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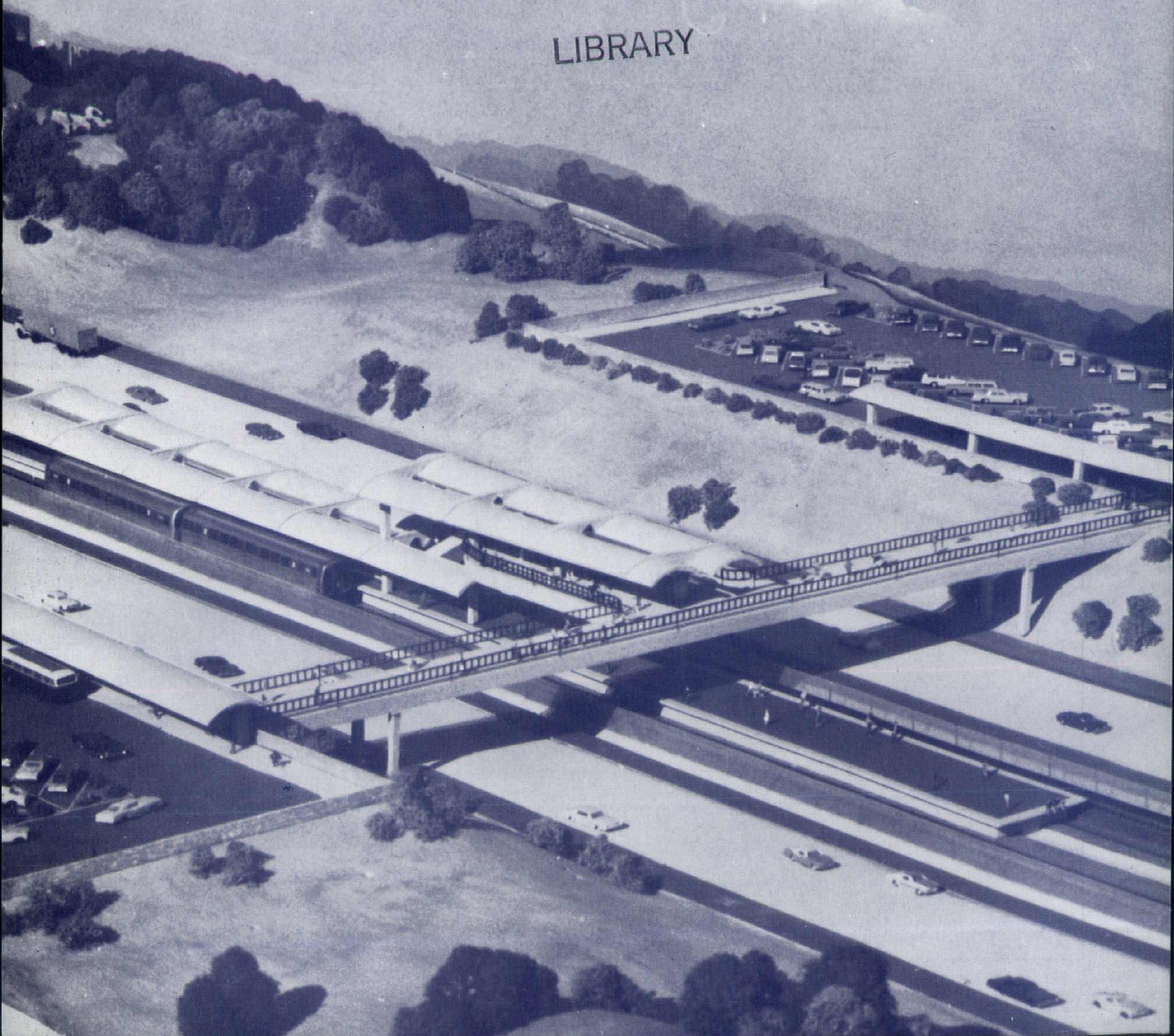


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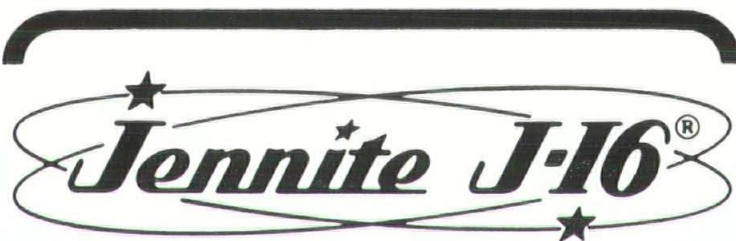
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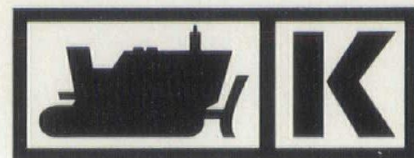
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ON OUR COVER—One method be-
ing considered in the Department of
Highways' efforts to solve Virginia's
urban transportation problems is this
"transportation corridor." As shown in
the model, this would provide rail lines
and passenger stations in the highway
median on I-66 in Northern Virginia.
(Photo courtesy of the Virginia Depart-
ment of Highways)

A Cup of Chocolate

One day during the cold weather my oldest daughter, while shopping, came across a product which proclaimed itself to be instant hot chocolate. She had often heard hot chocolate mentioned at home, as a beverage we had enjoyed in our childhood, and, never having tasted any herself, decided to give it a try. She was so delighted with the concoction that she offered to make me a cup, and I gratefully accepted, thinking it would evoke the aura of another era. The first taste did evoke the aura of another era but not, as I had expected, of my childhood. In a mysterious fashion, which Proust wrote about, the cup of chocolate vividly called up a moment in my youth which I had not thought of once in the decades since.

It was on a bitter cold winter night in New York when I was studying at Columbia and the boy with whom I roomed and I had just finished work at one of the many odd jobs we took from time to time to get needed cash. We were beating our way along upper Broadway, where we were pierced by the wind coming off the Hudson only a short block away, when we decided to get a cup of coffee or tea in one of the low-priced cafeterias in the area. The price of a cup of coffee or tea was five cents, a nickel, the same as a subway ride or a telephone call and half the price of the *Sunday Times*.

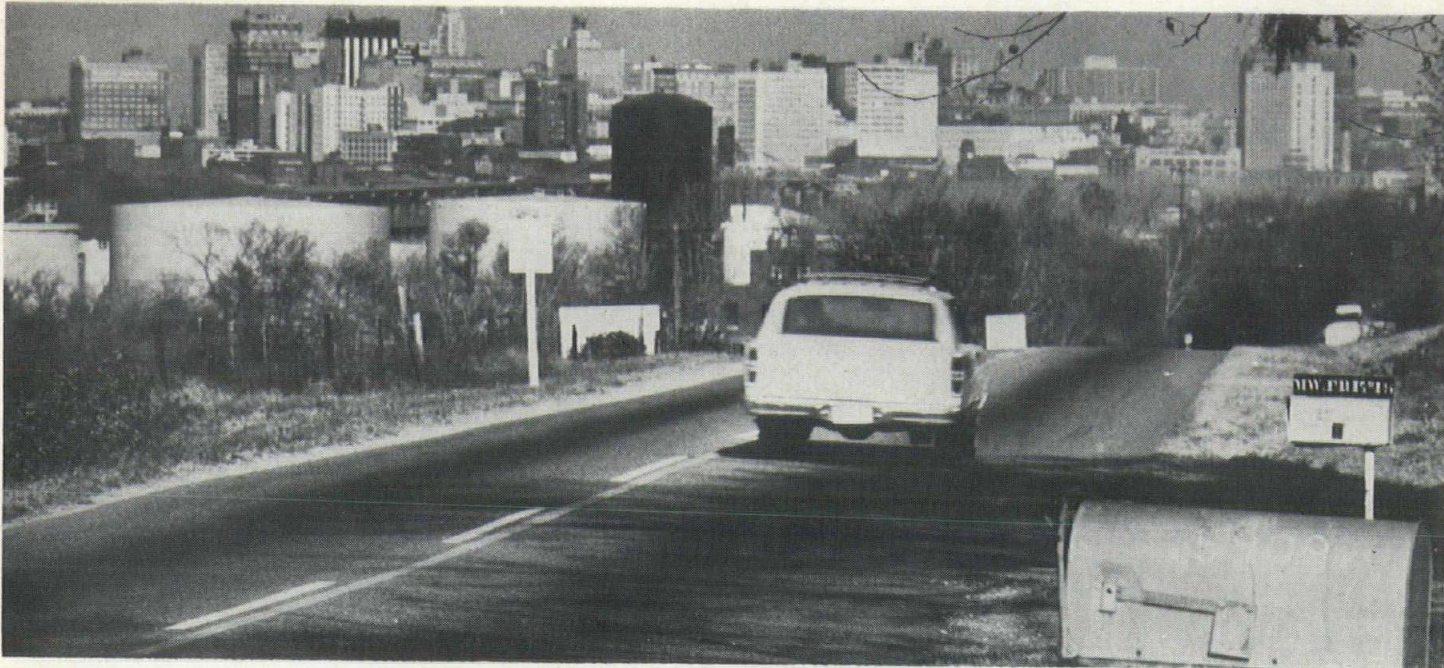
As we turned to retrace our steps, we saw the dim lights from a lavender colored confectionery shop on the corner. It was an attractive looking place, but we had never been in because it looked expensive. My room-mate, shivering, suggested we get out of the cold in there, as he had heard you could get a delicious cup of hot chocolate for ten cents. Without debating the extravagance, but to get out of the cold, we hurried into the lavender confectionery.

Inside it was warm and muted and plush, and, as we sat at a table, a feeling of luxury stole over us. The steaming hot chocolate, served in real china cups, was beyond comparison the most delicious tasting beverage or food that I'd ever touched. Since then I've dined in expensive restaurants all over the country and once, at the most expensive restaurant in New York, I dined with a friend on a lavish expense account who signed a check for more than fifty dollars for a dinner including cocktails, wine and a brandy; but never has anything ever tasted so good as that cup of hot chocolate.

As the memory came washing back over me, I wondered what it was about that particular drink on that particular night which made such an impression on me. I decided that the sense of luxury, of bountiful well-being, stood in contrast to the leanness and stress and struggle that usually made up my days. Our families paid our university fees, and helped some with subsistence, but it was always a struggle for cash. We lived in pleasant quarters, though it was always a strain to pay the rent; we dressed decently and comfortably and, while our "wardrobes" were limited, always could turn ourselves out well for social occasions, but it was always a struggle to pay the bills: in my last year, I availed myself of a "student account" at Finchleys, which, underwritten by my parents, was paid for by me after I was out of Columbia and working regularly. And we always ate, though this too was a struggle.

(Continued on page 53)

THE VIRGINIA DEPARTMENT OF HIGHWAYS



Rural mailbox against Richmond skyline reflects Virginia's urban transition.

Solving the Problems of Urban Transportation

By

ALBERT W. COATES, JR.

*Public Information Officer
Va. Department of Highways*

—All Photos Courtesy of The Va. Department of Highways

YOU climb aboard the big red and white bus just off the Shirley Highway in Northern Virginia, deposit your 50-cent fare—and become part of an urban mass transit experiment being watched by transportation officials across the nation.

For the first leg of the journey from the suburbs into Washington, the bus zips along at speeds of 45 miles an hour or more on reserved lanes of the highway, which is being rebuilt and improved as part of Interstate 95.

Then, after four and a half miles' distance, where the reconstruction is yet to be completed, the bus moves back into the conventional lanes and, with other

commuting traffic, becomes slowed in the state's most severe traffic congestion.

All the way, movement has been slow in the conventional lanes, crowded with private automobiles. For it is the morning rush hour.

In a few years, when the Shirley Highway rebuilding has been finished, the congestion situation will improve immeasurably.

But more than 100,000 vehicles a day now use some segments of the highway. The number grows each year. Despite the congestion, the time it takes, and the parking problems inside Washington, most commuters are reluctant to sacrifice the convenient, flexible

transportation provided by their own cars.

Highway officials, long concerned about environmental matters and urban values, believe the answer to city transportation ills does not rest in the idea of building an unlimited number of expressways, but rather in building those which are essential and using them as effectively as possible to move people.

That's what the bus experiment is about—attempting to make it so attractive and so dependable in major urban regions that far more people will, indeed, ride the bus and leave the driving to somebody else.

Two center lanes designed for

eventual use in a reversible pattern for inbound and outbound traffic at peak periods, when the highway reconstruction has been completed, are now utilized in the experiment. The extent to which the exclusive bus privileges will be continued on a long-range basis will depend on the extent to which bus ridership reduces normal traffic congestion.

The experiment was worked out by the Virginia Department of Highways, the U.S. Department of Transportation, the Washington Metropolitan Council of Governments, and the AB&W Transit Co. It began last September.

At that point, there were 39 bus trips along the highway in the peak traffic period of 7 a.m. to 9 a.m. weekdays. They served an average of about 1,875 passengers.

Since then, the number of bus trips has been increased to 48 and the number of passengers has risen to slightly more than 2,400—an increase of about 30 percent.

So the results are encouraging. But the results also are counted in comparatively small numbers, not substantial enough yet to put a real dent in the problem. During the same two-hour period, 7,200 private cars carry 10,000

passengers along the Shirley into Washington.

Those close to the demonstration and to urban transportation generally believe, however, that before it's over the experimental operation will have proved successful. There's a likelihood that more modern buses will be provided, possibly financed in part with federal funds. Later this year, the reserved bus lanes will be extended northward for an additional mile and a half, making it feasible to provide the express bus operations on the exclusive lanes during the evening rush period, as well as in the mornings. The Department of Highways also is giving priority to extending the bus lanes all the way to Washington, and hopes to have this accomplished in another year or 18 months.

These added features should make the experiment even more appealing to motorists.

Already, commuters who ride the bus are getting to their jobs in Washington faster in the morning.

Transportation officials say it's saving most riders 15 to 20 minutes on the inbound trip, as a general rule. For some, it's even better.

Recently, two Department of Highways employees left the Shir-

ley Highway and Edsel Road interchange at precisely the same time — 7:58 a.m. — to join commuters traveling into Washington. One rode the express bus in the reserved lanes, the other drove an automobile in the conventional lanes.

The bus arrived inside the Washington city limits at 8:20 a.m., the automobile at 8:44 a.m., a difference of 24 minutes.

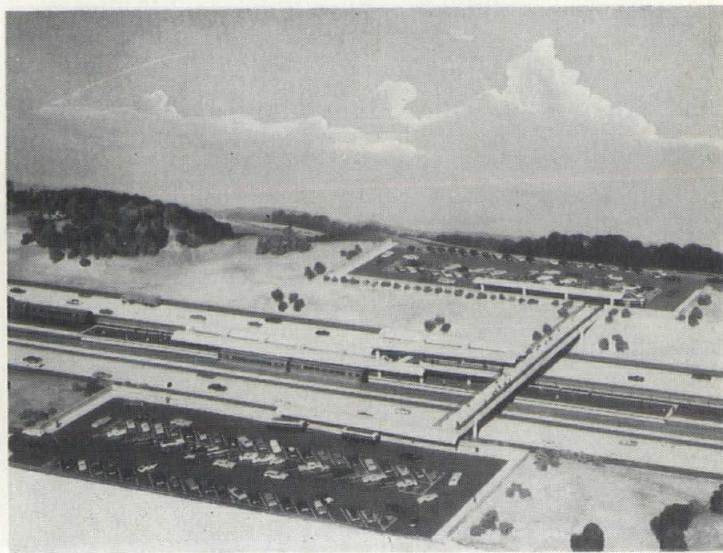
One regular commuter says he used to leave home about 7 a.m. to drive into Washington and allow time for parking and for getting to his office by 8:30 a.m. Now, he catches the 7:58 a.m. bus and generally arrives with time to spare.

While officials hope the concept of preferential treatment for commuter buses will provide practical benefits for heavily urbanized Northern Virginia, it has deeper significance. For one thing, it was the first instance anywhere in the United States where lanes of the interstate highway system had been reserved exclusively for buses. For another, it offers on a far broader basis what transportation officials believe may be a promising solution to the increasing problems of moving vast numbers of people in relatively brief periods of time in metropolitan areas.

Experimental use of reserved lanes for commuter buses in Northern Virginia.



Model shows planned use of Interstate 66 median for commuter rail line.



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Urban growth underscores need for state's improving transportation facilities.

Douglas B. Fugate, Virginia's Highway Commissioner and president of the American Association of State Highway Officials, told a group of state highway administrators from the southeastern United States earlier this year about this concept of the urban highway as a mass transit artery.

"If intolerable congestion can be changed to free-flowing traffic by getting people out of their automobiles and into the bus, and if this is the cheapest way to provide additional highway capacity, I believe use of highway funds is justified to accomplish this purpose," he said.

He mentioned specifically such facilities as reserved bus lanes, fringe parking areas, bus turn-outs and passenger shelters, and off-street parking lots to free

street areas for reserved bus lanes.

Commissioner Fugate observed that these facilities, intended to increase a street or highway's capacity to carry passengers, would not alone accomplish the objective of substantially increasing the use of buses.

He observed that bus operations in urban areas need to be unified so that transportation plans for area-wide service can be effectively implemented, a move which in most cases would require change in state and local laws. Further, he said, many bus companies need rehabilitation of their equipment to meet the requirements of higher passenger volumes. Federal mass transit legislation proposed by the U.S. Department of Transportation

would provide funds for this purpose.

"Given modern equipment, scientific route designations without regard to urban jurisdictional boundaries, commuter parking at route terminals, and assured rapid movement along arterial routes, most urban bus operations would, I am convinced, take a sufficient volume of automobile traffic off the streets and highways to go far toward solving our urban transportation problems," the Commissioner said. "At the same time, the bus operations would become profitable to their owners, giving incentive for further innovations and improvements to attract still more customers."

He also saw this kind of approach as a way to make the

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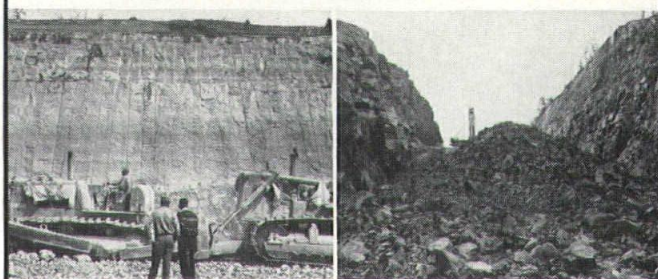
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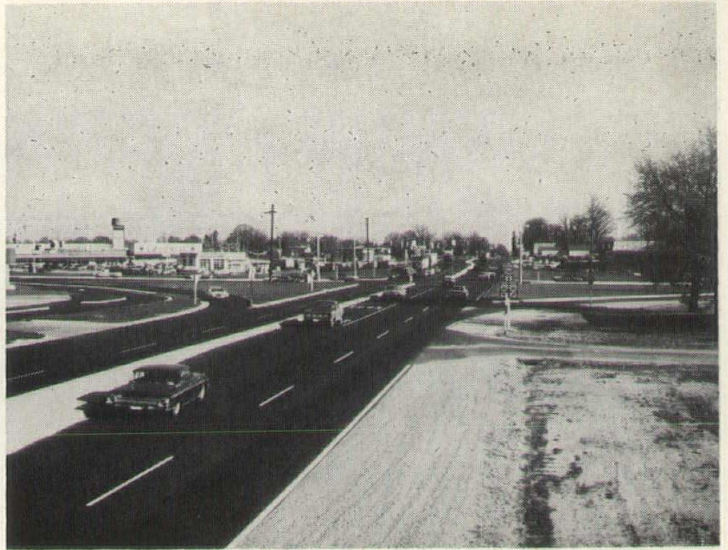
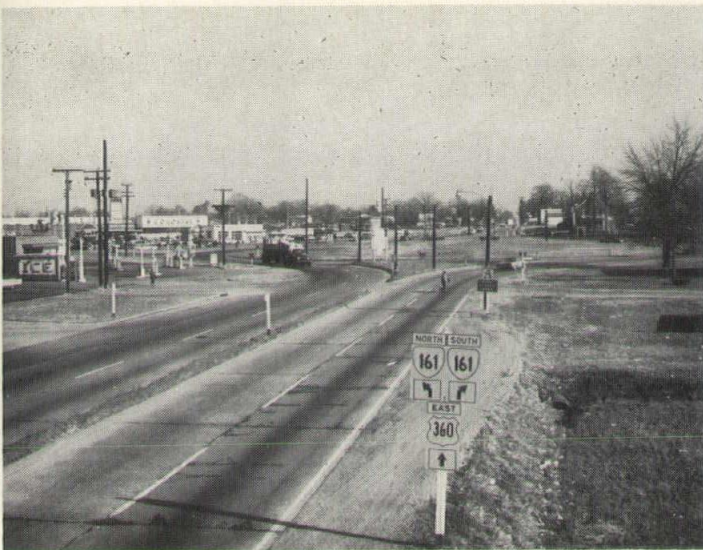
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Improvement of existing roads, such as project shown in these "before" and "after" views of Richmond's McGuire Circle, helps to meet modern needs of motorists.

highway dollar stretch further in meeting highway transportation needs.

The experiment on the Shirley Highway represents a sort of testing ground for at least part of the concept.

In Richmond several months ago, John A. Volpe, the nation's Secretary of Transportation and former governor of Massachusetts, said the Shirley experiment was "showing excellent promise, and is being watched closely by all levels of transportation authorities."

Francis C. Turner, Federal Highway Administrator, told an audience recently that, "While rail transit can provide effective relief in certain metropolitan situations, the fact is that most public transportation is performed by

rubber-tired buses operating on highways. Buses now provide, and in all probability will continue to provide, 100 percent of the mass transit services available in all but the largest cities."

Turner cited the exclusive bus lane concept, and added, "To the extent that this service will bring more commuters to use buses we will increase the people-moving capacity of highways and thus reduce peak-hour vehicle congestion."

In Virginia, the Shirley Highway demonstration is one of several steps which have been taken to find solutions to urban transportation problems.

In developing plans for a segment of Interstate 66 in Northern Virginia, the Department of Highways is working with the

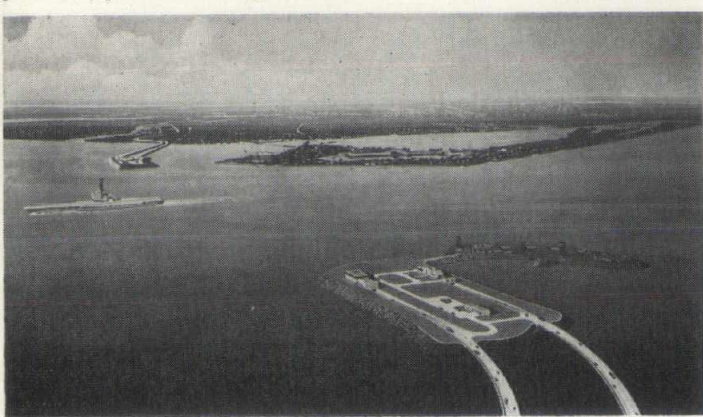
Washington Metropolitan Area Transit Authority — the agency building the Washington region's rapid rail system—to provide for rail lines and passenger stations in the highway median. Highway officials consider this a desirable way to develop a "transportation corridor" on high-value urban land.

Last year, the Department established a Metropolitan Transportation Planning Division headed by a veteran planner, Kenneth M. Wilkinson, to broaden its planning activities with local governments and regional planning agencies.

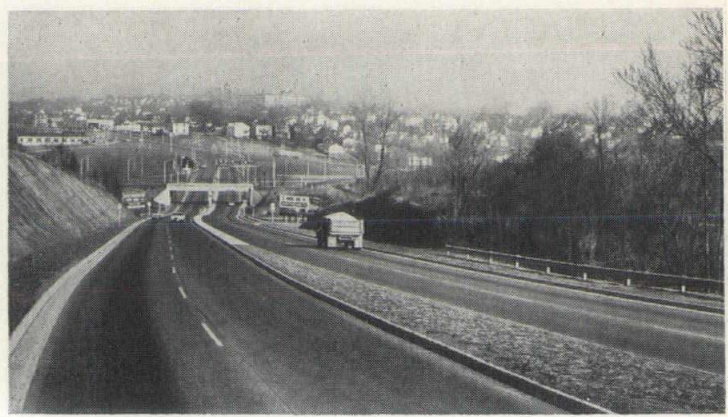
In a report entitled "Into the '70s," submitted to the Virginia Advisory Legislative Council last

(Continued on page 47)

Designers concept of Hampton Roads Bridge-Tunnel after completion of parallel crossing in 1974.



Rebuilt segment of US Route 460 at Lynchburg helps that city's traffic.



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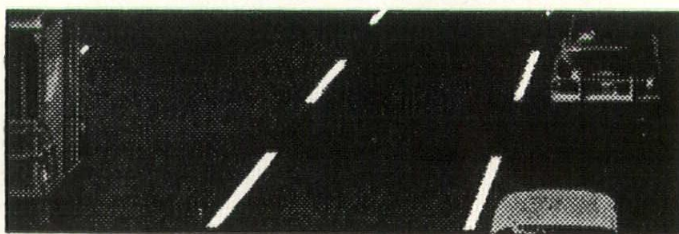
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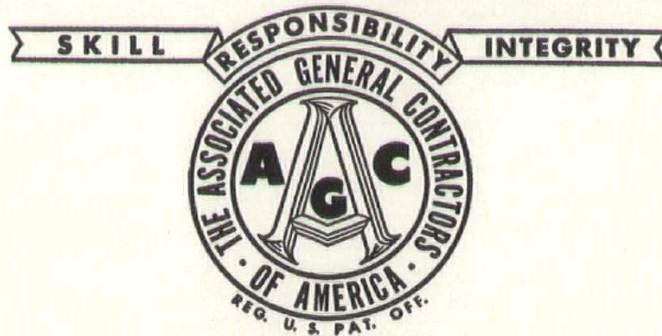
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51ST NATIONAL A.G.C. CONVENTION NEW ORLEANS

By
NICKIE ARNOLD

■ ■ March 6th through the 12th saw over 5400 general contractors, their wives and guests meet in New Orleans for the National Associated General Contractors Convention. This was the largest A. G. C. Convention in history.

Those attending the Opening General Session heard Louisiana Governor John J. McKeithen officially welcome the convention group to New Orleans. He praised the skill and talents of the construction industry in making the visions of man a reality.

President Carl Halvorson of Portland, Oregon, made his last formal address as national president and again warned the contractors that inflation is still one of the greatest problems facing the country today. He suggested that some "kind of disciplining factor" be created for labor in order to reach fair settlements which will not contribute to further inflation.

A "guaranteed employment" program was suggested as a possibility by Assistant Labor Secretary Arthur A. Fletcher in his remarks at the Opening Session. This could be utilized if the Philadelphia Plan fails because of any deliberate attempt on the part of the construction industry unions and contractors to keep the plan from succeeding.

The Legislative Committee recommended that the A. G. C. support legislation to eliminate the tax exemption of organizations using income derived from dues or assessments for political purposes. The Committee also recommended that every effort be made to assure that the views of the construction industry are presented to the Council on Environmental Quality when it

formulates programs relating to the construction industry. Contractors attending the Legislative Committee meeting heard Rep. Bob Wilson (R-Calif.) speak on the "Legislative Outlook for the 70's," and Eldred Hill, executive director of Unemployment Benefit Advisors, Inc., give a summary of federal unemployment compensation legislation.

A contractor from our neighboring state of North Carolina won the coveted H. B. Alexander Award for the highest man-hour exposure without a disabling injury in a twelve-month period. The Thompson-Arthur Paving Company of Greensboro, N. C., also compiled the best one year safety record for a company in the highway division with over 500,000 man-hours exposure. Mr. Charles Shaw accepted the award and congratulations of the then president-elect L. P. Gilvin of Amarillo, Texas.

It was a busy week for the contractors who approved eighteen resolutions including a request for Congress to hold hearings immediately to review all labor laws so that new laws can be created to meet the needs of future collective bargaining problems. The resolution stated that the laws were created in periods of unemployment and "are completely unresponsive to labor-management problems of collective bargaining procedures in a full employment economy."

The Convention also passed the following Resolutions:

1. A request for federal and state legislation to outlaw exclusive hiring halls.

2. A pledge to take the leadership in correcting construction operations which cause pollution, and to encourage and supports similar national and local efforts.
3. Urging recognition of "home town" agreements and discontinuing the holdup of all construction projects on alleged grounds of non-compliance.
4. A request to release the 75% cutback as early as possible in fiscal 1971 in order to start and continue needed public works projects.
5. A request that all responsible public authorities assist in every way possible to eliminate vandalism, malicious damage and other disorders on construction projects which are increasing the cost of construction.

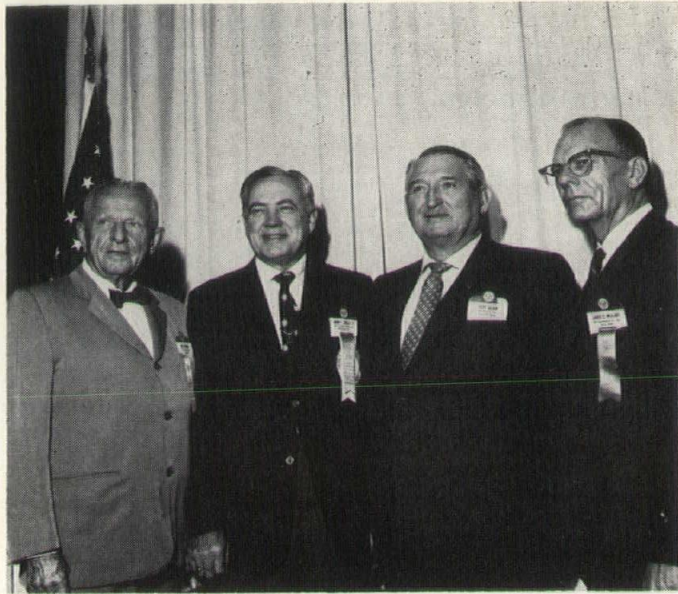
Harold B. Finger, assistant HUD secretary for Research and Technology, discussed Operation Breakthrough with the Building Division Contractors. Mr. Finger said that one of the principal goals of this program is to make use of modern technology in the building process. This is done by taking the best ideas available, testing those ideas, and persuading communities to overcome building codes and zoning restrictions to make these technological advances useable on a practical level.

New ways to efficiently handle the vast amount of construction necessary in the coming decade were discussed. The National A. G. C. takes the position that restrictive union practices and outmoded labor laws must be corrected

YOUR NATIONAL OFFICERS

(From left to right)

R. S. NOONAN, York, Pa., *Treasurer*;
JOHN E. HEALY II, Wilmington, Del.,
Senior Vice President; L. P. GILVIN,
Amarillo, Texas, *President*; and
JAMES D. MCCLARY, Boise, Idaho,
Vice President.



so that the industry can play its part in rebuilding America. The possibility of lowering the customary retained percentage amount from 10% to 5% was also debated. Several contractors said that all aspects of the retainage problem be considered, including uniformity of policy within the occupational divisions, and retainage by generals from subcontractors.

The National A. G. C. is justly proud of its scholarship awards and this year six educational scholarships were awarded to deserving youths from Arizona, Texas, Idaho, Wisconsin, Pennsylvania and Nebraska. Also, a special award of \$1,000.00 was presented to the 16-member LeBlanc family of New Orleans. Upon presenting the award to members of the LeBlanc family, W. A. Klinger, president of the A. G. C. Education and Research Foundation said that he hoped scholarships of this kind will encourage young people to select some phase of the construction industry as a career.

The annual Cashman Award for outstanding work in membership development during the year went to the Chicago Builders Chapter. The Chapter increased its membership by adding 29 new members to its rolls. Richard S. Peppers accepted the award from A. J. P. Martini, chairman of the Membership Development Committee and President Carl Halvorson. The Nevada Chapter was presented an award for the highest percentage increase during 1969.

The last order of business at the Convention was the installation of the new officers: L. P. Gilvin, Amarillo,

Texas, President; John E. Healy II, Wilmington, Delaware, Senior Vice President; James D. McClary, Boise, Idaho, Vice President; and R. S. Noonan, York, Pennsylvania, Treasurer.

President Gilvin told a press gathering following his installation that co-operation among all segments of the industry is the key to solving its problems. "During the coming year a great deal of effort will be devoted to bringing major industry associations together in order to gain unity in attacking common problems and avoiding duplication of effort." Mr. Gilvin also called upon "young, smart and vigorous men" to enter the construction industry. He said that the main job of recruiting manpower must be done on the local level.

The magnificent facilities of The Rivergate, the convention center of New Orleans, were also utilized for some of the social functions of the Convention. The A. G. C. had their Welcome Night Part at the Rivergate, Sunday evening at 6:30 P.M. This affair provided the opportunity for everyone to get together for cocktails and delicious steamship round of beef on rolls.

The Caterpillar Party on Monday evening was held aboard The President, a riverboat which took two

groups (over 2,000 each) on a moonlight trip up the Mississippi. Mountains of shrimp and other delicacies added to the pleasure of several excellent bands, topped off by Al Hirt himself complete with his group of entertainers.

Allis-Chalmers again sponsored the ladies' luncheon, which was held at the Jung Hotel. The luncheon included entertainment by recording instrumental Alan Black. Mr. Black held the attention of every lady present with his demonstration of what can be done with a harmonica.

Tuesday evening was a treat for people of every age and taste in music. The Terex Division of General Motors provided that something for everyone with Pete Fountain and his group (Lawrence Welk rejects he calls them) in one room and Tex Beneke and his band in another room. Whether you wished to dance or just listen and enjoy the marvelous music, you could find no better entertainment. As always, Terex had excellent food to go with one's favorite beverage.

Wednesday turned out to be a very special day, starting with the Father and Son Breakfast held at 7:30 A.M. Then, after 50 years—a big first of the ladies of the A. G. C. Under the supervision and inspiration of Mrs. Carl Hal-

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vorson (Kaye) a Ladies' Round Table was formed. This gave the ladies from all parts of the country an opportunity to get together and discuss mutual interests and concerns.

The 1970 Officers were installed at the A. G. C. Show at the Municipal Auditorium which gave us the pièce de résistance with such greats as opera stars Jean Fenn and Robert Merrill and pianist Peter Nero. Their performances electrified the audience as was evidenced by the roar of applause at the conclusion of the evening.

Much was accomplished at this 51st Annual Convention and the members left with a feeling of a job well done and time well spent.

The ladies certainly enjoyed New Orleans—for indeed it is a city unlike anything else you will visit. The French Quarter is pure fascination, from the quaint shops to the "I don't give a (censored)" restaurants, where they will literally tell you that they don't care that you are unhappy with the food or service because they have plenty of people waiting to get in if you care to leave. The sublime and the ridiculous share the same side of the street in New Orleans, anything from very poor service to a dining experience at Maison Pierre's, which serves only the finest French food.

The Virginia Branch, A. G. C. was represented by: Mr. and Mrs. Walter P. Conrad, Jr., Norfolk; Mr. and Mrs. Aaron J. Conner, Roanoke; Mr. and Mrs. J. W. Creech, Norfolk; Mr. and Mrs. Buddy Kessler, Charlottesville; Mr. and Mrs. Bobby Lee, Charlottesville; Mr. and Mrs. Richard E. Philippi, Wytheville; Mr. and Mrs. Samuel H. Shrum, Harrisonburg; and Mr. and Mrs. James F. Duckhardt, Richmond.



THE VIRGINIA BRANCH WAS WELL REPRESENTED
(L-R above) SAMUEL H. SHRUM, BUDDY KESSLER and R. E. LEE.

LADIES ENJOYED JOINING THEIR MEN

(L-R below) JAMES F. DUCKHARDT, MRS. SAMUEL H. SHRUM, MRS. R. E. LEE, MRS. J. F. DUCKHARDT, J. W. CREECH, R. E. LEE and SAMUEL H. SHRUM.



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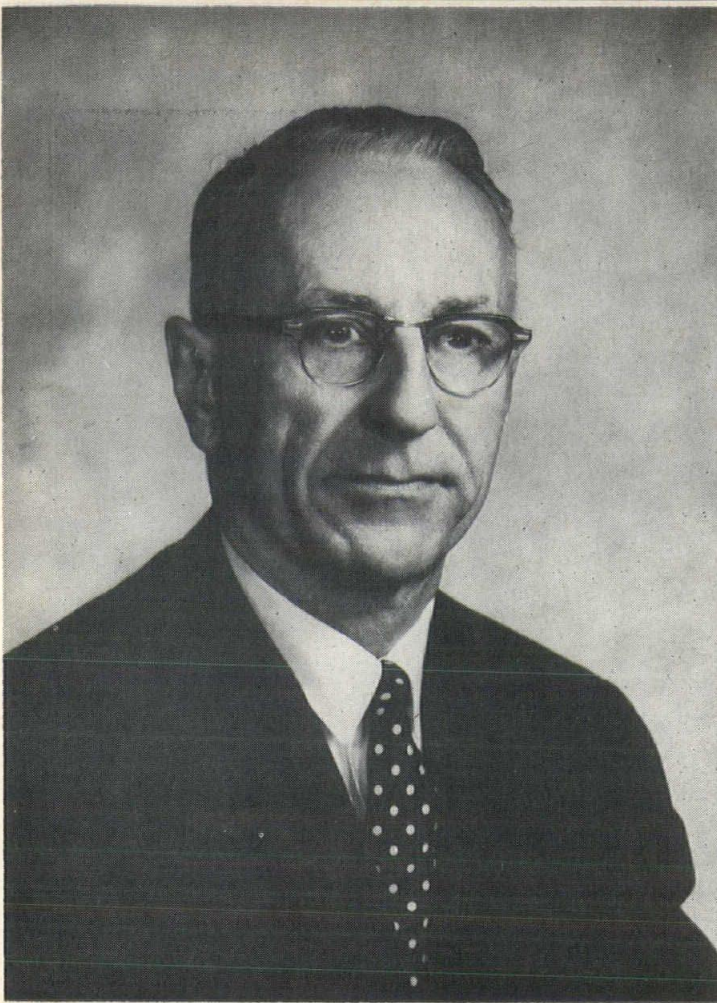
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Please Meet Samuel H. Shrum— Construction Man of the Year

By

NICKIE ARNOLD

■ ■ Undoubtedly you have heard the old expression—"If you want something done and done well, give it to the busiest man in town." Well, the busiest man in Harrisonburg is Samuel H. Shrum! Mr. Shrum was born June 19, 1912, in Dayton, Virginia. After graduation from Dayton High School, he entered Virginia Polytechnic Institute at Blacksburg, where he received his B. S. degree in architectural engineering. Another important date in this treatment of the life of Sam Shrum would have to be June 14, 1941, when he was married to Evelyn Vaughan of Lynchburg. They have two children Edgar Vaughan and Marilyn Ann Shrum.

When Mr. Shrum accepted the presidency of the Virginia Branch A. G. C., he did not merely sit back and say, "Well, I've made it." On the contrary, through his personal leadership, there were three successful Construction Days, which were held in Harrisonburg, Richmond and Dublin. Plans were also formulated to hold these in Norfolk and Roanoke.

With his enormous devotion to home and family, Sam Shrum was whole-heartedly behind the 13 Safety Code Classes conducted last year, which had almost 600 construction personnel attending. Out of this 600, over 100 attended the school in Harrisonburg, which is a great tribute to the hard work Sam put in his own town.

Time was taken out for some relaxation along with business as under Sam's leadership this past year the Virginia Branch held its

first out-of-country Management Meeting in Nassau with more than 140 people flying the friendly skies of the Virginia Branch.

During the past year, Sam personally visited every District at least once and many twice, plus conducting membership campaigns and meetings with the District Officers (which brought 39 new members into the Branch). Furthermore, three new Districts were formed during his Presidency (Southwest, Peninsula and Danville-Martinsville).

When tragedy struck Virginia in the form of a flood, Plan Bulldozer, A. G. C. Disaster Relief was alerted. Needless to say, without the leadership of Sam Shrum, Chairman of the Virginia Branch Plan Bulldozer, the Plan could not have performed as smoothly as it did. Sam also personally surveyed the damaged area and ran the disaster relief operations from his office in Harrisonburg. This ravaged area will never know the debt they owe Plan Bulldozer and the gentle, smiling man behind the scene.

Finally, under Sam Shrum's careful counsel, the Virginia Branch for the first time in many years has introduced specific legislation to better the construction industry in the state. In the past the Branch has been on the defensive, but with Sam—they took the offensive. Such things as specific laws to strengthen the Contractors' Registration Law, doing away with Wrap-up Insurance, Plan Bulldozer liability laws, enlargement of the Safety Code Commission, and others are an indication of the positive action approach the Virginia Branch has taken during this past year.

In truth, when Sam Shrum was made President and declared to all that he intended to devote this year to A. G. C. matters, all that can be added at the conclusion of his year is—Amen! A job well done!

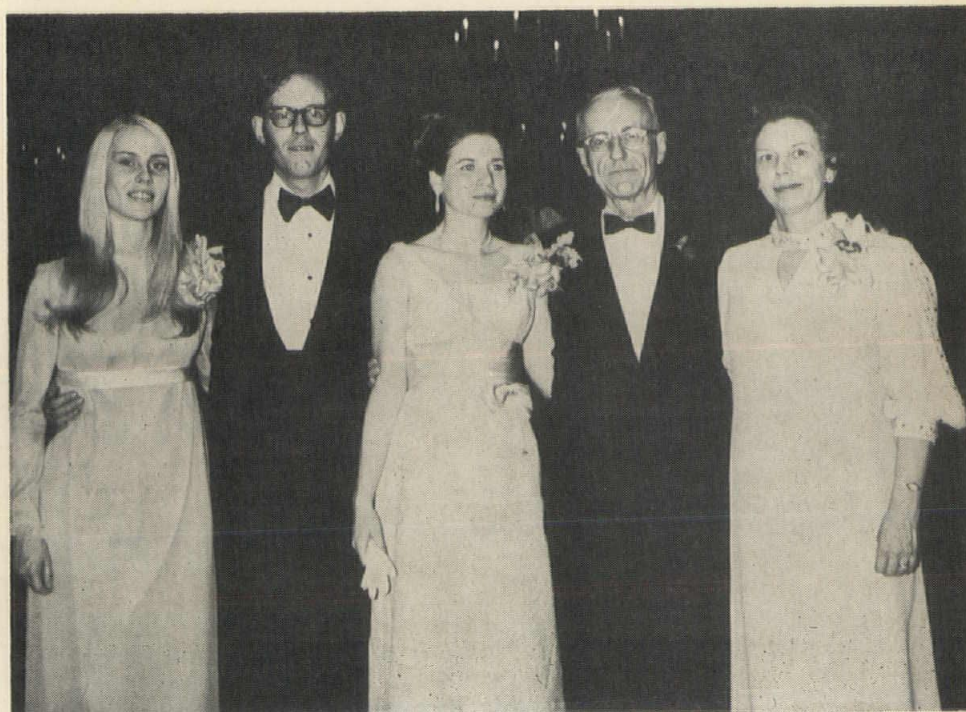


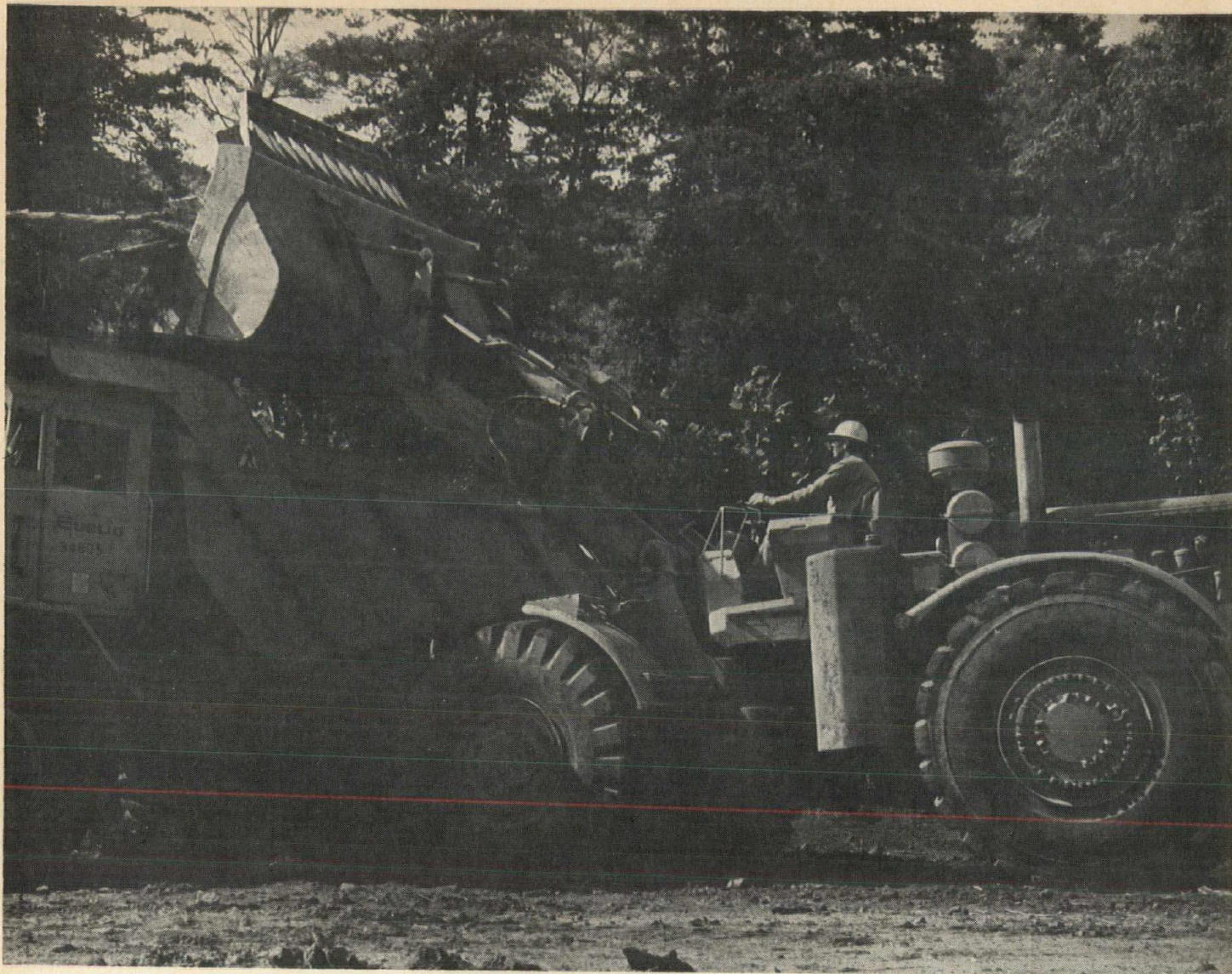
Mr. Shrum personally directed much of the operation of Plan Bulldozer.

However, with a little collusion his fellow Virginia Branch members did get one-up on Sam at the conclusion of his year—his son and daughter were at the President's Banquet and walked up to surprise him when he received his award as Construction Man of the Year. This is one time Sam was completely speechless!!!



The "Man of the Year" with his family (L-R): MARILYN ANN SHRUM, MR. & MRS. EDGAR VAUGHAN SHRUM, and SAM & EVELYN SHRUM.





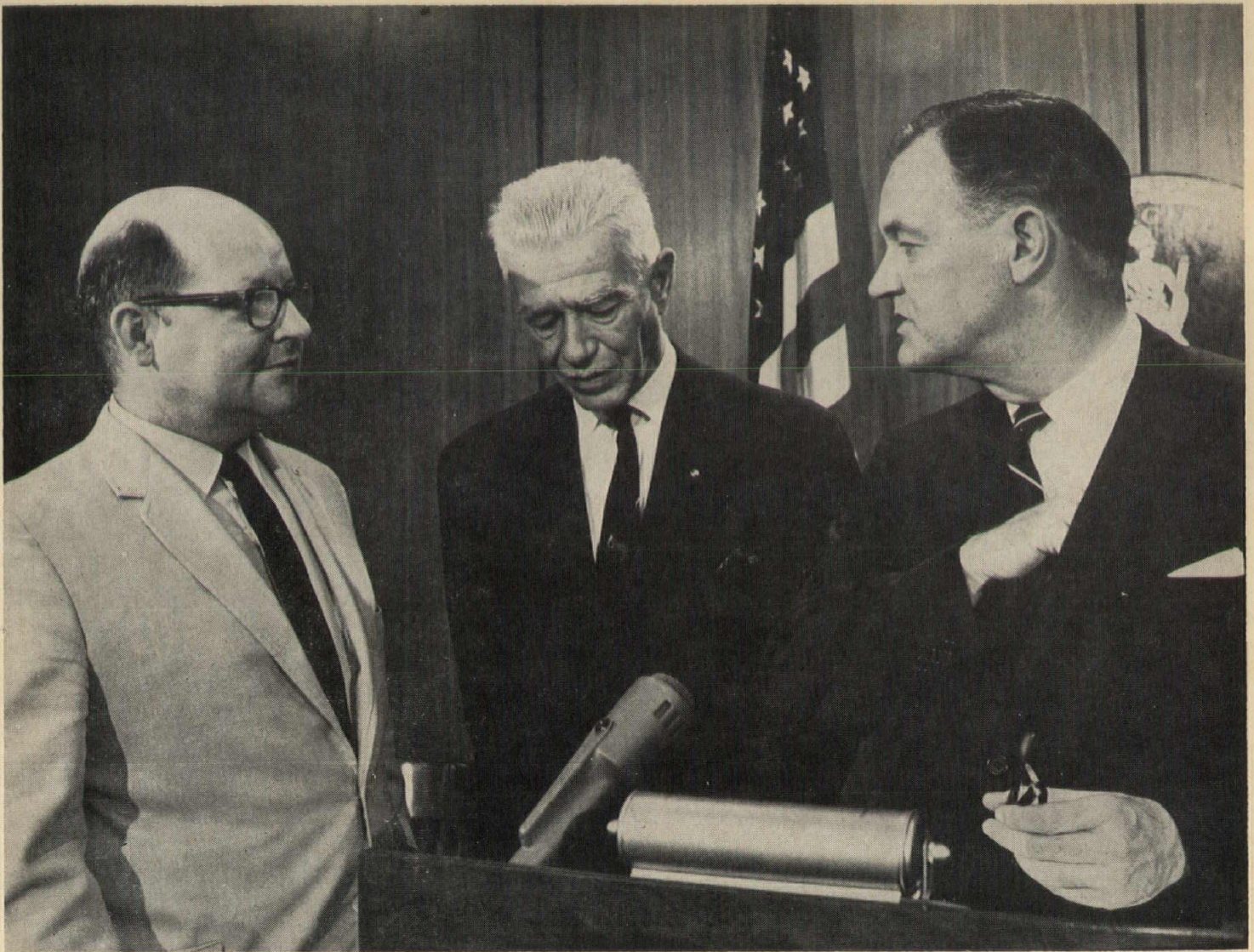
AND THE RAINS CAME . . . PLAN BULLDOZER IN ACTION

Story By

NICKIE ARNOLD

■ ■ The last years flooding was something that most people felt couldn't happen—but it did. To most of us it was a shocking experience to say the least. However, to many other residents directly affected by the flooding, it was a disastrous event in their lives. It is difficult to imagine entire towns being swept away by rushing waters or mountainous slides. But it is a fact, and unfortunately we cannot turn back the calendar and pretend that it didn't happen.

In a crisis such as this, each person likes to feel that he can contribute something to the well-being of those that have been injured or suffered a loss. This is also quite true of the Virginia Branch, A. G. C. Therefore, a program for disaster relief and control in the State of Virginia was formed through the Virginia Branch by the name of Plan Bulldozer. Plan Bulldozer provides for the emergency use of construction equipment and manpower, and for the restoration of community life to a level as near normal as possible.

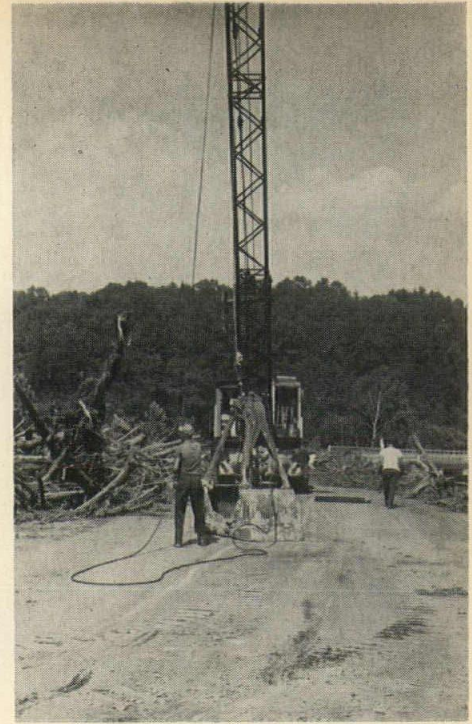


Governor Mills E. Godwin thanks James F. Duckhardt, Executive Director, Virginia Branch AGC, for the role of Plan Bulldozer in the Camille flood disaster. General Alfred B. Denniston listens.

On August 21, 1969, General Alfred B. Denniston, State Director of the Office of Emergency Planning notified the Virginia Branch, Associated General Contractors that this relief program, Plan Bulldozer, would be needed on a standby alert status. General Denniston, in a telephone conversation with the state Plan Bulldozer chairman, Samuel H. Shrum of Neilsen Construction Company, Inc., Harrisonburg, indicated that this was necessary due to the flood conditions throughout the State of Virginia. Through this coordinated effort, manned construction equipment could be placed at a disaster site in an orderly manner.

Following a telephone conversation September 2nd with H. Douglas Hamner, Jr., Director, Division of Engineering and Buildings for the Commonwealth of Virginia, Mr. Shrum called together fellow contractors for a meeting on September 3rd to review the disaster situation in Nelson County and to give an opinion on the types of equipment that were being used in the search, whether the best and most efficient types of equipment were being used, and would other methods and types of equipment be needed to expedite operations as well as opinions on the approximate time and expense involved in the cleanup operations. The Virginia Branch was represented at this meeting by: B. F. Parrott, Sr., Roanoke, President of B. F. Parrott & Son; R. E. Lee, Charlottesville, Chairman of the Board of R. E. Lee & Son; J. A. Kessler, Jr., Charlottesville, President of R. E. Lee & Son, and, at that time, First Vice President of the Virginia Branch, A. G. C.; W. C. English, Altavista, President of English Construction Company, Samuel H. Shrum, President of Nielsen Construction Company, and 1969 President of the Virginia Branch, A. G. C., and Chairman of Plan Bulldozer Disaster Relief, James F. Duckhardt, Richmond, Executive Director, Virginia Branch, A. G. C., and Thomas G. Booker, Richmond, Director of Services, Virginia Branch, A. G. C. These are but a few of the men who gave so willingly of their time and knowledge.

After a lengthy flight by helicopter, these men went about the task of discussing the most expeditious means of coping with the problems that faced the stricken area. Prompt and efficient action was of great importance. On September 4th, Mr. Shrum wrote a five page resume of their findings, approximately 48 hours after talking with Mr. Hamner, thus putting into words and action the very meaning and purpose of Plan Bulldozer. From his Harrisonburg headquarters, Mr. Shrum maintained contact with State agencies, general contractors throughout the State and the national office. He or-



Pictures taken by AGC staff showing equipment used in Plan Bulldozer effort.





At left, Richard A. Holsinger, Project Manager for Nielsen Construction Co., Inc.—Harrisonburg, one of the many volunteer workers, checks AGC Plan Bulldozer seal on a truck. This seal allowed all vehicles to travel freely in the restricted areas. And at right, the irony of it all!

ganized equipment mobilization and gave untold hours of his time to ensure the success of the Plan Bulldozer Program. Hurricane Camille hurled its force at Virginia, but the Virginia Branch, A. G. C., led by Sam Shrum, met this crisis with courage and determination to help their fellow Virginians. In this joint effort approximately twenty contractors used over 100 pieces of equipment and put in in excess of 2,000 man hours. No one will ever know the exact figures, but our guess would be well above the ones stated above.

Governor Mills E. Godwin, Jr., personally thanked James F. Duckhardt and the Virginia Branch, A. G. C., also writing personally to Sam Shrum. The Governor also made the following statement to the Associated General Contractors of America:

"Virginians stricken by the flood that followed Hurricane Camille will be forever grateful to those private contractors who donated their time and equipment so generously and for such long hours in the rescue of beleaguered citizens, the clearing of highways, the removal of debris, and the many other services they performed.

"Their response is typical of Americans who are always willing to give of themselves and their resources to their fellow men who suffer from disaster of any kind.

"To the organization which first conceived an organized effort under Plan Bulldozer and to those individuals who responded on their own, go my grateful thanks."

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A. G. C. LADIES FORM THEIR ROUND TABLE

by NICKIE DUCKHARDT

• Move over King Arthur—the ladies of the A. G. C. have formed their own Round Table and are off to a flying start. The University Room of the Roosevelt Hotel in New Orleans was filled Wednesday, March 11th for the first luncheon of the Ladies' Round Table, which was opened by Mrs. Carl Halvorson, Kaye is the wife of the National President. Mrs. Halvorson introduced Mrs. Betty Barge, who welcomed everyone to the luncheon and stated that there were several very good reasons for the formation of such a Round Table. "First of all," Mrs. Barge said, "we so often do not get to see everyone and get to know them, secondly, we would like to catch up on what is going on around the country today—are our impressions true and are our values the proper ones? Third, we should learn to communicate with each other. There is a communication gap. We need to know what all ages are thinking about."

Mrs. Barge asked that the ladies attending the luncheon use the pads and pencils provided to write down notes on what they would like to know about what the A. G. C. does, the ladies' part in this group, as well as ideas that they would like to share with others. She shared with the ladies her desire to have a couples Round Table group that would tour Europe to see the developments in those countries, inasmuch as she had been there and had enjoyed discussing it with others since her return.

Kaye Halvorson was unanimously requested to be the coordinator of future meetings of the Round Table and introduced the Parliamentarian, Mrs. Isabelle Naumann; Finance Officer,

Mrs. Patty Haglin and Mrs. Nickie Duckhardt as reporter. Mrs. Naumann stated that she enjoyed being in a group of this type and although she did not know what was needed of her as Parliamentarian, she would be glad to give any advice that she could. Mrs. Haglin was quick to state that there was no monies in the treasury at this moment, but cordially invited everyone to come to San Diego next year.

After a well-deserved round of applause, Kaye Halvorson acknowledged the fine work that the National Staff had done in assisting her in setting up the meeting of this group. Kaye recalled that this Round Table was an outgrowth of one that formed in Seattle by accident when a group of the ladies got together for a chat one afternoon. She spoke on "The Man Who Brought You to New Orleans."

Mrs. Halvorson's talk brought to mind the expression—get involved! She stated that your husband is motivated by the desire to make a profit and thus will at times neglect the public relations end of his business. Therefore, if you have gotten involved and are informed you will be able to give your husband valuable assistance in this area. If you do not feel informed now, then you should start immediately to gain knowledge and thus add another dimension to your life.

Mrs. Dorothy Teer introduced the lovely Kalli Halvorson, daughter of Carl and Kaye Halvorson, who delighted the group of ladies with several selections on the piano. Miss Halvorson, who is a Portland Junior Symphony soloist was a charming addition to the luncheon.



EVELYN SHRUM & KAYE HALVORSON

Mrs. Jean Theisen spoke on Operation Break-through for housing and apartments. Mrs. Theisen is an interior decorator, committed to the idea that your house influences your life more than anything else even into the area of your health. Mrs. Theisen stated that we should construct 1 1/2 million new units per year to keep up with the needs of this country. A need caused by the number of new families requiring housing and the necessity of replacing the old that is uninhabitable. HUD is suggesting the building of prototypes. They also want to mix the population so that

(Continued on page 51)

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■ The Goolrick Physical Education Building for Mary Washington College of the University of Virginia was completed in August of 1969. The square-shaped structure has two wings in two stories (three stories at the rear) in a housing of approximately 75,000 square feet.

It is located at the extreme north-west corner of the campus, overlooking Route 1.

The architectural style is Georgian Colonial in keeping with the theme of the rest of the campus. The facility has masonry (brick and block) walls and a built-up roof.

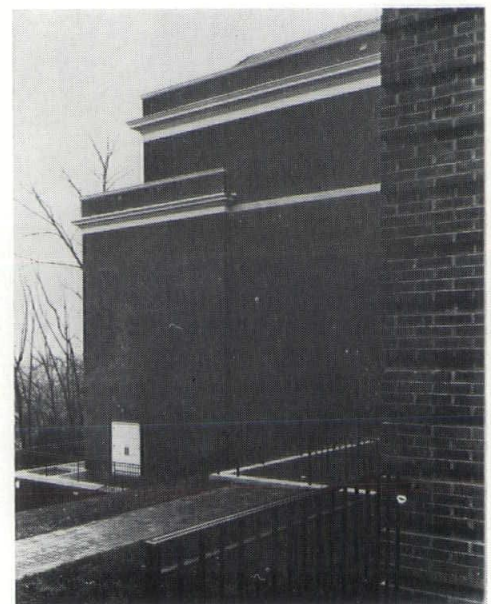
The Goolrick building houses one large gymnasium which is located on the floor directly above an Olympic-size swimming pool, and one small gymnasium. Also located here are a handball court, three dancing studios and numerous classrooms, offices, and faculty facilities.

Subcontractors and suppliers from Richmond were: Robert M. Dunville & Bros.,

Inc., general contractor, foundations, carpentry, insulation; Bristol Steel & Iron Works, Inc., steel, structural tile; Whitley, Inc., roofing; Economy Cast Stone Co., stone work; Ruffin & Payne, Inc., windows, millwork; M. P. Barden & Sons, Inc., painting; A. Belanger & Sons, Inc., waterproofing, weatherstripping; Fendley Floor & Ceiling Co., acoustical, resilient tile; Roanoke Engineering Sales Co., Inc., steel doors & bucks; Ornamental Iron Products, Inc., handrails; and Guy Smith Hardware, Inc., hardware supplier.

Others were: C. W. Pritchett & Sons, Fredericksburg, excavating; Massaponax Sand & Gravel, Fredericksburg, concrete; Frederick D. Jones, Thornburg, masonry; Inland Steel Products Co., Baltimore, Md., steel roof deck, roof deck; Walker & Lamberge Co., Inc., Norfolk, glazing; William H. Dickinson, Falmouth, plastic wall finish, plaster; Joshua Swain & Co., Inc., Portsmouth, ceramic tile, terrazzo; Shannon Electric Co., Fredericksburg, lighting fixtures, electrical work; Riddleberger Bros., Inc., Harrisonburg, plumbing fixtures, plumbing, air conditioning, heating & ventilating; R. L. Dresser, Inc., Raleigh, N. C.,

wood flooring; and Webster Brick Co., Inc., Roanoke, brick supplier.





STUDENT UNION BUILDING

By

**D'EARCY P. DAVIS, JR.,
AIA & ASSOC.**
Architects & Structural Engineers



■ The Kline Campus Center is the hub of Bridgewater College's recreational, social, and cultural activity, as a civic center might be for its community.

The College's educational community—students, faculty, administrators—has within the Center facilities for dining, recreation, snacks, meeting rooms, student publications and governance, purchasing books and necessities, conferences, cultural events, and relaxation.

The air conditioned Center is thus an "umbrella" structure under which many distinct functions occur for the day-to-day living of the College community.

COLLEGE SERVICES

The main dining room, carpeted and equipped with a stage, seats 550 persons and can be expanded to accommodate 900 for banquets. On two sides folding doors section-off small areas for the private dining of student and faculty groups and clubs.

The Eyrie snack shop in the lower level caters to the "burger and Coke" clientele, offering counter service, it comfortably seats 150 persons at captain's and mate's chairs and tables. Adjacent to the snack area is a television room; an outdoor patio opens to the rear of the shop for summer leisure.

College supplies and daily necessities are among the selection of items available from the large College book store, and offices for the yearbook, newspaper, and Student Senate, student government and publications.

A spacious and comfortable student lounge with a hooded fireplace offers a place to meet friends, entertain parents and visitors, and quietly study. Convenient to the lounge is an art gallery where paintings, sculpture, and photography of students, faculty, and outside artists, are regularly on display.

Close by the building's entrances is the office of the Center's director and a



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reception desk where student assistants welcome campus visitors and assist in their questions and needs, as well as relate to student programming relative to Campus Center activity.

Other facilities of the Center include five pocket billiard tables, student post office, faculty and alumni lounge, and the President's dining room.

Unique to the Center is its all-weather access to the 700-seat Cole Hall auditorium and the smaller 170-seat Rebecca Hall lecture room, equipped with stage, thus giving the Center important conference facilities.

ORGANIZATION

The goal of the Campus Center has been described as the development of persons as well as intellects. In this challenge, the Center is seen as an organization and a program, not alone a building serving several and distinct needs.

The Center program is designed as an educational arm of the College for instilling social responsibilities and leadership roles and in making the use of free-time creative and an adjunct to the program of studies.

Charged with this task is a full-time Center director and an assistant to the director. They work through an 18-member student/faculty Executive Program Council, with its own officers and structure.

Within areas of EPC work and concern are standing committees for social activities, special events and student involvements, leisure time, recreation, hospitality and campus and civic service, publicity, and cultural affairs.

The Executive Program Council operates as the social and cultural adjunct of the Student Senate. The Campus Center is a member of the Association of College Unions International.

(Continued on page 52)

to tell the Virginia Story



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Interior Decoration

■ Faced with a basic problem of enclosing a large retail sales area and a small storage, office and mechanical space, a combination of owner, builder and architect found themselves also fighting the everpresent deadline of completion time. This suburban unit of a large metropolitan furniture chain required 30,000 square feet total, with only 2,150 square feet for other services.

Site preparation was not difficult and foundation soil values were good, so it was decided, after a comparison of costs for various framing systems, to use a structural steel frame with steel joists and metal roof decking. The coming of cold autumn days made this system attractive since there was no need to wait for masonry or other wet work for bearing for the roof members.

The exterior was masonry curtain walls, with the steel tube columns exposed to create vertical point-of-eye lines in the large field of brick.

The front and side show windows are anodized bronze trim with tinted plate glass. Directing the customer's attention to the front entrance is a triple free-standing steel arch with a barrel vault canopy.

In spite of an unusually cold winter and the normal delays and problems found in pushing a job to completion, the building was closed in on time, and the interior finishing was started. The

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owner's specialized requirements for his operations were carefully coordinated with the use of standard available building materials. The result was a maximum of display and sales space without a feeling of being crowded or cramped. Inventory stocking began on schedule with the completion of each area, and the store was opened for business on February 5th.



Subcontractors & Suppliers

From Manassas were: Gregory Construction Co., Inc., general contractor, foundations, carpentry & waterproofing; Robert Duvall, painting; and Manassas Lumber Corp., millwork.

Others were: R. L. Rider & Co., Warrenton, excavating; Virginia Concrete Co., Inc., Springfield, concrete; Lee's Masonry, Nokesville, masonry; Mimsco Steel Corp., Lorton, steel; Wheeling Corrugating Co., Alexandria, steel roof deck and Oxford Roofing Co., Inc., Falls Church, roofing.

Also, Virginia Plate Glass Co., Falls Church, glazing; Manson & Utley, Inc., Charlottesville, insulation & acoustical; Dodd Brothers, Inc., Falls Church, plaster arches; McClary Tile, Inc., Alexandria, ceramic tile; Marty's Floor Covering Co., Inc., resilient tile; Fries, Beall & Sharp Co., Springfield, steel doors & bucks and hardware supplier; Walter C. Davis & Son, Inc., Alexandria, electrical work; S. W. Brooks Plumbing & Heating, Front Royal, plumbing; The Krafft Co., Alexandria, air conditioning, heating & ventilating; and General Paving Corp., Fairfax, paving.



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Mr. Joe H. Young
Executive Editor
Virginia Record

Dear Joe:

You are a gentleman and a scholar! Thank you very much for the full page story on KVB. This sort of publicity will go a long way in alerting the masses to the litter problem and what can be done about it.

We are getting a tremendous response to our program all over the State and we owe a great debt of gratitude to the mass media that has cooperated so wonderfully in our efforts. Thanks again for your help.

Cordially,
P. D. Sanders
Executive Director
Keep Virginia Beautiful, Inc.

Mr. Clifford Dowdey

Virginia Record

Dear Mr. Dowdey,

Your recent article in the *Virginia Record* concerning the deplorable state of public libraries in the Commonwealth interested me greatly. In light of the fact that lack of funds has hampered growth in the field, I have wondered why better use wasn't made of existing facilities for public education.

Briefly, it seems wasteful to duplicate library systems that already exist in the public schools. By combining the functions of a public library and a high school library there would be no duplication in basic collections, resulting in the improvement of facilities for both students and the general public. There are of course many problems in this e.g.; administration, and modification of present facilities, but the concept could be applied in rapidly growing areas where population increase outstrips growth of public services. Appropriations from the General Assembly could enable areas within the state to establish public libraries at the same time educational facilities are improved.

At a period when lack of libraries and funds cause concern, it seems that this concept should be considered.

Sincerely,
Stephen C. Price, '71
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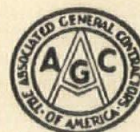
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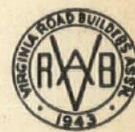
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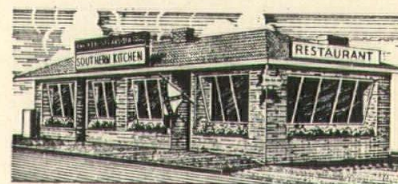
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New Festival President

• John A. Currie, a Richmond attorney, has been elected president of the Virginia Thanksgiving Festival, Inc. He succeeds E. B. Pendleton, Jr. who held the post for two years.

In other elective action at a recent Festival board of directors meeting: Wilbur M. Gaunt, Jr. was named Chairman of the Executive Committee, and Ed P. Phillips, immediate past chairman, was appointed to the new position of honorary chairman of the group. Norwood C. Beland was named a vice president and also placed on the Executive Committee.

Other Festival officers—three vice presidents, secretary, treasurer, and general counsel, and 10 Executive Committee members—remained unchanged.

Established in 1958, the Festival is a non-profit organization composed of business, religious, and civic leaders in Virginia. Its purpose is to gain appropriate recognition for Virginia's documented claim to the first official Thanksgiving in America—held at Berkeley Hundred, now Berkeley Plantation, in 1619.

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Shaw to Head National A.G.C. Safety Committee



Announcement was made following the 51st annual convention of the Associated General Contractors of America held at the Rivergate in New Orleans, of the appointment of Charles H. Shaw, Jr. as chairman of the National A.G.C. Safety Committee. By virtue of this appointment Mr. Shaw will also serve as an associate director of the A.G.C.

Mr. Shaw is vice president, industrial relations and personnel for Thompson-Arthur Paving Company, Greensboro, N. C. He has been active during much of his career in not only the A.G.C. but other industrial and civic organizations. He is currently residing in Greensboro with his wife, the former Willie-Love Morgan.

Mills Heads CCF

• Verent J. Mills, newly named Executive Director of Christian Children's Fund, officially took office at a luncheon honoring the retiring Executive Director, Verbon E. Kemp. Formerly Executive Director of the Virginia State Chamber of Commerce, Kemp will continue in an advisory capacity with CCF. During Kemp's six years as head of CCF, the organization has grown fourfold. In his new advisory capacity, Kemp will investigate the possibility of developing a sponsorship program among the people of Europe.

Mills has been associated with the Fund since 1948 and was Director of Operations before assuming his new duties on February 16. He first began work with the less fortunate children in the world in 1931 as a missionary to China. He worked in that country until 1949 when he was expelled by the Communists.

Mills brings to his new post the missionary zeal of his early days in China mixed with a practical business approach that has made Christian Children's Fund the largest organization of its kind in the U.S. His philosophy is to help the CCF children to become useful and productive citizens of their respective countries, not "little Americans." To do this, he believes, they must be given the spiritual as well as the material tools.

Contract Awarded to Century Construction

• Century Construction Company, Inc. has been awarded a contract in excess of \$100,000 for the construction of a second Bonanza Sirloin Pit. This Pit will be located on Belt Boulevard near Southside Plaza in Richmond. Century's project Manager, John Tighe, estimated construction would take four months.

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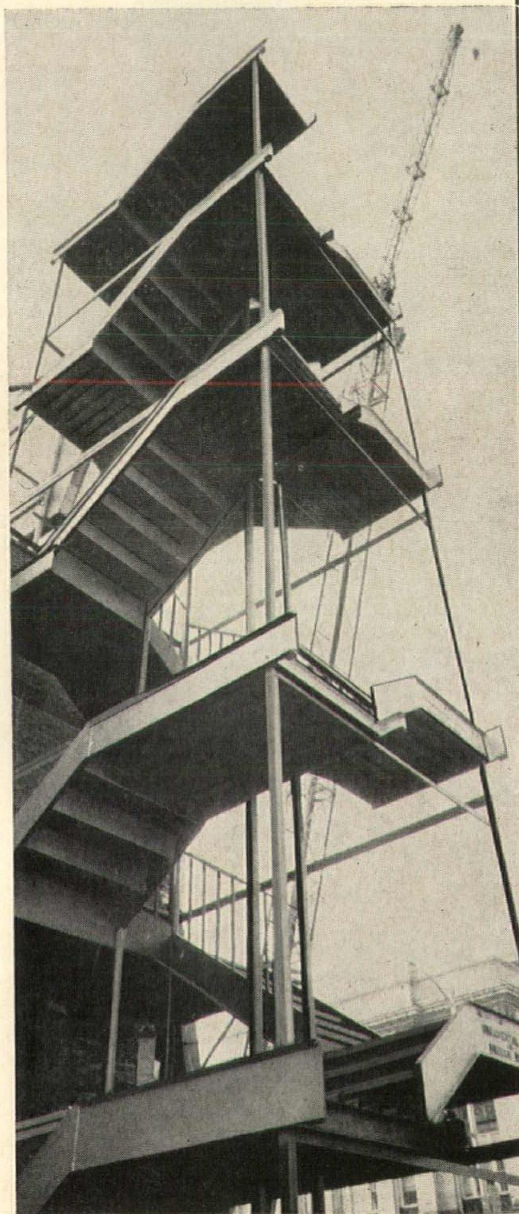
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Transit Help for Cities Urged by Nation's Architects

■ "Ability of our cities to survive" may depend upon adequate and balanced transportation. The American Institute of Architects has told Congress.

William L. Slayton, executive vice president of AIA, speaking for the Institute's architect members, testified March 12th before a House Committee on Banking and Currency subcommittee considering new Federal aid for mass transportation.

Architects, Slayton said, recommend the following:

—A unified Federal transportation trust fund that would allow cities to determine the best transit methods for their areas and coordinate highways, air, water, and rail transportation systems.

—If Congress and the Nixon Administration fail to accept such a unified fund, the nation's cities at the very least should get the full \$10 billion authorized by the Senate for 12 years to be used for major transportation systems.

—Congress should amend the Senate bill to allow "significantly more" of the \$10 billion to be appropriated in the first two of the 10 years. Only \$80 million would be available in the first year and \$230 million during the second under the current Senate version, AIA noted.

The Institute commended the Senate bill for contracting the government to

spend \$10 billion, thus assuring cities ahead of time funds for transit. Large and medium sized American cities already have transit needs from \$15 billion to \$30 billion for the next 10 years, according to estimates given Congress earlier, the AIA noted. "The commitment to at least a \$10 billion Federal program is therefore important," Slayton testified.

The AIA also told the Subcommittee on Housing:

—Smaller cities, too, need help on

transportation. "Proposals to upgrade bus fleets have remained moribund" because of lack of money.

—The Department of Transportation (DOT) should be allowed to use 15 percent of the \$10 billion fund where needs are most pressing even though a state may have already received its share of the remaining money. One or two states won't "receive a disproportionate share . . . over time as there are so many states with significant mass transportation problems."

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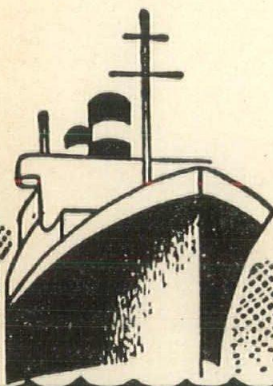
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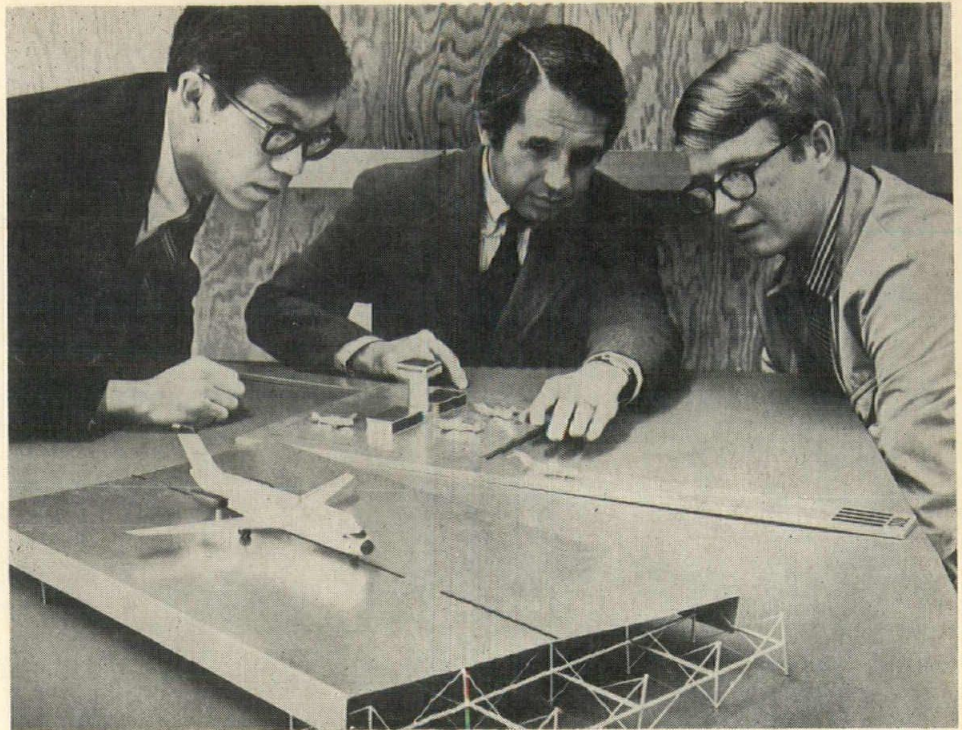
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Reynolds—Student Prize



—Reynolds Metals Co. Photo

FLOATING AIRPORT AWARD WINNER—Gerald M. McCue, center, chairman of the department of architecture at University of California, Berkeley examines models of the floating "STOL Port" which won the \$5,000 Reynolds Aluminum Prize for Architectural Students for Joe Y. Eng, left, and John P. Ahrendes. The rear model is of the complete airport. The foreground section model shows design details of the floating aluminum platform.

• Two students at the University of California, Berkeley have won a \$5,000 architectural prize for their design of a floating airport in San Francisco Bay for "Short Take-off and Landing" aircraft.

Joe Y. Eng, a fifth year architectural student who came to this country from Hong Kong, and John P. Ahrendes, a Berkeley architectural graduate from Lakewood, California, now enrolled in

the university's Institute of Transportation and Traffic Engineering, are the winners of the 1970 tenth annual Reynolds Aluminum Prize for Architectural Students.

The American Institute of Architects, which administers the competition for "the best original architectural design in which creative use is made of aluminum," announced the award today. The prize, to be divided equally

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between the student team and the university's department of architecture, will be presented at the AIA convention in Boston on June 24. Under terms of the program the students will use their prize money for further architectural studies.

The California students' design was selected from among entries from 28 schools of architecture over the nation.

Intended to alleviate a prospective shortage of commercial aircraft runway space in the Bay area, the "STOL Port" was designed to be located in the Bay waters just north of Treasure Island.

The floating airport is basically an aluminum space frame, with structural strength provided by struts and high-tension cables. Large inflated bags would give buoyancy. Pivoted on the central terminal tower, the port could be rotated 90 degrees by means of motors mounted on an underwater track connected at mid-span of each runway.

A runway of 1,500 feet extends out from the center section. Planes would land on one, and take off on the other.

Aluminum was selected as the material of construction because of its light weight and resistance to corrosion in a marine environment.

The students' design program says: "Positioned on the north end of Treasure Island, the STOL Port is almost equidistant between Oakland and San Francisco. No cars would be allowed at the STOL Port. Service would come exclusively from the rapid transit feed airport bus terminals in Oakland and San Francisco. Berkeley and Marin County would have the option of high-speed hydrofoils."

The design program cites the need for additional airport facilities with the coming of jumbo jets and adds:

"Immediate relief for this new increase in capacity is sorely needed. We cannot wait the regular 15 years for development of a fourth Bay Area airport. In less than two years time a STOL Port could be in operation. It could serve the area and then be moved to another location. Land acquisition cost would be very small and there would be no need for a parking lot."

The AIA jury praised the winning design:

"Conceived as part of a larger transport network, the STOL Port was well related to the urban area it served and the other modes of transportation to which it was connected. At the same time it took advantage of the special properties of the materials used. The design met all utilitarian requirements, yet showed remarkable ingenuity in

its adaption to the site, the conservation of land and the preservation of the natural environment."

Chairman of the jury was Walter B. Sanders, FAIA, professor of architecture at the University of Michigan Department of Architecture. Other members were Dan C. Cowling, Jr., FAIA, a Little Rock, Ark., architect, and K. George Kratina, a sculptor from Old Chatham, N. Y.

John P. Ahrendes received his bachelor's degree in architecture from U. C. Berkeley in 1968 and has continued architectural studies there while also enrolled in the Berkeley Institute of

Transportation and Traffic Engineering. "By broadening my base of experience in transportation engineering, I am hoping to bridge the gap that now exists between it and architecture," he said. He was president of the Berkeley student AIA chapter in 1967-68, and has worked as a draftsman and planner for the Association of Bay Area Governments and the San Francisco Redevelopment Agency. He lives in Berkeley, and is the son of Mr. and Mrs. J. H. Ahrendes of Lakewood, California.

Born in mainland China 28 years ago, Joe Y. Eng moved to Hong Kong



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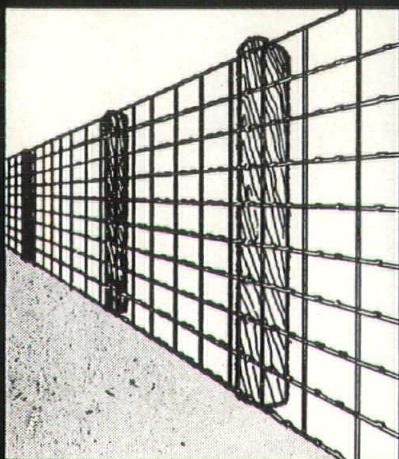
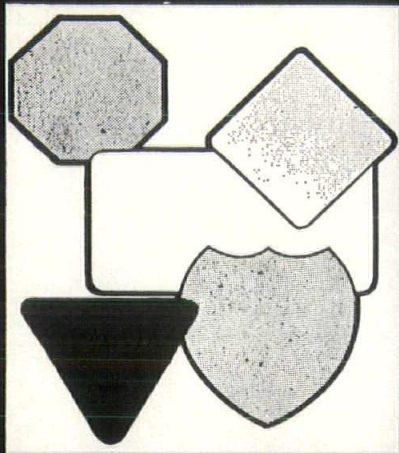
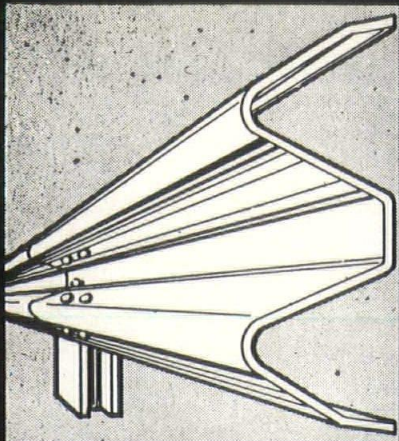


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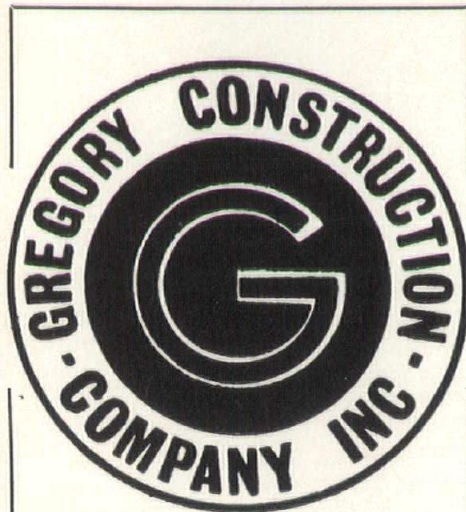
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Reynolds Student Prize (Cont'd.)

after the Communist takeover and lived there until he was 21. He then joined his father in San Francisco. After attending Sacramento City College he served in the U. S. Army for two years, then began his architectural studies at Berkeley. Mr. Eng was treasurer of the student AIA chapter for two years. He will get his bachelor's degree this June. He also lives in Berkeley. His parents, Mr. and Mrs. Robert Eng, now live in San Francisco.

The Reynolds Aluminum Prize for Architectural Students was established in 1961 by Reynolds Metals Company.



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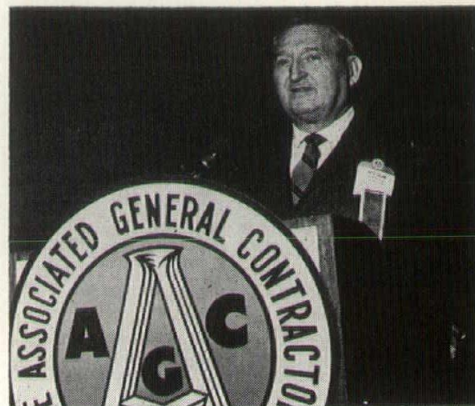
Texas Contractor Installed as President of the Associated General Contractors of America

• L. P. Gilvin, a highway and heavy contractor from Amarillo, Texas, was installed as President of the Associated General Contractors of America at the association's 51st Annual Convention and Exhibit in New Orleans.

Mr. Gilvin is a partner of the firm Gilvin-Terrill, Inc. He is a member of the AGC Executive Committee and Board of Directors and was chairman of the AGC's Highway Division in 1966. He served as president of AGC's Texas Highway-Heavy Branch in 1960.

Among other committee assignments, he served as co-chairman of the American Association of State Highway Officials-AGC Joint Cooperative Committee, as chairman of the Task Unit for State Highway Specifications, and has been on numerous other committees.

Mr. Gilvin is a member of the Texas Parks and Wildlife Commission, past president of the Texas Panhandle Heritage Foundation, past president of the Texas Asphalt Paving Association, a



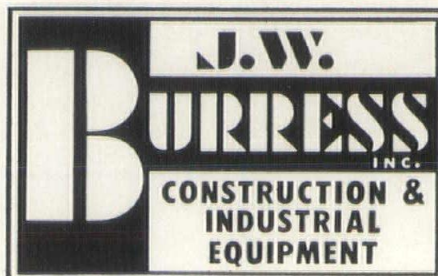
Director of Carl Farley's Boys Ranch and was "Man of the Year" of Amarillo in 1968. He was born in Amarillo and attended the University of Texas.

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New Partnership Announced



New Partnership—(l. to r.) Charles A. Pearson, Jr., Joseph H. Saunders, both of Alexandria, and Alexander Ewing, of Philadelphia, who have formed the firm of Saunders, Pearson & Partners, Architects-Engineers-Planners, with offices in Alexandria.

● Saunders & Pearson, Alexandria architects and engineers, and Alexander Ewing of Philadelphia have announced the affiliation of their professional organizations and the establishment of a new partnership. The firm will now be known as Saunders, Pearson & Partners, Architects-Engineers-Planners.

The Alexandria office will be the Metropolitan Washington area home of a group of inter-related firms having common ties in ownership and management. In addition to Saunders, Pearson & Partners, these include Ewing Cole Erdman & Eubank, Architects, Engineers & Planners of Philadelphia and Princeton, N. J., and four subsidiary firms involving professional services in programming, planning, interior design, engineering and systems building. Their combined staffs number over 200 people.

The Alexandria firm was originally established in 1942 by Joseph H. Saunders, a native of Richmond, who received his education at V.P.I. and the Graduate School of Design at Harvard University. He was joined in 1957 by

Charles A. Pearson, who was educated at Carnegie Tech and the University of Virginia and conducted his own practice for 13 years in Radford. The partnership of Saunders and Pearson was formed in 1961.

Among the more than 800 projects designed by the firm are many notable buildings in Northern Virginia and Washington, including the National Education Association headquarters, T. C. Williams High School, Howard Middle School, Alexandria National Bank, Alexandria and Circle Terrace Hospitals, the first four buildings for George Mason College, and the new Seminary Plaza Office Building. The firm has designed a number of shopping centers in Northern Virginia as well as in Richmond, Roanoke and Maryland. Projects for the State of Virginia include two hospitals, two buildings for the School for Deaf & Blind, and a new building for the Forestry & Wildlife Department at V.P.I.

Alexander Ewing is the senior partner of Ewing Cole Erdman & Eubank. His firm has been commissioned to de-

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sign forty-five hospital projects, totaling over ninety million dollars in construction costs, school and college buildings totalling over fifty-five million dollars, and many major commercial, industrial and institutional projects in the Philadelphia area. It is currently designing the \$60 million Philadelphia Federal Reserve Building. Mr. Ewing, a graduate of the University of Pennsylvania, is consulting architect to Rutgers, the State University of New Jersey, and is a member of the advisory panel on architectural services of the U.S. General Services Administration. He is also consulting architect to the Philadelphia National League Baseball Club, advising them as to their stadium facilities.

Mr. Saunders is a Past President of the Alexandria Rotary Club, the Alexandria Chamber of Commerce, and the Virginia State Junior Chamber of Commerce. He also served as National Vice-President of the U.S. Jaycees, and was Consulting Architect for the Jaycee Headquarters Building in Tulsa, Okla. He was designated as the "Outstanding Young Man" of Alexandria in 1948. He has been engaged as Visiting Critic to the Architectural Schools at V.P.I. and U.Va., is currently a Vestryman and has served three terms as Senior Warden of Christ Church. He has been Chairman of the Alexandria Board of Architectural Review, and of the Architecture & Construction Committee of the Metropolitan Washington Board of Trade.

Mr. Pearson is Vice-President of the Alexandria Kiwanis Club and of the Alexandria Board of Trade. He has served as Visiting Professor at V.P.I. and on the Dept. of Church Architecture of the Lutheran Church in America. He held several offices in the Virginia Chapter, American Institute of Architects, was elected President in 1950, and was the first President of the Virginia Foundation for Architectural Education. A licensed pilot, he is a member of the Flying Architects Association and of the National Pilots Association.

In addition to the new partnership, Saunders, Pearson & Partners announces the appointment of a new associate, C. James Appleton, III, A.I.A. Mr. Appleton, a graduate of the University of Pennsylvania, has been practicing architecture in the Philadelphia and Washington areas for twelve years. Other associates of the firm are: Donald L. Bosserman, AIA, Clare L. Butler, N.S.P.E., Tung C. Cheng, AIA, Godfrey J. Horacek, N.S.P.E., John A. McFee, N.S.P.E., and Edwin F. Schnedl, AIA.

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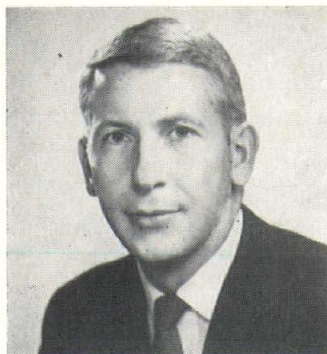
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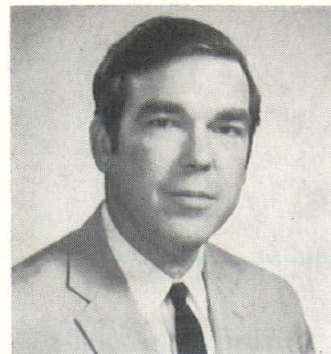
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• Walter M. Evans has been promoted to Associate Partner, William M. Zollman to Senior Associate and John A. Marfleet, Robert B. Oliver and John B. Obenchain to Associates in the Architectural & Engineering firm of Hayes, Seay, Mattern and Mattern in Roanoke.

Evans received his engineering degree from Rensselaer Polytechnic Institute, Troy, N. Y. and has also attended the Rhode Island School of Design.

Before joining HSM&M in 1967, he was a plant manager with TRW, Inc. He has also been associated with Lockheed Corp., Martin-Marietta Corp., and the Bendix Corp. For the past three years he has served as Chairman of the Rensselaer Secondary School Committee and is a member of the Board of Governors at Hidden Valley Country Club. Evans is a registered professional engineer in Virginia and Maryland. He and his wife,

the former Betty Purnell, and their two children reside at 2001 Cantle Lane, S. W.

Zollman, a Lexington native, has been with the firm since 1967 as a municipal consultant and head of the planning department. He is a former city manager and director of public works of the City of Fairfax. He is a civil engineer graduate of the Virginia Military Institute, a registered professional engineer and a member of the International City Management Association, American Society of Civil Engineers and Virginia Society of Professional Engineers. He and his wife, Jean, and daughter live at 5935 Big-horn Drive, S. W.

Marfleet is an architectural graduate of the University of Virginia and took graduate study at Columbia University. He was engaged in private practice in Florida for 10 years.

Marfleet joined HSM&M in 1963 and is an architectural designer and project manager. He is a member of the American Institute of Architects

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and is presently serving as Secretary-Treasurer of the Southwest Section of the Virginia Chapter. He and his wife, the former Helen Catherine O'Brien of Arlington, and daughter live at 5038 Balsam Drive, S. W.

Oliver, a structural engineer with the firm since 1960, is a native of Roanoke and a 1957 architectural engineer graduate of Virginia Tech. He is a registered professional engineer in Virginia and holds Department of Defense Certificates in nuclear defense engineering in protective construction and fallout shelter analysis. He also studied at Washington University in St. Louis, Missouri where he was formerly with McDonnell Aircraft Corporation. He is married to the former Peggy Ramsey of Roanoke and they and their two daughters live at 3136 West Club Drive in Salem.

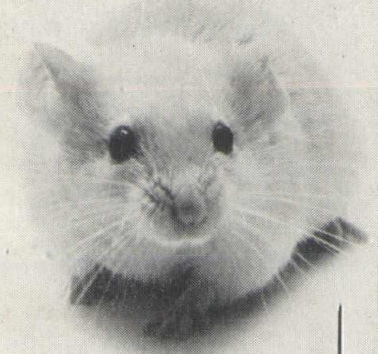
Obenchain, a native of Roanoke County, and graduate of Virginia Tech, is head of the electrical engineering department. Prior to joining the Roanoke firm he was a senior engineer with Hercules, Incorporated in Wilmington, Delaware and Parlin, New Jersey. He and his wife, the former Joann Perdue of Elliston, and their two sons reside at 2309 Stallion Circle, S. W.

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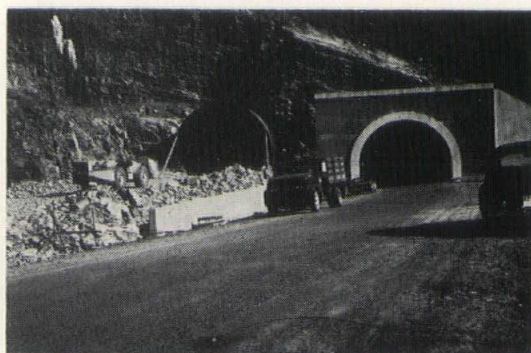
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Highways (Continued from page 1)

December as an appraisal of the state's highway program, the Highway Commission commented on the overall subject of mass transportation.

"The '60s have underscored the fact that private automobiles must be supplemented by improved mass transit in urban Virginia in the years ahead," it said.

"Adequate mass transit provides many benefits—relief of city traffic congestion, a feasible means of travel for those who cannot or do not choose to drive an automobile, a broadening of job opportunities for those who live in the suburbs and central city alike.

"It is becoming increasingly apparent that such facilities are going to be vitally important to the economic well-being of Virginia cities, and particularly the major metropolitan areas, in the years ahead," the Commission said.

The most exhaustive analysis of urban transit in the state was made by the Virginia Metropolitan Areas Transportation Study Commission, which was established by the 1968 session of the General Assembly. It reported to the 1970 legislative session.

The study commission said:

"Urban transit in Virginia is beset with problems which range from limited revenue to regulation and control. Since transit is a major mode of travel, its problems cannot be aided by simple programs that are not properly administered.

"In densely populated areas where thousands of people live and work, lack of easy access to

major activity centers adds a frustrating dimension to intra-urban travel which cannot be resolved without the efficient use of urban transit. Yet the cost of keeping and increasing ridership implies heavy investment in equipment that transit operators cannot now afford with present ridership and fare levels."

The study commission noted the increasing emphasis on urban transit affairs at the federal level

of government, and an administration proposal to increase long-term federal financing for expanded public transportation programs.

In making its assessment, the commission considered 11 study areas in which public transit at present is provided by 28 bus companies. More than 2.5 million people, or about 58 percent of the state's population, live in the study areas.

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"Transit ridership in the three largest study areas, Northern Virginia, Southeastern and Richmond, accounted for 74 percent of the passengers and 86.3 percent of the revenue in 1968," the study commission noted. "Total ridership in 1968 for the 28 bus operations amounted to almost 108 million. In 1948, annual ridership for six of these companies was 180 million. Over a period of the past 20 years, their annual ridership has declined over 59 percent while the population of the study areas has increased from 1.65 million to 2.5 million.

"Most of Virginia's population growth has occurred in or around cities. By 1980 it is projected that 78 percent of the people will live in urban areas, yet it now appears that only one area will have sufficient corridor demand to support a rapid rail transit system. The Virginia suburbs of Washington . . . , the largest and fastest growing area of the state, have approved and are participating in the construction of a planned regional rail network for the nation's capital . . . "

Thus, the study commission, headed by Delegate John R. Sears, Jr., of Norfolk, suggested that improved bus service seems the answer to improved mass transportation elsewhere in Virginia. And even in the Washington region, buses will continue to be an integral part of the total transportation network.

In analyzing the problems faced by present bus companies, the study commission said that the desirable average age of rolling stock for transit operations is 7.5 years, with 10 years the normal useful life and 15 years considered the maximum useful life.

However, the study group found:

"The rolling stock (1,481 buses) for 27 transit operations in Virginia far exceeds these figures; 64 percent of the buses

are more than 10 years old, 41 percent are more than 15 years old, and 18 percent are more than 20 years old.

"As far as the 11 study areas are concerned, no urban area has transit equipment in service which averages less than 11.3 years of age."

The study commission said that, "The poor condition of urban transit rolling stock reduces the efficiency of operation. It reduces comfort, aesthetics, reliability, safety and, finally, transit patronage. Few bus fleets are air conditioned, and individual fleets range from well-maintained to poorly-maintained. Since operators can seldom afford to purchase new buses, there is a general policy of used-bus purchasing."

Elsewhere in its report to the Governor and the General Assembly, the study commission commented on the desirability of regional approaches and unified controls for transit operations, suggested other areas for study, and recommended the extension of its study because of the scope of the problem. Since such an extension was approved by the Legislature, there will be more time to consider the lingering questions.

And there will be more time to explore experimental projects such as that utilizing special bus lanes on the Shirley Highway, which if successful may well be looked upon some day as one of the nation's first tangible steps toward a feasible solution to the problems of urban mass transportation in the 1970s.

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Round Table

(Continued from page 25)

all members will be equal. In this way, families of all economic levels will live in one community. According to Mrs. Theisen, the government has called upon twenty companies to plan a community of this type to be built within the next 18 months. The cost of this type of construction is estimated to be between \$6.02 and \$10.00 per square foot.

Due to the length of the program, Mrs. Lin Jarvis spoke quite briefly on the "People to People Program." This program was conceived to enable high school students to participate in an educational tour that will benefit all concerned. The thought behind this program being that students in the high school age group make excellent ambassadors and yet are encouraged by this experience to pursue their education further, usually in the fields of political science, history, arts and foreign languages. There will be a tour this summer starting in London on the way to Greece, Amsterdam, Istanbul and many more fascinating places. The students participating will have four home stays in different countries. These students will leave well equipped for their tour as they will have four week-ends in May when they are instructed as to what to take and what to expect. Each group of thirty students will have two directors who will travel in the planes. Mrs. Jarvis was most enthusiastic and said that further information could be obtained from: People to People High School Student Ambassador Program, Administrative Office, 628 Old National Bank Building, Spokane, Washington 99201; or Director of

Travel Services, People to People, P. O. Box 1201, Kansas City, Missouri 64141.

Betty Barge closed the meeting by thanking the Halvorson children for sharing their parents with everyone for the past year and asking Kathy Mardian to close the meeting with a prayer.

This prayer was so beautifully expressed that we would like to repeat it for you now—

"In this brief moment of silence, make us mindful of all that has made it possible for each of us to be here at this particular place at this precise moment.

"We pray for increased sensitivity and awareness to all the pressures, burdens and responsibilities shared by the men in the construction industry. With this awareness may we be a source of comfort and strength in our respective homes. With all the many pleasures enjoyed by each of us in this great land of ours, we ask just one more thing—a grateful heart. Amen."

The ladies left the luncheon feeling that Kaye Halvorson had indeed succeeded in the undertaking of forming a Ladies' Round Table. Also, the soft smile on Kaye's face attested to the fact that she was pleased with the results of her efforts.

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(Continued from page 29)

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Also acknowledged in the Center's name is the larger Kline family which has been identified with the College in numerous constructive ways throughout the College's history.

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A Cup of Chocolate

(Continued from page 5)

In point of fact, we needn't have been quite so pinched if we hadn't wanted to partake of the "experience" of New York. First we always made sure that we had cash for the theatre (the cut-rate tickets that used to go on sale fifteen minutes before curtain underneath Gray's Drugstore at 43rd and Broadway) and concerts, and taking girls dancing in Village night spots on Saturday nights. Hence, there was a certain amount of choice in allotments of funds, but I've always believed we were right in being poor in cash rather than poor in experience.

However, choice or not, there was this unending sense of struggle, of a kind of *hunger* that had nothing to do with food. This hunger was a reaching out to life from the inside with never the means fully to gratify the reaching. We could never halt, never sit back, never make a move without calculating the cost and the effect on our total budget. It is something like an unsatisfiable yearning, for time as well as for cash, for easement and surcease from the unremitting struggle, and it must have been that the sense of luxury in the lavender confectionery provided, for that brief interval, the illusion of gratification, of time to squander and cash and ease from pressure.

This emphasis on the pressure of the struggle could make it sound like a grim period. On the contrary, it was the most exciting period of my life. We were intensely *alive*, almost quivering in response to new impressions, and with the pressure of never enough time, never enough cash, we gulped at every experience which came our way. As busy men recognize, time was precious and the most must be made of it; only, with us the "most" was concerned only with *living*. Even some of the part-time odd jobs offered interesting impressions, friendships and small experiences which were all grist for our mills of learning.

When I recall the intensity of our struggle, the value we placed on the moments, I do not wonder at the existence of a generation gap: I wonder that we old-timers have done as well as we have in trying to understand a youth who squanders as valueless all that we struggled so hard to obtain. When I was teaching a class in college, there was usually in the class at least one boy who was working hard on the outside, and usually, too, an instinctive understanding would grow between him and me.

I remember in the very poor class I had at the end, I allotted a month for the reading of a book, background

to tell the Virginia Story

material on the author, and a full-length critical paper. At the end of two weeks, the only student who had even read the novel was a boy who was working something like forty hours outside his classwork. When I expressed disgust at the rest, one of them made the classic excuse of dogs that mine wasn't the only class he had, and he had planned to do the one month's allotted work over the Thanksgiving holidays. I remember the derisive smile of the student working forty hours a week: that student not only was the only one keeping up in his classwork; nearly every week he asked me for extracurricular books to read. He stood out like a beacon from his peers who, for lack of any outside goad, loafed in a mental daze through the years which society allotted them to equip themselves for maturity.

I'm as suspicious as the next of generalities, but there is certainly something to be said for the old axioms to the effect that "the less you do, the less you want to do," and "the more you do, the more you can do." I don't mean to imply that only students who engaged in part-time work were good students; on the contrary, there were a few excellent students who, not engaged in money-earning, were intensely motivated. But this is a point: not one of the students doing money-earning

work on the side was a poor student. Each of them was highly motivated and placed great value on his time.

Probably if the general affluence had sent as many young people into colleges in the long-ago time as are sent today, there would most likely have been the same proportion of those indifferent students who seem half-dead to what is going on in the fullness of their youth. As a contemporary of mine said, "In our day, only three groups attended universities: the rich, those preparing for a profession, and a few poor devils like ourselves who wanted an education." Now that the feeling of abundance (if not riches) is widespread, and a college degree has become something of a union card for jobs, we have this large proportion of the young who lack any *sense of struggle*. Ultimately I believe it is that—the presence or the absence of a sense of struggle—which fundamentally separates the generations, or at least those predominant numbers in the younger generation to whom it has all come with so little effort on their parts that they can never have the same values as those who *earn* their privileges.

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Dorey Electric Co.	45
R. L. Dresser, Inc.	16
Robert M. Dunville & Bros., Inc.	45

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Empire Sales, Inc.	50
Engines and Equipment, Inc.	4

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Fabricated Metals Industries, Inc.	36
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Sam Finley, Inc.	4
H. R. Fipps & Son, Inc.	50
Roy N. Ford Co., Inc.	52
Fuel Oil & Equipment Co., Inc.	38

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General Paving Corp.	53
Gilmore Plant & Bulb Co., Inc.	47
Glasgow, Inc.	40
Gregory Construction Co., Inc.	41
E. T. Gresham Co., Inc.	52
R. G. Griffith, Inc.	26

— H —

Haley Construction Co., Inc.	49
Hamilton's Floor Fashions & Tile, Inc.	50
Roy H. Harner	49
R. C. Hawkins Construction Co.	9
Haycox Construction Co., Inc.	50
Helms Concrete Pipe Co., Inc.	51
R. L. Hogge, Inc.	31
Hogshire Tent & Awning Mfg. Co., Inc.	24
Holiday Inn of Lynchburg	34
Hoover, Inc.	10
Hotel-Motel Wachapreague	35
Hot-Mix, Inc.	32
Hudgins & Pace	38

— J —

Frederick D. Jones	10
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— K —

Silas S. Kea & Sons Co.	43
The Krafft Co.	2
Krauser-Lupton Equipment Co.	3

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Lambeth Construction Co.	48
Lanford Brothers Co.	33
C. J. Langenfelder & Son, Inc.	51
R. E. Lee & Son, Inc.	12
Leggett	44
Lewwhite Construction Co., Inc.	16
Lewis Construction Assoc., Inc.	45
Lifsey Insurance Assoc., Inc.	46
Logan Electric Co.	51
James F. Logan	53

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Manassas Lumber Corp.	16
Marks-Runions Co., Inc.	50
Marus Marble & Tile Co., Inc.	33
McDowall & Wood, Inc.	36
McIlhany Equipment Co., Inc.	25
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J. D. Mullican, Inc.	3

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Nielsen Construction Co., Inc.	55
Norfolk Dredging Co.	38
H. A. Nunn Construction Co., Inc.	50

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Oakes Implement Co.	51
O'Boyle Tank Lines, Inc.	42
Ohio-Atlas Construction Co.	48
Oil Transport, Inc.	53
Old North Manufacturing Co., Inc.	37
Oman Construction Co.	55

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Paving Equipment & Products Co., Inc.	2
Payne Paving Co., Inc.	43
Peden Steel Co.	43
Pendleton Construction Corp.	55
Penn Line Service, Inc.	30
W. J. Perry Corp.	31
Ponns & Thomas Co., Inc.	46
Pope Paving Co., Inc.	8
Portsmouth Paving Co.	52
Power Equipment Co.	43
Powers Fence Co. of Lynchburg, Inc.	49

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Rent-A-Crane, Inc.	17
L. A. Reynolds Co., Inc.	16
Richmond Machinery & Equipment Co., Inc.	12
Riddleberger Brothers, Inc.	33
R. Stuart Royer & Assoc.	52

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W. W. Sanders	44
Saunders Oil Co., Inc.	48
Schermerhorn Electric Co., Inc.	26
Donald H. Selvage, Inc.	54
L. R. Shull & Son	26
Leonard Smith Sheet Metal & Roofing, Inc.	26
Southern Air, Inc.	26
Southern Kitchen, Inc.	34
N. H. Stone, Inc.	46
Superior Concrete, Inc.	8

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John Tester & Son, Inc.	32
Thompson-Arthur Paving Co.	12
Tidewater Materials Corp.	24
Tom's Cove	34
J. M. Turner & Co., Inc.	32

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Vine Cottage Inn	35
Virginia Suppliers, Inc.	46

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W. T. Wells Co., Inc.	31
Westbrook Elevator Mfg. Co., Inc.	42
Roy Wheeler Realty Co.	47
Whitmyer Brothers, Inc.	40
Williams Paving Co., Inc.	48
Williamsburg Pottery Factory	15
Woodbridge Glass Co.	48
Wright Contracting Co.	47

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York Construction Corp.	52
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