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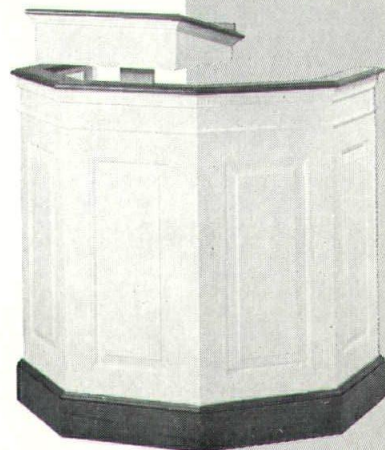
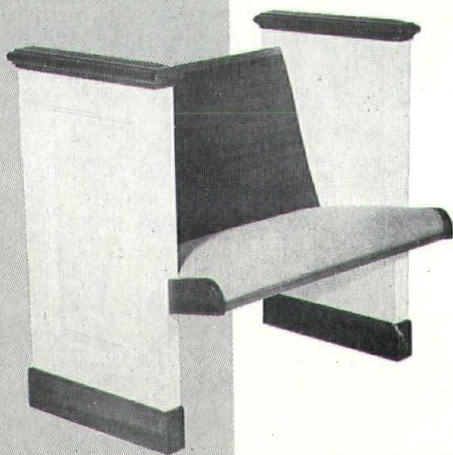
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DECEMBER 1969

Recipe For a Merry Christmas

ON THE BASIS that the most thoughtful Christmas present that one could give would be of something he wanted for himself, I would like to wish one and all a brief surcease from news analysis about all aspects of the political involvement in the nation's problems. I would wish for a "cease firing" order on all speculative editorial analyses of Nixon's acts and non-acts, his postures and attitudes, in relation to Viet Nam and Asia, to inflation and poverty, to civil rights and employment, to college dissidents and urban blight, or to anything else.

I would wish a moratorium on columnists' judgments about what trends are indicated by his actions or non-actions, words said or unsaid, about future Republican alignments vis-à-vis future Democratic alignments, about drifts to be evidenced in 1972 and, in brief, about all speculations that torture the same old old. It is well to be informed, but these interminable analyses have made problems into tedious subjects; repetition, from slightly different angles, has dulled the senses, and one responds, not with the sense of urgency which the problems demand, but with ennui. Enough has become too much.

When President Harding died, I was a teen-ager home for the summer, and a friend and I were being entertained in the hotel room of an actor playing in one of the summer stock companies at the old Lyric, where one saw "live drama" before the days of radio and television. I don't recall how the news reached us, most probably by an "Extra." This actor was an older man and he remembered the death of McKinley, and for a while we talked of the death of presidents. The passing of Harding, as the President of the United States, seemed remote from our lives and made no personal impression. Later, when I was much older, I read of the passage of Harding's funeral train across the country, but of my own knowledge I do not remember any expressions of grief from persons in my parents' generation, nor any concerned discussions. The Republicans (as was then said) "had the country," and the government would go on running the way it was no matter who occupied the White House.

The point of this recollection is that the President was not then viewed as the one man who was responsible for either saving or destroying the country, to be continually dissected in public, and about whose standing the public's opinion would be consulted daily. "Politics" was the chief subject matter of Will Rogers' jokes. He recalled that when he was a child he used to read out loud the reported goings-on in Congress and he would convulse his elders; when he grew older he understood what they were laughing at, and found ready-made the material to make him a rich comedian. Most of us, I would say, were too indifferent to national politics even to find them funny: they had no more to do with our lives than who was president.

When I was twenty-one I went to work as a reporter on the *News Leader* and four of us—Virginius Dabney, Roy Flannagan, and Bill Ellyson—divided between us the review books which were distributed among us by Dr. Freeman and appeared as a daily book-review six days a week. Roy was covering state politics, and, as Senator Byrd was elected governor in that (Continued on page 49)

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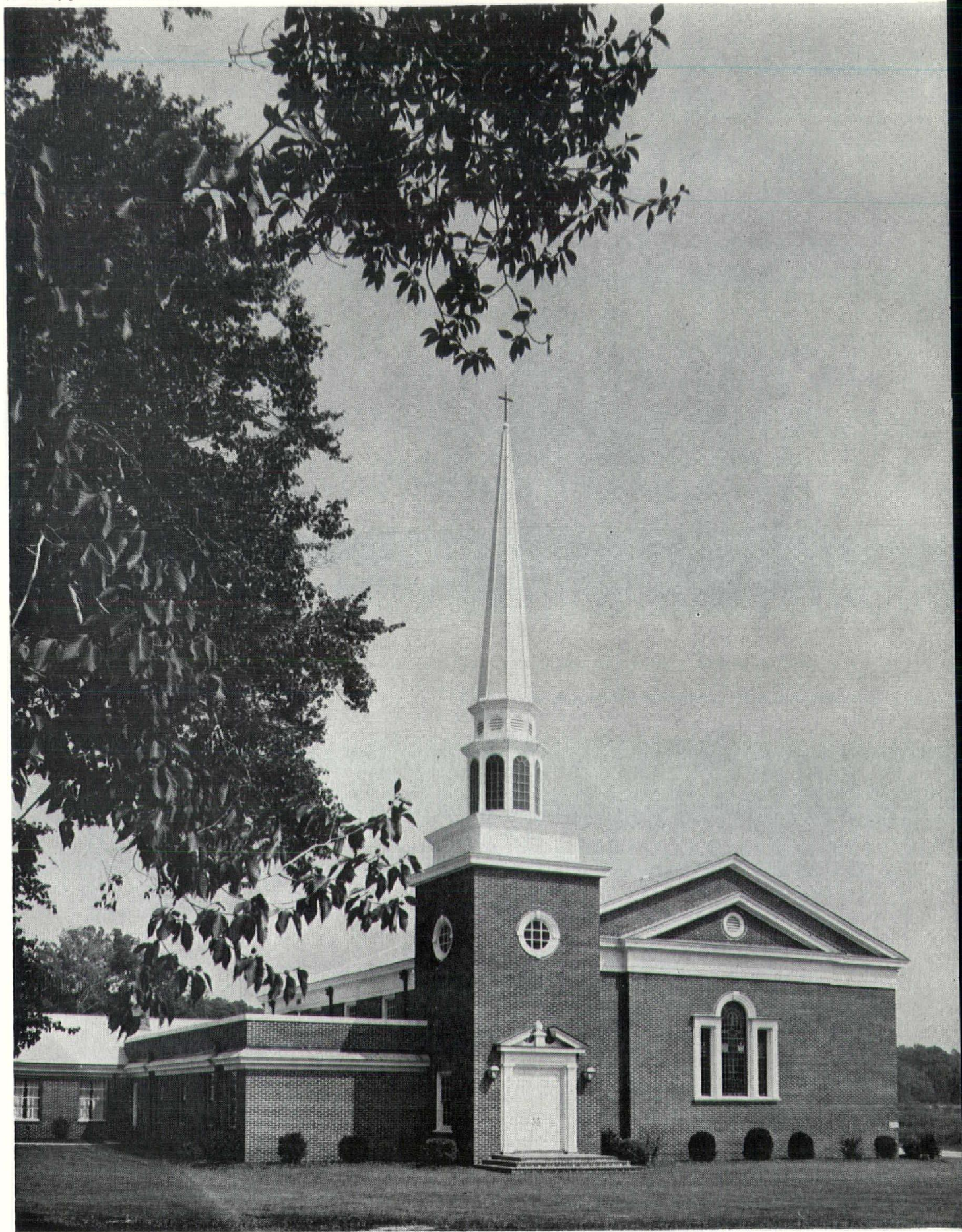
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ON OUR COVER: The new building for Pace Memorial United Methodist Church, designed by Charles Shiflett, AIA. Story on page 10 of this issue.



YORKMINSTER PRESBYTERIAN CHURCH

GRAFTON

BROOKS & WOMACK—Architects

IVINS CONSTRUCTION COMPANY—General Contractor

ON SUNDAY May 11, 1969 the new Sanctuary and Church School wing of The Yorkminster Presbyterian Church was dedicated. This completed the third stage of a building program that began back in 1957.

Because of its close proximity to the Colonial town of Yorktown, the Georgian design was adopted during the planning of the first stage Fellowship Hall and Church School, thus dictating the design for the following two stages. The Sanctuary wing now completes this Georgian Style complex.

The interior of the Sanctuary, which seats 452, reflects the present day

trends of the Presbyterian Church toward the revival of worship forms of the Reformed faith which the Presbyterians follow. The choir is located in the rear above the Narthex in a loft where the choir can reinforce the singing of the congregation. The carpeted center aisle focuses attention to the Communion Table, in the center of the Chancel platform, where its location with the Elders' seats behind, stresses the Reformed faith's centrality of the Sacrament of The Lord's Supper. On either side of the table is located the Pulpit for the preaching of the Word and the Font for the observ-

ance of the Sacrament of Baptism. Behind the Chancel, in a Palladian Window, is an Art Glass Design of Christian symbols with the predominate symbol The Celtic Cross.

Entrance to the Sanctuary is from the parking area, and is dominated by recessed and paneled Georgian designed doorways typical of the architecture in the area. In contrast to this, at the opposite end of the Sanctuary, the approach elevation from the highway is dominated by a steeple of fiberglass material. This steeple was hoisted by

(Continued on page 48)



Zion Union Baptist Church Charlottesville

GRIGG, WOOD & BROWNE
Architects

R. E. LEE & SON, INC.
General Contractor

THE Building Program for Zion Union Baptist Church was required by both an expanding congregation and the location of the then existing church which was in an area which was being developed by the Charlottesville Renewal Program.

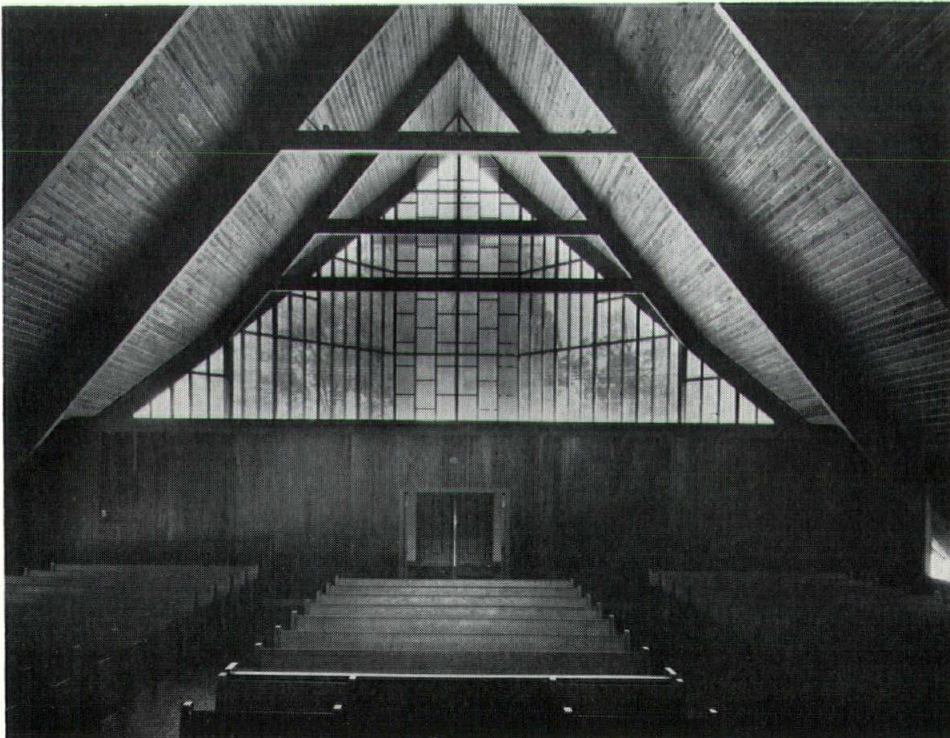
It was the owner's requirement that this building reflect the architecture of its time and the forward concept of leadership in the community which would be developed through its ministry. The architects, guided by the provision for future expansion also stated in the Program, chose the unusual shape to fit within the confines of the property and its zoning envelope. It was necessary to consider the most economical structural system and material which would allow for a 300 seat Sanctuary and create a space of sufficient volume for optimum acoustics. Through the use of prefabricated laminated wood arches and prefabricated wood decking the architects succeeded in eliminating excessive scaffolding costs.

The roof was essentially the only exterior finish and to overcome an inherent limitation in a straight "A" frame system (low head room at intersection of floor and side roof), a system of poured-in-place concrete buttress columns were used to receive the timber frame arches. These were located outside of the Sanctuary walls and windows were inserted at the junction of the floor and roof deck creating maximum head room at side aisles. This use of low windows at the floor enabled the architects to control the light intensity coming through side windows in the daytime and permitted a system of indirect lighting to be mounted on the outside under the overhang for additional night illumination of the main room.

The larger lower level room required thus appears to be within the building as defined by the roof and enables clear

(Continued on page 48)

— Photos by James M. McElroy —



R. E.

LEE

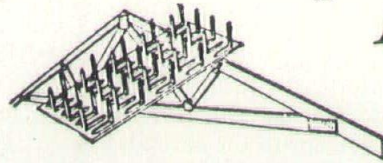
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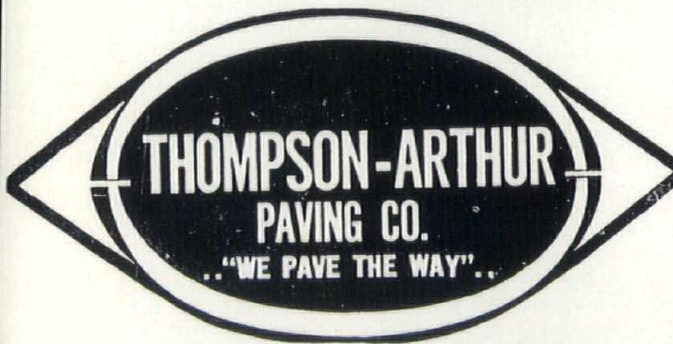
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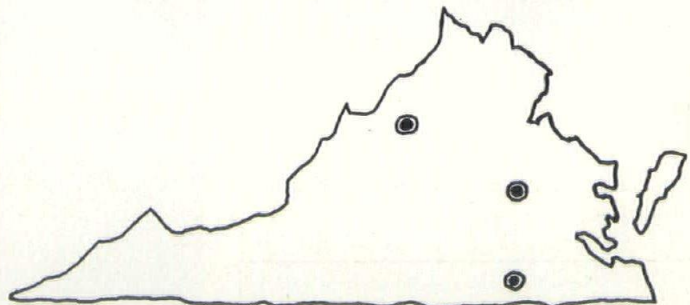
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COVER STORY:

RICHMOND'S

PACE MEMORIAL UNITED METHODIST CHURCH

CHARLES SHIFLETT, AIA
Architect

HARRIETTE F. WHITE
Interior Decorator

ALEXANDER BUILDING CONSTRUCTION, INC.
General Contractor

ON JULY 20, 1969, the new Pace Memorial United Methodist Church and its furnishings were dedicated by United Methodist Bishop Paul M. Herrick. Located at 700 West Franklin Street, adjacent to the campus of Virginia Commonwealth University, the new church replaces a ninety-year old Gothic edifice which was destroyed by fire, on December 11, 1966.

The new building, rebuilt on the same site, was designed by Charles Shiflett, AIA, and was built by Alexander Building Construction, Inc., both of Richmond. It features a hip roof of slate with six stained-glass dormer windows set into the exposed beam ceiling. The one-story church is of Old Virginia brick and seats two hundred thirty persons. The Narthex opens into hallways leading to the educational portion of the building. Folding walls divide the Fellowship Hall into three classrooms. The building also contains a kitchen, nursery, Pastor's study, coat room and choir room. Provision has been made for the addition of a second story on the rear portion of the building if the need arises in the future. A detached bell shelter with arched openings reminiscent of the former church supports a steel cross and a large brass bell.

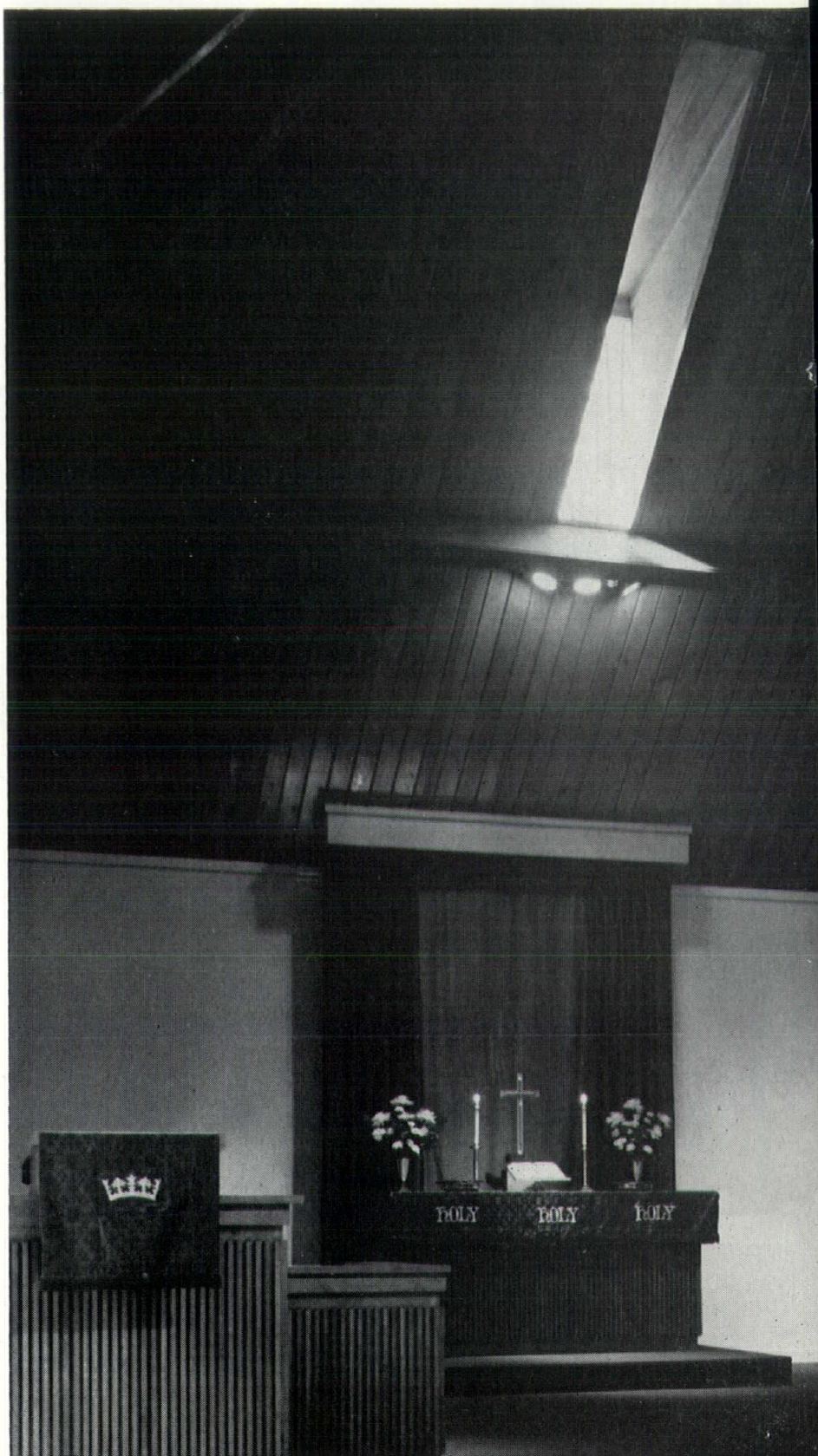
The Pastor, Reverend David B. Lewis, also serves as United Methodist Campus Minister for the Richmond area, working primarily at Virginia Commonwealth University.

The new facilities and furnishings, valued at \$165,000 will serve the academic community as well as the resident congregation.

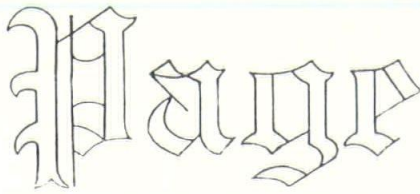
Subcontractors and Suppliers

(All Richmond Firms unless otherwise noted)

Alexander Building Construction, Inc., general contractor; Southern Brick Contractors, Inc., masonry; Cruickshanks Iron Works Co., structural & misc. steel; John R. Houck, Jr., steel joists & deck; R. Willison Roofing Co., roofing & sheet-metal; Economy Cast Stone Co., cast stone; The Staley Co., Inc., steel windows; General Tile & Marble Co., Inc., composition window stools; Old Dominion Stained Glass Co., Inc., stained & leaded glass; Allied Glass Corporation, glass & glazing; E. S. Chappell & Son, Inc., caulking & weatherstripping; Manson & Utley, Inc., acoustical ceiling & resilient flooring; Miller Mfg. Co., Inc., millwork & wood doors; Roanoke Engineering Sales Co., Inc., metal door frames & partitions; J. S. Archer Co., folding doors; Terminix Engineers, termite pretreatment; Reames & Moyer, Inc., mechanical work; Koppers Co., Inc., Pittsburgh, Pa., laminated arches & purlins; Warner Moore & Co., Inc., Norfolk, wood roof deck; Winebarger Corp., Lynchburg, pews; Hudson-Perkins Electric Co., Richmond, electrical work; Pleasants Hardware, Richmond, hardware.







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(Photo by James M. McElroy)

EUCLID CHRISTIAN CHURCH-LYNCHBURG

J. EVERETTE FAUBER, JR., AIA—Architect

WILLIAM T. ST. CLAIR
Consulting Structural Engineer

EARL R. SIMPSON, JR., P.E.
Consulting Mechanical & Electrical Engineer

C. W. HANCOCK & SONS, INC.
General Contractors

THE construction of Euclid Christian Church in Lynchburg has been programmed in three stages:

1. Religious Education Building — completed;
2. Church Sanctuary—completed;
3. Administrative Offices and Campanile Tower—in the near future.

The Master Plan was prepared in 1948 for a modern facility in the contemporary style, after which the first phase of the project was commenced.

Constructed of light buff handmade brick with cast stone trim, the sloping roof is covered with graduated slate. All gutters, downspouts and flashing are of 16 oz. sheet copper.

A feature of the exterior and the interior is the unusual clerestory fenestration in the Sanctuary. This creates not only an unusual effect in the mass of the exterior of the building with strong vertical accents, but results in a glorious composition and array of jewel-like stained glass when viewed from the Chancel on the inside.

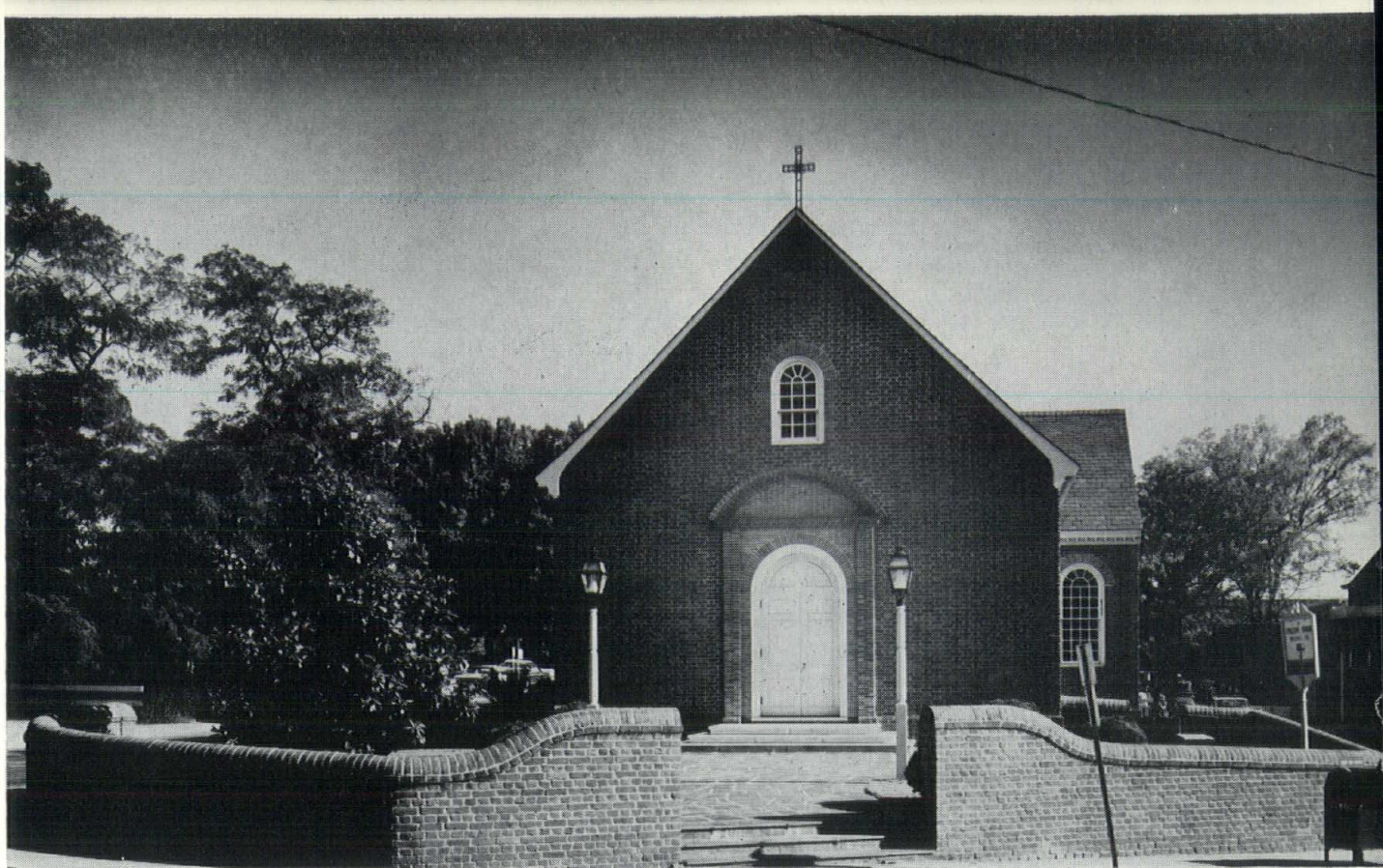
The interior wall finishes are all painted C.M.U. set in a rigid frame of reinforced concrete. The Nave is lofty and crowned with heavy functional wooden trusses supported on rubbed cylindrical concrete columns. This results in a totally contemporary design, yet is flavored with motifs recalling a medieval interior.

Shields of glass mosaic adorn the canopy over the Baptistry and the face of the rear balcony. A nimbus shape over the Baptistry carries a descending dove. The round shield on the balcony is the seal of the Ecumenical Movement in the Christian Church.

The choir is grouped on one side of the Chancel with the organ and pipe chamber above on the other. The feature of the Chancel is the font which has a canopy over it and is on the central axis. At the crossing on one side is the lectern and on the other the pulpit, both with accent screens behind. The floor of Nave and Chancel are covered with carpet.

Subcontractors and Suppliers (Lynchburg firms unless otherwise noted)

C. W. Hancock & Sons, Inc., general contractor; May Brothers, Inc., Forest, excavating; Lynchburg Ready-Mix Concrete Co., Inc., concrete; Leland E. Pribble, Madison Heights, masonry; Montague-Betts Co., Inc., reinforcing steel, iron work & handrails; Consumers Co. of Lynchburg, Inc., roofing; Economy Cast Stone Co., Richmond, cast stone work; Luther T. Cress Tile Co., Inc., window stools; Lynchburg Plate Glass Co., glass, glazing & aluminum work; J. D. Crance Co., painting; Paul E. Styles, acoustical & plaster; Manson & Utley, Inc., resilient tile; Taylor Brothers, Inc., millwork; H. T. Smith Electrical Co., electrical work; Moseley Brothers, Inc., plumbing; Va. Air Conditioning Co., Inc., air conditioning & heating; Bailey-Spencer Hardware Co., Inc., hardware; Lynchburg Seamless Floor Co., Torgino; Baer & Son Memorials, marble cornerstone; Wiedemann Industries, Inc., Muscatine, Iowa, baptistry; Pittsburgh Stained Glass Studios, Pittsburgh, Pa., stained glass windows; Winbarger Corp., church furnishings.



(Photos by James M. McElroy)

NEW SANCTUARY-TRINITY EPISCOPAL CHURCH

South Boston

J. EVERETTE FAUBER, JR., AIA
Architects & Interiors

EARL R. SIMPSON, JR., P.E.
Consulting Mechanical & Electrical Engineer

HALIFAX CONTRACTORS & BUILDERS, INC.
General Contractor

LOCATED in the center of downtown South Boston is the new Sanctuary for Trinity Episcopal Church.

Requirements were for a small Parish Church to seat 150 to 160 communicants. The site was quite restricted, even for this size parish.

The design, exterior and interior, was much influenced by the small cross-roads Anglican Churches which were built in the mid-eighteenth century in Tidewater.

The church is a modified basilica with subdued transepts, resulting in a Roman Cross in plan. It has a balcony in the Narthex end which supports a fine exposed pipe organ with console and

choir in one of the transepts. Ceiling is a barrel-vaulted affair. A paneled reredos in the Chancel end carries the Apostles Creed in gold leaf on a mat black panel. The communion rail extends into the Nave, under the crossing and envelops a lectern, a large Queen Anne Communion table, an elevated "wine-glass" pulpit and two *prie-dieux*.

Plaster walls and vaulted ceiling are an off-white, the wood trim and paneled wainscot are a medium russet buff with walnut trim. Floor of both Chancel and Nave are Buckingham slate.

Exterior walls have oversize hand-made brick, laid in Flemish Bond and

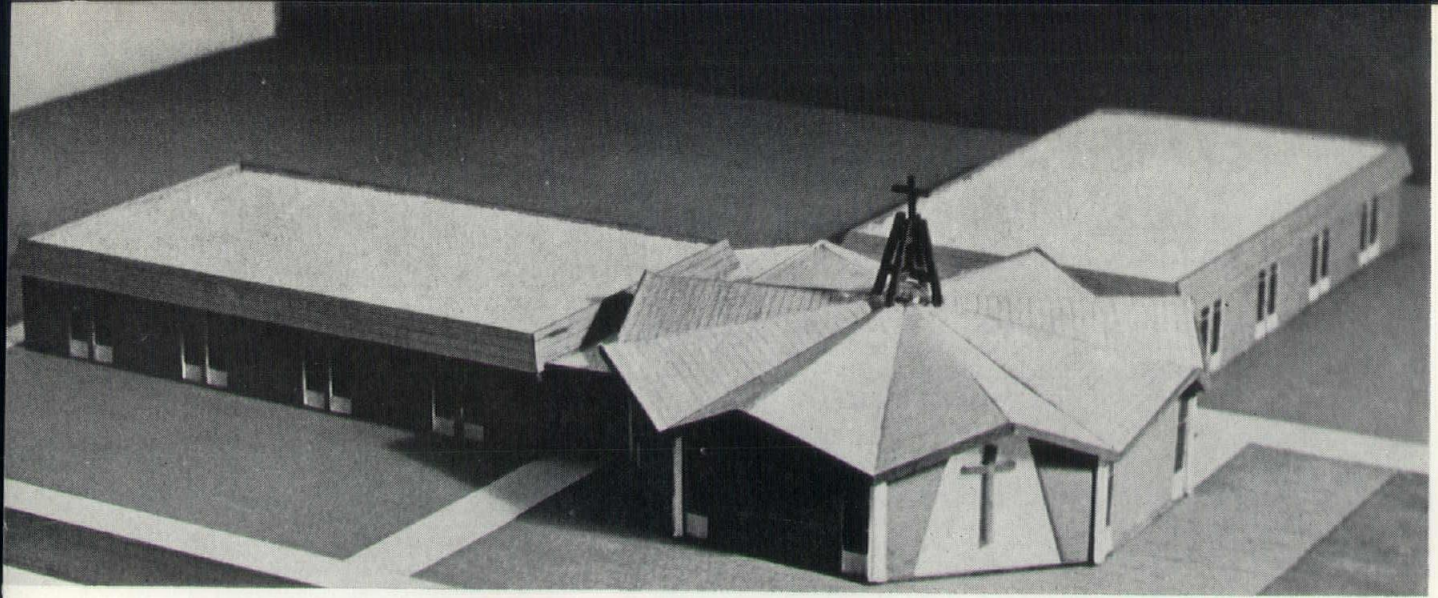
lighter rubbed brick arches over windows and rubbed and molded brick doorways at main front and at the transept entrance on the side street. Steep sloped roof with flair at eaves is covered with graduated slate and a brick wall with molded coping surrounds the small front yard. Platforms and molded steps at the entrances are cast stone, to imitate Bristol stone.

Windows have clear glass, which was typical of the early prototype churches which inspired this design.

This church is fully air conditioned with year-round temperature and humidity control.

Subcontractors and Suppliers

Halifax Contractors & Builders, Inc., South Boston, general contractor, excavating, foundations, concrete, structural wood, carpentry, glazing & weatherstripping; Kelly W. Carver, Roxboro, N. C., masonry; Howell Steel Service, Inc., Weldon, N. C., structural steel, miscellaneous iron & steel roof deck; Gupton Sheet Metal, Inc., South Boston, roofing & waterproofing; C. M. Worsham, Madison Heights, marble, stone, slate flooring; Danville Lumber & Mfg. Co., Danville, windows, paneling & millwork; W. R. Snead, South Boston, painting; W. Morton Northern, Richmond, acoustical & resilient tile; Emerson Parham, Danville, plaster; Luther T. Cress Tile Co., Inc., Lynchburg, ceramic tile; A. E. Allen, Inc., Richmond, lighting fixtures; Clarke Electric Co., Inc. Danville, electrical work; Southern Air, Inc., Lynchburg, plumbing fixtures, plumbing, air conditioning, heating, & ventilating; Bailey-Spencer Hardware Co., Inc., Lynchburg, hardware; Grant E. Key, Inc., Lynchburg, kitchen equipment; Winebarger Corp., Lynchburg, pews & chancel furnishings; Moser Furniture Co., Lynchburg, pews & chancel furnishings; The Wicks Organ Co., Highland, Illinois, organ.



BLACKSBURG CHRISTIAN CHURCH

ROBERT L. MILLS, AIA—Architect

THOMAS A. HANSON & ASSOC.
Structural Engineer

OLIVER P. STRAWN, P.E.
Mechanical Engineer

BOONE & WALSH, INC.
General Contractor

A HEXAGON shaped Fellowship Hall to serve as temporary Nave space is the dominating feature of the first phase of this church.

The Fellowship Hall will have exposed brick walls with concrete piers at the eight corners. A wood radial folded plate roof with asphalt shingles on the

top and acoustical plaster below will be separated from the brick cavity walls by a band of translucent glass. The Fellowship Hall will seat 200 for worship services.

Two classroom wings are adjacent to the Fellowship Hall. These will be used for the education program of the

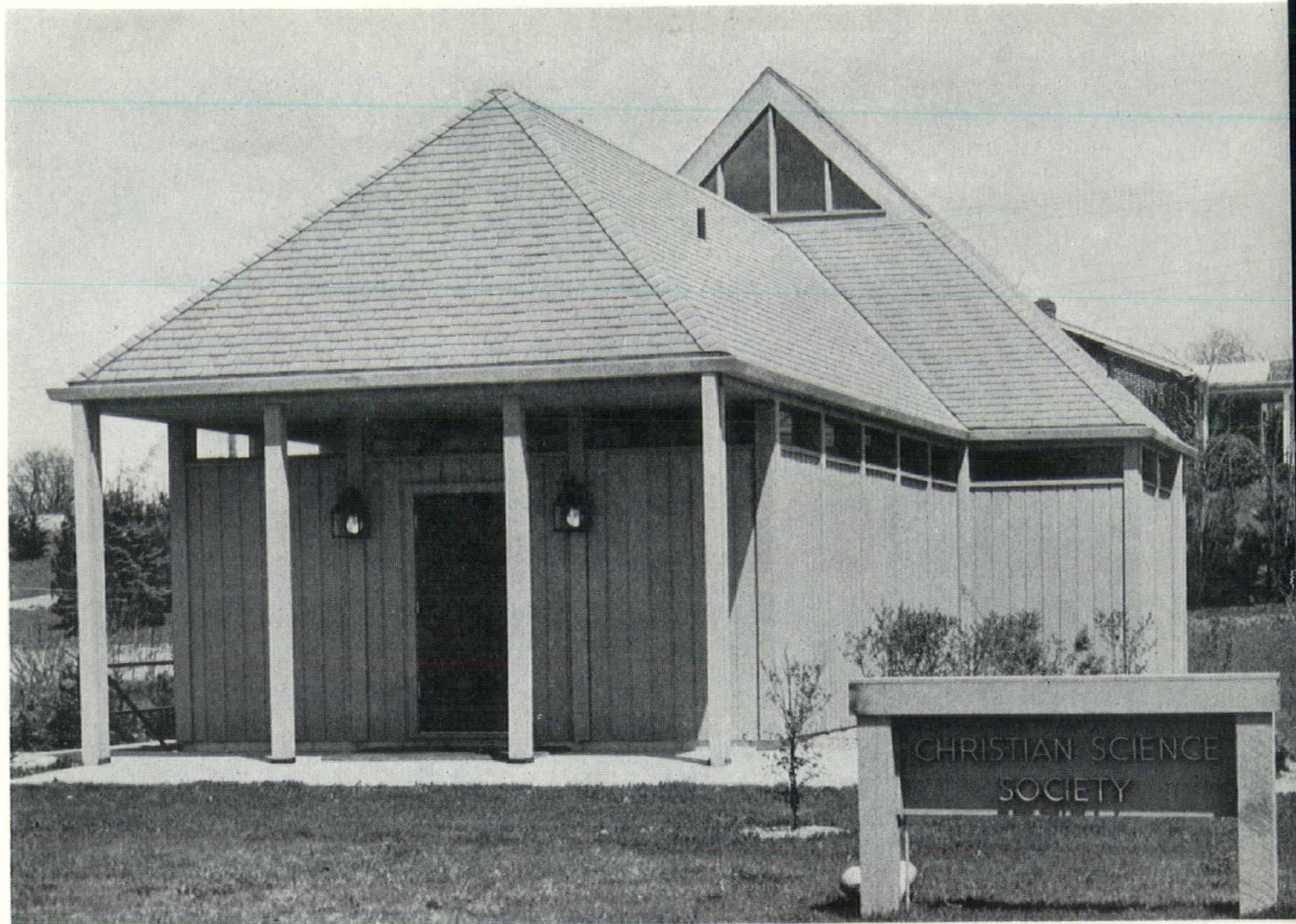
church along with office and pastor's study.

Future additions will include an additional education unit and a sanctuary. These future units will form a courtyard which will allow all facilities to open into this area for outside activities.

Subcontractors and Suppliers

Boone & Walsh, Inc., Radford, general contractor; Concrete Products Co., Inc., Christiansburg, concrete; Webster Brick Co., Roanoke, masonry; Valley Steel Corp. Salem, steel; Leonard Smith Sheet Metal & Roofing, Salem, roofing; Roanoke Engineering Sales Co., Inc., Roanoke, windows, weatherstripping & steel doors & bucks; Timber Truss Co., Inc., Roanoke, structural wood trusses; Pittsburgh Plate Glass Co., Roanoke, glazing; Kirby Phillips, Radford, painting; John H. Hampshire, Inc., Roanoke, acoustical; Argabrite & Hunt, Roanoke, plaster; Nolen Products, Inc., Knoxville, Tenn., millwork; Engleby Electric Co., Inc., Roanoke, electrical work; Harris Mechanical Contractors, Radford, plumbing; Graves-Humphreys, Inc., Roanoke, hardware. Excavating was done by the owners.

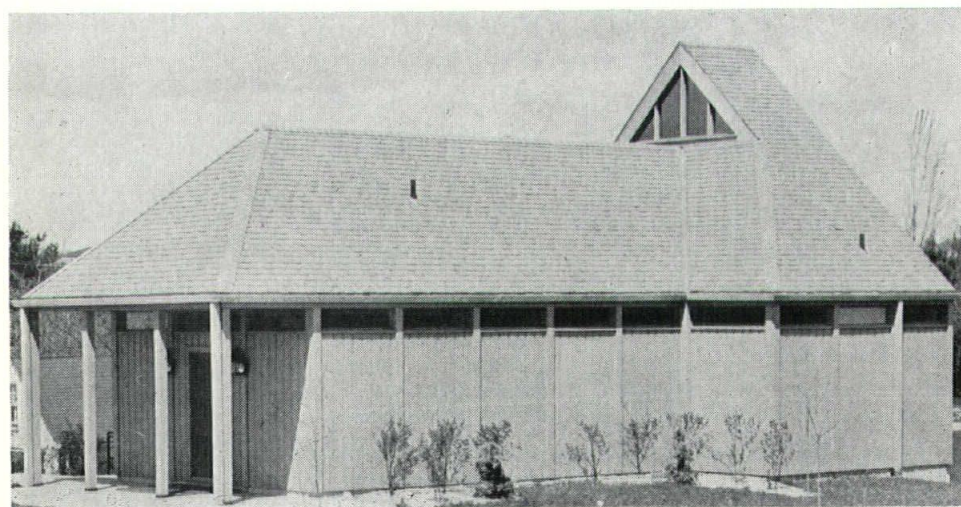




CHRISTIAN SCIENCE SOCIETY BLACKSBURG

ROBERT L. MILLS, AIA
Architect

CUPP CONSTRUCTION COMPANY—General Contractor



BECAUSE the campus YMCA at VPI was being renovated and the chapel was being turned over to other uses, the Christian Science Society at Blacksburg had to begin consideration for another place to hold their meetings. After a great deal of deliberation, it was decided not to try to renovate an existing residence but to seek out property suitable for the construction of a church. The architects were asked to help the small congregation in selection of the site.

The site had to be large enough for expansion of the church at a later date as the growth pattern of the congregation required.

A site was selected which would accommodate not only the First Phase of the Program but the Ultimate Phase and adequate parking required by the existing ordinance. The program required that all of the facilities found in larger churches of this denomination be available in the First Phase and that the ultimate expansion would not require extensive renovation.

The present structure contains all of the requirements and is a complete church. The seating capacity of the auditorium is 42. The furniture has been so designed that it can be moved into the expanded building when required. The clerestory windows give a feeling of openness to the small room, and the large glazed "sail" allows a flood of light to reflect off the sloped rear wall behind the platform, giving a feeling of height.

The present seating arrangement utilizes upholstered folding chairs and they are arranged in the space which will ultimately be used as the foyer or narthex. Chairs are by Norquist Products, Inc. The lower Sunday School room will expand in the same manner as the upper auditorium with pre-designed knock-out panels and structural steel already in place. The entire church is electrically heated, adding to the flexibility for future expansion.

All floor area is carpeted, with a burnt orange textured carpet in the auditorium and off-white interior walls. The furniture, hymn board, planter boxes, and reader's desk were all designed by the architects in order that the design concept be carried throughout. The exterior of the building is rough sawn, shiplap boards. All exterior trim, glass frame are redwood.

The small Japanese garden was designed by William M. Bennett, and other plant material and layout was as specified by the architects.

The general contractor was Cupp Construction Company (William B. Cupp).

Some technical facts of the building are: Total Square Feet—972; Cubic Feet—23,328; Cost—\$23,828.00—Does not include Chairs, Organ or Landscaping; Cost/Cubic Foot—\$1.58.

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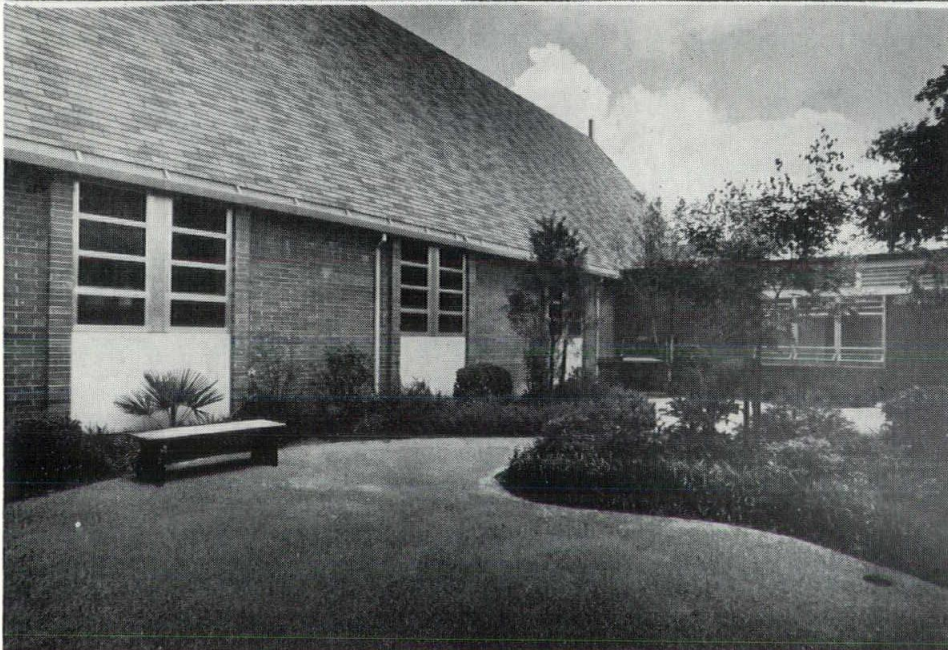
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Church of t

McGAUGHY-MARS

L. J. HOY



THE design of this religious complex was developed in a series of intensive conferences with the rector and the building committee and reflects the unusual ability of Rev. Frank I. Rose, Jr. to communicate his desires for an unusual altar and other elements that provide an inspirational and reverent atmosphere and the hard-headed business-man approach of Charles H. Spence, Chairman of the Planning Committee, and Roy L. Burton, Jr., Chairman of the Building Committee in seeking an attractive design that was functional, serviceable and economical.

Initial construction consisting of major elements of the parish house began in 1958. Facilities included Wing "B" with classrooms for adults, the rector's study and church offices; Wing "C" with a small chapel seating 70, a sacristy, a social hall with a large fireplace and kitchen, Boy Scout room, toilets, miscellaneous service spaces and the mechanical room; Wing "D" with classrooms for children.

The second phase of construction consisting of Wing "A" and related elements was begun in 1964. Facilities included the sanctuary, a large sacristy, connecting corridors, service spaces, the mechanical room and an enclosed courtyard with rustic altar and landscaping.

A future classroom wing and free-standing steeple are planned but are not as yet under construction.

A feature of the master plan was the arrangement for best use of the irregular waterfront site. A picnic area with outdoor fireplaces is located under large trees between the parish house and an estuary of the Lafayette River. Future piers for boats are contemplated when the adjacent part of the estuary is dredged. A large paved parking area is conveniently located adjacent to the sanctuary, the parish house and the picnic area.

The focal point in the sanctuary is a large white marble altar on a raised podium. Behind the altar is a large natural finished wooden cross. These are highlighted by natural light from hidden cathedral glass windows in the pulpit area in the day and by concealed spotlights at night. The altar and cross are framed by tall, laminated wood arches and wood roof deck. The choir loft and pipe organ are located on a balcony at the rear of the sanctuary. All lighting is concealed with the in-

ension

MILLAN—Architects

Contractor

ensity controlled by dimmers. Spotlights can be used for selective lighting of the pulpit and lectern. Pews are of light oak and harmonize with the natural finish of other wood surfaces. The aisles and altar area are completed.

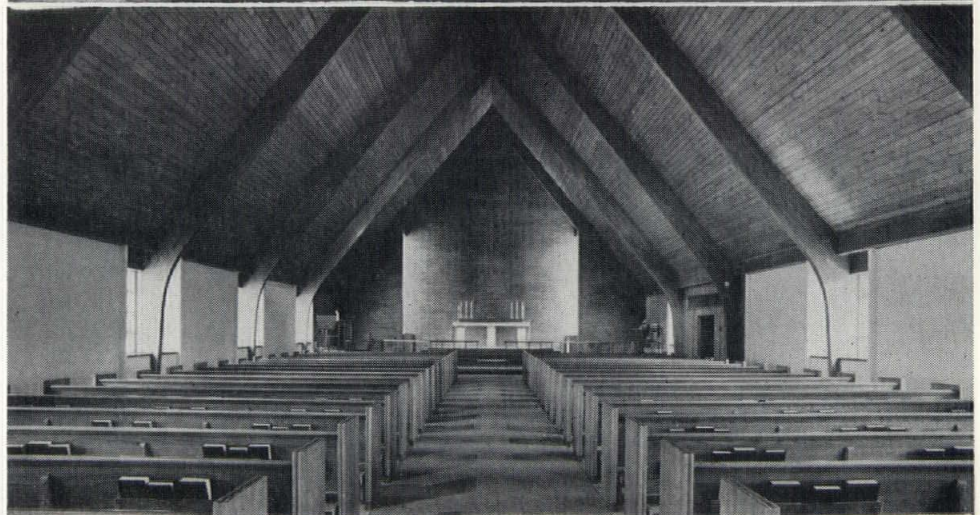
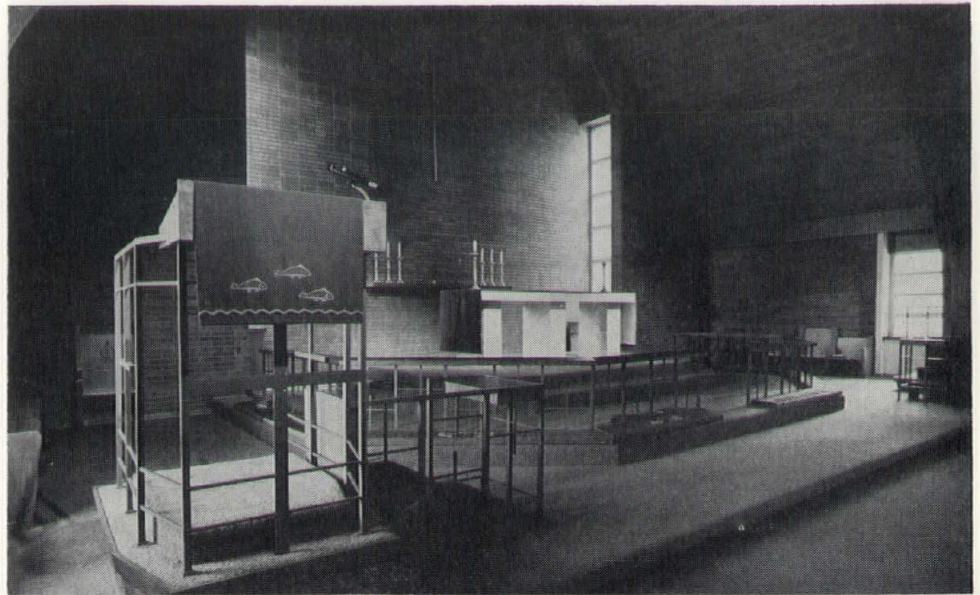
A small oak altar from the original church is the focal point in the chapel. Natural light from a skylight recessed in the ceiling over the altar area provides a reverent atmosphere that is both startling and awe-inspiring to most on their first visit to the chapel. The altar area including the pulpit and lectern are also illuminated by spotlights, which like the general lighting, can be controlled by dimmers. Patterned concrete units were used to provide attractive walls that in combination with the acoustical ceiling and the carpet in the aisle and altar area produce fine sound attenuation for meditation by individuals or for small memorial services. The chapel is also in demand for small weddings.

By its central location in the complex, the social hall can be used for large meetings that overflow into adjacent classroom wings. Approximately 250 can be seated and over 500 have been served from the kitchen. The large fireplace is used frequently for youth activities and other informal meetings.

A feature of the adult classroom wing is the use of folding partitions to vary the size of rooms according to use. The other classroom wing is designed for children from nursery through junior

high school age. Classroom style sinks and storage cabinets are provided in the rooms for kindergarten and primary age groups. Also a toilet is located between each two classrooms with toilet fixtures sized for the children occupying the adjacent classroom.

The entire facility is acoustically treated and is air conditioned. The usability of the complex is demonstrated by its continuous use for activities such as a retarded children's school, Boy Scout District meetings and other civic and social affairs.



Subcontractors and Suppliers

From Norfolk: L. J. Hoy, Inc., general contractor, excavating, sand & gravel, concrete work, carpentry & cabinet work; Snow, Jr. & King, Inc., brick & brick-laying, concrete blocks, lime, cement & stone work; Chesapeake Steel, Inc., steel & iron materials & work; Eastern Roofing Corp., roofing work & materials, gutters & downspouts, sheet metal work; Overmyer & Ennis, Inc., stone; Febre & Co. of Norfolk, Inc., stucco, insulation, plaster & plastering; Walker & Laberge Co., Inc., glass & glazing; Shaw Paint & Wall Paper Co., Inc., paint & painting; Ajax Co., Inc., ceramic tile, linoleum & terrazzo; Austin Electric Co., lighting fixtures & electrical work; E. K. Wilson & Sons, Inc., plumbing fixtures, plumbing, air conditioning & heating; Seaboard Paint & Supply Co., Inc., hardware.

Portsmouth Lumber Corp., Portsmouth did millwork. Landscaping & pews handled by the owners.

CHURCH OF THE RESURRECTION

ALEXANDRIA

WM. PHILLIPS BROWN, AIA
Architect & Interiors

HIGGS & HIGGS
Consulting Structural Engineers

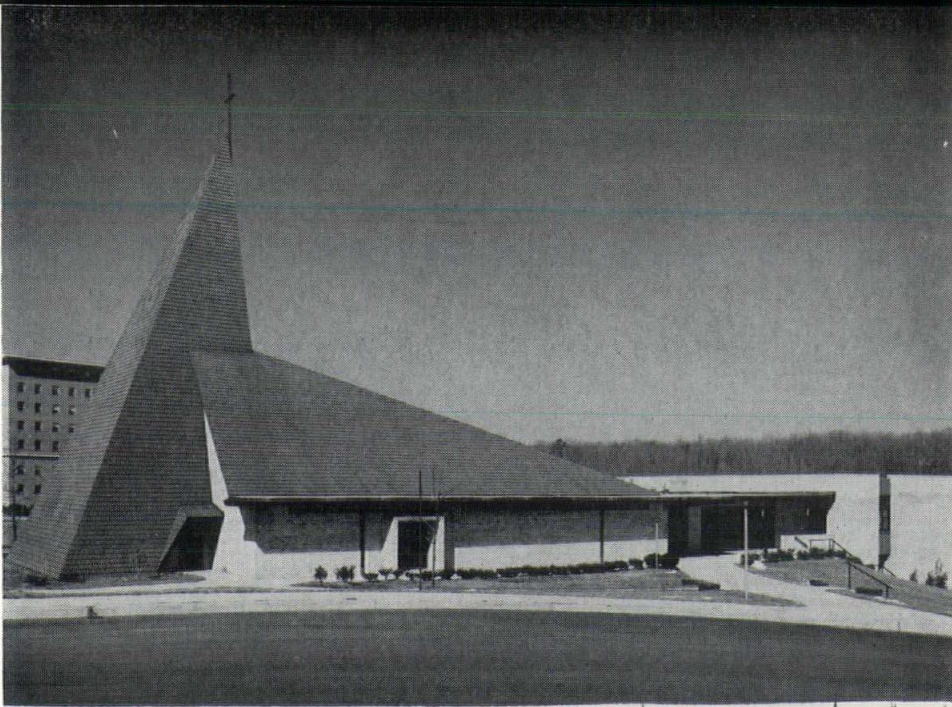
BALBIR S. BRAR & ASSOC.
Consulting Mechanical & Electrical
Engineers

MILLER BROTHERS OF ARLINGTON
INC.
General Contractor

THE BOARD of Missions of the Episcopal Diocese of Virginia gave their architect a real challenge in design and economics when they started planning their latest mission church in Northern Virginia.

Funds for mission church construction were in critically short supply, yet they were recipients of a gift of two acres of land for their new church valued at \$50,000 per acre—a bitter sweet state of affairs. They agreed with the designers that they could not erect one of their standard "dismountable Church of the Sixties" designs on such a valuable piece of property. Besides the prefabricated little churches, which being relatively small in total first cost still cost \$13. per square foot and the first of these "dismountables" have not been dismantled and erected elsewhere. Few parishes could afford to part with the initial investments and replace them with permanent facilities at twice the original cost. The result was addition to structures intended to be only temporary. This would not happen to the Church of the Resurrection!

In light of the value of the property, its location in the midst of high rise apartment complexes, its limited acreage and the fact that it had a fifty foot contour differential over its area and bounded by three streets, one of which carries 46,000 cars per day, the Board agreed that a permanent building designed for its site must be erected. The church structure was to express the progressive image of the Episcopal Church in the Twentieth Century, as the location is only a mile away from its Virginia Theological Seminary. The church, in addition to ultimately serving a parish of a thousand members must also administer to the religious needs of the senior residents of the Goodwin House, a high rise 250 unit Diocesan home for the elderly planned adjacent to the church.



(Photos by James M. McElroy)

With this task assigned to his firm, Vm. Phillips Brown, A.I.A., met with the handful of families that constituted the membership of the Church of the Resurrection and their temporary minister Rev. Frank Pisani, of the Seminary in early 1965. After much soul searching and discussion of what the church should be and the form it should take, a consensus of opinion narrowed down to simplicity and basics—a nave that simply focused with equal emphasis on the word of God and the sacraments in a manner to give the greatest amount of participation of the congregation in the liturgy. The empty cross of the Resurrection was to be the only ornament or symbol used in the architecture. This expression delighted the architect for not only did the simplicity of expression match the availability of funds, but it gave him the opportunity for simple, straightforward, contemporary architectural expression of design.

As the exterior photographs show, the very top knob of the site was cut off to receive the 400 seat Nave. A Narthex connects the Nave with the lounge, administrative offices, the kitchen, and Parish Hall on the same level that becomes the upper level as the building extends over the natural

drop in grade. The permanent Sunday School rooms, Nursery and mechanical room fall under the Parish Hall on the lower level. Thus an attempt was made to create a building that in its form reached to the heavens on the highest point of the site yet was unmistakably planted on its hillside. The parking for 85 cars was necessarily split on two levels easily accessible to the building without steps or ramps into the Nave, and a hop, skip and jump to the Sunday School level. The entrances, unloading areas, curb and gutters were designed so that the elderly from the adjacent Goodwin House may attend services and all other functions without a single step to bar their way either in or outside the building. Facilities for closed circuit T.V. were planned to allow the service to be telecast to those residents of the home unable to attend the services in person.

The interior photograph of the Nave indicates the simplicity of the architecture and furnishings. As one enters the Nave, the roof shape and beams direct immediate attention to the chancel and the sole symbol, a 24 foot high cross in front of red draperies (hiding the pipe organ chamber), all bathed in natural light from a large skylight over the chancel. The pews are

wide and surround on three sides the chancel that is actually thrust into the congregation. Behind the chancel wall and towering above it is a multi-use pyramid form that houses a sacristy and choir robing room on the level of the Nave, houses the pipe organ on the next level up, shrouds the skylight on the third level, becomes the bell tower on the fourth level, and ultimately becomes the cross bearing steeple (and lightening arrestor).

This simple mission church has 13,600 square feet, and when fully furnished and landscaped, cost less than a third of a million dollars. Its building cost (without site work) figured at \$17.17 per square foot—only \$4.17 per square foot more than its “demountable” sister churches—a happy statistic that assured the Board of Missions that they had made the correct planning decisions for their new mission church.

Today it is a facility bustling with young and old alike—a happy mixture for all concerned. Under the direction of its permanent minister, the Rev. James M. Green, one is not surprised to find an experimental chancel drama or swinging teen club in full sway. Its simplicity and flexibility allow the new forms of liturgy that are being shaped in the Twentieth Century.

Subcontractors and Suppliers

Miller Brothers of Arlington, Inc., Arlington, general contractor, foundations, concrete, carpentry, paneling, waterproofing & weatherstripping; A. E. Ault, Sterling, excavating; W. O. Winning, Annandale, masonry; Cushwa Brick & Building Supply Co., Washington, D. C., brick; Adams Fabricated Steel Corp., Washington, D. C., steel & steel roof deck; Newton Asphalt Co., Inc., Alexandria, paving; John H. Hampshire, Inc., Baltimore, Md., roof deck; Rose Brothers Co., Arlington, roofing & insulation; James A. Cassidy Co., Inc., Beltsville, Md., windows; Timber Structures, Inc., Hyattsville, Md., structural wood; Higham Co., Inc., Alexandria, painting; Bilton Insulation & Supply, Inc., Arlington, acoustical; Dodd Brothers, Inc., Vienna, plaster & wallboard; Avon Tile Co., Inc., Washington, D. C., ceramic tile; Marty's Floor Covering Co., Inc., Alexandria, resilient tile; Lank Woodwork Co., Washington, D. C., millwork & handrails; W. Schoenfelder & Assoc., Inc., Bethesda, Md., steel doors & bucks & folding partitions; Walter C. Davis & Son, Inc., Alexandria, lighting fixtures & electrical work; Dwyer Plumbing, Alexandria, plumbing fixtures, plumbing, air conditioning & heating; Schatz Kitchen Equipment, Inc., Washington, D. C., kitchen equipment; Barber & Ross Co., Leesburg, hardware.

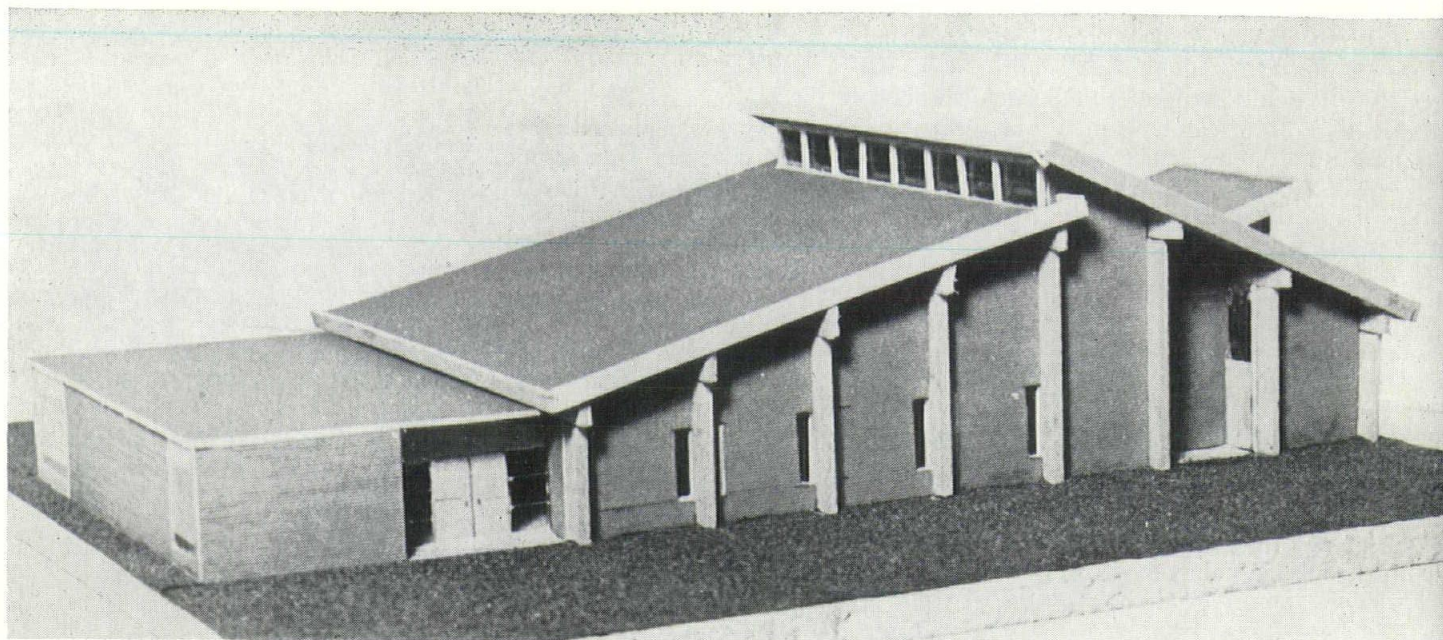
MILLER BROTHERS of ARLINGTON, INC.



GENERAL CONTRACTORS

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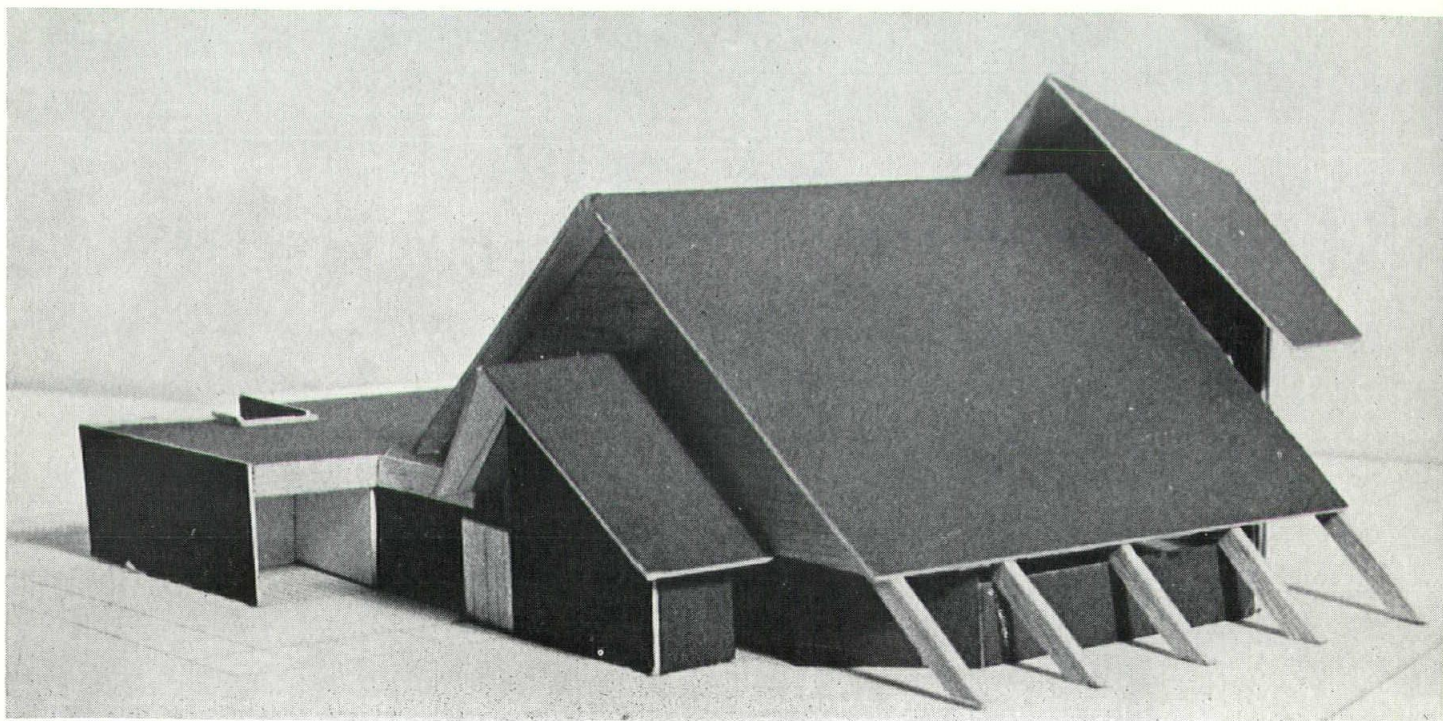


CHRISTIANSBURG, VIRGINIA

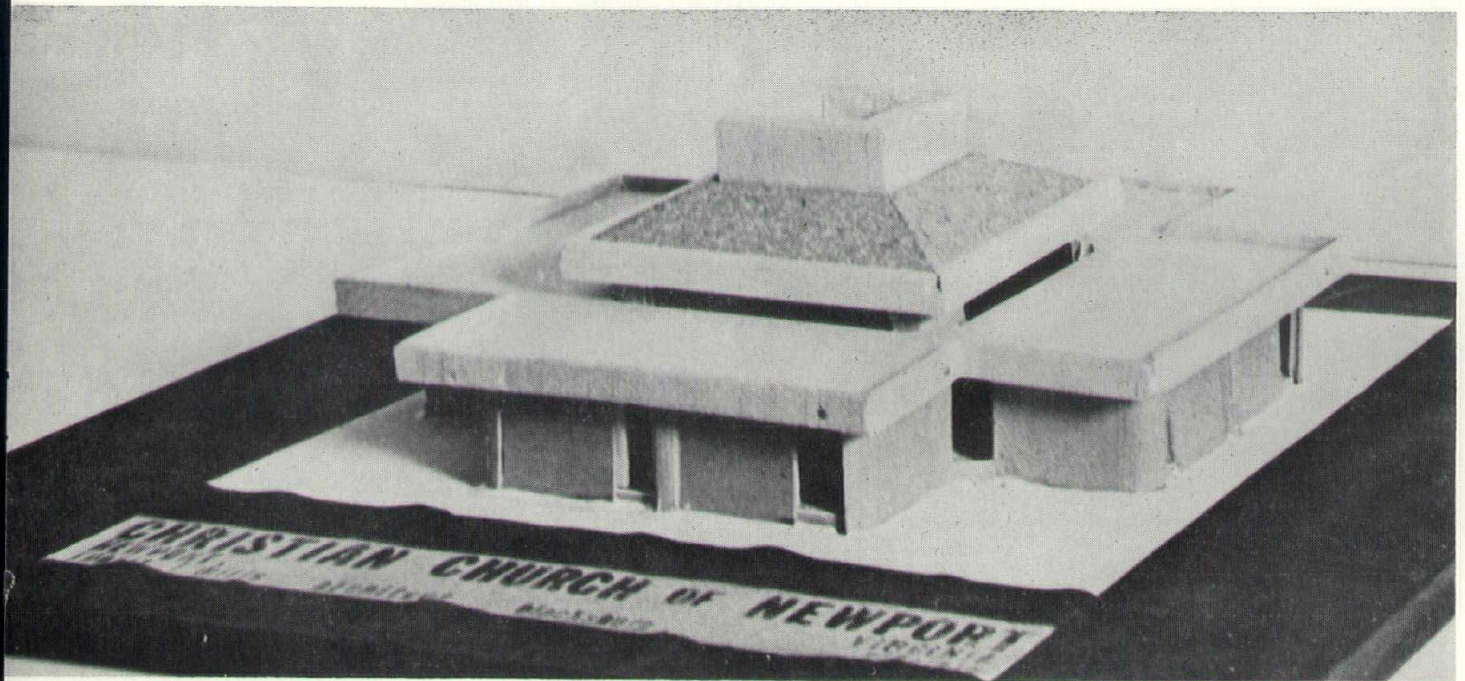
ROBERT L. MILLS, AIA
Architect

BLACKSBURG, VIRGINIA

ST. MICHAELS LUTHERAN CHURCH



CHRISTIAN CHURCH OF NEWPORT



NEWPORT, VIRGINIA

CHRISTIANSBURG

SHUMATE, WILLIAMS, NORFLEET
& EDDY

Structural, Mechanical & Electrical
Consulting Engineers

BOONE & WALSH, INC.
General Contractor

A LAMINATED beam and wood decking structural system resting on masonry piers is the solution to a small church for a rural community near Christiansburg.

The 5,200 sq. ft. structure includes Nave space for 250, Chancel and choir area and related dressing rooms, Minister's office and nursery. Existing facilities will be used for educational space.

The Nave ceiling will shape upward toward the Chancel area with the Chancel roof sloping in the opposite direction. A clear story of glass between the two roofs will admit light into the Chancel and choir area.

A stained glass window will be behind the church area and over the Baptistry. This glass will be lighted from the inside for visual appearance at night as one drives along the highway in front of the church.

Indirect lighting will be used along the exposed brick walls on the interior of the Nave. Narrow windows beside the brick piers will admit light and be used for ventilation.

Boone & Walsh, Inc. of Radford have been awarded the contract and construction began in November of this year.

to tell the Virginia Story

BLACKSBURG

TRYING to keep the church as simple as possible and yet providing an environment suitable for the worship of the Lord, the proposed building fulfills both of the above requirements. The entire structure is slab on grade with the classroom wing having bearing masonry walls and open web steel joists. The multi-purpose room can accommodate 100 seating capacity and with folding partitions can be used for three classrooms. A small kitchenette will serve both the multi-purpose room and the Chancel requirements such as flowers, communion, etc. The structure for the multi-purpose room will be laminated wood beams on masonry piers. Last but not most important is the worship area. The Nave will have a laminated beam "A-Frame" structure with wood decking. The only natural lighting will be high windows along the southern side of the Nave for ventilation and glass in front of the Chancel to provide natural lighting on the altar. The design places the altar as the focal point of the worship area. The seating arrangement offers adequate circulation during communion with a center aisle for procession. The temporary classrooms in the Nave will have folding partitions for over-flow seating. The proposed building fits well with its rural setting. The church has much of the same character of the country churches

(Continued on page 49)

NEWPORT

JOHN F. POULTON—Structural Engineer
SHUMATE, WILLIAMS, NORFLEET &
EDDY—Mechanical & Electrical Engineers
ORIE QUESENBERY

General Contractor

A SQUARE Fellowship Hall with classrooms around it is the solution to this rural church near Blacksburg.

The photograph shows phase I of a three phase building program. The Fellowship Hall in the center with skylight will be used as a worship area until a permanent sanctuary is built.

Around the Fellowship Hall will be six classrooms, nursery, and kitchen facilities. Entrance will be at the corners of the center area. The classrooms will have flat ceilings with the Fellowship Hall ceiling sloping up to the skylight.

Construction will be brick and block walls, concrete floor and wood roof with asphalt shingles on the Fellowship Hall. Indirect cove lighting will be used around the walls of the Fellowship Hall.

Pairs of brick piers on the interior will be emphasized at the four corners of the Fellowship Hall. A brick wall will be featured behind the pulpit and lectern area.

The bid price on this structure was \$50,000.00 by Orie Quesenberry of Blacksburg. Construction has just started with completion scheduled by early spring.



BUSH HILL UNITED PRESBYTERIAN CHURCH

GRIGG, WOOD & BROWNE—Architects & Interiors

BRANDT & MORSE
Mechanical Consultants

FORTUNE, DOWNEY, ELLIOTT
Structural Consultants

EARL K. ROSTI, INC.
General Contractor



THIS SECOND addition to a very pleasant "stock plan Mission church" provides a new Sanctuary, Fellowship Narthex, classrooms and office space. The main axis of the sanctuary is on the diagonal of a square. Seating for four hundred persons is grouped about the pulpit and table with the choir, on center at the rear, on the same level as the congregation. Natural materials are used in all main areas. The brick is warm brown in color and the laminated wood structural members and decking were pre-finished in a compatible dark stain. Pews are of dark mahogany and designed especially for this building.

The rather monochromatic scheme of the sanctuary is relieved by the band of stained glass panels set in masonry block and built into the brick walls giving a flow of color around the perimeter of the room. The carpet is a bright mottled green.

The basic design concept for this building had to do with fellowship in both the formal worship experience and those periods immediately preceeding and following. The entrance Narthex is so designed and equipped that it can serve as a small meeting room or space for after service fellowships. This same feeling of fellowship is expressed in the arrangement of the Sanctuary. No attempt has been made to draw the eye to any particular point but care has been taken to direct attention to the congregation itself as a symbol of the body of Christ.

Future plans include a free standing tower and larger facilities for community activities.

Subcontractors and Suppliers

Earl K. Rosti, Inc., Falls Church, general contractor; T. M. Clark, Alexandria, excavating; United Masonry, Inc., Alexandria, masonry; James Steel Fabricators, Inc., Alexandria, steel; Shockey Bros., Inc., Winchester, pre-stressed concrete; Anning-Johnson Co., Alexandria, gypsum roof deck; Va. Roofing Corp., Alexandria, roofing; American Stone, Inc., Newington, stone work; Graham and van Laer, Washington, D. C., windows; Koppers Co., Inc., Pittsburgh, Pa., structural wood; Pittsburgh Plate Glass Co., Washington, D. C., glazing; Nelson Maffett, Springfield, painting; Wayne Insulation Co., Inc., Alexandria, acoustical ceiling; Dodd Brothers, Inc., Vienna, plaster; McClary Tile, Inc., Alexandria, ceramic tile; Marty's Floor Covering Co., Inc., Alexandria, resilient tile; Arlington Woodworking & Lumber Co., Inc., McLean, millwork; Capital Lighting & Supply Inc., Alexandria, special lighting fixtures; Jesse P. Anderson Electrical Corp., Falls Church, electrical work; Arvex, Inc., Vienna, plumbing; Moyer Heating & Air Conditioning, Inc., Merrifield, air conditioning & heating; Lester's Hardware, Springfield, hardware; Conrad Pickel Studio, Inc., New Berlin, Wis., stained glass blocks; Page Church Furniture Co., Inc., Albermarle, N. C., pews; Mr. B. C. Sheets, Bridgewater, chancel furniture.

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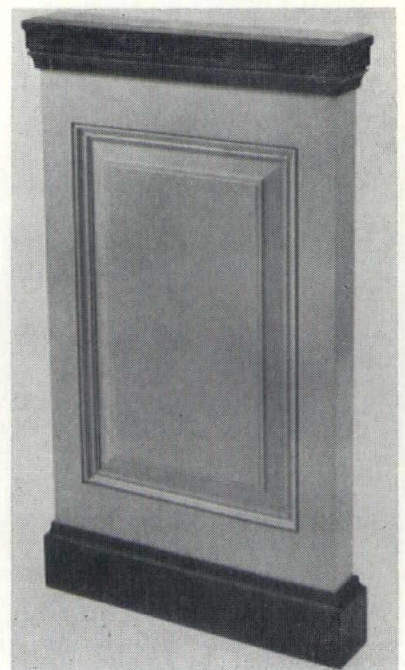
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FAIRVIEW CHRISTIAN CHURCH—LYNCHBURG

(Photos by James M. McEroy)



J. EVERETTE FAUBER, JR., AIA
Architect

SOWERS, KNOWLES & RODES
Mechanical & Electrical Engineers

FRAIOLI-BLUM-YESSELMAN
Consulting Structural Engineers

S. R. GAY & COMPANY, INC.
General Contractor

AFTER the completion of the first stage of an expanded new building program, which was the Religious Education Unit, only about nine years elapsed before the Fairview Christian Church was to start construction on a new Sanctuary. This was the second and final phase of the Master Plan that was prepared in 1948 by the architect.

This new plant is one of the largest churches in the Lynchburg area. The Sanctuary will seat about 865. It is constructed of load-bearing Crab Orchard stone exterior walls and C.M.U. back-up and interior partitions. Sloping roof is covered with slate with 16 oz. copper flashings, gutters and downspouts.

The tower is constructed of structural steel with acid-etched aluminum cover which will be maintenance free as far as painting is concerned.

The interior, in spite of its size, results in a warm and religious atmosphere with light grey green walls, off white woodwork with black walnut



trim. Cathedral glass in delicate tints casts a soft and subdued light into the Nave and the fins which arch over the side aisles serve to break up the space, shorten spans on the steel trusses and aid in the acoustical treatment of the large room.

Communion Service, which is an every Sunday Sacrament in the Dis-

ciples of Christ Church, is accented with a large Communion table set on the main axis and faced with an illuminated recessed, hand-carved, sculptured panel, depicting the Last Supper. The Baptistry is elevated over the Choir and contains an old stained glass window as a backdrop which was brought from the earlier Sanctuary.

Subcontractors and Suppliers

S. R. Gay & Co., Inc., Lynchburg, general contractor; E. W. Yeatts, Inc., Altavista, excavating; Southern Material's Co., Inc., Lynchburg, concrete; Va. Dunbrik Co., Inc., Lynchburg, masonry block; Cruickshanks Iron Works Co., Richmond, structural steel & aluminum steeple covering; Va. Steel Co., Richmond, reinforcing, steel joists, metal deck; Consumers Co. of Lynchburg, Inc., Lynchburg, roofing & waterproofing; C. W. Worsham, Lynchburg, stone mason; Economy Cast Stone Co., Richmond, cast stone; Roanoke Iron & Bridge Works, Inc., Roanoke, miscellaneous metal work; Superior Paint Contractors, Lynchburg, painting; W. Morton Northern & Co., Inc., Richmond, acoustical & resilient tile; J. W. Coleman, Lynchburg, plaster; Cress Tile & Marble Co., Danville, ceramic tile; J. E. Sears & Co., Inc., Appomattox, millwork; Hubbard Electric Co., Inc., Lynchburg, electrical work; J. H. Cothran Co., Inc., Altavista, plumbing & heating; Bailey-Spencer Hardware Co., Inc., Lynchburg, hardware; Overly Mfg. Co., Greensburg, Pa., (supplier) aluminum steeple covering; John J. Morrison & Sons, Inc., Lynchburg, chalk boards & cork boards; Turner Wood Products, Inc., Harrison, Arkansas, church furnishings.

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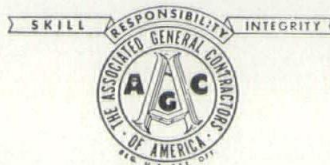
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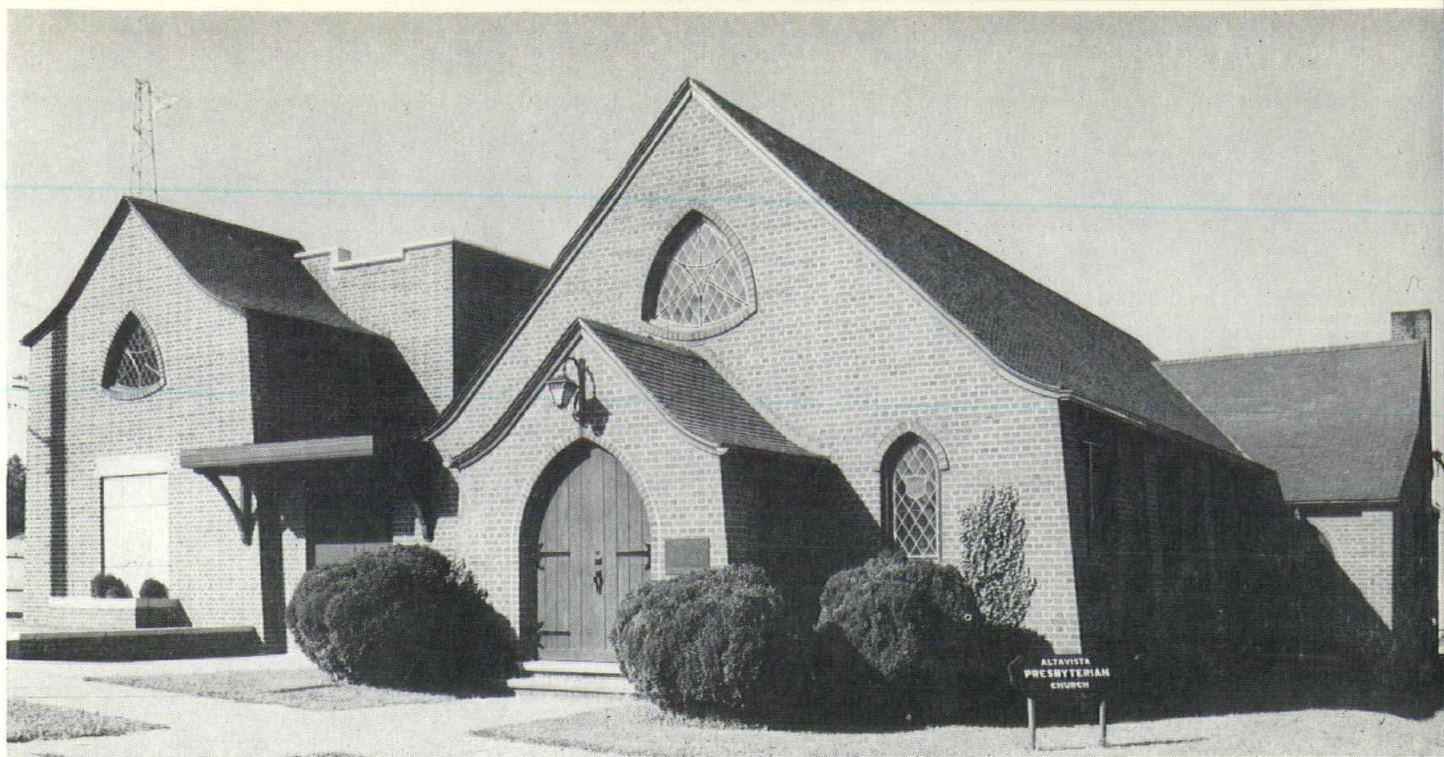


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(Photos by James M. McElroy)

ALTAVISTA PRESBYTERIAN CHURCH

Alterations and Additions

CRESS-RHODES & ASSOCIATES

Architects



M. LYMAN JOHNSON
Mechanical Consultant

**WILLIAMSON CONSTRUCTION
COMPANY**
General Contractor

Company, Inc., Lynchburg, steel; T. B. Dornin-Adams Company, Lynchburg, roofing; H. M. Bruce, Altavista, painting; G. S. Duval, Jr., Roseland, insulation; Hamilton's Floor Fashions & Tile, Inc., Lynchburg, resilient tile, slate and carpet; English's Inc., Altavista, and Taylor Brothers, Inc., Lynchburg, mill-

work; J. B. Moore, Lynchburg, electrical work; J. H. Cothran Company, Inc., Altavista, air conditioning and heating. Carriker Church Furniture Company, Monroe, N. C., supplied the pews and furnishings. The organ was supplied by Schlicker Organ Company, Inc., Buffalo, New York.

ENLARGING of the sanctuary of Altavista Presbyterian Church presented special problems, since additional adjacent property was unavailable and the existing building crowded to within four to ten feet of the property lines.

Major architectural surgery became necessary. The indicated course consisted of moving the chancel 20 feet toward the rear into an existing assembly room, and raising the floor level approximately 18 inches. The roof of this assembly area had to be removed and rebuilt, since it was at a lower level than that of the Nave.

Two new wooden trusses to match those existing were installed on new piers built between the Chancel and the choir. A central pulpit was utilized in front of a screen covering the organ chamber in order to adhere to the limitations of height inherent in the original construction. Maximum utilization of space is made by keeping the Chancel in an open arrangement. Elder's pews are on each side next to the walls, and the Lectern and Memorial Font from the original church flank the Communion Table to complete the Chancel arrangement with minimum depth.

An open pipe organ chamber faced with a front screen achieves maximum efficiency for the organ. Although the organ chamber is but four feet deep, it extends the entire width of the Chancel and Nave. The distance from the organ pipe to the console in the choir section to the right is well within limits preventing distortion because of distance.

Seating capacity of the Nave is 160 persons, in addition to the eight-seat arrangement on either side of the Chancel for the Elders. These seating facilities are used primarily during Communion services. Twenty persons may be accommodated in the choir section.

New pews and furnishings are a walnut-finished oak to match existing trusses. The plastered walls are painted a grayed gold, which is accented by the scarlet carpet. The sanctuary is completely air conditioned.

General contractor for the project was Williamson Construction Company of Altavista. Among the subcontractors and suppliers were: Montague-Betts

to tell the Virginia Story

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MORGAN'S BAPTIST CHURCH-MONETA



(Photos by James M. McElroy)

CRESS-RHODES & ASSOCIATES Architects

PAUL E. OVERSTREET CONSTRUCTION COMPANY General Contractors

MORGAN'S BAPTIST CHURCH was established in Bedford County in 1771. It is with natural pride that the congregations of the near 200 years have helped in establishing many of the Baptist Churches from Lynchburg to Roanoke. It was with the 200th anniversary in mind that they will celebrate in 1971 that they embarked upon this renovation.

This is the fourth building that has been built as Morgan's Baptist Church and was constructed between 1920 and 1930. The interior consisted of plastered walls, a stamped metal ceiling, a Baptistry sunk in the floor of the Pulpit Platform and a very inadequate Sanctuary from an aesthetic point of view. The architect was requested to do a renovation within the existing walls including new furnishings.

Bedford County's better architectural period was in the mid-19th century, and it was elected to follow this general style for the renovation. The existing wainscot remained but the old pews were replaced and the new Pulpit, choir arrangement and built-in fiberglass Baptistry, true of the Baptist Church were added. The stamped metal ceiling was replaced with a vaulted plaster ceiling and classical cornice pilasters were added. The existing Narthex was also renovated accordingly.

The interior decor was completed with the pew ends, choir paneling, walls and millwork being painted an Antique Gold with mahogany cap rails and trim on pews and Pulpit furnishings. A moss green carpet completes the decor.

Subcontractors and Suppliers

Paul E. Overstreet Construction Co., Bedford, general contractor, carpentry, insulation, resilient tile, wood flooring, millwork, steel doors & bucks & handrails; George E. Crouch, Bedford, painting; Joseph S. Hardy, Jr., Lynchburg, weatherstripping; J. W. Coleman, Lynchburg, plaster; Hadco (light fixtures); F. S. Mitchell, Inc., Bedford, electrical work; C. C. Cheatham, Bedford, plumbing & heating; Bowling Church Furniture, Danville, carpeting, baptistry & church furniture; London Church Furniture, Inc., London, Ky., pews & furniture. CCC Sentry Carpeting was used.

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(Photos by James M. McElroy)

BEULAH BAPTIST CHURCH-LYNCHBURG

J. EVERETTE FAUBER, JR., AIA
Architect

WILLIAM T. ST. CLAIR
Consulting Structural Engineer

EARL R. SIMPSON, JR., P.E.
Consulting Mechanical & Electrical Engineer

J. E. JAMERSON & SONS, INC.
General Contractor

ON THE southwest side of the City of Lynchburg is a very fast-growing suburb in Campbell County called the Leesville Road and Timberlake area. The Beulah Baptist Church, which serves this section, has grown along with the general expansion and projected a need for a Church Sanctuary to seat a minimum of 1,000 people.

The architect recommended and developed a Greek Revival design, reminiscent of the many, yet smaller, Greek Revival Churches in the Valley of Virginia. The exterior, in scale and design, has all of the refinement, nice proportion and feeling of stability and permanence so important to a religious edifice and so much like the ancient Greek Temples of the old world.

The congregation still will occupy a large Religious Education Unit that was completed in 1957 and their original Sanctuary and Sunday School until a flanking building, matching the Religious Education Unit, can be constructed.

The interior carries the same Greek Revival theme and, like the exterior, maintains the atmosphere of refined and restrained simplicity.

Subcontractors and Suppliers

J.E. Jamerson & Sons, Inc., Appomattox, general contractor; Evans & Nash Construction Co., Appomattox, excavating; Goff Masonry, Lynchburg, masonry; Valley Steel Co., Roanoke, reinforcing steel; Economy Cast Stone Co., Richmond, cast stone; J. D. Crance Co., Lynchburg, painting; Lewis Brown, Jr., Madison Heights, plaster; Miller Mfg. Co., Inc., Richmond, millwork; Hundley Bryant Electrical Contractor Co., Madison Heights, electrical work; R. L. Bass, Appomattox, plumbing; Va. Air Conditioning Co., Inc., Lynchburg, air conditioning & heating; Bailey-Spencer Hardware Co., Inc., hardware; Jones Exterminating Co., Lynchburg, termite control; Roanoke Iron & Bridge Works, Inc., Roanoke, metals; Piedmont Steel, Lynchburg, steel door frames; Winebarger Corp., Lynchburg, church furnishings.





Stevens Memorial Baptist Church

C. W. HUFF, JR. & J. CARL MORRIS

Associated Architects

TORRENCE, DREELIN, FARTHING & BUFORD

Consulting Engineers

W. M. JORDAN COMPANY, INC.

General Contractor

THE FIRST UNIT of Stevens Memorial Baptist Church in Newport News, was completed January, 1967.

The project was sponsored by West Hampton Baptist Church in Hampton, to begin a church mission under the guidance of the Reverend H. T. Stevens.

It is composed of an interim sanctuary which will later serve as a chapel. There is a fellowship hall with kitchen which can be opened to the sanctuary to give additional seating.

The educational portion is located in

the rear and in the wing to the right of the main building.

The building contains a total of 8,300 square feet, with the sanctuary portion being 34' x 64'.

The future units will be built to the right of the existing building and contain additional educational space as well as their final sanctuary. The building is brick on the exterior and also has exposed brick on the inside of the sanctuary, with the ceiling of this room having exposed wood decking. The roof is covered with concrete shingles in a

gray-green color in irregular shapes to simulate wood shakes. The windows throughout are wood with those in the sanctuary having seedy marine glass. The building is completely prepared for air conditioning and it is heated by hot water using baseboard type radiation, oil fired.

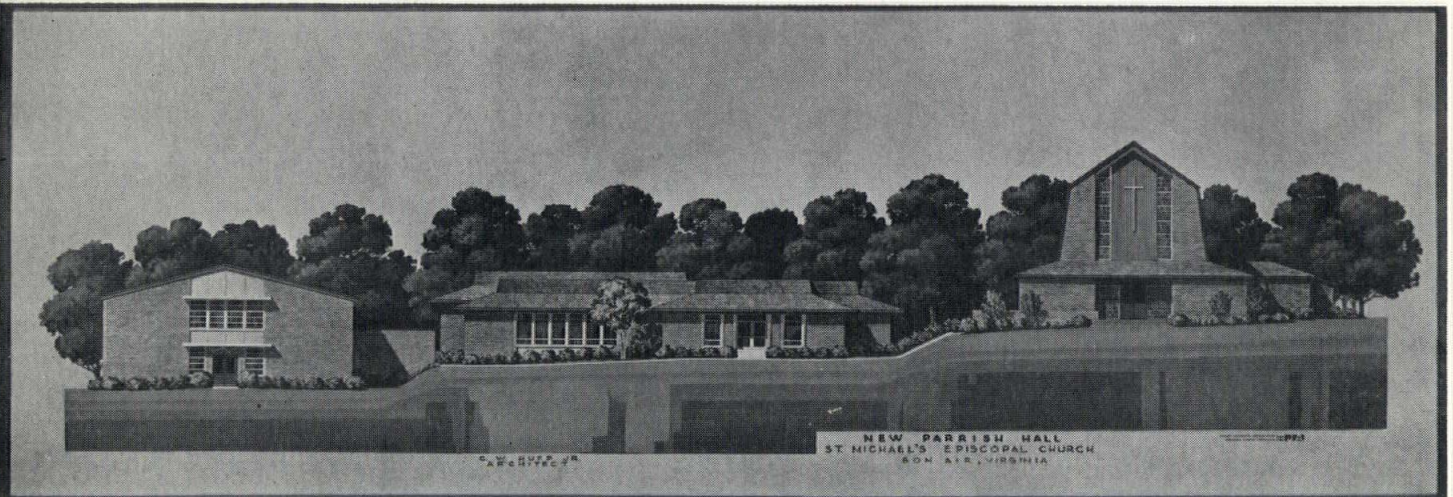
The church started out with approximately 150 members and has now grown to over 350.

W. M. Jordan Co., Inc., was contractor and cost of building, approximately \$137,000.

Subcontractors and Suppliers

W. M. Jordan Co., Inc., Newport News, general contractor; United Fireproofing Corp., Hampton, masonry; Standard Iron & Steel Co., Inc., Norfolk, steel & steel roof deck; Heath Roofing Co., Inc., Hampton, roofing; Deuell Decorating Co., Newport News; painting; Febre & Co. of Newport News, Inc., Newport News, plaster; Pompei Tile Co., Inc., Newport News, ceramic tile; W. Morton Northen & Co., Inc., Richmond, resilient tile; A. M. Savedge Co., Inc., Newport News, electrical work; Hampton Hydronics, Inc., Hampton, plumbing, heating & ventilating; Door Engineering Corp., Norfolk, hardware.

St. Michael's Episcopal Church



C. W. HUFF, JR. & J. CARL MORRIS

Associated Architects

TORRENCE, DREELIN, FARTHING & BUFORD

Consulting Engineers

ALEXANDER BUILDING CONSTRUCTION

General Contractor

ST. MICHAEL'S Episcopal Church located in Bon Air, is fitted into the surroundings like so many of the typical residences of this area with the large oaks and other trees being left in abundance.

This new parish house is located between the existing Sanctuary and the school building. It contains new offices for the Rector, Assistant Rector, and

secretary. There is a parlor and meeting room which has a small kitchen unit. The largest room in the building is the social hall complete with stage and kitchen. The rest of the building contains Sunday School classrooms. Located beneath the social hall is a boiler room and adjoining this is a storage room for outside equipment and mis-

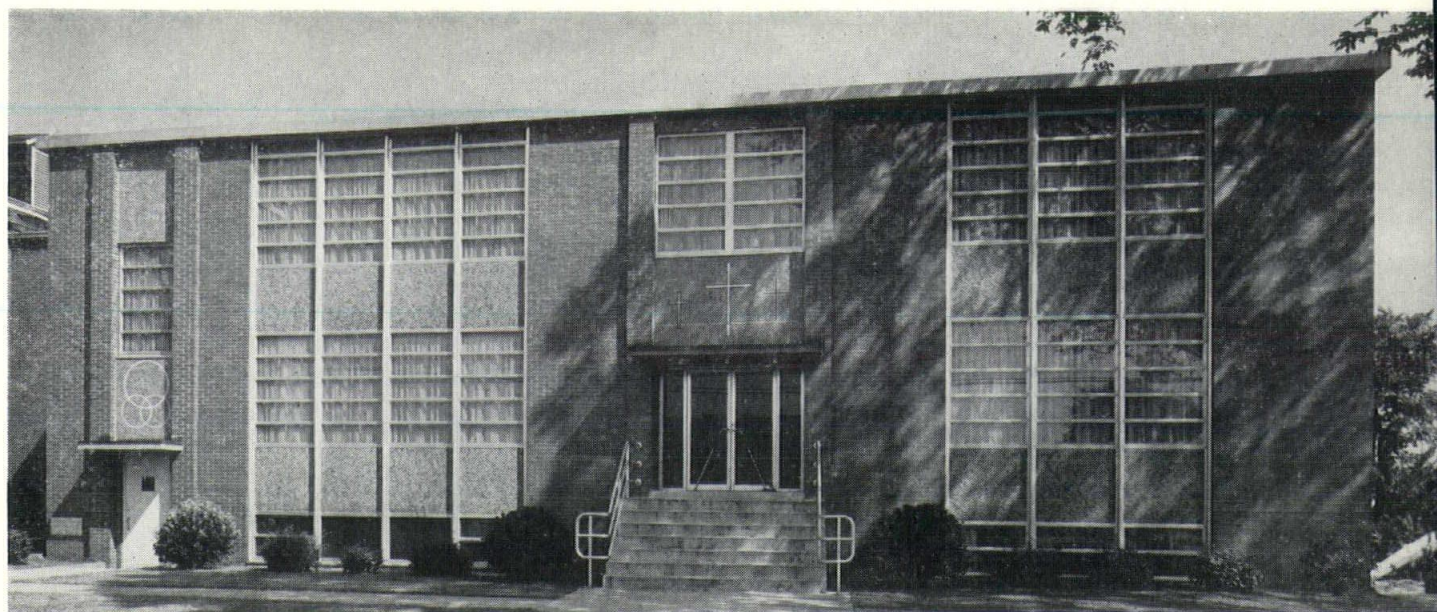
cellaneous storage. The building is completely air conditioned and is heated with hot water baseboard radiation, oil fired.

The exterior blends with the existing building with the roof being concrete shingles. All of the exterior wood is redwood left natural. Parking for the new addition will be provided in the rear.

Subcontractors and Suppliers

(All Richmond firms unless otherwise noted)

Alexander Building Construction, Inc., general contractor; I. P. K. Excavating Co., Inc., Colonial Heights, excavating; Coor & Woodfin, Inc., masonry; N. W. Martin & Bros., Inc., roofing; Economy Cast Stone Co., stone work; J. C. Hungerford, Inc., painting; Richmond Primoid, Inc., waterproofing; E. S. Chappell & Son, Inc., weatherstripping; A. Bertozzi, Inc., plaster; Fairfield Tile & Marble Co., Sandston, ceramic tile; Fendley Floor & Ceiling Co., resilient tile; H. Beckstoffer's Sons, miltwork; Hill Electrical Co., Inc., electrical work; Reames & Moyer, Inc., plumbing & heating; Richmond York Corp., air conditioning; Va. School Equipment Co., Inc., chalk boards.



PARK VIEW METHODIST CHURCH RELIGIOUS EDUCATION BUILDING

LYNCHBURG

J. EVERETTE FAUBER, JR., AIA
Architect

HANKINS & ANDERSON
Consulting Mechanical & Electrical Engineers

C. W. HANCOCK & SONS, INC.—General Contractor

THIS contemporary Religious Education Building is not only a much needed addition to an existing old building, but also the first stage of a plan to eventually replace the older building with a new Sanctuary of modern design.

Window wall spandrels and all other

spandrels are glass mosaic tile, made in Italy and relieved in accent points with designs representing the Trinity. Even the panel over the main door has a symbol of the three crosses on Calvary.

Dark red brick on exterior face are smooth pressed brick to match those

in the old building. The glass mosaic are a random pattern of blue, grey and warm buff glass tiles.

Basement floor has an assembly room and the other two floors above contain classrooms for the nursery, junior and intermediate departments.

Subcontractors and Suppliers

(Lynchburg firms unless otherwise noted)

C. W. Hancock & Sons, Inc., general contractor; May Brothers, Inc., Forest, excavating; Lynchburg Ready-Mix Concrete Co., Inc., concrete; T. J. Franklin, Jr., brick mason; Montague-Betts Co., Inc., steel; T. B. Dornin-Adams Co., roofing; Brown & Grist, Inc., Newport News, window walls; Pittsburgh Plate Glass Co., glazing; Superior Paint Co., painting; Ralph Moseley, insulation; Paul E. Styles, acoustical; J. H. Thornhill, plaster; Luther T. Cress Tile Co., Inc., ceramic tile; J. E. Sears & Co., Inc., Appomattox, millwork; Hundley Bryant Electrical Contractor Co., Madison Heights, electrical work; Moseley Brothers, Inc., plumbing; Va. Air Conditioning Co., Inc., air conditioning & heating; Bailey-Spencer Hardware Co., Inc., hardware.

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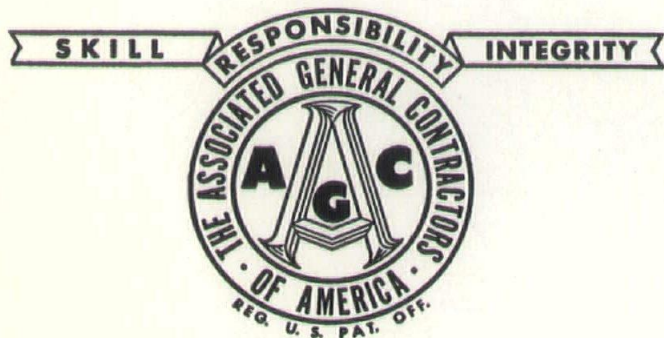
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VIRGINIA A.G.C. REVIEW

OFFICIAL SECTION VIRGINIA BRANCH A.G.C.



FEATURING NEWS FROM
THE
VIRGINIA BRANCH A. G. C.

by NICKIE ARNOLD

"A LITTLE BIT OF SUGAR..."

■ A little bit of sugar makes the medicine go down, so they say, and Tides Inn at Irvington, certainly knows how to provide that little bit of sugar! The Virginia Branch, A. G. C., Joint Board of Directors Meeting and Committee Workshop was held July 24, 25 and 26 in the beautiful setting of Tides Inn.

In addition to the mid-year Board of Directors meeting, the Virginia Branch held its 2nd Committee Workshop. In May of this year President Samuel H. Shrum held the first all-day committee workshop. The purpose of this meeting was to evaluate our present committee structure and recommend changes.

All Committee Chairmen were invited to attend along with the members of the Board and District Officers.

Those in attendance were divided into small workable groups each assigned several committees. The morning session was devoted to defining the purposes and duties of each committee. After lunch the entire group reviewed each report. The Executive Director,

James F. Duckhardt, compiled a report combining and summarizing each committee report. This report was the subject of discussion at the Tides Inn Workshop Meeting. Again the duties and purposes of each committee were reviewed and discussed. There were numerous changes but the results were a report listing each Virginia Branch, A. G. C., Standing Committee, the recommended number of members of each, how often it should meet and its purposes and duties. This is a first for the Virginia Branch and will assist Committee Chairmen and Committee Members in planning, organizing and improving the overall operation of each committee. It is to serve as a guide line to assure year to year continuity in policies and efforts and to avoid duplication.

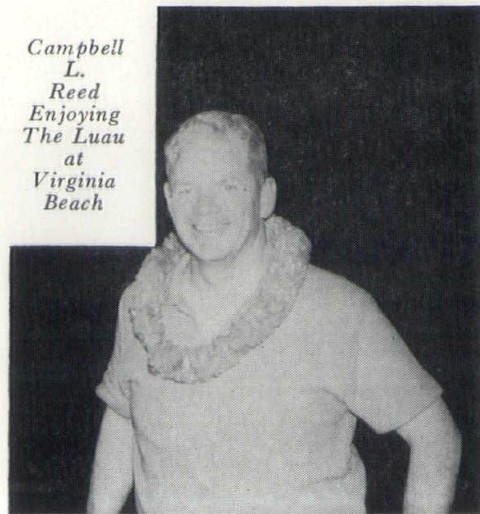
Campbell L. Reed, Director of the Building Division for the National Associated General Contractors of America attended the Virginia Branch Board of Directors Meeting. He told of some of the current problems facing the Na-

tional Association and their plans for the future. Cam was able to stay overnight and talk informally to many members in attendance.

While the men were attending their respective meetings, the ladies enjoyed the many activities of Tides Inn. Many of the wives and children had a buffet luncheon aboard the "Miss Ann," the larger of the two ships owned by Tides Inn, and a lovely three hour cruise. Also, some of the members and their families availed themselves of the shorter cove cruises aboard the "High Tide."

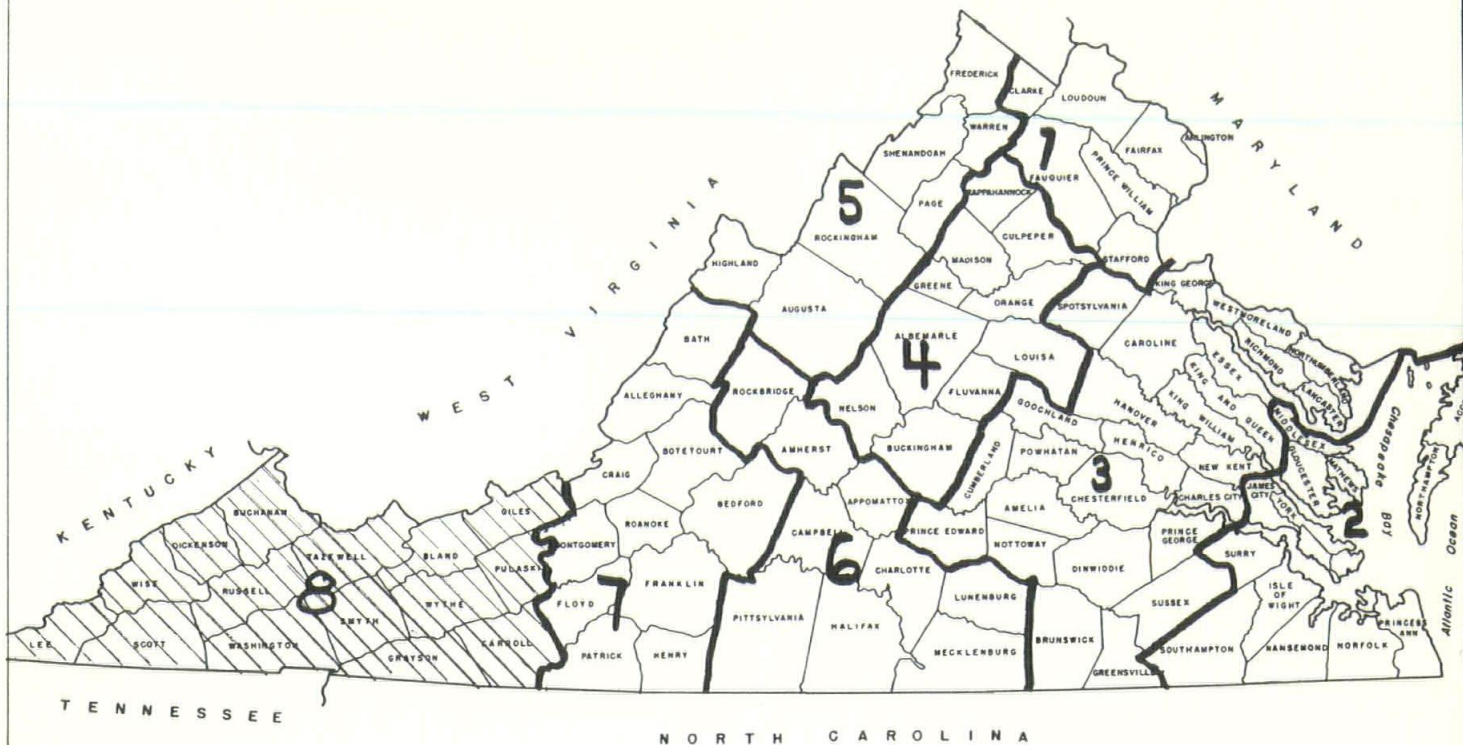
Jim Duckhardt said that he felt that the reception and the Hawaiian Luau held in addition to the business meetings were a complete success, as there were good fun, fellowship and food. The setting was ideal and the Tides Inn Pool, resplendent with torches, the members in their Hawaiian costumes and music befitting the occasion added up to pleasure, Virginia Branch, A. G. C., style!

Campbell
L.
Reed
Enjoying
The Luau
at
Virginia
Beach



Left to Right: Harold I. Miller; Aubrey S. Bass, Jr.; Thomas G. Booker; Joseph W. Creech; J. A. Kessler, Jr.; Samuel H. Shrum at work.





Virginia Branch AGC District Organizational Map. New District 8 was formed from District 7.

NEW A.G.C. DISTRICT

■ The Virginia Branch of the Associated General Contractors of America have formed a new district in their state organization.

The new district will make a total of eight and be known as District No. 8. It is comprised of Giles, Pulaski and Carroll Counties and all counties west.

District No. 7 will be renamed Roanoke District and District No. 8 will be called the Southwest District. This action was initiated and introduced to the Board of Directors by Sam Lionberger of S. Lewis Lionberger Company, Roanoke.

Mr. Lionberger is a member of the Virginia Branch Board of Directors as well as President of District No. 7. District No. 7 meetings were being held in Roanoke, which Mr. Lionberger felt was too great a distance for active participation of the general contractors in the southwest area of Virginia.

With the help of several contractor members in the area, Sam Lionberger set the first meeting of the new District for August 14th. They have met on several occasions since then.

The first meeting was attended by approximately thirty contractors. In at-

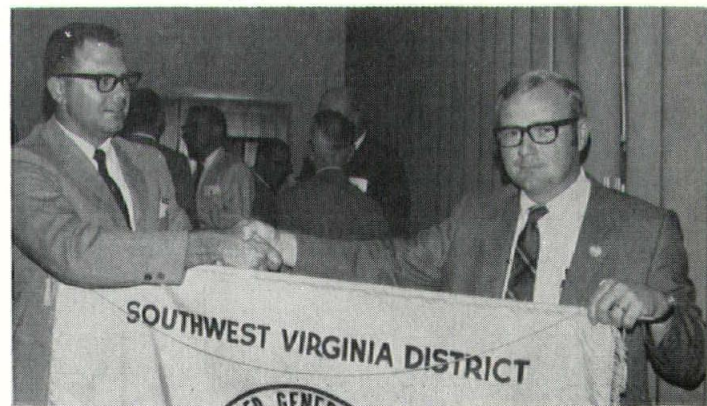
tendance were Virginia Branch President, Samuel H. Shrum of Harrisonburg, National A. G. C. Director Ben Parrott, Aaron Conner (who is also a Past President of the Virginia Branch) and District No. 7 President Sam Lionberger, all of Roanoke. Also, representing the Virginia Branch A. G. C. staff was James F. Duckhardt, Executive Director.

Richard E. Phillippi, Jr., Richard E. Phillippi, Inc., of Wytheville, was elected Chairman of the District until officers are elected.

President Sam Shrum addresses new Southwest District. Left to Right: National Director Aaron J. Conner Roanoke District President, Sam Lionberger and Richard E. Phillippi.



Sam Lionberger, President of the Roanoke District AGC, presents banner to Dick Phillippi, President of the Southwest District AGC.





A SEATTLE COCKTAIL

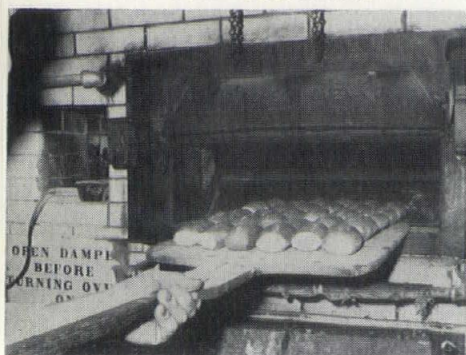
■ Take a sense of accomplishment, mix well with an equal part of pleasure—this adds up to the Mid-year Board Meeting of the Associated General Contractors of America, held in Seattle, Washington, September 19th through the 23rd of this year. The modern facilities for every type of meeting blend perfectly with the old world charm and atmosphere which is so much a part of the Olympic Hotel, headquarters for the meeting. Approximately 1200 people met and fell in love with Seattle and the people there. In fact, one could say that the gracious people of Seattle seem to have taken a long term lease on "good old Southern Hospitality." At the Olympic Hotel you can select anything from the mystic charm of an oriental garden for a cocktail before dinner to dining to the rhythm of Jonah Jones and Cozy Cole, in the elegant Marine Room. Should you prefer the luxury of

quiet elegance, complete with beautiful young ladies to serenade you as they stroll with their whispering violins, then the Golden Lion offers you soft candlelight and delicacies to delight the gourmet. In the evenings, should your heart yearn for a touch of merry old England, Piccadilly Corner is a must. In fact, the A. G. C. members and their wives were captivated by a woman who played the piano and sang in a style reminiscent of Tessie O'Shea, at the Piccadilly Corner.

Two other pieces of information add to the romance of the Olympic Hotel—namely that the Hotel is built on the original land of the University of Washington (which incidentally, still owns the property, making it one of the wealthiest institutions of its kind). And then, there is the matter of the oven. Every woman has either baked bread from scratch or used brown and serve rolls and, therefore, knows something about an oven. However, it is a bit doubtful that many could use the bread oven at the Olympic. This oven was built in 1925 and was there when the Hotel was originally opened. The brick oven was designed to the exact specifications of the German chef who would use it, and believe it or not, has not been changed since that date. The rest of the kitchen has been up-dated and is a working modern miracle, but the bread for which the Olympic is so famous is still baked in the same way as it was almost forty-five years ago.

The host Chapters, Mountain Pacific,

Bread Oven—built in 1925



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Piccadilly Corner (Photo by W. H. "Bill" Houlton)

Seattle Northwest, Tacoma, Inland Empire and Alaska Chapters, provided the ladies in attendance a tour of the beautiful City of Seattle, complete with the lovely homes and magnificent gardens. The tour also included watching the operation of the locks through which several boats passed. On the far side of the locks was the "salmon ladder" which was amazing to say the very least. You could see huge salmon jumping up the steps of the ladder one at a time. From there the ladies were taken to the Science Center for a truly delightful luncheon at the Space Needle, where they were treated to an all encompassing view of Seattle from high atop the Space Needle since the restaurant makes a complete revolution every hour.

Have you ever been to a "Potlatch Party"? Well, if you haven't, you have

really missed something most unusual. The word, potlatch, comes from an old indian word meaning festive gathering, and not one person went away disappointed. Enormous salmon were cooked over open fires, and then smoked in specially designed cabinets, while the delegates and their wives watched or had a cocktail. Since this was held at the Science Center, many enjoyed browsing through the interesting exhibits or dancing to the melodies provided by the dance orchestra, which proved that music can be pleasant to the ears. After a buffet dinner and dancing, all were taken back to their respective hotels.

The Virginia Branch, A. G. C., was well represented at the meetings by Samuel H. Shrum, President, from Harrisonburg; National Directors, R. E. Lee of Charlottesville and Aaron Con-

ner of Roanoke; Joe Creech, Branch Director of Norfolk and James F. Duckhardt, Executive Director of Richmond.

Sam Shrum was on the agenda of three different committee meetings where he discussed the Virginia Branch's activities in Plan Bulldozer during the recent flood and Mr. Shrum also presented the Construction Day Program as put on by Nielsen Construction Company. All of the Virginia delegates attended numerous committee meetings during the first three days with R. E. Lee and Aaron Conner officially representing the Virginia Branch at the Board of Directors meetings the last two days.

Principal discussions centered upon the subjects of inflation, cutbacks, manpower shortages and training, equal employment opportunity, and excessive union power at the bargaining tables. National President Carl Halvorson, of Portland, Oregon, was a guest of a local discussion program on television where he pointed out the aims and objects of the general contractors. Among the subjects covered at the meetings were:

Construction Users Anti-Inflation Roundtable—AGC approves in principle the formation of the Construction Users Anti-Inflation Round Table and commends it for its efforts to educate construction users about the inflationary effects on construction costs which result when they require their contractors to work during strikes, and/or their insistence on scheduling overtime and other practices which tend to undermine the integrity of the local bargaining unit.

Urban Mass Transit Endorsed—The construction industry is cognizant of the increasing need for facilities capable of transporting our urban residents in a rapid and efficient manner, and is vitally interested in the construction of rapid mass transportation facilities. AGC therefore goes on record supporting Senate Bill No. 2821 and similar bills in the House of Representatives which implement the Administration's plan for Federal assistance to urban mass transit projects over the next twelve years.

Excessive Union Power—The President of the United States on September 4, 1969, issued a cutback order on all Federally-financed construction in an attempt to halt inflation. The primary cause of this inflation is the uncontrolled power of the labor unions protected by archaic labor laws. Therefore, AGC requests immediate Congressional action to get to the root cause of this inflation—excessive union power. AGC's position was set forth in the statement of its President on September 5, 1969. Copy to be furnished to Congress and the President of the United States.

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Job Opportunity Problem—The Associated General Contractors endorses the principle of providing training and employment opportunities for all citizens regardless of race, creed, and color. Federal, state, and local governments have developed policies and programs directed toward this same end. These policies and programs have failed to produce satisfactory results as evidenced by an examination of the composition of the unionized skilled workforce and the serious disturbances occurring at construction sites in this country. This failure is a result of the overwhelming power of organized labor granted by various legislative bodies, giving the unions a monopoly over manpower, and it appears that the thrust of governmental activity at all levels fails to recognize the basic causes of this problem as is evidenced by the continued adherence to the concept of over-protection of organized labor thereby perpetuating the monopoly over manpower. Therefore, AGC calls upon our elected officials to reexamine their approach to the job opportunity problem by undertaking necessary legislative changes to correct the imbalance of power between management and labor, and, in the interim, provide protection for the public, workmen and employers so that construction work may go forward uninterrupted by riots and demonstrations.

A special Resolution Committee was appointed by President Carl Halvorson to express the opinion of the Association on the following subjects:

The Tax Reform Act of 1969, H.R. 13270—Many public bodies have traditionally relied on tax-exempt bond issues to provide funds for their public works programs, and are experiencing increasing difficulty in selling their bond issues because of high interest rates caused in large measure by rampant inflation. Discussion of the possibility of the elimination of tax-exempt status has caused confusion in the market for these bonds. Therefore, AGC urges the Congress to retain and promptly reaffirm the traditional (tax-exempt) privilege of these bonds.

Threatened Highway Cutback—The growth and development of our nation is directly related to the orderly development of an adequate highway system. The execution of the National System of Interstate and Defense Highways was originally designed by Congress to be completed during the period from 1956 to 1972 and financed by highway user taxes dedicated to the Highway Trust Fund. The highway construction program is again threatened by a cutback in funding. Previous cutbacks have


caused undue hardships and economic inefficiency. Such a cutback would seriously curtail industry efforts to train minorities. AGC therefore goes on record as strongly urging the President and the Congress to make every effort to avoid further interruptions in this long-range highway program.

In Opposition to DOT-1000—The Department of Transportation is considering a new regulation known as DOT-1000 with regard to equal employment opportunity on Federal and Federal-aid contracts funded by this Department. DOT-1000 contains many unworkable provisions relating to the use of quotas of minorities, to pre-award examinations of contractors' re-

sponsibility to perform their equal employment obligations including pre-qualification of bidders, to change orders with respect to the equal employment obligations during the performance of the contract, and to undue record-keeping and reporting. Provisions in DOT-1000 are inconsistent with the provisions of Section 22 of the Highway Act of 1968, and with the Civil Rights Act of 1964. The provisions in DOT-1000 are inconsistent with the opinions of the Comptroller General of the United States which rule out the use of quotas, and otherwise calls for consistency with Acts of Congress. AGC therefore goes on record opposing the issuance of DOT-1000.



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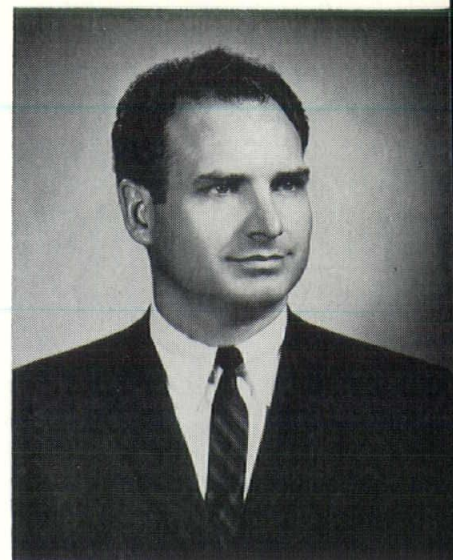
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NEWPORT NEWS

VIRGINIA 23601



(Boice Studio)

Bryson Returns to Old Dominion

■ The Virginia Branch AGC is happy to welcome back an old friend and hard worker. He is William G. "Bill" Bryson. Bill has returned to his former employer, Tidewater Construction Corporation, Norfolk, as its Safety Director.

Before coming back to Tidewater, Bill was Assistant to the Director of Construction of the Tennessee Valley Authority in Knoxville, Tennessee. His main responsibility was coordinating a safety program for approximately 10,000 employees.

Activity has always been the trademark of Bill Bryson. He has held many posts with many organizations dealing with safety. While chairman of the Virginia Branch's Safety Committee, he led that group in their deliberation with the Virginia Department of Labor which resulted in the writing of the Construction Safety Code of Virginia. Bill has been very active in the National Safety Council and currently is General Chairman of the Construction Section. He is a former National Director of the American Society of Safety Engineers and a former President of the Greater Tidewater Chapter of ASSE.

It is amazing that with all the above activities, and these are only a few, that Bill has found time to be a 32nd Degree Mason, a Shriner, and past President of the Great Neck Estates Civic League.

The Virginia Branch, along with Bill's many friends in Virginia, say "welcome back," and we all look forward to having Bill's time and talent once again.

FOR THE RECORD

"Sesame Street" Is Off To A Good Start

• Production began in November on the first show of the Children's Television Workshop's 130-hour education entertainment series for preschool children called "Sesame Street." The programs, aired in the evening at 7 p.m., are repeated the following morning at 10 a.m. on WCVE's Channel 23.

In preparation for actual production, professional educators and researchers in the Workshop staff for months tried out test segments on thousands of preschool children at nurseries, day care centers and in private homes throughout the country to ascertain the educational and interest holding value of various techniques.

"The show . . . has, to a large degree, already been shaped by the very audience to which it will be presented," said Mrs. Joan Cooney, executive director. "We will be delivering to the children the kind of program they have shown us they like and understand and one from which they are able to learn."

Channel 23 is among more than 170 public television stations scheduled for the full-color program which began broadcasting in November.

Designed to equip three-, four-, and five-year-olds with knowledge that will be useful to them when they start school, "Sesame Street" is using many familiar elements of commercial children's television, including puppets, animated cartoons, regular hosts, songs and games, live action films and guest stars such as Carol Burnett and Burt Lancaster.

Commercials, extremely popular with young children, are also a big part of the show, but the products advertised by the jingles are letters of the alphabet rather than detergents and tooth pastes.

Other subjects covered in the series range from numbers to geometric shapes, problem solving to nature study.

Grants totaling \$8 million for the 26-week test project are provided by the U.S. Office of Education, Carnegie Corporation, the Ford Foundation, Office of Economic Opportunity, The Corporation for Public Broadcasting and several other public and private organizations.

Fugate is New President of AASHO

• Douglas B. Fugate, Virginia's highway commissioner, has been elected president of the American Association of State Highway Officials (AASHO), the organization which speaks for the states in national highway affairs.

The election of Fugate, who has been the chief highway administrator in Virginia since 1964, came during AASHO's 55th annual meeting in Philadelphia.

He had been the organization's first vice president during the past year, and also has served several years on its executive committee and as chairman of its subcommittee on public information.

AASHO's membership includes the top highway officials in the 50 states, the District of Columbia, the Federal Highway Administration, and Puerto Rico.

It presents state views on questions before Congress and the national administration concerning the federal-aid highway program, and long has been looked to by the federal government for development of design and other technical standards for the nation's highways.

In addition, AASHO publishes volumes which are used as standard textbooks in colleges and universities throughout the United States and in other countries.

Fugate succeeds Ross G. Stapp, Wyoming's superintendent of highways, as AASHO's president.

Architectural Engineering Firms Merge

• In September, 1969, the firm of Britt and Lamm merged with the Architectural and Engineering firm of Chewning, Goodwin & Hoggard and the name of the merged firm was changed to Chewning, Britt, Hoggard, Lamm & Gresham. The firm will offer the services of architecture, engineering, planning, economic studies, surveying and related professional services.

The merger enables the enlarged firm to provide more specialized services and to furnish to the client, complete architectural and engineering services under one responsibility.

Prior to the merger, both firms had been active in the Tidewater area and have designed buildings for educational, government, health and military institutions and agencies in the area.

The firm will be managed by A. J. Chewning, III, P.E., a resident of Virginia Beach, who has been in business in the area for approximately 12 years. The architectural department will be headed by Benjamin F. Britt, A.I.A. and the mechanical engineering division is headed by Howard S. Gresham, P.E. of Virginia Beach. The other general partners are George F. Hoggard, P.E. and Bob D. Lamm, A.I.A.

The firm has enlarged its offices at Virginia Beach and its staff is one of the largest in the area.

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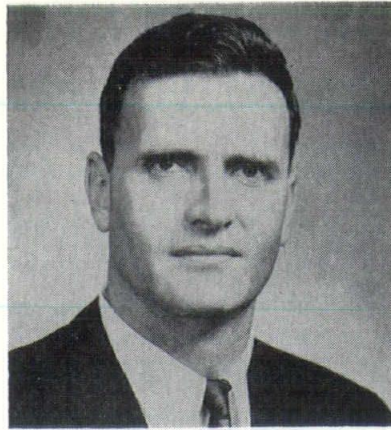
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Kelly Heads Greenlife Firm

• Edward F. Kelley, Jr., has been elected president of Greenlife Products Company, manufacturers and marketers of pine bark base mulches, soil conditioners and fertilizers.

Announcement of Kelley's promotion was made by Lawrence H. Camp, president of Greenlife's parent firm—The Chesapeake Corporation of Virginia. Camp retains the post of treasurer at Greenlife, and had been president also since the company was formed in 1962.

Greenlife recently received the first Bark Products Award, given in competition conducted by Forest Products Research Society throughout the United States and Canada. The Award represents the best achievement in gaining consumer acceptance for bark products through accurate, interesting and attractive sales literature and materials.

Kelley is a graduate of Amherst College and holds the Masters Degree in Business Administration from Harvard. He joined Chesapeake as marketing research manager in 1960. Named general manager when Greenlife started production in 1962, he has recently served as vice president.

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Broadway Comes To Virginia

• The Richmond-Broadway Theatre Guild was formed to fill a definite void in Richmond's cultural picture. Although it has the benefit of the Museum Theatre, and the many excellent dinner theatres that have made their mark with more than one hit performance, Richmond has never had a consistently good series of professional, Broadway shows as a part of its cultural spectrum.

There have been attempts in the past, some abortive, to establish Broadway Theatre here. It is believed they have failed for two reasons: first, they were not backed by a solid, local organization; second, the organization behind them was not prepared to stay for the long run. Richmond-Broadway Theatre Guild is operated as a subsidiary of ABC Enterprises, Inc., an organization with an established record of successful promotion in Richmond. As such, the Guild is here for more than one season, regardless of the first year's success. As a matter of fact, the second season is already on the drawing boards.

During the premier season, the Guild will bring a cross section of Broadway that runs the gamut from Hamlet to Hippy. The season opener was *I Do! I Do!* with Phil Ford and Mimi Hines, a duet familiar to every TV viewer. The show, a tuneful chronicle of a couple's life together from their wedding night to their fiftieth anniversary, was produced by David Merrick. Its success on Broadway was marked by such stars as Mary Martin and Robert Preston in the original roles and a run of 584 performances that spanned two years.

Any time an attempt is made to stage a two-character show, there is danger of failure. The responsibility of carrying an evening's entertainment could easily overwhelm even the most seasoned performers. But Phil Ford and Mimi Hines (Mrs. Ford, off-stage), met the challenge and surpassed all expectations.

The opening show was a delight to behold. The set was appropriately simple, emphasizing the "Fourposter" around which all the action revolves. The couple progressed through their married years—a mélange of all the joys and tears that typify such a union—and held the Mosque audience captivated throughout. The production was a promising forecast of a bright, new theater season for Virginia's appreciative audience.

In January, the Guild will present two performances of *Rosencrantz and*



Mimi Hines

Guildestern with a matinee of *Hamlet* by the same company. A refreshingly modern paraphrase of *Hamlet*, *Rosenkrantz and Guildestern* looks at the melodramatic events at Elsinore through the eyes of the classic's most insignificant characters. In the *Hamlet* matinee, Robert Burr who has the central role of the Player in *R&G*, will appear in the title role. He has appeared in nine different Shakespearean plays, twice as *Hamlet* and once as Richard Burton's standby during his six-month Broadway run in *Hamlet*.

The appeal of the third Guild production takes a big switch when *Your Own Thing* comes to town in February. The rock musical is the only off-Broadway show ever to win the New York Drama Critics' Circle Award. A joyful, modern version of Shakespeare's *Twelfth Night*, this production should sell out to the younger side of the generation gap.

In April, the Guild will continue on the musical trail with the smash hit *Mame*. Jerome Lawrence and Robert E. Lee, a name with predestined appeal in Richmond, based their award-winning musical on Patrick Dennis' "Auntie Mame" and it carries all the hilarity, set to music, of the play by the same two authors.

The season's finale for the Guild will be *Cabaret* featuring Tandy Cronyn, the sprightly daughter of Jessica Tandy and Hume Cronyn. Bright and brassy, the promoters hope *Cabaret* will set the edge on appetites for next year's season sales for the Richmond-Broadway Theatre Guild.



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Haven For The Destitute Sick

(Although donation day, Nov. 6, is past, this institution should be remembered by all who care—for IT cares—year around.)

Sheltering Arms is Virginia's only free general hospital. It administers to both medical and surgical patients—men, women and children, who are in need of hospital care and cannot afford to pay for it.

This unique institution, one of the few of its kind in the world, is located in Richmond adjacent to Richmond Memorial Hospital, in Sheltering Arms' new 53-bed building provided through the generosity of friends who have supported it since its founding almost a century ago.

WHO ARE ITS PATIENTS

The patients are medically indigent persons—not welfare cases, but people from all walks of life who are ordinarily self supporting. Through continued illness or other adversity they have reached a stage where their funds are exhausted and they cannot pay for hospital care. People of all ages are accepted, many of them family bread winners upon whose shoulders rests the support of children and other kin.

IS SHELTERING ARMS JUST FOR RICHMOND PEOPLE?

This hospital accepts any Virginians

who qualify for the care. That is, those whose attending doctor signs a statement that the patient needs hospitalization and cannot afford to pay. (This admission rule also applies to our outpatient clinic services, where pre-hospital tests are frequently given and post-hospital treatments provided).

HOW OLD IS SHELTERING ARMS? HOW WAS IT BEGUN?

Sheltering Arms was founded in February, 1889, by a group of kindly citizens interested in philanthropic work who felt keenly the need for such a hospital. They dedicated their energies and material gifts to it through the founding period. Those who followed in ever-growing numbers have faithfully helped keep open the doors of this haven.

People of all faiths and conditions of life give of their resources to aid the suffering who would be self-supporting except for sickness. Many church, club, civic, fraternal and social groups, as well as individuals, contribute money, time and services. Outstanding physicians and surgeons have, through the years, provided medical and surgical care without recompense.

HOW IS SHELTERING ARMS MANAGED?

A women's Board of Managers directs the affairs of this private charity hos-

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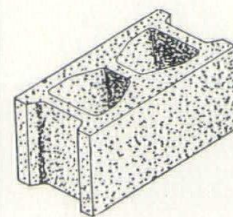
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Sheltering Arms

(Continued)

pital, assisted by a General Board, Junior Board, and the men's Board of Directors. The latter, comprising prominent business and professional men, supervises the financial affairs and advises the Board of Managers.

The hospital is financed through yearly appeal for donations to supplement income from endowment and some special gifts. Sheltering Arms, a statewide institution, is not a beneficiary of the United Givers Fund of Richmond and therefore must rely first and foremost on public generosity to carry on its work.

SHELTERING ARMS' NEEDS

Sheltering Arms Hospital faces a financial crisis. Medical costs have risen over 35% since 1967. As a result, the Hospital's revenues, which are derived almost entirely from contributions and earnings on endowment gifts, no longer meet expenses—despite the fact that administrative costs are less than 3% and volunteers do much of the work.

During the past year the Hospital paid for 2,500 out-patient visits and for all the expenses of 950 medical and surgical patients. Approximately 95% of these individuals were enabled to return to their homes and families.

Many people will naturally ask why they should support Sheltering Arms now that the Government has launched its tax-supported Medicare and Medicaid programs. To begin with, Medicaid benefits did not become operative in Virginia until last July 1st, and until January 1, 1970, will be available only to persons on welfare. Thereafter, such benefits can be obtained only by individuals in several restricted categories who have less than \$2,000 annual income (or \$3,500 with three dependents). Because of this, Public Health officials predict that it will be many years before Medicaid actually covers a major portion of the needy. Consequently, Medicaid will have little effect on the Hospital's revenues for some time to come—and patients with Medicare benefits currently provide only 8% of its revenues.

Sheltering Arms, therefore, must continue to rely on the help and generosity of persons who believe in assisting normally self-supporting individuals in time of crisis. The budget for 1969-70 is \$875,200. Of this amount, \$501,400 comes from endowment and miscellaneous income. Additional funds must be raised.

Nation's Architects Study Highways

The nation's architects are moving to influence America's new federal highway system.

The \$62 billion Interstate road network authorized by Congress in 1956 had hardly any contribution from architects. Critics claim these freeways sometimes damaged cities by splitting neighborhoods and wasting land. Now a new road web—which could cost around \$50 billion from 1975 to 1985—is under consideration.

The American Institute of Architects' Urban Design Committee has embarked on a study and action program to help guide the post-Interstate roads. AIA President Rex Whitaker Allen of San Francisco announced the Stern Family Fund, a New York City based foundation, has granted \$10,000 so the committee this year can study the best highway design. Institute funds will be used to advise Congress, government agencies, and the public.

New traffic carriers will have strategic impact on older cities plus the rings of new urban growth sprouting around U.S. cities, pointed out Jaquelin T. Robertson, AIA, the committee's transportation chairman.

The AIA, which represents 23,300 licensed architects, wants Congress to enact highway legislation that will allow design by teams of architects, engineers, planners, and social scientists. The Institute also wants to encourage joint use of highways with other construction such as schools, industry, stores and housing so as to conserve land and tax resources for American cities.

Architects are also convinced highways can blend better with the look and scale of cities, avoiding Chinese wall affects.

dividual who was directly and primarily responsible for the preparation of the entry for a firm that is permitted, by law, to undertake professional architectural, engineering or construction-related planning work.

The Specifications Competition is judged as 15 separate categories to permit each entry to compete with similar works. The categories which cover a full range of construction are as follows:

- A. Schools and Educational Buildings and Facilities.
- B. Public Buildings, including Administrative, Zcos, Museums, Planetaria, Airport Terminal Buildings, Bus Terminals, Libraries, etc.
- C. Commercial Buildings, including Office Buildings, Shopping Centers, Retail Buildings, Banks, Hotels, Motels, etc.
- D. Institutional Buildings, including Hospitals and Nursing Homes, Prisons, etc.
- E. Industrial Buildings, including Factories, Bottling Plants, etc.
- F. Churches, Theatres, Auditoriums, etc., where public assemblies.
- G. Coliseums, Stadia, Grandstands, Natatoriums, etc.
- H. Apartment Buildings, Housing Projects, Convents, Rectories, etc.
- I. Individual Residences.
- J. Civil Engineering Projects covering Means of Transportation, including, but not limited to, Highways, Bridges, Tunnels, Airfields, Railroads, Subways and Missile Sites.
- K. Civil Engineering Projects covering Harbor Works, including, but not limited to, Wharves, Piers, and Bulkheads; Harbor Improvements, Ship yards; Floating and Graving Dry Docks.
- L. Civil Engineering Projects covering Sanitary Engineering Works, including but not limited to, Reservoirs; Water Distribution Systems; Canals and Aqueducts; Water Purification Plants; Sewerage Systems; Sewage Treatment Plants; Incinerators; Industrial Waste Treatment Plants.
- M. Mechanical Engineering Projects covering any mechanical project where architectural and structural work are only incidental to project.
- N. Electrical Engineering, Power Generating and Distribution Projects where architectural

and structural work are only incidental to project.

- O. Landscaping and Site Improvements.

Formal presentation of award certificates will be made at the CSI Annual Meeting and Convention, in Chicago, June 8-10, 1970. First-place winning entries will also be on display at the meeting.

The entire set of rules and regulations concerning the competition are published in the September issue of the Institute's monthly magazine, The Construction SPECIFIER.

Architectural Firm Names Director

■ K. Stanley Sokolove has been promoted to Administrative Director of LBC&W Associates of Virginia, one of the State's leading architectural, engineering, and planning firms, whose work has included buildings and facilities for some of the important educational, government, health, scientific, and military institutions and agencies in the area.

Sokolove, formerly director of professional development for the firm, is a graduate of Rensselaer Polytechnic Institute of Troy, New York, where he received his degree in architecture. He served as a city planner and architect in Tunisia for the Peace Corps in 1964. The following year he became chief architect for H. D. Nottingham and Associates of Arlington. Sokolove was part of the team that designed the proposed National Air and Space Museum for the Smithsonian Institution in 1965. He joined LBC&W Associates in 1967.

Active in numerous organizations, Sokolove is chairman of the Fairfax County Architectural Review Board, Architectural Advisor to the Reston Community Association, a member of Urban America and the American Institute of Architects.

He lives with his wife, Eleanor, and his four-year-old son in Reston, Virginia.

CSI Competition Announced

• The Construction Specifications Institute, Washington, D. C., has announced details of the Annual Specifications Competition which is held to promote its objective of improving specification practices by recognizing merit. The competition, open to members and non-members of the Institute, is the only one of its kind held for those engaged in specification practices and last year attracted a record number of entries.

Entries must be submitted by the in-

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DECEMBER 1969

PAGE FORTY-SEVEN

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Book on Bauhaus

There is now a book, celebrating The Bauhaus' 50 years of 20th century impact. The Bauhaus, in all its aspects, is both elucidated and celebrated in the monumental volume written by Hans M. Wingler, published September 23rd by The M.I.T. Press. This volume, *The Bauhaus: Weimar Dessau Berlin Chicago*, is an unprecedented undertaking spanning the full life and times of the Bauhaus, its people and their work. Wingler's work is a combination of definitive documentation and pictorial representation. It is a volume in which Walter Gropius took a personal, dedicated interest, and evaluated as "the most reliable documentary book on the history and activities of the Bauhaus, scholarly written and profusely illustrated." The textual commentary by Wingler, founder and director of the Bauhaus-Archiv in Darmstadt, is based on years of assiduous study and communication with former Bauhaus Masters and students.

A work of visual as well as textual distinction, this edition has over 800 illustrations and reproductions, including 24 color plates (printed in West Germany). The book's design is a modern adaptation of graphic principles that were developed at the Bauhaus. There are nearly 700 pages in all, 10x14 inches, bound in white cloth, and boxed. The documentary section of the work provides a comprehensive, chronological account of all Bauhaus activities up to the present, through the presentation of some 200 documents (many never before available).

The pictorial section is also arranged chronologically and contains reproductions of printing sketches, architectural plans, woodcuts, posters, programs, furniture and crafts, stage settings, curriculum prospecti of workshops and courses, candid and formal photographs of Bauhaus Masters whose fame is world-wide: Gropius, Mies van der Rohe, Paul Klee, Wassily Kandinsky, Lyonel Feininger, Josef Albers, Laszlo Moholy-Nagy, Oscar Schlemmer, Marcel Breuer, Georg Mueche, Herbert Bayer, among others.

The thoroughgoing documentation—both textual and pictorial—of this book affords personal insight into the evolution of artistic imagination from an inspired idea to actual accomplishment. It will remain indefinitely the central source of Bauhaus information and inspiration.

Yorkminster Presbyterian Church

(Continued from page 7)

crane to its position on the brick tower in approximately four hours, and the anchoring of the steeple was completed the next day by a crew of three workmen.

The building is air conditioned throughout with a separate heating and air conditioning unit each, for the Church School and the Administrative wing.

The complete cost of the addition, not including the carpeting, furniture and the fiberglass steeple, was \$187,340.00 for a square foot cost of \$16.41.

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Zion Union Baptist Church

(Continued from page 8)

span of the lower level through the use of precast double "T" sections.

The baptistry is located on center of the building, behind the pulpit, hidden with sliding doors which conceal when not in use. Robing rooms at the upper level allow privacy and ease of carrying out this part of the service.

An interesting feature of the building is the use of stained glass in the prow of the building and the integral design of a cross in the rear of the church using standard wood muntins and multilions and three-toned glass. This glass is illuminated in the evening hours and precludes the necessity for a tower or campanile.

Some fiscal facts on the building are: Total Square Feet—7,655; Cubic Feet—157,000; Cost—\$114,876.00—Not including Pews, Organ & Land.

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St. Michael's Lutheran Church

(Continued from page 23)

ten seen in this area but with a more contemporary approach. The immediate unit will provide adequate space for the existing requirements, with the capability to be expanded as required. Construction is to begin in early spring of 1970.

ITE

A 3½ acre wooded site 3½ miles W of Blacksburg, Virginia and 1½ miles east of Prices' Fork. The church recently was given a tract of land approximately 1½ acres adjacent to the present site which will provide adequate parking facilities for the future. The adjacent property is farm land owned by V.P.I. There are no buildings near the site.

Historically the site was the home of the first church west of the Alleghenies and was the third Lutheran church in Virginia. All that remains now is a granite monument commemorating Old St. Peter's (1750-1885) and a grave yard on the southern side.

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Recipe For A Merry Christmas

(Continued from page 5)

period, we had some interest in the local political picture. However, including Roy Flannagan (an absolutely top political reporter and good writer), we talked together of more important things—such as books and the ideas in them and the people who wrote them. All of us wanted to write for magazines and publish books of our own. We were not an unique newspaper staff. Of those days it was said that at least one reporter on every newspaper in the country (and then there were very many) carried with him the future "Great American Novel."

Several years ago—say, around 1965—I was asked to talk informally to newspaper executives, editors and reporters. The intelligent and highly responsive audience did not contain a single reporter. When, remembering my days on the newspaper I mentioned my surprise at this to a managing editor, he sorrowfully replied that he had not expected any reporters. They were not interested in writing any more—only in politics.

Interest in writing implies an interest in people, "human interest," as well as a desire to follow the craft of writing; the new absorption in politics implies an association with the center of power and with the subject which newspaper syndicates and television networks favor for their pontificators. (You will observe that when a network, in answering charges of showing too much trivia, offers a public service program, it is always news analysis, usually of some aspects of political operation.) Absorption in politics, then, is "the way to promotion and pay."

Politics entered daily lives, I think, during Roosevelt's administration. Then, the economy having broken down and a large segment of the population in panic, the government intervened and made the results of political action felt in American homes. It was also a time of world crisis, and the government's action in relation to Europe—both before and after our participation in the second so-called World War—brought into play sharply conflicting ideologies in politics, with intense partisanship among the reflective citizenry. With Truman's commitment in Korea, following the Marshall Plan in Europe and concurrent with the aid-programs to half the world, it became obvious that America had drifted into a world role that it was not handling with certainty or adroitness. By then, as Washington actions could be seen to affect

everyone's future, practically the whole population came up with ideas of the right thing or the wrong thing to do, and the nation began to look steadily to politicians as their guides through the dilemmas.

As the dilemmas grew worse, the people looked more to the current chief politician—far more, say, than they had in Roosevelt's day—as ignorant tribes of the past looked to the medicine man. Beginning with Kennedy, some mass delusion attributed to the Number One Politico a magic that no human being could possess, and when Johnson failed of this magic, the people repudiated him, but failed to reach a majority decision on the next Great Hope.

During these changes, political analysts proliferated to interpret to the bewildered populace, pathetically eager for a Moses, the innermost goings-on of the head politico and other politicians who momentarily made news. Now, we have come upon a time when the analyzers have so proliferated, and each can so tirelessly, patiently cover the same ground day-in and day-out ad nauseum, that the sheer repetition causes the mind to reject the grave subject matter which they have talked to death.

To enjoy the Christmas present of a surcease of these analyses of public persons requires, of course, some effort of will. You need to eschew the editorial pages of the newspapers and the newscasts on the idiot-box. I recently read somewhere that the appeal of team-sports in America today is that you can have heroes who do not need to be analyzed for you: you can watch, appreciate and evaluate their performances. Also, the game comes to an end, a definite conclusion, in which something—even if a game—has been started and completed. A learned literary scholar wrote much the same thing about the appeal of thrillers: where in life nothing is ever solved and problems go on and on endlessly, in thrillers there is always a solution, an end. This is an oblique way of suggesting that you consult your local sports page and try several of the better thrillers, like Ross McDonald's, as a substitute for the analyses which, like the ordeals in life, go on and on, endlessly. If this modest present will be accepted, I'm sure your Christmas will be merrier.

Clifford Dawley

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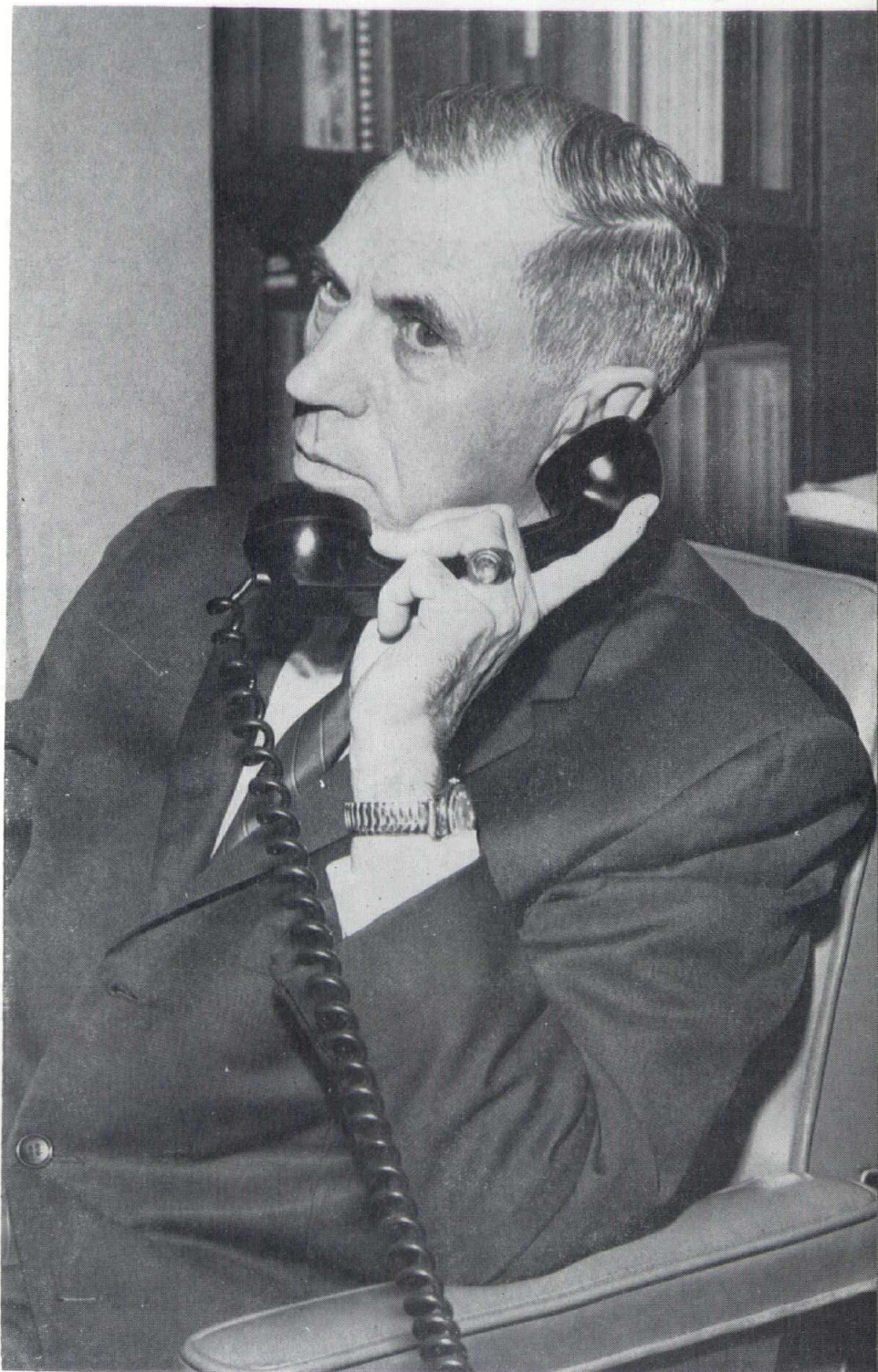
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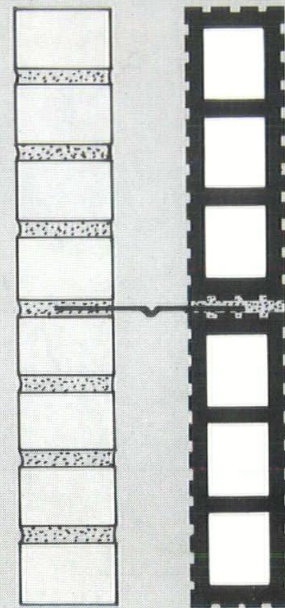
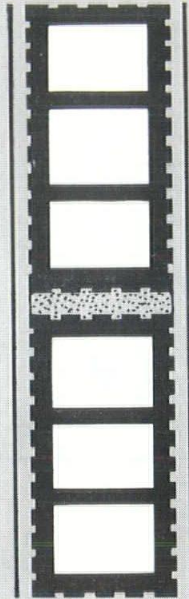
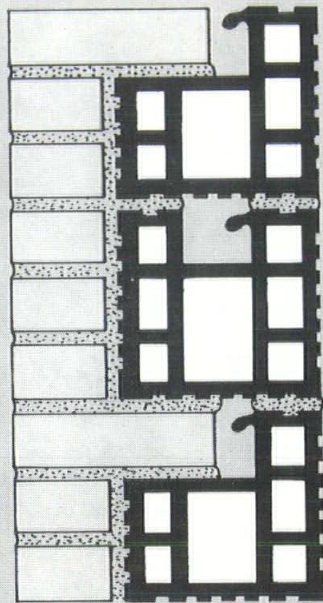
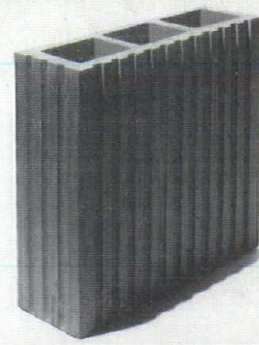
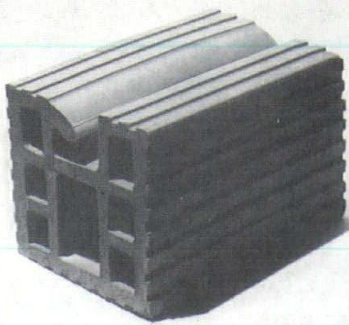
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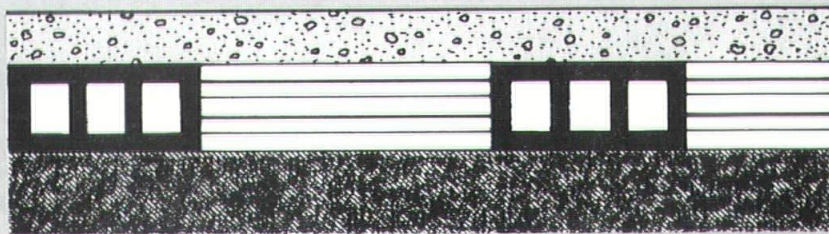


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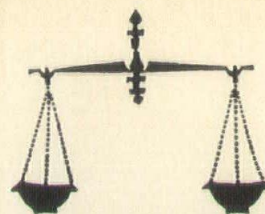
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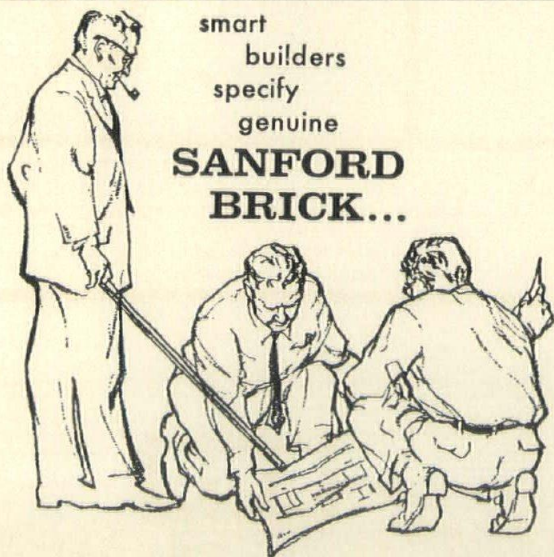
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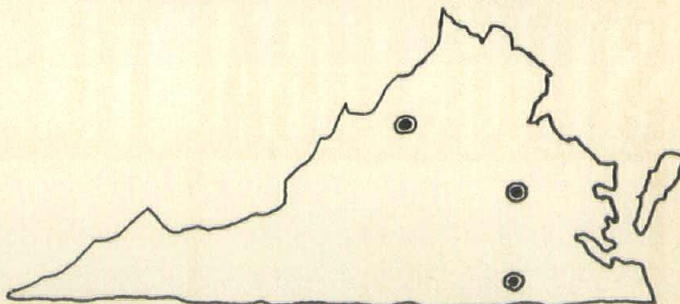
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tative articles and features on statewide and local industries, business, governmental and civic organizations, they are in no other respect responsible for the contents hereof.

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No "Dawn's Early Light"

C. L. SULZBERGER, in a recent column written from South Korea, stated that, "The United States remains an immense giant in the international swamp, wavering and unsure of itself. It is a kind of huge dinosaur, a beast more magnificent than any other but which didn't endure because it didn't know what its purpose was." In the same period, James Reston had a column which applauded a suggestion for a high-level appraisal of the nation's international objectives for the next decade—in military and politics, and a combination of the two. Putting together these two columns, one could get the impression that the United States flounders in the unadaptive fashion of the dinosaur because of the impossibility of coordinating its objectives despite such worthy aims as the appraisal described by Reston.

It is not customary for the news media to take such a philosophic position as Mr. Sulzberger's. On the contrary, the newspapers and their pundits, the sages in the weekly news magazines and on daily television, all tend to concentrate on the immediate happenings at a surface level, which seldom places the transitory events in the context of history. Much of the editorializing from pundits and sages indeed does little more than reflect the opinion of the "Man-on-the-Street," and hands back to the reader some superficial argument which the "Man-on-the-Street" can then bandy around as his own opinion, without any personal study on the subject. All of us have had the somewhat unnerving experience of listening to some citizen earnestly expound on the international situation, in which he was quoting from a melange of editorials which you had read in the few previous days. Or, there is a certain fascination of horror in listening to a roomful of citizens go heatedly at an exchange of stale opinions, all garnered recently from the same transitory sources.

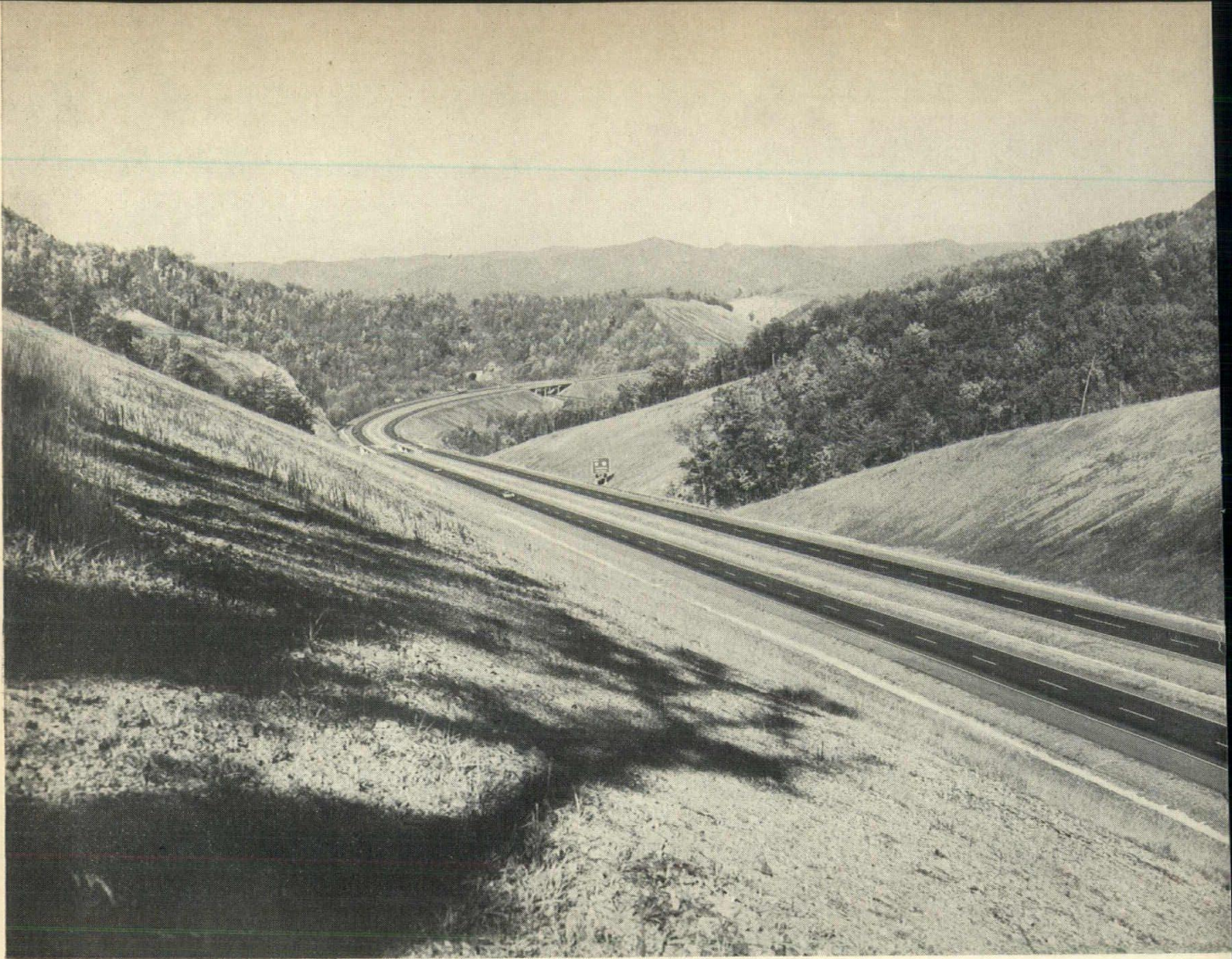
To get some perspective on the repetitive fulminations in the news media, sometimes it helps to read a book by a specialist who is *not* writing to reflect back to the "Man-on-the-Street" his own tired opinions. Such a book was the *Memoirs* of George F. Kennan which, more than anything I've ever read, buttressed the melancholy picture drawn by Sulzberger and showed the hopelessness of any fruitful results from the suggested appraisal applauded by Reston.

These *Memoirs* were written from the notes made by a highly intelligent, highly literate and superbly trained foreign service careerist. It is somewhat hair-raising to read of U.S. Ambassadors to Russia coming to a place of which they know nothing and absolutely refusing to avail themselves of the knowledge and experience of dedicated specialists in that field on the scene. Yet, we go on appointing ambassadors for political considerations, in something of a rich man's postmastership.

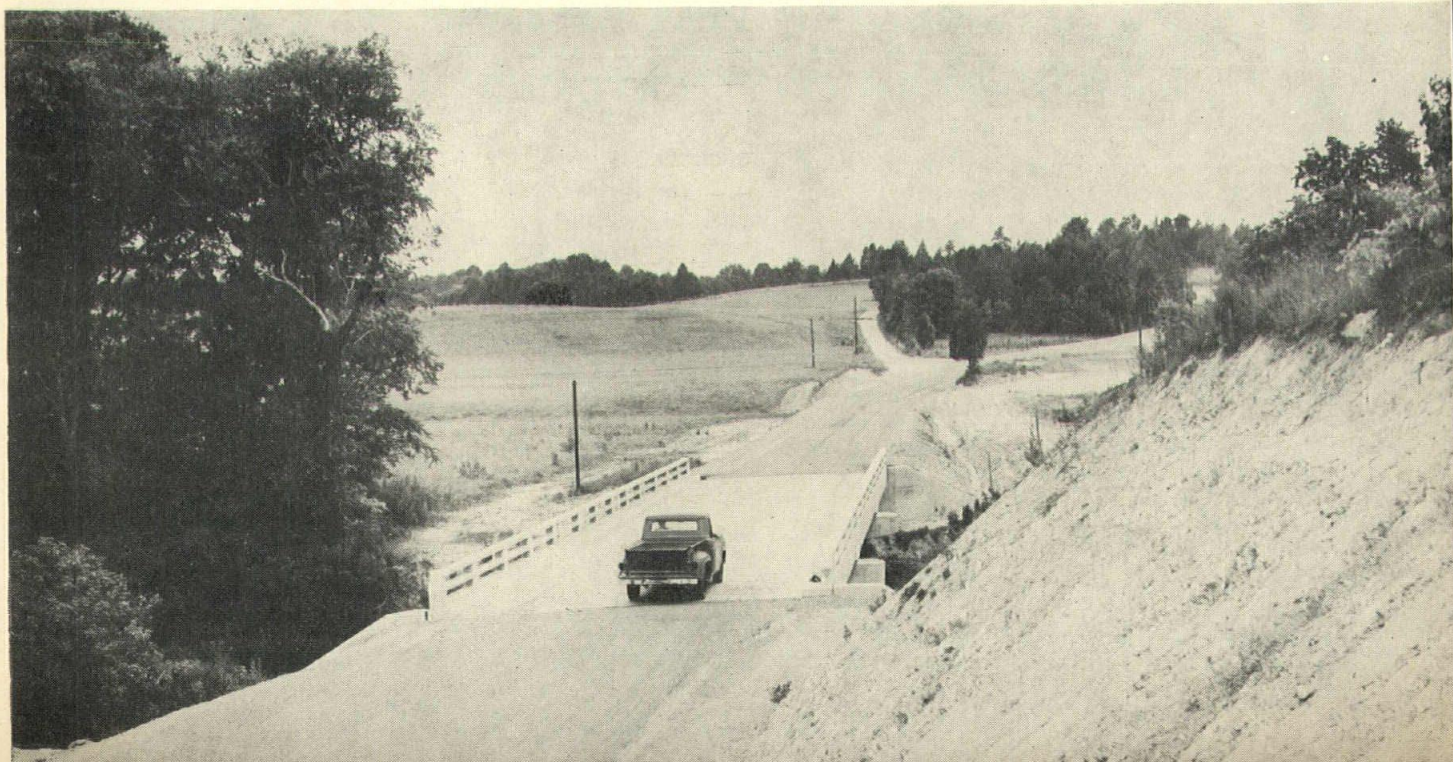
In Mr. Kennan's book, some of the accounts of lack of cooperation between departments would have been hilarious (beyond anything dreamed of by Gilbert and Sullivan), except for the grim realization that these comic-opera didoes were determining our relations with the nations of the world. Cabals from the Pentagon were working at cross-purposes

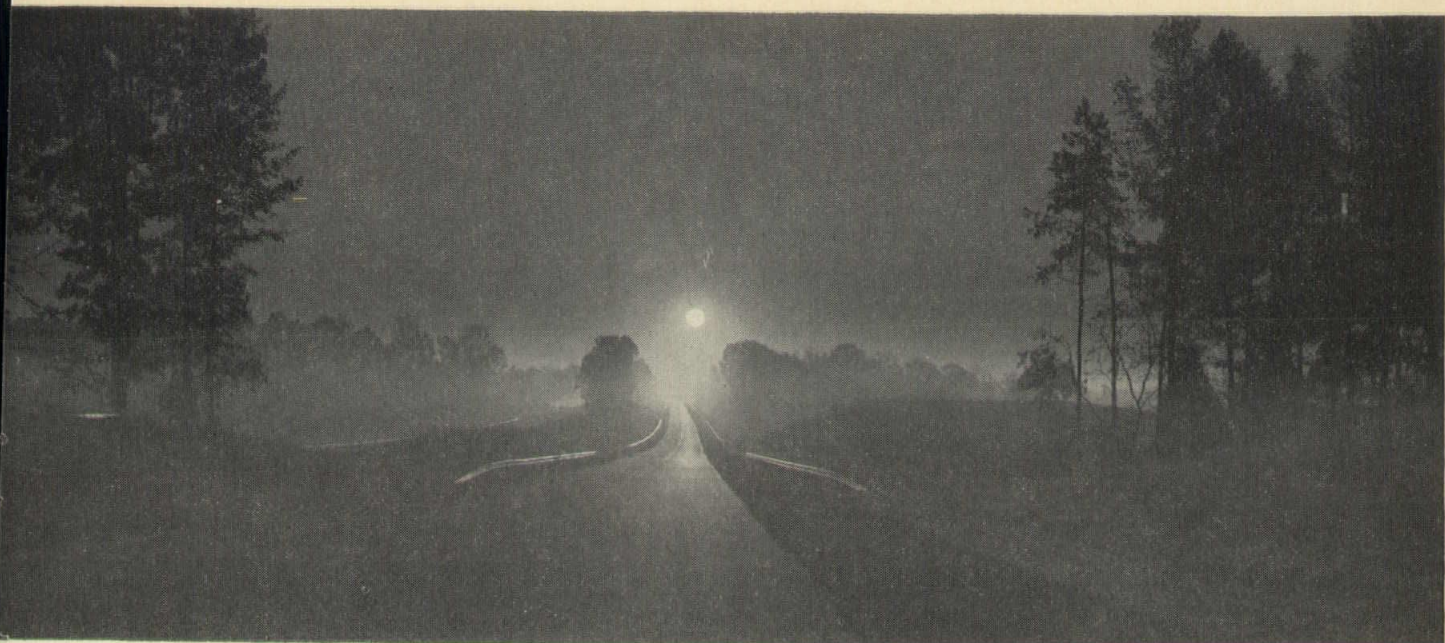
(Continued on page 57)

ON OUR COVER is Commissioner Douglas B. Fugate shown in what is a typical setting for him. He must constantly keep in touch with all parts of our state in order for the Highway Department to continue to function smoothly and to keep abreast of changes as they occur.



Shown above is a prize winning segment of I-64 in Alleghany County. But it isn't only an age of superhighways as illustrated by the new bridge shown below on Secondary Route 646 in Louisa County.





Night view of a section of Interstate 64—Henrico County

THE VIRGINIA DEPARTMENT OF HIGHWAYS “DECADE ’70”

By

ALBERT W. COATES, JR.
*Public Information Officer
Virginia Department of Highways*

THE YEARS of the '60s have brought unparalleled development to Virginia's 50,000-mile highway system, to meet the growing transportation needs of a growing state. What's ahead in the '70s?

Highway Commissioner Douglas B. Fugate considered the question recently, and he concluded:

“With the expanding urbanization of Virginia, the decade of the '70s may well produce the most demanding challenges in the history of the state highway program.”

He foresaw a continuing need for expressway facilities and for other urban thoroughfares and connecting streets capable of adequately serving modern traffic, and for completing the present interstate and arterial programs as quickly as possible.

But there was more.

“We must see to it that both rural and urban highways continue to be good neighbors in the areas through which they pass,” the Commissioner said.

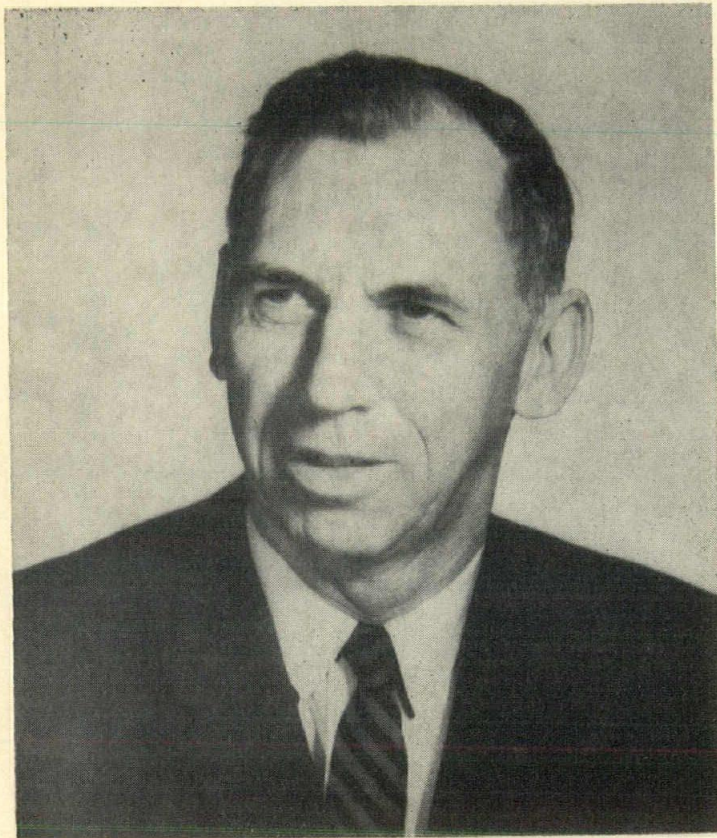
“And with the urban growth, we will be increasingly concerned

in the years ahead that planning for street and highway facilities be related to total community planning. We hope that the urban studies recently completed or under way will contribute substantially in this regard. We believe they will.”

The studies to which he referred—47 of them—are being made jointly by the Department of Highways' transportation planners and local planning and governing officials.

The result will be a master street and highway plan for every

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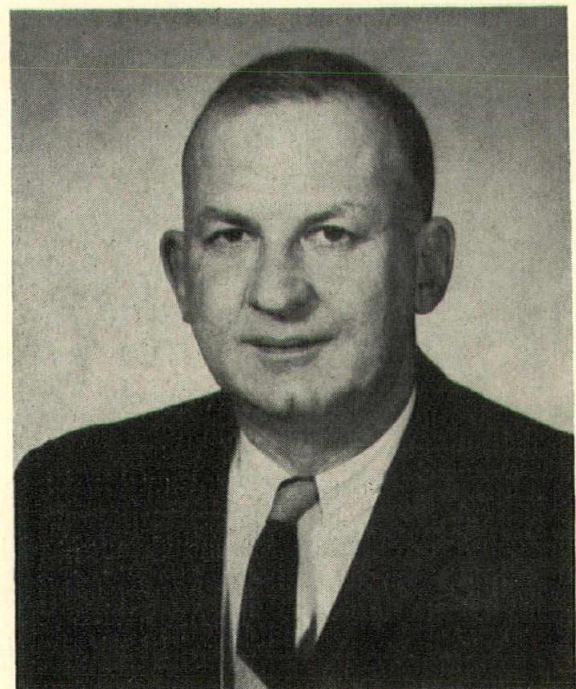
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community of 3,500 population or larger, along with the urbanized sections of adjoining counties. The studies are looking ahead to 1985's traffic needs.

In view of the needs these studies are showing, and with the rapid growth occurring in many areas, the Commissioner observed that so far as highway planners are concerned, the coming years will be "busy, demanding, challenging—and they will offer the grandest opportunities for fresh ideas and creative achievement which we have yet seen."

Thus, he focused the eyes of those engaged in the state's highway program squarely on the decade ahead—and said, in effect, that it's not enough to attempt to meet today's traffic needs without planning seriously for meeting those sure to develop tomorrow.

And more and more, it's clear that many of those future needs will be in the cities, towns and suburbs.

Until recent years, Virginia's highway program had been largely rural oriented because Virginia had been largely a rural state.

In 1940, for example, only 35 percent of the total population was in urban areas. Even a decade later, in 1950, less than half of all Virginians were urban dwellers.

Now, the urban proportion has reached the two-thirds point, and the transportation planners estimate that in 16 more years, 85 percent of the Commonwealth's people will be living in urban communities—on 12 percent of the Commonwealth's land.

In a span of 15 years, between 1945 and 1960, Virginia's farm population dropped from 831,000 to 467,000. Since 1940, the number of individual farms has decreased from 191,000 to 78,000.

The significance of these trends for the urban areas has been underscored by a swift increase in

(Story continues on page 12)



THEY'RE DIRECTING URBAN TRANSPORTATION STUDIES—K. M. Wilkinson (seated right), assistant traffic and planning engineer for the State Department of Highways, is directing the 47 urban studies under way or nearing completion. Assisting him in directing the studies are (from left) O. K. Mabry, R. G. Corder and H. H. Ralston, all transportation planning engineers for the Department.

PLANNING FUTURE TRANSPORTATION FACILITIES—These employees of the Department of Highways' traffic and planning division are shown studying data collected in the urban studies, which lead to long-range street and highway plans for every community of 3,500 population or more and relate transportation planning to total community planning.



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*Aerial view of Mechanicsville Bypass,
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*Artist's conception of how I-95 (Shirley Highway)
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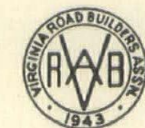
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overall population, which had climbed moderately in the early decades of this century but grew from 2,677,773 in 1940, to 3,318,680 in 1950, to 3,954,429 in 1960.

Total population now is estimated at something more than 4,600,000—and it's expected to exceed 6,000,000 by 1985.

Sprawling subdivisions, suburban shopping centers, office buildings and industrial complexes are being developed at the fringes of the cities, on land once used for farming in a state which once depended largely on an agrarian economy.

While the city itself remains the hub of economic, social and cultural life, its problems have become regional in scope. What affects the city affects wide areas of neighboring counties, as well.

Nowhere is this more evident than in the problems related to streets and highways.

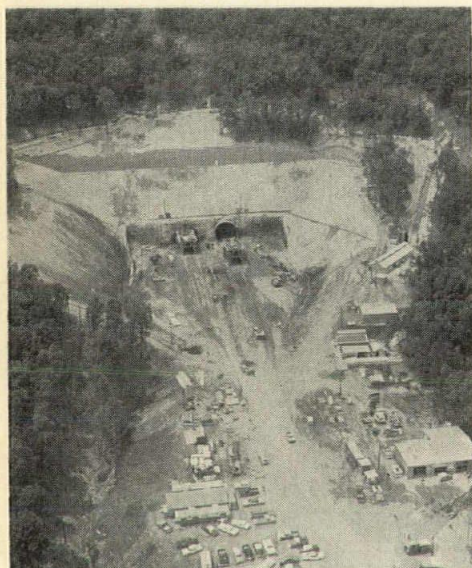
Indeed, the family car has induced much of the spreading urban growth, through the convenient, flexible mobility it permits.

All of this is not unique to the Commonwealth, for the magnitude and complexity of urban traffic is causing concern all across the nation.

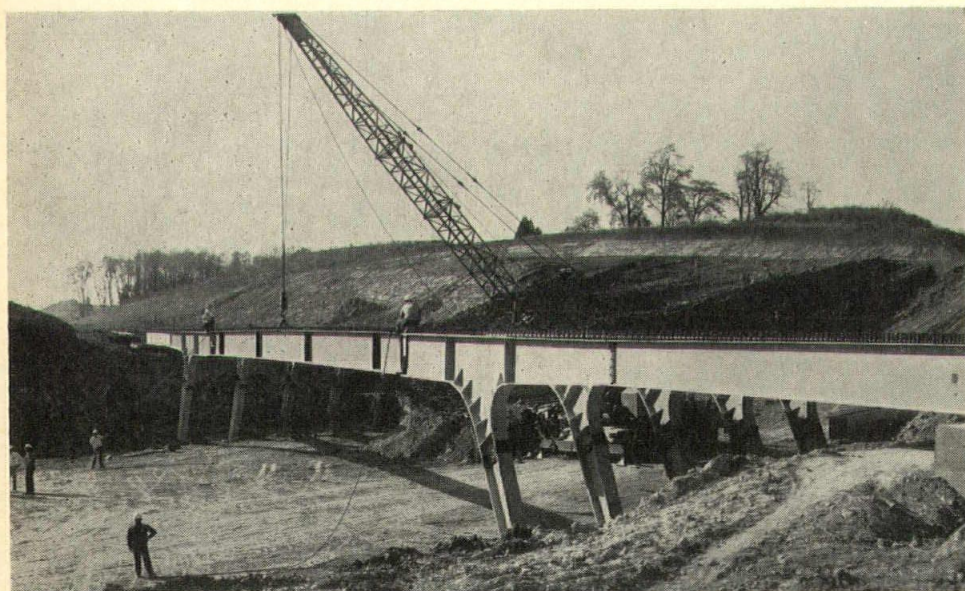
But Virginia is fortunate because in most places its traffic woes have not reached the crisis proportions that have developed in some metropolitan areas elsewhere. Here, there is time for planning. And the state is making clear that it expects to use that time wisely.

In 1964, the General Assembly revised laws governing extensions of the highway systems in the 65 towns and cities of more than 3,500 population. Under the new arrangement, at least 14 percent of all highway funds—except interstate federal aid—is spent for roads and streets within the boundaries of these municipalities.

The money is used in two ways.



At top of page—Highway Pilots ready for day of aerial photography. Chief pilot C. E. Pfeiffer, Jr. and pilot W. L. Owen, Jr. prepare to board twin-engine Grand Commander. Pfeiffer helped organize the Va. Dept. of Highways aviation section in 1957 and was joined by Owen one year later. Aerial photos are used to locate new roads—help find best routing to do least disrupting of existing property. Center photo is of work in progress on Big Walker Mountain Tunnel—I-77 near Wytheville. And below, is a new design in bridge construction, without media support, this one is on I-64, east of Charlottesville in Albemarle County.



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However, the urban areas receive considerably more than the minimum 14 percent. A number of these areas have benefitted from construction of the interstate highways, and large amounts of arterial, primary and secondary funds—while not generally spent within corporate boundaries—pay for major improvements in the suburban counties.

The 1964 General Assembly also provided that future financing of construction projects in the cities and towns be matched only 15 percent by the locality, instead of the 25 percent formerly required. This means that when urban federal aid is used, the financing formula is 50 percent federal, 35 percent state, 15 percent local.

However, since urban federal funds account for less than one-fourth of construction money available for municipal street and highway improvements, the usual financing formula is 85 percent state, 15 percent local.

Since 1950, an urban division has functioned within the Department of Highways, assisting localities in developing plans for construction projects. In 1965, an urban design unit was established in the Department's location and design division.

As part of an internal study now under way, the Department is examining its role in urban transportation to determine if its support to the localities should be extended.

In addition, the Virginia Advisory Legislative Council is making a continuing study of the urban highway program, including an evaluation of the

methods of distributing funds for construction and maintenance.

Last year, the General Assembly established the Virginia Metropolitan Areas Transportation Study Commission, chiefly to review questions related to mass transportation in the state's urban regions.

One effect of all of this has been to pledge a greater state commitment to the search for solutions to urban traffic problems.

And, more specifically, there are the 47 individual studies throughout the state—from the Tidewater cities on the Atlantic

Coast to Big Stone Gap in the far Southwest. In these studies, planners for the Department of Highways and the localities have been busy taking their looks at the future.

They want to build better traffic facilities, but that's not all. They see these studies as ways to help build better communities, too.

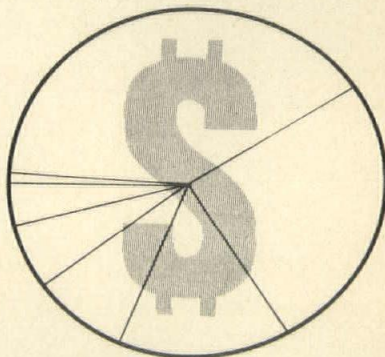
For many years, urban street and highway planning in Virginia—as in most states—was conducted on a project-by-project basis.

Frequently, factors such as future land use and population

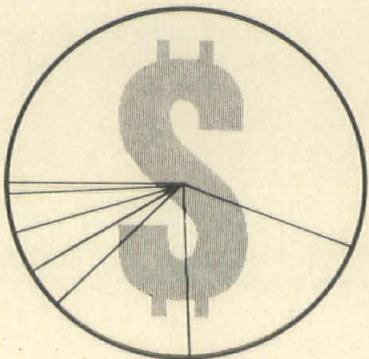
Virginia's HIGHWAY DOLLAR 1969-1970

Income

Motor Fuel Taxes.....	41¢
Interstate Federal Funds (Require 90-10 Matching)...	26¢
Motor Vehicle Licenses.....	14¢
Motor Vehicle Sales and Use Tax.....	6¢
Primary, Secondary, Urban Federal Funds (Require 50-50 Matching)...	8¢
Motor Vehicle Registration, Operators' Permit Fees	4¢
Miscellaneous	1¢



Expenditures



56¢	Construction
18¢	Maintenance
13¢	Right-of-Way
4¢	Support of Other State Agencies
4¢	Administration, General Expenses, Capital Outlay
4¢	Direct Payments To Municipalities
1¢	Two Counties Not In Secondary System

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trends did not receive sufficient consideration, although these are recognized today as basic elements of sound transportation planning.

The 47 new urban studies are intended to assure full attention to these inter-related factors. Such coordination is viewed as imperative in an era when, almost overnight, new Shopping Centers, subdivisions and apartment complexes can produce huge new demands on existing streets and highways.

So the transportation planners now are studying land use patterns, and are recording information on soil suitability, slope of vacant land, anticipated water and sewerage system locations, industrial expansion plans and new site proposals, and residential development trends.

Growth trends in retail sales, employment, population and car ownership also are being considered.

In collecting the traffic information itself, the planners establish stations on each highway crossing the periphery of the study areas to gather trip information from a wide sampling of motorists. In the 21 studies for localities with populations ranging upward from 10,000, occupants of between 10 and 20 percent of the dwelling units have been interviewed about their travels on a typical day. Truck and taxi owners were interviewed for the same purpose.

In addition, the planners are considering existing mass transportation facilities in the larger areas, and the important role of these facilities in fully meeting future urban needs.

Generally, they say, mass transportation in the foreseeable future is expected to be limited to bus operations except in Northern Virginia. There, a rapid rail system is in planning stages, and the state has agreed to make the median of proposed Interstate 66

available for rail lines and passenger stations.

After all the basic information is in hand in the urban studies, capacities of existing streets and highways are analyzed, as are travel times and accident experience. Base year traffic then is projected to 1985 and, with electronic computers, is hypothetically "loaded" on the existing street and highway system to test its adequacy.

This, in turn, lets the planners develop recommendations for improvements in cases where present facilities will not be sufficient. These improvements include widening existing streets, establishing one-way street patterns, or, when these won't be enough, construction of entirely new facilities.

For the studies, each locality's street and highway system was classified according to the following functional definitions:

*Freeways—Expressways with full control of access and used by traffic needing relatively high urban driving speeds. The urban portions of the interstate system already have provided such freeways in some Virginia cities.

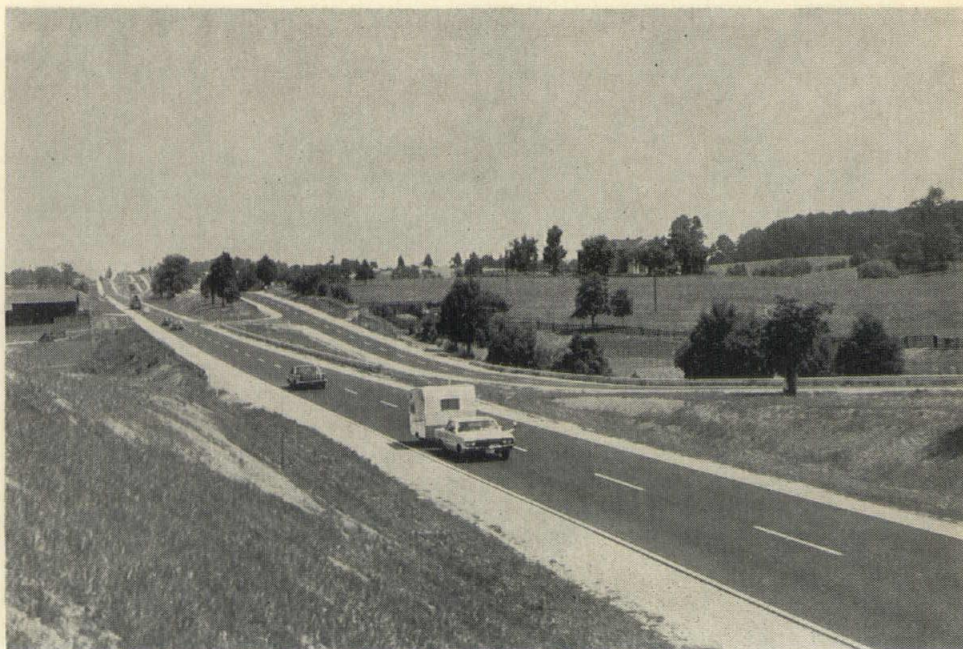


Slope mowing operation I-64 near Short Pump, Henrico County.

*Thoroughfares — Multi-lane highways for through and local traffic, perhaps including at least partial control of access and generally having grade separations at high volume intersections. Extensions of the rural arterial and primary roads will be among the main thoroughfares in most urban areas.

*Local Streets and Secondary Roads—These provide access to residential neighborhoods, businesses and other adjacent property, have no control of access other than conventional signals and signs, and generally are two lanes wide.

Completed Arterial Primary north of intersection of Routes 677 & 29 near Madison.



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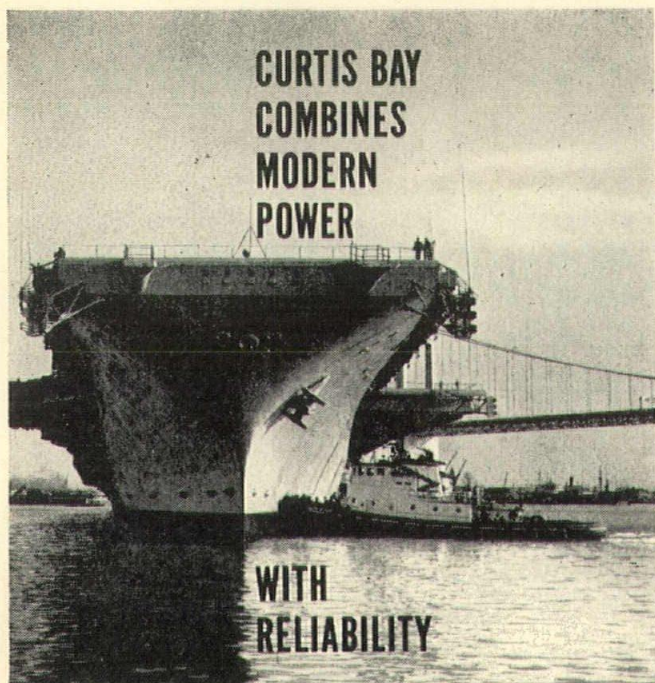


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Congestion at intersection of Ridge Road and Washington Boulevard in Arlington.

The planners have reported that by 1985, some 270 miles of high-standard freeways, 3,120 miles of thoroughfares and 11,150 miles of local streets and secondary roads should be built or improved in urban areas across the state.

The cost for urban construction and maintenance during the 1975-85 period, they estimate, will be approximately \$3.8 billion if needed levels of service are to be attained. The most urgent urban facilities are being included in a 1970-80 program currently being prepared by the Department of Highways.

Further, the state's transportation planners say that highway planning, construction and maintenance should not be restricted

in the years ahead by rigid local governmental boundaries in the urban areas. Such boundaries have little bearing on the public's transportation needs, they explain.

"Motorists living in the suburbs—where much of the growth is occurring—aren't particularly concerned about these boundaries when they drive downtown or across the metropolitan area to work or shop. They expect—and properly—the same high standards in travel facilities," the planners said in a report to the Virginia Advisory Legislative Council.

They recommended a regional concept for financing, maintenance, construction and operation of the urban highway program because of the multiple governmental jurisdictions which exist in each of the 47 study areas.

"The goal should be identical financing and uniform operation, construction and maintenance for each functional classification of street and highway . . . without regard to city, town or county boundaries."

Formal adoption of the plans growing from the studies follows a time-consuming path, but that's what the Department of

Highways had in mind when it initiated the planning processes with the localities.

Adoption requires approval by regional and local planning commissions and by local governing bodies, each of which holds a public hearing, and then by the State Highway Commission.

Thus, local citizens—who, in the end, have the biggest stakes in the urban highway construction program—have opportunities aplenty to express their wishes early in the planning stages.

It is, Commissioner Fugate says, the only sensible way to conduct an orderly, responsive highway development program in the fast-growing urban communities.

Apartment construction, vicinity of Rt. 95 and Seminary Rd. in Fairfax County.



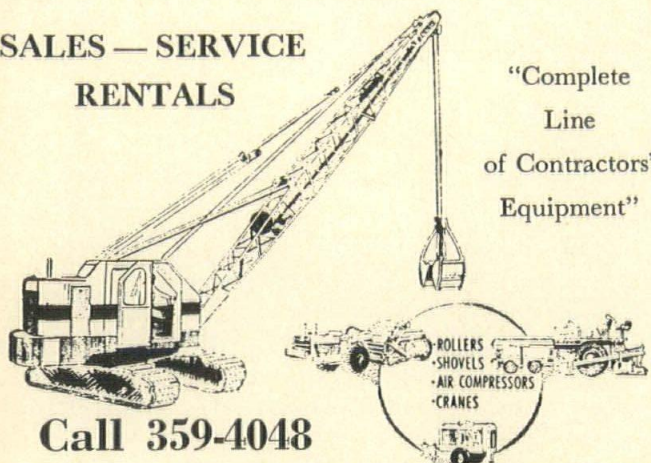
Traffic flow in downtown Norfolk.



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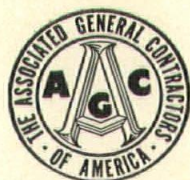
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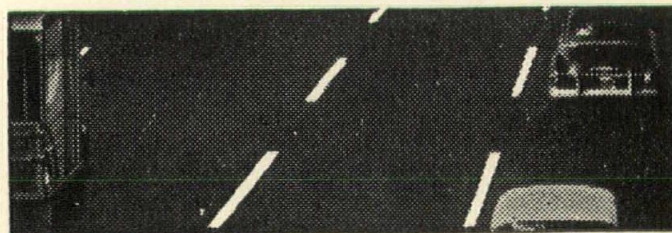
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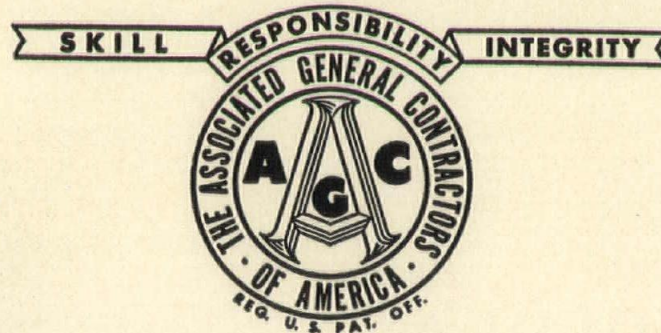
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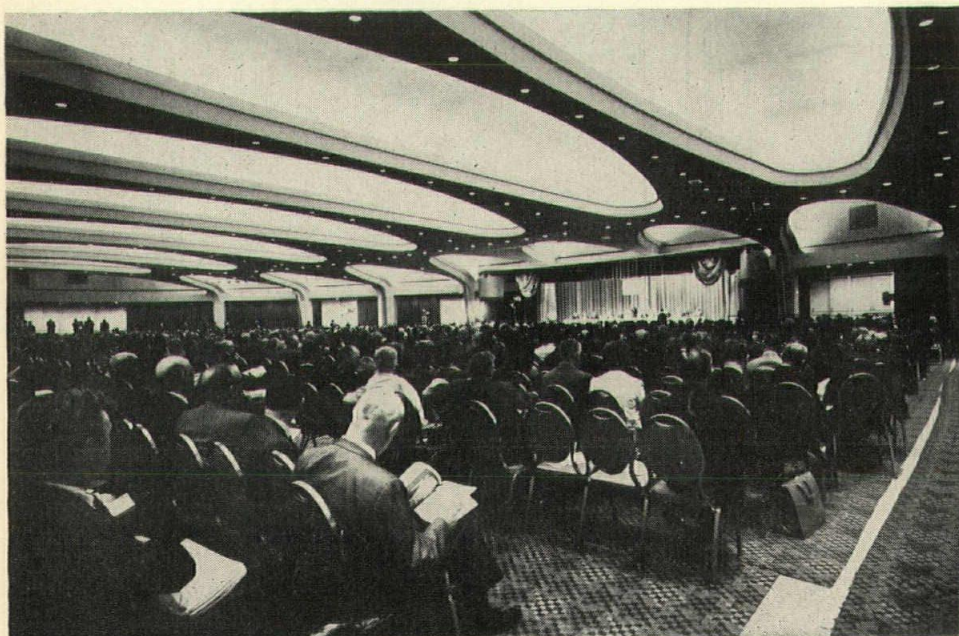


A.G.C. president Fred W. Mast (right) introduces Transportation Secretary John Volpe during the opening session of the A.G.C.'s Golden Anniversary Convention.

FIFTY GOLDEN YEARS

By NICKIE ARNOLD

There were few vacant seats as the convention opened.



THE WEEK OF MARCH 14th was a very busy one for approximately 3,500 members and guests of the A. G. C., who attended the Golden Anniversary Convention held in Washington, D. C. The Associated General Contractors of America put together a power packed week for the representatives of the 132 A. G. C. chapters from across the Nation.

The opening business session Senator Henry M. Jackson, Chairman of the Senate Committee on Interior and Insular Affairs gave an address entitled "Five Myths that Beset Us," in which he dispelled the myth that the Soviets are on a course toward more peaceful and moderate policies. Senator Jackson stated that the only way to manage the problem with the Soviet Union is "instant negotiation;" and that we are creating a "military-industrial complex."

Transportation Secretary John Volpe was introduced by A. G. C. President Fred W. Mast during the opening business session and he related the following timely remarks:

"As the result of a meeting I had this morning with other top-ranking officials of the Nixon Administration, I can report that there will be a stabilizing of the rate at which the states will be permitted to make new contract obligations in connection with the Federal Aid Highway Program. This will enable us to put an end to the stop-and-start, up-and-down policy that has caused so much concern and confusion in this vital area.

"We are going to establish an orderly system for the release of federal funds to the State highway departments on a quarterly basis, to bring about the stability that is needed so we can indeed move forward together for the orderly development of our national highway system.

"I can tell you that I have decided to replace the prequalification procedure for equal employment opportunity with a new procedure which will include in all advertised specifications the specific equal employment opportunity requirements of contractors and subcontractors."

The opening business session ended with a standing ovation for Astronaut James Lovell. Mr. Lovell had brought with him film taken from his Apollo VIII mission, which showed the astronauts' view as the rocket left the launch pad, their first view of the moon surface and the recovery. His ready wit brought many laughs to the audience as he showed pencils and pens floating in air as well as a flashlight, of course they had a bit of trou-

ble training the light to stay at the right position. Lovell stated that through tests they had found out that the astronauts had aged less than a minute more than normal due to their trip into space, but he announced with a chuckle that his wife had aged at least ten years. Mr. Lovell had an autographed picture of himself beside a model of Apollo VIII, which the National association had duplicated. These were given out at the registration desk, and made delightful keepsakes to remind one of the very personable young man.

The Associated General Contractors have three major divisions, which are highway, building, heavy and utility. After the opening session each of these broke into their own individual sessions with speakers and panels.

The Highway Contractors Division had a six-man panel including Congressmen and highway officials. A. E. Johnson, Executive Director of the American Association of State Highway Officials stated, "We could not have obtained enough qualified contractors to get competitive bidding under the former procedures. Senate Public Works Committee hearings in January made it clear that the old provisions were not workable. The new procedure announced by Secretary Volpe will unlock the highway program."

Industry-wide training programs for minority groups within each state were suggested by panel member, Rep. William C. Cramer rather than each contractor being required to back his own training effort.

A training program of this nature is now in the planning stages and tangible progress is expected for such a training program according to Francis C. Turner, Federal Highway Administrator.

Senator Jennings Randolph (D-W. Va.) announced that his committee will be studying plans for rebuilding the primary-secondary roads, replacement of old bridge systems and in general a look at the needs of urban and suburban areas. Senator Randolph feels that the new program will give the states greater flexibility in participating in Federal-aid roadbuilding.

Cooperative planning to solve the transportation problems of the American cities was suggested by Rep. John C. Klucznski (D-Ill.). An answer can be found through unified effort.

The Heavy Construction and Utilities Contractors Division had the topic of "Construction '69—Military and Public Works." To get this three hour session off to a most interesting beginning Congressman George H. Fall of

to tell the Virginia Story



Highway Construction and Equal Employment Panel: Douglas J. Fife, discussion leader; Senator Jennings Randolph, Chairman, Senate Public Works Committee; Rep. John C. Klucznski, Chairman, House Subcommittee on Roads; Rep. William C. Cramer, House Public Works Committee; Francis C. Turner, Federal Highway Administrator; Ross G. Stapp, president, AASHO; and A. E. Johnson, executive director, AASHO.



Building Division: Campbell L. Reed, div. director, Paul K. Donahue, div. chairman; Floyd Hyde, Assistant Secretary for Model Cities, HUD; Paul G. Bell, Jr., new div. chairman; and David Q. Rutherford, div. assistant.



Construction '69—Military & Public Works Panel: John L. Connolly, moderator, Division vice president; Edward J. Sheridan, Deputy Assistant Secretary of Defense, speaker; Maj. Gen. F. J. Clarke, Deputy Chief of Engineers, U. S. Army; Rear Admiral A. C. Husband, Commander, Naval Facilities Engineering Command; Floyd E. Dominy, Commissioner, Bureau of Reclamation; and Norman A. Berg, Associate Administrator, Soil Conservation Service.



Contractors Management Conference Panel: Karel Yasko, Chief Architect, GSA, speaker; William J. McSorley, Jr., Building and Construction Trades Department, AFL-CIO; David S. Miller, senior vice president, E. F. Houserman, Co.; George Kassabaum, FATA, president, AIA; Paul G. Bell, AGC moderator; Dr. A. Allen Bates, director, Office of Standards Policy U. S. Department of Commerce; and Edward S. Noble, contractor.

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Apollo Eight astronaut James Lovell (center) receives a standing ovation from 3,500 A.G.C. conventioners during opening general session. Other dignitaries shown: Carl M. Halvorson, newly elected A.G.C. president; Transportation Secretary John Volpe; outgoing A.G.C. president Fred Mast; and Charlson Mehl, assistant executive director, A.G.C.

Maryland, Chairman of the House Public Works Committee, said in part: "I am very aware of a sometimes painful paradox in our national personality. Virtually every area of our legislative responsibility is periodically attacked, with varying degrees of virulence, as big government, boondoggle, pork barrel, federal bulldozer—and worse, I suppose. But it is the productive exercise of these responsibilities, beginning with a lighthouse at the entrance to the Chesapeake Bay in 1789 and expanding down through 180 years as our nation has expanded, our population has grown, and our needs have become increasingly complex, that has provided so much of the foundation upon which our national well-being rests."

The panel for the Military & Public Works division included John L. Connolly, acting as moderator, division vice president; Edward J. Sheridan, Deputy Assistant Secretary of Defense, speaker; Major General F. J. Clarke, Deputy Chief of Engineers, U. S. Army; Rear

Admiral A. C. Husband, Commander, Naval Facilities Engineering Command; Floyd E. Dominy, Commissioner, Bureau of Reclamation; and Norman A. Berg, Associate Administrator, Soil Conservation Service.

The Building Contractors Division had as their Contractors' Management Conference Panel, Karel Yasko, Chief Architect, G. S. A., speaker, William J. McSorley, Jr., Building and Construction Trades Department, AFL-CIO; David S. Miller, senior vice president, E. F. Houserman Co.; George Kassabaum, FAIA, president AIA; Paul G. Bell, A. G. C. moderator; Dr. A. Allen Bates, director, Office of Standards Policy U. S. Department of Commerce; and Edward S. Noble, contractor.

Committee reports began the three hour morning session, with a report on the findings of the Subcontracting Procedures Committee presented by Andrew P. Wick. Turnkey Construction Committee work was reported by Joseph L. Padgett. Division Director

Campbell L. Reed made the staff reports and John E. Healy aired the AIA-AGC Documents Review Committee findings.

President, Fred Mast, of Waterloo, Iowa, presented the West Virginia Branch a 20-year Service Award, which was accepted by Eugene Brown, chapter executive.

One of the many fascinating side-lights of the Convention was the Construction Tool Museum, set up at the Washington Hilton. Antique tools of varying sizes, types and description were on display courtesy of the Oklahoma Chapter Building Division. It brought dramatically to mind the progress made in the construction industry.

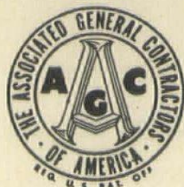
The members had the opportunity to review the extensive work carried out by committees prior to the Convention and the resolutions that were adopted. Some of the stand-out resolutions concerned:

HIGHWAY TRUST FUND—A.G.C. urges Congress to continue its mandate

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that Highway Trust Fund monies be used solely for the purpose for which the Highway Trust Fund was established. **COMPLETION OF INTERSTATE SYSTEM**—A.G.C. urges the Administration to comply with Section 15 of the Federal-Aid Highway Act of 1968, which states that it is the sense of Congress that no apportioned Highway Trust Funds shall be withheld from obligation.

FEDERAL-STATE RELATIONSHIP—A.G.C. hereby reaffirms its belief in, and support of, this time-proven cooperative relationship between the Bureau of Public Roads and the State Highway Departments for constructing the nation's highways.

AIRPORT TRUST FUND—A.G.C. recommends that the Congress of the United States establish an Airport Trust Fund similar in nature and operation to the Highway Trust Fund; and that user fees be imposed on commercial and general aviation to raise funds adequate to finance the Federal share of anticipated airport development cost.

PUBLIC WORKS—A.G.C. urges the President and the Congress to give prompt consideration to funding continuing needed construction already underway throughout the nation.

PLAN BULLDOZER—A.G.C. congratulates its affiliated state organizations for developing Plan Bulldozer, and is pleased to announce that the construction industry is fully prepared to provide disaster relief in each state of the Union.

EXCESSIVE AND INFLATION-ARY LABOR COSTS CREATED BY THE OWNER—A.G.C. goes on record as opposing such disruptive activities as major national corporations and governmental agencies electing to construct facilities utilizing overtime work programs and unusual job site personnel procedures, contrary to local practice.

SMALL BUSINESS SET-ASIDES—A.G.C. opposes the current no-ceiling practice for construction set-asides by the Small Business Administration. The industry urges the restoration of the previous maximum limit of \$500,000.00 and reaffirms its position on the complete removal of all construction from the set-aside program.

HIGHWAY PLANNING AND DESIGN—A.G.C. urges government agencies at all levels to involve, in an orderly fashion, the design and planning professions in the early stages of highway programs so as to avoid costly

Sam Guess, Spokane, Wash., State Senator, receives coffee from Virginia Branch A.G.C. ladies: Mrs. R. L. Lee, Mrs. Raymond Miller, Mrs. James Duckhardt & Mrs. Harold I. Miller, Va. Branch co-hosted the coffee.



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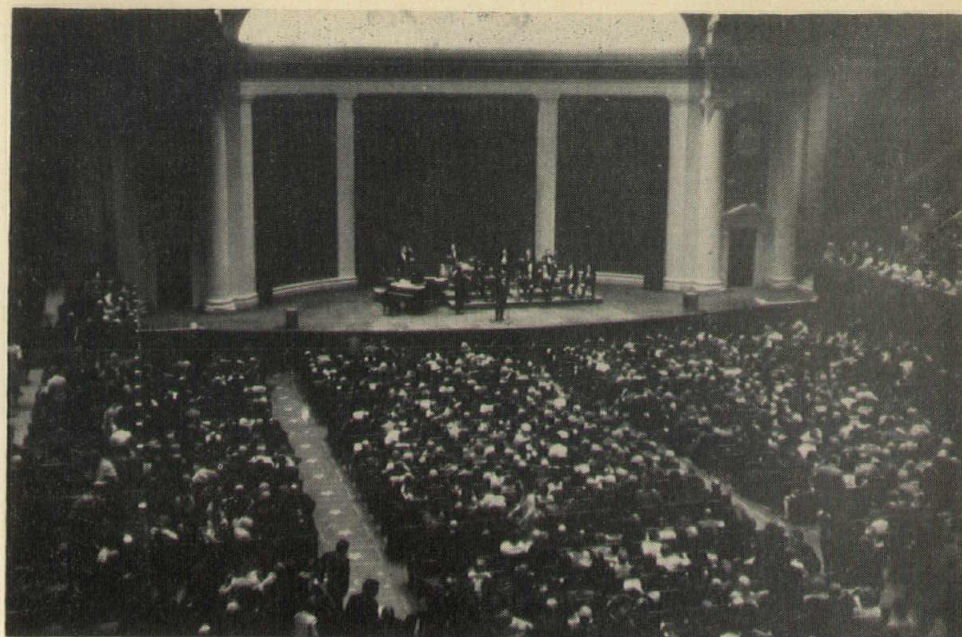
The Master Builders Association of the District of Columbia, the Baltimore Builders Chapter and the Virginia Branch, A.G.C., acted as hosts for the 50th anniversary convention in Washington. Ladies from these Chapters served as hostesses in the Hospitality Room and served coffee, juice and Danish pastry from 9:00 A.M. until 3:00 P.M.

The social events planned for the convention were a tremendous success. Welcome Night Party, held at the Washington Hilton International Ballroom had something for everyone, even a special room reserved for those who preferred beer and cheese topped off with a marvelous Dixieland Band.

Monday evening the scene moved to the Sheraton-Park Hotel, where Caterpillar Corp. entertained approximately 3,500 guests with dancing to the "Swing and Sway" of Sammy Kaye and his orchestra or the Jazz-Dixieland Music of the Stompers.

Tuesday, March 18th, was ladies day, done in high fashion with a ladies luncheon sponsored by Allis-Chalmers. The luncheon was preceded by champagne for all the ladies and topped off with singing stars Bob McGrath and Michelle Mizenko. Their lovely voices had to touch the heart of every lady present.

On Tuesday evening the Terex Party, sponsored by the Earthmoving Equipment Division of GMC, played host to nearly 4,000 people with a delightful light buffet and dancing to Lester Lanin and his orchestra. It was difficult to decide which the people enjoyed most—the beef "just as you



like it" or the excellent music of Lester Lanin.

The final affair, Wednesday night, was held at Constitution Hall with the one and only Bob Hope. Mr. Hope took to task such things as politics, and those involved in same, astronauts and the latest thing in movies. He also gave a rendition of a song composed for him, which kept everyone laughing.

Preceding Bob Hope on stage were Lorna Dalls, who has starred on Broadway and in the opera, and Marie Neglia, the celebrated violinist. Miss Neglia definitely made her violin "sing."

Thus ended a busy and fun filled week in Washington with the Associated General Contractors of America celebrating their 50th year.

Last row, last seat view of A.G.C.'s evening with Bob Hope at the capacity-packed constitution Hall in Washington, D. C.

Construction Tool Museum was exhibited by the Oklahoma Chapter Building Division. A Baker scraper is in foreground.



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Anyone for A Sugar Cube?

By
NICKIE ARNOLD

DO YOU USE SUGAR in your coffee? Have a sugar cube—this is natural—but if you were told that 99 cubes were just as they had come from the store, whereas one has arsenic in it—what would your reaction be? Would you play it safe, or would you take a chance? If you feel as I do—you would say — “Why take the chance, I would rather be safe.” Safety is—or should be, important to all of us.

Do you know what it means when you put “Safety in construction” to work for you? Shall we put aside the fact that it saves us money by keeping the cost of construction down as well as the cost of insurance, and saves untold valuable man hours? All these do is help keep the general cost of living down. Now shall we consider the more important aspect of safety? Who among us would willingly let one of our loved ones be injured or killed? Of course we wouldn't! All right—then what do we do about it—how can we help?

The Virginia Department of Labor and Industry gave us a giant first step to build upon in 1966 with the adoption of the Construction Safety Code of Virginia. You note that we say a first step—for in truth that is all it can be. The construction industry must be educated as to the existence and the contents of the Code for it to become effective.

Since the Virginia Branch, A. G. C., was instrumental in the writing of the code, working as the voice of the contractors in Virginia, they were the obvious ones to work in coordinating a course which was set up through the cooperation of the Virginia Department of Labor.

The Commonwealth of Virginia Construction Safety Code Course covers the entire Construction Safety Code—which rules and regulates construction, demolition and all excavation. There are 12 basic sections to the code which are:

1. Demolition
2. Excavation
3. Hoists—material, tower, derricks
4. Hoists—workmen
5. Housekeeping
6. Ladders

7. Personal Protection
8. Piling
9. Powder actuated tools
10. Public Protection
11. Scaffolding
12. Temporary floors, stairs, railings & toe boards.

This comprehensive nine hour course includes slide presentations, demonstrations, lectures as well as question-and-answer periods. The instructors are Construction Safety Representatives, whose job it is to enforce the Code—in fact, these same men actually go on the jobs to inspect such things as trenching, scaffolding and any other thing covered by the Code.

The Virginia Branch, A. G. C., was very fortunate to have such able instructors as: Clayton P. Deane, Director of Construction Safety, Virginia Department of Labor, Doug Motley, Construction Safety Representative for the Danville area and W. D. Braswell, Construction Safety Representative for the Northern Virginia area. These are sincere dedicated men, who devote their lives to making yours and mine just a little safer. James F. Duckhardt, Executive Director and Thomas G. Booker, Director of Services of the Virginia Branch, A. G. C., acted as moderator and host for the 13 classes which were held in Roanoke, Danville, Lynchburg, Martinsville, Harrisonburg, Staunton, Winchester, Charlottesville, Norfolk, Newport News, Richmond, a second class in Roanoke and the final class in Dublin.

The response to these classes has been very gratifying. The enrollment in Harrisonburg was so great that two classes were run concurrently in order that the remarkable number of 103 people could attend this class. Commissioner Edmond M. Boggs attended the last night of this class to present the certificates to those who attended all three sessions.

Commissioner Boggs also awarded membership in the Turtle Club to Gary Wayne Martin, whose life was saved or serious injury was prevented by the hard cap that he was wearing. The E. W. Bullard Company is the international sponsor of this club and anyone whose safety hard hat or cap protected him from fatal or serious in-

jury is eligible for membership in the Turtle Club. Certain information is required to be submitted, and this information is reviewed by the Board of Directors of the Turtle Club. Twenty-one year old Gary Wayne Martin was applying metal roof decking on the morning of August 19, 1968, and stepped back to line up the ribs. However, he was too close to the edge of the building and fell backward for a distance of 16 feet, landing on his head in some debris and soft clay. The hard hat was knocked out of shape, and Mr. Martin suffered a broken left wrist.

A second hard cap with the Turtle Club insignia on it was awarded to Tommy Lee Hensley. This young (18 years) man was attempting to burn the end out of a steel drum when a reaction occurred and the resultant explosion carried the drum into the air hitting the brim of the hard hat on

Shown wearing their hard hats are Va. Branch president Samuel H. Shrum and commissioner Edmond M. Boggs of the Va. Dept of Labor & Industry.



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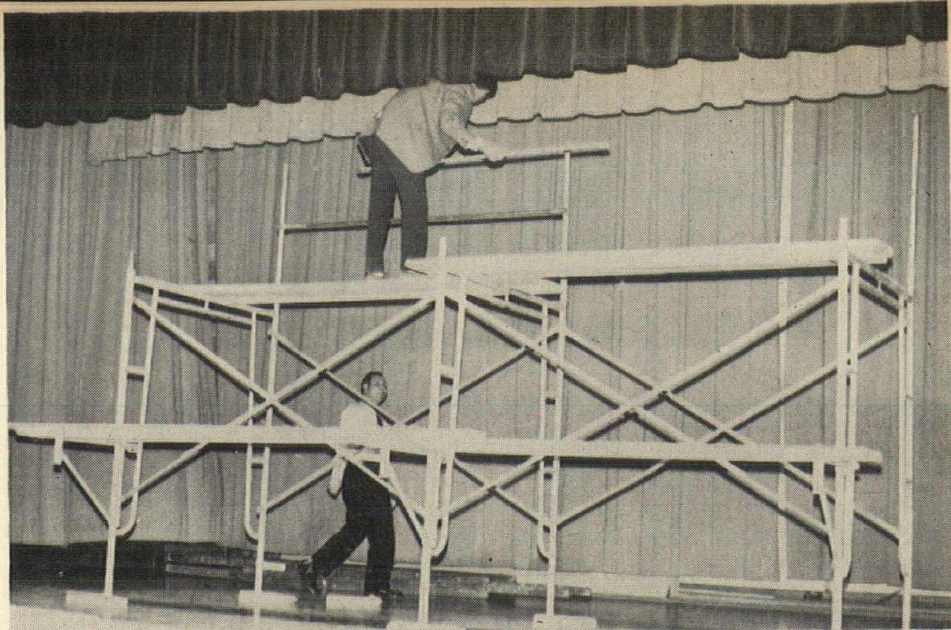
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Mr. Hensley's head with such force that it knocked the hat approximately 30 to 40 feet in the air, leaving the imprint of the drum at the point where the bill meets the hat. This man had a sore neck for a few days, but that was the extent of his injury due largely to the fact that he was wearing his hard hat.

James F. Duckhardt, Executive Director of the Virginia Branch, A. G. C., said that he would like to share with us a portion of a letter written by J. W. Gilkeson, Jr., Vice President of Nielsen Construction Company, Inc., in Harrisonburg, because he felt that Mr. Gilkeson had expressed so well the feelings of all of the contractor members of the A. G. C. The letter in part went as follows: "This makes a total of five men which Nielsen Construction Company, Inc., has submitted applications for and that have been accepted as members of the Turtle Club. We do not like to have members of

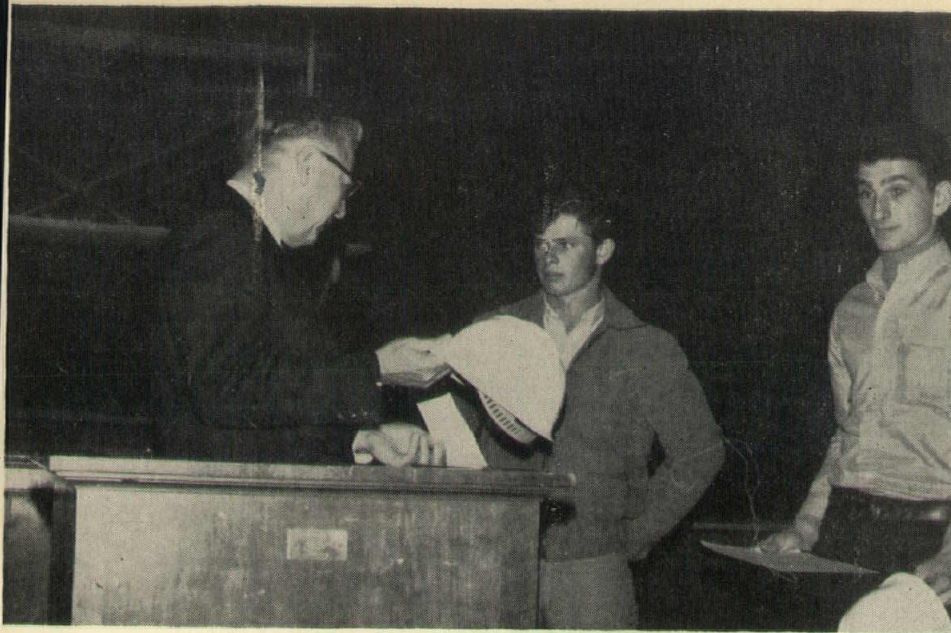
the Turtle Club, but we would rather have them as members of the Turtle Club than on the rolls of fatalities or serious injuries."

The Virginia Branch A. G. C. members have further demonstrated their desire to improve the safety level of working conditions for their employees by having their men attend the safety classes as presented throughout the state. Thus, over 1,000 men have received their certificates for completion of the nine hour course.

If you are in the construction industry, this course can be arranged for you in your area without any charge—you do not have to be an A. G. C. member. Should you desire further information feel free to contact:

Thomas G. Booker,
Director of Services
Virginia Branch, A. G. C.
P. O. Box 6775
Richmond, Virginia 23230

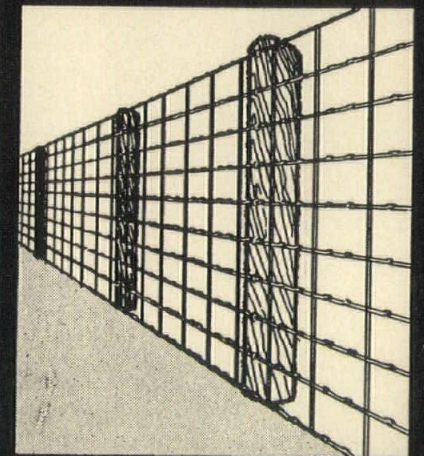
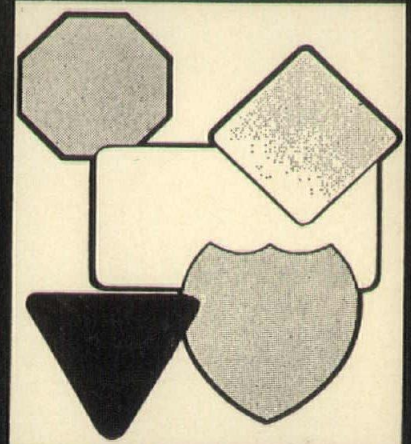
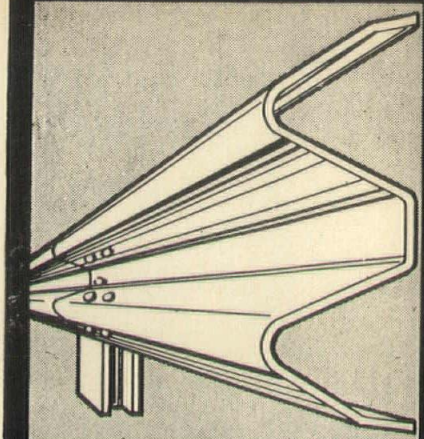




Shown on the facing page are: Top, scaffolding being erected for the Safety School presentation. Bottom, a class awaiting presentation of Safety School Certificates upon completion of the 9-hour course.

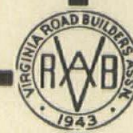
Photos on this page: top, Commissioner Edmond Boggs presents Hard Hat to Turtle Club member, Tommy Lee Hensley. Gary Wayne Martin, also a new Turtle Club member looks on. And shown below are Commissioner Boggs, Claude Davis, Doug Motley and Bob Whelan at one of the Safety Schools sponsored by the Virginia Branch.

(The Virginia Branch A.G.C. Review continues on page 37)



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NEW IMAGE FOR VIRGINIA STATE PARKS



• Virginia's state parks have a new image. Not the opinion kind of image but a symbol the Division of Parks has adopted.

The new "trademark" will be used in all state parks and other areas operated by the Division. It is now being attached to trucks, and park personnel will wear it on uniforms. Other uses include signs, informational literature, and nature interpretation leaflets.

Designed for easy identification, the round symbol shows a mountain and body of water emphasized by a double row of symmetrical waves. The name Virginia State Parks follows the top curve in bold letters. The standout feature is a stylized eight-point star at the center, resembling a geographical compass.

Three colors are used, with the mountain shown in green and two shades of blue representing the water. The lettering and compass are colored yellow, and a yellow border circles the design. The sky above the mountain is light blue.

"You can interpret the symbol both in literal and figurative senses," said Ben H. Bolen, Virginia's Commissioner of Parks.

"The lush green land and sparkling blue water stand for the scenic beauty of our parks from Southwest Virginia to the seashore," Bolen explained.

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"They represent the vast outdoor setting for recreation which state parks offer in an atmosphere that is clean and clear. After all, Virginia's sky is blue most of the time."

The compass may be interpreted several ways. For one thing, it depicts the scattering of parks in all directions of the state. The prominence of the star also represents the growing importance of vacation travel in Virginia and—from the Division's standpoint—state parks as the destination.

The green lines dividing the compass into several parts can also mean that Virginia's park system is made up of individual units tied closely together.

"Everyone looking at the emblem might get a little different shade of meaning," the commissioner said. "But that is appropriate, because parks mean many things to different people. So whatever interpretation you want to give it is all right."

Bolen joked, "If you see a big yellow star over a green mountain and blue lake, you may not be in heaven but you'll be close. At least you'll know you're in a Virginia state park."

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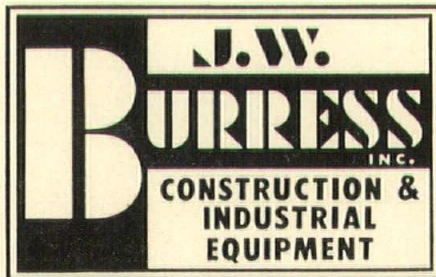
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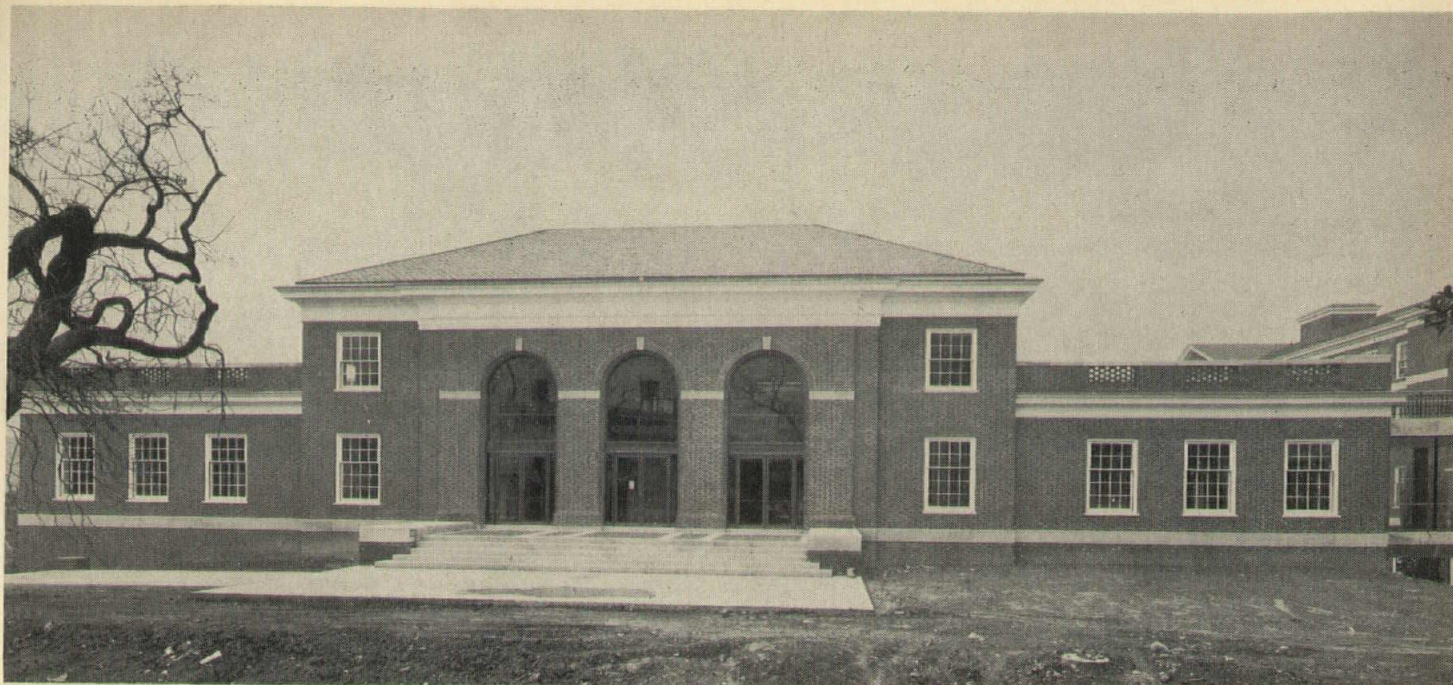
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THIS FOUR-STORY building is located east of the University's Cabell Hall, on a site formerly used as the East Parking Lot. An Arts and Sciences Classroom Building, it is named for James Southall Wilson, a former dean of the University of Virginia and first editor of the *Virginia Quarterly Review*.

The facility is connected to Cabell Hall by a glassed-in walkway and contains a 350 seat auditorium, four large lecture rooms, five seminar rooms and 50 offices for the faculty and staff.

Rectangular in shape and measuring 158' x 92', the air conditioned building's exterior is of brick, while its interior walls are of block construction. A slate roof, double-hung windows and concrete floors are also included in structural details.

This newest addition to the University of Virginia campus was designed by the Charlottesville architectural firm of Johnson, Craven & Gibson. The general Contractor was R. E. Lee

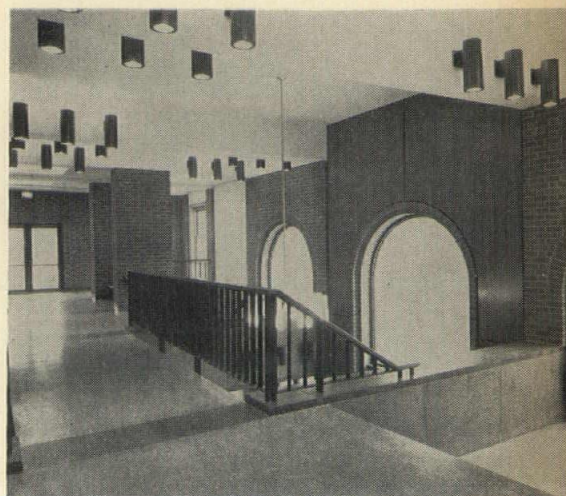
& Son, Inc., also of Charlottesville, and Wiley & Wilson of Richmond were consulting engineers.

R. E. Lee & Son, Inc., handled the work on foundations, concrete, masonry, stone, carpentry and plaster. Subcontractors and suppliers were as follows: from Charlottesville were, N. W. Martin & Bros., Inc., roofing & waterproofing; Oliva & Lazzuri, Inc., ceramic tile & terrazzo; and L. A. Lacy, plumbing fixtures, plumbing, air conditioning, heating & ventilating.

Others were: Albemarle Construction Corp., Keswick, excavating; Roanoke Iron & Bridge Works, Inc., Roanoke, steel; Anning-Johnson Co., Alexandria, roof deck; Pittsburgh Plate Glass Co., Richmond, window walls & glazing; L. R. Brown, Sr., Roanoke, painting; Manson & Utley, Inc., Richmond, weatherstripping; and Nair Insulating Co., Harrisonburg, insulation.

And, W. Morton Northen & Co., Richmond, acoustical & resilient tile; Miller Manufacturing Co., Richmond, millwork; Augusta Steel Corp, Verona, steel doors & bucks; W. A. Chris-

tian Co., Richmond, lighting fixtures & electrical work; W. W. Moore & Sons, Richmond, elevator; Guy Smith Hardware, Inc., Lynchburg, hardware supplier; Enamel Products Co., Alexandria, chalk & tack boards and Flowers School Equipment Co., Inc., Richmond, fixed seating.



to tell the Virginia Story

JUNE 1969

PAGE THIRTY-SEVEN



(Dementi Studio)

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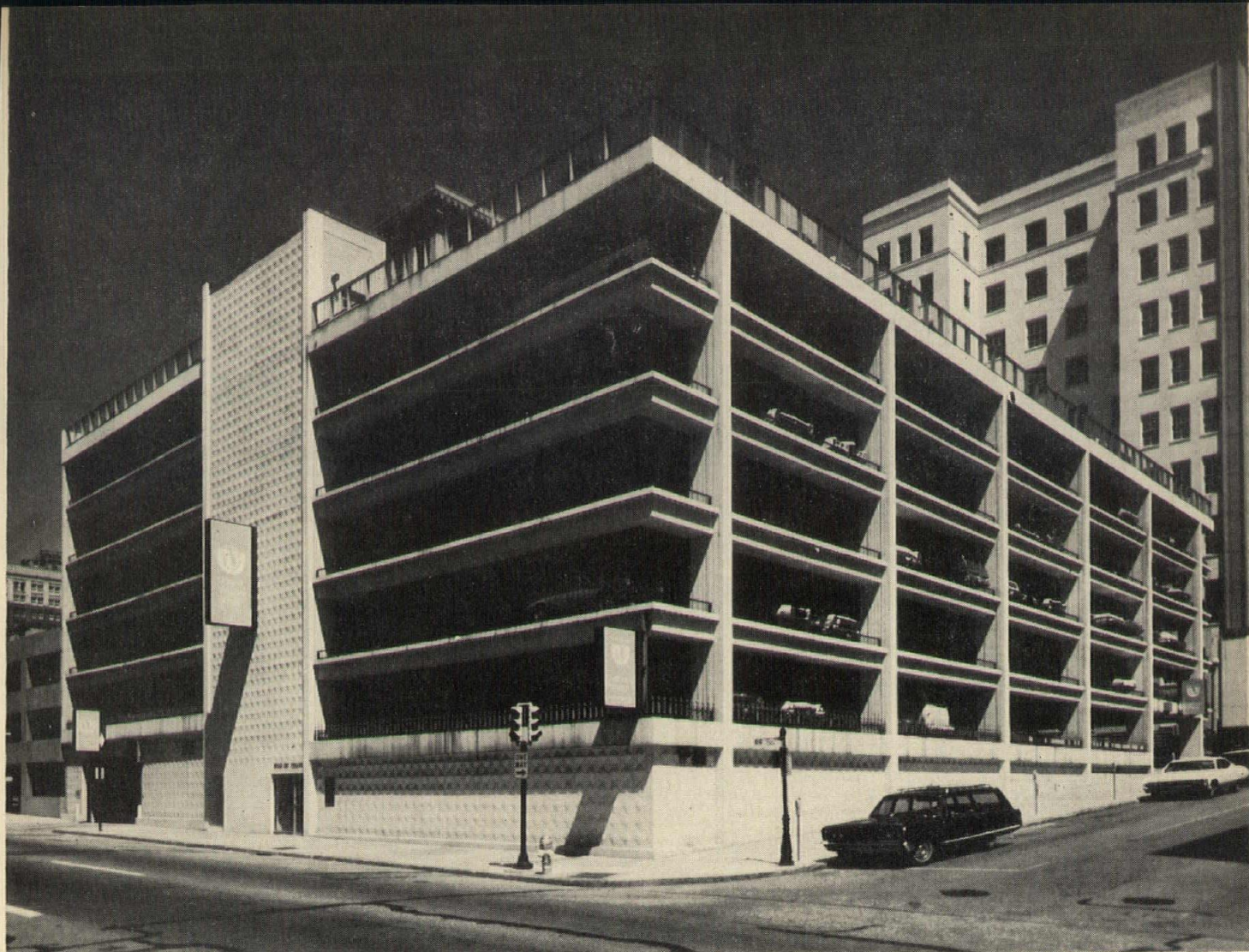
BUSINESS INTERIORS—Interior Designer

Lobby—Commercial Loan Area (Dementi Studio)



Mezzanine—National Division (Dementi Studio)





(James M. McElroy)

THE MAGNIFICENT new addition to the United Virginia Bank/State Planters can be considered both modern and classic in its distinction. The pre-cast stone walls and pillars suggest the tradition of banking, yet the atmosphere is one of progress and contemporary design. Architect and Interior Designer for the 200,000 square-foot building was the Office of Alfred Easton Poore, New York; while the Associate Architect here in Richmond was Lee, King, and Poole. Space Design was done by Business Interiors,

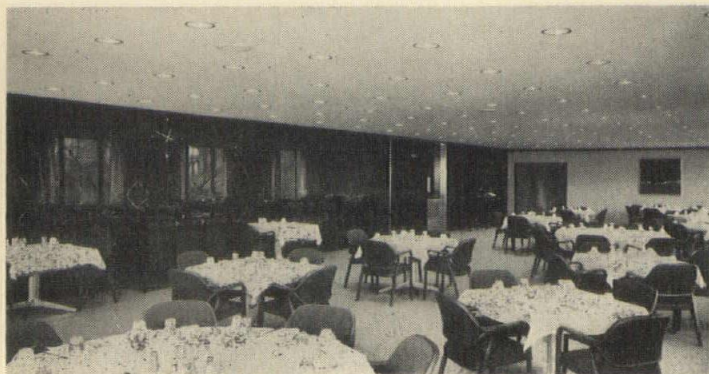
Norfolk. Daniel Construction Company of Richmond, was the General Contractor. The bank's staff had a great deal to do with the erection of their building. The Projector Manager for State Planters was Earle R. Ware, II and the Staff Interior Design was done by Mrs. Lucy B. Turlington, N.S.I.D.

The two-fold construction project includes the modern, seven-story bank building on the property adjacent to the bank's Head Office at 9th and Main Streets, and a seven-story auto

bank and parking deck building on the site of the bank's former drive-in teller facilities and parking lots at 10th and Cary Streets.

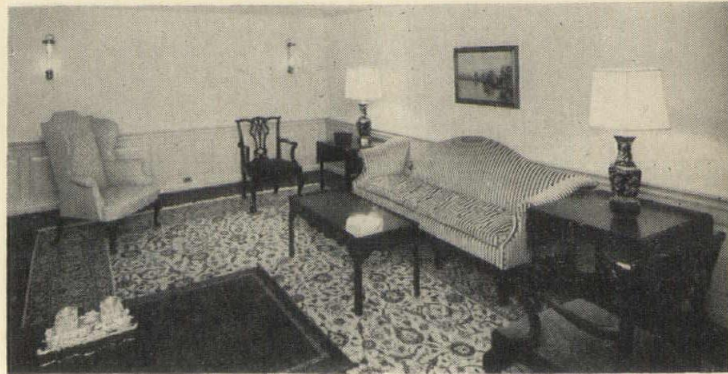
Most of the upper floors of the new banking building on Main Street house bank operating departments, particularly those rapidly-expanding activities using electronic data processing equipment. Much-needed additional space is also provided for the bank's Trust Department. Some rental space is located on the ground floor
(Continued on page 55)

Dining Room overlooks Capital Square (Dementi Studio)



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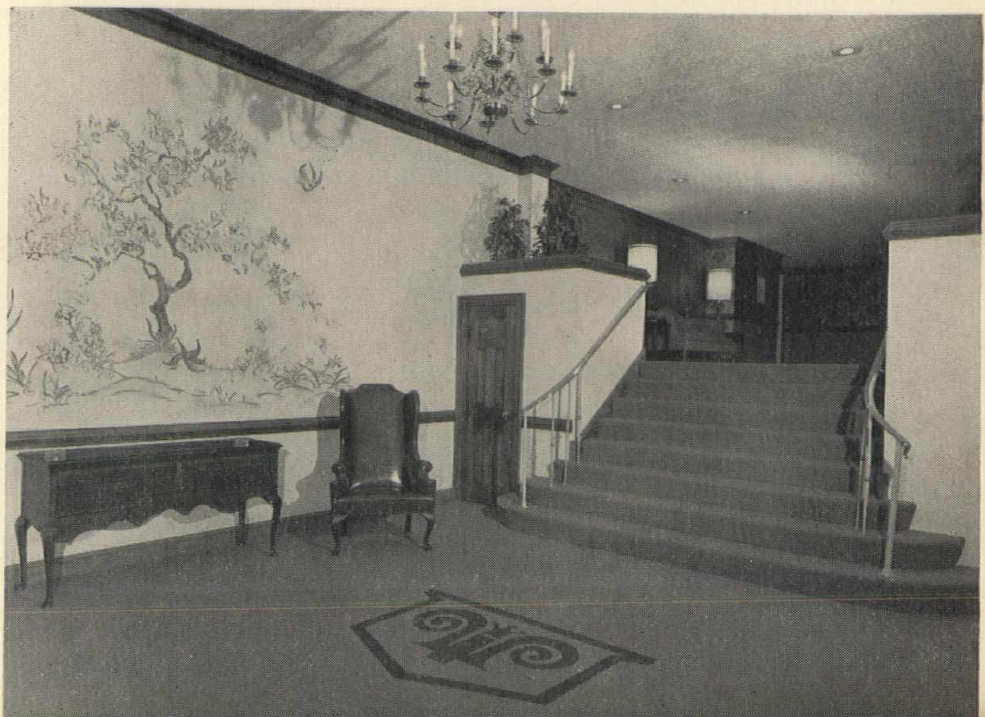
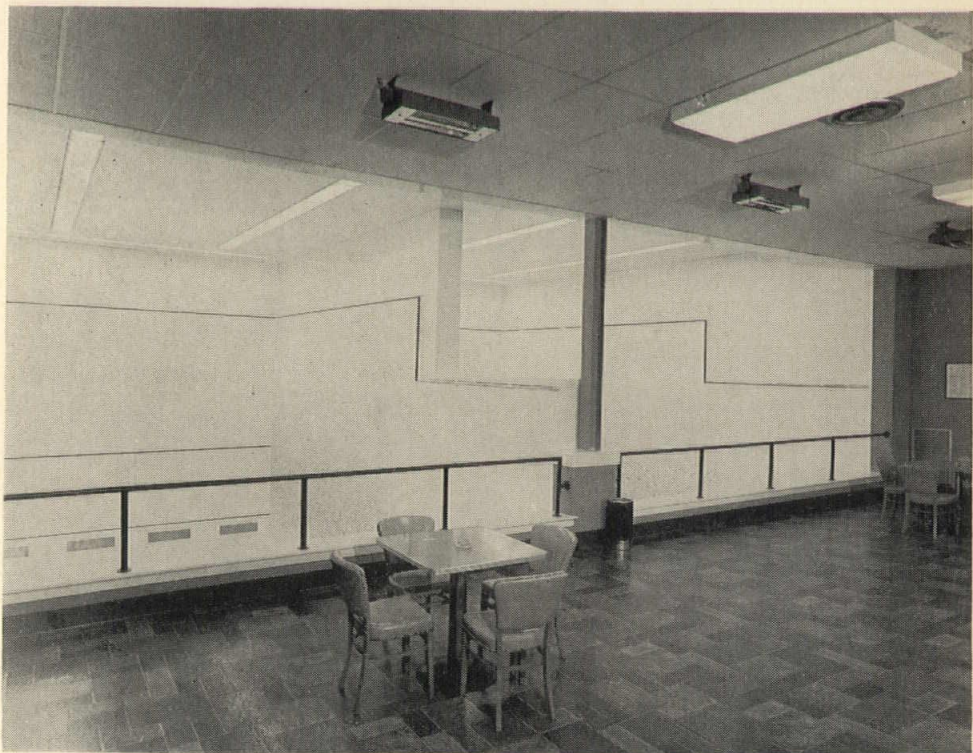
**WESTWOOD
CLUB**

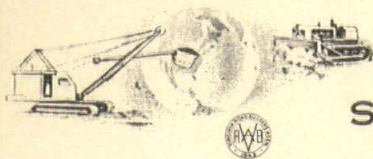
**BROOKS AND WOMACK
Architects**

THIS ADDITION AND remodeling represented the last major phase of a \$600,000 expansion program for the Westwood Club. The project added 14,000 square feet of space. Included are two handball courts, two squash courts and a gallery for spectators, storage areas, and equipment rooms. In addition to general remodeling to the lounge and dance areas, a new entry and foyer were added. A new circular drive connects the entry to the street and parking areas.

**Subcontractors and Suppliers
(All Richmond Firms)**

Century Construction Co., Inc., general contractor, foundations, carpentry, weatherstripping; W. E. Duke & Sons, Inc., excavating; Thomas Brothers, concrete; W. M. Walder, Jr., masonry; Ornamental Iron Works, steel; John R. Houck, Jr., steel roof deck; R. Willison Roofing Co., roofing; Ruffin & Payne, Inc., windows & millwork; C. M. Richardson, painting; Richmond Primoid, Inc., waterproofing; Fendley Floor & Ceiling Co., acoustical & resilient tile; John G. Duggan, Inc., plaster; Waller Bros. Tile Marble & Terrazzo Co., ceramic tile; Roanoke Eng. Sales Co., Inc., steel doors & bucks; Ornamental Iron Products, Inc., handrails; W. L. Wachter Electrical Contractor, Inc., lighting fixtures & electrical work; H. C. Gundlach Co., plumbing fixtures, plumbing, air conditioning, heating & ventilating; Pleasants Hardware, hardware supplier. Wood flooring by owner.





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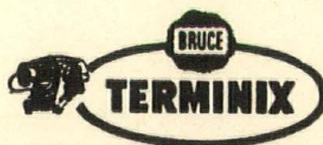
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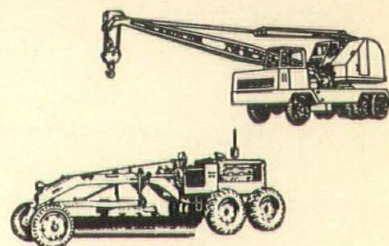


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THE PRIMARY SCHOOL addition to the John Redd Smith Elementary School was completed and occupied September 1, 1968, for the Henry County Schools.

The addition consists of a complete primary unit of 33,997 square feet and 18 classrooms accommodating the first, second, and third grades. It has its own multi-purpose room, kitchen, library and library and administrative offices, as well as playground facilities.

Utilities: Electric heating is used for all spaces. The water is from a private supply and the sewage is connected to a county system.

Also, a canopy is provided for buses loading and unloading to protect the children from the weather. The buses that transport the primary grades have an entrance separate from the bus route to the elementary school.

The primary unit is located on the same lot as the elementary school which accommodates grades 4-7.

Subcontractors and suppliers from Martinsville were J. V. Richardson, Inc., general contractor, concrete work, masonry, carpentry, steel erection; Helms Roofing Corp., roofing & sheet metal; F. B. Hill, Contractor, folding doors; Martinsville Glass Co., aluminum entrance, glass & glazing; Martinsville Iron & Steel Co., structural & misc. steel, windows, metal doors &

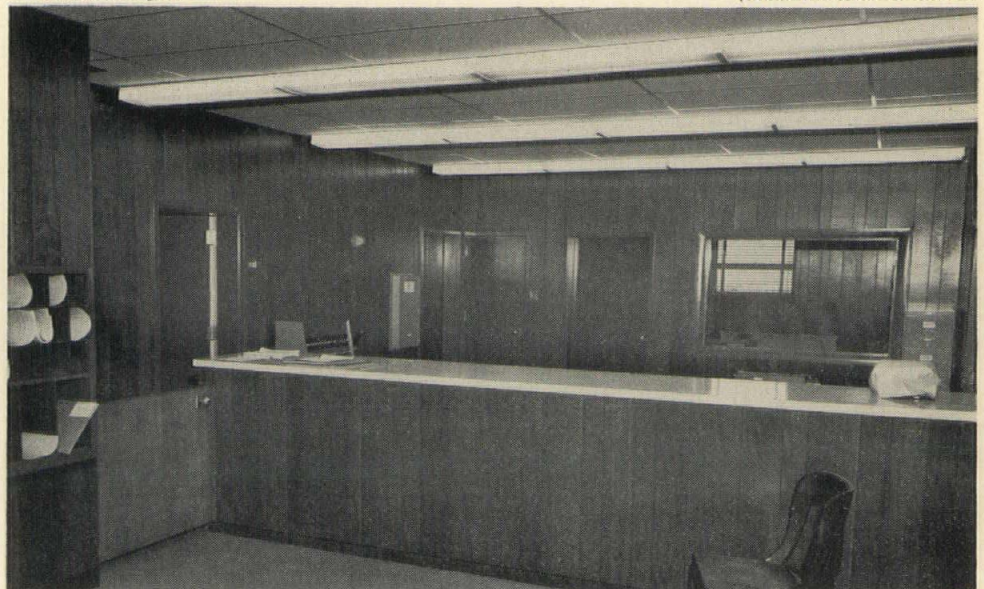
frames, rebars, roll-up grilles, metal roof deck; Richard L. Shough, painting & caulking; Martinsville Concrete Products, Inc., masonry block & Decor-Glaze block; Yeatts Nursery, Inc., seeding; Williams Ready Mix Concrete, ready mixed concrete.

Others were Brownson Equipment Co., Inc., Richmond, folding tables & benches; Cates Building Specialties, Inc., Roanoke, finish hardware; Concrete Products Division, Brunswick, Georgia, Permadeck roof deck; Congaree Iron & Steel Co., Inc., Columbia, S. C., steel joists; J. H. Cothran Co., Inc., Altavista, plumbing & ventilation; Danville Lumber & Mfg. Co., Danville, millwork; Hite Tile Co., Collinsville,

quarry tile, marble partitions, greenstone sills; W. Morton Northen & Co., Inc., Richmond, acoustical ceiling and vinyl asbestos floor tile, vinyl base; J. H. Pence Co., Roanoke, coat & hat racks; Victor G. Schalow Co., Powhatan, chalk & tack boards; Superior Block Co., Charlotte, N. C., cast stone; Thompson-Arthur Paving Co., Collinsville, paving; Virginia School Equipment Co., Inc., Richmond, basketball backstops, window shades; Virginia Contracting Co., Bedford, electrical work, electric heat; Clarence C. Wright, Collinsville, site excavation & grading; Webster Brick Co., Inc., Roanoke, face brick; Orkin Exterminating Co., Inc., Danville, termite treatment.

General Office

(Photos by Remsen Studio)



FOR THE RECORD

New Safety Device Saves Lives and \$

• A new tractor-trailer safety device—designed to eliminate jackknifing accidents—is expected to save countless lives and dollars for business and commercial firms and their motor fleets.

The device is being introduced throughout the U.S., Canada and Mexico by Hampshire Equipment Corporation and is expected to go a long way toward eliminating the more than \$500,000,000 lost in jackknifing accidents during 1968.

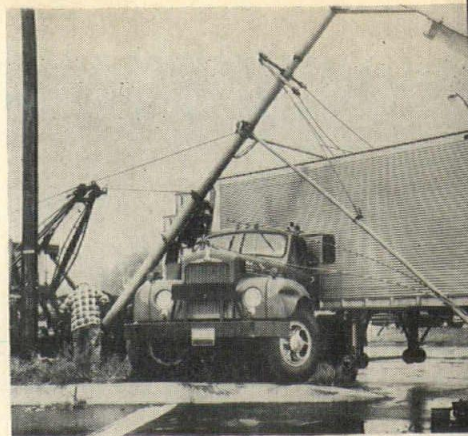
The unit was first introduced in England several years ago. A measure of its success is that Lloyds of London offers English fleet-owners a 5-7

percent discount on insurance premiums when the device is installed.

The unit is built into the tractor-trailer coupling and prevents the trailer from sliding sideways when the brakes are applied.

James Marshall, president of Hampshire, notes that while jackknifing is not one of the most frequent of trucking accidents, it is the most feared by truckers and motorists alike because of the catastrophic results.

"When it occurs, jackknifing usually involves two, three, four or more vehicles and the loss of life, bodily injury and property damage is more frequent



The tragic results of a jackknife are dramatically shown by this vehicle. After the trailer swung around behind the tractor, the vehicle went out of control. The results are apparent.

in this type of accident than in any other," Marshall said.

Interstate Motor Freight System, one of the nation's largest cross-country haulers, operating from the East Coast to Denver, is a good case in point of the effectiveness of the device.

Interstate installed 50 of the Hampshire stabilizers after conducting extensive tests of its own. Since then, the company has ordered 50 more. "We'll have 100 in working order by the end of March," says L. D. Rahilly, Interstate president.

"We have not had a jackknife accident with a single unit in which the Hampshire stabilizer was installed," Rahilly noted. "We have always been safety conscious, but it was on the basis of the tests we made last year that we decided to increase the number of stabilizing units on our vehicles," Rahilly said.

The tests were made under the supervision of a couple of veteran Interstate trucking executives: Finley Lake, director of safety, with Interstate for 21 years; and Dave Paul, superintendent of the tractor division, with Interstate six years.

As Paul describes the tests, "we took one of our tractor-trailers out to Stout Field in Indianapolis. It was raining and the pavement was wet. Our trailers were using re-capped tires, 50 percent worn.

"We got the unit up to 30 miles per hour, turned sharply to the right until there was a 15 degree angle between the tractor and trailer, and applied the brakes.

"All the wheels locked and the unit started to slide—but it didn't jackknife and the driver was able to bring it under control again.

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"We performed four runs under the same conditions, some to the right and some to the left, and did our utmost to get the rig into a jackknife, but couldn't.

"I feel certain that under ordinary circumstances the rig would have jackknifed, but because of the Hampshire stabilizer, it didn't."

Finley Lake, Interstate's director of safety, said "if I didn't think the stabilizer would work, I wouldn't have given my recommendation for us to buy it.

"You have to realize that the momentum produced by a 40,000 pound trailer is fantastic. Once it starts to slide sideways, you're lost. There's nothing that anybody can do.

"The principle of the Hampshire stabilizer is that it's activated the instant the brakes are applied and stops a jackknife before the momentum can begin to build up.

"We go on the premise that the first thing a driver will do when he gets into trouble is hit his brakes. When he does, the stabilizer will be activated and stop his jackknifing."

Lake emphasized that Interstate was not installing the stabilizer because of any accident problem.

"I think our record is as good as any in the industry. What we're trying to do is reduce accidents still further."

Last year, it operated 72 million miles over the road. The firm has 3,418 employees and over 850 drivers to operate some 730 tractors and 1,850 trailers hauling general commodities throughout its territory.

James Marshall, president of Hampshire Equipment Corporation describes the principles of the stabilizer.

"Think of a disc brake connected to the kingpin and so arranged that when the vehicle's brakes are applied, the discs are gripped and act as a dampener to restrain the relative motion between the tractor and semi-trailer.

The device, 12 inches in diameter and weighing about 80 pounds, is mounted on top of the semi-trailer upper fifth wheel plate.

On tractor-trailers not equipped with the Hope stabilizer, the trailer is free to swing from side to side. With sudden braking or insufficient traction, the momentum of the trailer's swing carries the tractor with it out of control and lashes any obstacles in its path with tremendous force.

The stabilizer, by stopping the free swing of the trailer when the brakes are applied, keeps the jackknife from building momentum and thus keeps the rig under control.

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Kee Assumes New Post With VDAC



• James R. Kee became the assistant director of administration and personnel officer for the Virginia Department of Agriculture and Commerce effective May 1.

In making the announcement Earle V. Coville, director of administration, said Kee would succeed Raymond D. Vaughan. Vaughan was recently appointed executive assistant to Commissioner Maurice B. Rowe.

Kee has been working with the department since 1957 when he joined the division of markets as a livestock grader. He next served as a market news reporter at Suffolk and then market news reporter and marketing agent at Warsaw. In 1966 he was named assistant supervisor of market development.

A 1952 graduate of Virginia Polytechnic Institute with a bachelor of science degree in animal husbandry, Kee is the immediate past president of the National Livestock Marketing and Grading Association. He was recognized by the United States Department of Agriculture with the Superior Service Award in 1965 for outstanding service in livestock marketing.

Kee is a graduate of Deep Creek High School in Chesapeake. He and his father operated a grain and beef cattle farm in the area from Kee's high school graduation until he joined the department with the exception of the time he spent at college and in the service.

He and his wife, Martha Lee, live in Richmond.

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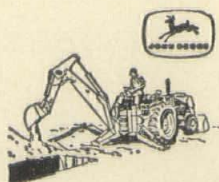


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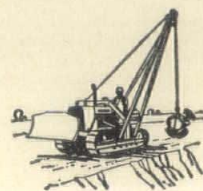
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CONSTRUCTION STRIKE CRIPPLING NATION CONTRACTOR SPOKESMAN WARNS

"Most of the 200,000 construction workers on strike across the country have readily found other jobs elsewhere and could not care less when many of the nation's badly needed projects are finished," said Carl M. Halvorson, president of the Associated General Contractors of America. This includes hospitals, schools, and other buildings which should be ready for occupancy this fall.

Mr. Halvorson said that 80 construction strikes are currently underway in 20 states involving more than 200,000 construction workers. He said the unions' demands for unconscionable increases in wage and fringe benefits are being met with "stout resistance" by contractors who have a direct inter-

est in holding the line against inflationary pressures. "Because of the over-powering strength of the unions, however, there will be some bad settlements—bad for the country as well as for the contractors—unless the Administration and the public speak out and give the industry some definite support in its opposition to these inflationary wage settlements."

Mr. Halvorson commended contractors in several areas for their strong opposition to these demands, such as the contractors in Kansas City, Mo., who have withstood a strike for nine weeks rather than give in to demands by the Ironworkers for a weekly wage increase of \$174.80. This would give Ironworkers in that area a weekly wage of \$372.60.

"And it is interesting to note that as many as 75 percent of the Ironworkers involved are now working in other areas."

Mr. Halvorson noted several other areas where contractors are resisting "unreasonable" wage demands such as:

- Wilmington, Delaware where mill-rights are striking for a \$228 weekly wage increase in two years.

- Eastern Massachusetts area where carpenters are striking for a \$126 weekly wage increase in two years.

- Wyoming where ironworkers are striking for a \$164.80 weekly wage increase in two years.

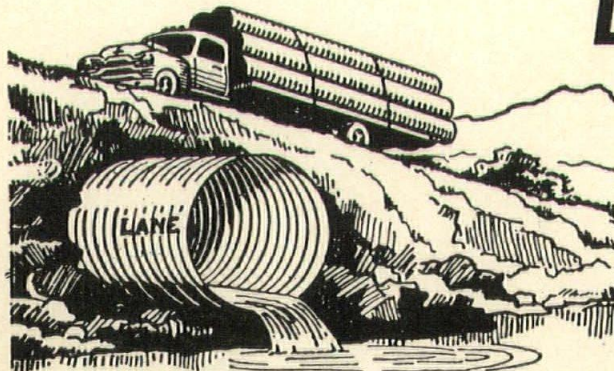
"What it amounts to is the building unions are trying to stick the public with these high labor costs," Mr. Halvorson added.

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Spring Meeting of Traffic Engineers



Shown above (L-R) W. H. Gordon, Paul Royer, K. M. Wilkinson (speaker), F. E. Tracy and R. G. Corder.

• Initial studies have been undertaken to determine traffic problems which might be solved by the new federally sponsored TOPICS program, a Department of Highways official has told the Virginia Association of Traffic Engineers.

K. M. Wilkinson, assistant traffic and planning engineer for the Department, told the group's spring meeting in Richmond in May that Virginia's apportionment of federal funds for TOPICS will total \$3,467,000 in the two years beginning July 1.

(TOPICS is an abbreviation for Traffic Operations Program to Increase Capacity and Safety.)

When the federal sum is matched with state and local funds, \$13,868,000 will be available for the program in the next two years.

Wilkinson pointed out that TOPICS projects must be based on a continuing, comprehensive transportation planning process, as required by the 1962 Federal Aid Highway Act.

Seven regions including 18 towns and cities, and possibly other localities, will become eligible for TOPICS funds when their continuing planning processes have been approved by the U.S. Bureau of Public Roads. The seven major regions are the urban areas of Danville, Lynchburg, the Lower Peninsula, Richmond, Roanoke, the South-

eastern area, and Northern Virginia.

The TOPICS program will provide additional funds for such improvements as channelization of intersections, widening of existing traffic lanes, installation and improvement of traffic control systems, construction of pedestrian, highway and railway grade separation structures, and modifications necessary to restrict curb parking to increase street capacity and safety.

Seventy-four members of the Traffic Engineers' Association and five visitors heard Wilkinson's presentation and two other reports during the spring meeting.

W. H. Gordon, Jr., Newport News city traffic engineer, discussed "Vehicle Detection Devices for Bridges," and F. E. Tracy, assistant location and design engineer for the Department of Highways, reported on the "4-S Program" (Structural Systems in Support of Safety).

J. P. Royer, P.E., of Richmond, an engineer with the consulting firm of Wilbur Smith and Associates, is president of the association. R. G. Corder, P.E., a transportation planning engineer for the Department of Highways, presided at the technical session of the spring meeting.

The traffic engineers will hold their fall meeting in Lexington early in October, in connection with the annual Virginia Highway Conference.

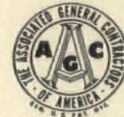
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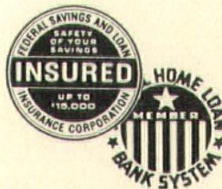
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BUMPER CROP OF 1969 GRAD'S SOUGHT FOR EMPLOYMENT BY VIRGINIA DEPT. OF HIGHWAYS

• An expanded recruitment program, with emphasis on employing a bumper crop of 1969 high school graduates throughout the state, has been launched by the Virginia Department of Highways.

Charles Nelson, the Department's personnel officer, said the program will include for the first time direct contacts with every high school in the state.

The aim is to fill vacancies in such key fields as highway maintenance, equipment operation, construction inspection and surveying, with apprenticeship training available for applicants who qualify, Nelson said.

In the high school phase of the program, the Department hopes to employ a total of 420 graduates for training and assignment to fill vacancies in the state's eight highway districts and in Richmond.

The stepped-up program is intended to fill existing positions—part of them left open by a 13 percent turnover rate last year—and doesn't represent an increase in the Department's authorized manpower.

Nelson said the state's expanded highway development and maintenance program, along with the increased attention to safety, make it essential that the jobs be filled with qualified applicants if adequate service is to be assured.

He pointed out that completion of major portions of the interstate and arterial networks has required increased maintenance activities.

"These roads serve large volumes of traffic accustomed to relatively fast speeds, and this means they must be maintained in excellent condition," Nelson said. Each year, there's an increase in the number of miles for which such high-caliber maintenance is required.

For the most part, the recruiting program will be carried out by the personnel supervisors in each of the

Department's highway districts, assisted by other supervisory employees.

The district personnel supervisors are L. S. Horne, Bristol; D. C. Forbes, Salem; F. T. Greene, II, Lynchburg; Ralph Lewis, Richmond; H. J. Pettit, III, Suffolk; R. R. Burnside, Fredericksburg; H. E. Morris, Culpeper, and J. M. Ralston, Staunton.

In the immediate Richmond area, Alvin Janutolo, the Department's employment supervisor, also will be assisting.

These representatives will contact the high schools in their areas, informing the schools of employment opportunities with the Department and offering interviews for graduating stu-

dents who don't plan to attend college.

One recruiting pamphlet asks the students: "Do you have the desire to learn? Do you desire a future with Virginia's largest Department? Can you grow with this growing Department?"

If the student's reply is "yes," the pamphlet continues, apprenticeship training is available.

A small recruiting poster tells of jobs on survey parties. "This is an excellent opportunity for an interesting career in the highway surveying field, with an added opportunity to compete

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FOR THE RECORD

(Continued from page 51)

for promotion into a highway construction inspector career which combines field and office work in the inspection of highway construction projects to see that they conform to the lines, grades and quality of work called for in the plans and specifications," the poster says.

While most of the vacant positions are in maintenance, equipment operation, construction inspection and surveying, the Department also will be seeking to fill a smaller number of clerical jobs and to recruit young people for training as draftsman aides and right-of-way aides, and as materials and traffic technicians.

The high school program, although larger, is similar to recruitment the Department conducts each year for civil engineering graduates and for graduates from Virginia's community colleges.

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AWARD

• Thompson-Arthur Paving Company recently received the second place—highway division—"Group A" merit award for over 500,000 manhours from the National Associated General Contractors of America in recognition of their safety record for the period ending June 30, 1968.

The award was presented to Mr. Charles H. Shaw, Jr., vice president of Thompson-Arthur, at the 50th anniversary convention safety awards breakfast of the AGC, held recently in the international ballroom center at the Washington Hilton Hotel in Washington, D. C.

AGC senior vice president Carl Halverson presented the award. He was assisted by Barbara Joe Rubin, America's first girl jockey.

This is the eighth year Thompson-Arthur paving Company has received such an award.

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Mr. Clifford Dowdey
Editor, *Virginia Record*

Dear Mr. Dowdey:

I have just finished reading the April issue of the *Virginia Record*, and am very pleased with the recognition you have given the department. The articles will help tell the needed story of agriculture today.

Mrs. Anita Brennan performed an outstanding job in coordinating the articles with the information office. Please express our sincere thanks to her.

If any of us can ever be of service, please do not hesitate to call on us.

With best regards, I am

Sincerely,

Maurice B. Rowe

Commissioner

Va. Department of Agriculture and Commerce

Clifford Dowdey, Editor
Virginia Record

Dear Mr. Dowdey:

We are subscribers of your fine magazine, the "*Virginia Record*," and have been for many years.

The May issue was received in today's mail, and in it is a most interesting article on one of our customers. The article is entitled, "Chain Bridge Forest." We would like to have an additional six (6) copies of this particular issue, and please bill us.

May we take this opportunity to tell you how very much your magazine is enjoyed.

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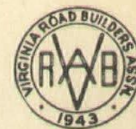
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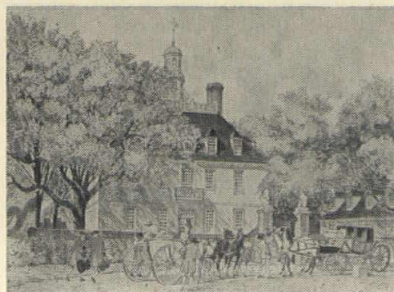
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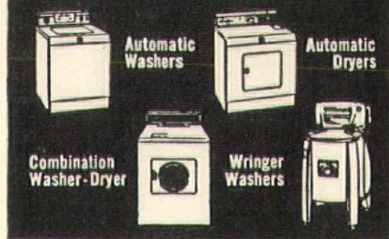
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UNITED VIRGINIA BANK/STATE PLANTERS

(Continued from page 39)

and one upper floor of the new building. The basement of the new structure is devoted to extensive money and securities vaults.

The seven-story auto bank and parking deck building at 10th and Cary Streets provides space for covered TV, drive-in teller windows, a covered walk-up teller window and parking facilities for bank customers and bank-owned vehicles. Elevators service the 12 parking levels on the upper six stories of this structure.

A bank cannot be considered a bank unless it fully serves the needs of its customers and tenants. United Virginia Bank/State Planters is truly engrained with this tradition.

In order to achieve the greatest flexibility for customer and tenant use, twenty-eight foot structural buoys were planned with metal partitions for mobility over a steel deck and a cellular floor for electrical and telephone outlets. The steel structures of the building were designed for a seven floor expansion which, coupled with the existing seven floors, would equal the height of the original portion of the building.

Other features designed with the future in mind are in evidence throughout the building. For customer and employee convenience a modern snow melting system was installed under the sidewalk on the Main, 10th, and Bank

Street sides of the building. The occupant mail is distributed on a modern vertical electrical conveyor lift serving all floors.

A building can only be as serviceable as originally planned and the United Virginia Bank Building was built with service and comfort in mind. The materials used throughout the various departments were chosen not only for beauty, but for service and durability.

Through the main entrance on Main Street can be seen a black terrazzo floor with the walls of the elevator lobby made of a venetian mosaic tile called tessera which gives the finish a textured effect. The remaining walls are of imported Italian marble.

The Commercial Loan Department on the ground floor has paneling of book matched southern red gum, lam-



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inated to metal partitions. The Discount area was designed for more efficient service for customers.

The Bank's Trust Division has also been relocated and redone. One area on the second floor has been carefully detailed to authenticate the elegant traditional period by use of chair rail, crown moulding, raised paneling and random width walnut floor. Antique furniture is being used with an oriental rug in a conference room.

Over 20,000 square feet of space was used on the 6th floor for the employee's cafeteria and auditorium. Comfortable, well designed chairs imported from Sweden complement tables with maple butcher block tops and chrome bases. The same butcher block tops are used on an accent wall to form an unusual collage. A reception area at the entrance of the cafeteria has a chevron design slate wall, red lacquer table, sofas upholstered in red and gold and an area rug handcrafted in Puerto Rico.

Custom color wool carpeting was used in many areas. Desks are of traditional design walnut, transition design walnut, and also contemporary design steel, depending on desired decorative effect.

To achieve a feeling of continuity and coordination, a standard neutral

color was used through the building on walls and floors. Bold colors were used on walls occasionally for accent. Bright shades of green, orange, gold and red were used in upholstery and draperies. Paintings and prints were selected from local artists, as well as from galleries in New York.

Besides the consideration for the human element, there has been much thought on utilization. An example of this is the third floor computer area where there is a raised floor system required for the electrical and environmental air conditioning for the modern complex. More and better service is now available to grow financially at United Virginia Bank/State Planters.

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Others were, E. C. Ernst, Inc., lighting fixtures & electrical work; William H. White, Jr., Inc., plumbing fixtures, plumbing, air conditioning, heating & ventilating; Westinghouse Electric Corp., elevator; Guy Smith Hardware, Inc., hardware supplier; Ezekiel & Weilman Co., Inc., kitchen equipment and Venetian Art Mosaics, Inc., New York, N. Y.

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"DAWN'S EARLY LIGHT"

(Continued from page 5)

with various departments of the State Department (themselves working along parallel courses) and the one common purpose apparently held by these uncoordinated branches was to disregard the carefully prepared advisory planning of the experts in their specialized areas of foreign affairs. Many of the final decisions seemed to be made according to personal opinions, that frequently flew in the face of all available background material which the country trained its foreign service careerists to gather.

Yet, we are now engaged in an undeclared war into which we blundered by repeating decisions made on personal opinions without regard to the available background material. There is a book on Laos, called simply *Laos*, written by an Englishman, Hugh B. Toye, and published in England, which in the most dispassionate prose traces the herculean bungling of the United States in Laos after the Japanese withdrew following World War II and again after the French withdrew. While specifically treating Laos, the book's historical background develops the patterns in Southeast Asia which the United States, compounding the French mistakes, ignored in imposing its own designs that defied the natures of the people, their conditioning histories and geography, and all the natural divisions. This was the same sort of arrogance with which the nation has continually tried to impose its own preferences on other peoples without regard to those peoples' adaptiveness, or even desire to adapt, to American manipulation. It was as if the government, infatuated by the strength of the dinosaur among lesser animals, felt impervious to the need of adapting to things as they were, and just went on charging in all directions. The worst of these blind charges were, as stated by Sulzberger, that the dinosaur did not know what its purpose was.

Now the undeclared war is being rejected by a large segment of citizens as "immoral." Most of the sob stories about the killing of South Vietnamese civilians are all beside the point. There is no doubt that North Viet Nam is a Communistic country, as are China and the Soviet Union, Yugoslavia and

to tell the Virginia Story

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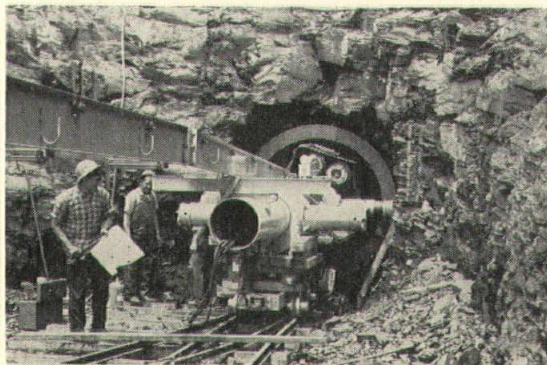
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Cuba; and there is no doubt that the North Vietnamese intend to control Southeast Asia, and probably will. It is not "immoral" to want to block the spread of power of another Communist empire. But to try to control the North Vietnamese (who are being supplied by Communist powers) by militarily propping up the divided South Vietnamese, without control over Laos and Cambodia (who are afraid to oppose the North Vietnamese), and to do this with such restrictions on the use of force as to be the very negation of the principles of warfare, is highly "immoral," in the effects of this blind stupidity on human life, on American resources and on American self-respect.

The people who oppose this war on the grounds of "immorality" might not know in any detail what they're talking about, but (excluding those who oppose it in political expediency) they have a *feeling* that to try to block the spread of Communist North Viet Nam's power by assuring the "independence" of South Viet Nam is the blundering of a government that is not dealing honestly with the people nor intelligently with itself. I think the war is condemned as "immoral" because the war's opponents, particularly the young, have seized on this unadaptive charge of the dinosaur as a visible symptom of the purposeless, directionless course of a nation which has no clear sense of its own objectives. Nor will the highest level conference for appraising its objectives for the next decade yield much in a time when the governing procedures, which have brought us to this state of confusion and division and bewilderment, continue as they have in the past.

There is a word used in psychology called "perseveration," which means to struggle on with the same methods when those methods are not bringing the desired results. Politicians seem curiously susceptible to this malady. In Washington the politicians are so lost in the maze of duplicatory agencies that they can "perseverate" to their heart's content without attracting to themselves the suspicions which would

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be aroused if they tried to run an individual business by the same methods. Countless men, who had run successful businesses and were thoroughly adaptive to the needs as they arose, seem to become in Washington caught up in the standard procedures of "perseveration"—and the dinosaur among nations flounders on without purpose.

If I were a pundit for a news weekly or a sage on the television, I'd have at least one glib answer for this dismal state of affairs. But, since I am not trying to reflect the "Man-in-the-Street," nor provide him with ammunition for his arguments with his fellows, I'll have to confess that to me it just looks very gloomy. I see no sign of a light breaking through.

Clifford Dawley

Coming Next Month . . .



Enroute for Belgium: Gov. Mills E. Godwin, Jr. (right) and Mrs. Godwin chat with Baron Louis Scheyven, Belgium's ambassador, prior to the departure of the Virginia delegation which left Dulles International Airport in May for Brussels to officially open Virginia's new European offices in Brussels. Gov. Godwin had just presented the Belgian ambassador with a copy of "The Face of Virginia" by E. Aubrey Bodine. The July issue of Virginia Record will devote detailed coverage to the Trade Mission, with illustrated stories from the three commissions involved.

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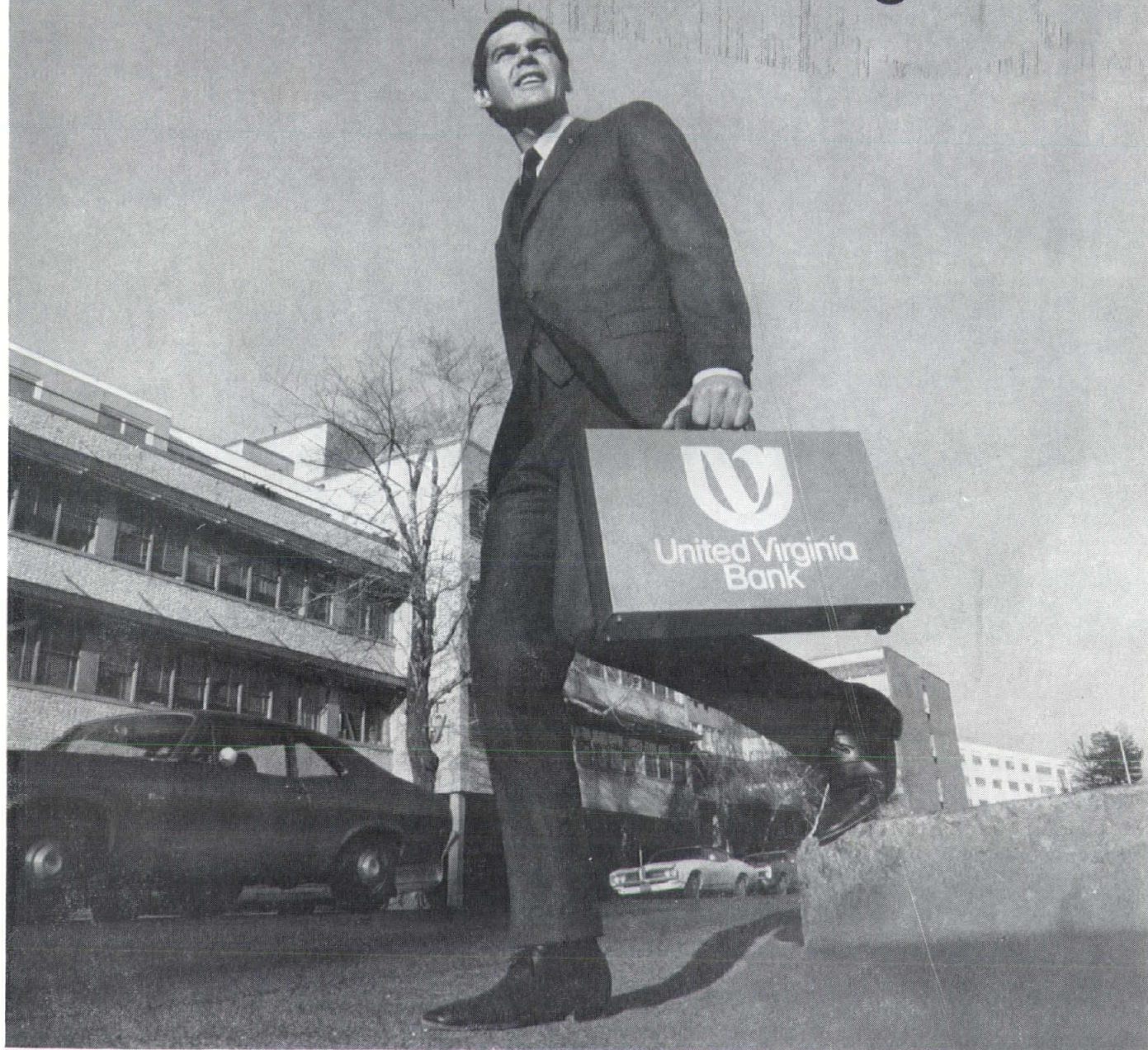
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