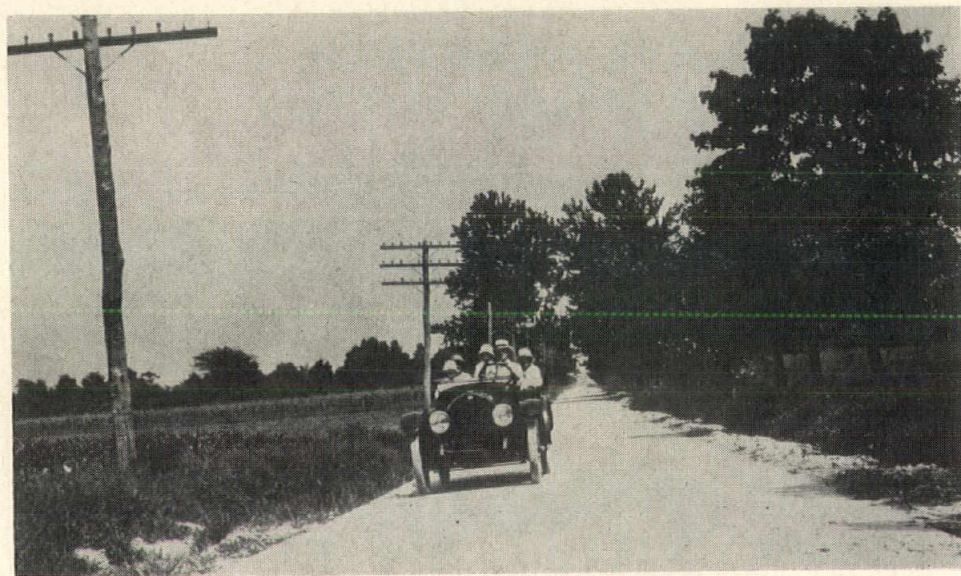
to tell the Virginia Story





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

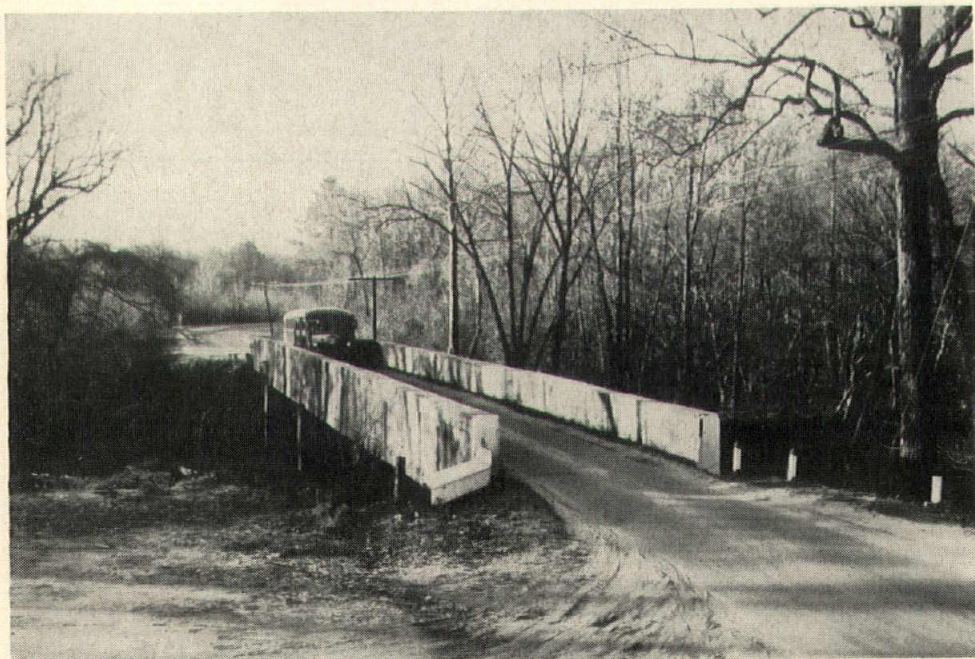
Today, the Virginia road system has profoundly changed. The 2,000 miles in use when Shirley was born at the close of the 1800's, has grown to over 37,500 miles of paved interstate, arterial, primary, urban, and secondary roads.



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 1911, 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 a 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, Abingdon 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 "Showcase 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)

The top photo demonstrates that roadbuilding is not just a matter of planning and construction. Much depends on the weather, which can delay openings of new roads—or so much to destroy existing ones. Rest areas, indicated in the center photo, are established along Virginia's 1,056 mile Interstate system and allow motorists respite from high speed travel. The bottom photo shows the fanfare attending the opening of Interstate Route 95 north of Richmond. Here a helicopter circles above the ribbon cutting ceremony.

To tell the Virginia Story



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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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Stratford College, an independent, interdenominational two-year college for women, emphasizes liberal arts transfer courses leading to B.A. and B.S. degrees. More than two-thirds of Stratford's graduates transfer to senior colleges or universities to continue work toward their degrees.

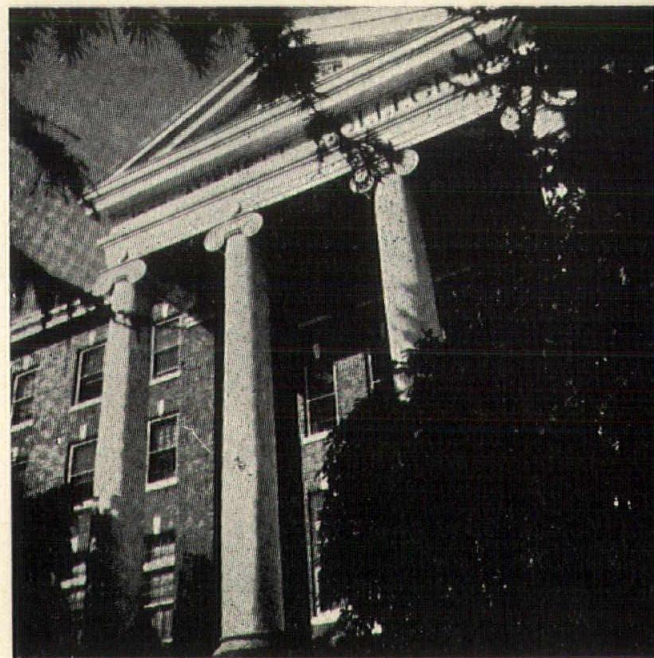
Established in 1852, Stratford College carries the name of the beautiful ancestral home of the Lee family and endeavors to reflect the culture of that home.

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 panelling 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*

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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 outgrowth of 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 Space Age.

That the new is oriented toward the Space Age is understandable. After all Sputnik, the tiny satellite that heralded the dawn of the Space Age, has won 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 as 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 a year would take a five to ten per cent hike in taxes.

"If it was good enough for me, it was 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 short-changed.

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

to tell the Virginia Story



A TRUE ADVENTURE IN BETTER EDUCATION

by

JACK L. SCISM



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.

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".

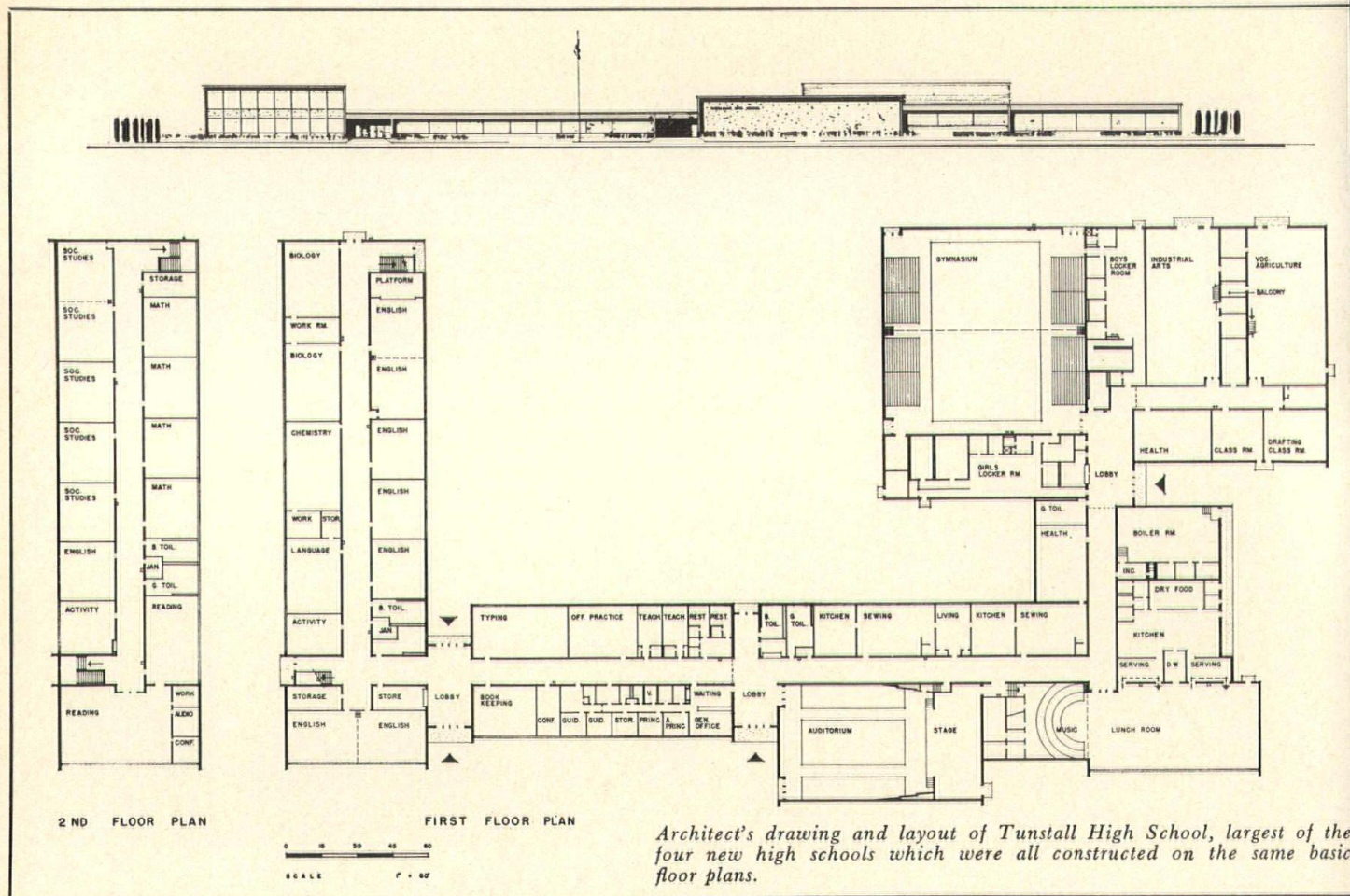
The "bad" were 44 small frame schools of one-, two- and three-rooms, aptly described by one observer as "shacks with barrel stoves, hand pumps and outdoor toilets." Many of these schools averaged 40 students per room.

The "good"—that is, the salvageable—schools were brick buildings con-

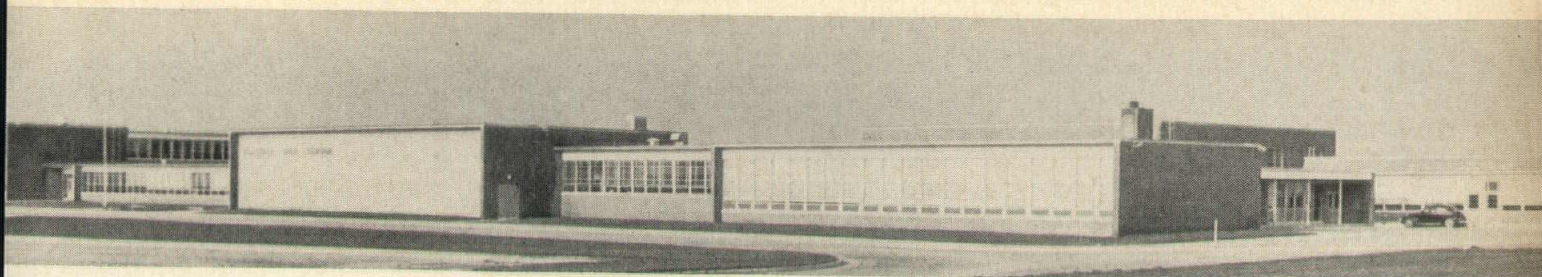
structed in the '20s and '30s. In these the only unoccupied space left was of the ceilings. Combination auditorium-gymnasiums in the high schools had been partitioned into classrooms. Even the stages were converted to this purpose. So were shower rooms, cafeterias, a janitor's home, attics and at least one outside brick toilet. Principals roped off office 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 Brosville 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 justified to seat the children even claimed many of the high school laboratories. The few labs still being used for that purpose were woefully under-equipped. At Whitmell High School, for instance, six classes daily met in the school's only



Architect's drawing and layout of Tunstall High School, largest of the four new high schools which were all constructed on the same basic floor plans.



Above is Tunstall High School. The new schools have stirred the pride of patrons as never before. The lawn and fields all around this school, for instance, were seeded by patrons of the community.

laboratory and the more than 30 students in each class had to share the four microscopes in the lab.

Overcrowded buildings and inadequate equipment were only a part of the sad story. Teachers were paid the state minimum, then \$2,600 to \$3,800 for those with collegiate professional licenses. But the Pittsylvania average actually was below this because, at those figures, the county could not compete with higher paying counties and cities in the state. In neighboring Danville, the starting salary for teachers was \$700 higher. Fully one-third of Pittsylvania's teachers did not have a college degree. Each year it was necessary to issue 50 or more emergency teaching certificates to persons with less than two years of college.

Pittsylvania certainly didn't have any frills in its schools. It didn't even have what many would consider the basics. In few of the high schools was more than one foreign language offered. Neither was such higher mathematics as trigonometry. Teachers with classes of 40 or more hardly had time to devote special attention to either the gifted or the slow learners.

Such was the situation in 1958, the year Elmore was turned down on his bid for a Literary Fund loan. Not all was bleak, however. In seeking the plan, Elmore had the support of several parent groups. Aware of the plight of the schools, they spread the word to other parents, now education-conscious, thanks to Sputnik.

Out on the farms, where hostility to higher taxes supposedly was centered,

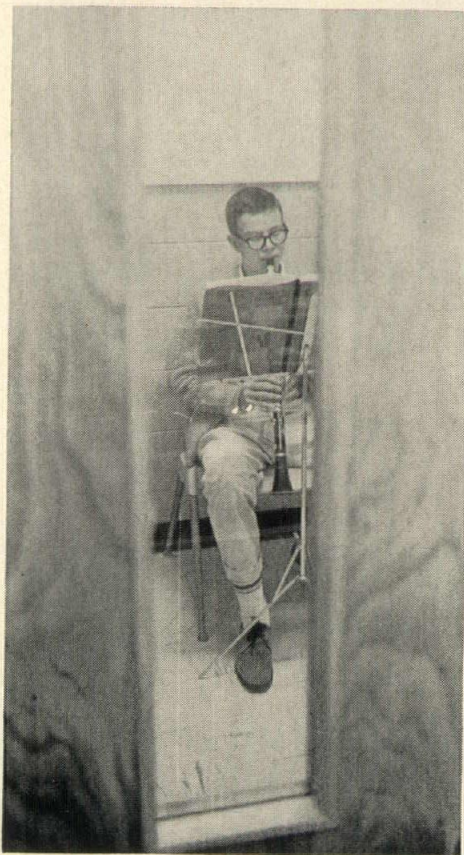
tobacco growers also were more appreciative of what schools can do. Spending hundreds of dollars annually for insecticides, pesticides and herbicides, they wondered if the farmer of the future wouldn't have to be a chemist.

Elmore and the School Board, under the chairmanship of T. A. Pollard, bided their time in 1959 but, early in 1960, they asked for a joint meeting with the Board of Supervisors. At this meeting they unveiled a proposal—and it was a shocker! They didn't ask for a few hundred thousand dollars for an addition here and there. They asked for seven and one-half million dollars. They didn't want to add just a few rooms, they wanted to completely revamp the county school system.

They proposed to consolidate the 11 high schools into six and the more than 70 elementary schools into 19. The plan called for four brand new high schools, five new elementary schools, major additions to two high schools, and five elementary schools and a complete remodeling of nine old high schools into elementary centers.

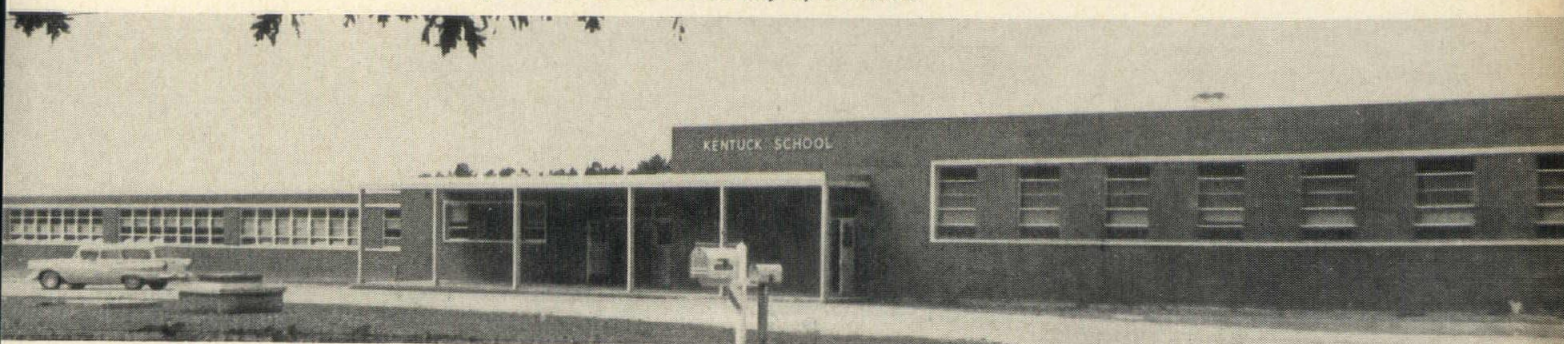
Elmore and the School Board asked the supervisors only for a chance to take their case to the people in a bond referendum. The supervisors, more school conscious as a result of changes wrought by voters in elections the previous year, were anxious to cooperate.

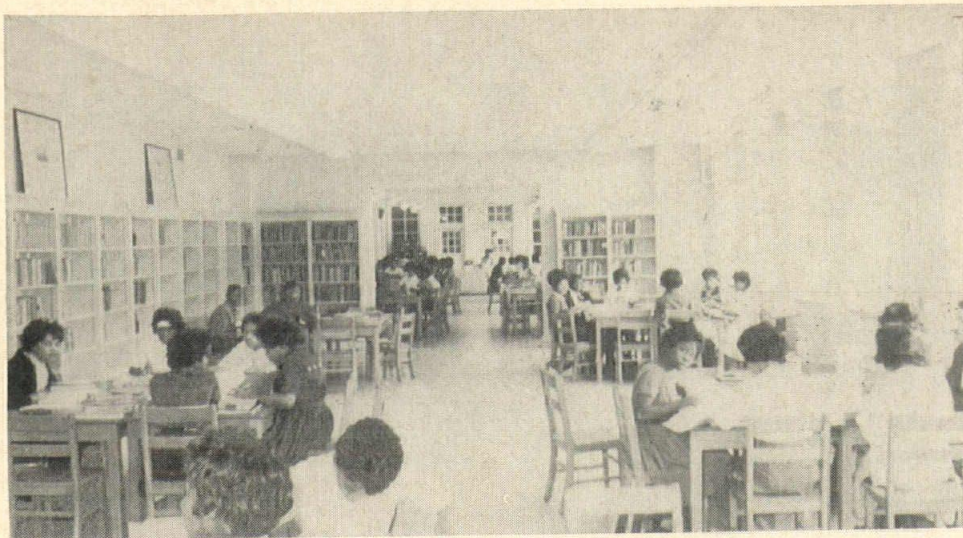
Elmore, his assistant, Charles E. Hagberg, and School Board Chairman Pollard launched an educational campaign that had each of them making from one to three speeches almost daily.



Bands used to compete with classrooms for space on auditorium stages of Pittsylvania schools but now, not only is band space provided but also individual rooms for private practice.

Below, the new Kentuck Elementary School which replaced more than a dozen small frame schools in the vicinity of Danville.





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. Ear phones, 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 schools 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 it 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, and 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 pattern, the areas of academic instruction use most frequently were grouped together and individual areas and/or one-purpose facilities were separated and se-



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.



side from the normal traffic flow."

Several rooms in each school are separated by folding partitions which, when opened, provide areas for team teaching or other types of instruction for larger groups. Each school has three fully equipped laboratories, a fully equipped language laboratory of 30 booths with listen, record and respond facilities, a spacious library seating 500, and complete industrial arts, vocational agriculture and home economics departments.

J. Coates Carter, AIA, of Martinsville was the architect for the elementary schools and he too designed functional, efficient buildings. He lists these major features:

"Rooms are deeper due to revised school standards and use of improved building materials. This reduces the long corridors and the exterior perimeter of building which results in saving on interior finish materials and exterior walls.

"Classroom equipment is generally movable, such as bookcases, teachers' closets, work counters and storage cabinets . . . Seats are movable in all primary rooms, allowing flexible work areas for pupils.

"Ceilings of all spaces and corridors have acoustical tile which provides a quiet atmosphere throughout . . . Side walls are of painted masonry block which also absorb sound and require minimum of upkeep. All lighting is of fluorescent type which does not depend on daylight. Ventilation of all rooms with exhaust fans, including corridors and service rooms, provides frequent air changes, as opposed to use of windows to control ventilation and fresh air."

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.

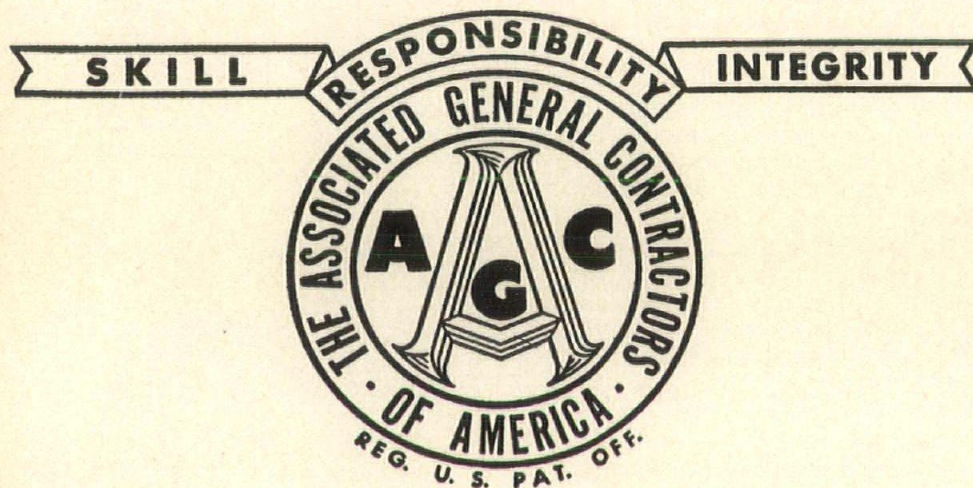
To upgrade the teaching staffs, inservice training programs have been started in the schools during the summer months. With the county paying the expenses, the University of Virginia offers workshops and college courses that carry full credits for participating teachers.

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.



- MID-YEAR CONVENTION
- GREGORY CONSTRUCTION CO., INC.
- FRITH CONSTRUCTION CO., INC.

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
handrails

JOHN H. HAMPSHIRE, INC., Roanoke: Roof deck
acoustical, resilient tile

HELMS ROOFING CO.: Roofing

SUPERIOR BLOCK CO., Charlotte, N. C.: Stone
work

WILLIAM BAYLEY CO., Springfield, Ohio: Windows

PITTSBURGH PLATE GLASS CO., Roanoke: Glazing

RICHARD L. SHOUGH: Painting, waterproofing

BLANTON & MOORE, Barium Springs, N. C.: Painting,
millwork

HITE TILE CO., Collinsville: Ceramic tile, terrazzo

MAPLE FLOORS, INC., Charlotte, N. C.: Wood
flooring

AVRETT METAL PRODUCTS, INC., Charlotte, N. C.:
Steel doors and bucks

CLEAR-BULLOCK ELECTRICAL CO., INC.: Lighting
fixtures, electrical work

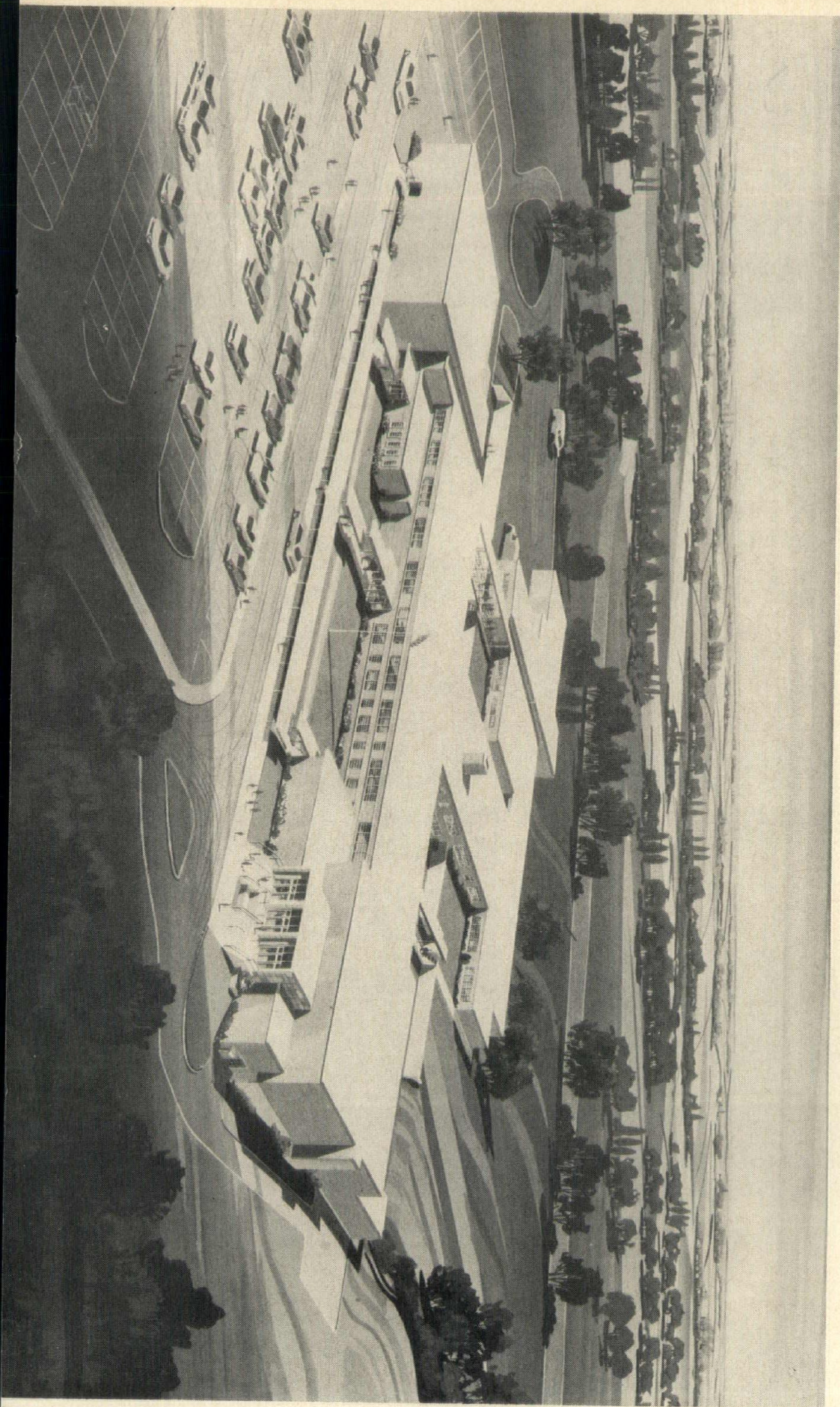
LOWE & NELSON PLUMBING & HEATING CO.
Roanoke: Plumbing fixtures, plumbing, air conditioning,
heating, ventilating

COVINGTON & JEFFERSON ASPHALT PAVING: Paving

HENRY COUNTY HIGH SCHOOL, COLLINSVILLE, TO BE READY FOR FALL SESSION

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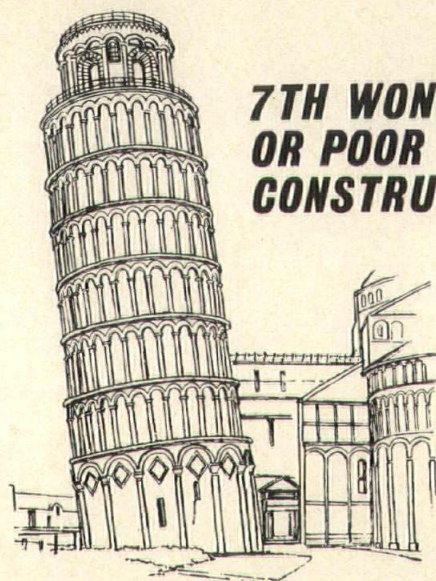


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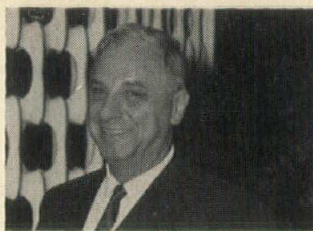
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Kellam Will Speak At AGC Mid-Year Convention, June 27-30



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.	Registration—Hotel Lobby (Inn)
4:00 P.M. to 5:00 P.M.	Board of Directors Meeting— Conference Room (Inn)
4:00 P.M. to 6:00 P.M.	Tea Dance—Cavalier Beach Club (Hotel Function) \$2.00 per person
6:00 P.M. to 7:30 P.M.	Reception—AGC—Inn Lounge

Monday, June 28, 1965

8:00 A.M. to 9:00 A.M.	Past-Presidents Breakfast— Conference Room (Inn)
8:00 A.M. to 9:30 A.M.	Committee Breakfast and Workshop— Raleigh Room
10:00 A.M. to Noon	General Business Session—Inn Lounge
11:00 A.M. to Noon	Ladies Auxiliary Reception—Cape Henry Room
Noon to 1:00 P.M.	Ladies Luncheon—Raleigh Room
1:00 P.M. to 2:00 P.M.	Ladies Auxiliary Business Session—Raleigh Room
1:00 P.M.	Men's Golf Tournament— Princess Anne Country Club
2:00 P.M.	Ladies Golf Tournament— Princess Anne Country Club
2:00 P.M.	Skeet Shooting
Monday Night—	Open for private parties and Beach Functions (Dancing—Cape Henry Club—optional)

Tuesday, June 29, 1965

8:00 A.M. to 9:30 A.M.	Associate Division Breakfast Meeting— Raleigh Room
9:00 A.M. to 10:00 A.M.	Board of Directors Meeting— Conference Room (Inn)
10:00 A.M. to Noon	General Business Session—Inn Lounge
2:30 P.M.	Skeet Tournament
2:00 P.M.	Bus Tour of Chesapeake Bay Bridge-Tunnel
6:30 P.M. to 7:30 P.M.	Cocktail Party—Inn Lounge
7:30 P.M. to 9:00 P.M.	Banquet—Dining Room
9:30 P.M. to 12:30 A.M.	Dance—Cavalier Beach Club (Under-The-Stars)

Wednesday, June 30, 1965

10:00 A.M. to Noon	General Business Session Adjournment
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JUNE 1965

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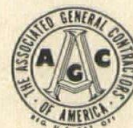


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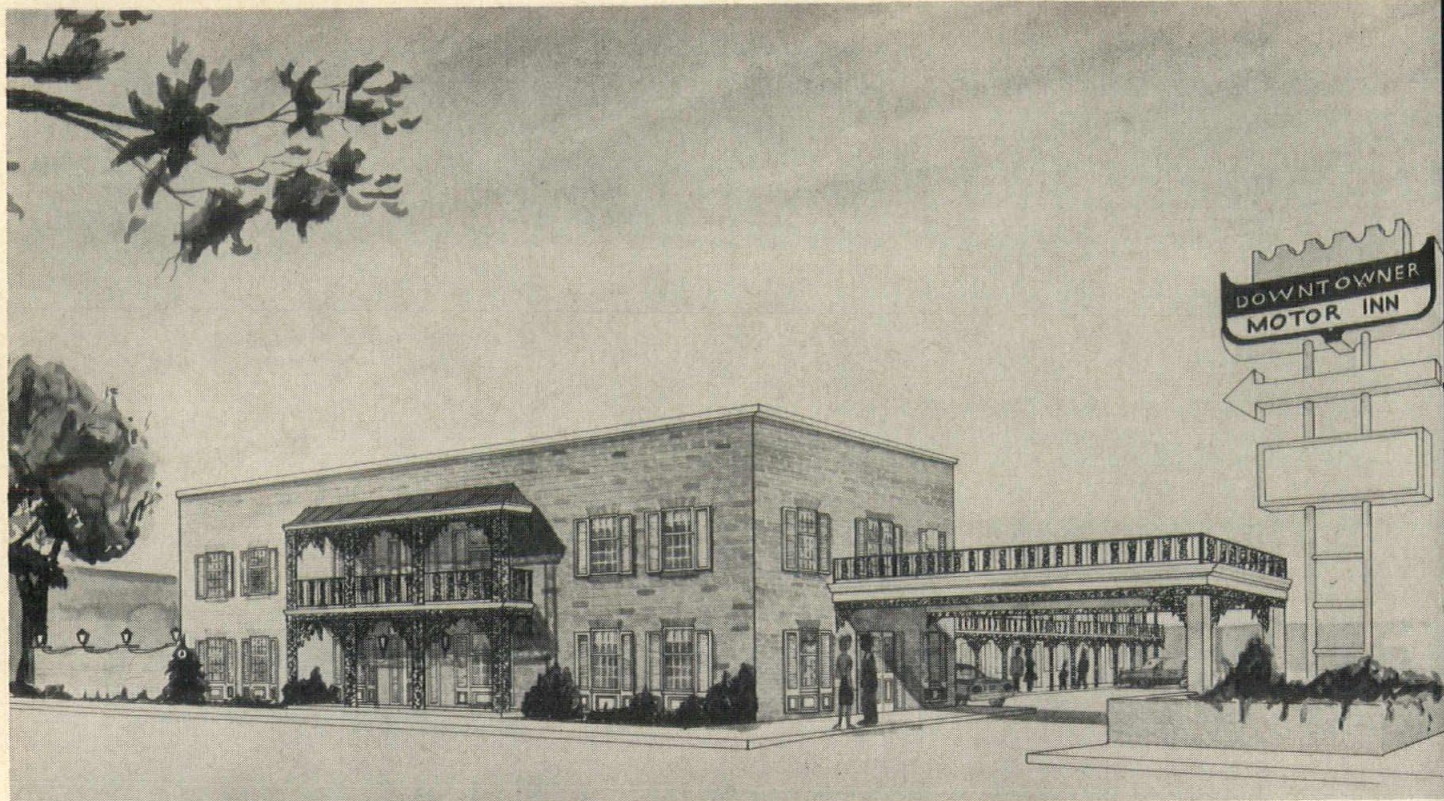
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CHARLES M. YOUNG
Structural Consultant

NATIONWIDE INTERIOR & SUPPLY, INC.
Interior Designer

● Ingenuity on the part of the general contractor surmounted the difficulties involved in downtown construction and effected completion of an outstanding hostelry 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 \$1½ 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.

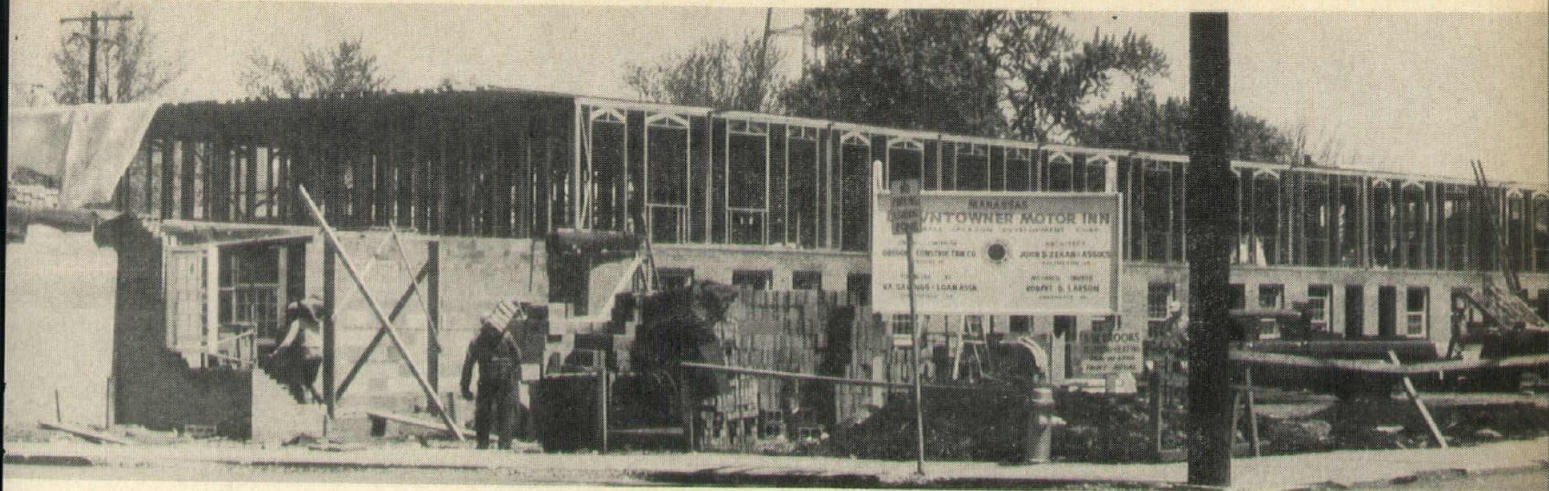
Located in the heart of downtown Manassas, the structure consists of two adjoining buildings, one facing Main Street and the other paralleling Center Street.

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



provided, plus arrangements for over-
low 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
rivers. This famous battle was the
first meeting between the armed civi-
lians and it was here that Jeb Stuart
came into prominence and where the
former VMI professor, Thomas Jona-
than Jackson, received the soubriquet
of "Stonewall." A Confederate victory,
the Yankees were decisively evicted
from Virginia, fleeing back to Wash-
ington. On this occasion the Rebel Yell
was first heard, given by Kirby Smith's
brigade as they went into battle late
in the afternoon.

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

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Falls Church:

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DODSON ELECTRIC SERVICE

Front Royal:

Electrical service & lighting fixtures

DOMINION STEEL COMPANY

Manassas:

Steel joists, structural steel

ERWIN CONCRETE CORPORATION

Manassas:

Complete concrete

MANASSAS DECORATORS, INC.

Manassas:

Interior & exterior painting

MANASSAS LUMBER CORPORATION

Manassas:

Complete millwork

McCLARY TILE, INC.

Annandale:

Ceramic and quarry tile

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Alexandria:

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Falls Church

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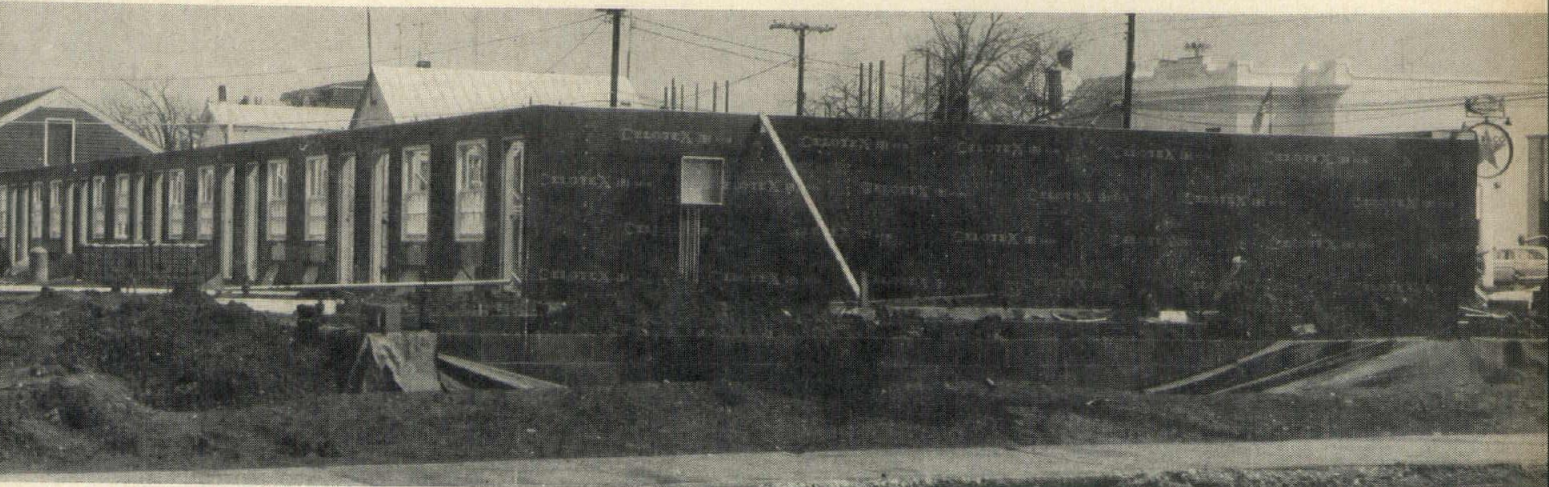
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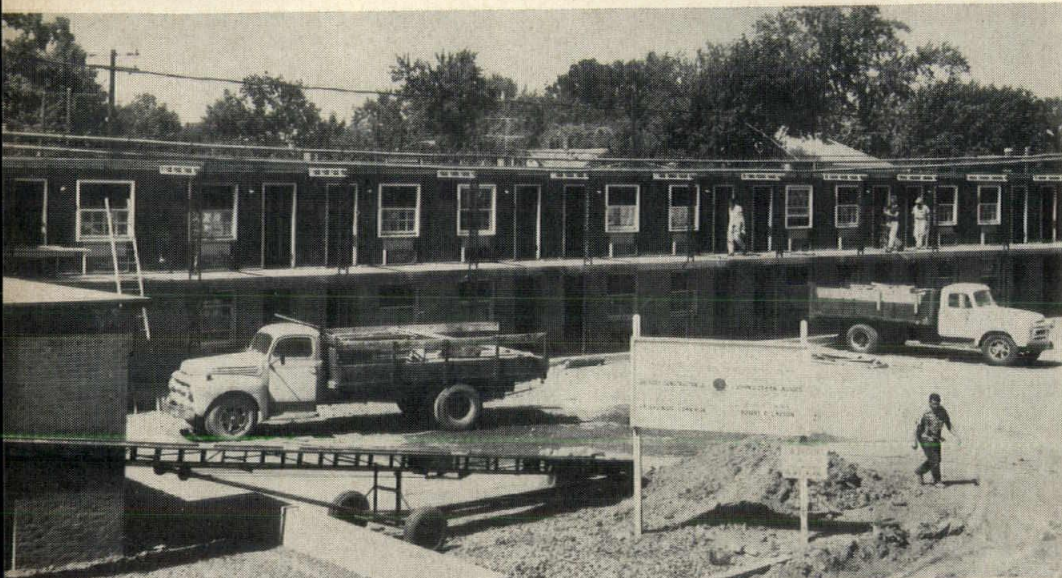
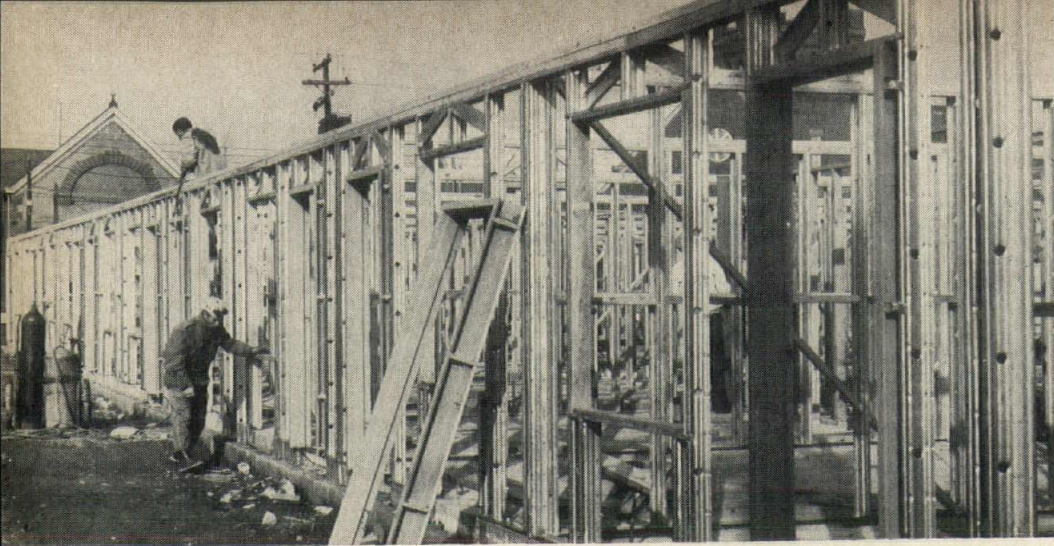
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Lee as guideposts and central figures. A portrait of Lee hangs in the lobby and the dining room is named after Jackson. The Coffee Shop is decorated with paintings of Yankee and Rebel figures.

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.

noted . . .

● 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 is 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 for

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General Contractors



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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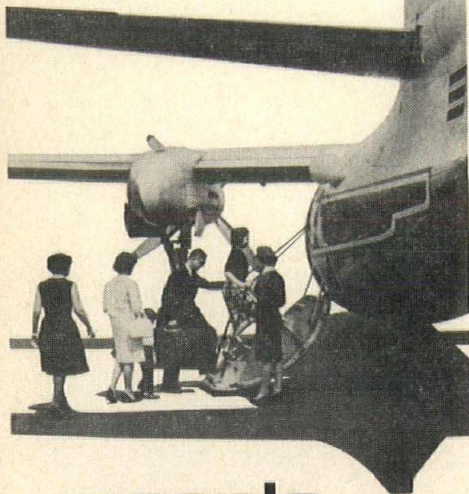
Charlotte, N. C.
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Greenville, S. C.
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**More
and
more...**

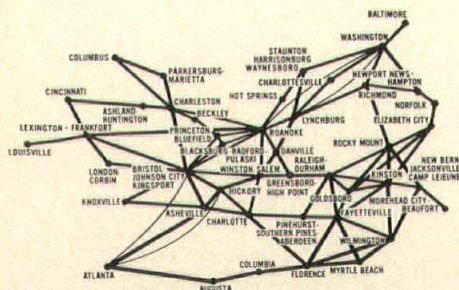


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Virginia Chapter AIA Spring Meeting



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.

Lindner, Jr., and in another room, Frosty Coile.

During the luncheon session along the bottom row, Al Heisler, 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.

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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Virginia's Changing Roads

(Continued from page 11)

t 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.

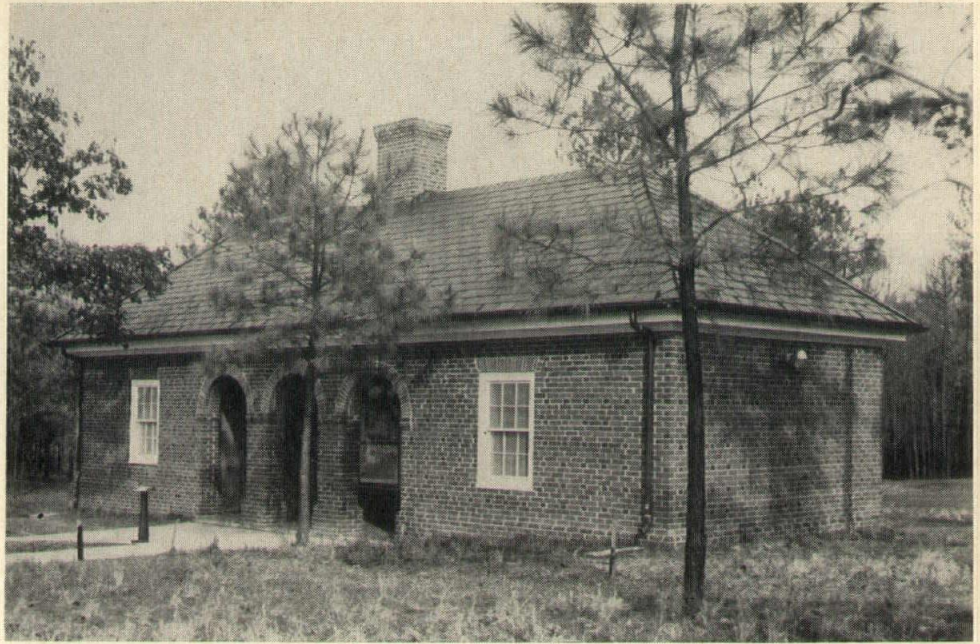
Finally, I-77 in Southwest Virginia will run from the North Carolina line via Wytheville to West Virginia near Bluefield.

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 at 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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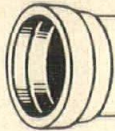
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stronger bridges. Last year the Theodore Roosevelt Bridge was opened to traffic over the historic Potomac, while construction work is carried on today on the Hopewell bridge. This project alone will cost about \$5½ million. It will be ready for traffic by January of 1967, and will be one of the state's "show" bridges with a 26-foot roadway, and a raised 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 to 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.S. Route 1, in the early 1900's, when a plow horse was often used to remove automobiles from layers of mud. •

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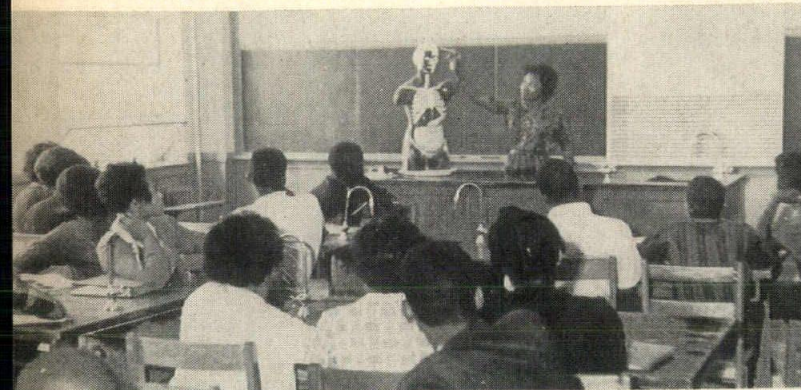
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Above: an innovation in the new high schools is the music room adjacent to the cafeteria and separated from it only by a folding partition. With the tables and chairs removed, the cafeteria thus can be used as a ballroom by school and community groups. 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.



Above: the typing room, such as this one at Northside High School, is but one of several in the business education departments. There are also rooms for shorthand and bookkeeping, office practice, business English, business mathematics, etc. Below: a part of the county's school bus fleet of more than 150 lines up in front of Dan River High School moments before the final bell.

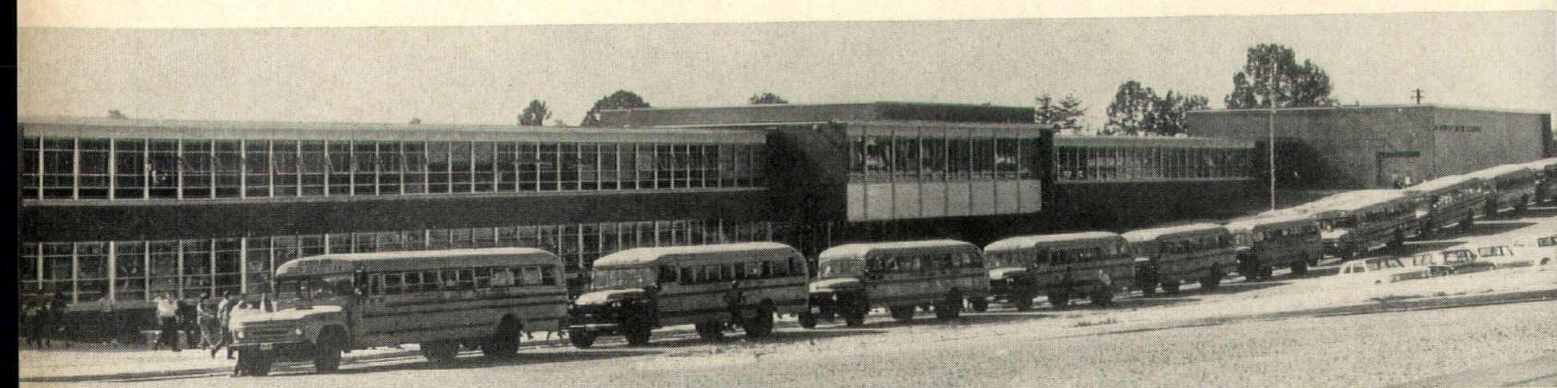
Other important additions have been made. A high school and an elementary supervisor were named to work full-time with principals and department heads in improving curriculum and teaching staffs. High school teachers are organized countywide on a department basis and the elementary teachers are similarly 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 can 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. 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 in reading instruction 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 schools it's no wonder they call it "a true adventure in better education." ●



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Et Tu, Virginia? . . .

(Continued from page 5)

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
ate system. And it would seem that
e alumni of the various colleges
ould be willing to contribute to their
ecific alma maters. An average of
100 a year would go a long way.

Currently these alumni now form
roups to work devotedly in rounding
o muscular individuals *from other*
ates and underwrite their education
re-graduate work for the Baltimore
olts) in order that they might rep-
resent dear old Abnormal U. nine Sat-
days a year in the contemporary
enas for gladiators. Could they not
ork just as hard to add new wings
ad hire new professors to make the
ories of their alma mater available

some of the high school graduates
om their own state? In the same
aper where the editorial demanded
e General Assembly bestir itself to ac-
commodate high school graduates in
ate colleges, a story was carried of
ree Pennsylvania high school gradu-
es who had been successfully induced
to accept "grants-in-aid" to wear foot-
all suits in the colors of an educational
stitution in Virginia. This reflects the
titude of the alumni, not the General
sembly.

After all, what is the General Assem-
y except a group of citizens whom
ou have elected to represent your in-
terests and attitudes? You not only get
that you pay for; you get what you
ant. If Virginians want higher educa-
on for everybody, the place to start is
ot with the politicians and the budget.
he place to start is to know what you
ant and demand *that*.

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ch college has its board of visitors.
ostly of financially-minded men out-
de the education field. There is no
lation between the boards of the sep-
arate colleges, which are tacitly in
mpetition not only over state funds
at over even the courses of instruc-
ons they might offer. The recommen-
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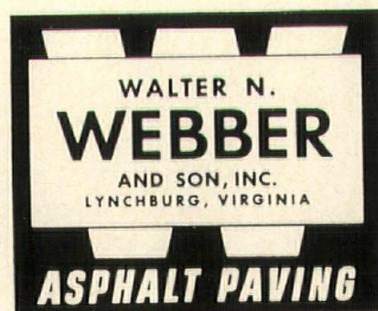
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Administrations are presented to a council appointed by the governor, also composed of men not in the field of education. Then, monetary allotments are doled out according to which groups can bring the most pressure on the General Assembly. The money is distributed inequitably and those who have the most get the most. There is no Repeat: NO) guiding plan for the stem.

Today the system of higher education in the state is an extemporized, expedient, hand-to-mouth operation which would lead to quick bankruptcy duplicated in any contemporary field of American economic life. It is so grotesquely inadequate even to confront the real problem of higher education that no body of men ever assembled in the state Capitol would know where to begin in working through the present 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.

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

(Continued on page 41)

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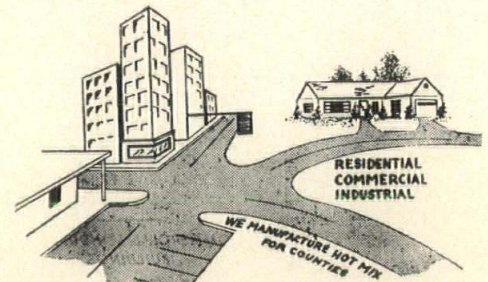
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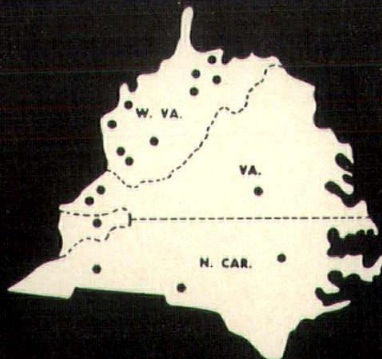
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When colleges are provided for everybody, but each college or group of colleges has its specific purpose. Each college raises its tuition according to the facilities it offers and each student who attends a state college assumes the responsibility for its operation. The more humanly possible, in any group of fallible humans subject to pressures, state monies should be allotted according to the services a college provides for its students, and its graduates the state, and not according to the blocs of "power élite." Of course, a professionally operated system would introduce new methods for quantity teaching—such as educational television and language and mathematics machines—which would make much of today's important structure belong with the toll-gate on the old plank turnpikes.

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. If nobody has told the General Assembly that the toll-gate (even a new one) and the dirt road won't do any more. In fact, some of the state institutions are afraid the General Assembly might find out. However, I suspect that until Virginians are themselves aroused and demand a modern system, we'll be spending out dollars to patch up sections of dirt roads for some while in the future.

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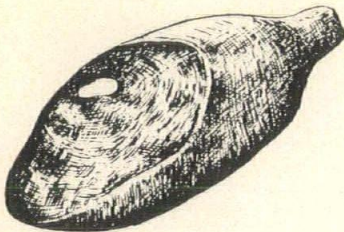
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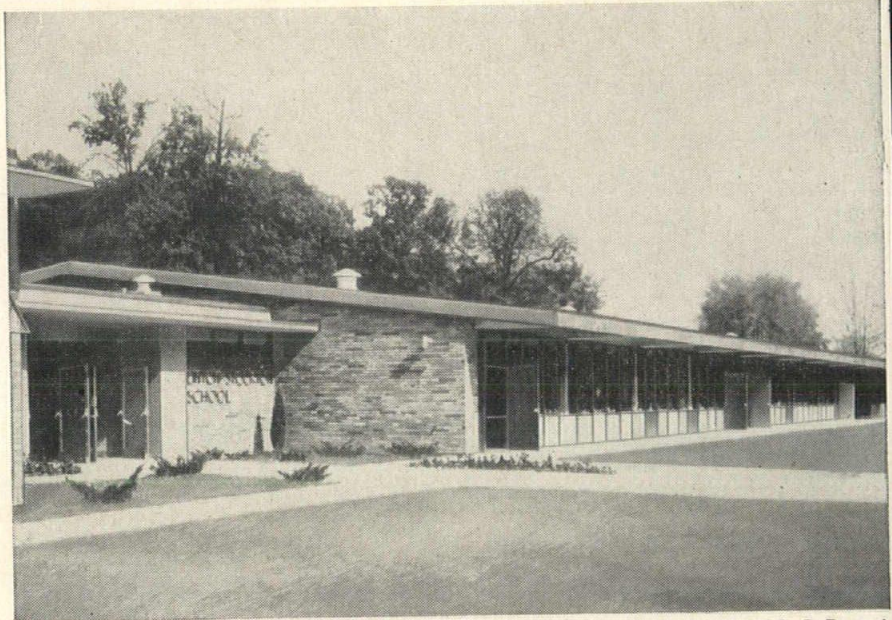
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Linton-Stockton Elementary School. Designers: T. C. Dorste and S. G. Pantazi, Indianapolis. Structural engineer: F. E. Burroughs, Indianapolis.

Modern school uses precast concrete...
reduces costs to less than \$11⁰⁰ per square foot!

How to get the best school at the lowest cost. This is a common problem in growing communities. The Linton-Stockton Elementary School in Linton, Indiana, solved it with precast concrete.

The school building has received wide acclaim in educational circles... and the cost was only \$10.87 per square foot.

There are 36 classrooms in all, each averaging 1200 square feet in size. Total accommodations: 1200 pupils. Total cost for this 80,000 square foot school: \$870,000.

Construction was relatively simple. The frame was formed by precast concrete members supporting precast roof slabs. All pre-casting was done at the site.

Careful planning, standardization of members and re-use of forms helped hold down costs and building time. Other advantages include low maintenance, long life, low annual cost and high fire safety. If your community is considering a new school, it should consider precast concrete. Free information on request.

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A national organization to improve and extend the uses of concrete

From wagon roads of a century ago to highways—and now to modern super-highways, Virginia has progressively bettered her system of mobile communication to facilitate travel—both intrastate and interstate. It has been our pleasure, for a number of years, to participate in this program of growth and improvement to help further safe and expeditious travel.

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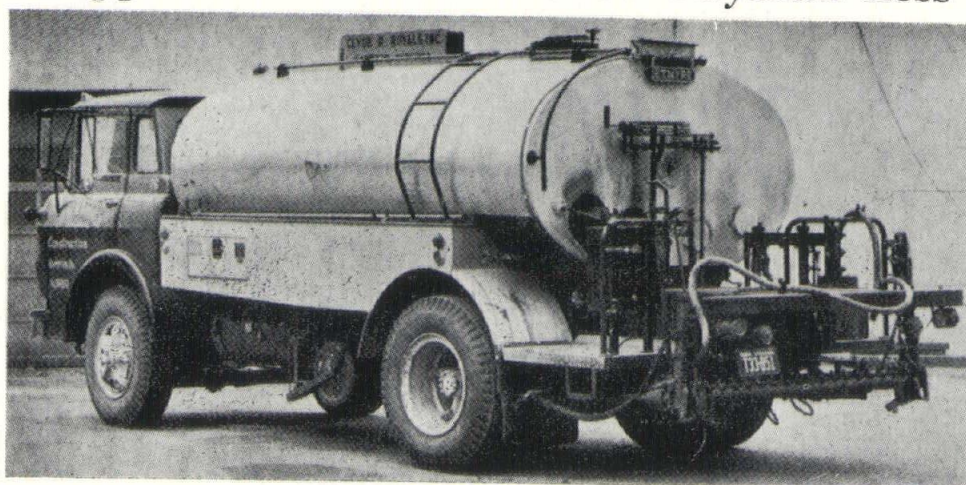
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DO YOU KNOW?

Why Deep-Strength Asphalt pavement overcomes cracking ... The solution to de-icing damage in winter... How to get maximum use out of road-building dollars...

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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