

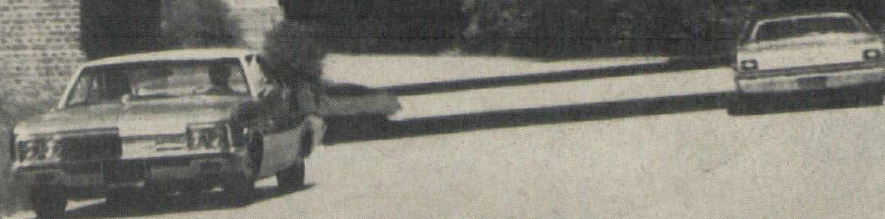
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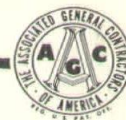
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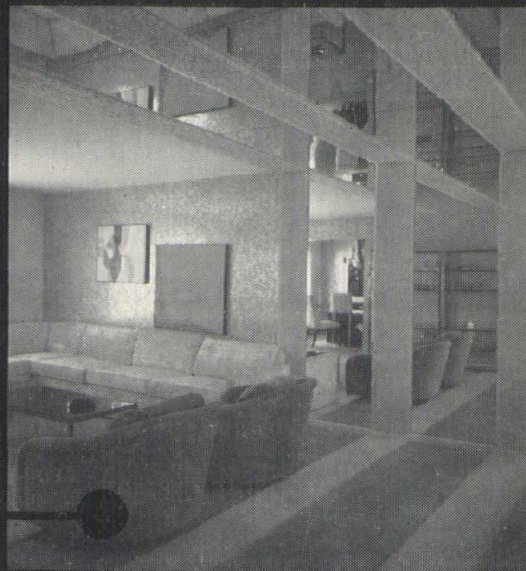
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JUNE 1971

Is "Winning the Only Thing?"

One bright, warm Sunday some friends induced me to go with them to watch a rugby game. Not only had I never seen a rugby game, but I had only the vaguest notion of how it was played. While I am a long-time enthusiast of well-played football, I am not normally a sports spectator (except for the three big stake races or thoroughbreds that are shown on television), and had not the slightest interest in watching a game about which I knew nothing. However, it was one of those beautiful days when one wants to be outdoors, and my friends' real selling point on attending the game was that rugby was truly an amateur sport, attended by mall, informal crowds.

As it turned out, the afternoon became a most rewarding experience—although not for the game itself, which interested me little. The impressive element of the afternoon was the atmosphere of intimate informality surrounding a game being played for fun and being watched by spectators who, for the most part, seemed to have some personal association with the players. One little child, with his mother, cried out in a squeaky voice, "Run, Daddy!" Although the game was part of a tournament, or playoff, among eight teams, the whole thing was in the spirit of a neighborhood pick-up affair, in which familiars were literally *playing* at a sport they enjoyed.

The tournament was staged in the Richmond Stadium, which seats approximately 15,000, and an idea of the tone of the affair can be gotten by picturing about 200 persons, widely scattered in the east stand, lounging in the sunshine. There were no cheerleaders, no bands, no blaring loudspeaker and, most of all, no tension. Nothing happening on the field caused loud groans of crowd dismay or high-pitched cries of crowd triumph. Players of teams not then on the field relaxed in the stands, some with their families, some with friends, some of the younger players with girls. But everybody watching seemed to have an expert knowledge of the fine points of the game as well as a personal acquaintance with a number of the players.

A spectator with no knowledge of rugby whatsoever could follow the general pattern of the game, since it involved a ball (about the size of a fattish football) and a goal-line and goal-posts. The players wore no padding or protective equipment of any kind. They wore a short-sleeved jersey, shorts and stockings about up to the knee. Though it has been said that rugby was nearly as hard physically as football, there was really little comparison between the two games. When a player running with the ball was stopped, he was grabbed rather than tackled, and nothing approximated the collision of a straight-on shoulder tackle from the front in a runner's middle. Also since the players run all the time, they never got that all-out speed of a running-back at the first peak of his momentum nor, of course, are the players anything like so big as football players today. Nor, since they are amateurs enjoying themselves, are they conditioned like professional athletes. During the brief half-time rest a player (who later carried his baby on his back like a papoose) casually smoked a cigarette, (*Continued on page 60*)

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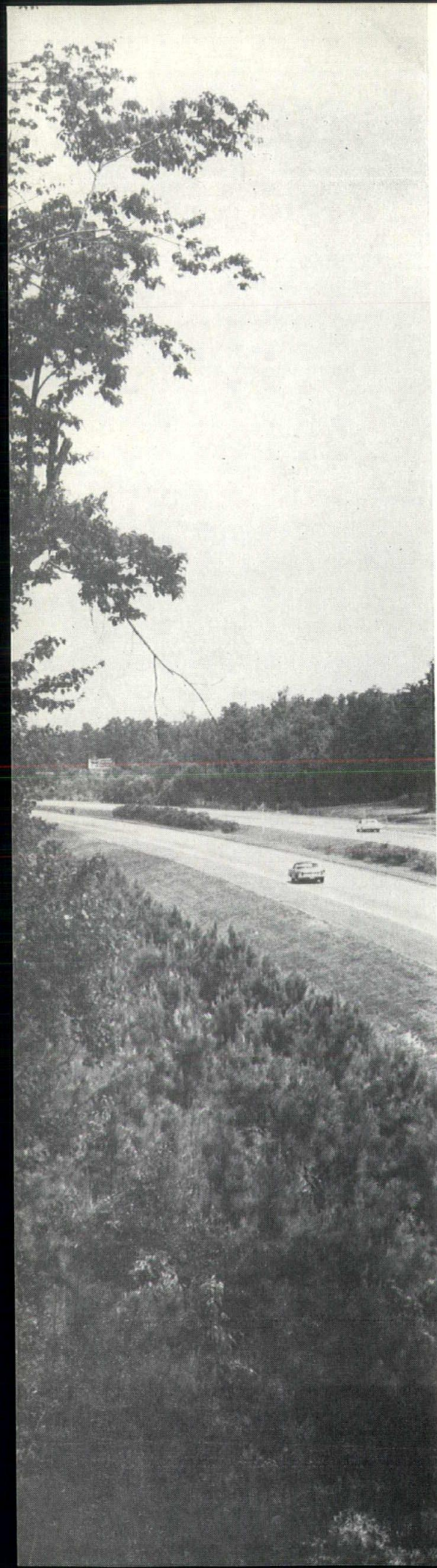
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ON OUR COVER: Old brick facing
on Interstate 64 overpasses blends mod-
ern divided highway with Colonial
Parkway near Williamsburg. Photo
courtesy of the Virginia Department of
Highways.



The Virginia Department of Highways

A DECADE AND A HALF OF ENVIRONMENTAL CONCERN

By ALBERT W. COATES, JR.

Public Information Officer Va. Department of Highways

—All Photos Courtesy of The Va. Department of Highways—

FIFTEEN YEARS AGO, as they began planning Virginia's share of the national interstate highway system, engineers pause briefly over a basic question of haste versus the environment—and decided in favor of the environment.

There wasn't a great deal of fanfare.

Because in the mid-1950s, there wasn't a great deal of public attention focused on environmental matters, not by today's standards in any event.

And because, in addition, deciding in favor of the environment wasn't unusual for the engineers responsible for directing Virginia's highway program.

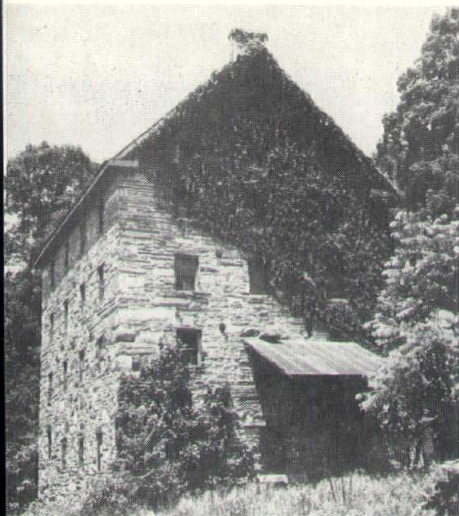
At least since 1930, when a Landscape Division was established within the Department of Highways, aesthetics, erosion control and a number of other environmental considerations have been part of the state's highway development process.

There may be critics who say that on occasion not enough has been done. And those who administer the highway program in a likelihood would agree. But they also would point out that the highway program through the years has been shaped largely by citizen desires.

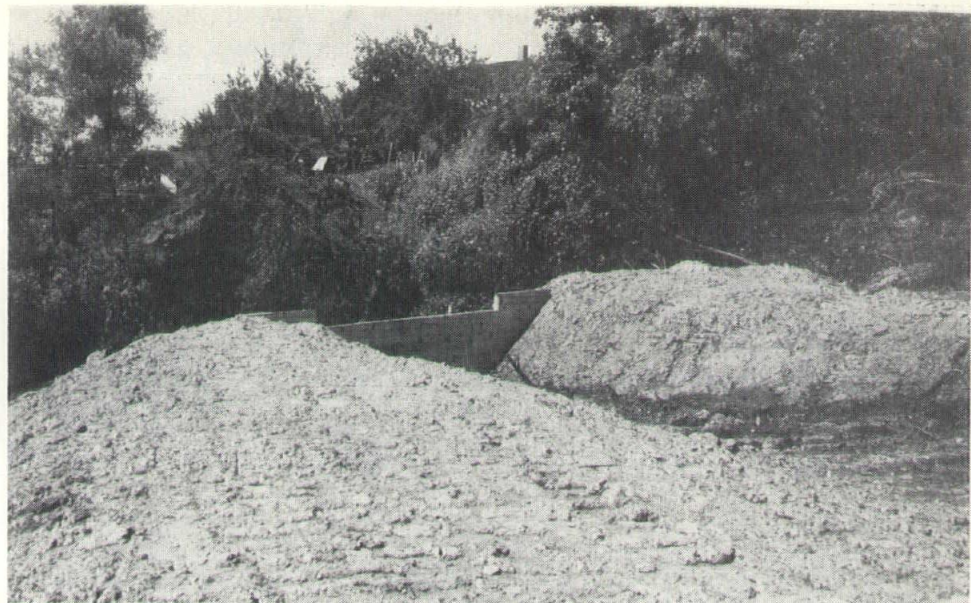
Highway engineers share the widened public concern for environmental quality, and see in this concern a public willingness to pay the cost which is required for still higher levels of protection and enhancement of the environment.

And they are moving swiftly in a number of areas to respond to these relatively new expressions of public preferences.

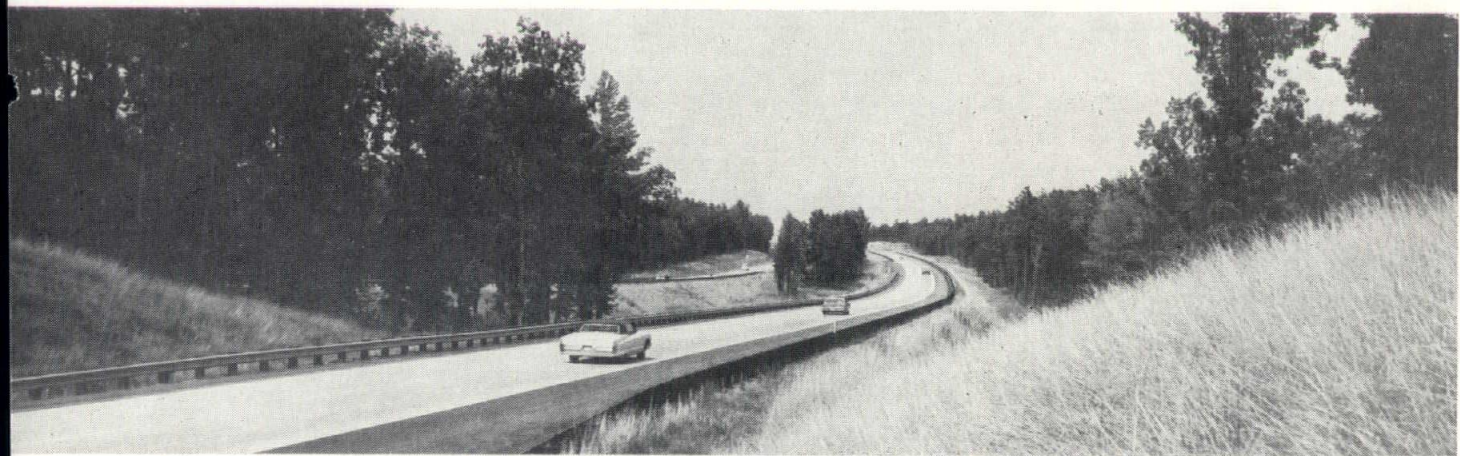
But consider that basic question which faced the engineers 15 years ago. It stemmed from the fact that the interstate routes would represent the largest system of multi-lane, divided highways ever



Interstate 66 planning preserves Historic Beverley Mill near the Prince William-Fauquier County line.



Temporary siltation dams help to protect streams, land during construction work.



Independent design for roadways permits engineers to fit Interstate Routes more naturally into the landscape.



Heavy wooden rails lend rustic appearance to bridge on Secondary Route 602 in Fauquier County.

Litter collection has long been a major—and expensive—task for highway maintenance forces.





Modern seeding methods help in continuing battle against erosion.

built in the state—and quite probably the largest which ever would be built.

Further, engineers had not faced before the assignment of developing such an extensive system of new highways.

Thus, the question, or perhaps more correctly, the choices:

Should the roadways to serve opposing flows of traffic on the new divided highways be designed as a single entity, two rigidly parallel ribbons stretching into the distance like straight lines, divided by a narrow, uniform median?

Or should they be located and designed separately, independently of each other, with alignment and median width varying to fit the terrain?

The first choice would be far simpler from an engineering point of view. And engineers already were faced with an incredibly complex job merely to get the huge new program under way. The first choice also would permit faster completion of plans, and would result in somewhat lower costs for planning, right-of-way acquisition and construction. It also was the concept being adopted by a number of other state highway departments.

The second choice, however,

would permit engineers to take advantage of natural features of the terrain, to permit the median area dividing the roadways to meander comfortably to preserve growths of trees and natural mounds of earth and rock outcroppings, and generally to fit the new highways more pleasingly into the areas through which they passed.

The second choice would mean fitting the highway to the landscape, in large measure, instead of rearranging the landscape to fit the highway.

Accepting the extra challenge it was sure to bring, engineers decided in favor of the second choice. In retrospect, they say it seemed the only way to construct such an extensive system of vitally needed new highways in a state where nature's beauty is so exquisite.

Now, Virginia's share of the interstate system is two-thirds completed. It has drawn Virginians closer together. It has saved lives which would have been lost in accidents on older, conventional roads. It has been a factor in the Commonwealth's economic growth.

And it has been recognized nationally on repeated occasions for aesthetics. Indeed, a former Fed-

eral Highway Administrator, Rex M. Whitton, once called Interstate 95 between Fredericksburg and Woodbridge "one of the most beautiful sections of highway in the world."

Clearly, the engineers' decision a decade and a half ago was a wise one, and people who were silent on such matters then—and those who weren't—should be pleased with the results.

But those same engineers agreed that as in all things, an even better job can be done in environmental protection—and they've set about to do it.

In a year's time, they have:

- * Revised road-building specifications to insure yet stronger provisions for guarding the environment during construction of highway and bridge projects.

- * Expanded the Department of Highways' Landscape Division into an Environmental Quality Division, and brought in a National Park Service official H. Reese Smith—to direct its activities.

- * Employed one of the nation's leading environmental planners—John O. Simonds of Pittsburgh—as a consultant to assist in planning Interstate 66 in highly urbanized Northern Virginia.

- * Completed the experimental

reserved lanes for commuter buses on the Shirley Highway (Interstate 95) into Washington, in a major attempt to lure commuters from their private cars into buses and thus to reduce peak-hour congestion and gain maximum people-carrying capacity from existing urban highways. This was the first instance in the United States in which lanes of an interstate highway had been reserved exclusively for buses.

* Initiated two major studies of environmental matters through the Virginia Highway Research Council, and implemented a number of recommendations from both studies even though one of the studies is yet to be completed.

The Research Council is sponsored jointly by the Highway Department and the University of Virginia, and is based at Charlottesville. Aside from its small full-time staff, it draws upon the multi-talented faculty of the University for aid in its research.

The Council had earned worldwide acclaim for its achievements in developing skid-resistance techniques for highway pavements. It had not before become deeply engaged in consideration of environmental questions, but it entered this area with zeal.

One of the studies, now nearing completion, is intended to establish a new methodology for determining the probable influence of an urban highway on the area through which it passes, a step

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H. REESE SMITH HEADS NEW ENVIRONMENTAL QUALITY DIVISION



Robert L. Hundley (l) and H. Reese Smith

H. REESE SMITH, a native Virginian, retired after a distinguished career with the National Park Service and came home this spring.

A new job was waiting.

For he returned to help organize and to direct a new Environmental Quality Division established by the Virginia Department of Highways.

He seemed ideal for the assignment, having been busily engaged in environmental protection and in preserving and enhancing the outdoors long before it became a matter of widespread public interest.

In announcing creation of the new division and Smith's appointment, Highway Commissioner Douglas B. Fugate said the moves "reflect the public's increased concern about environmental problems and the department's commitment to the idea that highway planning, construction and maintenance must include full consideration of their effect upon the total environment."

The new office will permit greater coordination in environmental matters

between separate divisions within the department responsible for conducting location and design, construction, landscaping and maintenance operations, Fugate explained.

Basic assignments for the new unit will include the following:

(1) Comprehensive consideration of social, ecological, economic and environmental factors with emphasis on those most affecting or affected by highway facilities.

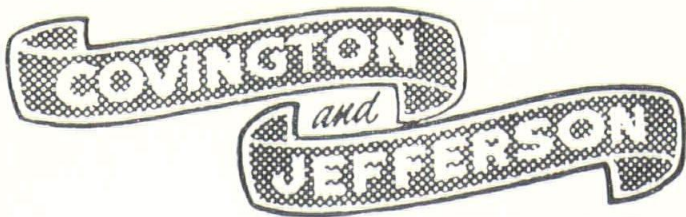
(2) Establishment and monitoring of standards and/or controls in such specific areas as air and water pollution, sedimentation, landscaping, and aesthetics generally.

(3) Development of improved methods and standards.

(4) Designating further areas of research in the field of environmental quality for study by the Virginia Highway Research Council, which already has made extensive anti-pollution studies for the department.

(5) Administration of the depart-

(Continued on page 58)



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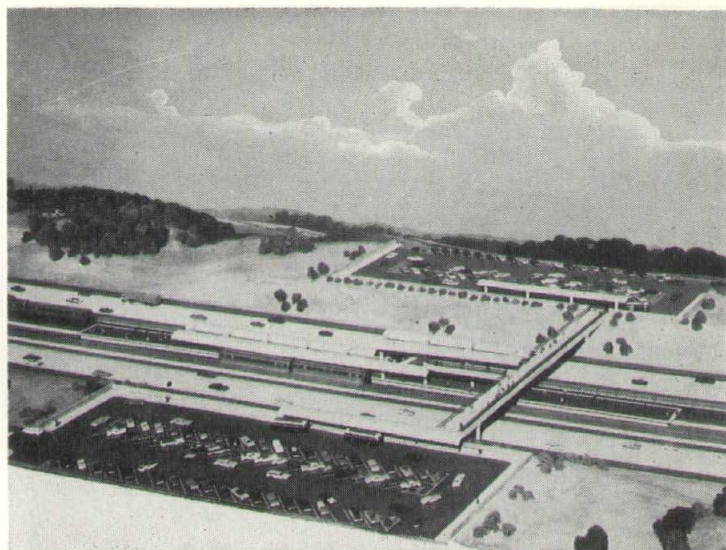
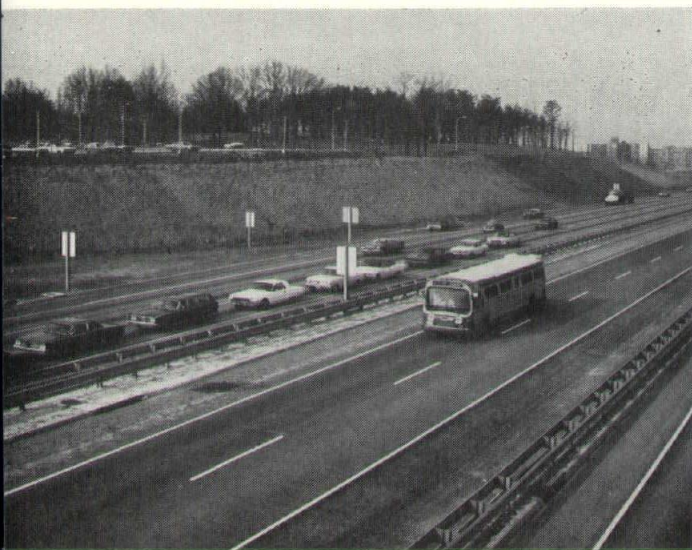
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Experimental use of reserved lanes for commuter buses in Northern Virginia is shown at left. At right, highway, mass rail transit planners are working together to place Washington area's commuter rail line and passenger stations in median of Interstate 66 of Northern Virginia.

demand by Virginia's increasing urban growth.

Principal subjects being considered include changes in tax bases and in values of land adjoining the highway facility; costs and benefits of each alternate highway location; information on relocation assistance programs; influence on pollution; traffic impact on other roads; economic influences on businesses; effect on open spaces and historical sites, and an assessment of opportunities for multiple use of rights-of-way.

Jack H. Dillard, the state's highway research engineer, explains, "It is known from experience and from past studies, of course, that a highway can have a strong social, psychological, economic and aesthetic influence on an area. This is why it's so necessary to be able to predict the probable influence prior to selection of the route. With such an insight, it is possible to locate and design the highway so that both the accommodation of traffic and the resulting influence on the environs of the highway will be optimized for achieving the greatest community benefit."

In its other study, completed late in 1970, the Research Council considered instances in which highway construction or maintenance operations could be a

factor in pollution of the air, land or waterways.

Specific studies centered on such things as siltation of fields, ponds, streams and rivers from unseeded embankments; siltation from washing operations at quarries and similar installations; contamination of wells; pollution of vegetation and streams by chemicals used in snow and ice control; smoke and air-borne debris from clearing rights-of-way; dust from unpaved roads, construction sites and materials production facilities, and restriction of water flow.

Many of the Council's recommendations have been put into effect—the others have been adopted in concept—and some were the basis for changes in construction specifications.

The specifications spell out in detail the procedures to be followed during construction projects, and generally are designed to insure high levels of perform-

ance by those the state employs to build its roads and bridges.

Virginia's highway specifications on erosion control and sedimentation were cited by the U.S. Bureau of Public Roads in 1967 as a model for other states.

But construction engineers spent much of 1970 reviewing and revising the full set of specifications, and the result was a 583-page revised edition issued late in 1970.

Among its environmental provisions were those to reduce pollutant emissions from bituminous mixing plants, restrict open burning of materials which produce dense smoke, tighten control on locations of borrow pit, quarry and waste disposal operations, and control runoff water by temporary settlement basins.

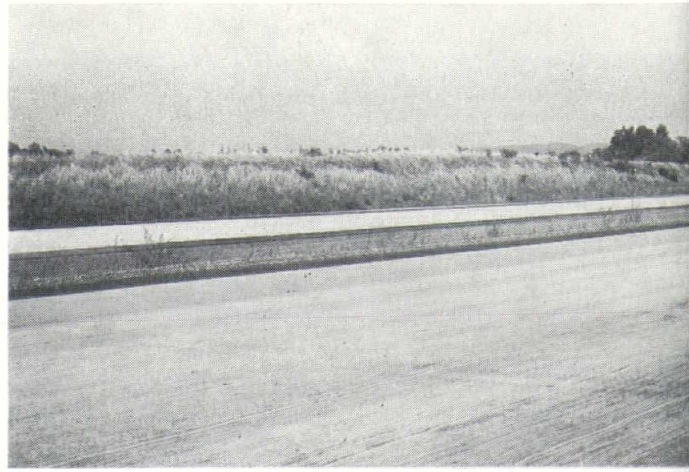
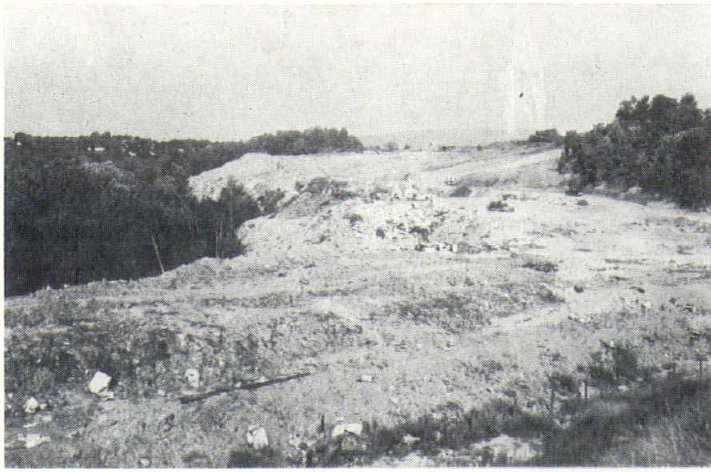
The new edition also provides for using some waste materials to improve safety features in projects through widening embank-

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Artificial "Hill" eight feet high, eight hundred feet long effectively screens Charlottesville's sanitary landfill from view of motorists on Interstate 64, as shown in these "before" and "after" photos.

ments and filling medians, measures which also will reduce erosion, and it includes requirements for early seeding of slopes.

Another provision places work restrictions on projects which produce objectionable noise during normal sleeping hours—10 p.m. to 6 a.m., unless local ordinances set other hours.

Under another new provision, contractors will be paid for temporary erosion and siltation control measures such as settlement basins. In addition, limits are set on the denuding of portions of a construction site in grading operations, restricting the area that can be exposed at one time before reseeding is begun, in order to reduce erosion.

The new edition of the specifications reiterates the long-standing concern for protection of archeological and paleontological materials, containing provisions to protect "prehistoric ruins, Indian (or early settler) sites, burial grounds, relics, fossils, meteorites,

or other articles of archeological and paleontological interest. . . ." The specifications stipulate that these findings belong to Virginia when recovered on state highway right-of-way.

Six times in the past seven years, the Highway Department has joined with the Virginia State Library and others in archeological excavation.

The most recent occasion was during 1970, when the two agencies—aided by volunteers from the Virginia Archeological Society—excavated the site of an Indian village on the land acquired for Interstate 77 near the community of Bastion in Bland County.

Col. Howard A. MacCord, historian-archeologist with the State Library, estimated that the village had existed between 400 and 450 years ago, a late prehistoric settlement. Relics had been found to indicate the possibility of its location, and Highway Department equipment was used to care-

fully remove a foot of top soil to lay bare the village surface.

Archeologists found post molds where a palisade line once stood along with the outlines of six circular houses. Seashells at the site indicated that the villagers had once traded with coastal residents. Fragments of limestone tempered pottery were found, as were a few arrowheads and some beads. Seven skeletons were discovered—concluded to be those of three adults, two teenagers and two babies.

Undoubtedly, there will be more opportunities for Virginia highway engineers and archeologists to work together in building the store of knowledge about the state's "prehistory."

The engineers regard this, too, as one of the areas to which they can make contributions to the full quality of life for Virginians.

In a public works program such as highway development and maintenance, there are countless opportunities to make other such contributions. This is why it's important not only to examine specific acts, but to consider philosophy and attitudes, as well.

That was expressed in a July 1970, report submitted by the Department of Highways to the Governor's Council on Environment. The report began:

"Few functions of government

(Continued on page 59)

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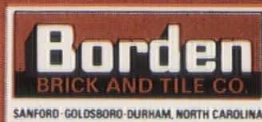
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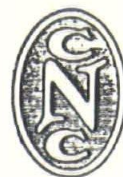
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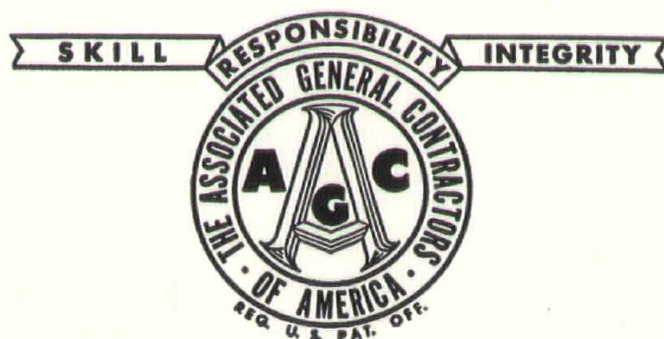
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ASSOCIATED GENERAL CONTRACTORS' 52ND ANNUAL CONVENTION SAN DIEGO, CALIFORNIA

By
NICKIE ARNOLD

THE Associated General Contractors' 52nd Annual Convention concluded in San Diego following the passage of several important resolutions and the installation of its new president, John E. Healy II of Wilmington, Delaware.

In his opening remarks as president, Mr. Healy said he had no illusions about "changing the world" during his term in office. He said he planned to initiate a national program for increased productivity and pride in craftsmanship within the industry. He said he would also continue to strive for unity among the various segments of the construction industry.

Other national officers installed were: James D. McClary, Boise, Idaho, senior vice president; Nello L. Teer Jr., Durham, North Carolina, vice president; and Charles H. Lembke, Albuquerque, New Mexico, treasurer.

The convention approved several important resolutions. Among them regarding the wage price freeze they resolved "While AGC appreciates President Nixon's recognition of the current nationwide emergency in the construction industry . . . recent actions regarding the Davis-Bacon Act do not cure the major ill, unchecked union demands . . . therefore we shall again inform President Nixon and members of Congress in the strongest possible terms that we see no possibility that the disastrous rate of increase in construction wages can be slowed in 1971 unless a wage and price freeze

is promptly imposed which will establish wage rates as those in effect on December 31, 1970. Such controls must be promptly imposed and not lifted until labor and management, with the encouragement of Government, have agreed on a wage stabilization program . . ."

With regard to labor law reform, the AGC resolved to work for the enactment of a Construction Labor Relations Act to bring about needed labor law reform. The resolution recommended by the Legislative Committee, would provide for, but not be limited to the repeal of the Davis-Bacon Act; outlawing hiring halls or any system which restricts the right of employers to secure manpower from any source; mandatory multi-employer/multi-craft bargaining units for those who work under labor agreements; and requiring bargaining representatives selected by a union to negotiate a binding agreement without further ratification.

The Construction Labor Relations Act would also provide for the elimination of feather-bedding and restrictive practices; the availability of federal manpower training funds to all qualified programs whether or not they include union participation; the right of direct injunctive relief in strikes involving jurisdictional disputes between two unions; the elimination of product or method boycotts by unions; and the protection of supervisory employees from harassment by unions.

Opening General Session speaker,

HUD Secretary George Romney sharply criticized the building trade unions for what he termed the "erosion of competitive enterprise" in the United States and called for a drastic overhaul of collective bargaining laws. "We're not going to get competitive enterprise until we get rid of the monopoly of the hiring hall and until we strengthen the bargaining process," Secretary Romney said there were only two ways to control the wage spiral: either strengthen competitive enterprise laws or give the federal government absolute authority. He added that President Nixon's suspension of the Davis-Bacon Act will begin to weaken the wage demands of labor unions.

William D. Ruckelshaus, administrator of the new Environmental Protection Agency, told the contractor that the construction industry is "inextricably involved" in environmental considerations. He noted that the construction industry is using bigger and noisier machines, and that pneumatic tools now rival jet planes in their effect on the eardrums. He said the construction industry can expect new federal regulations concerning noise levels in the near future. Mr. Ruckelshaus commended AGC for having set up a National Environmental Committee to coordinate the industry's efforts to curb air and water pollution.

The Building Contractors Division reported that the AIA-AGC Liaison Commission is working on an agree-

YOUR NATIONAL OFFICERS

(From left to right)

JAMES D. MCCLARY, Boise, Idaho, *Senior Vice President*; JOHN E. HEALY II, Wilmington, Delaware, *President*; NELLO L. PEER, JR., Durham, North Carolina, *Vice President*; and CHARLES H. LEMBKE, Albuquerque, New Mexico, *Treasurer*.



ment on procedures for establishing escrow accounts in which retainage could be held with interest accruing to the contractor. The Building Division also recommended a revision to A-201 to place responsibility for damages on the owner and to permit termination of the contract if the owner and contractor cannot agree on a rebuilding program.

British contractor, Sir Maurice Laing of John Laing Construction Ltd., discussed industrialized building systems. He said such systems will lead to greater production, lower costs and better standards.

The Manpower and Training Committee recommended the development of radio and television public service announcements to promote careers in construction. The Committee said the program should stress the equal employment opportunity in the industry. The Committee endorsed the proposed changes to government regulations which require mandatory ratios of trainees to journeymen on federal and federal-aid construction. The Committee also endorsed a government regulation change which permits approval of

an on-the-job training program without union concurrence.

Eleven college scholarships were presented to students to assist them in pursuing careers in the construction industry. Seven individuals received scholarships for \$1000.00 a year for four years and four alternate winners received \$250.00 a year. In announcing the awards, Walter F. Maxwell, the incoming chairman of the Consulting Contractors Council, said scholarship applications were received

from students from 45 colleges and universities now offering degrees in construction management or civil engineering with a construction option.

Rep. John B. Anderson (R-Ill.) told contractors at the closing general session that basic reforms were needed in the construction industry. He said the artificial manpower shortage supporting union wage rates must be eliminated so that the supply and demand inherent in private enterprise can be freed to regulate wages in the

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HUD secretary George Romney, L. P. Gilvin of AGC and William D. Ruckelshaus, administrator of the new Environmental Protection Agency, find time to exchange a few ideas during the New Orleans Convention.

industry. He said the unions' monopoly over the training of apprentices and manpower must be broken.

The Virginia Branch AGC was very well represented by President N. David Kjellstrom of Kjellstrom and Lee, Inc. Richmond, and his wife; National Directors R. E. Lee of R. E. Lee and Son, Inc., Charlottesville; and Aaron J. Conner, Aaron J. Conner General

Contractor, Inc., Roanoke; and their wives. Second vice president J. W. Creech, J. W. Creech, Inc., Norfolk also attended with his wife Olympia. Attending their first Annual National Convention were Mr. and Mrs. Robert M. Dunville of Robert M. Dunville and Brothers, Inc., Richmond. Executive Director James F. Duckhardt of the Virginia Branch attended with his wife.

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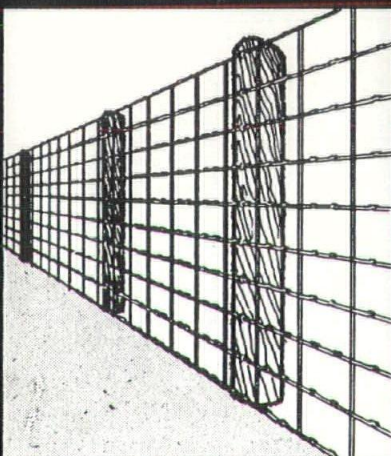
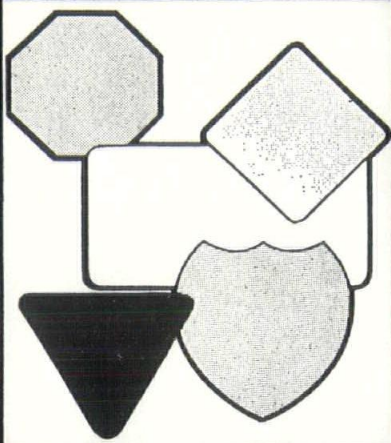
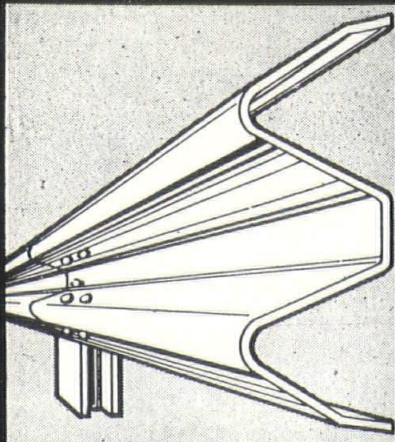
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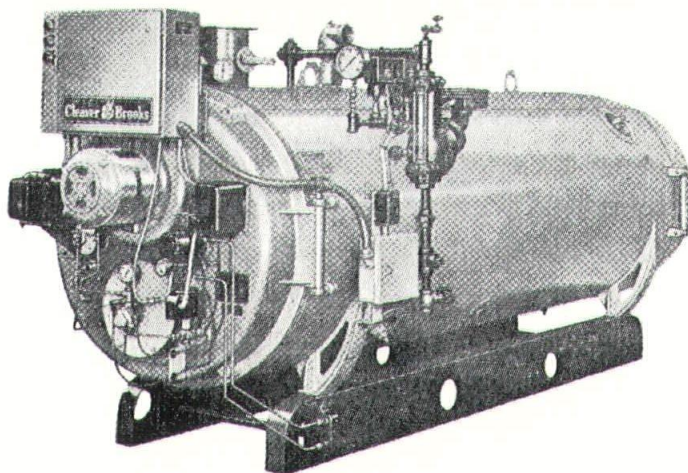
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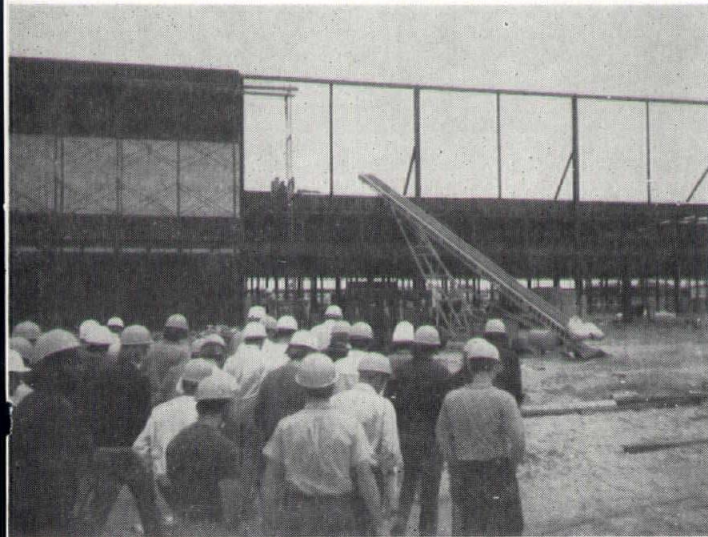
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■ ■ The second annual construction day tour was held in the Tidewater area on April 23rd and its theme was "The Construction Industry Wants You." If the slogan sounds familiar to some of you, it may well be that you have seen something similar outside of an army recruitment center. It probably should read the construction industry *NEEDS* you, because within the next 20 years we will build the equivalent of all the buildings now standing.

The Construction Day Tour provides the opportunity for high school students to tour construction sites to see the various craftsmen actually performing their trade. The tour held in the Tidewater area was sponsored by the Tidewater District Associated General Contractors of America; the Operating Engineers, Electrical, Car-

penters, Plumbers and Iron Workers Joint Apprenticeship Committees (this group paid for the buses which were used for transportation and for the meals provided the students); the Apprentice Information Center of the Virginia Employment Commission; the Virginia Department of Labor and Industry; the Bureau of Apprenticeship and Training, U. S. Department of Labor; and, the Norfolk, Portsmouth, Virginia Beach and Chesapeake School Systems.

The students and any interested teachers or administrators were picked up at 8:30 A.M. and were bussed to the first job site. Upon arrival at the site the group was then turned over to a field superintendent who took the group around, stopping at various times to present demonstrations of the crafts at work. Questions are encour-

aged from the students and answers are freely given. The visits to each job site usually take about 45 minutes to one hour. All persons on the tour are required to wear safety hats for their protection. The safety hats for the Tidewater tour were furnished by Southern Materials Corp., M. R. Welch Construction Company, R. D. Lambert & Son, Gibson Equipment Co., and Whitlock Brothers Equipment Co.

After the tour of the job sites the students were taken to the Norfolk Technical Center where they were served lunch which was furnished by the Joint Apprenticeship Committees as previously mentioned. Following lunch each student was given some written material to look over at his leisure. The material included a copy of an A. G. C. booklet entitled "Con-

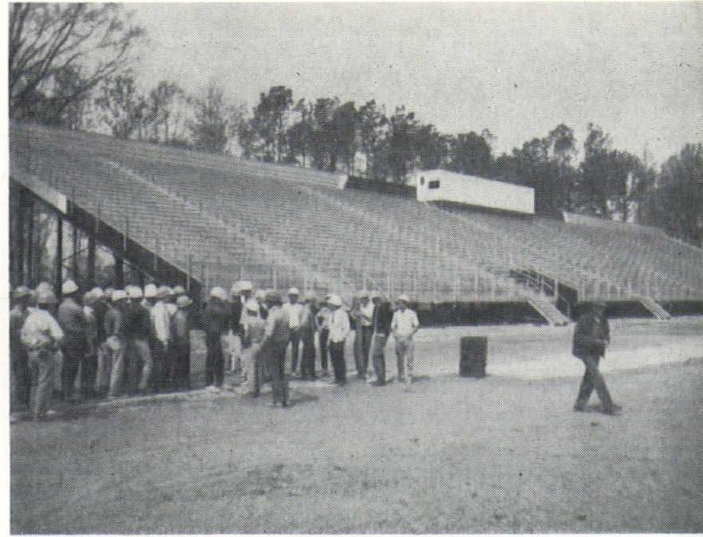


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struction, a Man's Work" and a copy of wage rate information for the different crafts in the Tidewater area. Showing of an A. G. C. film entitled "To Build a Future" was next on the agenda. This film was of much interest to students who might wish to enter the construction industry.

Concluding the program was Joe Catanzarito of the Norfolk Apprenticeship Information Center, who briefly explained the procedures for entering an apprenticeship program.

Following the program the students were bussed back to their respective schools with the hope that some of them had been impressed enough by the construction day program to seriously contemplate entering the construction industry as their career.

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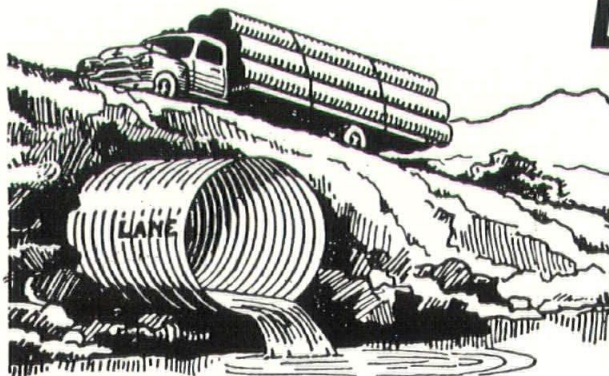
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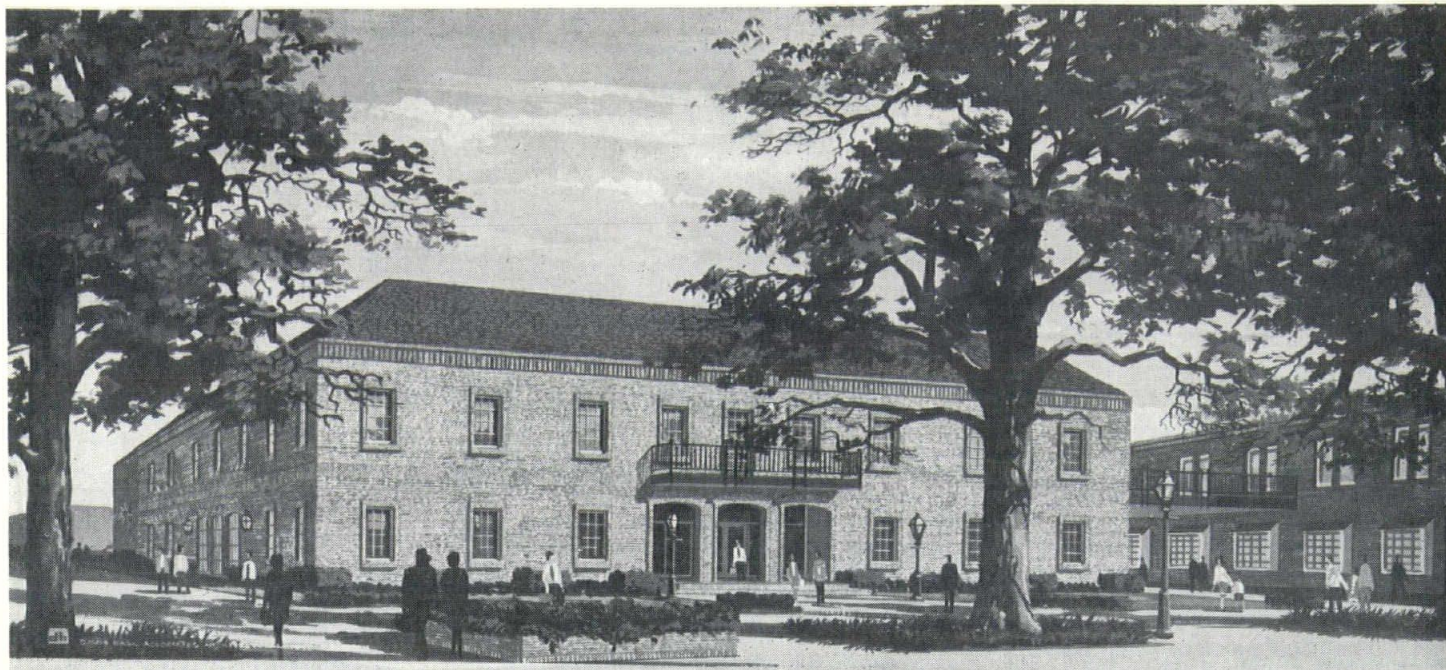
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THE “Old Hampton Office” of the Virginia National Bank is now nearing completion. The rectangular structure is 98' x 108' and is three-stories high.

The architectural firm of Rancorn, Wildman and Krause, in association with Avyeris Adonyadis, designed the brick facility. Details include: plaster interior walls; slate roof; anodized aluminum windows; and, floors of terrazzo and carpet.

The “Old Hampton Office” is the newest innovation in the bank's 68 years of community service. Organized in 1903 as the Merchants National Bank, it has experienced continuous growth in size and services rendered, both before and since its merger with Virginia National.

It has pioneered in many areas, such as the use of micro-film and sight posting. The concept of uniform counter arrangement was introduced in

1957, for more efficient work surroundings.

The handsome new, air conditioned building, located in Hampton, will enhance the bank's image in addition to providing space and facilities to help them live up to their motto of, “Our Community First.”

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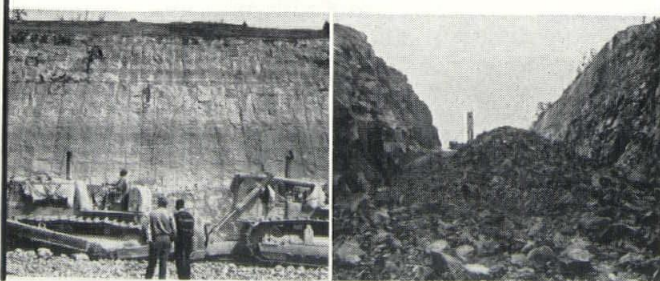
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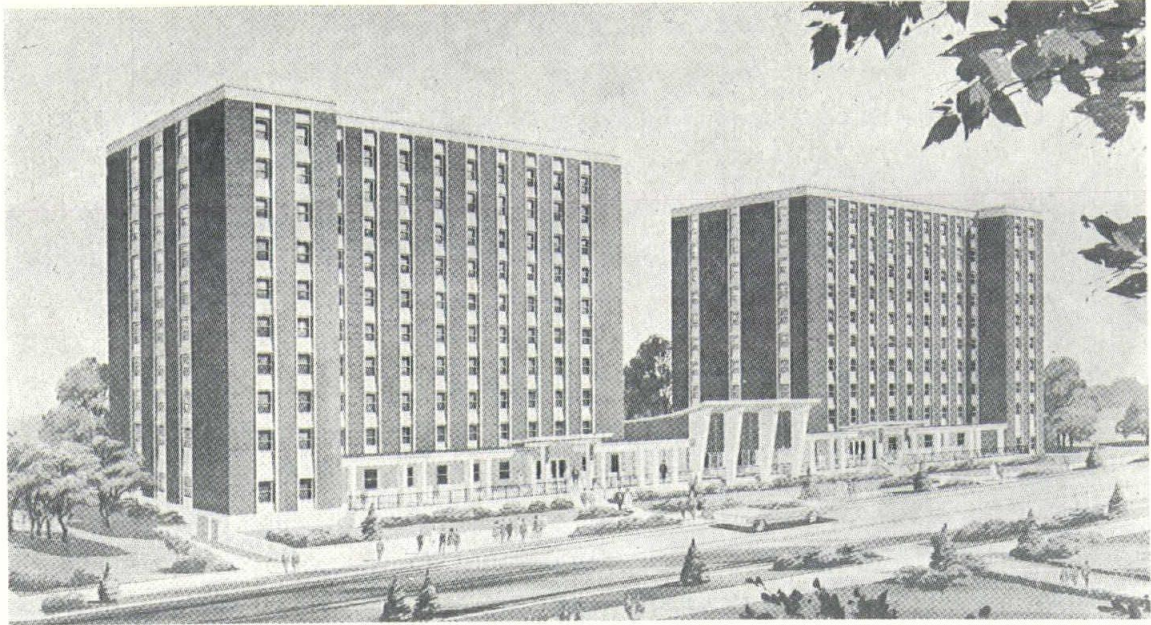
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THE newest concepts in campus residential planning have been employed to make Curry and Frazer outstanding dormitories.

Andrews Large and Whidden, Inc. began construction, in late summer of 1968, on the first unit of Longwood College's twin towers, 10-story dormitories.

The first of these twin towers was dedicated in March 1970, and named for Jabez Lamar Monroe Curry, first president of the Board of Trustees of

Longwood College. The second of the high-rise dormitories was dedicated in March 1971 in honor of Dr. Robert Frazer, who in 1898 was named president of the State Normal School of Virginia—now Longwood College. The two dormitories are connected by a one-story commons room.

Each provides space for 400 students who can be accommodated in suites for four, including two bedrooms, bath and vestibule.

Each 10-story tower is equipped

with two high-speed elevators. The ground floor in each has been reserved for a recreation area, quarters for the head resident house mother, a mail room and visitors' parlor.

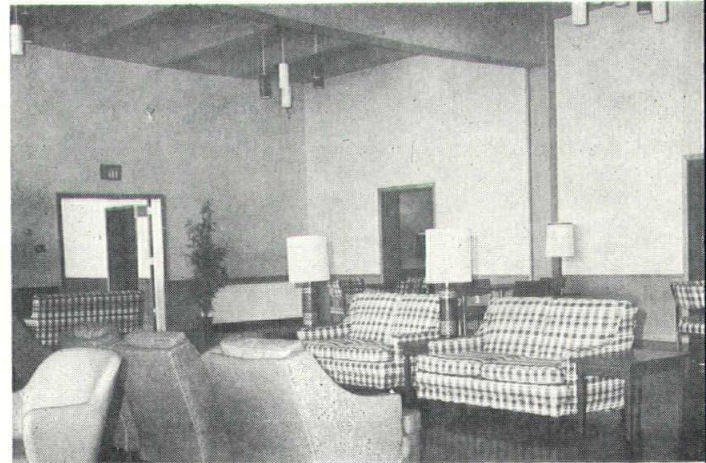
The twin towers rising ten stories to make Farmville's tallest structures face westward into the campus. Curry Dormitory is located closest to the present campus and the downtown section.

The architects, Thompson and Payne, of Roanoke, have created a

Each Dormitory has a parlor



Commons Room between the dorm



structure of contemporary architecture with emphasis on maximum utilization of space.

Financed through bonds issued by the college, and amortized over a period of years through student resident fees, the costs, a total of \$4 million, will be self-liquidating.

Structural details of the air conditioned, brick and block towers include: interior walls of block; Dextex roof; aluminum windows; and, floors of asphalt and vinyl on concrete.

Interior decoration was done by the Longwood College Art Department and the architects.

The high-rise dormitory concept, finding increasing acceptance and use on college campuses, seeks to answer the problems of space and land acquisition. In Longwood's midtown location this is particularly pertinent.

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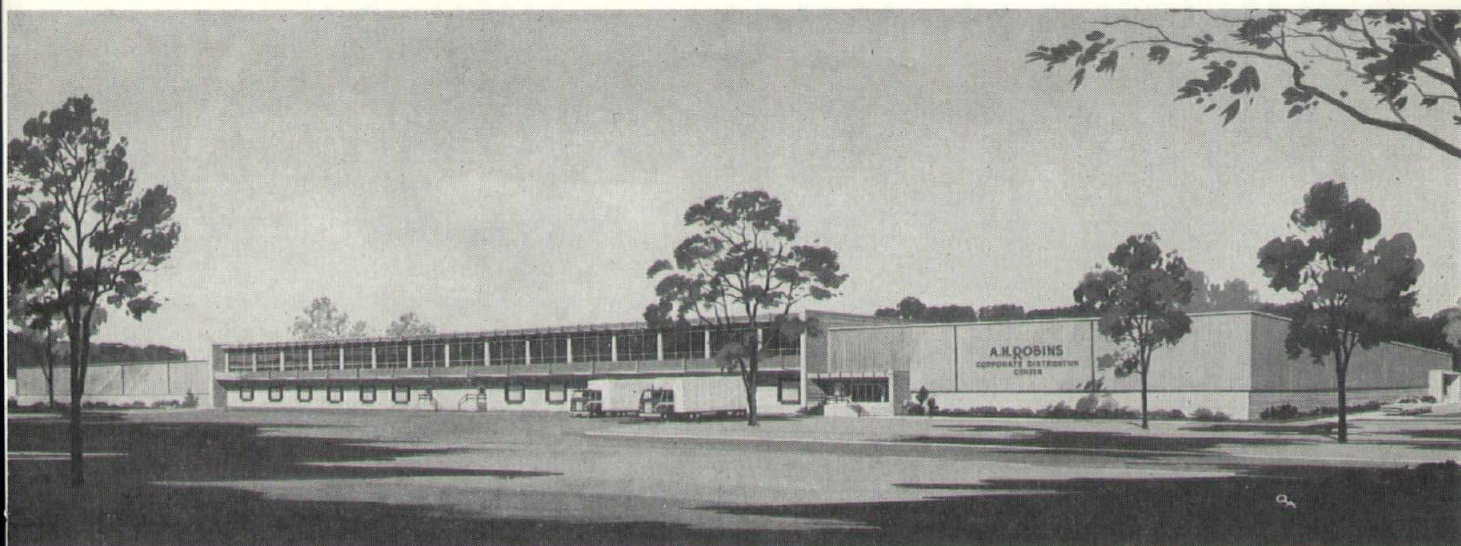
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A. H. Robins has owned the 285-acre site since 1959. Wiley and Wilson of Lynchburg and Richmond were

architects and engineers for the project.

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drainage, water meter, sewage treatment plant, sanitary sewer & 3/4" water line; Gladney's Masonry Cleaning, clean exposed brickwork.

From Richmond were: Tom Jones Hardware Co., Inc., finish hardware; Economy Cast Stone Co., 8" Span-Deck roof slabs for pump house & precast sills; H. Beckstoffer's Sons, millwork; Concrete Pipe and Products Co., Inc., block; Ernest Brothers, Inc., brick; J. S. Archer Co., Inc., steel roll-up doors & label fire doors, hollow metal doors & frames; Reco Constructors, Inc., water storage reservoir; F. Richard Wilton, Jr., Inc., furring, lathing, plastering & drywall panels; Whitely, Inc., roofing & sheet metal work, roof insulation, fascia covering, Thru-Wal flashing material; Chewning and Wilmer, Inc., electrical work; W. Morton Northen and Co., Inc., resilient floor covering, acoustical tile work; Oliva and Lazzuri, Inc., marble and tile work; Hungerford, Inc., heating, ventilating, air conditioning, plumbing & thermal insulation for mechanical systems; Lee Hy Paving Corp., tack coat and 1 1/2" S-5 surface asphalt; Grinnell Co., Inc., fire pro-

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tection system, fire pump and diesel power unit; E. S. Chappell & Son, Inc., caulking and weatherstripping; N. Chasen and Son, Inc., painting and wall covering; Smith Door and Window Specialties, wood folding door; Alexander Building Construction, Inc., tool storage building; Sutton Co., Inc., railway siding & cross ties; Bid Clark, Contractor & Brick Mason, concrete curbs, curb & gutter; Carpet Fashions of Richmond, carpet.

Others were: Montague-Betts Co., Inc., Lynchburg, reinforcing steel & accessories, welded wire mesh; Owen Steel Co. of N. C., Inc., Gastonia, N. C., structural steel, miscellaneous metals, steel joists; Sanymetal Products Co., c/o Walter L. Hoover and Sons, Charlotte, N. C., toilet compartments; C. E. Scott and Associates, Charlotte, N. C., lockers, purse lockers, benches (by Medart); Durable Wood Preservers, Inc., Charlotte, N. C., treated lumber; Dize Awning and Tent Co., Winston-Salem, N. C., window shades (Elkirt vertical blinds); The R. C. Mahon Co., Roanoke, insulated metal curtain wall; Wallis Equipment Co., Charlotte, N. C., door seals, dock levelers and bumpers, rail ramps; Pritchard Paint and Glass Co., Durham, N. C., aluminum frame front entrance, doors, window wall, glass, glazing & mirrors; C. W. Payne, Toano, seeding; M. L. Bowes Construction Co., Reidsville, N. C., replace and spread topsoil; Hugh R. Noel Co., Inc., Ellerson, pneumatic tube system.

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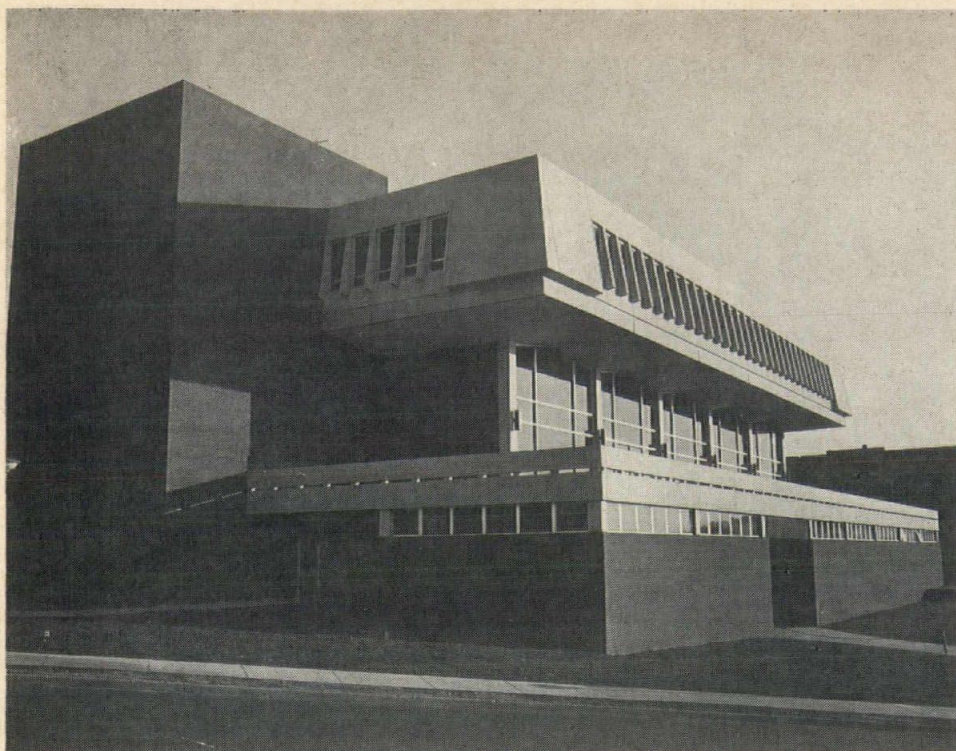
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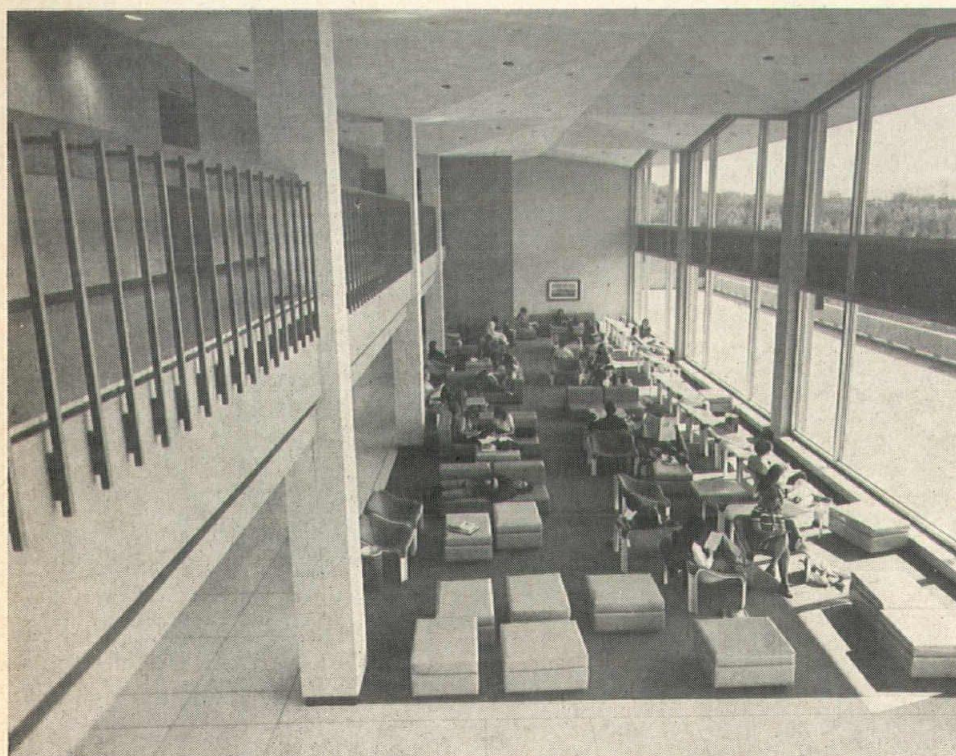
BUILT at a cost of \$2.5 million, the new student center at Madison College was opened in March 1971. It will serve as the hub of student activities to the 4000 students at the college. The structure is constructed of red brick, white cast rock slabs and a metal roof. There is much use of glass throughout, giving it a spacious feeling. The numerous windows also give a view of the Massanutten Peak and the Blue Ridge Mountains to the east. To the front and rear of the building are large terraces on which students may enjoy good weather days.

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One of the big attractions for students is the ballroom which may be used for dances, proms and other activities. A sliding partition may be used in this area to create two large-sized rooms. Also on the third floor, a cafeteria provides food and refreshments and this area also has a view of the valley. There is a large lounge on the second floor. In conjunction with the lounge and the mezzanine there are numerous well-appointed rooms. Some of these will be used by student organizations such as the student government offices, the yearbook, the college newspaper, social and service groups. In addition, there is a faculty lounge.

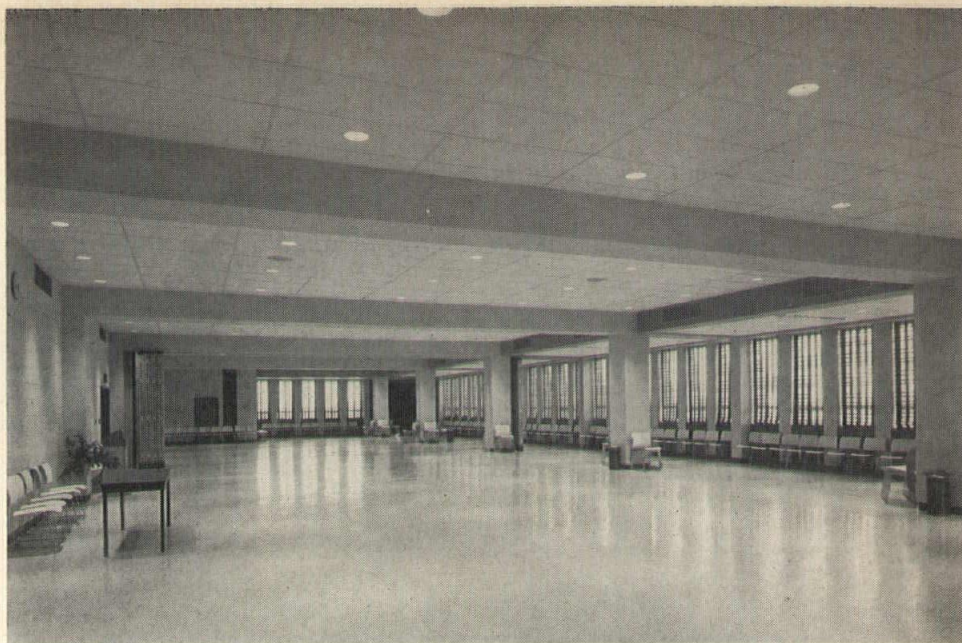
A complete PA system is used to make announcements of interest to the students and can also pipe music throughout the building. There is a television room complete with rattan chairs.

On the ground floor is a well-stocked bookstore selling everything from tee-shirts to textbooks. Before the bookstore was located here, it operated

in a space less than one-quarter of its present size, in a make-shift area in the dining hall.

The college post office with four full-time employees and student assistants keeps the mail flowing on campus to students, faculty and administrative members. A branch office of a local bank handles the needs of students. In this area, student clubs are often seen raising funds for basketball scholarships and other activities.

Work on the seeding and planting of shrubbery on the outside is still going on. With warm weather the results of the work will be seen. Prior to its opening, the Center was just an attractive building of tinted glass, carpets, offices and rooms. Now that same building is alive with students enjoying all that it has to offer.

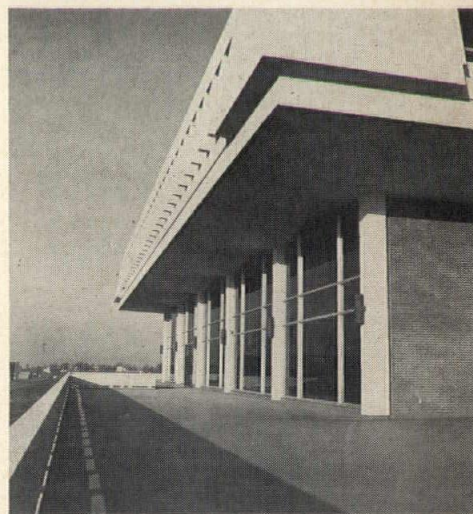


Subcontractors and Suppliers

Nielsen Construction Co., Inc., Harrisonburg, general contractor, foundations, concrete work, masonry work, stone work, carpentry, weatherstripping, insulation & millwork; David A. Reed & Sons, Inc., Harrisonburg, excavating; Betts & Frazier, Inc., Harrisonburg, ready-mix concrete; Webster Brick Co., Inc., Roanoke, face brick; Montague-Betts Co., Inc., Lynchburg, steel, steel roof deck, steel grating & handrails; N. W. Martin & Bros., Inc., Charlottesville, roofing; Economy Cast Stone Co., Richmond, cast stone; AR-Wall, Inc., of Va., Richmond, windows; PPG Industries, Roanoke, window walls & glazing; M. Gordon & Sons, Inc., Harrisburg, Pennsylvania, painting & vinyl wall covering; U. S. Plywood, Richmond, paneling; Brisk Waterproofing Co., Inc., Richmond, waterproofing; Manson & Utley, Inc., Charlottesville, acoustical; James F. Logan, Harrisonburg, plaster; Standard Tile Co., Inc., Verona, ceramic tile & terrazzo; Smiley Tile Co., Churchville, resilient tile; Mill Cabinet Shop, Bridgewater, millwork; Roanoke Engineering Sales Co., Inc., Roanoke, steel doors & bucks; lighting fixtures by Curtis-Electro, Gotham Lighting, Lightolier, Marco, Perfeclite Co., Devine Lighting and Pass & Seymour; Baker & Anderson Electrical Co., Inc., Winchester, electrical work; plumbing fixtures by Kohler of Kohler; Progressive Products Corp., Roanoke, plumbing, air conditioning, heating & ventilating; Dominion Elevator Co., Inc., Salem, elevator; Skyline Paint & Hardware, Inc., Roanoke, hardware supplier; Crawford Sprinkler Co. of Charlotte, Inc., Charlotte, North Carolina, sprinkler system; The Staley Co., Richmond, louvers; Cates Building Spe-

cialties, Inc., Roanoke, building specialties; Buddy's Carpetland, Harrisonburg, carpets; J. S. Archer Co., Inc., Richmond, folding door; C. S. Mundy Quarries, Inc., Broadway, bituminous paving; Marsteller Corp., Roanoke, Neoprene surfacing; Barber-Coleman Co., Richmond, wood door louvers; W. W. Nash & Sons, Inc., Richmond, sprayed fireproofing; J. L. Blanks & Associates, Lynchburg, folding partition; The Stone Specialty Co., Winterpock, caulking; Wm. P. Swartz, Jr. & Co., Inc., Roanoke, walk-in freezer.

The following were manufacturers
(Continued on page 59)



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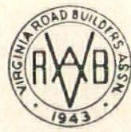
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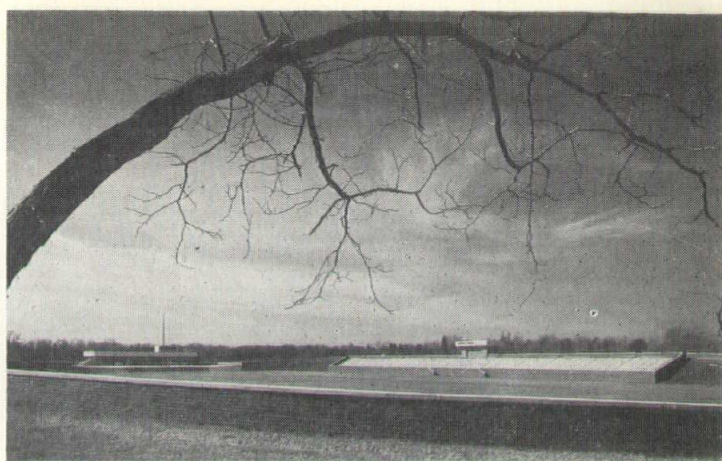
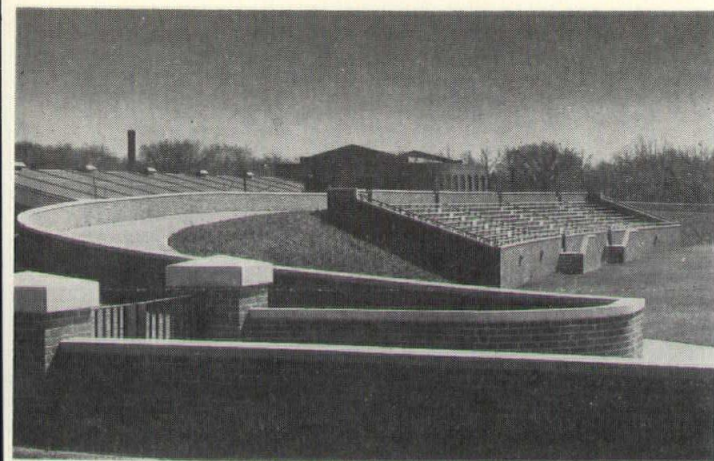
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THIS athletic field is part of a gift to the Episcopal High School, Alexandria, by the parents of Fred E. Hummel, Jr., jet fighter pilot, who lost his life in the service of his country on Air Force maneuvers near Nellis Air Force Base, Nevada on September 4, 1952, a few days before he was to begin a tour of duty in Korea.

Work on this project was done in the spring and summer of 1970, with dedication services and first game on October 17, 1970. Until the new field was completed, home football games were held on what is now the practice field, which lacks any seating for spectators.

The program of dedication notes that the cost of this project (\$500,000.00) was given by Lt. Hummel's parents. It is considered to be the most elegant football stadium in the area, and perhaps in the state.

Architects were Williams and Tazewell and Associates of Norfolk. Associate architects were Mayne, Oseroff, Van Beisen and Associates of Arlington. General contractor was Eugene Simpson and Brother, Inc. of Alexandria.

THE FRED E. HUMMEL, JR. MEMORIAL FIELD

**Episcopal High School
Alexandria**

**WILLIAMS AND TAZEWELL
&
ASSOCIATES
Architects**

**MAYNE, OSEROFF, VAN BEISEN
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PHOTOS BY J. ALEXANDER

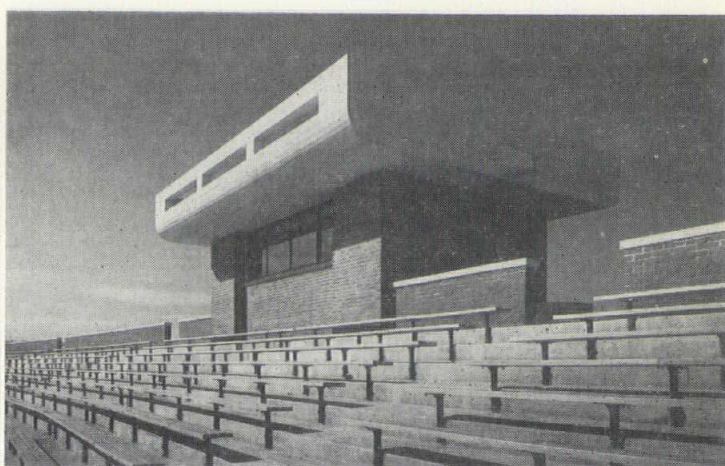
There are many unusual features in the design of this work. Instead of the usual fences, this bowl is bordered by low curving brick walls. There are broad walks leading to the stands to allow easy movement of spectators. The ruggedness of the sport of football is expressed in the massive white concrete features of the roof of press box and dressing rooms. The ultimate in architectural design is achieved in the site plan, which is so skillfully arranged that the entire stadium seems almost a work of nature.

The smaller structure back of the stands houses snack bar and press box. The larger structure at the end of the field provides shower, dressing and locker rooms for both teams; coaches' offices; and, public restrooms.

Subcontractors and Suppliers

From Alexandria were: Eugene Simpson & Brother, Inc., general contractor; Waddell Construction Co., Inc., masonry; Dwyer Plumbing, Inc., plumbing & heating; Walter C. Davis & Son, Inc., electrical work; Marty's Floor Covering Co., Inc., resilient

(Continued on page 59)



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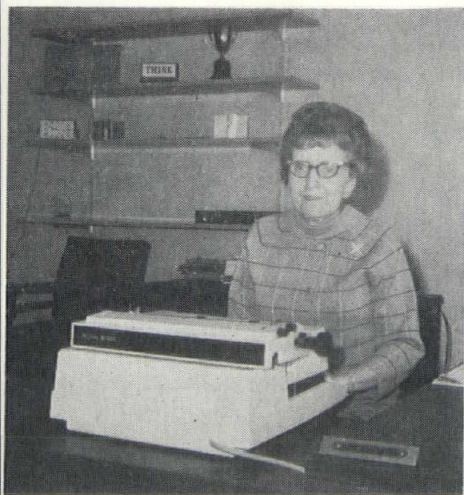
A.G.C. NEWS NOTES

Maynard Named Sales Manager for Massey Concrete Company



(R. Compston Studios)

• Gordon Maynard has recently been named Sales Manager of Massey Concrete Company of Richmond. Mr. Maynard is serving his second year as president of the Virginia Ready Mixed Concrete Association as well as a newly elected Associate Advisory Director of the Virginia Branch, A.G.C.



Congratulations to Mrs. Nellie P. Bergman

• Mrs. Nellie P. Bergman, secretary at Roanoke Engineering Sales Company, Inc., of Roanoke was crowned Secretary of the Year, Tuesday, April 20th. Mrs. Bergman, affectionately known as Mama "B" to Joe, Buddy, Bobby and Curt Rosenbaum has been with Roanoke Engineering Sales Company Inc. since 1948. These boys agree that this is an honor that she richly deserves.

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● Final official tabulation of Virginia's 1970 traffic deaths stands at 1,231, to mark a 5.6 percent decrease when compared with the 1,304 experienced in 1969, Colonel H. W. Burgess, Superintendent of State Police, has announced.

Only four counties, Appomattox, Bland, Craig and King and Queen, did not experience a fatality. This was the second consecutive year for Craig, which has had but one death since 1960. Forty-six counties showed decreases, 36 increases and 14 recorded the same numbers as in 1968.

Pulaski County, with one death and a rate of .6, was second to the zero ratings and Washington County, with two deaths and a rate of .7, was sixth best.

For the tenth consecutive year, Fairfax led, this time with 58, while Henry was second with 29. On the basis of deaths per each 100 million miles of travel (mileage death rate), Clarke County, with 14 killed and a rate of 18.8 had the worst record, while Charles City County, with 6 killed and a rate of 18.6 had the second worst.

Greatest increases were shown by Arlington (17-26) and Henry (19-29). Notable decreases were achieved by Pittsylvania (37-17), Nansemond (26-10) and Chesterfield (39-24).

For cities with populations above

50,000, Norfolk, with 26 deaths and a rate, based on deaths per each 100,000 population, of 8.4, had the best record. (Mileage death rates are computed from gas tax receipts. This is impractical in cities.) Chesapeake had the worst with 28 deaths and a rate of 31.3.

Decreases were noted by Hampton (22-17), Norfolk (33-26) and Richmond (43-42). Increases occurred in Alexandria (14-16), Lynchburg (7-11), Portsmouth (5-13), Roanoke (12-13) and Virginia Beach (28-37). Chesapeake (28-28) and Newport News (16-16) stayed even.

Pedestrian deaths throughout the entire state numbered 240, or 1 less than in 1969. Deaths of servicemen rose from 55 to 84, those of bicyclists rose from eight to 16 and those at railway crossings stayed even at 13. Motorcycle deaths including those on minicycles were up from 18 to 29.

The state's mileage death rate dropped to 4.3, well below the national average of 5.0 and traffic volumes increased 5.4 percent.

Total crashes rose from 131,599 to 136,924 and 1,066 of these, as against 1,117 in 1969, resulted in the deaths of one or more persons each. Injuries increased from 48,050 to 48,356, while economic losses stood at \$270 million.

Non-collision fatal crashes, or those involving contact with no other vehicle, pedestrian or other object in the highway, dropped from 500 to 439 and killed 506 people. Colonel Burgess noted that the state was fortunate in that crashes killing more than one person each decreased from 123 which killed 300 in 1969 to 122 killing 285. Colonel Burgess explained that the same driver fault can kill as many people as happen to be in the involved vehicles and who do nothing to prevent or cause the crash.

Rural deaths were down from 1,009 to 911 while urban ones were up from 295 to 320.

The percentage of fatal crashes involving drivers known to have been drinking was 31.4. Colonel Burgess noted that this percentage is doubtless most conservative, as all facts are not known in all cases. Various national estimates place this percentage at more than 50.

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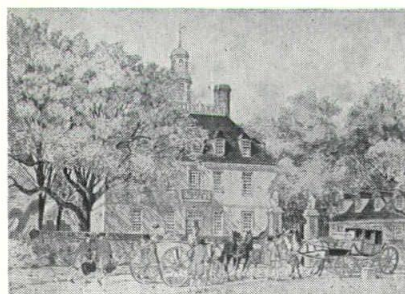
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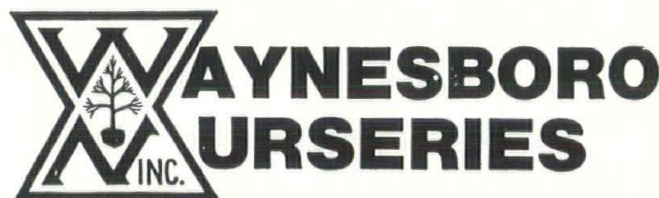
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MISSION INVOLVEMENT!

1971 THEME OF OPTIMIST INTERNATIONAL

The Capital-Virginia District of Optimist International was honored recently by a visit from Charles C. Campbell, President of Optimist International and his most charming wife, Johnsy. They were feted at a dinner dance at the John Marshall Hotel in Richmond. Among the District members who gathered to greet them were Governor David M. Hudson, his wife Ruth, Governor Elect Roy O. Hanson, Secretary-Treasurer Rodney C. Berry, Jr., his wife Betty and Lieutenant Governor James F. Duckhardt and his wife Nickie.

"Mission Involvement" is the theme of Optimist International for 1971. It has been heartily endorsed by Optimist Clubs all over the country. Increased participation is being reported by clubs in every district and this reflects the leadership being given by the man who originated the theme, Charles C. Campbell. Mr. Campbell, known as Suddy, has carried his message to all but a few of the Optimist Districts and traveled over 2,500 miles. He will have it 3,000 miles and every District before June 1st. This is dedication, which was reflected in his talk as follows:

"MISSION: INVOLVEMENT"—What is it? What does it take to make it work? Where will it get us?

The meaning is simple. Webster defines "Involvement" as entangling in difficulty or danger—implicating, affecting, occupying the attention." To the 100,000 Optimists dedicated to the purpose of service to their fellow man, involvement requires something more than dues paid membership. The decade of the seventies demands an in-depth look and appraisal of both our programs and our contributions as well as our worth of our communities and society.

What must we do? Those of you with scientific training understand the role of a catalyst, an agent which hastens or retards a chemical action without itself being changed in composition. I envision 3000 Optimist Clubs throughout our two great countries

tell the Virginia Story

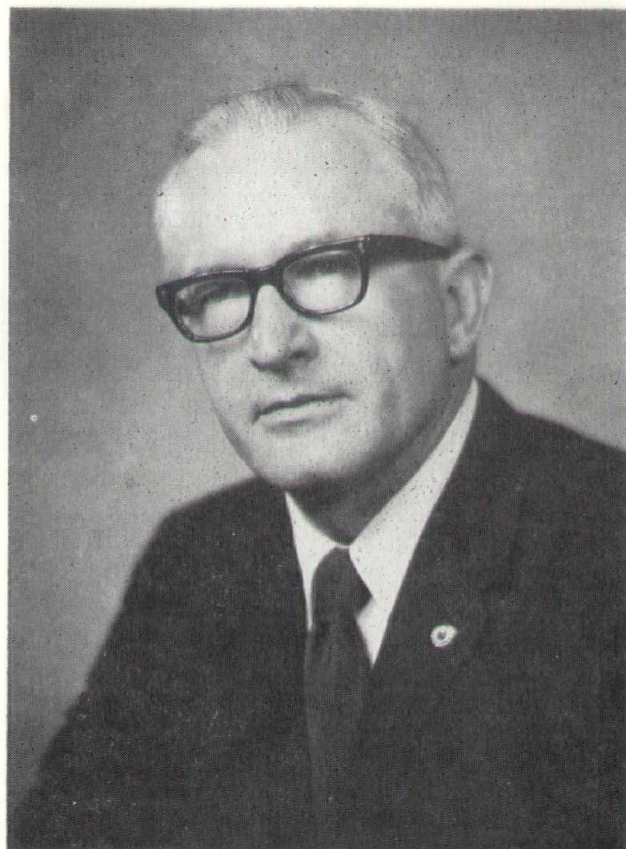
serving as catalysts for the more rapid creation of better communities, a better country, a better world. There will undoubtedly be areas where our catalyst will be needed to speed up community action and other areas where it will have to act to soften or slow down community blood which has been overheated by misguided action. If our action is properly engineered, we can be certain that our catalyst, unlike those in a chemical reaction, will not remain stable. When we become involved, we will change, both as individuals and as a club. The involved individual will soon discover that his action has become a stimulating and rewarding vehicle of service. The club's basic fabric will be enhanced because its greater relative involvement will not only bring about more participation from its members but will draw into its membership a larger number of concerned men with an ever greater potential to serve.

Is this necessary? Yes: In the delightful and entertaining "Music Man," Harold Hill gets things rolling by saying, "We've got a pack of troubles, right here in River City." Time keeps marching on, and our "pack of troubles" seems to get larger, more complicated and more serious with each passing year. Today, those troubles and problems have reached such

proportions that they threaten the very way of life envisioned and planned by our forefathers. They created a constitution which guarantees us certain rights and privileges, but today, fresh, misguided, ideologies are eating away at those rights. The people who adhere to this new radical philosophy are very real and, at times, most persuasive. We can't ignore them and expect them to go away. If we want our constitution to continue to protect us, we have a responsibility to work to support it.

We are fully cognizant of the fact that we cannot resolve all of our multifaceted problems, but if we face them and tackle them, we can certainly make a substantial dent in many of them. There are some areas where effective solution is completely beyond our reach, but there are so very, very many fields where our direct involvement could bring order out of pending chaos. This demands the determined, tenacious involvement of a concerned society.

As Optimists, our first objective is "to develop optimism as a philosophy of life," and it's an objective that our strife-stricken world is crying out for today. Our "pack of troubles" cannot be blown away by a high-stepping, fancy-uniformed band of 76 trombones, but 100,000 dedicated, con-



CHARLES
C.
CAMPBELL

Greer H. Lyles photo

cerned Optimists can move mountains. Let's open that pack and identify a few of those troubles that are confronting us.

Each item in our pack seems to represent a difficulty concerning one group of men being pitted against another.

1. From an ideological viewpoint, we see the free world pitted against the people behind the Iron and Bamboo curtains.
2. Militarily in Indo-China and the Middle East.
3. Religiously, as theological teachings and doctrines which have gone unchallenged for centuries, have suddenly come under attack from both within and without the church.
4. Politically, as our federal government seeks greater strength and control through centralization policies, the dream of Thomas Jefferson for more sovereignty for individual states drains slowly away.
5. We see our ever-growing force of well-adapted, capable young people being pitted against the forces of a new breed of youth which seeks to dictate the policies of our educational institutions, harass law enforcement officials and withdraw from society.
6. Individual rights and personal safety seem to be bowing to the criminal element. People fear to walk the streets of many cities as crime and violence march toward the point of no return. Deep concern spreads among our people

as one court decision after another seems to favor the criminal over his victim and further handicap those commended with the enforcement of the law.

7. And we must not overlook other areas such as racial turmoil, degradation of our moral fiber, pornography, pollution and our whole environmental problem.

Yes, our pack of troubles is a good breeding ground for pessimism, but we, of all people, must be Optimistic. The Optimist believes that ultimately, good will prevail over evil. I accept this philosophy. In so doing, however, I am not so naive as to believe that the good will prevail in a do-nothing-and-leave-it-to-George-society. We must accept our mission, become deeply involved and apply our healing salve to every festering sore within our reach.

I am reminded of an Old Testament story from the Book of Numbers. Prior to his entry into the Promised Land, Moses sent 12 men to investigate. Although they all witnessed the same conditions and events, their reports differed widely. Two of the twelve, Joshua and Caleb, were optimists (with a little "O"—they were a little ahead of our time.) They reported confidence in undertaking the challenge. The other ten said it was too difficult. Each subsequent historic era has presented comparable challenges. So far there has always been a sufficient percentage to accept the challenge and go on to succeed.

Now, it's our turn. This is our era

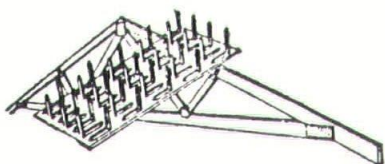
and the history for the seventies will record one of two dramas. Will it show the ultimate in chaos . . . or will it record that we've made an improvement in our major problems? We must be the Joshuas and Calebs of our era. We must become involved.

Our involvement will vary from our vote to creating a public awareness and to specific situations where our total involvement could possibly affect the complexion of society in the next decade.

With faith in God, we can find room for Optimism in our pack of troubles if we will be the two and not the ten.

1. To do this we must first seek an understanding of those whose ideology differs from our own. People who have never known freedom cannot understand it . . . much less cherish it. They must be taught. Parenthetically, I might say that some members of our younger generation, who have never known anything but unbridled freedom, must be taught that its privileges demand equal responsibilities.
2. Although it's difficult to be Optimistic about the situation in Indo-China, we must. No doubt, it is our nation's greatest dilemma since the Civil War. There is great division, yet everyone pursues the same goal—Peace. We find thousands of our people ready and willing to subject their lives because this is our country's involvement. Although some do not, there are many who accept our leaders' decision that our initial involvement in Indo-China took place at a logical time and place to draw the line against foreign communist expansion. We can draw Optimistically from the signs of improvement in Indo-China as the President's Vietnamization Program and withdrawal timetable function according to schedule. There is also comfort in the fact that the United Nations and others are constantly at work to prevent a holocaust in the Middle East.
3. Only in a Free World does religious freedom exist. The teaching of the Church must be strong enough to withstand challenge. Logical questions help keep the ministry relative to the 20th century.
4. Even with the faults of our federal government, we are still blessed with the greatest nation ever known to man. Despite vehement criticism from those who

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would have us believe they hate it, no one has yet offered a better alternative.

What effort must we make to assure continuation of our democracy? In order to obtain the right to criticize and identify the illusive "they," we must first become involved . . . if not as a candidate, then at least as a student of the various issues so that our ballot can be wisely cast. Our R-S-V-P Program, effectively applied, can make a substantial improvement.

5. As for our youth, thank God those who rebel represent an insignificant minority. The significant majority continue to give us hope, Optimism and confidence in their ability to secure the future for their generation. It is in this major arena that we find so very many avenues of involvement we can't find meaningful ways to communicate with our young people. We have no future at all. Let us remember our youth serve both as generators and reflectors. Let's categorize some of the major problems which face our youth.

A. Drugs: It can't happen to your town . . . your child: don't kid yourself. It can . . . and it has: drugs are no respecter of race, color, affluence or poverty. Our drug abuse information program has a great potential for involvement. Your club should participate in a significant way. Your involvement today could mean the difference between a wasted life and a happy, productive one for many youngsters, both now and in the future.

B. Education: Have you ever bothered to become informed on the educational environment and curriculum in your local area? What do you know about your school board? Is there good communication . . . or dialogue . . . between authority, faculty and students? Can the authorities count on your support of critical discipline and stringent measures designed to avoid violence and destruction? Are you involved with the educational systems responsible to the youth of your community?

C. Recreation: We do a great job in this field, but have we really stretched out to involve the youngsters in the areas of our communities who

need it most? Government is seeking to fill this void, but the government lacks the compassion and understanding so vital in this area. I'm talking about the very particular needs in the handicapped and underprivileged areas. Such involvement is easily avoided, but given a fair opportunity, it will produce real appreciation, self satisfaction and results. This is boys work from the heart.

6. Crime and Violence have, in many instances, replaced our individual rights. Safety has been exchanged

for fear. This area continues to afford our organization its greatest challenge and opportunity for specific service to our communities. Through our Respect for Law Program, there are many avenues open for meaningful involvement. We must create a healthy public awareness. Unless our concern is turned into action the increase in crime will continue in the seventies.

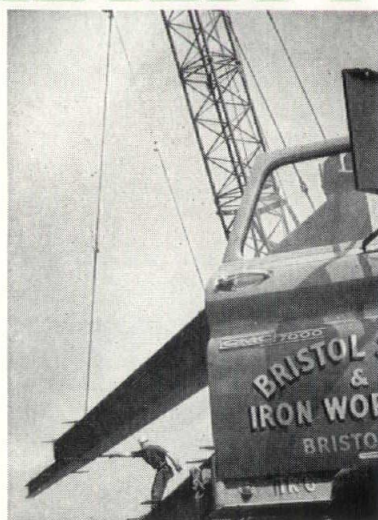
A. We cannot increase respect for law unless we help the citizenry gain better respect for law enforcement officials. Our police earn our respect

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- B. As crime increases the need for larger numbers of law enforcers becomes evident. Recruiting becomes increasingly difficult as the police image deteriorates and pay scales fail to be commensurate with increased responsibilities and danger.
- C. We must draft and support laws which will strengthen the position of our law enforcement officials. A leader for such legislation, Arkansas' Distinguished Senator John McClellan, recently remarked, "The right of the citizen to be safe transcends the right of the criminal to be free." The encouraging point in this area is that there are growing signs that the patient majority is concerned and may be on the verge of reaction. Once they become sufficiently frustrated by this period of crime and violence, the situation will be reversed. Our involvement will assure the necessary reaction.

Time does not permit specific discussion of racial tension, moral fiber, pornography, pollution and our environmental problems. Our Optimism in these areas can be drawn from knowledge that our society is concerned. A concerned society cannot be a dying society. What a challenge this "pack of doubles" is to our organization: if we will become the two instead of the ten,

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we will become involved and through our involvement, we will progress toward solutions and improvement.

Concrete evidence of constructive club involvement was unveiled at the Los Angeles Convention. Recognition of such involvement was given 26 clubs through our first Community Projects Awards Program. The C P A recognizes clubs achieving outstanding success in community serving endeavors. Your club should have an entry at the Minneapolis Convention. There are nine categories of competition. This is administrative involvement complementing community involvement.

A study of the entries in the Community Projects Awards revealed the type of dedicated manpower necessary to bring about solutions and improvements. Dedicated manpower is men willing to give of themselves.

What salary does it pay? The same salary every Optimist makes. The same I make. It's the greatest salary in the world — one you can't get just any place. Oh, it won't buy a new Cadillac or mink stole, but it will buy you a

heart full of joy and contentment. It's the salary of self satisfaction. It's doing something for someone else and it's a salary that swells your chest and absorbs your soul.

It will take a dedicated corps of members to conduct and expand programs of involvement. It will take new clubs in new areas to make the organization grow. It will take you and me and thousands like us, serving as catalysts, to build a better world. This is where we're going.

Optimist International has moved toward this objective each year and this year will be no exception. Neither will next year or the one after that. I say this with complete confidence because our organization is composed of the Joshuas and Calebs—those who look with Optimism on every challenge—those who look for, and find, the good in everything. I'm happy to be one of you. Our challenge prevails. Shall we be the two or ten? We shall be the two!

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Left to right: W. C. Creel, Safety Director, N. C. Dept. of Labor; Charles H. Shaw, Jr., Vice President, Thompson-Arthur Paving Company; Frank Crane, Commissioner, N. C. Dept. of Labor.

Tenth Consecutive N.C. Safety Award For Thompson-Arthur

On May 6, 1971 at the Albert Pick Motor Inn in Greensboro, North Carolina, Frank Crane, Commissioner of Labor for the state of North Carolina, presented the Thompson-Arthur Paving Company, of Greensboro, the North Carolina Department of Labor plaque for performance during the calendar year 1970.

This award has been earned by the Thompson-Arthur Paving Company for the tenth consecutive year and for the current year covers 1,349,360 manhours with a frequency of 2.96. This safety award program has been going on in North Carolina for twenty-four years and covers all industry. The Thompson-Arthur award is made based on the company's comparison with others in construction.

McGurn Elected by Southeastern Electric Exchange

John M. McGurn, vice chairman of the board and chief executive officer of Virginia Electric and Power Company, has been elected second vice president of the Southeastern Electric Exchange. His election came to the annual business session of the group's 8th annual conference.

Mr. McGurn was elected to the board in June of 1967 and was appointed third vice president of the exchange on March 25, 1970.

D. W. Jones, executive vice president of Duke Company, Charlotte, N.C., has been elected president of the organization. Mr. Jones succeeds Arthur M. Williams Jr., president of South Carolina Electric and Gas Company, Columbia, S.C.

The Southeastern Electric Exchange, a trade association composed of investor-owned electric companies, takes its membership from 11 Southeastern states.

A non-profit organization, the exchange serves as a clearing house for technical, marketing and management data and conducts training and research programs for the electric industry in the region.

Others elected as officers of the organization include Edwin I. Hatch, president of Georgia Power Company, Atlanta, Ga., first vice president and Shearon Harris, president and chairman of the board, Carolina Power and Light Company, Raleigh, N.C. third vice president.

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Chesapeake Corp. Project Manager Wins First Prize In TAPPI Competition

• W. David South, project manager for environmental control at The Chesapeake Corporation of Virginia, has won the \$500 first prize for his technical paper on kraft pulp and paper mill wastes in a national competition sponsored by the Technical Association of the Pulp and Paper Industry (TAPPI).

The competition was limited to members under 35 whose technical papers had won awards in local and regional competition. South's paper, "Relating Kraft Waste Stream Properties to BOD (Biochemical Oxygen Demand)," had received the \$100 first prize in the 1970 competition of the regional Virginia-Carolina Section of TAPPI.

The paper describes some of the work done at Chesapeake's West Point mill to measure more accurately and quickly the organic content of waste-receiving streams. Stanley Jackowski, environmental control technician, performed laboratory calculations for the research and shares the credit with South for the award.

In a regional competition in 1969 South won the \$50 second prize for his paper, "Determining Kraft Effluent Mixing Zones in Estuaries, Using Color and Total Organic Carbon Measurements."

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ARCHITECTS TO PRESENT AWARDS AT DETROIT CONVENTION

EDWARD C. KEMPER AWARD

■ Architect and educator, Gerald M. McCue, FAIA, principal in the San Francisco firm of McCue Boone Tom-sick, has been named recipient of the 1971 Edward C. Kemper Award by the Board of Directors of The American Institute of Architects.

The award, which will be presented at the national AIA convention in Detroit, June 20-24, recognizes an "AIA member who has contributed significantly to the Institute and to the Profession."

Professor McCue, a resident of Berkeley, is a member of the faculty of the College of Environmental Design of the University of California. He served as Chairman of the Department of Architecture from 1966-71, during which time he guided the inauguration of the first broadly based Doctor of Philosophy program in Architecture in the United States. A frequent lecturer at professional schools and meetings throughout the United States and Canada, he has been named visiting College Professor to the University of London, Bartlett School of Architecture, during the winter of 1971.

Born in Woodland, Calif., Dec. 5, 1928, he attended the University of California at Berkeley, earning A.B. and M.A. degrees, with honors, in architecture. In 1953, he entered into partnership with the late Joseph P. Milano, and, in 1954, started his own firm, Gerald M. McCue and Associates. The firm later incorporated under its present name.

The planning and design of research facilities have been among the major projects of the firm, although the varied practice includes commissions for architectural planning, programming, feasibility studies, and research. Projects and studies have been completed for public and corporate service, education, residential and community, and urban design.

Also in 1954, McCue began teaching as a Lecturer in Design at the University of California. Twelve years later, he was appointed Professor and Chairman of the Department of Architecture, and now serves as a professor of Architecture and Urban Design.

Long active in AIA affairs, he has served as a director of his local chapter and as a member of local, state, and national committees. In 1968-69, he was chairman of the national AIA

task force for the study of the future of the profession and co-authored the book which reported the studies, "Creating the Human Environment."

In 1969-70, he served as chairman of the national AIA Commission on Education and Research and, from 1968-70, as special consultant to the National Council of Architectural Registration Boards on registration policy. He also has served on design juries and as a consultant to several commissions and institutions in the San Francisco Bay area.

Architectural work in which he has had a major role has been published internationally and has received awards for excellence in both architectural design and urban design. These include both national and metropolitan San Francisco AIA awards, awards from the U.S. Departments of Health, Education, and Welfare, and Housing and Urban Development, and awards from the Precast Concrete Institute, the Masonry Institute, and "House and Home" and "Sunset" magazines.

In 1968, architect McCue was elected to the AIA College of Fellows and to the Honorary Land Economics Fraternity, and the following year he was among the first recipients of the Distinguished Service Award from the National Council of Architectural Registration Boards.

ALLIED PROFESSIONS MEDAL

■ Daniel Urban Kiley, whose landscape designs for Dulles International Airport, the National Academy of Sciences, the Jefferson Memorial in St. Louis, the U.S. Air Force Academy, and numerous other projects here and abroad have been enjoyed by thousands, has been named recipient of the 1971 Allied Professions Medal to be presented in Detroit by The American Institute of Architects.

The medal is awarded by the 24,000-member national professional society in recognition of achievement in the design professions related to architecture, including landscape architecture, planning, and engineering.

Mr. Kiley, head of Dan Kiley and Partners, Planners, Architects, and Landscape Architects in Charlotte, Vt., was born in Boston, in 1912, and educated at the Harvard Graduate School of Design. A registered architect and landscape architect, his work has been exhibited throughout the United States and abroad and published in several professional publications.

Long active in public affairs, he served on the late President John F. Kennedy's Advisory Council for Pennsylvania Avenue, 1962-65, the Boston Redevelopment Authority, 1966-67,

(Please turn the page)

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Cambridge Redevelopment Authority, 1968 to the present, Washington, D. C., Redevelopment Land Agency Board of Design, 1967-69, and many others. He has lectured at more than a dozen universities and served on numerous competition juries.

Recently selected by the French government to design an extensive plaza in Paris on the Axis of the Etoile, he numbers among his works several sponsored by the Irwin Miller Foundation in Columbus, Ind., the Ezra Stiles and Samuel F. B. Morse Colleges at Yale, the urban plazas at Lincoln Center in New York and the Chicago Arts Institute, and the interior garden at the Ford Foundation building in New York.

An associate member of the National Academy of Design, Kiley has received the Gold Medal of the Philadelphia Chapter, AIA, a Legion of Merit award from the United States Army, Governor's Award from the State of California, two Bard Awards from New York City, and several other honors.

In naming him recipient of the 1971 Allied Professions Medal, the AIA Jury on Institute Honors commented, "The list of Kiley's landscape design projects is distinguished and skillfully adopted to a wide variety of sites and conditions. His work is characterized by a very strong relationship to architecture by appearing to strengthen and support the visual impact of the whole."

INDUSTRIAL ARTS MEDAL

■ Sausalito ceramicist Edith Kiertzner Heath, whose first work on the potter's wheel was done in the kitchen of a small California apartment, has been named recipient of the 1971 Industrial Arts Medal by The American Institute of Architects.

The co-founder, with her husband Brian, of the Heath Ceramics plant, her ceramics adorn the entrance to the Neiman Marcus department store in Dallas, the executive floors of the Ford Foundation building in New York, the lobby floors of the Mauna Kea Hotel in Honolulu, the entire exterior of the new Pasadena Museum of Art, and some 30 other projects throughout the country.

As much an alchemist as a designer, Mrs. Heath is fascinated "by the chemistry in ceramics—the phenomena of smelting . . . changing the texture and color of clay and glazes through the length of firing and the speed with which the fire cools." Today, she still uses the potter's wheel as her

sketch pad, calling it the "most personal means of shaping clay."

Her clay-body formula has become the trademark of Heath Ceramics; it is almost black when wet because it is so heavily laden with metallic minerals. It is by definition "stoneware."

A native of Ida Grove, Iowa, Mrs. Heath graduated from Chicago Teachers College in 1934, and studied at the Chicago Art Institute. She served as a supervisor on the Federal Art Project, from 1937-41, while teaching art in a settlement house.

In 1938, she married Brian Heath, who today is business manager and engineer of their dinnerware and tile manufacturing plant. They moved to California in 1941, where she studied ceramics at the San Francisco Art Institute and ceramic chemistry at the University of California, and taught children's art at Presidio Hill School. At home, she continued working at the potter's wheel and doing research on California clays.

As a result, in 1944, she had a one-woman exhibition at the Palace of the Legion of Honor in San Francisco, which launched her career in ceramics and two years of making hand-thrown pottery for the market. The studio works served as prototypes for the final industrialization of Heath dinnerware.

Succeeding exhibitions have been held at the De Young Museum in San

Francisco, Akron Art Institute, Detroit Institute of Arts, Industry and Handwork Exhibition in Germany, New York Museum of Modern Art, and several other museums, and she has had two traveling exhibitions.

In 1962, she began designing architectural tiles which would, in her words, fit the common multiples used in contemporary architecture, have more "ceramic" (less plastic) textured glazes and colors than were currently being manufactured, and achieve a more structurally integrated use of ceramic tile.

Mrs. Heath numbers among her awards two Decorative Arts Awards from the San Francisco Museum of Art, First Award in 1951-52-53, consecutively, from the San Francisco Art Festival, and Honorary Award of Merit at the 18th Ceramics National in the Syracuse Museum of Fine Arts in 1954.

In naming her recipient of the 1971 Industrial Arts Medal, the AIA Jury on Institute Honors commented, "Heath Ceramics have become integral parts of architecture in installations across the United States, adding rich depth to walls and paving . . . Just as the early modern houses have retained their character and style, so have many of the artifacts—Edith Heath's among them." The award will be presented at the Institute's national convention in Detroit, June 20-24.

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Architects' Awards

(Continued)

ARCHITECTURAL PHOTOGRAPHY MEDAL

■ Architectural photographer Alexandre Georges, of Pomona, N. Y., widely known for his work both in the United States and abroad, has been named recipient of the 1971 Architectural Photography Medal by The American Institute of Architects.

The award, which is given in recognition of outstanding achievement in architectural photography, will be presented during the annual convention of the 24,000-member national professional society in Detroit, June 20-24.

Since 1947, Georges has been noted for his photographic interpretation of contemporary architecture, historic buildings, and the environment. His work has been exhibited in the Museum of Modern Art in New York City, and published in major architectural journals here and in Europe.

Prior to World War II, Georges was a concert pianist and teacher by profession. Photography was his hobby, and modern architecture a major interest.

"My years in the Air Corps during the war changed everything," he said. "While I gave concerts for the troops, there was less and less music and more

and more training of Army photographers as time went on. Eventually, I ended up with the Air Evaluation Board in the Philippines, and later with Intelligence in Tokyo."

After the war, he pursued his interest in architecture and photography in a position with the Museum of Modern Art. By the mid '50s, he was doing a great deal of work for major architectural magazines.

In 1951 and 1953, he went to Europe to work on art books. Ten years later, he agreed to collaborate with Realites in Paris on a series of books on French chateaux. Every year since, he has returned to do another region, and to date has photographed more than 100 chateaux.

Simultaneously, Georges sought to interest European publications in American architecture. Numerous projects he has photographed have appeared on the pages of *La Maison Francaise*, *Decorative Art* in London, *Connaissance*, and *Realites*, as well as in magazines and books in Germany, Italy, Poland, England, Holland, Belgium, Spain, and Scandinavia.

At various times, the U.S. State Department has called on him to provide photographic exhibits for various projects in foreign capitals, including Iron Curtain countries. *America Illustrated* also has used his photos for issues circulated abroad.

In naming Georges recipient of the

1971 Photography Medal, the AIA Jury on Institute Honors commented, "His sensitive and expressive handling of the medium adds a fourth dimension to his outstanding work."

ARCHITECTURAL FIRM AWARD

■ Albert Kahn Associates, Inc., Architects and Engineers, of Detroit, has been named recipient of the 1971 Architectural Firm Award by The American Institute of Architects.

The highest award which AIA can bestow on a firm, it recognizes "continuing collaboration among individuals of the firm" which "has been the principle force in consistently producing distinguished architecture."

AKA, now in its 76th year, has earned an international reputation for pioneering innovations in planning methods of construction, and management principles and techniques. With buildings on all five continents and in 134 major U.S. cities, the firm developed a highly integrated, multi-disciplinary, architectural and engineering organization which was the prototype of much of today's practice.

Founded by the late Albert Kahn 1869-1942, who has been called the Father of Industrial Architecture, its design contributions date back to its first industrial commission, the Packard Motor Company in 1907. The building was the first reinforced concrete frame factory erected in this country.

Among other innovations introduced by the firm were the single-story industrial building, shop-assembled steel frames and trusses, large long-span building enclosures, modular planning, thin-shell concrete roofs using retractable movable forms, light-weight non-bearing curtain walls, and package heating and ventilating units.

Further, it embarked on commercial, institutional, and residential design projects, as well as continuing to lead in the industrial field. Included among its projects are: newspaper plants for the Detroit News, the Detroit Free Press, the Houston Chronicle, and the Washington Post; numerous buildings at the University of Michigan; army airfields and naval bases; the Willow Run Plant; much of Ford's River Rouge complex; the National Bank Building in Detroit; facilities in Ohio, Georgia, and Illinois for Avon Products, Inc.; plants from coast to coast for Ford, Chrysler, and General Motors; manufacturing and airport facilities for United Aircraft Eastern, United, and North Central

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airlines, and the General Electric Company's appliance park complexes in both Louisville, Ky., and Columbia, Md.

Today, the firm is a corporate ownership of more than 30 architects and engineers and over 25 non-owner associates, with a staff of 250-300 people. Under the direction of Sol King, FAIA, president, member of the board of directors, and director of architecture, it handles every aspect of a project from programming, planning, and design, through construction supervision.

Mr. King joined the firm in 1935, and rose to the presidency 23 years later. A graduate of the University of Michigan, he received the University's Sesquicentennial Award in 1967. That same year, he was honored with the Gold Medal of the Michigan Society of Architects.

The number and volume of AKA projects are estimated in the many thousands, with an aggregate cost running into billions. During just the last 2 years, the firm has earned 16 awards.

In selecting Albert Kahn Associates as recipient of the 1971 Architectural Firm Award, the AIA Jury on Institute Honors commented, "The firm represents the continuity of efforts of many dedicated associates working with a significant innovator. It is a highly integrated, multi-disciplinary, professional organization doing distinguished buildings through collaboration among architects, engineers, and representatives of related disciplines."

The award will be presented at the institute's national convention in Detroit, June 20-24, 1971. It was in that same city, 29 years ago, that AIA presented a special citation to Mr. Kahn, also during its annual convention.

CRAFTSMANSHIP MEDAL

Pennsylvania sculptor, furniture designer, and artist, the late Wharton Esherick, has been named recipient of the 1971 Craftsmanship Medal by The American Institute of Architects.

The award, which will be made posthumously at the national AIA convention in Detroit, June 20-24, is bestowed in recognition of "an individual craftsman for distinguished creative design and execution, where design and hand craftsmanship are inseparable."

A self-taught sculptor whose works travelled throughout the United States and abroad while he created his auto-

biographical home deep in the woods near Paoli, Pa., Wharton Esherick liked best to be described through his house. "I'm only Esherick the man," he once said, "but all of this is really Esherick."

That "all" included everything from the foundation to the towering sculptures, furniture, inlaid floors, walls, and ceilings, curving staircase, and even handcarved clothes pegs and sculpted grilles over the heating ducts. It was begun in 1926, when he was 39-years-old, and concluded in 1966, just four years before his death.

A native of Philadelphia, where he was born in 1887, he studied at the Philadelphia School of Industrial Art and the Pennsylvania Academy of Fine Arts. He started his career as a painter in 1910, and eleven years later began making woodcut prints and illustrating books.

His love of woods—Pennsylvania's oak and hickory, as well as maple, tulip-tree, walnut, cherry, cottonwood, and some tropical woods—is exemplified in his more ambitious furniture and custom interior projects. According to Henry Varnum Poor, "He made discoveries in shapes and uses and methods of construction that have led the modern American craftsmen and designers — foretelling, not following, the modern European designers, the Bauhaus and the Scandinavians."

Esherick's works have been exhibited

at major galleries and museums, and his one-man retrospective shows were seen at the Museum of Contemporary Crafts in New York, Cosmopolitan Club of Philadelphia, Swarthmore College Art Center, Philadelphia Art Alliance, and Pennsylvania Academy of Fine Arts, as well as other places.

His designs are held in more than a dozen permanent collections, such as "Objects U.S.A.," the Whitney Museum, Philadelphia Museum of Arts, and the Casa Del Libro in San Juan, and circulating exhibits were organized by the Smithsonian Institution and the American Federation of Arts. Internationally, his work was featured at World's Fairs in New York, Brussels, and Milan, and the fine arts sections of the United States Information Agency exhibitions included it for three years.

Esherick numbered among his awards the Pennsylvania Academy of Fine Arts Regional Sculpture Prize in 1951, the Architectural League of New York Gold Medal of Honor in 1954, and the Philadelphia Museum School of Art Alumni Award in 1957.

In naming him recipient of the AIA Craftsmanship Medal, the Jury on Institute Honors confirmed his recognition as the Dean of American Craftsmen. "In his long and distinguished career," the Jury said, "Esherick's work developed to a point in which furniture became sculpture."

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Architects' Awards

(Continued)

FINE ARTS MEDAL

■ Anthony Smith, a leading exponent of dynamic welded steel sculpture geometrically harmonious with contemporary architectural design, has been named recipient of the 1971 Fine Arts Medal by The American Institute of Architects.

The award is given in recognition of distinguished achievement in the fine arts related to architecture, including mural arts, sculpture, and theater design. The medal will be presented to Smith at the Institute's annual convention in Detroit.

In submitting its nomination of Smith to the AIA's Jury on Institute Honors, the New York Chapter of AIA termed him "an architect turned internationally known sculptor, who has brought a new meaning to civic art by construction from blueprints of sculpture scaled to today's skyscraper cities."

Smith, born in South Orange, N. J., worked as a toolmaker, draftsman, and purchasing agent during the early years of the Depression of the '30s, studying art at night in the Art Students League, New York City.

"I studied under George Bridgeman, George Grosz, and Vaclav Vytlacil," he recalls, "and while involved in drawing and painting, also made bas-reliefs and three-dimensional structures in the manner of Vantongerloo. I viewed what I did as the exercises of a student (I had attended Jesuit schools) and had not thought of exhibiting any work at that time."

After a term of study at the New Bauhaus in Chicago in 1937, Smith turned his hand to building log cabins in the Rockies. Next, he went to work

as a laborer on Frank Lloyd Wright's Ardmore Experiment.

"At the same time, I did layouts required for the job and worked on estimates for projected schemes," he said. "I became clerk-of-the-works and, as such, completed the Ardmore building and supervised the construction of two residences. I worked on drawings or estimates for about 40 homes at this time.

"For the next 20-odd years, I designed and built about two dozen homes, developed a few larger projects, and did some remodeling. I still find myself pleased with Stamos' house as built, with the French and Company gallery as it existed for the Newman show, and with an experimental structure executed by students at Bennington College."

About 1962, Smith gave up building, "because of the capriciousness of clients." He had some steel boxes made and placed them around his yard. "I don't know exactly what my intentions were," he remembers, "but later I began to develop some forms based on various types of space frame. These were clearly intended as sculptural expressions." This was the start of the sculpturing career that brought Smith honors in AIA's 1971 roster of award winners.

Smith has taught at Bennington College, New York University's School of Education, Cooper Union, Pratt Institute, and Hunter College. He has had numerous one-man exhibits here and abroad, and his work has been displayed in museums nationally and internationally.

U.S. museums with Smith sculptures in their collections include Wadsworth Atheneum, Hartford, Conn.; Walker Art Center, Minneapolis, Minn.; Albright-Knox Gallery, Buffalo, N. Y.; the Sheldon Memorial Art Museum,

University of Nebraska, Lincoln, Neb. and the Corcoran Gallery of Art, Washington, D. C. His works are held in numerous private collections including Gov. Nelson Rockefeller's of New York State, and adorn the plazas, foyers, and grounds of a number of public and semi-public buildings in this country.

ARCHITECTURE CRITICS' CITATION

■ "Perspecta," the Yale Architectural Journal, published by the University's School of Art and Architecture, has been named winner of the 1971 Architecture Critics' Citation by The American Institute of Architects.

The award, approved by the Board of Directors on the recommendation of the Jury on Institute Honors, will be presented at the Institute's annual convention.

In making its selection, the Jury commended "Perspecta" for its "consistently high quality over many issues, critical perception, and format reflecting attention to detail. The content," said the Jury, "is historical as well as of today."

First published in 1952, under the guidance of George Howe, who was then chairman of Yale's Department of Art and Architecture, the magazine, edited by students in that school and designed by students in the Department of Graphic Design in the School of Art, has also solicited from outstanding authorities in architecture and the related design professions.

The editor and editorial board change with each issue. According to Robert Coombs, editor of the 13th and 14th joint edition now in preparation, the magazine seeks to reflect not only current thinking—ideas and designs, but also to look ahead, to anticipate probable future trends and directions.

A lecturer in the undergraduate architecture program of Yale College, Coombs is a candidate for a Master of Architecture degree from Yale in June. He holds B.F.A. and M.F.A. degrees from the Art Institute of Chicago and an M.A. degree in the history of architecture from the University of Chicago.

Commenting on what he, as an editor, interprets to be the underlying objective of the magazine, he said, "We are attempting to intuitively ferret out what will be important ideas in future months and years, and to coherently interpret, and attractively present them to the thinking minds of today."

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CITATION OF AN ORGANIZATION

The San Francisco Bay Conservation and Development Commission, created by the California Legislature in 1965, and made a continuing agency four years later, has been selected to receive the 1971 Citation of an Organization by The American Institute of Architects.

The citation, approved by the Institute's Board of Directors on the recommendation of its Jury on Institute Honors, will be presented at the annual convention.

Surveying the Bay Area when he visited California in 1835, author Richard Henry Dana prophetically foresaw this great natural resource as one of the cornerstones of the state's prosperity. "The abundance of wood and water, the extreme fertility of its shores, the excellence of its climate, which is as near to being perfect as any in the world, and its facilities for navigation, all fit it for a place of great importance," he wrote.

But, the Bay Dana saw consisted of about 680 square miles in area. In the intervening years, land fills, diking, and unplanned development have reduced the tidal area to a little over 100 square miles. The result has been an upset of the ecological balance, endangering indigenous species of birds and fish; increased water pollution, because of the reduced Bay's inability to flush the volume of wastes being poured into it; and an increase in fog and air pollution over Bay Area communities.

It was to stop these deleterious effects and provide for orderly development on a regional basis that the California Legislature established the San Francisco Bay Conservation and Development Commission (BCDC) in 1965.

The 27-member Commission was,

and still is, headed by Melvin B. Lane, executive vice president of Lane Magazine & Book Company, publishers of "Sunset" magazine and Sunset Books, and composed of representatives from federal, state, and local governments, as well as private citizens from a variety of disciplines and backgrounds. It was charged with preparing a creative, effective, and balanced regional program for the conservation of the Bay and controlled development of its shoreline.

Three years of public study and deliberation culminated in a formal report, "The Bay Plan." The plan was accepted by Governor Ronald Reagan and the Legislature in 1969, and the Commission empowered to continue through further legislative enactment.

In submitting the policy plan, the Commission said, in part: "The Bay can serve human needs to a much greater degree than it does today. It can play an increasing role as a major world port. And, new parks, marinas, beaches, and fishing piers can provide close-to-home recreation for the Bay Area's increasing population.

"The Bay must be protected from needless and gradual destruction. It no longer should be treated as ordinary real estate, available to be filled with sand or dirt to create new land. Rather, the Bay should be regarded as the most valuable natural asset of the entire Bay Region, a body of water benefiting not only the residents of the Bay Area, but of all California and, indeed, the nation."

The BCDC used an unique method in developing its plan: presentation of study findings and policy recommendations in comprehensive reports over a two-year period. To assure full public consideration of all aspects of the planning policy, each of the 25 elements of the plan was released as a separate report as soon as it was completed.

The soundness of the plan and efficient dissemination of its content led to broad public understanding and created support in the Legislature. Consequently, BCDC was empowered

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to execute the plan and continue its regulatory activities involving Bay filling.

In announcing the selection of the Commission for the 1971 Citation of an Organization, the AIA Jury on Institute Honors commented that it "has set a classic example, not only for the State of California, but for the entire nation, of unprecedented achievement in planning and conservation."

SPECIAL CITATION

■ Ansel Adams, of Carmel, Calif., masterful photographer of the American West, has been named recipient of a Special Citation by The American Institute of Architects.

In announcing the award, which will be presented at the Institute's national convention, the AIA Board of Directors said, "Adams has gone far beyond the usual limits of photography . . . His work has done more than most words to move people to action, to see and protect the art found in nature."

Adams' career as a photographer began in 1916, when he was only 14, while he was visiting the Yosemite Valley with his parents and "snapping the overwhelming beauty and majesty before me with a simple box camera." Upon returning to his native San Francisco, he studied with a photo finisher. Every summer, he revisited Yosemite.

He decided to train as a pianist in 1920, while continuing photography as an avocation. Seven years later, his career as a photographer was launched when art patron Albert Bender proposed issuing a portfolio of his work.

In 1930, Adams met photographer Paul Strand, who inspired him to make of photography a "pure art form," to concentrate on extreme sharpness and depth of focus. During the 1940s, Adams developed a zone system of exposure control, the foundation of his technique, responsible for the sharply incisive interplay of shadow and substance that has become the hallmark of his photographic prints.

Indicative of the success of his tech-

nique are his numerous awards, such as three Guggenheim Fellowships for creative work, the Brehm Memorial Award for distinguished contribution to photography from the Rochester Institute of Technology, Honorary Doctor of Fine Arts and Doctor of Humanities degrees from the University of California at Berkeley and Occidental College in Los Angeles, respectively, Conservation Award from the U.S. Department of the Interior, John Muir Award from the Sierra Club, and Progress Medal from the Photographic Society of America. A fellow of the American Academy of Arts and Sciences, he is a Chubb Fellow of Timothy Dwight College at Yale University.

In addition to his work with the camera, Adams has lectured widely on photography, taught, and published many books and articles on the subject. He has had numerous exhibits in major cities of the United States, served as a photomuralist with the Department of the Interior, participated in the establishment of the photography department at the Museum of Modern Art in New York City, and has been a commercial consultant on photography.

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H. REESE SMITH . . . *(Continued from page 9)*

ment's landscape program and of Virginia's outdoor advertising laws.

The division also will be the department's chief liaison with other local, state and federal agencies engaged in environmental matters, and with the staff of the recently established Governor's Council on the Environment.

Smith, 63, is a native of Gretna, and holds a bachelor of science degree in civil engineering from Virginia Tech.

He joined the National Park Service in 1932 as a ranger at the Colonial National Historical Park at Yorktown, launching a long career in park operations and administration.

He served from 1935 to 1938 as assistant chief park ranger and assistant engineer at Yorktown, and then spent four years as assistant superintendent of the Natchez Trace Parkway, with headquarters at Tupelo, Miss., prior to World War II duty with the Army Corps of Engineers. On military duty, he rose to company commander and served abroad in Iran, France and Germany.

After the war, Smith returned as assistant superintendent of the Natchez Trace Parkway, became its parkway engineer, and from 1954 to 1956 was assistant superintendent of the Great Smoky Mountains National Park, based at Gatlinburg, Tenn.

From there, he served six years as chief of operations for the Park Service's Southeast Region, including Virginia, 11 other states and Puerto Rico and the Virgin Islands. He was superintendent of the Cape Hatteras National Seashore, with headquarters at Manteo, N. C., during 1962 and part of 1963.

Smith later became chief engineer in the Park Service office of design and construction in Philadelphia, from

1963 to 1966, then served three years as chief of the office prior to his transfer to northeast regional coordinator in Washington in September, 1969.

In this position, he coordinated and managed programs for planning, land acquisition, water resources, archeological and historical investigation and restoration, and design and construction of physical facilities.

Smith holds the U. S. Department of the Interior's Distinguished Service Award. He is married to the former Mable Turman, a native of Tupelo, Miss.

Robert L. Hundley, 39, an assistant construction engineer for the Department of Highways since 1965, has been named assistant environmental quality engineer in the division to be headed by Smith.

As assistant construction engineer, Hundley has spent much of his time reviewing and assisting in revision of Virginia's road-building specifications to insure high levels of environmental protection in construction projects.

He is a native of Stokes County, N. C., and was graduated from Virginia Tech with a bachelor of science degree in civil engineering in 1953.

Hundley joined the Highway Department's graduate engineer training program in 1955, served as assistant resident engineer at King George from 1957 to 1960, and as specifications engineer from 1960 to 1965, when he became one of five assistants to W. Scott, the department's chief construction engineer.

Hundley is married to the former Leah Raye Coburn of Bishop in Mecklenburg County, W. Va., and they have two children—Robert Lee Hundley, Jr., 8, and Lynn Gregory Hundley, 6. They live at 2709 Wanzer Highway Road at Mechanicsville.

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(From page 12)

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(From page 32)

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Hummel Memorial Field

(From page 35)

flooring; Arban Precast Stone, Inc., furnish precast stone; Page Kerlin, painting.

Others were: Southern Iron Works, Inc., Springfield, structural steel & miscellaneous iron work; Bob Banks Construction Co., Inc., Springfield, excavation; Rose Brothers Co., Arlington, roofing & sheet metal; Brownson Equipment Co., Inc., Richmond, locker benches; Ruffin & Payne, Inc., Richmond, millwork; Virginia Plate Glass Co., Falls Church, glass; Trowbridge Steel Co., Inc., Sterling, furnish reinforcing steel; Wilcox Caulking Corp., Lorton, caulking & jointing.

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"Is Winning The Only Thing?"

(Continued from page 5)

and players representing a university drank beer.

As well as I could make out, except for the two teams representing universities, the other teams were something like rugby clubs, in which the players, in effect, paid for their own uniforms and travel expenses. Evidently the teams carry no substitutes, at least several of these teams had none. A couple of players on one team were unable to play, for whatever reason, and, after this team played short-handed for a while, volunteers from other teams casually wandered out on the field and filled out the complement. A dog, apparently belonging to one of the teams, ran up and down the whole time, but never got in the way of play or attracted any attention — except when he drank water out of the team's bucket.

The intimate interchanges between the spectators and the players gave the whole event a touch of exclusiveness as though players and followers were members of something "in" and private. This is not to suggest that the players and their families felt this (although some of both evidently relished the clubbiness of sharing the insiders' view) but they gave this impression to an outsider perhaps because of the contrast between the amateurism of the sport with the professionalism of the commercialized sports, such as baseball, college and professional football and basketball. Watching a game played for its own sake suggested that long-abandoned cliché "It's not who wins or lost that counts, but how the game was played."

This had become a tired joke on college playing fields before the late Virgil Lombardi articulated the new sports philosophy. "Winning is the only thing." Coach Lombardi was well-praised for re-emphasizing the need for the old American values of discipline and sacrifice as a means toward victory, for stressing the morale element produced through group-unity from group-end. But after the eulogies faded off for this most successful coach, modern professional football, objective non-idolatrous observations began to point out that players were willing to subordinate themselves to become parts of a disciplined group and submitting to the "sacrifices" of intense physical conditions only because they were winning—and collecting large sums of money from post-season games.

This would imply that, at the time when Lombardi was coaching Gre

pay teams to three straight "world" championships, the other 25 teams in professional football were unwilling to endure the discipline and sacrifice necessary to win. But how about when he came to Washington? All observers agreed that the Redskins did submit to the discipline and tortured themselves into physical condition; yet they did not come very close to winning their own weak division. It seems likely that Lombardi had in those years at Green Bay a collection of superior athletes (six members of the defense were perennial all pros) whose precise skills and temperaments blended for the perfect execution of Lombardi's style of play which was perfectly adapted to that era of football.

Not to consider the Green Bay personnel—not only the individual talents but the rare blending of those talents—would imply that the will to win, based firmly on the discipline and sacrifice necessary to achieve victory, could make all teams winners. There is a negative implication here also: discipline and sacrifice are worth it only if the winner, since "winning is the only thing."

Several years before the U.S. blundered into the war in Vietnam, and after the French defeat, a North Vietnamese general predicted that no democratic government would support a protracted war in Asia because the Western democracies demanded quick victories, leaving out all the pros and cons of America's position in Southeast Asia and the aims of the government, the North Vietnam general accurately appraised the temper of a people who could not want to break off and get out when victory grew elusive. Of course, there were other factors besides merely win or lose, but there always are in wars, and Americans never grew sensitive about their brutalities while they were winning.

That is, this "winning is the only thing" philosophy can have profound adverse side-effects. The old-fashioned words of "valor" and "gallantry" are usually associated with the usually old-fashioned words of "fortitude" and the courage "to endure." There is more a suggestion of standing up to defeat in these words than there is of "enduring" for victory. Man endures, sacrifices and disciplines himself because this is the role that life usually demands of the civilized adult.

The present cult of winning was not invented by Coach Lombardi: three championship teams in a row caused him to become the personification of the cult that has grown enormously in time on earth. It always was pleas-

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ant to win anything—from a child's foot-race to an adult's tennis game—but in life one must learn also to lose, with grace, and there are deeper American values than those behind Coach Lombardi's will to win: that is the courage to play the game the best one can, win, lose or draw. At the rugby game, I was reminded of all the games we used to play in that spirit long ago with our informally organized teams. I remembered some games we won, some we lost, and some I could not recall how they came out; but, looking back, the victories or the losses had no affect on my life, which was enriched by the enjoyment of the sports.

Now college teams proclaim themselves "Number One." Number One in what?—in the quantity and quality of athletic performers who have been recruited and subsidized to represent an educational institution, in the same way that hired gladiators "represent" Washington or Baltimore. That in many colleges these subsidized athletes are segregated from the student body as a whole, and subjected to the regimen that the more favored will be subjected to later when they become forthright professionals, means nothing as long as they win. When they don't win, the coach is fired and more intensive recruiting seeks to sign up larger bodies and faster legs, better prospects for assuring old Cromagnon State of being a winner.

But in every game somebody has to lose. Are the losers to turn in their uniforms and go into hiding? Since one team only can be number one among hundreds of colleges, have the men on the other teams all played for nothing?—or only to reap the shame of being Number One-Hundred and Eight? It is apparently rhetorical to ask: does the game mean nothing as a sport? for the sake of playing it? When a game becomes commercialized to the extent that its pay-standards become inextricably involved with tele-

vision profits, the players become part businessmen and part entertainer (with stars, featured players, etc.) and the "game" becomes a "sport" in name only. How close is a televised football game to the dictionary definition of sport?—"that which diverts . . . some particular play, game or mode of amusement, as a diversion of the field."

The rugby game, in meeting this definition, suggested how far our commercialized sports have diverged from the original purpose of "diversion," for players and spectators. Since the vast popularity of pro football and the new popularity of pro basketball result from television money and television exposure, the television commentators approach each game with a pious gravitas apparently intended to magnify the physically brutal clash and frequent dull play into some epic event on which hangs human destiny. Although many plays fail because of stupidity or ineptitude, and many succeed despite mistakes or because of some defensive player's lapse, the outcomes are analyzed on a scale that military historians might bring to Napoleon's strategy and tactics—without, however, the historian's admission that decisive turns resulted from chance or luck. Sometimes, when a game is so dull that the commercial breaks finish off your wandering attention, just listen in detachment to one of the more impassioned commentators recounting the boys' game turned into big business and his zealous rhetoric will become the most appalling commentary on the displacement of values in commercialized sports.

Can it be, as thoughtful observers of the scene point out, that American lives are at once so empty and so over-ridden by anxiety that the citizen must be provided with neo-Romanesque "circuses," whose gladiators (as Rome) are exalted into positions of celebrity and financial affluence? In the pressures of American life produce such tensions that "relaxation" can be found only in vicariously experiencing the tensions of athletes under pressure to win? Whatever the reasons behind the mass opiates of commercialized sports, the little band of rugby enthusiasts show there are some for whom a game can be truly relaxing both for players and participating spectators. As for this one spectator, I didn't know one side from the other, who won or lost, and it was thoroughly enjoyable.

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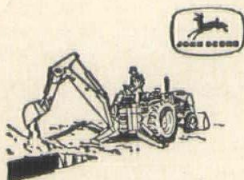
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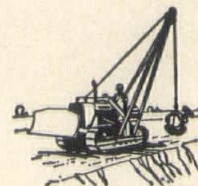
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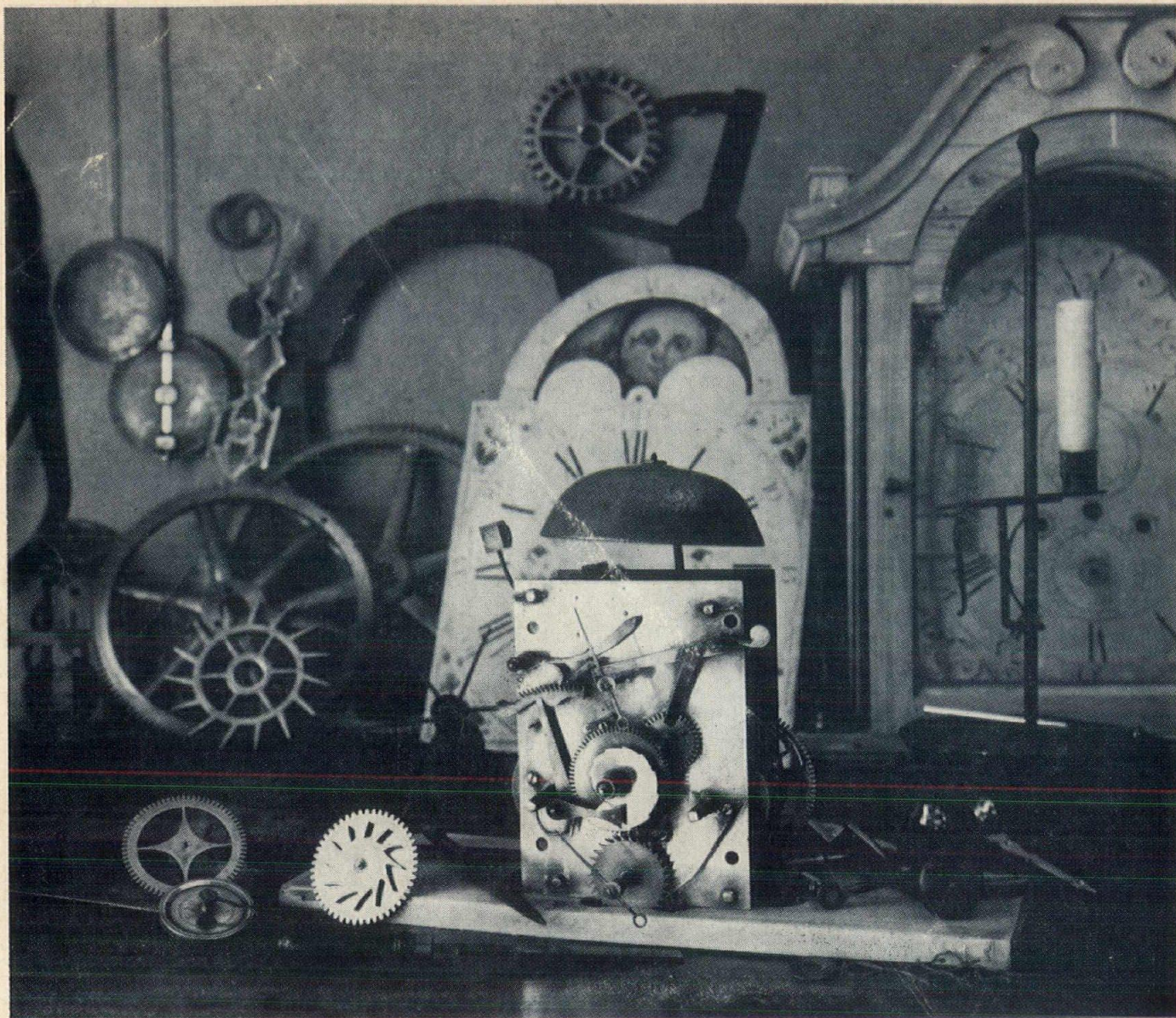


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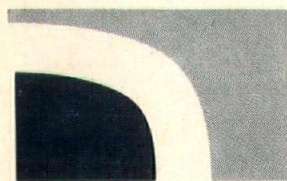
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