

# Virginia RECORD

FEBRUARY 1969

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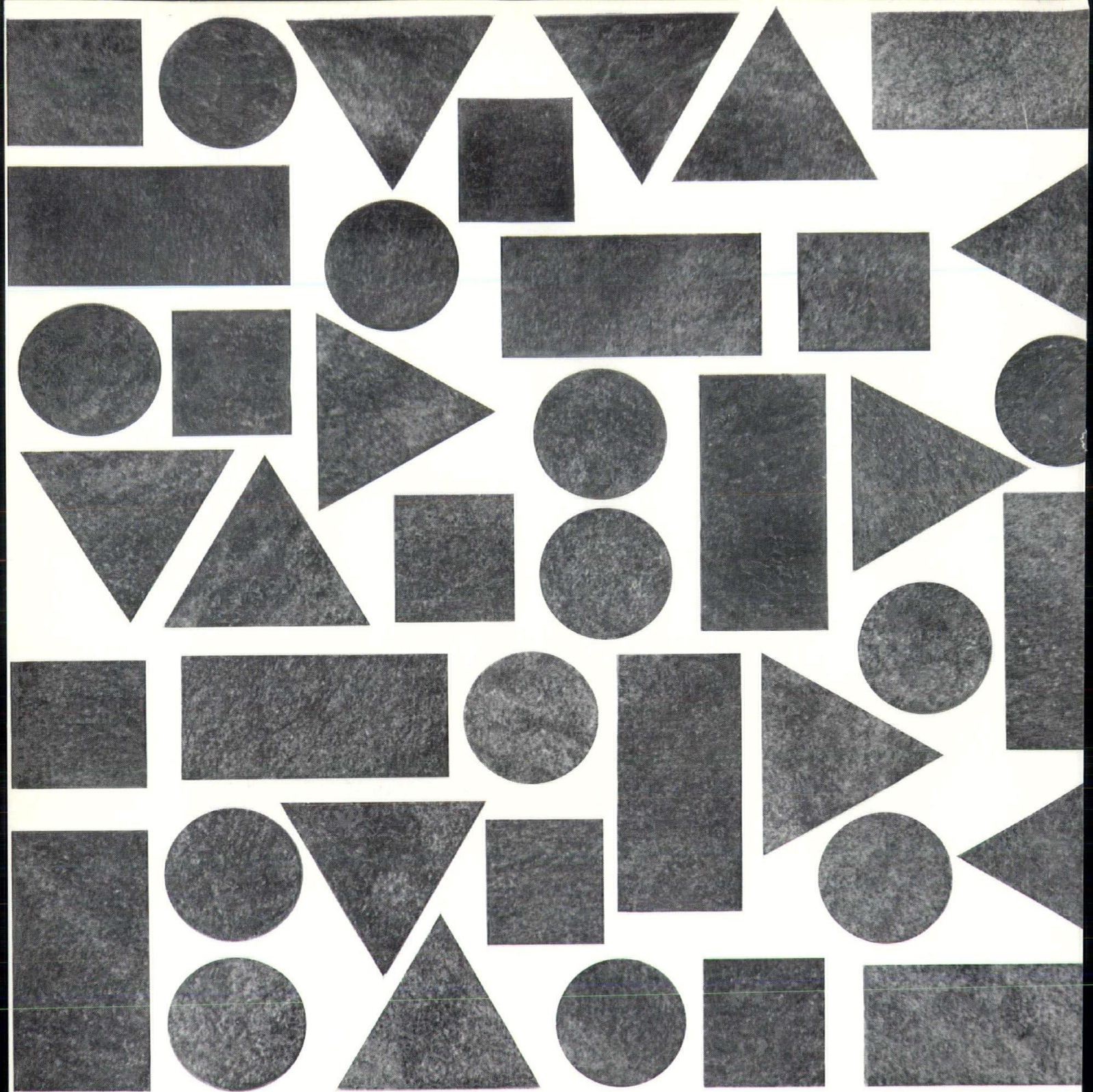
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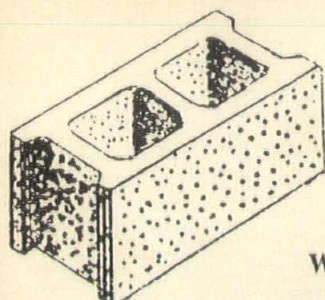
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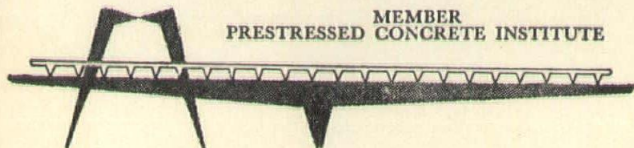




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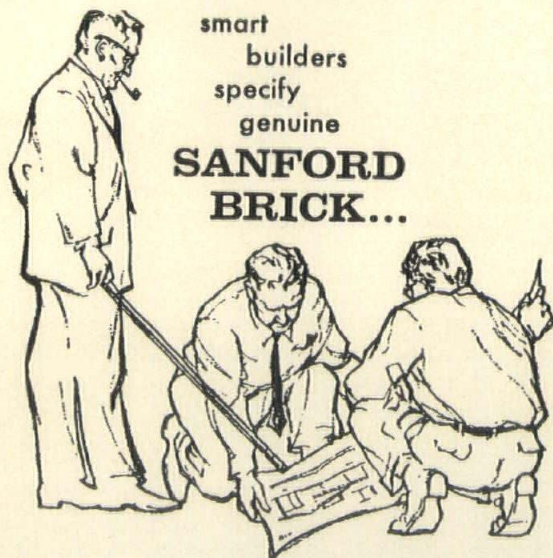


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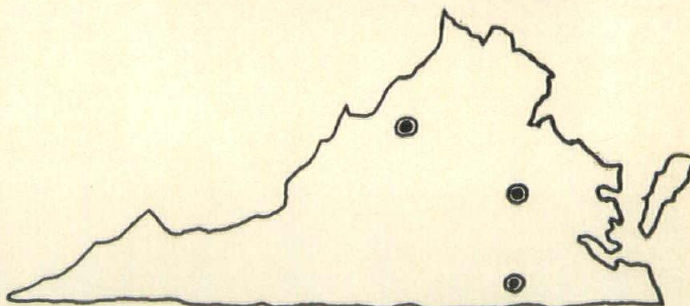
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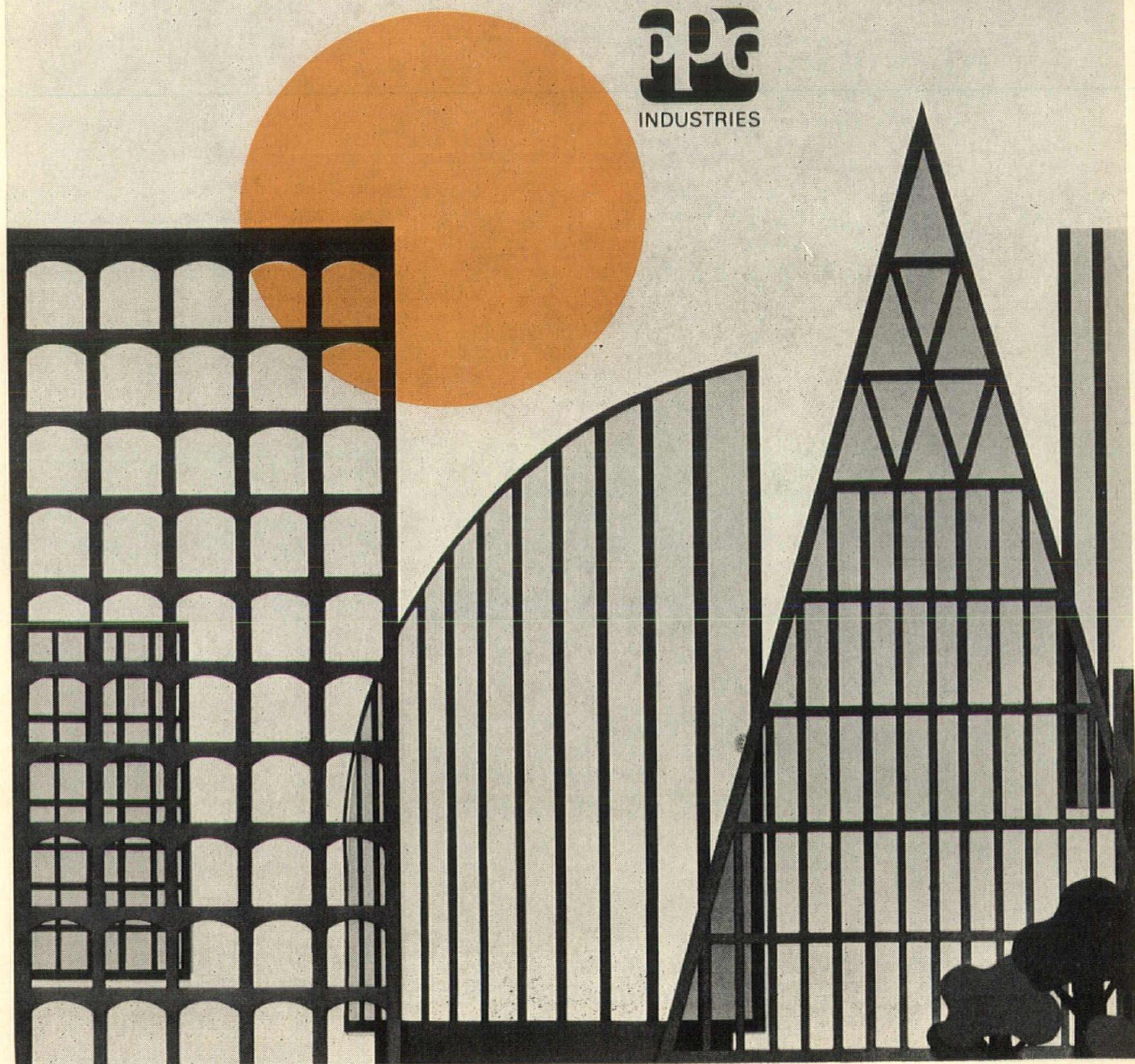
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Phones: 644-2722 or 644-6717

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 authori-

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Address All Mail to:

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ON OUR COVER . . . Things to Come!  
Richmond's new City Hall, now under construction. (Ballou & Justice, Architects)

Vol. 91—No. 2

1 year \$3—2 years \$5—Per Copy \$1.00

FEBRUARY 1969

## The Virginia "Yankees"

IN A RECENT flurry of letters in the Richmond newspaper about the comparative advantages and disadvantages of coming to Virginia to live, several correspondents referred to Virginia as not being of "the real South," and contrasted the state unfavorably with those states of the Lower South which were classified as "the real South." I think most Virginians, certainly of the older generations, grew up thinking of themselves generally as Southerners, and I remember my surprise when I discovered that citizens of the newer states geographically further to the south did not regard Virginians as Southerners.

When a Mississippian first told me that he did not regard Virginia as in the South, it seemed the same as if New Zealand ceased to regard England as in the British Empire. The South began in Virginia and Virginia's plantation system characterized the structure of those Southern states which emerged from the frontier two centuries after Virginia was founded; as late as the emergence of Texas, Virginians dominated the leadership of that republic. In the greatly destructive Civil War, in which Virginia entered in defense of her sister states (although disapproving of their secession), Virginians provided the bulk of the leaders who entered history as the heroes of the briefly lived Confederacy. What puzzled me was the *why* the newer states of the lower South wished to disavow Virginia as part of their region.

When I was doing some research with a friend from New York City in Memphis, we were both treated as a couple of Yankees. My New York friend, who regarded Virginia as the essence of the South, asked our Memphis acquaintances what they considered Virginia, if not Southern. The most literate of them said that Virginia seemed to exist separate and complete unto itself. What, my friend asked, did they regard as veritably *The South*? Well, they said, unquestionably Alabama and Mississippi were Southern. Later I asked an educated young woman from Mississippi, the wife of a professor, about this, and she said, laughing, "Oh yes, we look on Virginians as Yankees. We're the real South."

None of this answered the *why* our former sister states, joined in common cause, regarded us as not representing the region called "The South." There were a number of differentiating characteristics in the states of the deepest South—extreme poverty, low general educational standards, oppressive and domineering attitudes to the Negro, a prevalence of a "redneck" attitude with its provincial hostility to the "foreign," and over the recent past some egregious demagogues in national politics. But none of these characteristics seemed to be reasons for pride. However, to dismiss these characteristics as not prideful is probably to miss the point: the point is probably that a provincial people revere what is typically them just because it is *them*. If this is the case, Virginia would be differentiated by its efforts to improve in areas which her former sister states cherish as uniquely themselves.

Thus, while we have not in recent history been among the more favored economically, since the late Senator Byrd was Governor in 1926 the state has progressed in the spread of industry; sometimes the (Continued on page 91)



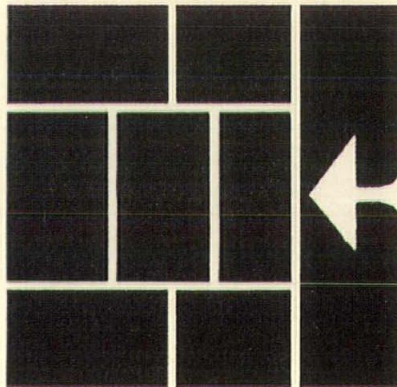
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# NEWS

## AIA VIRGINIA CHAPTER

### One Colonial Williamsburg Enough, Says Preservationist in "AIA Journal"

(The following is a News release from the American Institute of Architects, 1735 New York Ave., N.W., Washington, D.C.)

■ "Was Colonial Williamsburg worth doing?" asks an architectural scholar in the current issue of the AIA JOURNAL, official magazine of The American Institute of Architects?

Writing on the values and esthetics of preservation, Professor Bernard Lemmann of Tulane University holds that in spite of costly excavation efforts, special brick-making for reconstruction and thorough "showmanship," there always are telltale hints that remind the visitors to Williamsburg of the laws of mutation.

With all later additions removed to get back to the original aspect, the traces of time's interim must necessarily have been removed, says Lemmann, resulting in a disquieting freshness, the "sleek Williamsburg finish."

The vista of time is best represented by the lapse of time itself, for which there is no truly convincing substitute, says the author, a well-known and active New Orleans preservationist. Though it is possible to simulate the effects of aging, sometimes with remarkably deceptive results, more usually the simulated effects may dull, rather than stimulate, the effort of empathy.

Although the Williamsburg site has been of widespread educational value

(Continued on page 49)

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## FORT BELVOIR BANK BRANCH

Architects—SAUNDERS & PEARSON

General Contractor—WM. T. BATEMAN

Interior Designer—KNOLL ASSOCIATES

Photography—J. ALEXANDER

**S**INCE December 1966 the many regular and transient customers of the Fort Belvoir Branch of the First and Citizens National Bank have been provided faster and more efficient service in the attractive, comfortable surroundings of the new 4,000 square foot branch office designed by the Alexandria firm of Saunders & Pearson, Architects. Until recently, official policy has obliged the bank to operate its branch office in facilities provided by the Army Post. These quarters have often been less than adequate and

have never projected an image befitting one of Northern Virginia's most important financial institutions. The new building reflects in its powerful massing and straightforward lines a sense of purpose and conveys the pride that First and Citizens takes in its long history of service to the Post at Fort Belvoir. This service dates from before World War I when the bank used to send a member of its staff on the monthly payday sojourn from Alexandria to what was then Camp Humphries to collect the soldiers' de-

posits and cash the civilian payroll checks.

The bank is part of a complex which together will form a new "downtown" center for the post. Among the bank's first new neighbors in this complex is a cafeteria, also designed by Saunders & Pearson, which opened in November 1968, a post exchange, an automatic laundry, other concessions and a post employee's credit union. The credit union is currently under construction and the post exchange and three concession buildings are expected to be



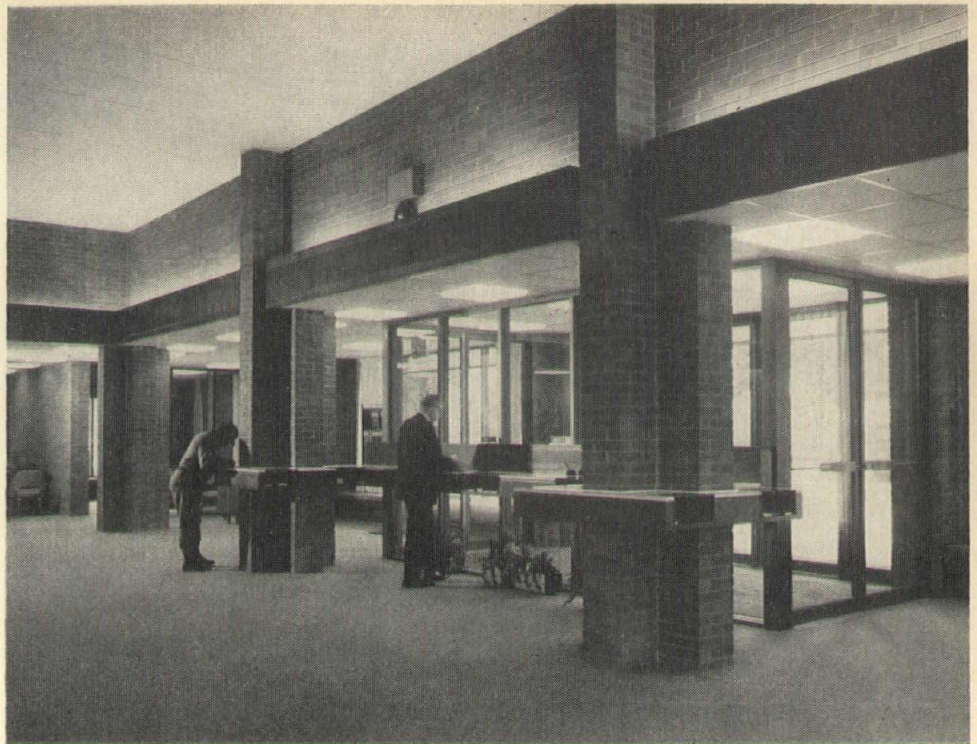
under construction in early 1969.

Parking for the bank and these other facilities will be conveniently located about the perimeter of the center and will be screened to a degree from the adjacent streets by tree lawns and planting. A studied effort on the part of the planners and the architects has made it possible to retain nearly all of the many stately oaks which currently stand on the site.

The building addresses the mall and presents a generous overhang to offer shade and shelter. The rear, or opposite, side of the building is devoted to automotive customer service and is connected directly by driveway to the parking areas and streets. In addition to the conventional drive-up window, the branch boasts one of the first television banking installations in the area. With an eye to the future popularity of this convenience, provision has been made for the installation of a second television unit when the need arises.

In plan the building consists of a central dominant space, the banking floor. Around the banking floor, subordinate areas are arranged on each of the four sides. Entrance to the bank is on the center of the west side through a glass draft-lobby which is flanked on either side by customer waiting areas. Directly opposite the entrance is the tellers' counter with accommodations for nine tellers. A wall to their backs conceals the employees' lounge, storage and rest rooms, drive-in facilities, coupon booths and the mechanical room. To the right of the entrance is located, at the end of the tellers' counter, the vault, the officers' platform, and a conference room. To the left, as one enters, a large expanse of glass affords a view of a pleasantly landscaped walled garden.

The dominant feature of the exterior is the copper roof which rises high over the central banking floor. A rhythm is established here in the cadence of the two-inch battens which is echoed on the fascia of the low roof over the subordinate areas. Internally illuminated lucite letters integrally designed in the fascia discreetly identify the building. The dark, rich brown color of the roof will harmonize with the light brown brick of the walls and columns. Bronze colored aluminum and glass have been selected for the doors and windows. The only other exterior material is black marble which occurs in the panels beneath the windows and sharply defines the transition between the vertical plane of the

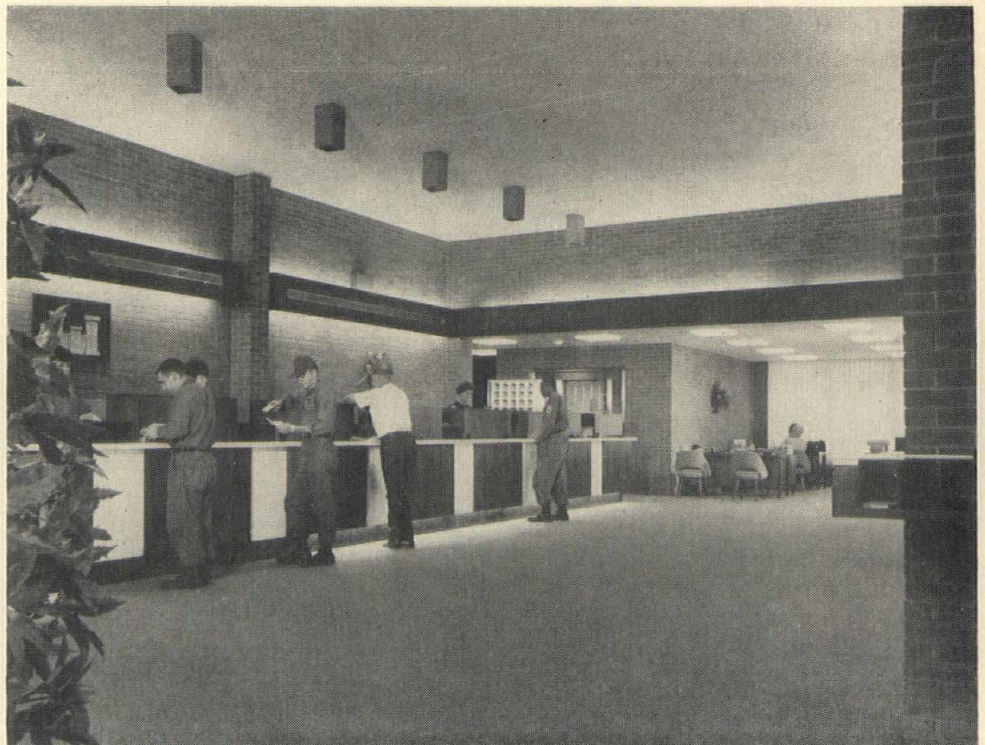


window-wall and the horizontal plane of the pavement in the mall.

These materials are carried into the interior and are supplemented by oil finished walnut which appears in the tellers' counter, the check desks, and in the mobile furniture. Relief from the monotone is provided by the colorful carpet which covers the entire floor and various color accents which occur in upholstery fabrics. Although

the carpet is carried into the employees' lounge, the dignity of the public space yields to a more informal treatment in this area, and the lively color of the painted concrete block walls contributes to the relaxed atmosphere.

Structurally, the building is essentially wall bearing with the major exception of the high roofed portion  
(Continued on page 65)





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# SOPHISTICATED HOSPITAL ADDITION



## NORFOLK GENERAL HOSPITAL WING

Architects—MEAKIN and ORMOND

Consulting Engineers

Mechanical & Electrical

VANSANT & GUSLER

Structural

FRAIOLI-BLUM-YESSELMAN

General Contractor

DOYLE & RUSSELL, INC.

**W**ORK WAS STARTED in June 1968 for a three and part four story Southeast Wing Addition to Norfolk General Hospital in Norfolk. The project, when completed will provide 73,500 new square feet for the hospital and will include renovation of 18,750 square feet in the existing structure.

The building, designed by Meakin and Ormond, Architects is scheduled for completion in early fall of 1970. The new wing and alterations will allow Norfolk General to relieve the strain on certain existing service departments created by the opening of a new patient wing in early 1967.

The new wing will house new Dietary, Pharmacy and Central Sterile

Supply Departments designed to serve a 1,000 bed hospital. In addition, the existing emergency room space, and EKG-EEG area will be doubled to handle the increased visits to these departments.

One unique area will be the Open Heart Surgery Suite located on the third (Surgery) floor. This will consist of two operating rooms especially designed for Open-Heart Surgery and a 12 bed adult and pediatric intensive care area designed and equipped for Open-Heart Surgery patients. Adjacent to the operating rooms will be a special Laboratory equipped for blood-gas and other special procedures necessary during the operations; and a

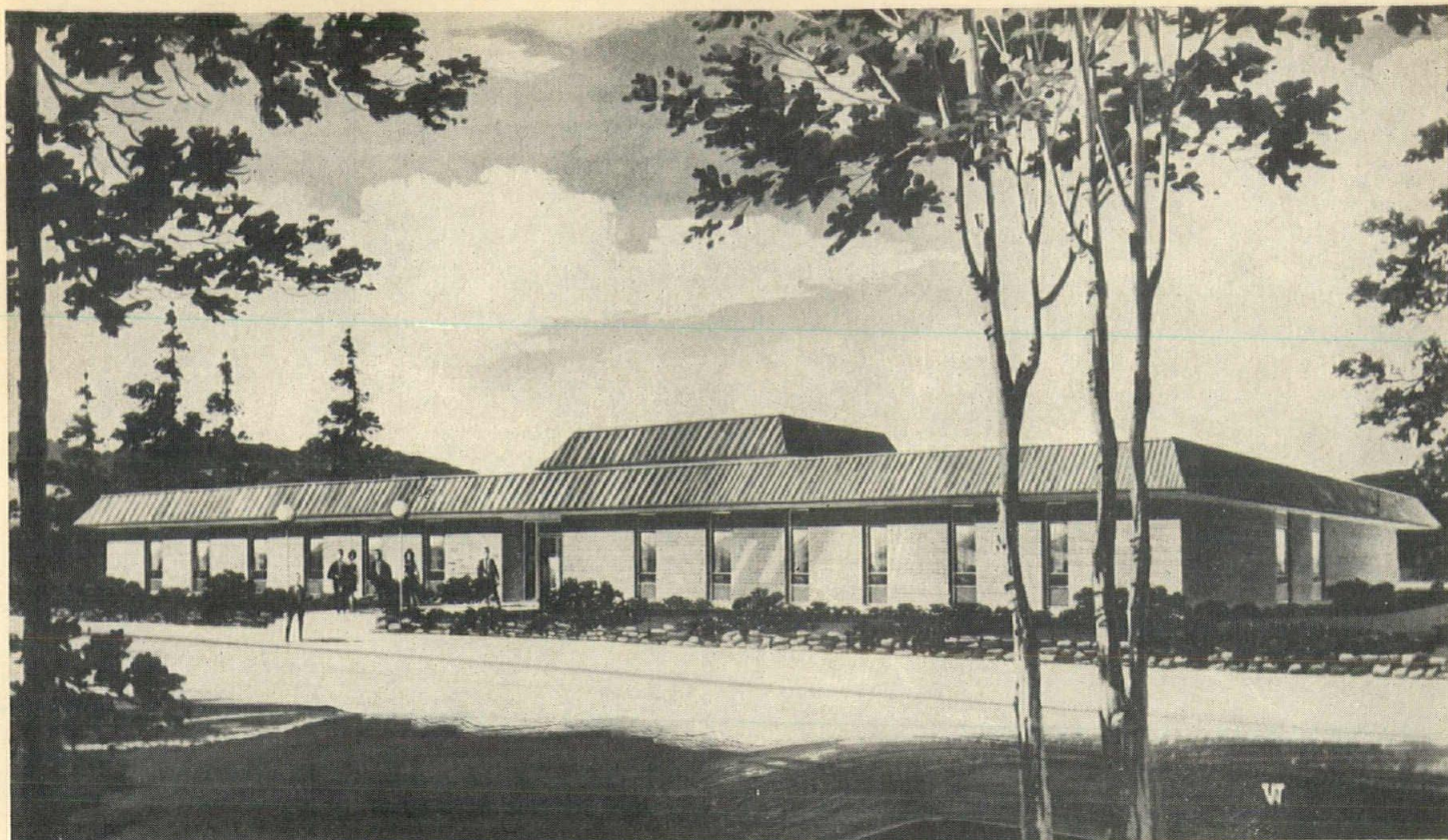
special room to house and maintain the complex, costly, delicate heart pumps. While successful open heart surgery is now being performed in an existing operating room the new suite will provide space and facilities to properly house the sophisticated electronics equipment associated with this type of operation.

On the third floor there will also be a 10-bed Intensive Care Unit for coronary patients, a special X-ray room, and space for a future Cardiac Catheterization Laboratory (now located elsewhere).

The fourth floor will include a new Labor and Delivery Suite and a total

*(Continued on page 67)*





## HARRISONBURG STATE AGRICULTURE BUILDING

ROBERT J. LEARY & JOSEPH V. CIUCCI, JR.

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Architects and Interior Designers

Consulting Engineers  
Mechanical

THOMAS W. SMITH

Electrical

LEO T. GRIFFIN

Structural

ROBERT H. DEADERICK

General Contractor

LAMB CONSTRUCTION COMPANY

Story By

J. E. NORMENT, Information Officer  
Va. Dept. of Agriculture & Commerce

**G**ROUND WAS BROKEN for this new facility of the Virginia Department of Agriculture and Commerce early in 1968, and the building was ready for occupancy by officials and employees of the department by the year's end. Located on a large corner lot at Reservoir and Franklin streets in the city of Harrisonburg, the contemporary styled brick structure contains 5400 square feet of office space.

The most outstanding feature of this new agricultural office building is its pleasing appearance. Commissioner Maurice B. Rowe and Dr. W. L. Bendix, director of the department's Division of Animal Health and Dairies, point out that this important characteristic was achieved with an economical but functional design which blends in well with the residential neighborhood that has grown up

around the area over the years.

Its design is influenced by an all-electric heating and cooling system employing heat pumps and forced air circulation—an economical combination that is considered practically maintenance free. Future alterations and additions can also be accomplished with a minimum of effort, as no boiler room or central furnace is required



*At right, Dr. M. V. Morrison, Veterinary District Supervisor, poses in front of the new office building.*

for this type of electrical air conditioning system.

The building utilizes some of the latest structural concepts, with slab on-grade construction and steel roof trusses. The gambrel-decked roof is of slate grey ribbed aluminum, complete with a central peak which hides the air conditioning equipment. A number of well proportioned windows, having insulated exterior paneling above and below, lend a softening effect that helps to carry out the general decor. All windows and doors have aluminum frames containing tinted glass to reduce glare. Interior styling includes ceilings of acoustical lay-in panels, vinyl tile flooring, and concrete block partitions.

In addition to providing office space for market development specialists, grading personnel, and others from the department's Division of Markets, the new building also contains a communications section with modern TWX equipment that receives USDA market news data transmitted from Richmond headquarters on a 10-hour continuous daily basis. Daily local and national information covering price, supply, and demand enables the office to supply area residents with the latest marketing trends on livestock, grain, fruits and vegetables, poultry and eggs, and numerous seasonal commodities.

Personnel from two other operating divisions of the department—the Division of Regulatory Services and the Division of Animal Health and Dairies—also occupy the new building. Inspectors carrying out various regulatory programs, including food inspection administered in accordance with the Virginia Food Law, serve area consumers from this focal point. Representatives of the Division of Animal Health and Dairies, augmented by certain USDA personnel performing related services, inspect meat and dairy products for quality and wholesomeness, and are responsible for maintaining and improving the health of area livestock.

A tee-shaped addition that will house the modern laboratory facilities of the department is proposed for the future. This addition will replace the present laboratory building now located on the same site, which is fast becoming inadequate for the department's needs.



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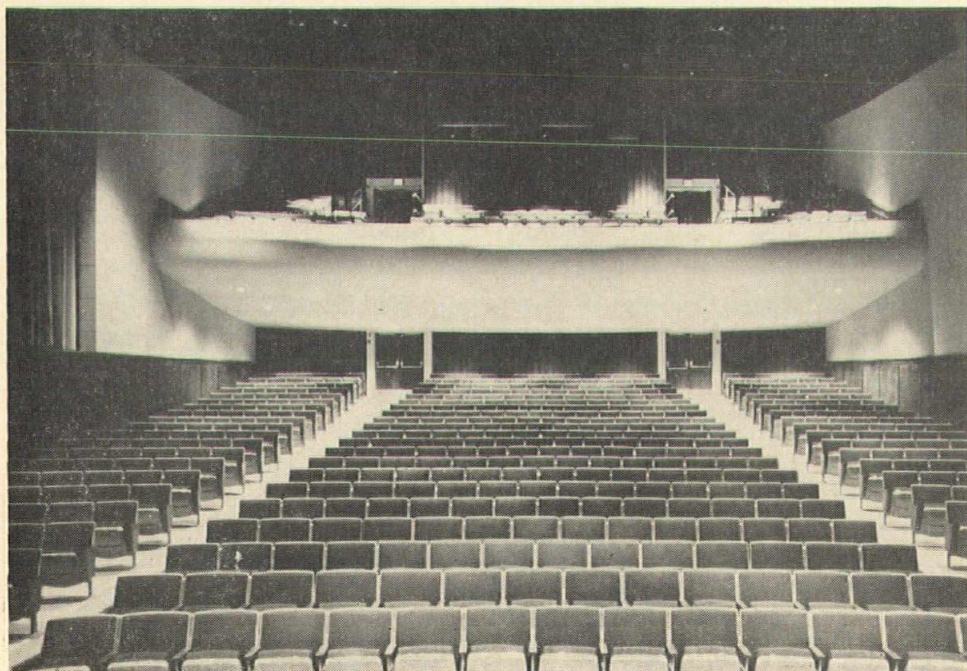
Lamb Construction Co., Verona, general contractor, excavating, foundations, concrete & carpentry; Augusta Steel Corp., Verona, steel & steel roof deck; G. A. Largent Construction Co., Inc., Harrisonburg, roofing; The Staley Co., Inc., Richmond, windows & window walls; Pittsburgh Plate Glass Co., Roanoke, glazing; Carter Painting Co., Stuarts Draft, painting; Commercial Construction Service, Inc., Roanoke, acoustical.

Also, Standard Tile Co., Inc., Charlottesville, ceramic & resilient tile; J. S. Archer Co., Richmond, steel doors & bucks; Harrisonburg Electric Supply Co., Inc., Harrisonburg, electrical work; C. P. Martin Co., Inc., Charlottesville, plumbing, air conditioning, heating & ventilating and Tom Jones Hardware Co., Inc., Richmond, hardware.





**UNIVERSITY OF RICHMOND FINE ARTS BUILDING**



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**CARNEAL & JOHNSTON**

Acoustical Consultants  
**BOLT, BERANEK & NEWMAN**

General Contractor  
**BASS CONSTRUCTION CO.**

Photography  
**JAMES M. McELROY**

**T**HE UNIVERSITY OF RICHMOND Fine Arts Building is designed to house the departments of Music, Drama, Art and Speech.

The building itself is of Collegiate Gothic design to harmonize with existing buildings. The interior, however, is contemporary, incorporating the latest features in acoustical, sound reinforcement and teaching aids.



The Art Department is housed within two large studios, one for painting and one for sculpture.

Walls within the entrance foyer and main corridors are covered with fabric on which pictures can be hung without damaging the wall.

There is a Music Library housing the University's collection of books, sheet music and records. Also included are both listening cubicles and listening rooms. There are large practice rooms for both band and choral music and smaller rooms on the second floor for individual practice.

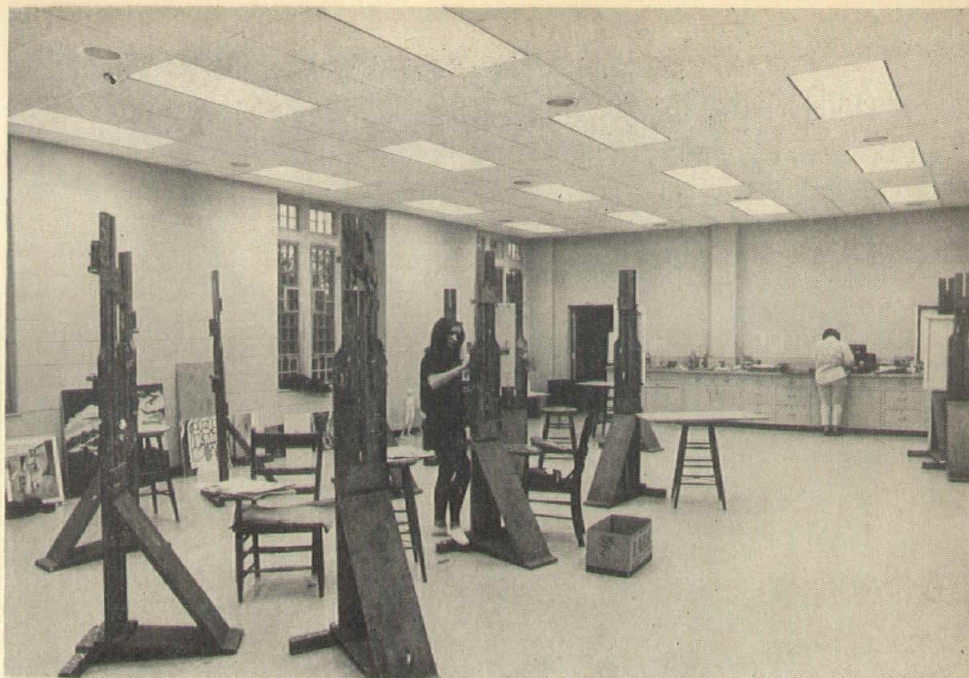
The Auditorium contains 686 permanent seats. Within the Theater there are four large curtains, two on sides of the Auditorium and two concealed above the ceiling. Opening and closing of the curtains varies acoustical absorption within the Theater and makes it adaptable for many uses, for instance, musical comedy, drama, full orchestra, panel discussion, single speaker or piano recital.

Provisions are also included for both mono and stereo amplification, control of stage lighting by means of pre-set cards, stage sound effects and intercom which permits communication between the stage, sound control room, dressing rooms and other theater areas.

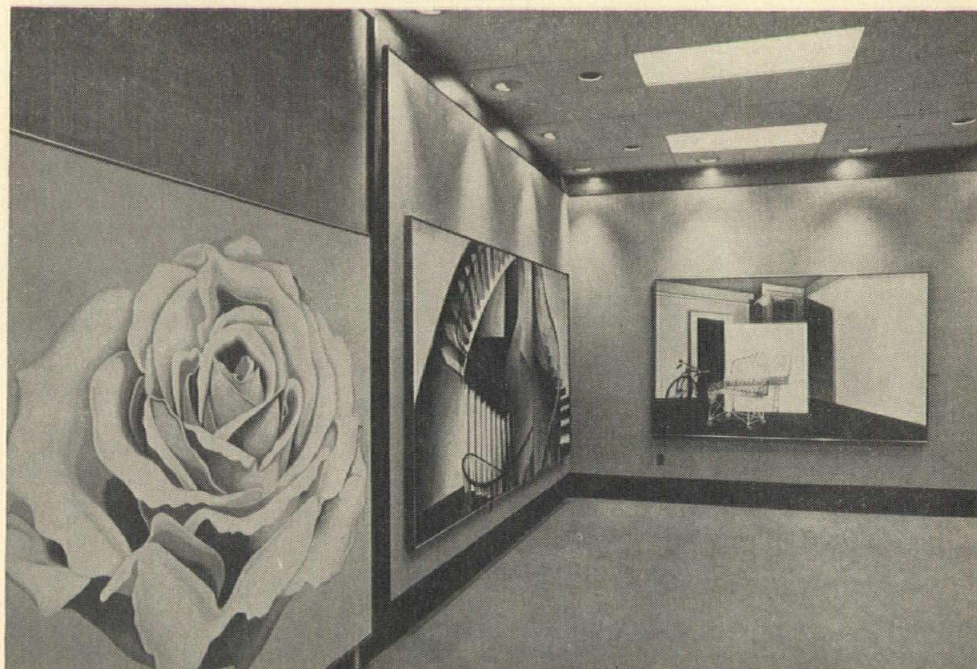
The entire building is air conditioned. It is three stories high, rectangular in shape and 190 feet by 136 feet. Exterior walls are of masonry with stone trim. Interior walls and partitions are of plaster over masonry block. The roof is slate or built-up. The windows are steel and floors concrete with a variety of covering.

**Subcontractors and Suppliers**  
(All Richmond firms unless noted)

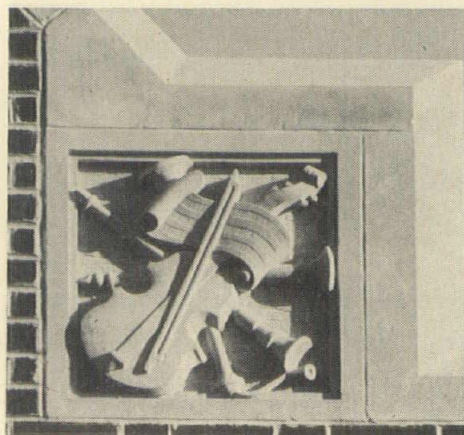
Bass Construction Co., general contractor; E. G. Bowles Co., excavating; Capital Concrete Corp., concrete; Southern Brick Contractors, Inc., (Redford Brick, supplier) masonry; Montague-Betts Co., Inc., steel; Virginia Steel Co., Inc., reinforcing steel; Safway Steel Products, slab forming; J. B. Eurell Co., gypsum deck; N. W. Martin & Bros., Inc., roofing; Empire Granite Corp., stone work; John J. Bagley, steel windows; Allied Glass Corp., glazing & display cases; Lane Bros., Inc., painting; Richmond Primoid, Inc., waterproofing; E. S. Chappell & Sons, Inc., weatherstripping & caulking; John H. Hampshire, Inc., acoustical; F. Richard Wilton, Jr., Inc., plaster & lathing; Stonnell-Satterwhite, Inc., ceramic tile; Ruffin & Payne, Inc., millwork; J. S. Archer Co., steel doors & bucks; Northside Electric Co., electrical work; Hungerford, Inc., plumbing, air conditioning, heating & ventilating; W. W. Moore & Sons, elevator; Guy Smith Hardware, Inc., hardware; Research Instruments Corp., sound application equipment; Stage Decoration & Supplies, Inc., Greensboro, N. C., stage equipment.



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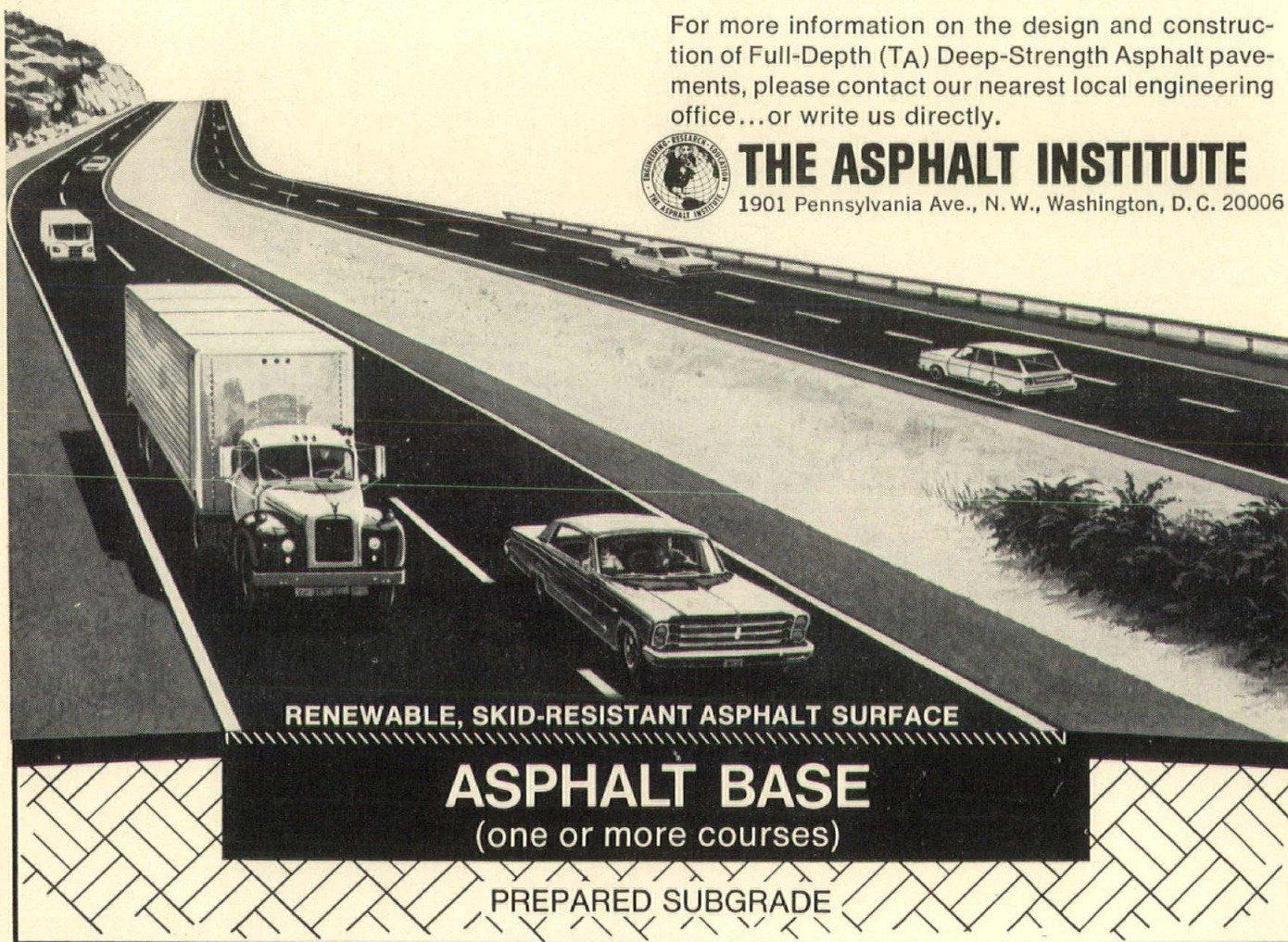
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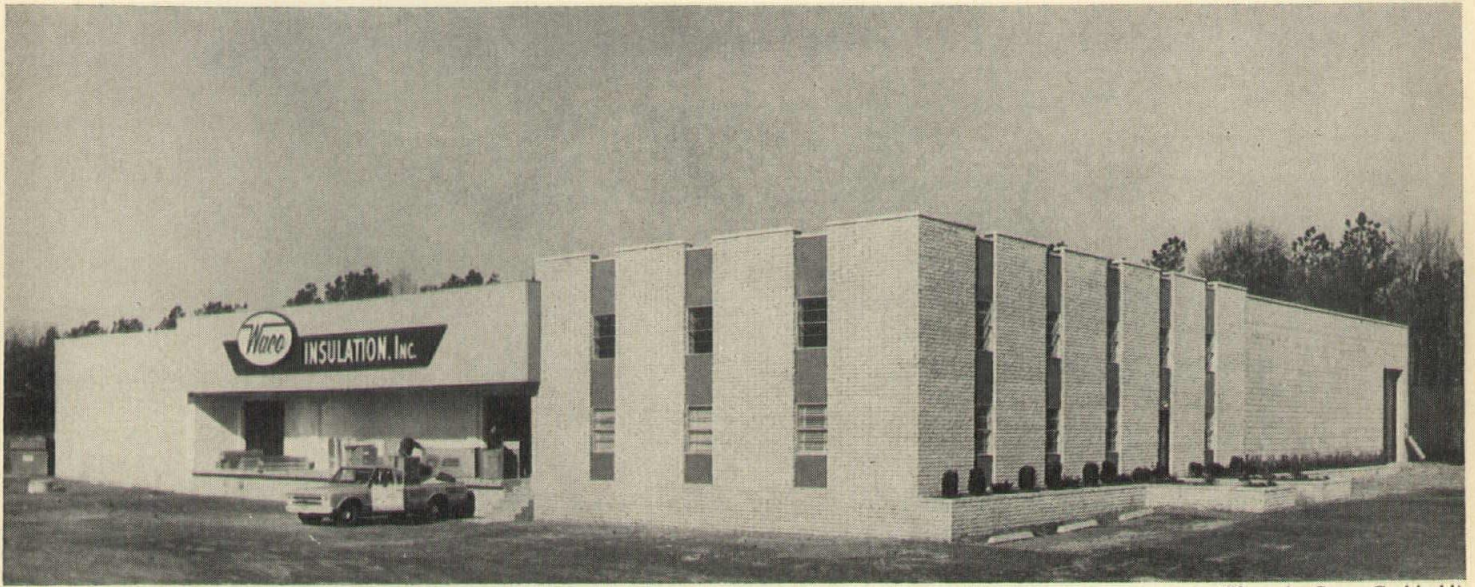
**THE ASPHALT INSTITUTE**

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# WACO INSULATION, INC.—RICHMOND



(Photo by Steve Grabinski)

Architect—**JOHN WHITMORE**

Structural Engineer  
**ROBERT H. DEADERICK**

Interior Decorator  
**MILLER & RHOADS**

**W**ACO INSULATION INC., a leading Virginia installer of commercial and industrial insulation for heating, air conditioning, and cold storage, outgrew their former quarters and sought more space and better facilities.

Their new location is ideally situated on the Seaboard-Coastline Railroad, adjacent to Parnell Airfield and very

close by U.S. Route 1. The warehouse provides railroad and truck loading with a large storage area for mechanical materials handling. The office section is divided between two floors, providing quiet estimating and accounting departments convenient to the busy general office areas.

Electric heat pumps provide year around air conditioning and a deep

well makes this facility self-contained, requiring only electric energy.

The striking exterior of rough-split block and blue tile overlooks Bells Road and Parnell Airfield. Inside, the executive offices are tastefully finished with walnut, cherry, and oak paneling, carpeted floors, and a variety of acoustical ceilings with high level illumination.

#### Subcontractors & Suppliers

(All Richmond firms unless otherwise noted)

Randolph Sneed, excavating; Clyde Shirley, foundations; West Sand & Gravel Co., Inc., concrete; Ed Aldridge Co., Powhatan, masonry; Holmes Steel Co., steel, steel roof deck & roofing; Sash, Door & Glass Corp., windows, glazing & steel doors & bucks; Waco Insulation, Inc., insulation; Manson & Utley, Inc., acoustical & resilient tile; General Tile & Marble Co., Inc., ceramic tile; H. E. Oliver Electrical Contractors, electrical work and Reames & Moyer, Inc., plumbing, air conditioning, heating & ventilating.

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- STEEL JOISTS
- ROOF DECKS
- JAIL CELLS
- PRISON EQUIPMENT
- ENGINEERING SERVICE

## Roanoke Iron and Bridge Works, Inc.

ROANOKE, VIRGINIA





ENTRANCE

## VIRGINIA "BEACH FORD, INC."

Architect—LASZLO ARANYI, AIA

Landscape Architect—EDWARD G. CARSON

Mechanical & Electrical Consultants  
CHANDLER & GIBSON

Structural Consultant  
JOE D. GLENN, JR.

General Contractor  
ROBERT MORRIS & CO., INC.

SHOW ROOM





**B**EACH FORD was within walking distance of the beach for many years in the old 17th Street business section of Virginia Beach. This was the reason for striving for a resort atmosphere at this new location. The new site is in the hub of this rapidly growing community. The population increase in Virginia Beach has been phenomenal, from 85,000 in 1960 to approximately 150,000 in 1966.

The dealership is located adjacent to a proposed transportation center called "Center on Wheels." This center is designed to deal in everything on "wheels" from bicycles to airplanes.

The dealership occupies a seven acre site fronting on Virginia Beach Boulevard and is easily accessible from the Norfolk-Virginia Beach Expressway, recently completed.

The building itself takes up almost 30,000 square feet. Customers and service are handled in two distinctly separated buildings connected with a covered "write-up" area.

The building, facing Virginia Beach Boulevard, is devoted to a six-car showroom, miscellaneous administrative offices and a complete "Diagnostic Center." The customers are able to watch the diagnostic procedure from a carpeted lounge and follow the results on fully explained dials. After the car has been repaired it is tested again, in view of the customer, to prove that the proper corrections have been performed.

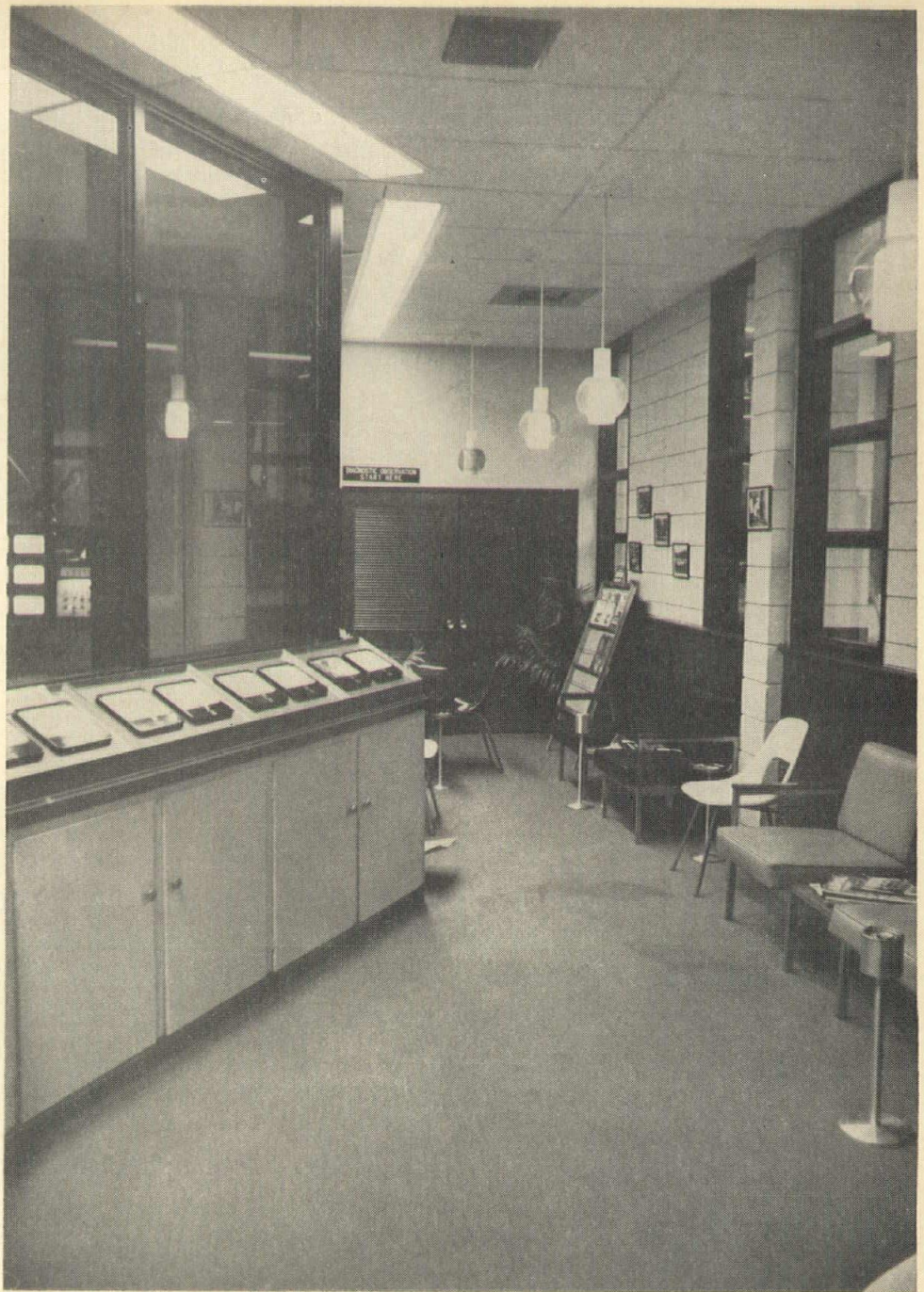
The service department includes 38 service stalls, a modern body shop, two infra-red paint ovens, a parts department and miscellaneous offices for the several department managers.

The showroom-office building is of concrete block construction. The projecting fins are designed to reduce the glare and sun-load on the building while still affording good visibility. The roof over the showroom consists of laminated-wood beams and tongue-and-groove wood deck. In addition to general illumination, spotlights can be plugged in at any point along the beams into continuous channels.

The partitions in the office area are of wood studs with dry wall finish. Some offices are paneled. Lay-in type acoustical ceiling is used throughout.

The service building is constructed of steel rigid frames and metal wall and roof panels. Walls and roof are insulated with fiber glass blanket insulation.

In addition to the conventional showroom display, cars are featured outside as well. The ramp in front of the showroom serves two purposes: it



DIAGNOSTIC CENTER LOUNGE

allows cars to be moved in and out of the showroom at will and it also serves as an "outdoor showroom." Customers walk by the cars while approaching the

showroom.

The landscaping and fountain provide surroundings reminiscent of the beach.

#### Subcontractors & Suppliers (Norfolk firms unless otherwise noted)

Robert Morris & Co., Inc., general contractor; D. A. Sprinkle Masonry Co., Chesapeake, masonry; M. W. Roberts Co., steel; Eastern Roofing Corp., roofing; Walker & Laberge Co., Inc., windows & window walls; Shaw Paint & Wall Paper Co., Inc., painting; Manson & Utley, Inc., acoustical; Ajax Co., Inc., ceramic & resilient tile; Smith Electric Co., Virginia Beach, electrical work; F. P. Gale Plumbing & Heating Co., Chesapeake, plumbing; Bodner & Manuel, Inc., air conditioning, heating & ventilating; Seaboard Paint & Supply Co., Inc., hardware and The Lamson Corp., Roanoke, pneumatic tube system.







# WASHINGTON PLAZA BAPTIST CHURCH

## RESTON

Architects—WARD & HALL, AIA

Consulting Architects  
CONKLIN & ROSSANT, AIA

Electrical & Mechanical Consultants  
D. G. CARTER & ASSOCIATES

Structural Consultant  
DUNCAN GRAY

General Contractor  
RESTON, VA., INC.  
(now Gulf Reston, Inc.)

**L**OCATED ON THE Washington Plaza at the Lake Anne Center in the highly successful "new town" of Reston in Fairfax County, this contemporary church provides a focal point of beauty to its congregation, visitors and residents of Reston.

Groundbreaking for the church took place in July 1967 and the congregation dedicated their new sanctuary on July 14, 1968. The property on which this building is located was the only undeveloped parcel of ground left on the village plaza after the plaza had been completed. Due to the contemporary and picturesque surroundings, the requirement for the design of a striking, attractive and purposeful building could be readily foreseen by the architects. This requirement appears to have been accomplished—to quote the RESTONIAN magazine, in its November 1968 issue, it is stated (this church is of) "well detailed, sophisticated, integrated, articulated design . . . totally compatible in design, material and detail with the rest of Village Center . . . a real asset to the Plaza . . . fits site will . . . pleasant sculptural quality . . . one of the best buildings in Reston."

The design of this attractive church was brought about through the joint efforts of architects Ward & Hall, AIA, Springfield, and Conklin & Rossant, AIA of New York City, consulting architects. Conklin & Rossant, AIA were also the master planners of the Reston concept and architects for the initial village center. The contractor chosen to build the church was the

*(Please turn the page)*





contracting firm of the developers of the project—Reston, Va., Inc., which later became Gulf Reston, Inc.

The plan of the building is a three-level plan because of the space requirements and relationship of the congregation's functional needs, and because of the slope upward of the property from front to back. Open monumental type stairs lead from the plaza up to the middle or worship level of the building. Seating is provided there for 225 persons including 118 in the main sanctuary and 77 in the overflow portion. The ground level of the building is entirely educational

space containing five classrooms, which open together to form a multi-purpose space. Adjacent facilities on the ground level include a small kitchen and rest rooms. The third level of the building contains the choir with seats for 30 members in a rear balcony arrangement, church offices, baptistry preparation room, and mechanical equipment room. The building is heated and cooled by means of fan coil units with the hot water provided by a hot water boiler. Chilled water is purchased from Reston's chilled water plant on an annual basis.

One very distinguishing feature of

the building is the baptistry. It is constructed of reinforced concrete with a solid rectangular portion protruding through the front wall of the church and exposed on the exterior. The concrete casting on the front wall is an extension of the baptistry casting from within the sanctuary.

Several architectural religious symbols can be seen from the plaza. The lofty concrete pulpit is placed on a concrete post to symbolize the prophetic ministry of preaching the Word. The free-standing roofless bell tower rises above the church as a symbol of religious freedom, especially meaningful to Baptists who, through their long history, have stood against religious repression.

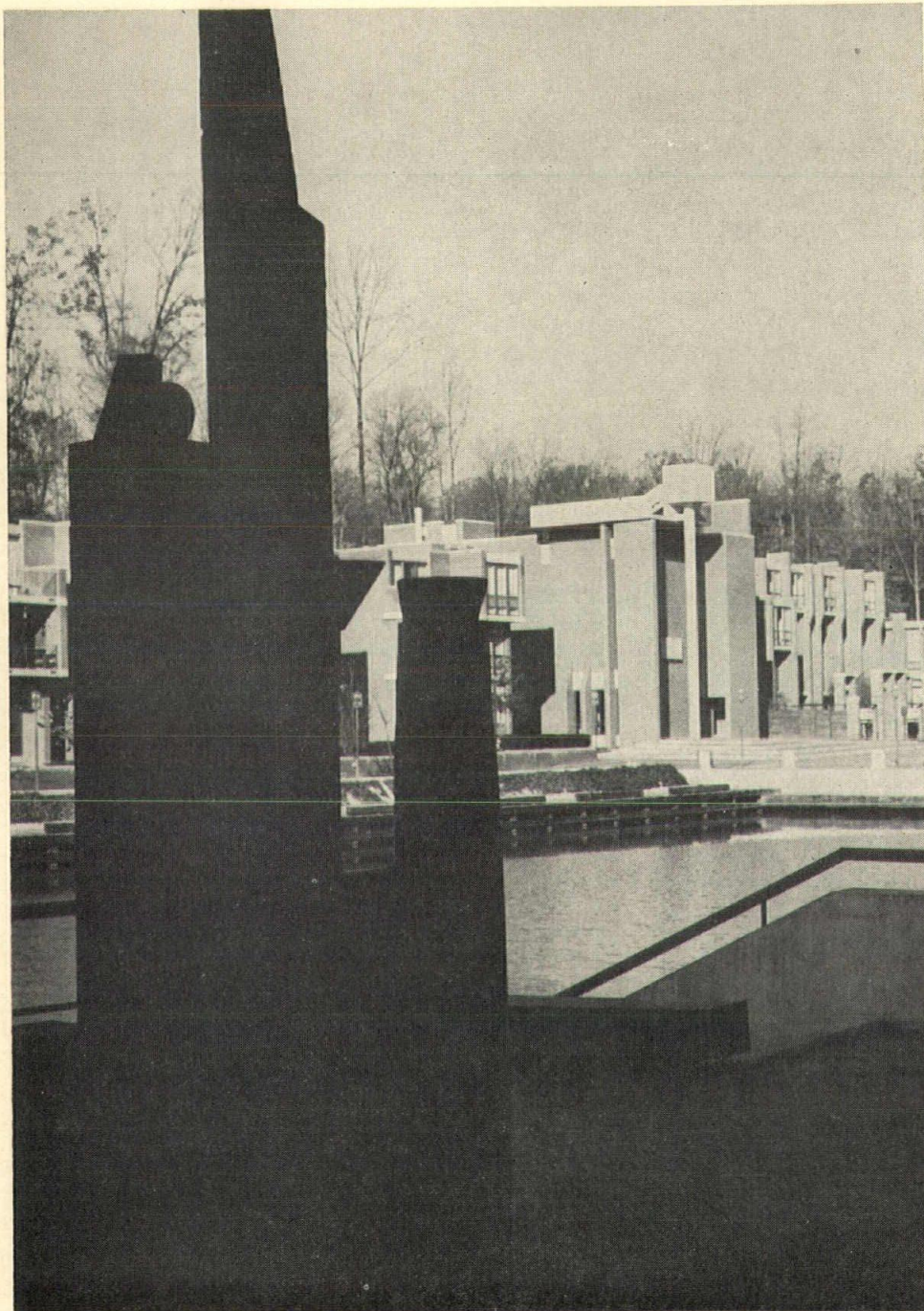
The tan-brown brick color of the church was chosen to be compatible with other completed buildings on Washington Plaza.

As the church property is only a little over one acre, it is inadequate to provide the parking necessary for the congregation; however, the Church has made arrangements to lease parking space from Reston using part of their commercial parking space within convenient walking distance.

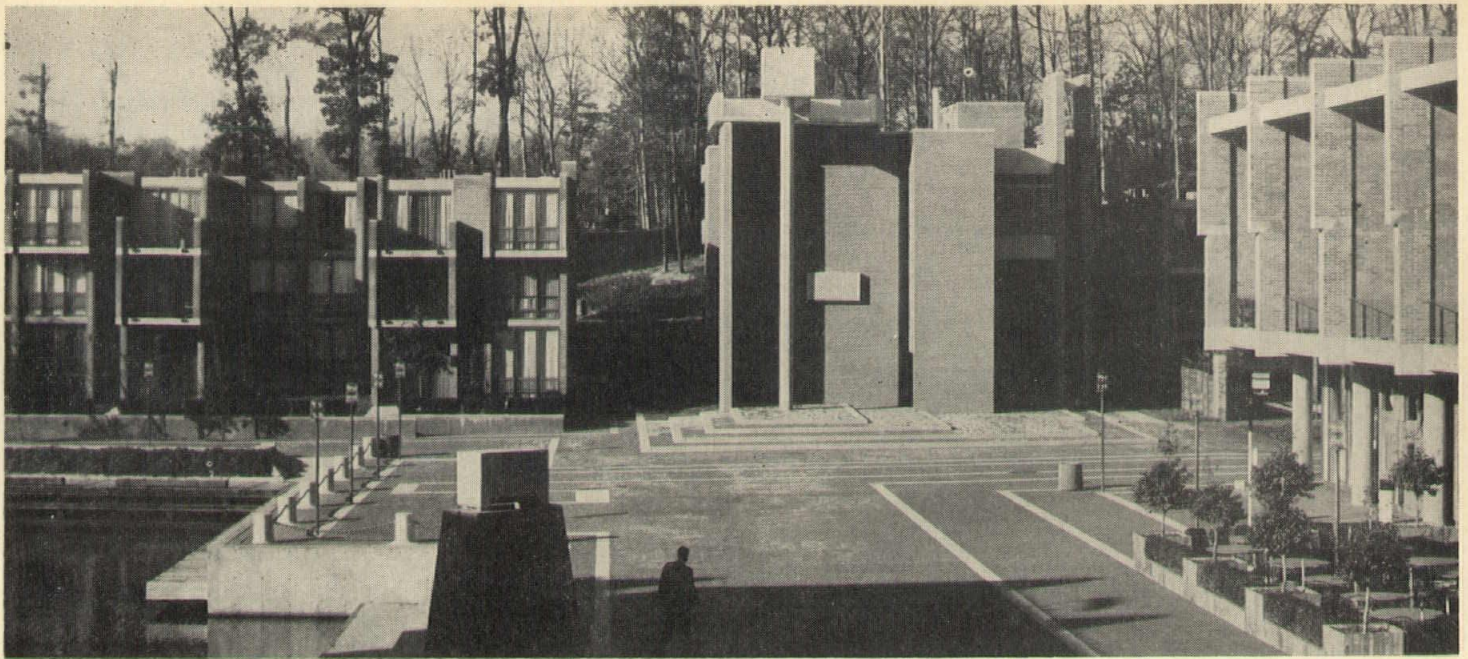
Primarily because of the character of the community, the program of the church and the make-up of the church membership have been quite cosmopolitan and ecumenical rather than strictly denominational. The minister of the young congregation is the Reverend William L. Scurlock. He and his family were among the first to move into Reston under a new Baptist strategy of putting the minister into a community as the earliest residents arrive.

Ward & Hall, AIA have developed a master plan for the future growth and development of the church on the remaining portion of the site.

The present building, with a gross area of 8,610 square feet and gross volume of 89,900 cubic feet, was built at a construction cost of approximately \$216,000. The church was underwritten by sister churches in the Mount Vernon Baptist Association for the purpose of giving this new congregation a quality building at an important location prior to the point when it would normally be in a position to build its own building. The fund-raising and underwriting of a loan from Clarendon Trust Company of Arlington, were masterminded by the Reverend William L. Cumbie, Executive Secretary of the Board of Missions of the Mount Vernon Baptist Association



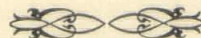




#### Subcontractors and Suppliers

Reston, Va., Inc. (now Gulf Reston, Inc.), Reston, general contractor; Virco Construction Co., Reston, excavating, piling, foundations & concrete; Rickard Masonry Co., Falls Church, masonry; Adams Fabricated Steel Corp., Washington, D. C., steel & steel roof deck; Va. Roofing Corp., Alexandria, roofing; Fairfax Hydro Crane Co., Annandale, stone work; W. T. Galliher & Brother, Washington, D. C., windows & millwork; Allen Glass Co., Inc., Alexandria, glazing; R & J Painting, Ashburn, painting; Bilton Insulation & Supply, Inc., Arlington, insulation; Southern Floors & Acoustics, Inc., Merrifield, acoustical; D. Compe & Son, Arlington, plaster; Acme Iron Works, Inc., Washington, D. C., handrails; Hoverson Electric Service, Herndon, electrical work; Paul L. Booze, Inc., Vienna, plumbing fixtures, plumbing, air conditioning, heating & ventilating; Lester's Hardware, Springfield, hardware.

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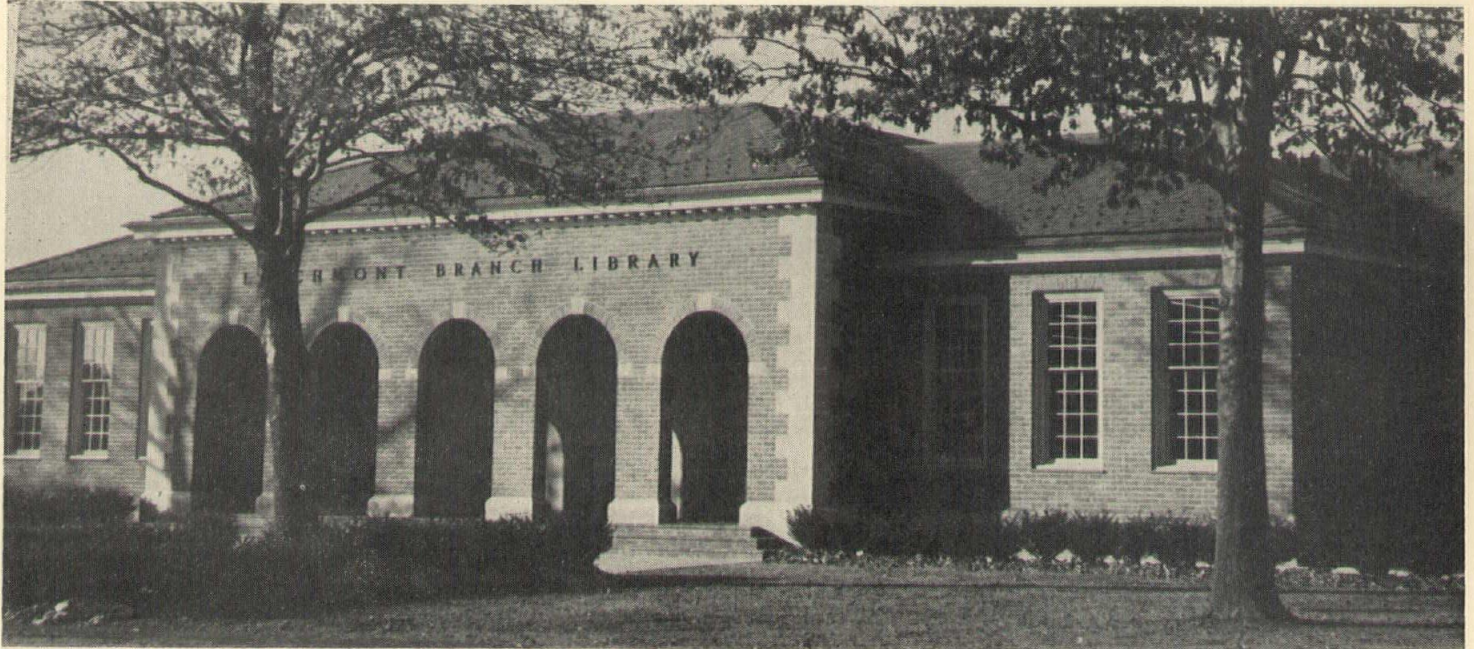
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# NORFOLK LARCHMONT BRANCH LIBRARY



## Architects

SPIGEL, CARTER, ZINKL and HERMAN

## Consulting Engineers

CHANDLER & GIBSON

## General Contractor

W. B. MEREDITH, II, INC.

**T**HE RECENTLY COMPLETED Larchmont Branch is the latest addition to the City of Norfolk's fast growing library system.

Traditional in design, so as to be in keeping with the neighborhood, the Library occupies a site once occupied by a power station for a street car line running to the Jamestown exhibition. The subsurface remains of this plant and the generally poor soil conditions, made extensive piling necessary. This disadvantage was more than offset by the location on the water and the availability of enough land to allow the ultimate development of a park around the new library.

To take full advantage of the water view, the building was developed as an "E" shaped structure with separate outdoor reading terraces for adults and children. These terraces are located between the wings, and overlook the water and a fountain donated by civic minded individuals.

On the interior, the Library features a large open reading space which can accommodate in excess of 25,000 vol-

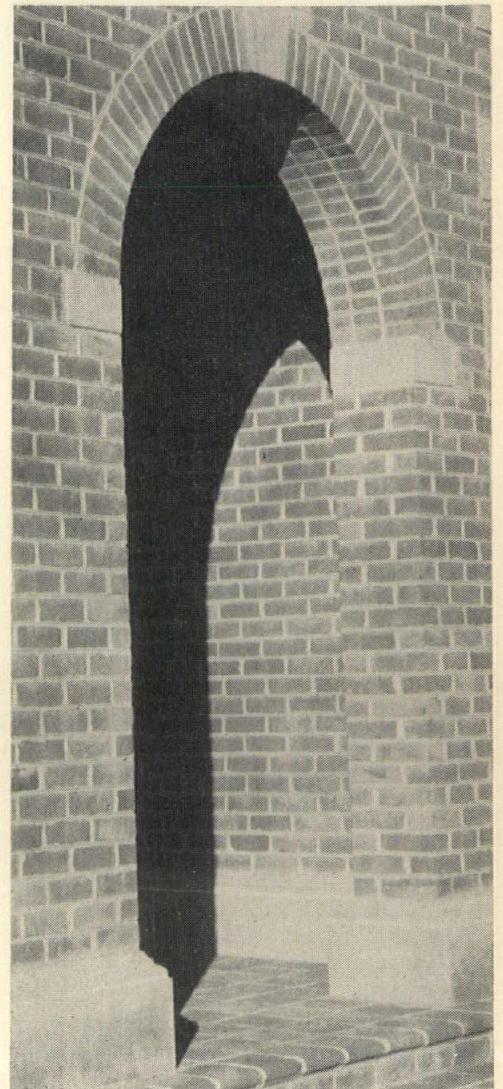
umes and some 70 visitors. This space is subdivided for use of adults, young adults, and children by furniture arrangement and by providing a depressed reading area for the young adults. A meeting room, which can be used independently of the Library, is provided for civic groups.

The facility is fully carpeted, which together with a multi-zoned electric heating and cooling system provides the maximum in sound control and comfort.

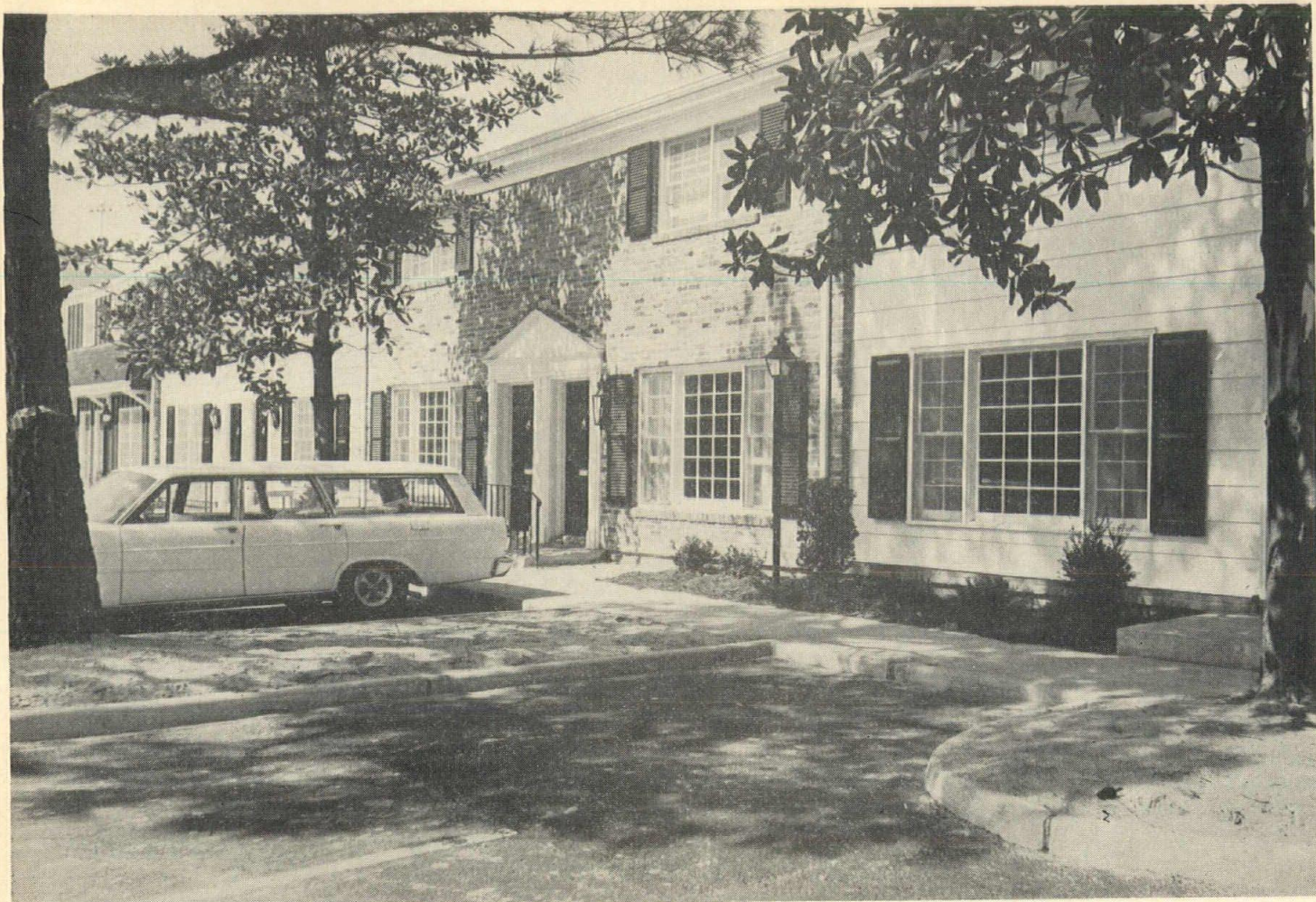
Extensive interior woodwork, the traditional double hung windows, paneled doors, and appropriate color schemes carry through the traditional feeling of the building. This is reinforced by the use of wood library equipment and furnishings, though in no instance have these materials been allowed to interfere with the functioning and efficiency of the branch.

The exterior of the Library features a projecting arched portico, enhanced with stone quoins, and having a more formal cornice than the balance of the

*(Continued on page 68)*







## WILLIAMSBURG TOWNHOUSES

8581 TIDEWATER DRIVE  
NORFOLK, VIRGINIA

Architects—BRUNDAGE, COHEN, HOLTON & KROSKIN

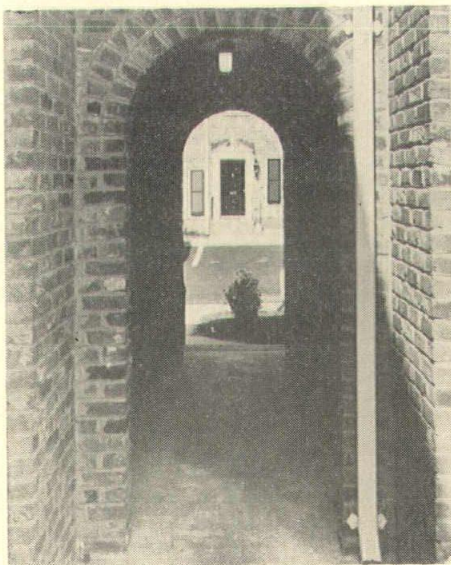
Mechanical Engineer—E. H. BOWMAN, JR.

Interior Designer—COFERS, INC.

General Contractors—KAUFMAN & HALL

**T**HIS PROJECT consists of 100 two and three bedroom townhouses with adjunct recreation, storage, utility and laundry facilities. The intent of the design program was to create a self-contained rental housing community having a distinctive, individualized, traditional character, avoiding a sameness in facades normally found in "project" developments. Variations in materials, colors, fenestration, lighting, entrances and roof type were all utilized in the attempt to achieve a personal identification for the tenants. The results reflect an authenticity appropriate to the "Williamsburg" name.

The high cost of the property and limitations of present ordinances required the creation of six separate buildings on subdivided lots; however,



landscaped courtyards, end walls and gates, building variations and setbacks minimize the necessary linear site arrangement and high density land usage.

The neighborhood consisted of mixed commercial, low cost rental housing and private residences. The upgrading of the area resulting from this development has reversed a downward trend in type and nature of occupancies and the successful rental program reflects the tenants' confidence in the restored stability and future improvement of the neighborhood character.

Distinctive interiors are achieved in the Williamsburg Townhouses with traditional chair rail and crystal chandelier in the dining room, crown mold-



ing in the living room, chair rail in the foyer, the use of wallpaper in the powder room, kitchen, foyer and bathrooms and conservative, livable paint colors in the other rooms.

The living space is generous, 1250 square feet in the two-bedroom and 1400 square feet in the three-bedroom townhouses. Both include entertainment-size living rooms, larger than average bedrooms, with large closets, separate dining rooms, deluxe kitchens with breakfast area and large pantry, two full baths on the second floor plus a downstairs power room.

Kitchens are equipped with 2-door 14 cubic feet frost-free refrigerators with separate freezer, dishwasher, garbage disposal, electric range, 3-speed range hood with light and double compartment stainless steel sink.

Individual controls are provided for complete flexibility of heating and air conditioning in each unit. Pre-wired telephone outlets are found in the kitchen and living room and in all bedrooms. All of the on-site utilities are underground.

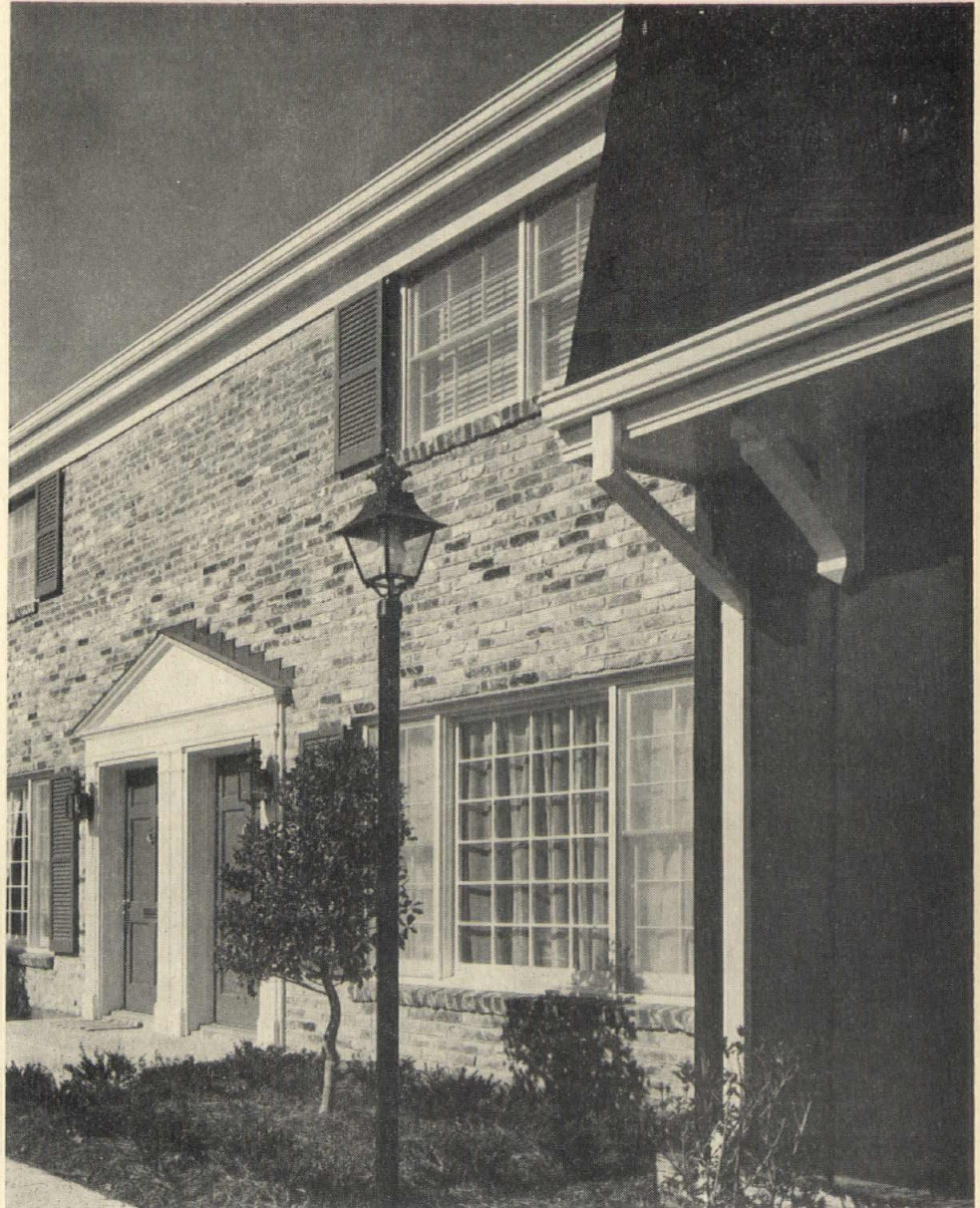
Wherever possible, the large old trees on the site were saved and in several cases on-site building layout changes were made to accomplish this. In general, every effort was made to provide the space and livability of a private house with all of the conveniences of a modern apartment.

#### Subcontractors & Suppliers

(All Norfolk firms unless otherwise noted)

Kaufman & Hall, general contractor, lighting fixtures & concrete; Fett Roof & Sheetmetal Co., Inc., roofing; Harry Binder, painting; Ayers Insulation & Supply Co., insulation; J. R. McCullen, drywall; Jayen Tile Corp., resilient tile & wood flooring; Alston, Inc., electrical work; W. B. Middleton, Inc., plumbing fixtures & plumbing; Winn Nursery, Inc., landscaping.

Others were: Ferrell Bros., Inc., Va. Beach, excavating; Peninsula Block Corp., Newport News, foundations & masonry; Specialized Construction Co., Va. Beach, carpentry; Joshua Swain & Co., Inc., Portsmouth, ceramic tile; Johnson & Wimsatt, Inc., Springfield, millwork; A-1 Sheet Metal Co., Va. Beach, air conditioning, heating & ventilating; Schertle Swimming Pools, Newport News, swimming pool; M. R. Welch, Va. Beach, piling.







## New Trend in Restaurants

Architect—PEYTON CHICHESTER, AIA

Consultants:  
ROBERT H. DEADERICK—Structural

THOMAS W. SMITH—Mechanical & Electrical

General Contractor—CENTURY CONSTRUCTION CO., INC.

Photography—JAMES M. McELROY

• "Kelly's Family Restaurants" is a new name for a company which has become familiar in the Richmond area to anyone who has hamburger-eating children. Early in 1966 the Kelly's "Jet System" drive-ins started work on a new downtown location, and thus became pioneers in a movement which

has taken the quick-service food industry a long way from what it used to be. This second central city building recently completed on West Grace Street, near the campus of Virginia Commonwealth University, is the first unit of a multi-million dollar expansion program for the firm, which de-

cided to develop a new "image" to go along with its new name and feeding systems.

The first change in the concept is the inclusion of an air conditioned dining room, in this case seating 144 to 165 people, so that a customer now has the option of eating "on the



scene," or bagging the food to take out. Although cooking and packaging equipment are still geared for quick preparation and serving to the customer, a self-service cafeteria line which can be set up to serve as many as 12 people per minute replaces the former 6 person per minute window service system.

Interior finishes throughout have been selected to give the best possible balance between aesthetic appeal and minimal maintenance, largely brick, glazed brick and plastic laminates.

Although this specific building is on a restricted interior lot which posed both design and construction difficulties, it incorporates design features which will be used in future free standing units of the chain as well as similar "Intowner" locations. Flow patterns, work distribution and operational concept are the result of over a year of planning with very close cooperation between Moe House, President of the owning corporation, his operating personnel, the architect, suppliers and installers.

#### Subcontractors and Suppliers (All Richmond firms)

Century Construction Co., Inc., general contractor, foundations & carpentry; Riner Construction Co., excavating; Southern Brick Contractors, masonry; John R. Houck, Jr., steel & steel roof deck; R. J. Binns, roofing; Binswanger Glass Co., Inc., windows, window walls & glazing; Dave Ecker Co., painting; Manson & Utley, Inc., acoustical; F. Richard Wilton, Jr., Inc., plaster; Fairfield Tile & Marble Co., ceramic tile; Ruffin & Payne, Inc., millwork; Union Electric Co., Inc., electrical work; Baker & Hazelwood Mechanical Contractors, Inc., plumbing, air conditioning, heating & ventilating; Pleasants Hardware, hardware.



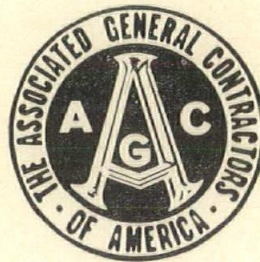


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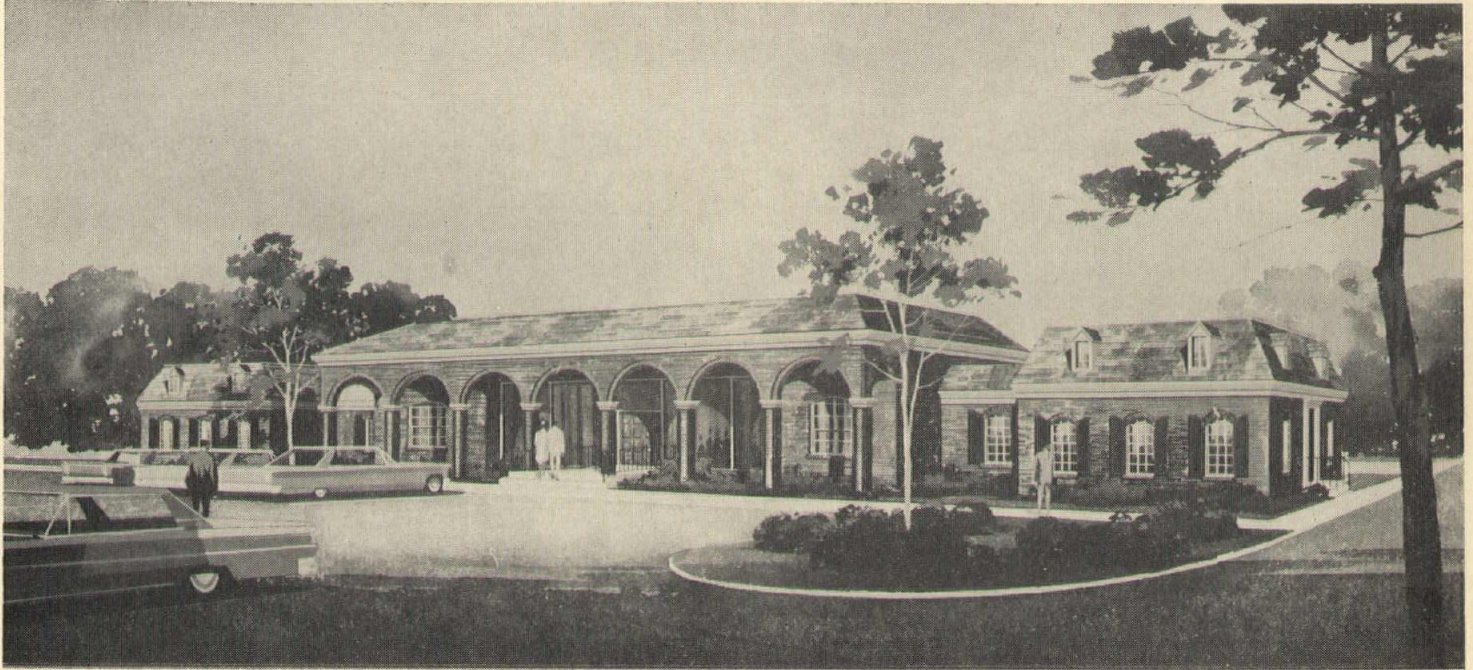
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# NEW MANASSAS BANK BRANCH



## PEOPLES NATIONAL BANK

ROUTE 234 AND LOMOND DRIVE

WESTGATE

MANASSAS, VIRGINIA

### Architect:

T. A. CARTER, JR.

### General Contractor:

GREGORY CONSTRUCTION CO., INC.

A BRICK ARCHED ARCADE greets the customers of the Peoples National Bank branch. Entrance is achieved by a bridged walkway (with its flagstone topping and ornamental handrail) passing through the landscaped arcade and thru oaken doors into the main banking area. The banking area is designed with draped fenestration to the landscaped arcade and a ceiling of acoustical tile and exposed wood beams. Six telling areas, three coupon booths and a reception area under a suspended plastered ceiling complete the banking area.

Drive-in customers to the bank are

served by a wall unit and a drive-in island unit all of which is under canopy. Other facilities within the bank are the officers area, security vault, conference room, work room and lounge and mechanical area. The building is electrically heated and air conditioned. Fabrics and color selections were by the architect. Furnishings and fixtures were by the bank.

The construction consists of brick and block walls which are furred and plastered, floors are of carpet, vinyl asbestos and ceramic tile all on concrete slab on grade. The roof is trussed with built-up roof on the top surface

trimmed with a copper gravel stop. The sloped surfaces are asbestos slate shingles. Dormer windows, brick molded arches and mill work detailing, with Colonial color styling throughout, blend together to give the bank distinctive styling.

The bank has an area of 4,364 square feet of which the two wings serve as rental or future expansion as the bank's need arises.

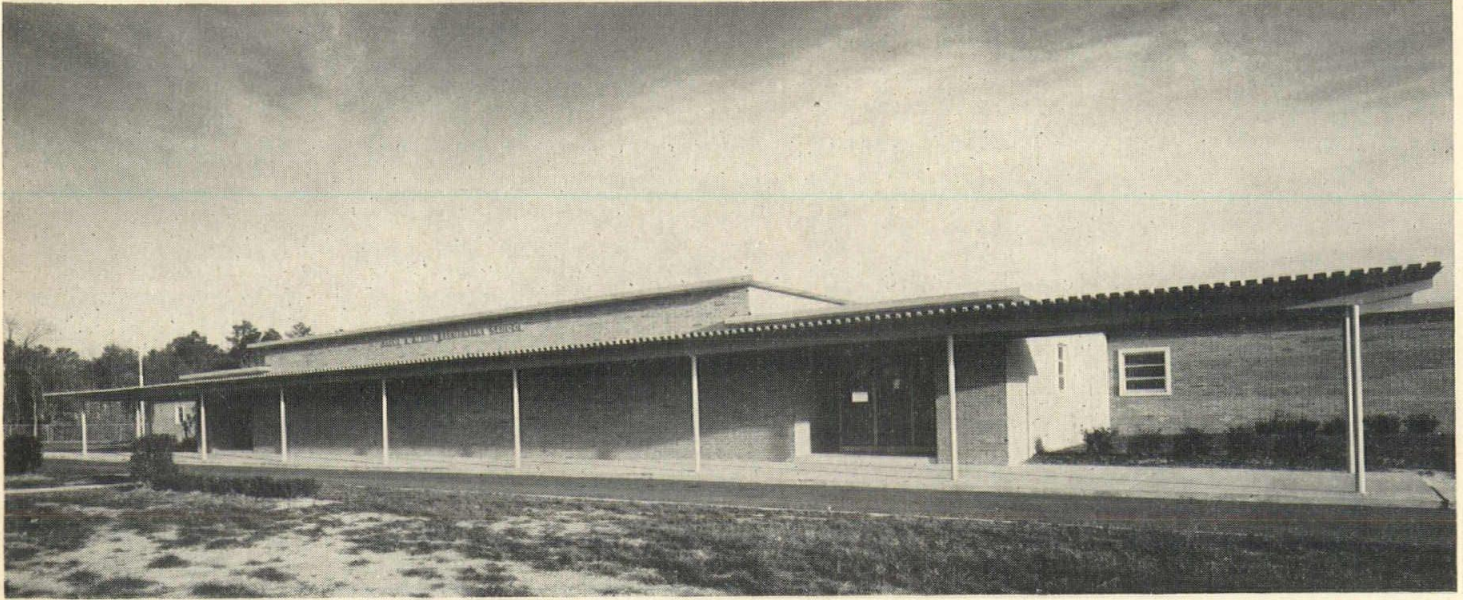
The facility is located on a corner site of the new Westgate Shopping Plaza in Manassas. It is a branch of the Peoples National Bank of Manassas also in Manassas.

### SUBCONTRACTORS & SUPPLIERS

Gregory Construction Co., Inc., Manassas, general contractor; Adams Fabricated Steel Corp., Washington, D. C., steel; Anderson Lumber Co., Easton, Md., wood roof trusses; S. W. Brooks Plumbing & Heating, Front Royal, plumbing; D. Compe & Son, Arlington, lath & plaster; Walter C. Davis & Son, Inc., Alexandria, electrical; The Kraft Co., Alexandria, heating, ventilating & air conditioning; Fries, Beall & Sharp Co., Springfield, finish hardware, hollow metal; Marty's Floor Covering Co., Inc., Alexandria, resilient floor; McClary Tile, Inc., Alexandria, ceramic & stone; Miller Mfg. Co., Inc., Richmond, millwork; Wm. H. Clem, Manassas, masonry; Virginia Roofing Corp., Alexandria, roofing; Woodbridge Glass Co., Woodbridge, glass & glazing; Bull Run Stone Co., Haymarket, paving and Sterling Concrete Co., Herndon, concrete.



# TWO IDENTICAL HENRICO SCHOOLS—



Architect:  
**SAMUEL N. MAYO**

**GENERAL CONTRACTORS:**

Adams School—  
M. E. Howard & Son, Inc.

Holladay School—  
Robert M. Dunville & Bros., Inc.

Photography—James M. McElroy



**T**WO HENRICO COUNTY Elementary Schools, the Jacob L. Adams plant at 600 South Laburnum Avenue and the Elizabeth Holladay Elementary School at 7300 Galaxie Road, offer examples of the use of one set of plans for widely differing types of sites. The schools are identical in construction and function, with modifications only for site preparation.

Some 50,000 yards of dirt had to be excavated to level a hill at the Adams site, with natural drainage provided to the rear of the area, whereas an opposite problem existed at Holladay. The Galaxie road site was described as being a "near swamp" area where water would stand for long periods after a moderate rainfall. Fill was needed to slope the site to the front, where the county installed a sewer line, and a drainage ditch was constructed at the back of the site to handle runoff.

The two schools, each of 64,500 square feet, were completed at a square-foot cost of \$11.15 for Holladay and \$11.25 for Adams. These construction figures included all site work,



# JACOB L. ADAMS AND ELIZABETH HOLLADAY

clearing, excavation, grading and paving of parking areas, athletic courts and playground areas.

Each plant contains 30 classrooms, a special activities room, a Cafetorium seating 600 as an auditorium or 300 as a cafeteria, kitchen and stage, educational resource center, administrative area with offices and conference rooms, and an art and craft room. Wardrobes, teachers closets, bookcases and portable work benches were included in the contract, as were individual classroom toilets and running water, a feature elementary school teachers find desirable.

The special activities, or multi-purpose room of each building is designed for public and community use as well as a meeting room for combined and special classes. The area can be closed off so that there is no intermixing or interference to or from classes or activities in other areas.

Climate control is unitized, with two or three classrooms to a unit, a system which school officials believe provides a better environment for the children.

The educational resource center is an area encompassing the library, a story telling area and guidance and conference rooms for the young children. A teacher's conference room, a general conference room and administrative offices adjoin the resource center.

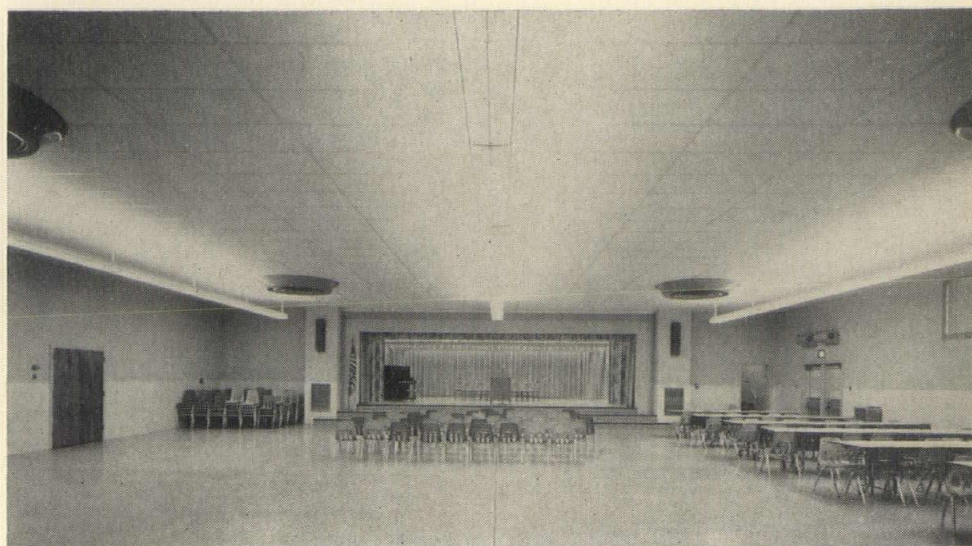
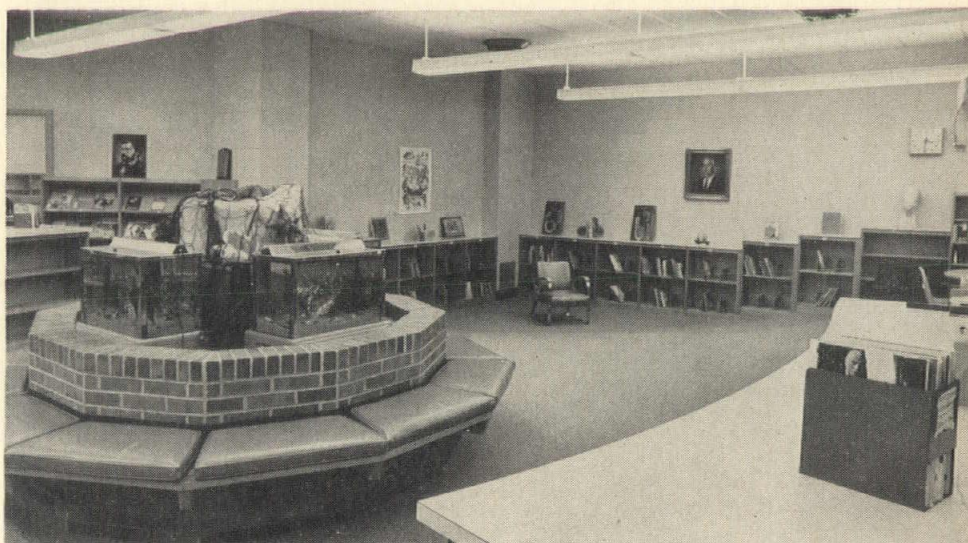
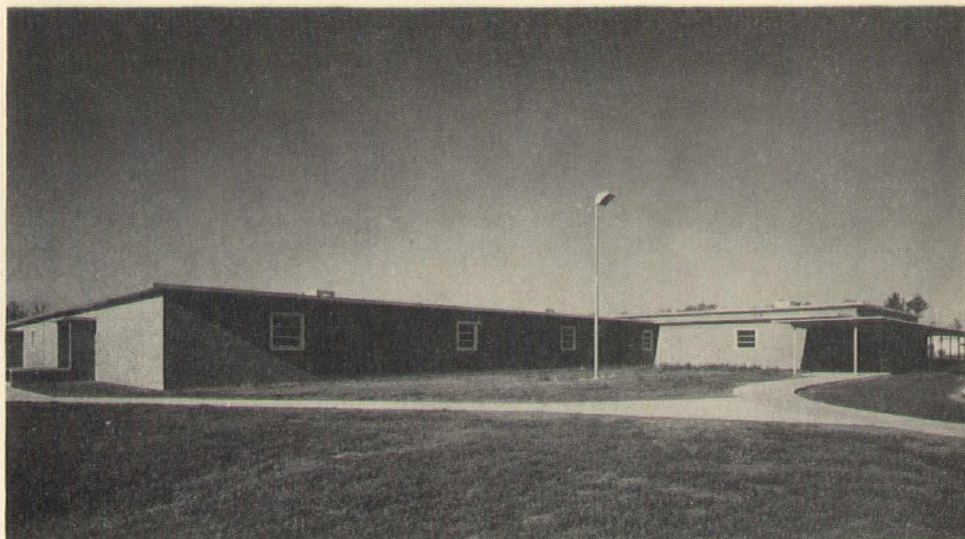
Both schools have a paved play area 120 feet by 180 feet. In addition to helping reduce maintenance costs, this makes it possible for the students to spend time outdoors even on days when they would otherwise be confined to the building because of generally muddy conditions.

The architect describes the design as essentially windowless, with the exception of a few windows for architectural appearance.

Construction is of insulated cavity wall with brick facing and solite block backup. Roof construction is of gypsum over steel joists. Tile is used in all classrooms and on corridor walls, which, according to one school principal, is like "money in the bank" as far as maintenance is concerned. Terrazzo floors are also used throughout to provide ease of maintenance. Acoustical ceilings and fluorescent lighting in all areas contribute to the environmental concept.

*(Continued on page 69)*

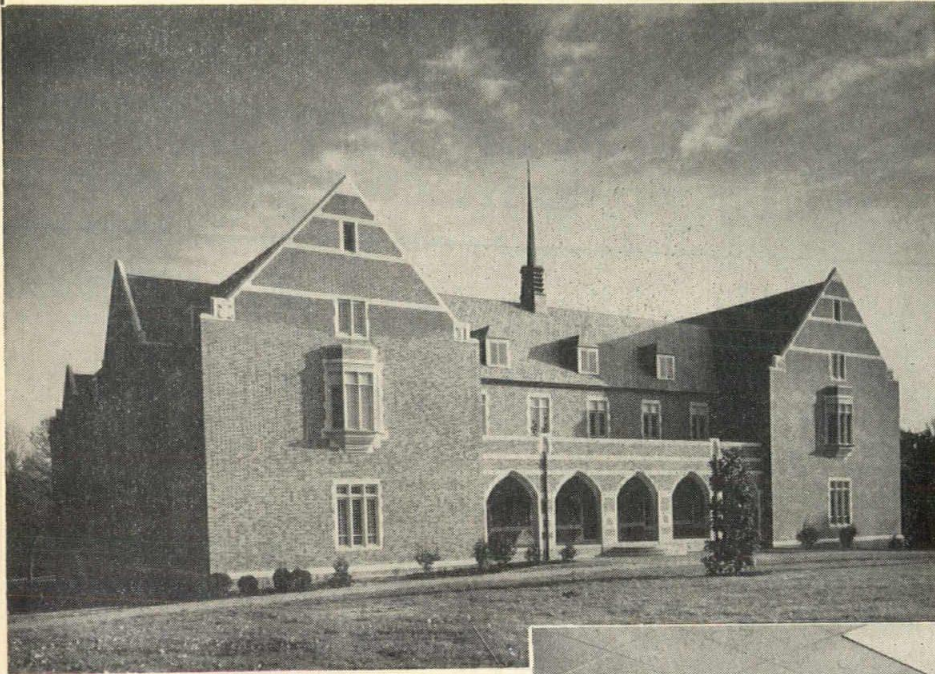
*to tell the Virginia Story*





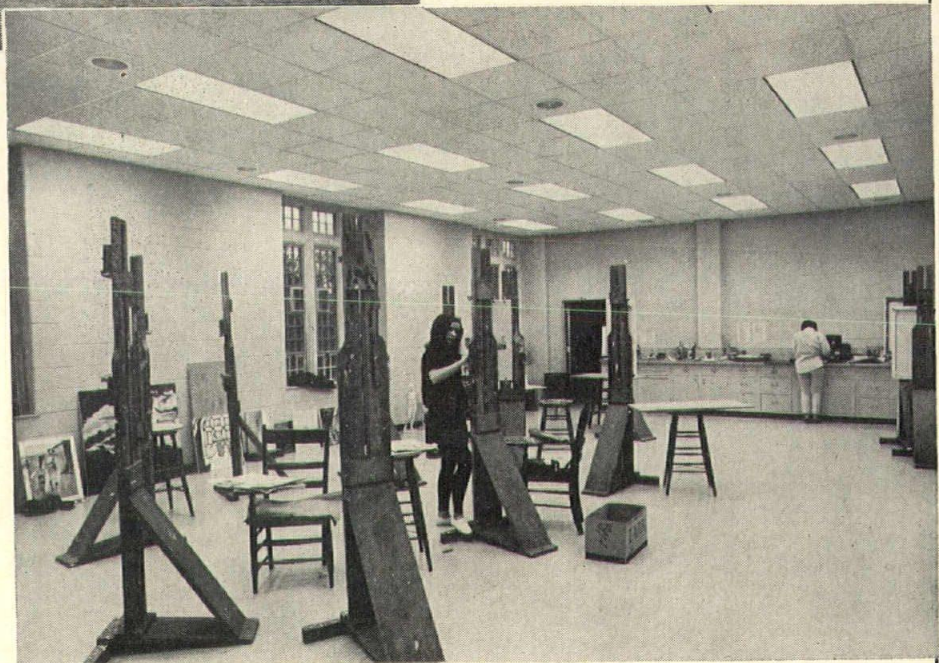
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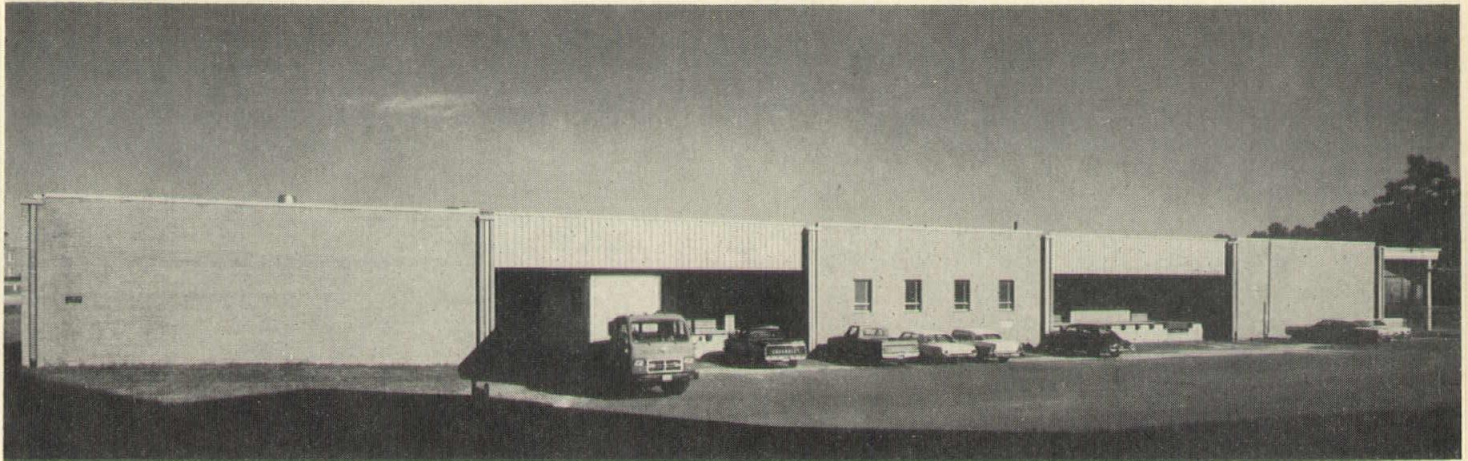
Phone (703) 353-6695

3015 Dumbarton Road

Richmond, Virginia 23228



# Central State Hospital Warehouse



(Photo By James M. McElroy)

Architect—JOHN WHITMORE

Mechanical & Electrical Engineers  
WAGNER AND JONES

Structural Engineer  
ROBERT H. DEADERICK

General Contractor  
MOTTLEY CONSTRUCTION CO., INC.

**T**HE NEW WAREHOUSE at Central State Hospital was designed to stretch the Taxpayers' dollars by expediting the supply of food, clothing, etc. to the 3,000 patients there. This, the largest of all state hospitals, takes advantage of any available Federal Surplus commodities, even including boxcar loads of flour, dried milk, etc. In addition to these "free" supplies, pork from the State Farm, canned vegetables from the Women's Farm, and trailer loads of minimum-priced, in-season foods can be stored until needed and kept in ideal condition.

Flexibility to meet the changing needs over the years is evident

throughout. 80% of the building is comprised of 50 ft. x 150 ft. bays clear of obstructions to permit the utmost freedom for arrangement of aisles, bins, and stacks with clearance for mechanical handling equipment. This area is heated from the central steam plant, is brightly lighted, and has forced ventilation. 20% of the building is refrigerated for food and drug storage. Four separate zones provide for quick freezing, maintenance of 0°, holding produce etc. in the 35° range, and preserving corn meal, flour, etc. vermin-free for months. An attached 24 ft. x 170 ft. fireproof shed protects building materials, anesthetic

gases, and opens onto a storage yard with 15,000 square feet that is paved, fenced and floodlighted.

Four widely separated platforms serve trucks delivering and picking up materials, while three loading docks for railroad cars are provided along the new spur track built for this facility.

The warehouseman's office is the air conditioned, acoustically treated "nerve center" bringing together: fire alarms, refrigeration alarms, intercommunication system, telephone, and electrical distribution, while providing observation of the loading docks and traffic serving the building.

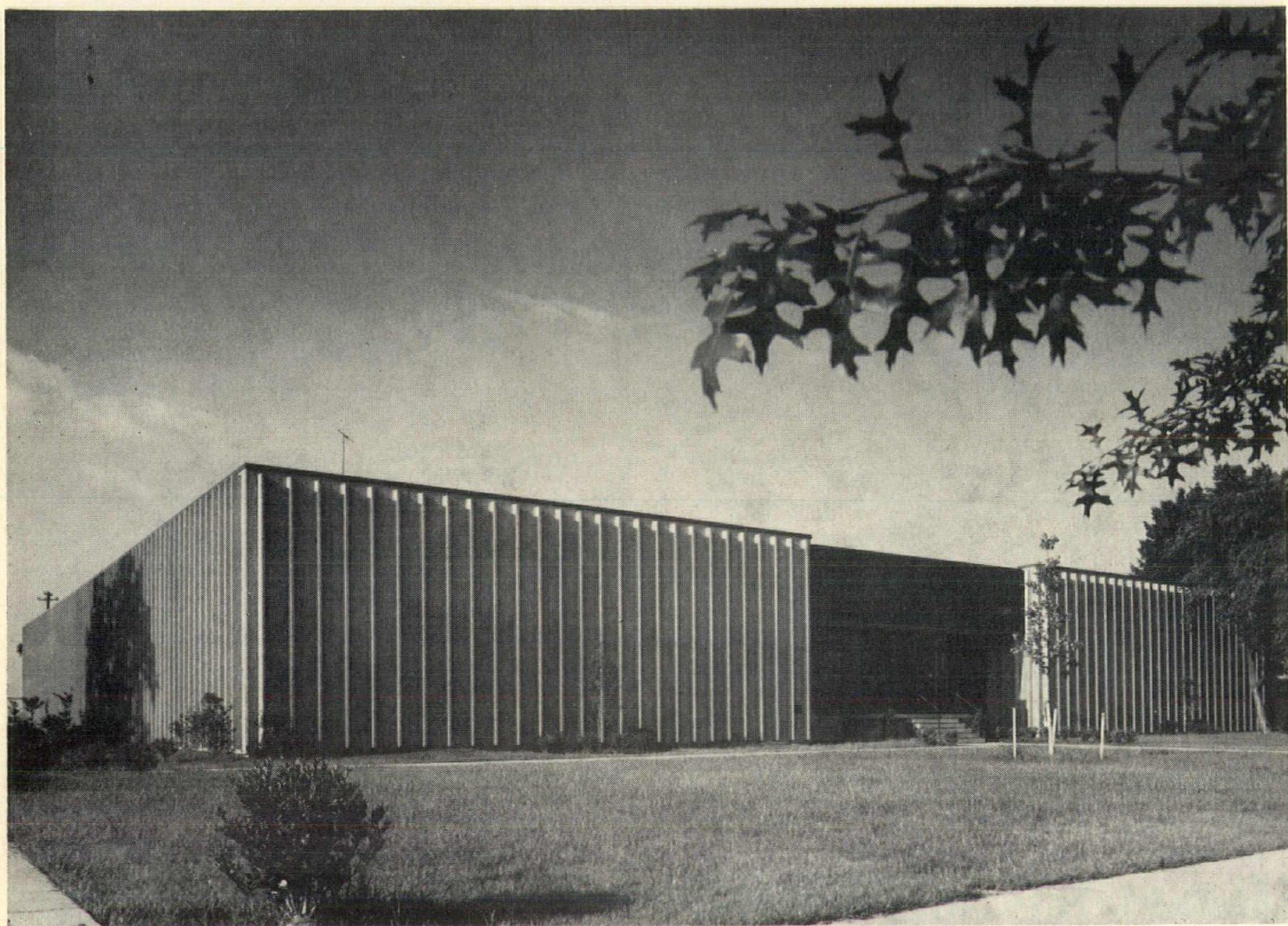
## SUBCONTRACTORS & SUPPLIERS

Mottley Construction Co., Inc., of Farmville was general contractor and did foundations. Richmond firms were: Liphart Steel Co., Inc., steel; Concrete Structures, Inc., prestressed concrete; Whitley, Inc., roofing; W. W. Nash & Sons, Inc., painting; J. S. Archer Co., wire partitions & steel doors & bucks; Consolidated Tile Co., acoustical & resilient tile; Bragg & Francis Tile & Marble, Inc., ceramic tile; Pleasants Hardware, hardware; Richmond Materials Handling Corp., hydraulic dock ramps; Waco Insulation, Inc., cold storage insulation and Eastern Railroad Builders, railroad track work.

Others were: R. D. Holderfield, Colonial Heights, excavating; Wilson Construction Co., Inc., Petersburg, masonry; Brown & Grist, Inc., Newport News, windows; John Jordan, Ashland, lighting fixtures; Smitty Bros. Electric Co., Inc., Farmville, electrical work; J. H. Cothran Co., Inc., Altavista, plumbing, air conditioning, heating & ventilating and Burton P. Short & Sons, Petersburg, roadways.



# NAVY MERIT AWARD:



## BOWLING CENTER U.S. NAVAL STATION NORFOLK, VIRGINIA

Architects:	SHRIVER AND HOLLAND
Owner:	SPECIAL SERVICES DEPARTMENT, U.S. NAVAL STATION NORFOLK, VIRGINIA
Structural Engineer:	FRAIOLI-BLUM-YESSELMAN
Mechanical Engineer:	MATTHEW J. THOMPSON, III
Electrical Engineer:	VANSANT AND GUSLER
Landscape Architect:	SPECIAL SERVICES DEPARTMENT, NORFOLK, VIRGINIA
General Contractor:	REID AND HOPE
Photographer:	FRED HABIT



**T**HE NORFOLK ARCHITECTURAL firm of Shriver and Holland has received an Award of Merit in the Naval Facilities Engineering Command—AIA Biennial Awards Program.

The Jury which selected projects for Distinguished Architectural Achievement in 1968 commented on the project, a Bowling Center for the U.S. Naval Station in Norfolk, "This is a straightforward, utilitarian building which achieves a certain elegance by reducing all details and massing to the most simple terms. It is a simple, restrained, and logical structure producing a quite appropriate building."

The program called for a twenty-four lane bowling center complete with office, work rooms, pro shop, nursery, snack bar and beverage counter. A prominent corner site, located across the drill field from the central administration building, was selected by the owner. The Bowling Center will be the first building of possibly several recreational facilities in the area.

Soil tests indicated that pile foundations were required for the entire structure, including the floor. Increased foundation costs, and a fixed budget, suggested the economy of interior columns and wall bearing steel joist framing for the roof. Cost studies indicated that structural, precast, concrete wall panels, combined with an exposed masonry block back-up from floor to ceiling, were competitive with other acceptable exterior materials and finishes. It was felt that the ribbed panels would offer a desired rhythm and relief to a basically box form and, when further cost studies indicated that the panels could be economically cast using a locally available, warm brown, washed gravel aggregate and then sand blasted to reveal this aggregate, the panels were selected for the exterior wall. Other exterior materials are limited to dark bronze aluminum fascia panels, copings, and entry frames. Glass is plate bronze.

The building is sited to retain several pleasant groupings of existing trees and shrubs and to screen service areas from principal pedestrian and vehicular approaches.

There are 22,118 gross square feet in the building. All public spaces are air conditioned and lighting is fluorescent. Bowling equipment and interior furnishings were selected by the owner.



#### SUBCONTRACTORS AND SUPPLIERS

Reid & Hope, Suffolk, general contractor, foundations & carpentry.

Norfolk firms were: Republic Steel Corp., steel roof deck; Fowler Roofing Co., Inc., roofing; Southern Block & Pipe Corp., precast concrete double tee slabs; Orkin Exterminating Co. Inc., termite treatment; Pittsburgh Plate Glass Co., glazing; Southern Metal Products, Inc., folding fabric partitions & steel doors & bucks; Engineering Steel Equipment Co., metal shelving; Manson & Utley, Inc., acoustical; A. C. Gordon & Co., plaster; Ferrell Linoleum & Tile Co., Inc., ceramic tile; Grover L. White, Inc., resilient tile; Southern Materials Co., Inc., readymixed concrete; Hall-Hodges Co., Inc., reinforcing steel & mesh; Howard E. Marquart & Co., door louvres; Campostella Builders & Supply Corp., millwork; Seaboard Paint & Supply Co., finishing hardware; W. D. Sams & Son, Inc., plumbing fixtures, plumbing, air conditioning, heating & ventilating; Door Engineering Corp., toilet partitions & drapery track.

From Va. Beach were: Ferrell Bros., Inc., excavating; M. R. Welch Co., Inc., piling; Asphalt Roads & Materials Co., Inc., concrete; Guille Steel Products Co., Inc., steel joist; Paul B. Elswick, erection of structural steel joist & deck; Hitt Electric Corp., lighting fixtures & electrical work.

From Portsmouth were: J. T. Eley, Jr., masonry; Burgess Bros., sandblast exposed concrete; R. E. Lawrence & Co., placing reinforcing steel; J. H. Steen & Sons, Inc., painting & plastic wall finish; W. E. Herrin, caulking. Also, Williams Steel Co., Inc., Greensboro, N. C., steel. Bowling Equipment was by AMF.





## Norfolk Federal Savings and Loan Association

McGAUGHY, MARSHALL & McMILLAN  
Architects & Consulting Engineers

E. T. GRESHAM COMPANY, INC.  
General Contractors

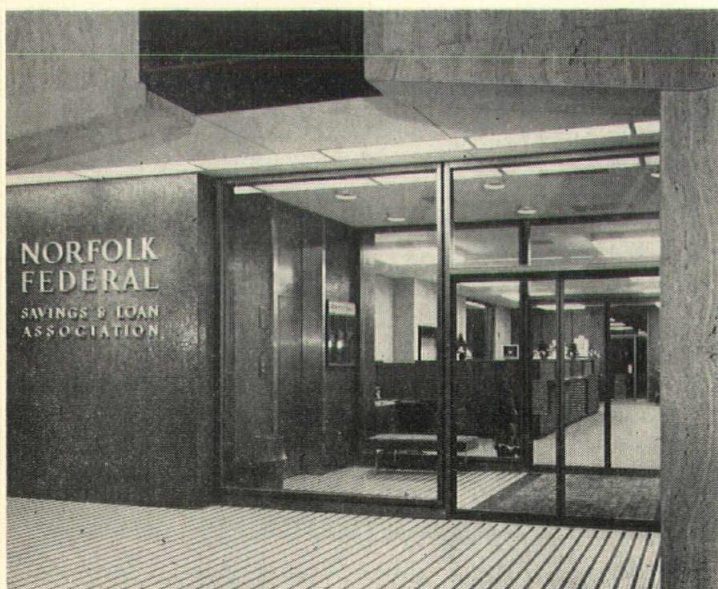
**M**cGAUGHY, MARSHALL and McMillan, the architects for this structure, were blessed with a progressive and cooperative client but damned with an awkward, restricted site adrift

in a conglomeration of scales, proportions and sizes of adjacent structures.

The scale was tied to an adjacent new-classic bank building through the use of a basement in an otherwise al-

most basementless town permitting a structure of the same height with similar floor levels.

The first floor was recessed and treated as a dark, simple mass to avoid





blurring the clarity of the design, to emphasize the visuality of the exterior supporting columns and to integrate the driveway teller function.

Fenestration, the selection of exterior materials and the sloped wall elements, relieved the rectangular mass and attempted to achieve a simple, dignified but elegant appearance.

The building is supported on concrete foundations on wood piling. The basement is of concrete with the remainder a structural steel frame.

Exterior materials include bronze window frames with bronze colored glass and black panels and relief strips. The recessed first floor is faced with brown glass tile. Unfilled Travertine marble panels and column covers face the upper floors. The interior is divided with fire-treated wood partitions and wood panelling or drywall. The ceilings are air diffusing acoustical tile. Floors are carpeted, tiled or finished concrete.

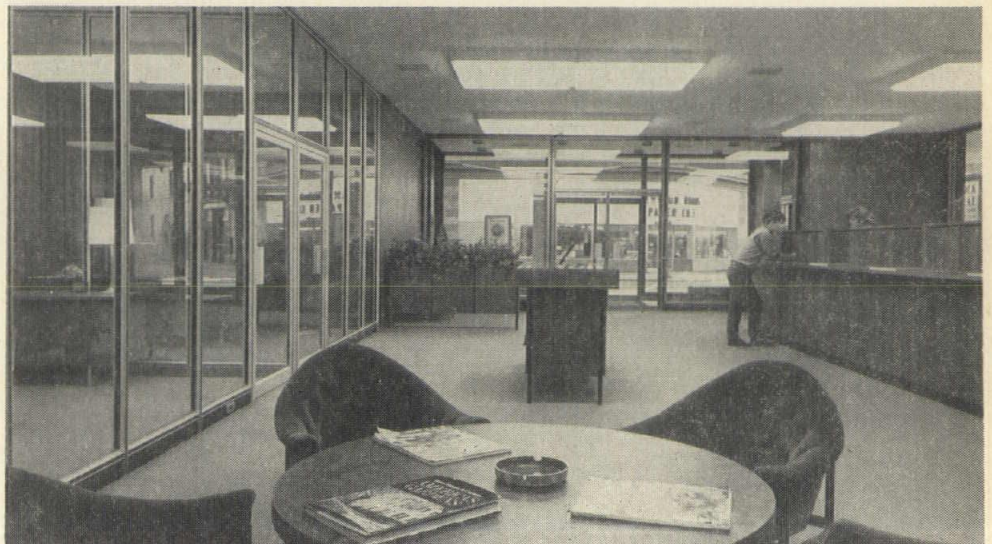
#### Subcontractors & Suppliers (All Norfolk firms)

E. T. Gresham Co., Inc. was general contractor, with the following subcontractors and suppliers: Snow, Jr. & King, Inc., masonry & stonework; Southern Block & Pipe Corp., precast stone work; Chesapeake Steel, Inc., structural steel and open web steel joists, miscellaneous steel and metal, roof deck; Laurence Trant, toilet partitions; Gilman and Green, signs; W. C. Utley, letters; Binswanger Glass Co., Inc., aluminum bent plate and light baffles complete and porcelain enamel panels uninsulated and insulated complete, and store front work; Engineering Steel Equipment Co., directories, and American Steel Equipment Co., Inc., glazed partitions.

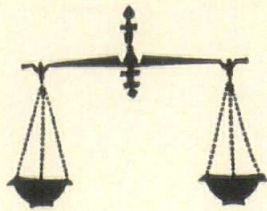
Also, Hall-Hodges Co., Inc., hollow metal doors & trim; Eastern Roofing Corp., roofing, sheet metal and flashing work; A. C. Gordon & Co., furring & lathing, plastering & drywall construction; John H. Hampshire, Inc., acoustics; Ferrell Linoleum & Tile Co., Inc., tile work, resilient floor tile and base; Campostella Builders & Supply Corp., millwork; cabinet work & wood paneling; Door Engineering Corp., finish hardware; E. Caligari & Son, Inc., painting & finishing.

Others were: Atlantic Equipment Corp., furnishings & equipment; E. K. Wilson & Sons, Inc., general mechanical requirements, plumbing, heating, ventilating and air conditioning, outside services; Ocean Electric, electrical work; Ames and Webb, Inc., bituminous paving and Winn Nursery, landscaping.

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(Photos by Boice Studio)

## COLINGTON HARBOUR YACHT AND RAQUET CLUB

Architect: WILLIAM BURTON ALDERMAN, AIA

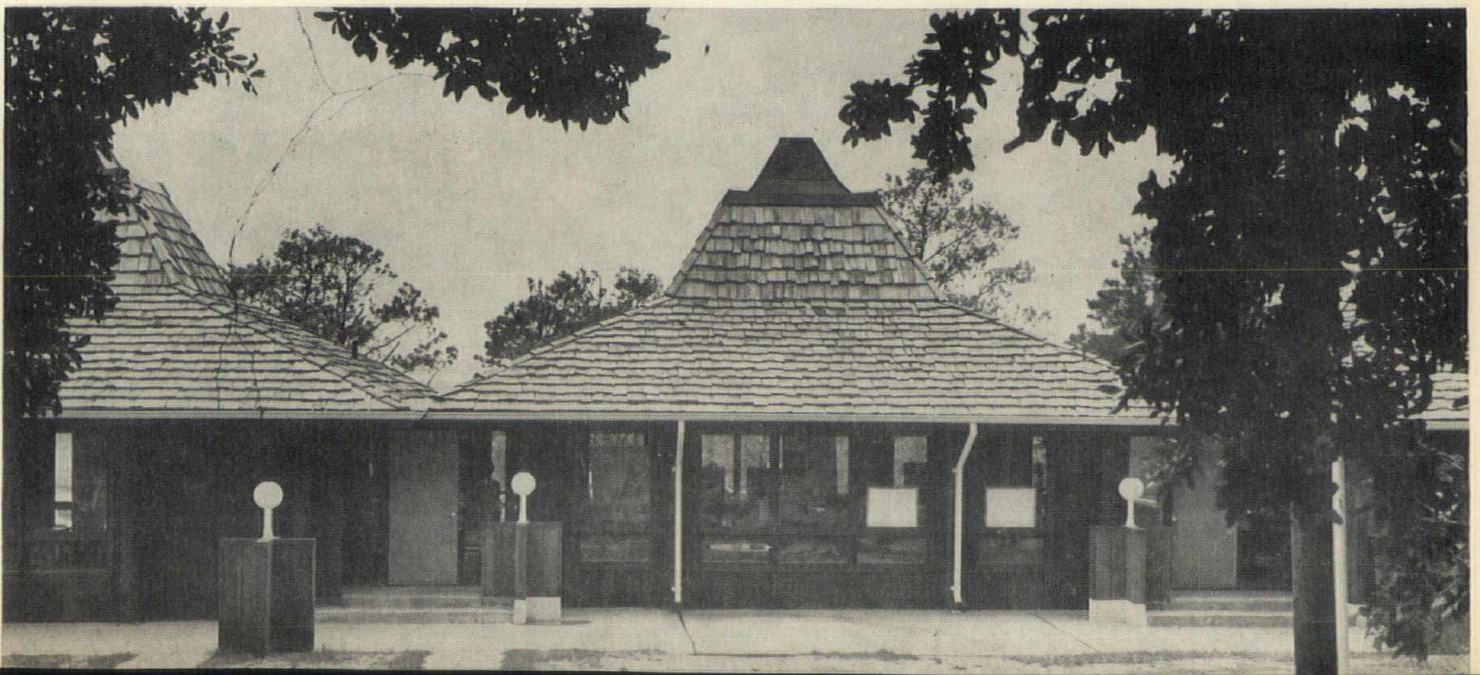
General Contractor: COLONY DEVELOPERS

**W**ILLIAM BURTON ALDERMAN, AIA was retained by a development corporation desiring a community clubhouse which would serve the surrounding property owners not only as a meeting place but as a recreational facility which would be the focal point for all planned activities for the community. The site selected was on a high sand bank which overlooks water channels leading to the properties and also overlooks the intercoastal waterways.

The clubhouse facilities include lounge areas, meeting rooms, dancing and dinner areas, snack bar and kitchen, offices and locker rooms. Outside recreational facilities include an olympic-size swimming pool with a separate pool for children, tennis courts, picnic grounds, playground for children and boating docks.

The two story building is of frame construction combined with masonry block which is reinforced as a retained wall against the sand bank. The roof

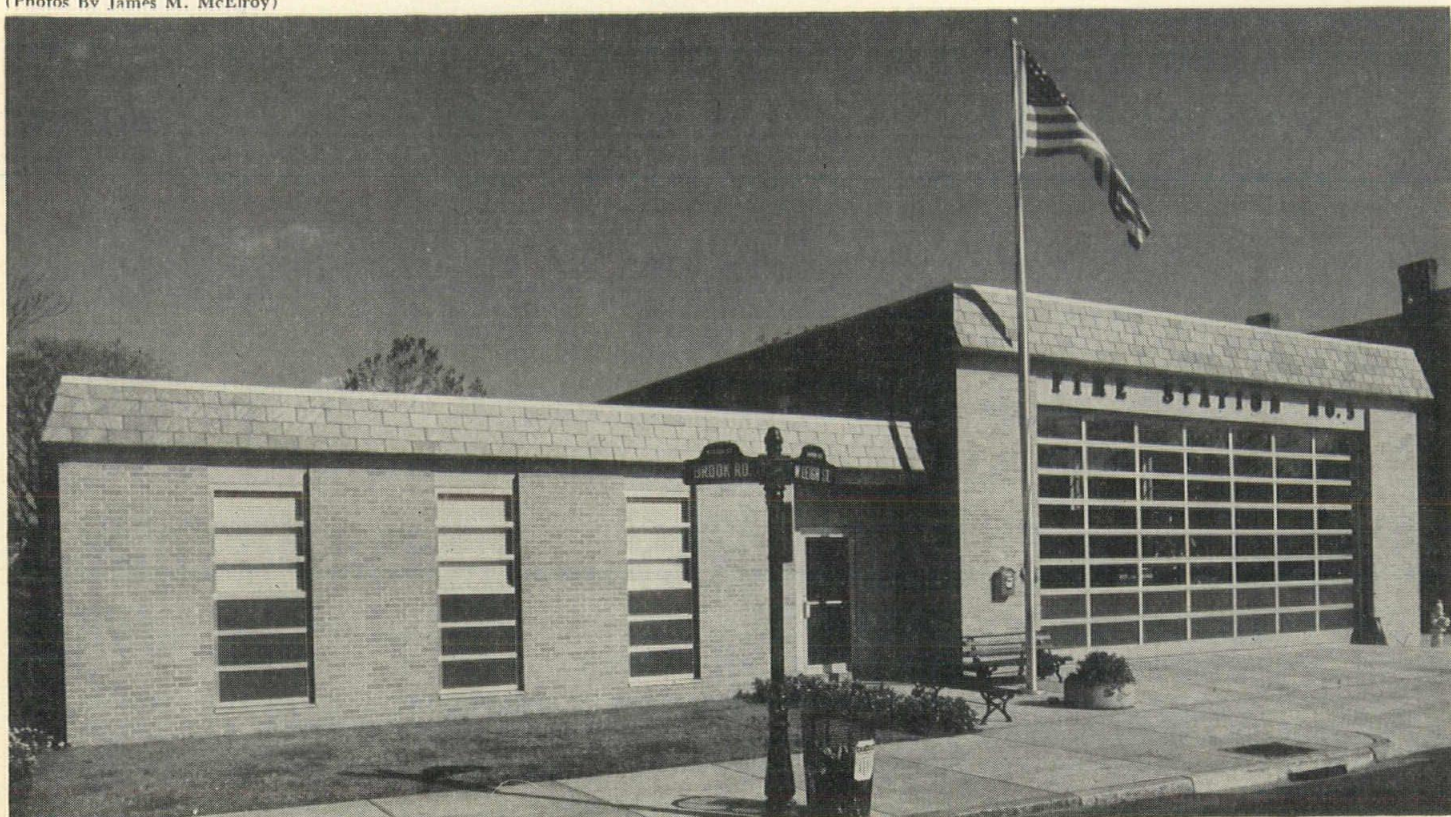
areas are finished with treated cedar shake shingles, topped with copper-covered cupolas. Redwood plywood is used for exterior siding with douglas fir for trim, stained to match the redwood. Exterior door surfaces are covered with sand-finish asbestos board. The upper floor ceilings are sand plaster at horizontal surfaces and plywood at sloping ceiling areas matching wall plywood. Floors in these areas are covered with carpet  
(Continued on page 71)





# NEW BREED OF FIRE STA

(Photos By James M. McElroy)



## STATION NUMBER 5-DOWNTOWN

WAGNER and JONES—Mechanical & Electrical Consultants  
ROBERT M. DUNVILLE & BROS., INC.—General Contractor

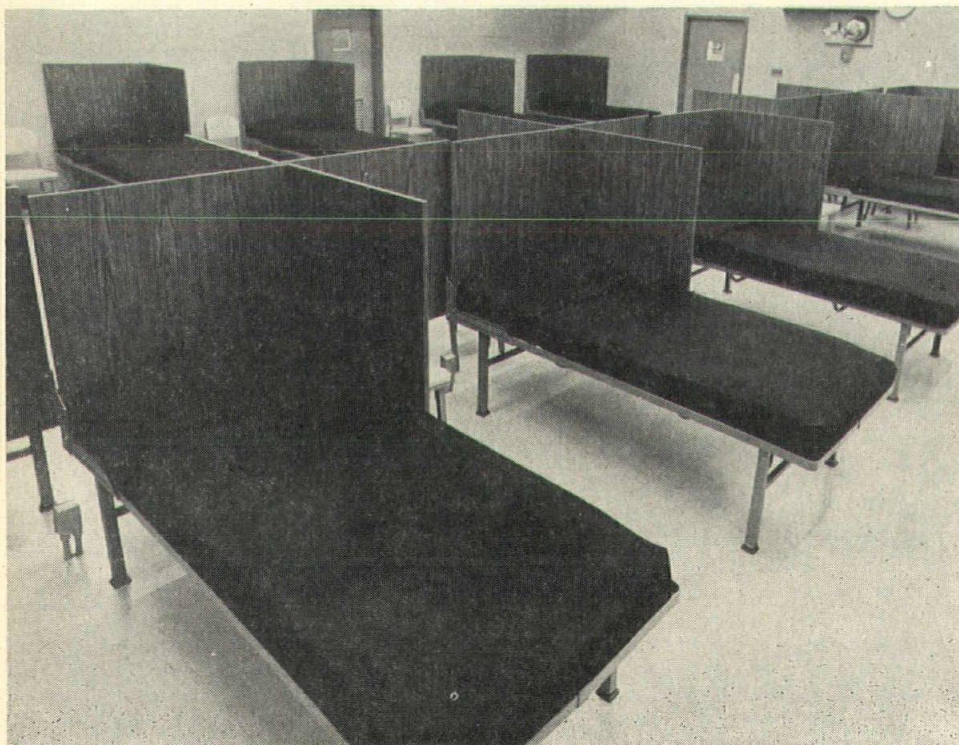
Architect  
JOHN WHITMORE

**R**ICHMOND's new Fire Station No. 5 is centrally located at Leigh Street and Brook Road for rapid response to emergencies in the "Downtown" area. It houses fifteen men of the Flying Squad and Company No. 5 in air conditioned quarters. The "snorkel" or mobile platform truck requires a clear height of 13'4", no other stations offer this clearance.

Unusual features of this station include drive-through door on the rear, a quiet lounge in addition to the day-room, and commodious closets for boots, coats and supplies (even a 15 ft. high one for ladders). A natural gas-powered generator starts automatically in case of a power failure to supply current to essential equipment. Gas-fired preheaters supply the electric hose dryers for optimum efficiency in all weather conditions without disturbing the air conditioning.

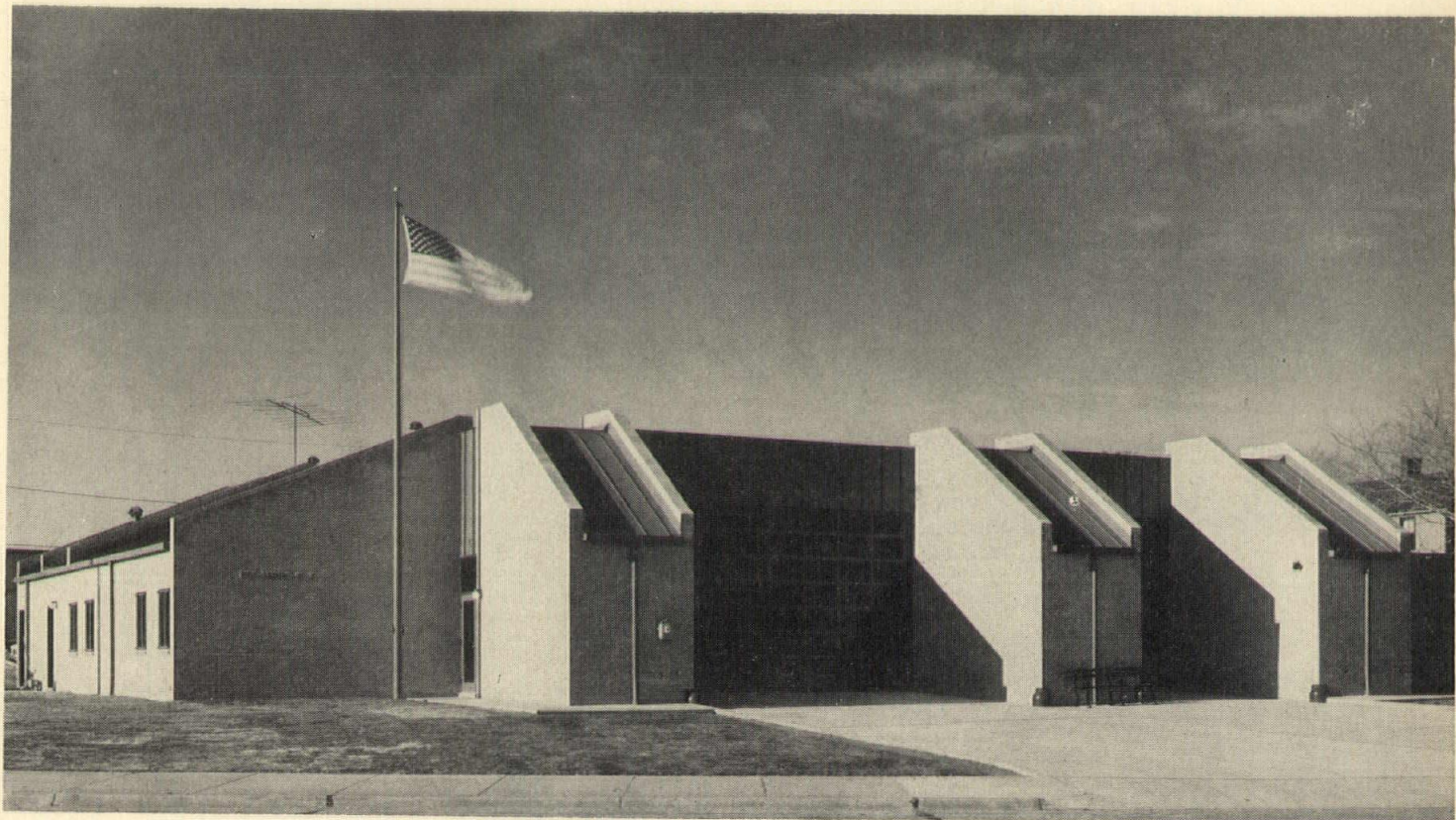
The Fire House has an extremely well furnished dormitory featuring built-in pin-wheel bunks. The Formica covered headboards, 3 feet high and 3 feet long at each Hollywood bed, are designed to separate and provide an

(Continued on page 71)





# TIONS FOR RICHMOND



**ARCHITECTS:**  
Rawlings & Wilson

In Richmond's New Southside Fire Station the architect has attempted to create some spatial excitement within the building by his use of surprise sources of day lighting.

The stepped plan of this fire station reflects its situation on a narrow, roughly triangular corner lot at Commerce Rd. and Albany Ave. in South Richmond. The short depth of the lot, front to back, permits a design in which the fire equipment is allowed to drive straight through the apparatus room, between free-standing bays intended to provide point-of-use service to the equipment in the apparatus room. Since all the other spaces in a fire station are built solely in order to support the fire fighting equipment, the apparatus room is the hub of any fire station. Here the apparatus room also acts as a buffer zone between the noisy daytime areas and the quiet dormitory area.

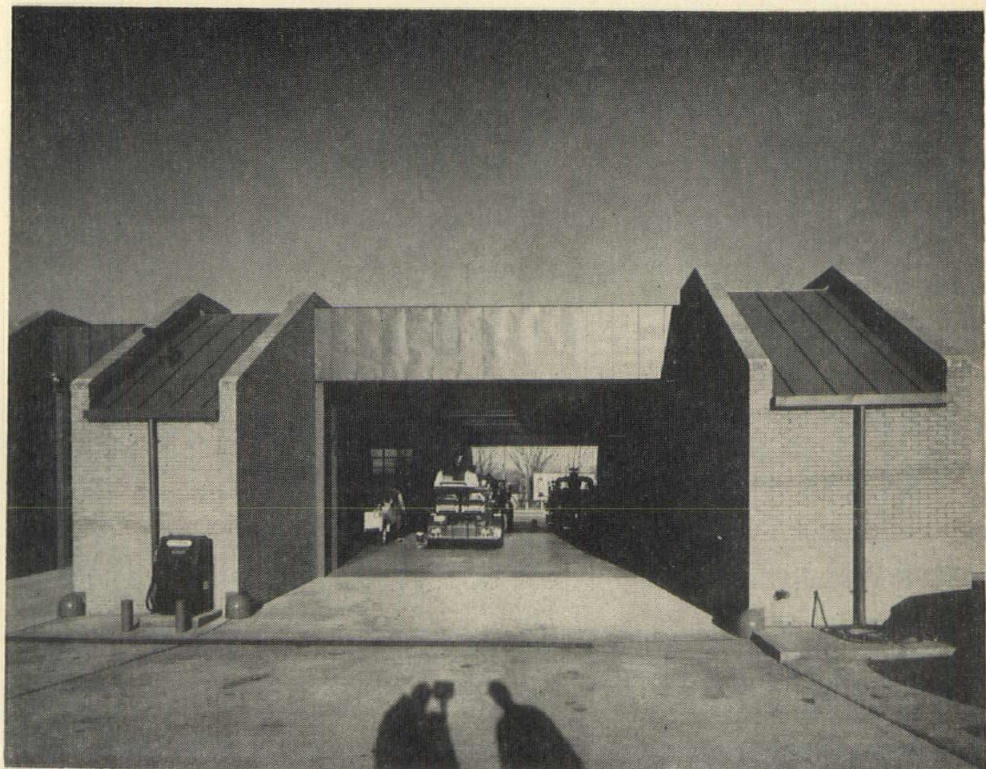
From the exterior the sloping brick walls mask the roof top air conditioning and ventilating equipment. The materials throughout have been chosen

*(Continued on page 71)*

*to tell the Virginia Story*

## STATION NUMBER 13-SOUTHSIDE

E. L. SIMMONS & ASSOC.—Mechanical Consultants  
WILLIAM T. ST. CLAIR—Structural Consultant  
JAMES W. SALE, JR.—General Contractor





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# NEW RICHMOND TRUCKING CENTER



(Photo By James M. McElroy)

## EPES TRANSPORT SYSTEM, INC.

Architect: J. ROBERT CARLTON & ASSOC.

Topographic Survey: AUSTIN BROCKENBROUGH & ASSOC.

General Contractor: KENBRIDGE CONSTRUCTION CO., INC.

**T**HE SITE SELECTION for the new transport corporation building at 2403 Commerce Road provides ample parking area for idle trailers and free maneuvering room for the trailer truck traffic, required for this busy freight terminal, not found in its previous location at 7th Street, in downtown Richmond. The T-shaped facility has a two story combination office and driver's dormitory on the front and a freight and truck dock on the rear, all constructed of a brown-tone brick with cast stone accents around openings.

The front portion has an excellent exposure from the Richmond Petersburg Turnpike. The style of the building is identified with the home office facility in Blackstone.

The first floor of the office portion contains executive offices and business offices. The north wing of this area is occupied by the dispatcher. Windows on three sides give the dispatcher a good command of entering

and leaving trucks and a view of the truck service and scale areas. The dispatcher is also easily accessible by stair and hallway to both the freight dock and the driver's dormitory and lounge on the second floor.

The emphasis on the second floor lounge has been ease of cleaning and maintenance since this is strictly a transient facility. The floors in the dormitory and lounge area are vinyl asbestos tile. Floors and walls in the toilet facility are ceramic tile. Heating and air conditioning are through rooftop units zoned by exposure as well as use of space.

The freight dock facility is 118 feet long accommodating six truck doors on each side and one on the end. All truck doors are closed by wooden overhead doors. Three doors are equipped with mechanical lock levelers. The 42' width of the freight dock provides adequate space for transfer and sorting of freight, but still reduces the distance of movement of freight through the

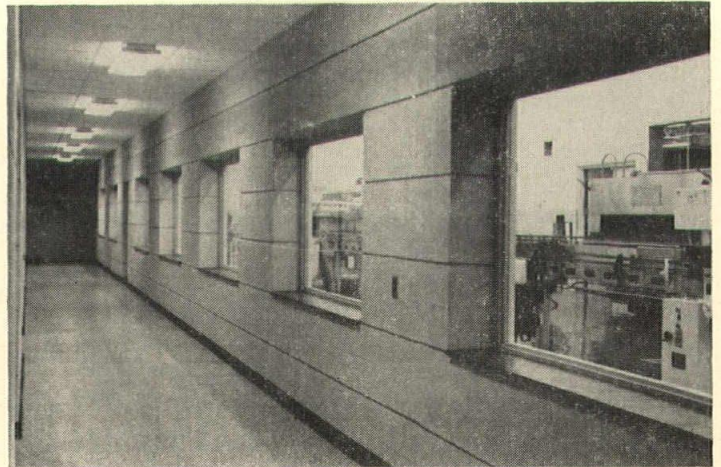
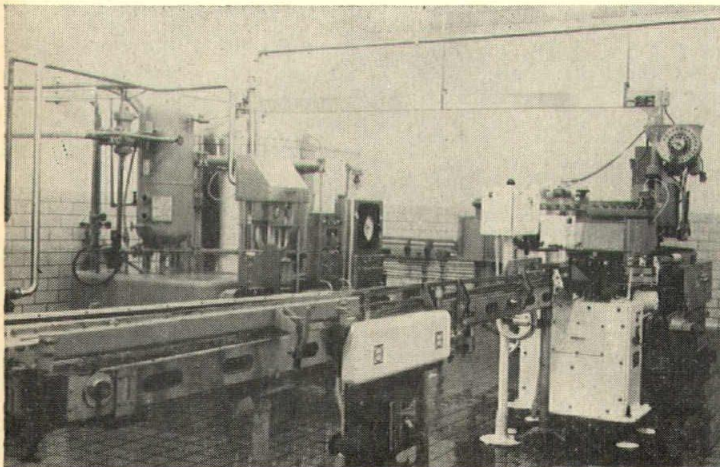
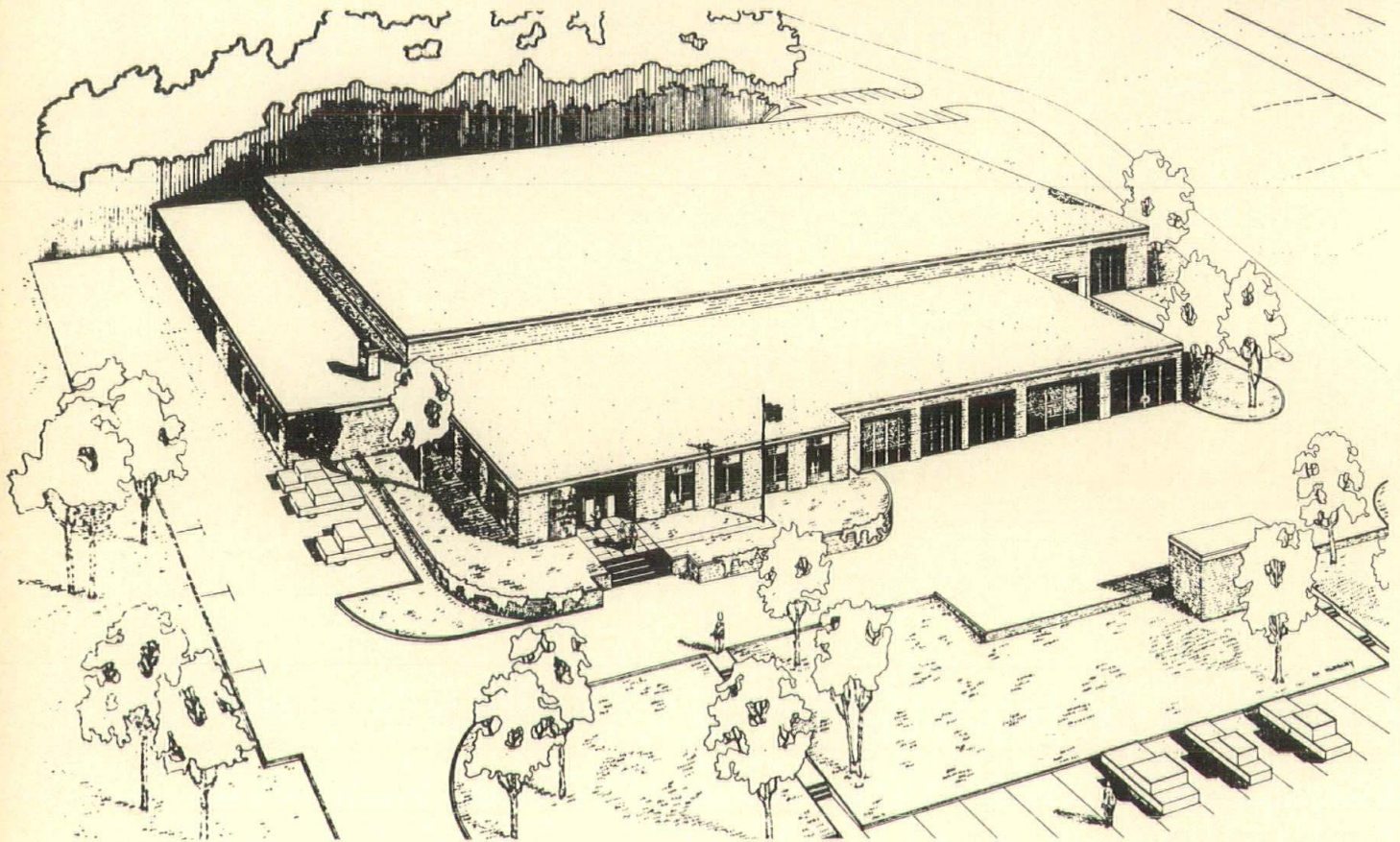
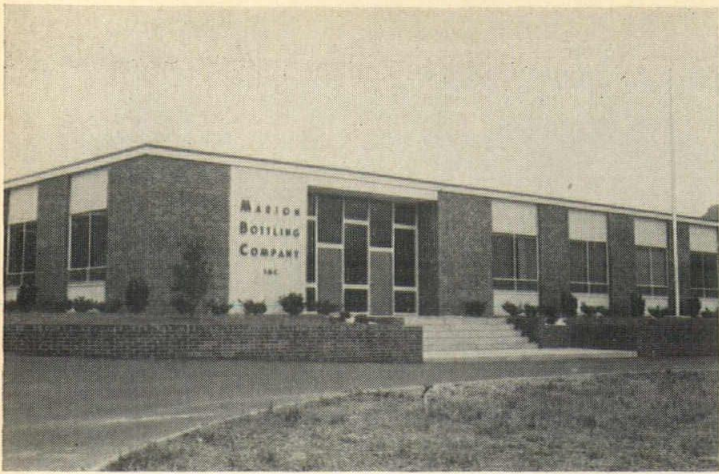
dock to a minimum. Gas fired unit heaters provide the dock with sufficient heat to keep the workers comfortable in the most severe weather.

### SUBCONTRACTORS & SUPPLIERS (Richmond firms unless otherwise noted)

Kenbridge Construction Co., Inc., Kenbridge, was general contractor. Among the subcontractors & suppliers were: Municipal Paving Co., Inc., grading & paving; Bowker & Roden, Inc., reinforcing; Bristol Steel & Iron Works, Inc., structural & miscellaneous steel; Southampton Masonry, Courtland, masonry; Whitley, Inc., roofing & sheet metal; Roanoke Engineering Sales Co., Inc., hollow metal doors & metal toilet partitions; J. S. Archer Co., overhead doors & docks; H. Beckstoffer's Sons, millwork and E. S. Chappell & Son, Inc., caulking.

Also: Allied Glass Corp., glass & glazing; C. B. Smith Co., acoustical tile & resilient tile; W. W. Nash & Sons, Inc., painting; Bragg & Francis Tile & Marble, Inc., ceramic tile; Concrete Pipe & Products Co., Inc., cast stone; The Staley Co., Inc., metal windows; J. W. Bastian Co., Inc., plumbing & mechanical and Cornell & Waldbauer, electrical.







# SOUTHWEST PEPSI-COLA PLANT

Architect—WINSTON S. SHARPLEY, AIA

Consulting Engineers—  
SOWERS, RODES & WHITESCARVER

Interior Designer—  
WINSTON S. SHARPLEY, AIA

General Contractor—  
CLICK CONSTRUCTION CO., INC.

**C**OMPLETED IN July 1968, the new Marion Bottling Co., Inc. Plant and Office Building is situated on a 7 acre knoll located between Interstate 81 and Route 11 highways in Marion. With the aid of Wythe Hull, president and Preston Copenhaver, vice president of the Pepsi Cola bottling facility, preliminary schematic studies were carried out by the architect resulting in a plan that is unique in the industry in terms of functional relationship of various areas required for the manufacturing, storage and distribution processes and for full utilization of newly installed production equipment affording increased automation.

The plant serves a large area of southwest Virginia, including Bristol, Virginia and Tennessee, operates a truck fleet of 74 vehicles including route trucks and tractor trailers and is now equipped to turn out 750 bottles of Pepsi Cola per minute. The syrup room has a storage capacity in excess of 10,500 gallons and the water treating equipment has a capacity of 4,500 gallons per hour. Generally the structure includes general offices, sales meeting and cafeteria room, check-in room, executive offices, water treatment room, syrup room, bottling room, paint shop, vendor area, pre-mix and equipment rooms, truck re-

pair and maintenance areas, warehousing, distribution areas and employees toilet and locker rooms.

The building is 320' x 213' constructed of incombustible materials including brick faced exterior walls, with concrete masonry backup and concrete masonry interior partitions and bearing walls. The warehousing and distribution area structure consists of steel columns and cantilevered steel beams with expansion joints at all column locations. The built-up roof on metal deck is supported by open web metal joists. Floor slabs are concrete in various thicknesses as required for anticipated vehicular and storage loads. Finishes in the office area include Buckingham-Va. slate floor in the main foyer, terrazzo corridor floors, vinyl asbestos office floors and ceramic tile toilet floors. Wall finishes in the office portion include painted concrete masonry, Charter Oak paneling, exposed brick and ceramic tile wainscots in toilet areas. Special finishes in production areas include quarry tile floors in acid proof grout and wainscots of glazed structural units in such areas as the bottling room, syrup room laboratory and dry mix room.

Mechanically a high pressure steam boiler supplies steam to bottle washers, can and jug washers and to domestic water heaters. The same steam passes

thru a hot water converter supplying heat to various parts of the building thru a multi-zone system. The office and other areas requiring air conditioning are serviced by a self-contained multi-zoned air conditioning unit.

Lighting throughout the building is produced by fluorescent lamps, however the warehousing and distribution areas have fluorescent lighting supplemented by natural light thru plastic roof sky lights.

The site work included paved parking for 65 cars, an 8,000 sq. ft. concrete truck apron together with access roadways for automobiles and truck traffic use.

Overall construction costs including outside site work was approximately \$600,000.00. The building was officially opened with a colorful dedication ceremony on Saturday, September 28, 1968 at 10:30 A.M. The ceremony was attended by officers and employees of the Marion Bottling Co., Inc. as well as James B. Somerall, president and Miss Joan Crawford a member of the board of directors of The Pepsi Cola Company.

The Marion Bottling Co., Plant was designed by Winston S. Sharpley A.I.A., Architect with Sowers, Rodes and Whitescarver, acting as consulting engineers for mechanical and electrical work.

## SUBCONTRACTORS AND SUPPLIERS

Click Construction Co., Inc., Elizabethton, Tenn., general contractor, excavating, foundations, concrete, masonry, carpentry & waterproofing; Engineering Sales Corp., Bristol, Tenn., steel; Tauscher Roof Deck Co., Bristol, Tenn., steel roof deck & roof deck; Leonard Smith Sheet Metal & Roofing, Inc., Salem, roofing; Holston Glass Co., Kingsport, Tenn., glazing; L. R. Brown, Sr., Paint Co., Roanoke, painting; Standard Tile Co., Inc., Staunton, structural (glazed) tile, ceramic tile & terrazzo; Shields, Inc., Winston-Salem, N. C., acoustical & resilient tile; Skyline Lumber Co., Inc., Roanoke, millwork; Cates Building Specialties, Inc., Roanoke, steel doors & bucks, aluminum & fiber glass overhead doors; Rowland Electric Co., Inc., Marion, electrical work; Nor-Well Co., Inc., Elizabethton, Tenn., plumbing, air conditioning, heating & ventilating; Graves-Humphreys, Inc., Roanoke, hardware; Construction Services Co., Knoxville, Tenn., toilet partitions.





# OAKLAND BAPTIST CHU

Architects: SMITHEY & BOYNTON Cons

General Contr

**D**ESIGNED TO REPLACE an obsolete forty year old church building on the same property, the recently completed Sanctuary building for Oakland Baptist Church reflects the steady growth of this congregation as a major spiritual force in the northwest Roanoke area. The new church provides seating space for 1,100 persons, including 220 in a balcony. The choir seats an additional 60 persons. This more than triples the capacity of the former church. Church offices and pastor's study are located behind the choir

and connect directly to an existing Sunday School unit by breezeway. Choir practice rooms, a Fellowship Hall with complete kitchen facilities and a new heating and air conditioning plant occupy the basement space under the sanctuary. The former church building was retained for use as future Sunday School expansion space.

The Sanctuary is reached directly from street level, eliminating the former many-stepped approach to the entrance of the old church building. The building is structurally supported by

wood arch-ribs from which hangs a plaster ceiling running the full length of the church. This ceiling serves as a sounding board for the choir and, in addition, houses the supply air system. The organ chambers and choir area are defined by fir stripped screens.

Of brick construction with asbestos shingled roof and steel windows, the facility has floors of vinyl asbestos and carpet. The new, air conditioned building has an area of 15,000 square feet and was completed in the summer of 1967.





## AIA NEWS

### ONE COLONIAL WILLIAMSBURG

(Continued from page 7)

and its effect cannot have been entirely stultifying, and though such exhaustive search for documentation and such efforts to ensure the utmost faithfulness can only earn the highest commendation, Lemann writes, some future age may wish to preserve Williamsburg "as a monument of this century, superimposed over earlier fragments." He finds Colonial Williamsburg, Incorporated, an extraordinary product of our time, unprecedented, staggering, spectacular.

He adds, however, "Let it be fully realized that whereas the Rev. William Archer Rutherford Goodwin, prime initiator of the restoration, could still witness 'the ghosts of the past (that) walked the streets at night' in the sleepy, forgotten little town of 1926, today Colonial Williamsburg, unincorporated, is gone, gone, gone."

But, Lemann goes on, "It seems reasonable to conclude that it was worthwhile to undertake such a restoration at least once, and Williamsburg may have been the best locality to choose for the experiment."

### PUBLIC INVOLVEMENT NECESSARY

■ Involving the public is a necessary start toward a more responsible planning process for future highway construction, The American Institute of Architects states in testimony scheduled for delivery today at Federal Highway Administration hearings.

AIA Vice President Jules Gregory, speaking in support of the addition of Part 3 of Title 23 of the Code of Federal Regulations, stated that the AIA strongly endorses the regulations and urges the Federal Highway Administration to promulgate them as soon as possible. He said that the regulations should help eliminate the controversies and stalemates resulting from public objections to proposed new highways. "The AIA believes the public should be guaranteed the opportunity to be meaningfully heard both at the location stage and at the design stages

(Please turn to page 53)

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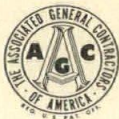
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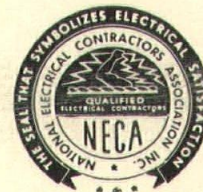
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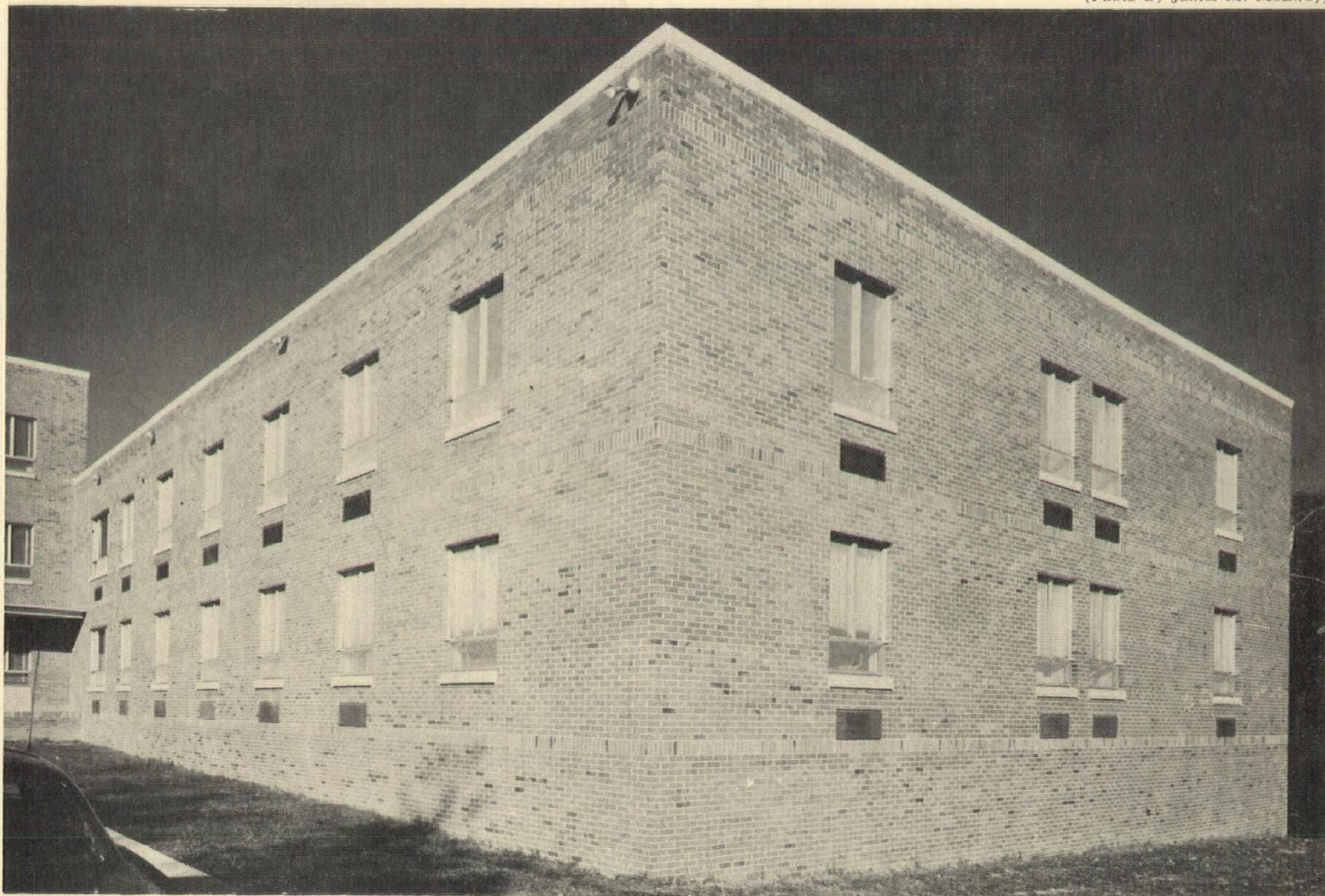
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# HOPEWELL HOSPITAL ANNEX

(Photo By James M. McElroy)



## JOHN RANDOLPH HOSPITAL

Architect—J. ROBERT CARLTON & ASSOC.

General Contractor—J. W. ENOCHS, INC.

**T**HE GREAT NEED for a minimum care facility for patient recovery, which would not be practical in their homes, but does not require the specialized services of the acute general hospital, dictated the need for the new extended care facility.

After careful study of the long term needs of the hospital by the architect, the hospital authority decided that the general form and exterior appearance of the new facility should be basically the same as the existing hospital structure.

The resulting facility is both economical and functional. To meet im-

mediate needs, as well as to provide for economical expansion and flexibility, the interior of the second level of the 3 level structure was fully completed with patient rooms and central nurse's stations. The upper level was left unfinished without partitions; however, plumbing was roughed in, electrical service provided, and provision for perimeter air conditioning made, to facilitate rapid expansion of the third level in a manner similar to the second. Completed office, administrative and conference areas were provided in a portion of the lower level, with the balance of that level

left unfinished for flexibility of expansion as future needs become apparent.

Construction economies were derived by the use of precast, prestressed concrete columns and floor members thus eliminating the need for nearly all forming and shoring. All case work for patient rooms and nurse's stations were premanufactured units rapidly installed in the nearly completed stations.

For patient comfort as well as operating efficiency, most rooms are single bed and have individually controlled air conditioning.

### SUBCONTRACTORS & SUPPLIERS

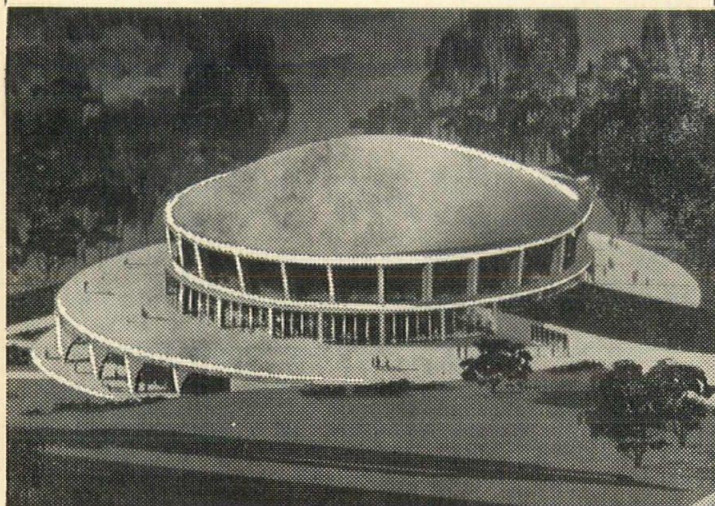
Hopewell firms were: J. W. Enochs, Inc., general contractor; Prince Paving Co., Inc., asphalt paving; E. H. Saunders & Sons, Inc., electrical work and Craft Brick Co., masonry.

And from Richmond: J. S. Archer Co., toilet partitions; Bowker & Rolan, Inc., reinforcing steel; Catlett-Johnson Corp., mechanical work; The Ceco Corp., aluminum windows; Chesapeake Concrete Corp., erection of precast & prestressed concrete; Concrete Structures, Inc., erection of precast and prestressed concrete; Economy Cast Stone Co., cast stone; John H. Hampshire, Inc., acoustical treatment; Modern School Equipment, Inc., bulletin boards; W. W. Moore & Sons, elevators; Paris Shale Shoppe, Inc., curtains & cubicle tracks; Pittsburgh Plate Glass, mirrors; Pleasants Hardware, finish hardware; Roanoke Engineering Sales Co., Inc., metal doors & frames; Sash, Door & Glass Corp., aluminum entrance & frame; St. Charles Mfg. Co., hospital equipment & casework; Walton Co., laundry chutes and Whitley, Inc., roofing & sheet metal.

Others were: Andrews-Joyner Iron Works, Petersburg, miscellaneous metals; Howlett Hardware & Specialty Co., Colonial Heights, toilet accessories and A. Ballenger Co. of New Jersey, waterproofing & caulking.



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NEWPORT NEWS, VIRGINIA 23601



## INVOLVEMENT...

*(Continued from page 49)*

of road planning and construction," Mr. Gregory said.

He said that the AIA and others feel that future highway planning should give proper consideration to important values in road location and design such as social and economic factors, recreation areas, historic sites, parks, open space areas, and other environmental factors affected by highway construction. In so doing, he pointed out, public involvement can reduce controversy, improve acceptability of the essential work of the road builder and, most importantly, improve the decisions regarding location and design of highways.

## JURY NAMED FOR R. S. REYNOLDS AWARD FOR COMMUNITY ARCHITECTURE

■ The jury for the 1969 R. S. Reynolds Memorial Award for Community Architecture has been announced by The American Institute of Architects, which administers the program.

The Reynolds Community Architecture Award confers \$25,000 and an original aluminum sculpture on the architect or architects honored by the jury for design of an entire community, a distinct portion of a community or other meaningful achievement in the architecture of urban architecture.

Chairman of the jury is Daniel Schwartzman, FAIA, a partner in the firm of Daniel Schwartzman & Associates of New York City, and a vice president of The American Institute of Architects. He is a former president

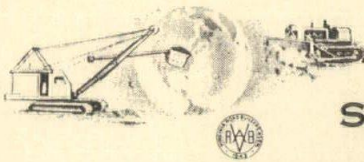
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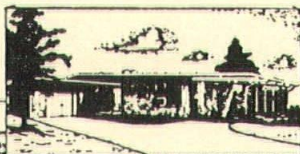
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(from page 53)

of the Architectural League of New York and 1964 recipient of the AIA's Edward C. Kemper Award for distinguished service to the architectural profession. He also has served as vice president of the New York Chapter, AIA.

Other members are:

George T. Rockrise, FAIA, of the San Francisco firm of Rockrise and Watson, Architects. He has served as advisor on design to Secretary Robert C. Weaver, Department of Housing and Urban Development, and has been active in many professional committees on urban design. His firm has won some 20 national and regional awards for design.

Jules Gregory, AIA, a partner in the Lambertville, N.J., firm of Gregory & Blauth, and a vice president of The American Institute of Architects. He was chairman of the President's Task Force to Improve Professional Participation and Service in Home Building, and was a member of the AIA Task Force on the War on Community Ugliness.

The 1969 Community Award will be the second. Sponsored by Reynolds Metals Company, the first of the biennial international awards was given in 1967 to the architects and planners of Cumbernauld New Town in Scotland. The award does not involve any material of construction or criteria other than significance as a design contribution to the urban life of man.

Reynolds also sponsors an annual R. S. Reynolds Memorial Award for distinguished architecture with significant use of aluminum.

## YERKES IS CHAIRMAN OF THIRTEENTH ANNUAL AWARDS JURY

■ Architect David N. Yerkes, of Washington, D. C., has been named chairman of the jury for the 1969 thirteenth annual R. S. Reynolds Memorial Award.

The jury will meet Feb. 26-27 at headquarters of The American Institute of Architects, which administers the international award conferring \$25,000 and an original sculpture in aluminum for "distinguished architecture with significant use of aluminum."

A Fellow and Vice President of the Institute, Mr. Yerkes is a principal in the firm of Deigert and Yerkes and Associates. He is chairman of the National Capital Committee of the AIA, and has served as a member of the panel of architectural advisors to the National Commission of Fine Arts.

Other jury members are:

Walter Eijkelenboom, of Rotterdam,

Holland, one of the recipients of the 1968 Reynolds Award, conferred for design of The Netherlands Pavilion built for Expo 67 in Montreal, Canada.

Max Abramovitz, FAIA, of the New York firm of Harrison & Abramovitz, and known for his role in design of some of the nation's most famed buildings, including the United Nations Headquarters and the Philharmonic Hall in the Lincoln Center for the Performing Arts in New York.

Paul Rudolph, FAIA, of New York, former chairman of Yale University's Department of Architecture, and recipient of many design awards, including the AIA's First Honor Award and the Honor Award for Design Excellence presented by the Department of Housing and Urban Development.

Ralph P. Youngren, AIA, a principal in the Chicago firm of Metz Train Olson and Youngren. Previously he was a senior designer and associate partner with the Chicago office of Skidmore, Owings and Merrill, where he was associated with design of the U.S. Air Force Academy Chapel, which brought the Reynolds Award to the firm in 1964.

The R. S. Reynolds Memorial Award is sponsored by Reynolds Metals Company in honor of its founder.

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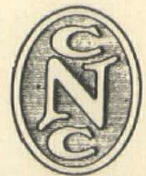


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## DON'T FENCE PUBLIC OUT, AIA URGES

■ "Our national shorelines are being fenced, paved, and built upon with everything from hamburger stands to power plants, and it's time to proclaim the principle that all Americans have a right to enjoy the nation's shorelines." This appeal on behalf of the proposed Gulf Islands National Seashore is scheduled to be presented, Dec. 9, by The American Institute of Architects to the Subcommittee on National Parks and Recreation House Committee meeting in Pensacola, Fla. "The high quality scenic value and recreational opportunities which the Gulf Islands National Seashore offers should be set aside for public use," the AIA stated.

AIA asked that H.R. 14735 legislation, introduced by Congressmen Colmer, Sikes, Herbert, and Dickinson in the 90th Congress, be acted upon by the 91st Congress. It would authorize the Secretary of the Interior to establish and administer the Gulf Islands National Seashore. The park would include islands, beaches, and submerged lands in a four-state area along the Gulf Coast.

Architect Ellis W. Bullock, Jr., AIA, of Pensacola, who is a member of AIA's National Committee on Historic Preservation, spoke on behalf of The American Institute of Architects, which is the 22,200 member national professional society. Bullock advised the Subcommittee that "the AIA strongly supports the establishment of Gulf Islands National Seashore."

The Department of Interior has indicated that the proposed Park would have a recreational value to a seven-state area and be used by more than 23 million people. The estimated cost for acquiring the park is \$1.5 million. In its appeal, the AIA proposes that Fort Picken State Park on Santa Rosa Island be included within the boundaries of the park.

## AIA-CEC Conference Set For Washington, D.C.—March 18-20

■ Senators, Congressmen, Federal agency officials, and the presidents of the Consulting Engineers Council/U.S., and The American Institute of Architects will headline a national AIA-CEC Public Affairs Conference scheduled for March 18-20, 1969, at the Mayflower Hotel in Washington, D.C. More than 500 architects and engineers are expected to attend the conference which will also include visits and appointments with Congressmen on Capitol Hill on March 20. Architects and engineers from throughout the U.S. are urged to attend and participate in this second annual CEC-AIA conference designed to focus on legislative matters of interest to A-E's.

Registration will be from 3 to 8 p.m., March 18, at the Mayflower Hotel. That evening from 7 to 9 p.m. there will be a reception at the Smithsonian

Museum of Science and Technology. Information concerning advance registration and details about the conference are available through: Larry Spiller, Assistant Director, CEC, 1155 15th Street, N.W., Washington, D.C. 20005, and Phillip Hutchinson, Governmental Affairs Director for AIA, at 1735 New York Avenue, N.W., Washington, D.C. 20006.

Key topics to be discussed following remarks by AIA President George E. Kassabaum, FAIA, and CEC President John G. Reuter are: union control of plans and specs, revamping Federal procurement procedures, new towns and other key legislative issues of interest to the profession, A-E's and equal opportunity regulations, the Federal Government as a client, the budget and its impact on construction, grant-in aid discussions and influencing legislation.

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## AIA Establishes Publications Unit; Appoints Director

■ Fredrick H. Goldbecker, manager of the Publications Department of the American Speech and Hearing Association since 1966, has been appointed to the newly created post of Managing Editor, Publications Services, of The American Institute of Architects, according to William H. Scheick, FAIA, Executive Director.

Mr. Goldbecker received B.A. and M.A. degrees from the University of Kentucky, where he majored in foreign languages and Philosophy. In 1957, he received an exchange scholarship and a U.S. Fulbright travel award for study at the University of Heidelberg. He later spent two years at Stanford University, as a teaching assistant while doing post-graduate work in linguistics and philology.

A native of Louisville, Ky., Mr. Goldbecker entered the publications field in 1961, as a staff member for a Capitol Hill newsletter. He worked with the U.S. Chamber of Commerce, from 1964 to 1966, as Assistant Subscription Manager for "Nation's Business" magazine. There he was involved in writing, editing, production, and distribution. At the American Speech and Hearing Association, he produced monthly and quarterly technical and membership journals, special publications sponsored by government funding, and various types of promotional pieces.

As Managing Editor of Publications Services at AIA, Mr. Goldbecker will coordinate production of AIA publications, including their graphics and editorial content, being produced for use by architects throughout the U.S., and others created for the general public, government, news media, and other groups.

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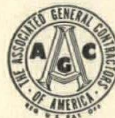
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**West Coast Firm To Receive 1969  
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■ The Los Angeles firm of A. Quincy Jones, FAIA, and Frederick E. Emmons, AIA, has been named recipient of the 1969 Architectural Firm Award by The American Institute of Architects. The highest award that The Institute, 22,200-member national professional society, can bestow on a firm, the Architectural Firm Award is given "wherein the continuing collaboration among individuals of the firm has been the principal force in consistently producing distinguished architecture."

The office was opened in Los Angeles by Mr. Jones in 1945, and the partnership was formed five years later. A native of Kansas City, Mo., he received a Bachelor of Architecture degree from the University of Washington in 1936. He served as a lieutenant commander in the United States Naval Reserve in the Pacific Theater. Emmons was born in Olean, N.Y., and received a Bachelor of Architecture degree from Cornell University in 1929. He served as a commander in the United States Naval Reserve, also in the Pacific.

Among their early projects was the post-war, much needed housing which combined the essence of the custom house with what could be readily ac-

complished in terms of economy. In 1948, Mr. Jones had designed a Builders House, for which he won an AIA First Honor Award, which could be erected on upslopes, downslopes, or flat land.

While well planned community housing and supporting facilities have been a major contribution of their office, they have also devoted a great deal of time to designing libraries, office buildings, custom houses, and buildings for college campuses. Recently, the firm was appointed as consulting architect and master planner for the new California State College in Dominguez Hills, Los Angeles County.

Among their numerous awards are a national AIA First Honor Award, 1950, residential; a First Honor Award in the Homes for Living Program for the A. Quincy Jones House and an Award of Merit for the Frederick E. Emmons House, 1956; winner of the invited competition of the University of California, Riverside, Calif., for Carillon Tower, 1964; **Progressive Architecture** Award Citations for Greenmeadow Community Center and Housing in Palo Alto, 1952; sanctuary for St. Matthew Church, 1956, and Faculty Club

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at the University of Southern California, 1960; a Southwest Research Institute Award for community developments in Palo Alto, 1952; Awards of Excellence from **Architectural Record** for three custom houses, 1957; the Los Angeles Award for "the Most Beautiful Manufacturing Building," 1953; Santa Monica City Beautiful Pace-Setter Award for Shorecliff Tower Apartments, 1964; and a special award from **Parents' magazine** for neighborhood planning in 1962.

In naming them recipients of the 1969 Architectural Firm Award, The American Institute of Architects noted, "This firm has consistently produced distinguished designs in both large and small architecture, with particular emphasis on regional architectural characteristics. Jones and Emmons' work represents skill and technical competence in the development of an outstanding imaginative architecture."

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## AIA Appoints Director of Housing Programs

William H. Scheick, FAIA, Executive Director of The American Institute of Architects, announced the appointment of Jackson T. Wright, Sr., of Pittsburgh, Pa., to the new post of Director of Housing Programs at The Institute's Headquarters in Washington, D.C.

Mr. Wright joined the AIA staff after having served as Regional Housing Manager of the Allegheny County Housing Authority from 1963-67. In announcing the appointment, Mr. Scheick said, "Significant expansion of Institute housing programs is planned as a new activity made possible by the dues increase. Our Housing Committee previously had only part-time staff assistance.

"The Housing Act of 1968 projects a 10-year program of great significance for the architectural profession, requiring extensive involvement with all aspects of urban housing and with low income housing in particular. We must become concerned with the socio-economic aspects of housing problems as well as the physical problems. This is

a vital step for the AIA.

"Mr. Wright's experience with the Allegheny County Housing Authority, where he supervised the administration and maintenance staffs of ten of the largest low rent housing communities in the county and was responsible for the selection and placement of more than 1,200 low income families, well equips him for this important role."

A graduate of Duquesne University, where he received a B.S. degree in Business Administration, Mr. Wright also has served as Advertising Manager of **The New Pittsburgh Courier**, an underwriter for the North Carolina Mutual Life Insurance Company, salesman contractor for the Mabro Company of Pittsburgh, home remodeling firm, and owner of his own firm, Wright Interiors and Exteriors, a church furniture installation company. He served in the U.S. Army from 1941-45. Mr. Wright, his wife, and their four children reside in Pittsburgh.

The appointment was effective November 1.

## AIA Contract Document Adopted By U.S. Office of Education

The U.S. Office of Education (OE) stopped publishing its contract conditions for Federally assisted construction projects in November 1968 at a savings of at least \$60,000 a year in printing costs alone.

The agency's Office of Construction Service will no longer use a 20-page OE booklet to specify required provisions of contracts between educational institutions and building contractors.

Utilized instead will be a new edition of a standard document on construction contracts of The American Institute of Architects (AIA) that differs from the basic version only in the requirements which have been added to cover minimum wages, equal employment opportunity, and other conditions the contracting parties must meet under Federal law.

Currently, the Office of Education has about \$2 billion a year under construction, mostly on the nation's college and university campuses.

Unique among Government agencies, the new procedure involving the use of AIA's document on contracts also will save a significant amount of man-hours required each year to prepare and disseminate thousands of copies of OE's contractual specifications.

George E. Kassabaum, FAIA, President of The American Institute of Architects, said that his group and the Associated General Contractors (AGC) of America—both with headquarters in Washington, D.C.—have been working with OE on details of the new procedure since last February. He added that the special Federal Edition of the document A201, "General Conditions of the Contract for Construction," will



be made available to the 22,200 AIA members and to members of the construction industry, plus other parties interested in OE Federally assisted construction projects.

"Aside from achieving some apparent savings in time and money," Mr. Kasabaum said, "there is another characteristic of this plan that makes it notable. Our procedural agreement with the Office of Education is so informal, uncomplicated, and devoid of unneeded paperwork that it must be considered a benchmark for similar agreements to be achieved with other Federal agencies."

The president of the Associated General Contractors of America, Fred W. Mast, pointed out additional advantages of the new procedure. "Combining the OE contractual specifications with a document that has been familiar to the construction industry for many years should certainly provide an incentive for more building contractors to bid on Federally assisted projects," he commented.

"And, I believe the procedure will eliminate the types of controversy or delays in construction that sometimes developed in the past when there was a lack of familiarity with Government contract specifications," the AGC president said.

The AIA document covers all contracts involving OE grants-in-aid with private educational institutions. Certain State agencies, which in the past were authorized to substitute their own contract conditions, are not affected by the new procedure.

The Office of Education administers approximately 50 percent of the Federally assisted construction projects within the U.S. Department of Health, Education, and Welfare. Other components of the Department—those responsible for the remaining 50 percent—are studying the new procedure for possible adaption.

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## Fort Belvoir Branch Bank

(Continued from page 9)

which rests on concrete beams spanning between masonry columns. These columns are cross-shaped in plan and are repeated as frames for the large glass areas. The floor is a concrete slab on grade and the roof system is eight-inch thick prestressed concrete plank. The deeply suspended ceiling affords a plenum chamber for the forced air heating and cooling system. A ventilating ceiling tile is used in the subordinate areas and air is supplied through a lighting valance in the banking room. Return air is routed to the window stools thence via under-floor ducts to the furnace. The building is connected to the post's steam distribution system and gas is used for the cooling cycle fuel.

Being the first to begin construction in the new shopping area, the bank views this building program as an unique opportunity to set the pace and hopefully to have a significant influence upon the environment in which it will operate in the years ahead at Fort Belvoir.

### Subcontractors & Suppliers

Wm. T. Bateman of Alexandria was general contractor and did excavating, foundations, concrete and carpentry. Also from Alexandria were: T. D. Fraley & Sons, Inc., masonry contractor; James Steel Fabricators, Inc., structural steel; E. W. Walker Co., painting and Benson Plumbing & Heating, plumbing fixtures & plumbing.

Others were: Sanford Brick & Tile Co., Sanford, N. C., masonry supplier; Strescon Industries, Silver Spring, Md., prestressed concrete & roof deck; Rose Bros. Co., Arlington, roofing; Associated Glass Co., Inc., Fairfax, windows, window walls & glazing; John H. Hampshire, Inc., Washington, D. C. acoustical; American Mosaic Co., Inc., ceramic tile; Fairfax Tile & Linoleum Co., Fairfax, resilient tile.

Also, American Furniture & Fixture Co., Inc., Richmond, millwork & bank fixtures; Allied Electric Co., Falls Church, lighting fixtures & electrical work; Calvert-Jones Co., Inc., Arlington, air conditioning, heating & ventilating; Fries, Beall & Sharp Co., Springfield, hardware and Diebold, Inc., Canton, Ohio, vault door, drive-in window & TV remote unit.

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## Hospital Addition

(from page 11)

renovation and reorganization of the present Nursery facilities.

Other features in the new wing will include pulmonary and inhalation therapy facilities, class rooms, and a Microfilm Department.

The structure is of reinforced concrete. Exterior walls are a warm-buff brick with exposed aggregate pre-cast concrete window and door units and trim to match the existing building; windows and doors are of aluminum.

Interior finishes are generally plaster walls on metal studs or masonry block with ceramic tile finish in all operating, kitchen, service and emergency areas, and painted surfaces above vinyl wainscot in other areas. Floors are composition terrazzo or vinyl tile. Ceilings are generally painted plaster or acoustic tile.

Norfolk General twice applied for Hill-Burton Funds for this addition but was unsuccessful. Because of the desperate need for expanded facilities, the Board of Norfolk General Hospital decided to build the addition without Federal assistance through a local campaign for necessary funds.

The General Contract was awarded to Doyle and Russell, Inc. for \$2,748,000.00. Equipment, furnishings and architects fee are expected to push the overall cost to \$3,800,000.00 dollars.

### Subcontractors and Suppliers

(Norfolk firms unless otherwise noted)

Doyle & Russell, Inc., general contractor & carpentry; Tidewater Steel Co., Inc., steel & steel roof deck; Roof Engineering Corp., roofing; Southern Block & Pipe Corp., stone work; Walker & Laberge Co., Inc., glazing; Shaw Paint & Wall Paper Co., Inc., painting; C. E. Thurston & Sons, Inc., insulation; Manson & Utley Inc., acoustical; Ferrell Lino-leum & Tile Co., Inc., ceramic tile; Grover L. White, Inc., resilient tile; Elliot & Co., Inc., millwork; Ocean Electric, electrical work; Harry M. Brown Co., plumbing, air conditioning, heating & ventilating; W. W. Moore & Sons, hydraulic elevator; Seaboard Paint & Supply Co., Inc., finishing hardware; Picker X-Ray Corp., X-Ray equipment; Taylor Freezer Sales Co., Inc., ice machines; W. Jennings Griggs Sales Corp., special stainless steel cabinets (Logan) & ceiling column units (Logan); Engineering Steel Equipment Co., steel lockers.

Others were: Welch Pile Driving Corp., Va. Beach, piling; Leo J. Martone & Assoc., Va. Beach, foundations & concrete; W. T. Stowe, Inc., Portsmouth, masonry; Roanoke Engineering Sales Co., Inc., Richmond, windows & steel doors & bucks; A. D. Stowe, Portsmouth, plaster; Ray Proof Corp., Norwalk, Conn., radiology protection & RF shielding; St. Charles Mfg. Co., St. Charles, Ill., case-work; Hugh R. Noel Co., Inc., Mechanicsville, pneumatic tube system; Modern School Equipment, Inc., Richmond, bulletin boards & chalkboards; Quality Venetian Blind Mfg. Co., Newport News, venetian blinds; R. G. Wright Co., Inc., Buffalo, N. Y., glassware washers & dryers; Market Forge Co., Everett, Mass., surgical scrub sinks; American Sterilizer Co., Erie, Pa., bed pan sanitizers; Modern Lightning Protection Co., Raleigh, N. C., lightning protection.

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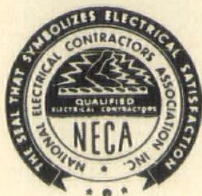
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## Larchmont Library Branch

(from page 25)

building. A special feature is the provision of a ramp to a side door, so as to allow access to the building by the handicapped. Wrought iron railings, brick pavers, molded brick sills, and water table complete the exterior of the structure.

Construction cost of the Library, including the extensive piling required, came to approximately \$212,500, or slightly less than thirty dollars a square foot.

### Subcontractors & Suppliers

W. B. Meredith, II, Inc., of Norfolk was general contractor. Other Norfolk firms were: Southern Materials Company, Inc., concrete; Snow, Jr. & King, Inc., masonry; Norfolk Iron & Wire Works, Inc., steel; Coastal Prestress, Inc., pre-stressed concrete; Eastern Roofing Corp., roofing; Ajax Co., Inc., stone work; R. F. Trant Distributing Corp., windows & glazing; E. Caligari & Son, Inc., painting; John Brothers, insulation & plaster; Jayen Tile Corp., ceramic tile; Grover L. White, Inc., resilient tile; Leo T. Zoby, Jr., Inc., plumbing, air conditioning & heating and Seaboard Paint & Supply Co., Inc., hardware.

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## Identical Schools (from page 33)

A special feature of the design concept provides total separation of the younger children from the older students. Grades one, two and three are on one side of the building, while grades four, five and six are on the opposite side, so there is no intermingling of the two age groups in corridors or at exits to the playground areas.

Another area provides complete separation for specialized classes.

School authorities believe this separation of the age groups helps to promote a better environment for the respective ages, as well as eliminating certain problems which existed where the groups were forced to use common corridors and entrance and exit facilities.

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Also, J. S. Archer, slat enclosure, flag pole & audio wall; John J. Bagley, metal door frames; Oliva & Lazzari, Inc., tile, marble & terrazzo; Allied Glass Corp., glass & glazing; E. S. Chappell & Son, Inc., caulking; John H. Hampshire, Inc., gypsum roof deck; C. B. Smith Co., vinyl tile & acoustical; Glidewell Bros., Inc., painting; Tom Jones Hardware Co., Inc., hardware; Harris Heating & Plumbing Co., Inc., mechanical; Rabe Electric Co., Inc., electrical; Acme Equipment Co., kitchen equipment. Wardrobes & Lockers by A. D. Whitney Co.

### Elizabeth Holladay School Subcontractors & Suppliers (All Richmond firms unless noted)

Robert M. Dunville & Bros., Inc., general contractor, concrete work, sheet metal, heating & cooling; Riner Construction Co., site clearing, excavation and grading the lot only (no fill in building); Scruggs & Thomas, masonry; Economy Cast Stone, cast stone; S & W Steel Co., Inc. & S & W Sales Co., Inc., structural steel; Republic Steel Corp., steel joists, clear span joists; Whitley, Inc., roofing.

Also, Ruffin & Payne, Inc., millwork; J. S. Archer Co., stainless steel slat enclosure & modern fold audio wall; John J. Bagley (representing Acme Door Frame Co.) metal door frames; The Staley Co., Inc., aluminum windows; The Hampshire Corp., Roanoke, gypsum roof deck, vinyl asbestos, acoustical tile; Glidewell Bros., Inc., painting; Tom Jones Hardware Co., Inc., finished hardware and Hungerford, Inc., plumbing.

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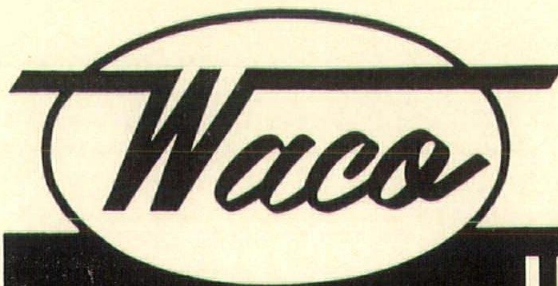
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## Colington Harbour

(Continued from page 41)

and wall dividers between rooms and corridors are of yellow-gold figured plastic. The open-riser staircase is made from thick fir. The lower floor areas are exposed masonry block and plaster painted, with sand plaster ceilings. Floors are colored concrete and carpet.

The building is conditioned by a central summer-winter system served through ducts. A central sound system is included for music and announcements.

### Subcontractors and Suppliers

(All Va. Beach firms unless noted)

S. C. Voliva, concrete, carpentry & waterproofing; N. D. Sorey, masonry; London Bridge Machine & Welding Co., Inc., steel; Kempsville Building Materials, Inc., paneling & millwork; Dunn Plastering Co., plaster; D. W. Alcorn Co., air conditioning & heating.

Others were: Colony Developers, Kill Devil Hills, N. C., general contractor; Ayers Insulating & Supply Co., Norfolk, insulation; N. R. Smith, Kill Devil Hills, N. C., electrical work; Troy Beasley, Kill Devil Hills, N. C., plumbing fixtures & plumbing.

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## Fire Station #5

(Continued from page 42)

additional measure of privacy for each of the men in the fire companies. Also, it is conjectured, this will prevent the spread of colds and flu viruses. The dormitory is 30 x 34 feet with a lounge measuring 17 x 12 feet.

The new station is equipped with gasoline, gas, diesel, motor oil and water supplies to provide for the present gasoline powered equipment and any future eventualities. Facilities also serve other city equipment, particularly police vehicles, which fuel at fire stations.

The exterior face brick was specially selected to blend into the neighborhood of older homes while holding forth for future development. It is set in a colored mortar. Vehicle and pedestrian doors are of all aluminum for ease of operation and maintenance.

Advanced features of the building include washroom facilities with lavatories set into Formica dressing tables containing two fluorescent lights for shaving at each station. Toilet and shower stalls are also of formica and each fireman has a built-in locker, there are 30 in all. Kitchen fixtures are of the heavy duty restaurant type with stainless steel sinks, ranges and hoods. Cabinets in the kitchen are Formica covered.

### Subcontractors and Suppliers

(Richmond firms unless otherwise noted)

Robert M. Dunville & Bros., Inc., general contractor, foundations, concrete, air conditioning, heating & ventilating; Southern Brick Contractors, Inc., masonry; Concrete Structures, Inc., prestressed concrete or lift slab; L. L. Caudle, roofing; Economy Cast Stone Co., stone work; Pittsburgh Plate Glass, glazing; Frick, Vass & Street, Inc., painting; F. Richard Wilton, Jr., Inc., plaster; John H. Hampshire, Inc., ceramic tile; Fendley Floor & Ceiling Co., resilient tile; Kitchen Kraft, Inc., millwork; J. S. Archer Co., steel doors & bucks; Ben Collier Electrical Contractor, Inc., electrical work; M. R. Ellis & Sons, plumbing; Guy Smith Hardware, Inc., hardware.

Others were: Hollins, Howard & Cochran, Inc., Rockville, excavating; Brown and Grist, Inc., Newport News, windows; and Circul-Air Corp., Detroit, Mich., hose dryers.

## Fire Station #13

(Continued from page 43)

for durability and ease of maintenance.

Space is provided within the building for No. 7 Engine Company, a Civil Defense heavy rescue truck with a boat and trailer, No. 5 Fire Truck and a hose wagon and engine from engine Company No. 13. Sleeping accommodations are available for 19 men and three officers.

### Subcontractors & Suppliers

(All Richmond firms)

James W. Sale, Jr., general contractor, excavating, foundations, concrete, carpentry & flagpole; A. R. Buffin, III, masonry & structural (glazed) tile; Holmes Steel Co., steel; J. B. Eurell Co., roof deck; N. W. Martin & Bros., roofing; The Ceco Corp., windows; Pittsburgh Plate Glass Co., glazing; W. W. Nash & Sons, Inc., painting; John G. Duggan, Inc., plaster; Manson & Utley, Inc., tile (resilient); R. A. Siewers, Inc., millwork.

Others were: J. S. Archer Co., steel doors & bucks & overhead door; Tate & Hill, Inc., lighting fixtures & electrical work; H. C. Gundlach Co., plumbing fixtures, plumbing, air conditioning, heating & ventilating; Pleasants Hardware, hardware and John G. Kolbe, Inc., kitchen equipment.

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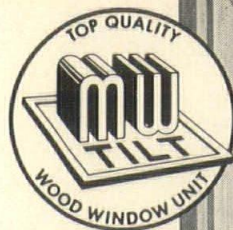
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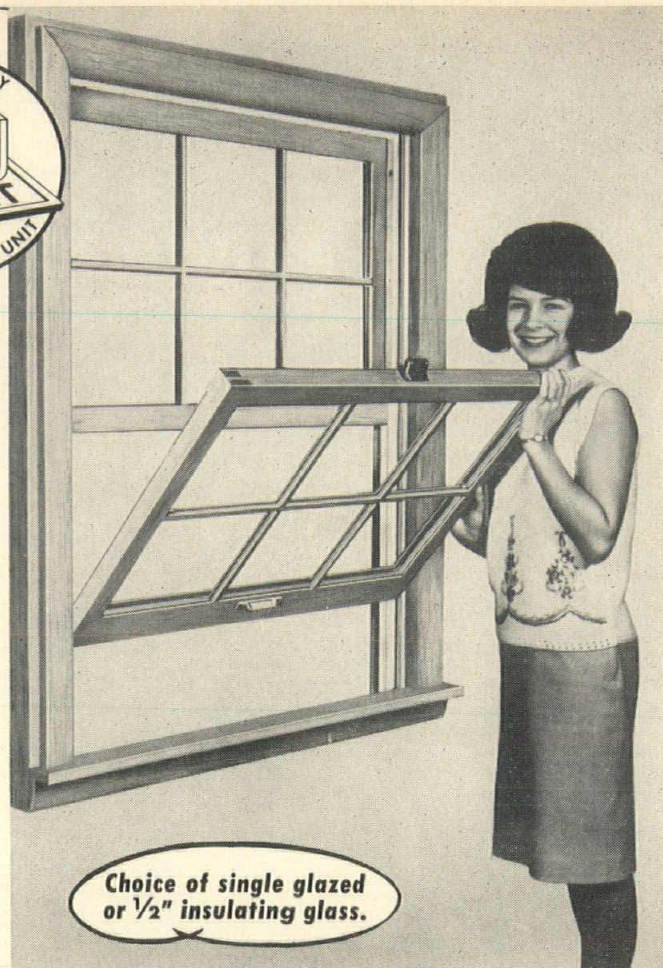
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## IN OUR MAILBAG

Mr. R. N. Anderson, Jr., A.I.A.  
Architectural Editor  
The Virginia Record

Dear Sir:

On page thirteen of the November, 1968 issue of Virginia Record, you show a rendering along with a nice article on the Craig County Elementary School.

In the list of subcontractors and suppliers Old Virginia Brick Company, Inc. was given credit for supplying the masonry.

We are pleased that we can inform you that the brick on this project were supplied by Webster Brick Company, Inc.

We have heard many compliments on the beauty of this brick work and would prefer that your many readers know the correct source of supply.

Inasmuch as you have printed a correction on page ninety-seven of the same issue regarding the same two brick companies, but in different order, we feel that "turn about is fair play."

Very truly yours,  
Robert E. Johnston  
Assistant Sales Manager  
Webster Brick Company, Inc.  
Roanoke

### And About December . . .

Mr. Earle A. Stillwell, President  
Tectonic Associates, Inc.

Dear Mr. Stillwell:

The recent edition of THE VIRGINIA RECORD carried an article on the 7th & Franklin Building, located in Richmond. The article stated that Tectonic Associates, Inc., was the architect.

Will you please advise by return mail if the contract for professional services was entered into by Tectonic Associates, Inc. and the owners, or you as a registered architect.

I am quite sure that you are aware of the fact that a corporation cannot legally practice a profession in this State. We have received several letters relative to the aforementioned article, and we would like to clear this point up as soon as possible.

Very truly yours,  
Turner N. Burton  
Director  
Va. Dept. of Professional  
& Occupational Registration

to tell the Virginia Story

...

Mr. Turner N. Burton, Director  
Department of Professional and Occupational Registration

Dear Mr. Burton:

This will acknowledge your letter of 12-30-68 with regard to the recent edition of the Virginia Record's article on the Seventh and Franklin Building in Richmond.

The statement in the article that Tectonic Associates, Inc. was the architect for the building is in error, your file will indicate that my registration in Virginia was approved by the board and your office on Febru-

ary 9, 1968. Further, it will indicate that I was the architectural associate of a firm known as Tectonic Associates which was an Association of Professional Independent Practitioner's Consisting of Architects, Engineers, and Planners. This association was formed to promote and furnish a complete planning service to potential clients. Any contract for architectural services in Virginia would be entered into in my name as a registered architect.

There was, however, a land development corporation organized and existing under the laws of the District

(Please turn the page)



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## Mailbag (Continued)

of Columbia under the name of Tectonic Associates, Inc., of which I was its president.

Your file should indicate that I am quite aware of the laws of the State of Virginia and the fact that a corporation cannot legally practice a profession in this state. I regret this erroneous publication and assure you that I had no contract with the owners for the particular building in question except as a registered architect.

By a copy of this letter, I am requesting the publishers of the Virginia Record to do whatever is necessary to correct it erroneous article. I did not release this article nor was I contacted with reference thereto by any member of the staff of the Virginia Record prior to its publication.

If I can assist you further in the clarification of this matter, please contact me.

Respectfully,  
Earle A. Stillwell, A.I.A.  
Washington, D.C.

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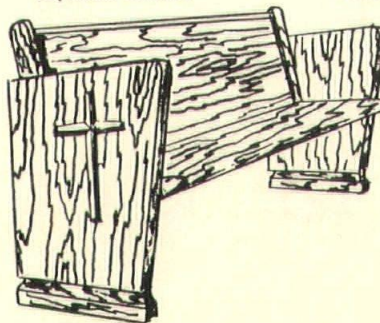
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# A HUNCH THAT LED TO THE DISCOVERY OF A LONG LOST RAILROAD CONTRACT

By

G. WATSON JAMES, JR.

**M**ORE THAN FORTY YEARS AGO I was serving as Assistant Engineer of Building Cost Data for the Chesapeake and Ohio Railway Company on Federal valuation.

Because of my training both as a Civil Engineer and a newspaper man, I was assigned to dig up data on structures many of them dating back before the War Between the States. The preparation of historical material on the road also fell within my province.

The railroad was built piecemeal beginning with the incorporation in 1836 of the Louisa Railroad, which was succeeded in 1850 by the Virginia Central Railroad. Later came the Blue Ridge Railroad Company as the line was headed to its dreamed of goal—the Ohio River.

Little by little the line crept westward and was in operation in 1861 to Jackson River (some ten miles west of what is now Clifton Forge). With the Civil War's outbreak further construction ceased. Meanwhile the state had charted the Covington and Ohio Railroad to build westward from Covington to the Ohio River and some work had been accomplished, both through the Allegheny Mountains and on the far western end, at the beginning of the North-South conflict.

At the close of the War, with Virginia dismembered, another state carved from her western territory, the railroad in shambles, and Virginia only owning that portion of the Covington and Ohio that lay in her new borders, the situation was desperate. Essentially the Covington and Ohio Railroad was distinctly a state undertaking. The states of Virginia and West Virginia appointed commissioners to revive the construction, but there was no money.

Thus the matter stood until two

famous men came upon the scene. They were General Williams Carter Wickham, with a brilliant Confederate Cavalry record behind him, and Collis P. Huntington who had bound the east and west with steel rails. General Wickham who had succeeded to the presidency of the war-ravaged railroad, appealed to Huntington for help. Out of this came an inspection of the properties and on November 16, 1869 a contract for the completion of the line was signed by the two men.

The years rolled onward to 1916 and the Federal valuation cost-to-date law. But where was that Wickham-Huntington contract so vital to the Valuation Department of the Chesapeake and Ohio Railway under the direction of James Pontz Nelson? He incidentally had received two engineering degrees from the hands of General Robert E. Lee, then president of Washington College (now Washington and Lee University).

It had to be found so it fell mainly to my lot to search unceasingly for it. It was not printed in the records of the Board of Public Works, to which all companies engaged in public works had to report yearly.

I was afforded access to the "stacks" of the old State Library and searched every volume in addition to following "leads," which alas never materialized. Still no contract was unearthed.

Then came the break—the "hunch." I was on my way through Capitol Square on a hot summer day enroute to the Library when I suddenly remembered a story my father, a veteran Virginia Editor had told me. Some junk dealer and bought a lot of papers, etc., that were stored in the attic of the State Capitol building and had already removed some of the material. Sensing that they might be valuable, state documents among them, my

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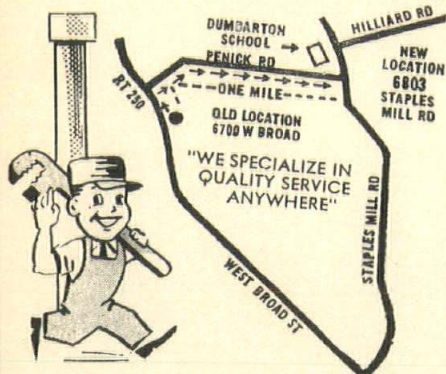


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father wrote an editorial condemning the sale—and the deal was off, and the material returned to the attic.

As the story flashed through my mind I turned on my heel. I made for the office of Colonel B. O. James, then Secretary of the Commonwealth, located in the historic old Capitol Building. I explained my mission, laying emphasis that I was following a "hunch" based upon father's story and possibly I might find what I had searched for so long.

Even today Colonel James' words are vivid in my memory, "If your Father said there were valuable papers stored up there, its bound to be the truth."

He handed me the keys to the attic. I made for the storeroom as fast as my legs would carry me. Once there I saw an array of wooden bins stuffed with papers which I searched feverishly. In one of them my eyes lighted on

a roll of thirty sheets of foolscap paper bound with red tape. It proved to be the long lost Wickham-Huntington contract written in longhand, and in addition engineering estimates on the building of the road, receipts for slave hire, amounts of material excavated and classified and other construction cost data that even today the modern engineer would marvel at, from the standpoint of engineering skill and accuracy.

I rushed to the nearest telephone and reported my "find" to my chief. Mr. Nelson, and then lit out for our headquarters in the uppermost reaches of the First and Merchants National Bank Building.

Here modesty draws a veil upon the enthusiastic reception and the words of commendation I received at the office. I had followed a wild "hunch" and it had paid off. The con-

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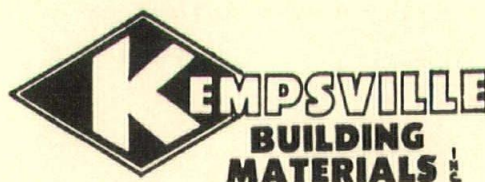
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tract was later made available to the railroad. The material I had discovered was in due time turned over to the State Corporation Commission which succeeded the functions of the Board of Public Works.

But no account of the important Wickham-Huntington contract can be completed without adding this incident which was later told to me when, as editor of the C & O Employees Magazine, I prepared an extensive historical edition on the growth of the C & O.

When Mr. Huntington was making his inspection of the properties with General Wickham they came to Trevillian Station which had been the scene of a sanguinary cavalry engagement on May 11, 1864 between the forces of General Phil Sheridan and General Wade Hampton, who de-

feated the Yankee raiders with heavy losses.

As these two men, Huntington and Wickham, stood on the site of the famous cavalry engagement at Trevillian Station and during the course of the conversation which ensued, General Wickham related his account of that notable fight and became so infused with the memory of it that on finishing was left in the middle of the track lost in a reverie not wishing to be disturbed by others of the party, including Mr. Huntington. Presently, Mr. Huntington returned coming up behind the redoubtable Confederate leader unnoticed, just as General Wickham, crushing his fist into the palm of his left hand with characteristic emphasis said: "My G..d didn't we give them h..ll." It is said that he and his party made the woods ring with prolonged laughter.

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# FOR THE RECORD

## CORRECTION

In our November 1968 issue, Pittsburgh Plate Glass was given credit for glazing work on Rhoads Hall—new VCU Dormitory. The glazing contractor was RICHMOND GLASS SHOP, INC., which is a Richmond distributor for Pittsburgh Plate Glass products.

## NAAMM Convention Scheduled

• William N. Wilson, Executive Secretary of the National Association of Architectural Metal Manufacturers (NAAMM), has released preliminary details of the Association's forthcoming 31st Annual Convention and 2nd Annual Trade Show. The convention and trade show will be held concurrently, May 4-7, 1969, at Mountain Shadows Hotel, Scottsdale, Arizona, following NAAMM's general program of rotating convention sites among the various geographical regions.

Wilson added that, due to space limitations at the hotel, trade show facilities would be limited to 26 booths instead of a larger number previously contemplated; hence he urged prospective exhibitors to contact the Association as soon as possible to ensure firm space commitments. The trade show is expected to attract substantial numbers of architects, engineers, specification writers, contractors, and fabricators, especially because of the construction rate in the fast-growing Phoenix area. Trade show visitors will be invited from a large part of the western region, and tentative plans are being formed for special programs of interest to visitors.

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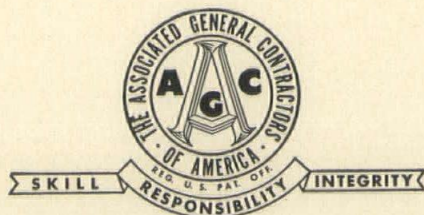
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## FOR THE RECORD

(Continued)

### Agency Appoints New Staff Members

• Lin Lockhart Advertising, Inc., announces the appointment of two new staff members. Chosen to head up the responsibilities of Account Executive will be Richard T. Robertson. Robertson will also handle the agency's Radio & TV work. He is a graduate of Virginia Commonwealth University with a B.S. degree in Advertising. Prior to joining the Lockhart Agency Robertson was associated with WRVA-TV as a member of the sales department. He has just returned from Seattle, Washington where he was a publishers representative. He plans to make his home in Richmond's fan district. His appointment will further strengthen the "Think Tank" concept inaugurated last year as the agency's new business promotion.

Named to head the Media Department will be Miss Esther Howell. Miss Howell, who will be Media Buyer, came to Lin Lockhart Advertising from Clinton E. Frank, Inc. Her responsibilities will cover all phases of Media buying and direction. Miss Howell also has experience in Radio-TV Production . . . while at Cargill, Wilson & Acrec she was Assistant to the Radio-TV Director. "Their appointments reflect the agency's rapid growth and coincide with the move to larger quarters at 615 E. Franklin Street," stated agency President, Linwood M. Lockhart, Lin Lockhart Advertising, Inc. was formerly located in the Ross Building at 8th and Main Streets.

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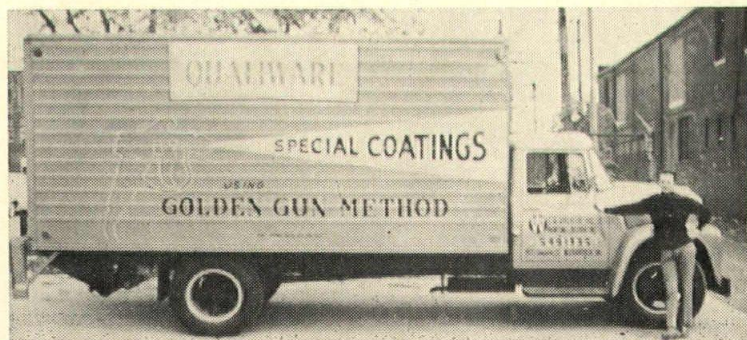
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## SMITH MOUNTAIN LAKE MASTER PLAN APPROVED

• A master plan for development of Smith Mountain Lake State Park has been given approval, announced Marvin M. Sutherland, director of Virginia's Department of Conservation and Economic Development. The board which governs the department adopted the plan at its December meeting in Williamsburg.

The plan, drawn up by the Roanoke consulting firm of Hayes, Seay, Mattern & Mattern, proposed facilities for recreation on three peninsulas of the 1,200-acre site that lies mostly in Bedford County. Three islands of Smith Mountain Lake—two of them in Franklin County — are included. Water frontage is about 10 miles.

The main facilities will be campsites, picnic areas, cottages, a lodge and motel complex, a swimming beach, a marina, a nature area, hiking and horse trails, play areas, and a passenger ferry, Sutherland said.

Details of the master plan were outlined by Ben H. Bolen, commissioner of the Division of Parks, a unit of the Conservation and Economic Development department.

Visitors will enter the park at a contact station, containing a nature interpretive center and amphitheater in addition to administrative offices. Nearby is a nature area where 10 miles of walking trails and 18 miles of horseback riding trails will be developed, according to the plan. The stables will be adjacent to State Route 626 which passes the park's eastern boundary.

Roads from the contact station will fan out to various facilities on the peninsulas. The northern peninsula will contain the marina, with 129 boat

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(from page 83)

slips and two launching ramps. A concession building will provide food, bait and fuel, and parking areas will be on both sides of a bay in which the marina will be protected from lake traffic.

On the opposite side of the northern peninsula, the swimming beach will lie about 2,000 feet along the shore. The location is in a cove affording safety from boats and water skiers, Bolen said. Two parking lots, on each side of the bathhouse, will provide more than a thousand automobile spaces.

The master plan proposes several picnic areas, with most of about 400 tables to be located on the central peninsula. Another picnic area will be near the beach and marina, and tables also will be placed on the islands. Play areas are to be situated close to the main picnic sites, as well as in camping areas.

The lodge will be at the tip of the central peninsula, with a 400-seat restaurant overlooking the lake. A 128-unit motel complex is planned nearby, and many of the units will have kitchens for visitors to cook their own meals.

Ferry service is proposed by the plan for water transportation between the lodge-motel area and the beach-marina area. It will also provide boat tours around the lake.

The southern peninsula is devoted mainly to campsites, and cottages. Trailer and tent camping areas will contain 140 developed sites, and three cottage clusters will total 63 units, according to the master plan.

A bridge will connect the southern and central peninsulas to give campers and cottage guests easy access to the lodge, the commissioner added.

Forty-one cabins for group camping are proposed in five areas on the central peninsula. The larger island, a half mile in length, is planned as a primitive camping area for groups such as Scouts. It will be connected by a causeway to a nearby smaller island but separated from the mainland.

Residences for park personnel and a service area will be placed on the other side of Route 626 from the main part of the park.

Electric lines will be underground, Bolen said, and roads and walks in recreational areas will be illuminated at night, with poles and lamps designed to maintain the park atmosphere. Deep wells will supply water for separate systems to serve the various park facilities. Sewers are proposed for the lodge-motel and marina-beach areas, and septic tanks and drain fields are planned for the campgrounds, picnic areas, and other developments.

Smith Mountain Lake, covering 20,000 acres with a 500-mile shoreline, was completed by Appalachian Power Company for hydroelectric generation in 1966. The state park is about five miles from the 227-foot-high concrete dam.

In December, 1967, the electric firm gave the state 422 acres of its land and water holdings on the park site, and the Division of Parks is buying almost 800 acres of the remaining property from other owners.

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## Two New Partners for Wiley & Wilson

• William M. Greenwood and L. Preston Wade have been named partners in the Lynchburg-based firm of Wiley & Wilson, consulting engineers and architects. Both had been associates of the firm.

In their new positions, Greenwood will be assistant director of project management and Wade will continue as head of the civil engineering department, while assuming the additional duties of assistant director of engineering.

Greenwood joined Wiley & Wilson at its Richmond office in 1962, and served as design engineer and project manager before becoming an associate in 1965. Prior to his W&W service, he was with E. I. du Pont de Nemours & Co., Inc. in Richmond.



L. P. WADE

A graduate of the University of Virginia, Greenwood is a member of the National Society of Professional Engineers, the American Society of Mechanical Engineers, the American Management Association, and the Virginia Society of Professional Engineers. He also is chairman of the Professional Engineers in Private Practice (a private practice section of the VSPE).

Wade came with Wiley & Wilson in 1958 as a design engineer in the Lynchburg office. He became an associate in 1964 and was made head of the civil engineering department last year.

Following graduation from Virginia Polytechnic Institute, he taught applied mechanics there for a year before service in the Air Force as an installations engineer. He is a member of the National and Virginia Societies of Professional Engineers, and a past president of both the Lynchburg Chapter, VSPE, and the Lynchburg Chapter of the VPI Alumni Association.

Both Greenwood and Wade reside in Lynchburg, are married, and each has three children.



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## Announcement of New Members of the National Architectural Accrediting Board:

• George E. Kassabaum, FAIA, President of the American Institute of Architects, has appointed

Harry E. Rodman, FAIA  
Professor at the School of Architecture  
Rensselaer Polytechnic Institute  
Troy, New York,

to the National Architectural Accrediting Board, effective December 1968, to fill a vacancy. The term ends at the Annual Meeting in 1970. Mr. Rodman is Secretary of the National Council of Architectural Registration Boards, and will serve as one of the two Council representatives on NAAB.

Mr. Kassabaum has appointed an eighth member,

David A. Crane, AIA  
1316 Arch Street  
Philadelphia, Pennsylvania,

for a term beginning December 1968 and ending at the Annual Meeting in 1970. Currently Mr. Crane's time is divided between a professional practice in Architecture/Urban Planning and Design, and teaching at the University of Pennsylvania where he is a professor at the Graduate School of Fine Arts. He represents the allied design professions on the Board.

With the appointments just made and the previously reported June appointment of a seventh member representing General Education—

Oakley J. Gordon (Ph.D. in Psychology)  
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the expanded eight-member Board begins 1969 able to increase its services and to benefit from the experience of educators in professions other than Architecture.

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NCARB	Arthur F. Sidells 2660 South Street, S. E. Warren, Ohio 44483	216 (area) 395-9535	1967-73
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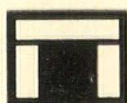
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## Membership Directory in January "Specifier"

• For the first time in its history The Construction Specifications Institute has published the Annual Member Directory as part of a regular issue of its monthly magazine, The Construction SPECIFIER. Also published as a supplement to the January issue is the CSI Section Format, a document that is another step in the refinement of the standardization of specifications. The first step in this program was the adoption of the CSI Format, a document that gained wide acceptance in the construction industry. The Member Directory portion of the issue contains a listing of all members of the Institute, alphabetically and by chapter, lists of the various honorees of the Institute, By-Laws, Certificate of Incorporation and other historical items.

Two of the four articles in the January issue are authored by Contributing Editors to the magazine. Russell W. Cornell, FSWA, authors "The Urban Renewal Caper."

Anne Clendenning, Professional Member of the Los Angeles Chapter and frequent contributor, provides the reader with a brief but thorough history of the Underwriters Laboratory.

George N. Lavenberg, another Professional Member of the Los Angeles Chapter and Managing Director of the Ceramic Tile Institute, is the author of the article "Self-Policing of Construction Trades—A Model Study."

The fourth in a series of 1968 Specifications Competition Award articles deals with Section 7C-Membrane Roofing. Richard Perrell, Professional Member of the Phoenix Chapter, CSI, and member of the Institute's Technical Program Committee, talks about this portion of his award winning specification and states that contrary to popular belief roofing is a problem in his area.

In addition to the regular features the Annual Subject Index can also be found in this issue. This is an alphabetical listing of all SPECIFIER articles from June 1967, through December 1968, according to general subject, Format Division and author (cross referenced). It also includes chronological listing of CSI publications published with the SPECIFIER.

The cover, depicting man and the building industry, symbolizes man's continual search through architecture for a greater environment.

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**Summer Campers Should Plan Ahead  
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• Persons wanting to reserve state park cabins this summer need to make plans now, according to the Virginia Division of Parks.

February 26 is the starting date for applications, and Virginia residents have first choices until March 11 when out-of-state applications will be processed, announced Ben H. Bolen, state parks commissioner.

"In fairness to all our citizens," Bolen said, "we will have to return any applications we receive before February 26."

Applications received through March 1 will be handled equally, he explained, and after then they will be processed on a first-come, first-served basis.

Reservations can be made only on official application forms, the commissioner pointed out. They are available from state park superintendents or the Division of Parks, 501 Southern States Building, 7th and Main Streets, Richmond, Virginia 23219.

This year's vacation cabin season runs from May 12 through September 29. Reservations are limited to one week but occupancy may be extended another week if cabins are available, Bolen said. Rentals begin and end on Mondays.

Located in eight state parks, the 150 cabins have showers and are equipped for cooking. They accommodate from two to six persons, with rates scaled to cabin sizes and number of occupants. Children under 10 are free if the bed and bedding are provided by the renter, the commissioner said, but they are charged as adults when cots and bed linens are supplied by the park.

State parks with cabins are Claytor Lake in Pulaski County, Douthat in Bath County, Fairy Stone in Patrick County, Hungry Mother in Smyth County, Prince Edward in Prince Ed-

ward County, Seashore in the City of Virginia Beach, Staunton River in Halifax County, and Westmoreland in Westmoreland County.

Concessions in Virginia's developed state parks and recreational areas will be operated from Memorial Day, May 30, through Labor Day, September 1. They include swimming beaches, boat rentals, and refreshment stores. Cabin occupants have free swimming privileges while the beaches, as well as the pool at Staunton River State Park, are open.

Also, restaurants are operated by concessionaires in five of the parks that have cabins. Riding horses and bridle trails are in four cabin-equipped parks, plus Pocahontas State Park near Richmond which has no vacation cabins.

State parks and recreational areas are open year-round for camping, picnicking, fishing, hiking, and nature observation, in addition to the seasonal activities, Bolen pointed out. However, the two newest state parks—Natural Tunnel in Scott County and Occoneechee in Mecklenburg County—do not yet have cabins, swimming facilities, or riding horses, and Natural Tunnel State Park also has no campgrounds at present.

At Douthat State Park, the lake and a portion of Wilson Creek will be open for the 1969 trout fishing season April 5. The pay-by-the-day plan, administered by the Virginia Commission of Game and Inland Fisheries, permits a daily limit of five trout. A trout license is not necessary, but a regular fishing license is required, according to the Commission.

Full information about all of Virginia's state parks and recreational areas is available from the Division of Parks office in Richmond, Bolen added.

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## The Virginia "Yankees"

(Continued from page 5)

progress had to be measured glacially, barely visible to the naked eye, but in the current era all indices show Virginia to be economically advancing across all fronts. We have clearly emerged from the "poor but proud" attitudes that characterized the post-Civil War decades. Statistically, in education Virginia does not hold an impressive position, especially in the county public schools, but in Governor Godwin's administration urgent attention had been given the state's needs in schools and colleges. In the first push, the emphasis at the college level seems to be upon quantity, which is perhaps inevitable, although individual institutions do at present boast some superior departments and the nucleus of superior departments exist for development when given the necessary priorities for quality. In any case, as in economy, Virginians have stirred out of their "Thank God for Mississippi" complacency and, under Governor Godwin, are comparing their educational system by national standards.

In our race relationships, we have not gained the approval of our moral superiors to the northward—although their righteous criticisms are seldom heard now that they have *The Problem* on their own streets—but I do not believe Virginians, as a people, have shown the unrelenting purpose to keep

the Negro down, which is shown in "the real South," nor have they, as a people, demonstrated that redneck hostility both to colored people and to the missionaries from the North. I think that undoubtedly on many levels the relationship between the two races is showing the strains of rapid change, and there is a good deal of unspoken resentment; at the same time, what is currently most significant about Virginia is that the racial issue does not dominate the state's politics. During the administrations of Albertis Harrison and Mills Godwin, political attention has been toward constructive programs which assume change in the racial situation, with gains for the Negro.

Along with its total freedom from political demagoguery, Virginia is perhaps most differentiated by the low incidence of redneck attitudes. On the contrary, the state, like its politicians, has been characterized by conservatism, gentility and moderation. Within this moderation, Virginia has also demonstrated a flexibility in national politics which permitted its voters to abandon traditional Democratic loyalties when the people felt that the national Democratic nominees did not represent their political philosophy or interests. In other less tangible ways Virginia has also broken with many patterns of the past which states to the lower South retain in whole or in part. Perhaps all of Virginia's significant differences stem from the state's more

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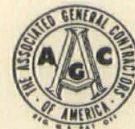


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flexible racial attitudes, by which Virginians are not obsessed by the presence of the Negroes in their midst.

In the absence of this racial obsession, and with the presence of general moderation, Virginia was never characterized by the violence of the lower Southern states, and this was true even in the bitter days after the Civil War when no cell of the Ku Klux Klan operated in the state. Maybe that's when the states of the Lower South first began to feel that we were not one of them: certainly our moderates, who assumed control of local affairs, ended Reconstruction here more quickly and with less dislocation than in those states where rednecks gave Reconstruction officials reasons, or excuses, for continuing their harsh measures.

Yet, with all these differences, and countless others, Virginia politically and in some of the state's fundamental attitudes did subscribe to the patterns of what has been—somewhat in accurately—called "The Old South." Much of our political thinking had been formed of the same post-Civil War conditioning, and many of our fundamental attitudes had been formed of the same pre-Civil War defensiveness. But even during this sharing of the patterns of the Old South, Virginians were excluded from the fellowship of "the real South."

Maybe, as our Memphis commentators observed, Virginia gave the impression of a self-sufficiency and there were already present those attitudes which today have become more manifest. There was certainly less of the provincial which caused the inhabitants of the states of the Lower South to revolve continually about themselves. Virginia was financially and culturally in communication with the East; its sons and daughters went to

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colleges in the East, and families took vacations in New England. While possessing a strong regional consciousness, a typically Southern sense of place-identity, Virginians did not actually revolve around other Southern states. The sum of all this might well come down to that "state of mind" which Virginia is said to be. Possibly the states which rejected us from their region were more aware of this Virginia as a state of mind than were Virginians themselves.

Whatever the elements involved in Virginia's exclusion from the states of the Lower South, it might be well at this time to adjust our mental attitudes to the national standards on which Governor Godwin has placed Virginia. While patterns of our thought, habits and values, will doubtless retain beyond the foreseeable future "Southern" coloration — however much the new states in the South reject us as "Yankees"—we have become an urban people, part of a national urban civilization, and, if we accept the full implications of this change from the race-oriented, agrarian past, Virginia might even in time address itself to the problem of saving its cities. Certainly the more we compare ourselves with the nation and the less with the Delta (with which we've never actually had much in common), the sooner the problems of the cities will take their proper precedence.

*Clifford Dawley*

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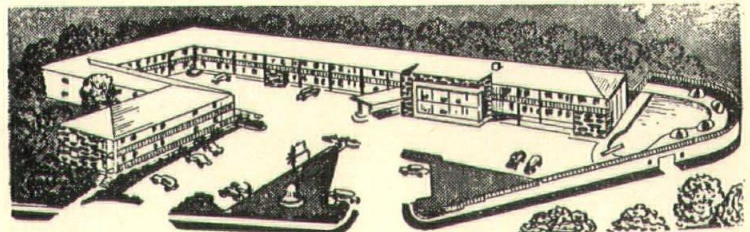
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