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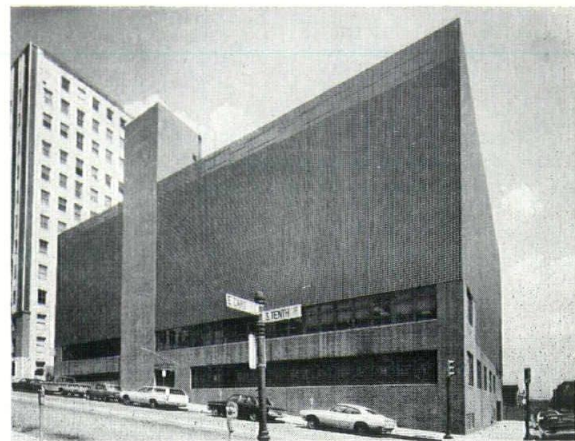
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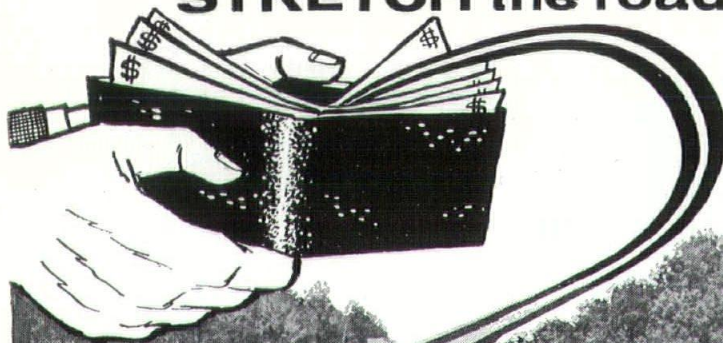
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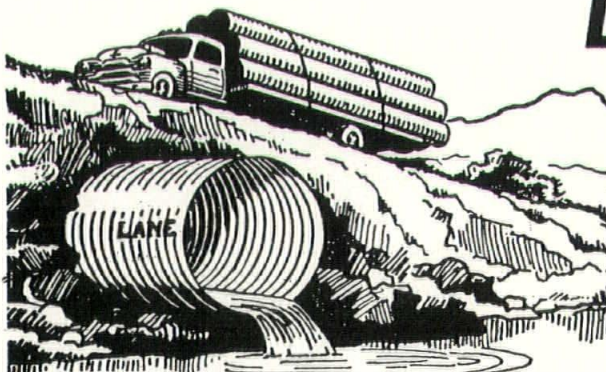
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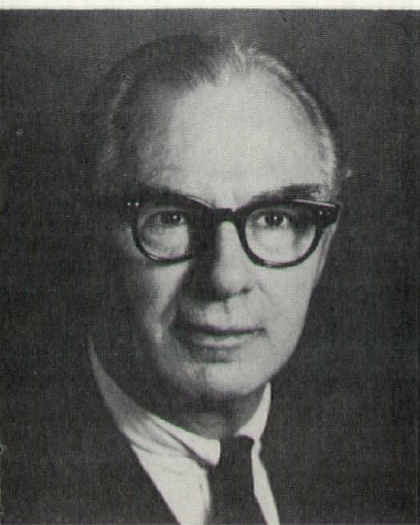
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Clifford Dawley

"You Made Me What I Am Today"

JOHN P. Roche wrote in his column about those college students who demand academic credit for "relevant" work off campus. Already the Federal action program has enrolled more than 1,000 students from 24 colleges for this experiment. While for a long time some students have complained that classroom activities stifle their creativity—and for certain students in certain colleges this is undoubtedly true—the more general recent complaint, as voiced by a student in the *New York Times*, is that "classroom experience becomes meaningless after a while and you look for ways to put your learning in the context of the real world."

Despite the Federal action program, the catch in off-campus activities for credit is, as Roche pointed out, for the course to be academically valid the student must have faculty supervision and consultations, with an oral examination and a written thesis at the end of the period's activity. Some independently working students would function extremely well under this method—although a time-consuming hardship would be worked on the supervising faculty member (or members)—but it is unlikely that many will find credit-deserving "relevance" in "putting their learning in the context of the real world." For the truly "relevant" experiences in the "the real world" are not of a nature for which academic credits are usually given.

Mr. Roche mentioned the three most significant experiences in his life—three years in the army, marriage and parenthood. Most adults would count one or more of those or similar experiences as among the outside classroom activities that put them in the context of the real world, but for which they would scarcely expect academic credit. A personal experience of mine which lasted 20 months—all of 1931 and two-thirds of 1932—was in the depths of the Depression, and any classroom anywhere would have been preferable. For those of us who went through that kind of experience in "the real world," we'd be inclined to say the students don't know when they're well off.

However, today we hear that the effects of affluence, in freeing students from the fear of want, are to make some of them superior to the work ethic. This attitude results in the lack of interest in, or drive toward, accomplishment. Here is meant accomplishment not only in a specific ambition but (in the humanistic psychology phrase) the "self-actualization" which is a striving to realize as many as possible of one's potentials for living. Without this vitalizing sense of accomplishment, and in today's prolongation of adolescence that gives the student-youth a cult status of separatism from the adult world, it is natural that "classroom experience becomes meaningless after a while." But it does not follow that an off-campus activity as a substitute for the classroom will necessarily "put learning in the context of the real world."

Erazim V. Kohak, writing in *Dissent* of his strongly partisan sympathies with student-youth, explains why this is so: "A student's personal identity is first of all that of a student—and if this is experienced as trivial or insignificant, no amount of marginal activity can replace the self-esteem lost through depreciation of the primary role."

(Continued on page 60)

AMONG THE UNSUNG HEROES

YOUR VIRGINIA DEPARTMENT OF HIGHWAYS MAINTENANCE MEN



One of Virginia's 5,000 State Highway Maintenance Men: B. T. Kay of Caroline County

WHEN you speak of unsung heroes, count the highway maintenance man among them.

Like the legendary postman, not even the rawest of nature's elements deter him from his appointed rounds.

Through the icy days of mid-winter and the long-broiling days of summer, hour after hour, sometimes around the clock, the man who takes care of Virginia's highways goes about his job with little fanfare.

He operates an 18-ton rotary snow plow, or a lawnmower; he patches a pothole, or fixes a bridge; he cleans a huge informational sign on the interstate system, or he picks up litter discarded by passing motorists; he clears a drainage ditch, or he puts a road back together after a rampaging flood. He does it all with swiftness, generally with preciseness.

It's not a "man," of course. It's

more than 5,000 men, working in every county in the state through the Department of Highways' 257 area maintenance headquarters.

C. O. Leigh of Richmond, the department's chief maintenance engineer, explains the assignment simply: "Our job as it exists today is to operate and preserve Virginia's highway system."

The system is extensive. With 51,000 miles, it's the nation's third largest network of state-maintained roads. Only Texas and North Carolina have larger state systems. Last year, Virginia's road maintenance costs totaled \$69.3 million. The funds came from state gasoline and other highway-user taxes.

"We have established three general objectives to be sought in carrying out our assignment," says Leigh, a civil engineer educated at the University of Florida and who, at 44, is among the

youngest state road maintenance engineers in the country.

The objectives, says Leigh, are: "To provide for the comfort, convenience and safety of the traveling public; to preserve the public investment in roads, bridges and related facilities, and to expand our resources with continuing emphasis on economy."

For many years, the importance of sound highway maintenance has been widely recognized. But that wasn't always true.

In the early years of this century and before, one of the basic problems with road operations was that of adequate maintenance. Under the former system in which each county was responsible for its own roads, little attention and too few funds were available for maintaining highways and bridges.

That was one of the reasons

General Assembly in 1906 established the first State Highway Commission, which served initially as an advisor to the counties and in 1918 was extended to include a department of highways. And, in 1918, the first state highway system was established by the legislature. It totaled 4,000 miles, and linked the larger population centers. A year later, in October 1919, George P. Coleman, then Virginia's highway commissioner, wrote to Governor Westmoreland Davis about maintaining the new state system "I cannot lay too great emphasis on the necessity for the maintenance of the highways after their construction. It is exceedingly important that the subject of adequate provision for maintenance should be given careful consideration, or else it may become necessary for the (Highway) Commission to materially restrict the tonnage of loads which are to be transported over our highways," Coleman wrote to the governor.

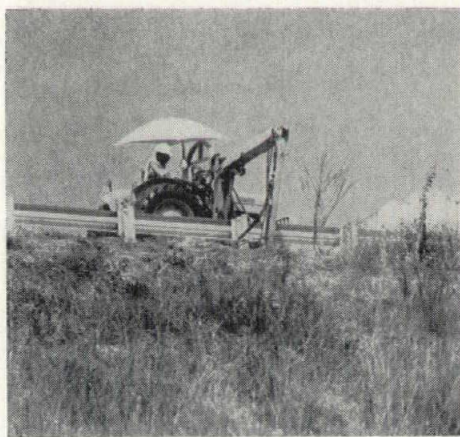
There were, in those days, some 2,000,000 Virginians, and they owned 100,000 motor vehicles. On a typical day, motorists drove 1,400,000 miles on the state's roads and streets. Much of their driving was difficult, for it occurred on narrow, unpaved roads that were alternately dusty and swampy. Coleman, for example, was concerned about roads like the Richmond-Washington highway, the old and often muddy predecessor of US Route 1 and an important segment of the first highway system. In 1919, the entire road was gravel and soil except for two short stretches, one of concrete just south of Alex-

andria and another of macadam just north of Richmond. During rainy weather and thaws, countless motorists had to be pulled through the mud, and the road was not to be completely paved until 1927.

Indeed, as late as 1926 the old Valley Turnpike between Winchester and Staunton remained the only hard-surfaced road of any substantial distance in the state system.

Although Coleman spoke in an era which was vastly different in many respects, he correctly saw the urgency of protecting and preserving highway facilities. And his warning was heeded. With the passing of years and the growth and development of the state, road maintenance operations have become steadily more essential.

Virginia's population now totals



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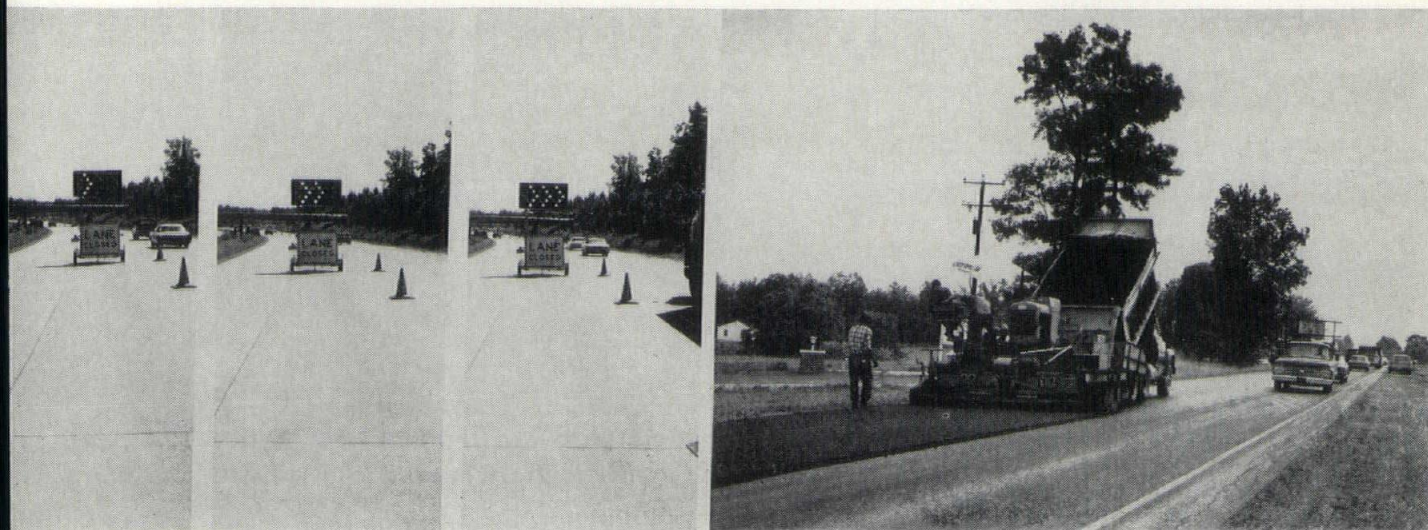


Cost of Collecting Litter Exceeded \$1,000,000 Last Year

some 4,600,000, and its citizens own more than 2,200,000 vehicles. Travel on an average day alone amounts to more than 75,000,000 miles, far exceeding travel for a month's time in 1919.

The Highway Commission commented recently in its 64th Annual Report about modern maintenance activities. It said:

"By its nature, maintenance is a positive sort of work. But consider it negatively. If snow piles up and isn't plowed in winter, the wheels of commerce—as well as the wheels of cars—move slowly, if at all. If repairs aren't made quickly after such disasters as floods, few other emergency operations in a stricken area can proceed either. If smooth-riding surfaces and proper shoulders aren't maintained on older roads, travel is anything but pleasant, unnecessary accident hazards may develop, and erosion



Left, flashing arrows direct motorists at maintenance operations on roadways of heavily traveled Interstate routes. Right, resurfacing older roads provides smooth, safer riding pavements for motorists.



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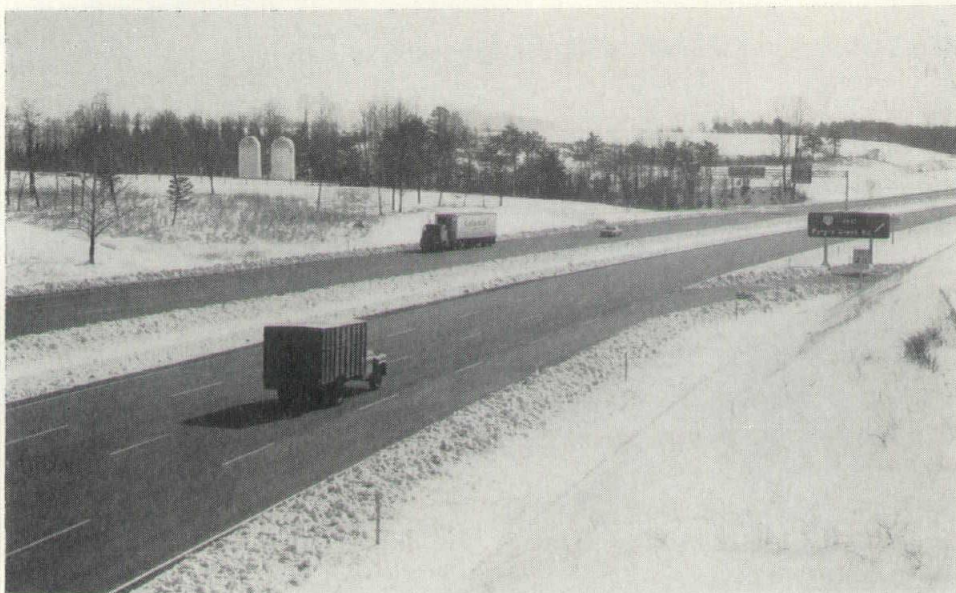
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undermine the roadway itself. If highway signs aren't cleaned and kept all and replaced when damaged, there will be confusion and inadequate information for motorists. If worn pavement markings—such as the lines along the center and edges of the road aren't repainted, motorists will be without valuable guides upon which they have come to rely. If rest areas and waysides aren't well kept and attractive, travelers will shun these facilities which contribute to the pleasure of driving and help them to find relaxation. If litter and other debris isn't collected frequently from along the highways, the scenic beauty of the Commonwealth and the enjoyment of travel would be greatly diminished.

But the snow is plowed, the repairs are made, the roads are resurfaced, the signs and rest areas and



Top photo: Bare pavement as quickly as possible is the objective for state's major roads after winter storms; farm-type silos in background contain snow-fighting chemicals.

Center: Snow Fence helps to keep roads clear during winter storms.

Bottom photo: Without prompt snow removal operations, much of Virginia slows to a virtual standstill after major winter storms.



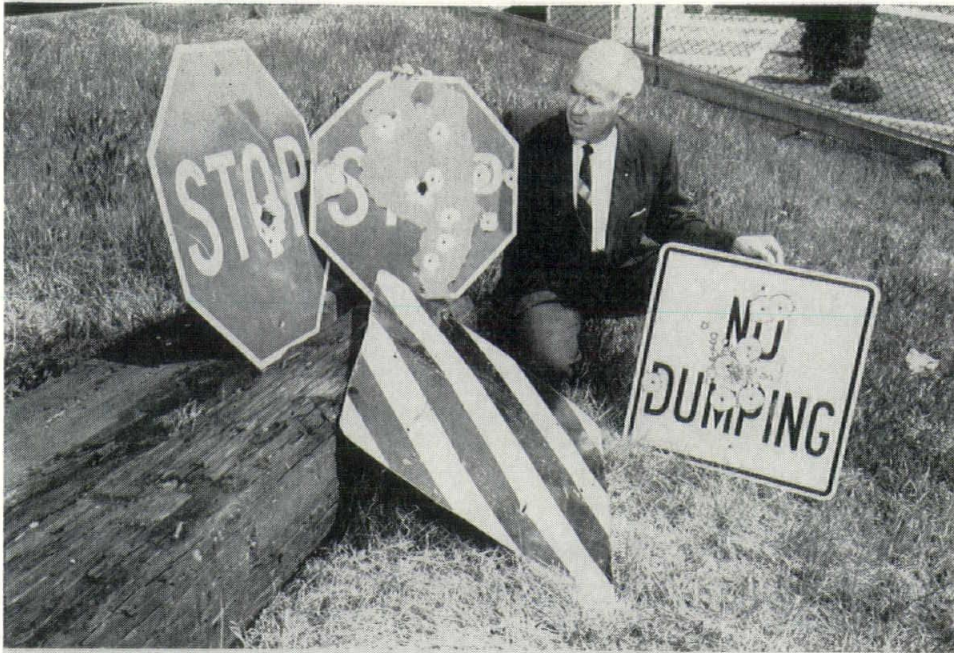
waysides are cleaned, the pavement markings are restored, the litter is hauled away. It's all in a day's work," the highway maintenance man," the Commission said in its report.

Over the years, the maintenance program has grown with the state's highway system itself. By 1930, the road system had increased from its original 4,000 miles to 7,500 miles. In 1932, it jumped almost overnight from 7,500 miles to 44,977 miles, when the General Assembly established the state secondary road system, permitting counties to turn their local roads over to the State Department of Highways. Most counties did so.

During the years of World War II, maintenance activities were restricted by shortages of manpower, equipment and materials. The ingenuity of the small maintenance staff remaining in the department kept together a usable road system, but a backlog of needs was accumulating.

Shortly after the war, the highway





Top: Sign vandalism caused these highway markers to be replaced long before it should have been necessary. Frank Isbell, a district traffic engineer for the Virginia Department of Highways, shows the kind of sign treatment that costs the taxpayers more than half a million dollars a year, plus the danger where signs are knocked down or made unreadable.



Center: Highway employees maintain some 243,000 signs on state's road system; here a large sign on Interstate 81 gets special cleaning.



And bottom: Highway workers replace damaged sign.



"Snooper" at Work: State Department of Highways utilizes this kind of vehicle for bridge inspection. Arm and platform extend over and under bridge for close-up checks.

missioner at the time, James A. Anderson, set a new goal for the department's maintenance forces: "Not a school day lost because of mud." In the late '40s, muddy roads remained a problem in many areas, and Anderson's idea was to solve the problem while at the same time providing a new objective toward which maintenance crews could strive, with the war-time restrictions lifted.

Today's highway maintenance operations extend over a wide range of chores. The achievements of the past year were typical. Some 730 miles

of interstate, primary and major secondary roads were resurfaced at a cost of more than \$7.5 million, and lighter bituminous surface treatments were applied to nearly 5,000 miles of other roads at a cost of \$7.6 million. Repairs were made to 655 bridges, and 182 bridges on the secondary system were strengthened so that their capacities could be increased to 10 tons or more. Maintenance men cleaned 243,000 highway signs, collected tons of litter, and plowed tons more of snow. They worked day and night to restore roads and bridges

damaged by the fierce floods spawned by Tropical Storm Agnes.

What's ahead for the maintenance program?

Leigh, the state's top road maintenance engineer, sees a continuation of the accelerated emphasis on traffic service elements of the program, such as snow and ice control, signs, rest areas, and highway lighting. There will be an increasing emphasis on preventive maintenance.

As highway material and equipment become more sophisticated, maintenance activities will grow more sophisticated, too. New problems will arise,

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they will demand new solutions, Leigh says.

A decade ago, for example, few people were fully aware of the danger of vehicles hydroplaning on wet pavements. Hydroplaning sometimes occurs when a layer of water builds up between the tires of a vehicle and the roadway at certain speeds, and then total hydroplaning happens. Traction is lost and uncontrollable sliding may result. Highway engineers have found a solution: the cutting of small longitudinal grooves into sections of roadway where hydroplaning becomes a problem. The grooves provide a means of escape for the water, and help in providing extra traction for tires.

In the years ahead, the continuing highway research program undoubtedly will lead to other new techniques for traffic safety, and for other phases of the maintenance program as well. Chemical growth retarder for grass will become more economical than mowing. Erosion control and landscaping, long part of Virginia's highway program, will assume still greater importance.

Maintenance engineers will seek additional methods of minimizing inconvenience to motorists. Already on several heavily traveled roads, Virginia's highway maintenance forces have performed certain routine work, such as pavement marking, at night when traffic is lightest.

So-called 'midnight maintenance' during the off-peak traffic hours on high-speed roads may become the rule rather than the exception," Leigh says. Certainly, as traffic increases new methods will have to be developed to insure that emergency work can be performed rapidly and routine maintenance can be done with little or no interference with traffic," he explains.



Top: Lighting was recently installed on heavily-traveled Shirley Highway (Interstate 95) in Northern Virginia; future probably holds prospect of increased urban highway lighting.



At right: What's Ahead: More routine maintenance performed at night during off-peak traffic hours.

What it all means is that the highway maintenance man will continue in the forefront of those every-day heroes whose work helps to keep Virginia moving.

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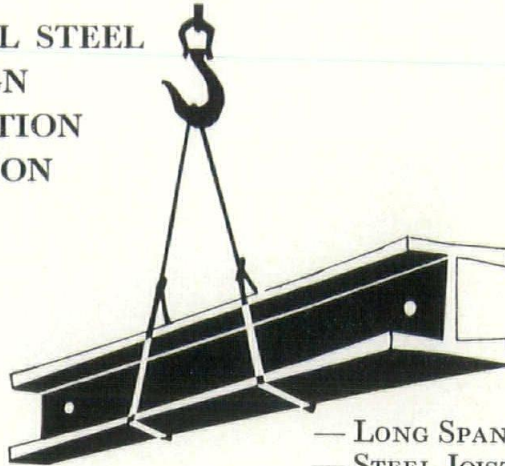
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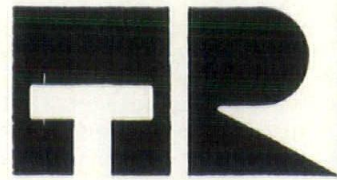
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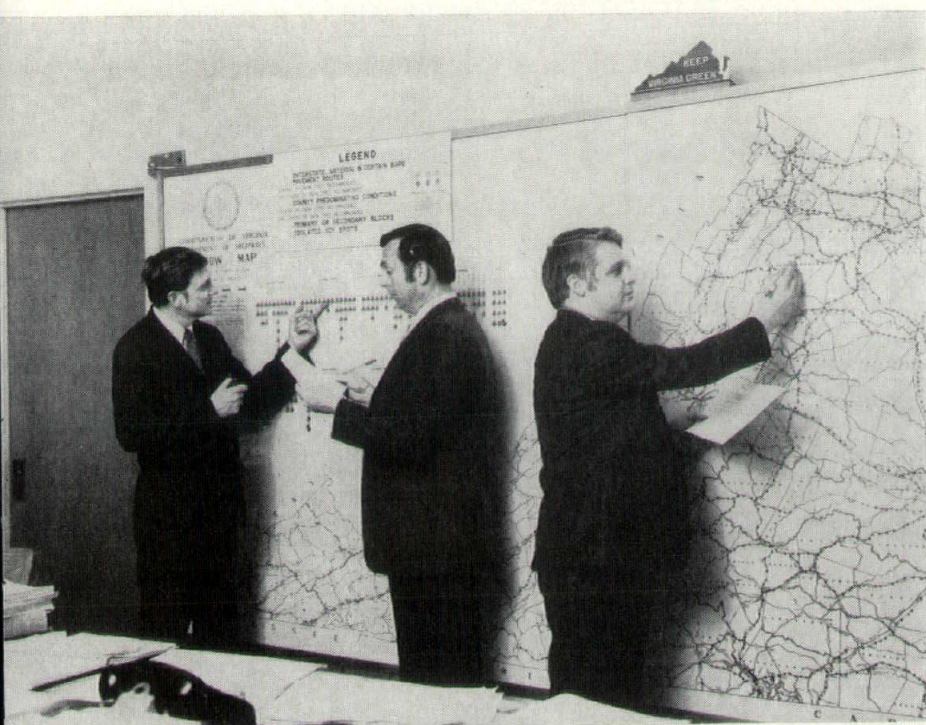
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Maintenance Engineer C. O. Leigh (left) With Assistants R. L. Fink (center) and Paul F. Picchini Operate Electric Map on which snow, other emergency road conditions are plotted.

C. O. LEIGH HOLDS TOP MAINTENANCE JOB

✍ The man who directs the state's highway maintenance operations was born in South Carolina, grew up and was educated in Florida, and chose the Virginia Department of Highways for his engineering career.

He is C. O. Leigh, 44, who since last September 1 has been maintenance engineer for the department, succeeding John M. Wray, Jr., when Wray was promoted to director of operations.

When Leigh moved into the state's top road maintenance job, he already had more than two decades of work in Virginia's highway program.

He joined the department immediately after graduation from the University of Florida with a Bachelor's Degree in civil engineering in 1949. Under the Highway Department's graduate engineer training program, Leigh worked in all major engineering divisions of the department before his assignment as assistant resident engineer at Charlottesville in 1952.

Later, he worked as assistant resident engineer at Warrenton (1953-57) and was promoted to resident engineer and assigned to the Waverly residency office of the department in 1957.

Leigh remained in that assignment until mid-1963, when he became director of a maintenance research project at the Virginia Highway Research Council in Charlottesville. The council is sponsored jointly by the Highway Department and the University of Virginia.

The research project involved a comprehensive review of maintenance operations, manpower, and equipment, looking to greater economy. It was given high priority by the State Highway Commission and administrators of the department, who considered as imperative the need for achieving high levels of efficiency and economy in road maintenance operations, expanding to serve the growing interstate and arterial systems.

Upon completion of the study, Leigh was appointed an assistant maintenance engineer on Wray's staff in Richmond, a position in which he helped to implement recommendations stemming from the research study.

But it also became a position in which he helped Virginia to recover from two of the most devastating natural disasters ever to strike the state's transportation facilities—the flooding caused by Hurricane Camille in August of 1969 and, three years later, by Tropical Storm Agnes in June 1972.

The Camille flooding destroyed or heavily damaged 200 miles of roads and

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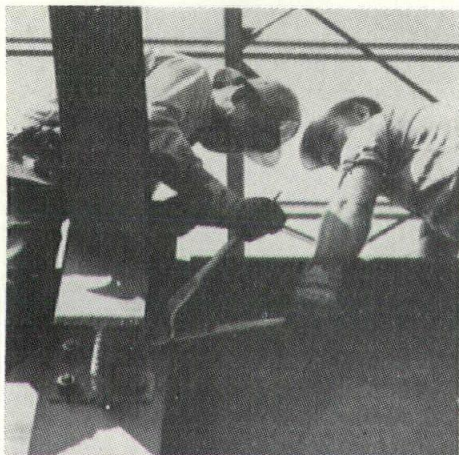
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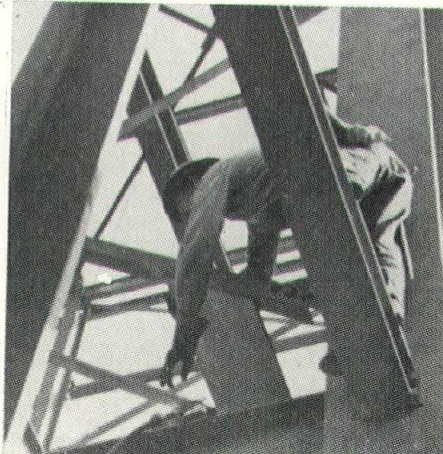
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94 bridges, with the losses amounting to \$20 million. Flooding caused by the Agnes storm left 600 miles of roads destroyed or damaged, and 100 bridges were left useless — washed away, severely damaged, or without passable approaches. Losses to the state's highway system that time were set at \$16.2 million.

"In each of those instances, one of the principal concerns was to restore usable traffic facilities at the earliest possible time, so that other emergency services could be conducted as smoothly as possible," Leigh recalls. More often than not, the highway facilities were reopened through temporary repairs within a matter of a few days and frequently within a matter of hours after the flood waters subsided.

"The flood recovery efforts, so far as highways and bridges are concerned, really stand as a tribute to our maintenance forces throughout the state, and to their courage and their determination to return the damaged facilities to public use quickly," Leigh says.

Leigh is a tall, slender engineer whose hobbies are fishing and wood working, and who occasionally finds time to enjoy the James River in the Richmond area in his two-man kayak.

He is married to the former Mary Lee Riley of Staunton. They are the parents of a son, James, who is a business major at the University of Richmond, and a daughter, Jackie, a junior at Douglas Freeman High School in Henrico County.

Leigh is a member of the American Society of Civil Engineers, the Southeastern and American Associations of State Highway Officials, several committees of the Highway Research Board of the National Academy of Sciences, and the church council of Epiphany Lutheran Church in Henrico.

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PIONEERING STUDY BEGAN IN 1963

Early in 1963, with motorists' of Virginia's roads growing and development of the interstate system all under way, the state's highway officials began a pioneering study to develop improved management for road maintenance.

They wanted to attain higher levels of efficiency and economy in planning, organization, control and evaluation of maintenance work, and the findings of their study not only have strengthened Virginia's maintenance operations but have served, as well, as a pattern for a number of other states. "The situation was quite clear," recalls Highway Commissioner Douglas Fugate. "We had to find new methods of assuring efficiency and economy in our maintenance program if we were to retain funds enough to meet the minimum construction requirements."

"This had become increasingly evident and steadily more serious as long lines of the interstate system were added to traffic," he explains.

"These interstate routes, particularly, serve large numbers of motorists accustomed to fast, safe, uninterrupted travel, and we felt it was imperative to maintain maintenance throughout the year at a very high level in scope and effectiveness. And the budget available for reaching that objective wasn't limited," Commissioner Fugate adds.

It was against this background, a decade ago, that the State Department of Highways set about its maintenance pioneering.

A management consultant was employed to provide assistance and guidance for employee task forces organized and directed by the Virginia Highway Research Council. The council, located at Charlottesville, is sponsored jointly by the Highway Department and the University of Virginia, and is the department's continuing research branch.

It had gained international recognition for its studies of methods to reduce pavement slipperiness, and had been engaged in consideration of

other aspects of highway construction, maintenance and operations. Officials considered it uniquely equipped to direct the new maintenance study.

The project began on June 1, 1963; it was completed on November 30, 1966. Specific objectives were established to:

- * Determine the maintenance work load.
- * Establish performance standards.
- * Review existing maintenance planning, scheduling, operations, and control procedures.
- * Investigate the quality and consistency of performance, in relation to providing adequate traffic service in an economic manner.
- * Establish guidelines for recruiting and training maintenance personnel.
- * Establish guidelines for continuing maintenance research of new problems and techniques as they occurred.
- * Develop a maintenance management system which would provide for the data collection and analysis

necessary for proper planning, controls, and evaluation.

- * Develop training objectives, policies, procedures, and materials designed to guarantee proficiency of maintenance management and supervisory personnel.

"We wanted thorough, candid answers, and the study furnished them," says Commissioner Fugate. "Generally, the recommendations which have been implemented center on four major areas—the maintenance organization itself, planning for maintenance operations, reporting and data feedback, and the training program," he explains.

The study indicated that with the increased size and complexities of highway maintenance, certain additional supervisory positions were needed. The job of residency maintenance supervisor, with responsibility for several counties, was established, for example. So was the position of assistant district engineer for maintenance in the state's eight highway district offices. Some other jobs were up-

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graded; some were phased out and eliminated.

While maintenance planning had been customary in the past, the study brought a greater degree of sophistication to the process. Using standard values for amounts of work and productivity rates, for instance, officials now are able to plan in detail the volume of work required in each area of the state for each fiscal year.

This yearly plan is then divided into amounts of work to be done each quarter, and it is further refined in the department's 53 district and residency offices until it becomes a written weekly work schedule.

And a new reporting system provides monthly and quarterly reports to show how performance compares with plans.

The management study also led to development of an expanded, more comprehensive training program for

maintenance employes. Appropriate training guides and other materials have been prepared, and are used widely. The first in a series of training aids for equipment operations, an example, was a guide prepared in cartoon style on trucks and motor graders. The department's training staff called it "Supervisor Sam Talks to Truck Drivers," and Sam one night became a key member of the maintenance staff, with his series of messages given in a breezy, readily understood manner.

Other training materials have covered such subjects as plan reading, bridge inspection procedures, bridge repairs, roadway surface repairs, and drainage maintenance. There's even a self-teaching course in mathematics.

The continuing analysis of maintenance program which emerged from the study is considered by Commissioner Fugate to be as important as any other result. It is provided chiefly through recording and evaluating information on work performance and is described by the Highway Commissioner as "an enormously vital part of the entire program."

"We are well embarked on what must be a continuing effort. It is not become a matter of making the study one time, making some procedural changes, and then forgetting," he explains.

The new methods permit the department to plan and schedule maintenance operations more effectively relating performance to work actually accomplished. They also permit maintenance funds to be allocated more directly on the basis of the work to be done, and place the department in better position to continually improve maintenance methods, to launch training programs on specific needs and to produce savings in costs.

"Frankly, I don't expect marked reductions in our overall maintenance budget, because increased traffic and increased road mileage continue to place new demands on the maintenance program," Commissioner Fugate says. "Instead, this strengthened management system will be a substantial factor in controlling the growth of the maintenance budget."

Savings realized in this way, he explains, are directed toward offsetting costs for the expanded maintenance program and permit higher level maintenance. With the latter, he says, will come "safer, smoother, more attractive and more efficient highways and this, in the end, is why we have a maintenance program."



Department of Highways Operates Safety-Service Patrol Around-the-Clock on Heavily-Traveled Interstate Roads in Northern Virginia on Many Other Interstate Routes on Major Holiday Weekends.

VIRGINIA DEPARTMENT OF HIGHWAYS SAFETY SERVICE PATROL

You're driving home on a busy highway after an exhausting day at work. It's rainy and cold, and fog is settling in for the night. Suddenly, your car sputters and stalls, and you coast to a stop on the roadway shoulder.

It's a frustrating sort of experience, as an Alexandria motorist says, "You should be prepared for a one- to three-hour wait until help can be provided."

But for him on the night of February 1, the wait was counted in minutes, and he was on his way again. When I thought all was lost, a steadily flashing yellow light appeared," he wrote to the Virginia Department of Highways.

The flashing light was on a truck assigned to the department's Safety-Service Patrol, which began around-the-clock operations on the Capital Highway early in January and has been extended to the Shirley Highway between Woodbridge and Shirlington.

The same night, an Annandale couple was driving home in the fog from the Airport.

"... We ran out of gas just as we reached the exit ramp. We had barely made it to a stop on the shoulder when one of your emergency trucks pulled up a few yards ahead. Within five minutes, we had received a gallon of

gasoline and were on our way to a filling station," the couple wrote to the department.

And a Springfield woman wrote:

"A flat tire on a rainy day on a busy highway is a demoralizing experience. On February 2, I was marooned on Route 495 near Springfield, lamenting my situation, when one of the Virginia highway safety crews drove up."

She said the patrol crew changed the tire, after studying the driver's manual for her foreign-made car. "They worked steadily for over 20 minutes in the miserable rain," she wrote the department.

The letters are typical of those being received by the Highway Depart-

ment from motorists who've been aided by the new patrol. "We're pleased, of course, to be able to provide this service, and the response from citizens has been very encouraging," says Donald E. Keith, the department's resident engineer in Northern Virginia.

For a number of years, Virginia's highway officials and state police have considered person-to-person contacts as the most effective means of furnishing emergency communications for stranded motorists on high-speed interstate highways.

That was the basic conclusion in a study they made for the Virginia General Assembly in 1969. In the report, the highway and police officials pointed out that such personal con-

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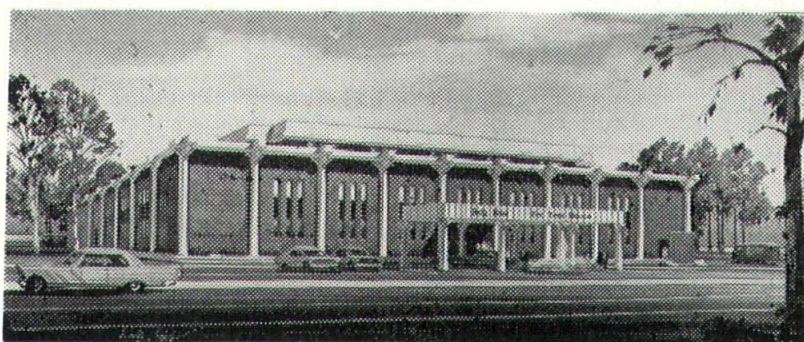
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tacts insure an accurate identification of a motorist's needs, and eliminate the nuisance of false alarms.

But such a program of assistance is expensive, and sometimes it's difficult to spare enough qualified employees to provide high-level service, the department said.

For the past several years, the department has operated a Safety-Security Patrol experimentally on major holiday weekends along some 100 miles of Virginia's interstate system.

With the experience obtained during those periods, highway officials decided to initiate the service full-time on the 22-mile Virginia segment of the Capital Beltway in January. Six patrol trucks were assigned to around-the-clock duty. Employees were hired specifically for the patrol. And a truck has now been assigned to the Shirley patrol.

During January and February, patrol units on the Beltway made 2,614 stops to offer aid to motorists. Most stops were in response to motorists having motor or tire problems or in need of wrecker service, gasoline or directions. Cost of the patrol is averaging about \$9,000 a month on the Beltway, the department said.

The patrol trucks have two-way radio contact with state police and with a Highway Department base station. They carry emergency supplies of water and gasoline, first aid equipment, and flares, flags and traffic cones for use in emergencies. The patrol crews provide minor assistance immediately, or relay requests by radio for additional aid if required.

The Beltway and the Shirley Highway are Virginia's two most heavily traveled roads. The average daily traffic volume on Virginia's segment of the Beltway exceeds 75,000 vehicles. Traffic on the section of the Shirley Highway covered by the patrol ranges up to about 100,000 vehicles daily.

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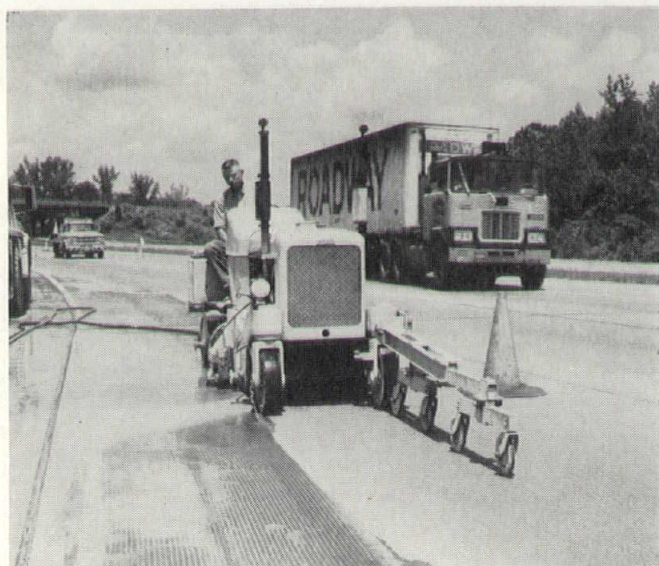


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HYDROPLANING REDUCED BY GROOVING



Roadway grooving helps control hydroplaning on wet pavements, reduces accidents.

Wet pavement accidents decreased by 83 percent on a segment of Interstate 95 in Spotsylvania County after a roadway grooving project to reduce the danger of hydroplaning last year, the State Department of Highways said in an April release.

J. P. Mills, Jr., the department's traffic and safety engineer, said the grooving project on a 3,600-foot stretch of I-95 at the Matta River was completed in the spring at a cost of about \$20,000.

The department's study, undertaken to aid in evaluating the effectiveness of the grooving technique, compared accident experience for the six months before and the six months after the project was completed.

During the period prior to the grooving, six traffic accidents occurred while the pavement was wet and a total of eight accidents were recorded altogether on the segment of highway. In the six months after the work, only one accident occurred in wet pavement conditions and the total number of accidents dropped to four. There was one fatal accident in the "before" period and none in the six months after the improvement.

Traffic on that section of I-95 rose from an average daily volume of 25,780 vehicles in 1971 to an estimated 27,260 vehicles daily in 1972.

Mills explained that the Highway Department began several years ago experimentally placing tiny longitudinal grooves in roadways where hydroplaning appeared to occur. He said that hydroplaning sometimes results when a layer of water builds up between the tires of a vehicle and the roadway at certain speeds, often from 40 to 60 miles an hour. When total hydroplaning occurs, traction is lost and uncontrollable skidding may result, he said.

The grooving process, first developed for use on airport runways, provides a means of escape for water on the roadway, and aids in providing extra traction for vehicle tires, Mills said.

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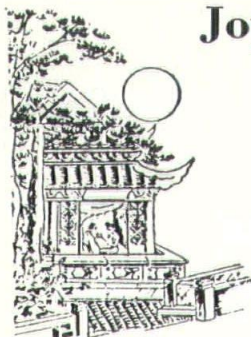
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3-4 "HAPPY BIRTHDAY — U.S. CELEBRATION,
Gypsy Hill Park, Staunton

The original idea behind the celebration was conceived by the Statler Brothers, world-famous country and western singers, who reside in their home town of Staunton. Upon receiving more requests from local civic organizations to perform for charity than they could possibly fulfill, they concluded that a large, once-a-year event where civic groups could set up booths would be the answer; thus, the birth of "Happy Birthday — U.S." Each year the Statler Brothers and their special guests have given freely of their time and special talent to be the featured entertainment at the event show on July 4th. This year will mark the fourth annual celebration of the event which continues to grow in zest and size. The city has announced that Johnny Cash, with his tire show, will be the Statler Brothers' special guests for 1973 celebration. (Information courtesy of R. A. Farr, Mayor, City of Staunton.)

4 ANNUAL OPEN HOUSE, Filene Center, Wolf Trap Farm Park for the Performing Arts, Vienna

July 4 Open House features the U.S. Air Force Band and the Singing Sergeants, 2 p.m.; The Airmen of Note Band, 4 p.m.; The Wolf Trap American University Academic National Youth Orchestra, 7 p.m. Free, no tickets.

4 ANNUAL FIREWORKS DISPLAY, Fort Lee

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15TH ANNUAL BIG BEND JOUSTING TOURNAMENT, Millboro Springs

Held the first Saturday after the 4th, this form of jousting tournament is said to be the oldest equestrian sport practiced by the English settlers in North America. Pageant and Tourney over a 150-yard course offers unusual entertainment and photo opportunities. Top contenders from across the state. Dinner on the grounds, country style, 3 p.m. Mrs. W. A. Edwards, Millboro Springs, Virginia 24460. (703) 997-5434.

14 MISS VIRGINIA PAGEANT, Roanoke

The Miss Virginia Pageant will be held July 12, 13, 14 at the Roanoke Civic Center auditorium. This is a scholarship pageant for girls in the state. It consists of three nights

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of competition in talent, swim suit, and evening gown. Roanoke Valley Chamber of Commerce, P. O. Box 20, Roanoke, Virginia 24001. (703) 344-5188.

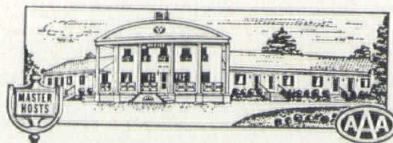
21 8TH ANNUAL CHICKEN BAR-B-Q, Colonial Beach

Thousands flock to this sandy shore for succulent pit-cooked barbequed chicken in the Potomac River resort town. James D. Karn, Secretary, Colonial Beach Chamber of Commerce, Colonial Beach, Virginia 22443. (703) 224-3555.

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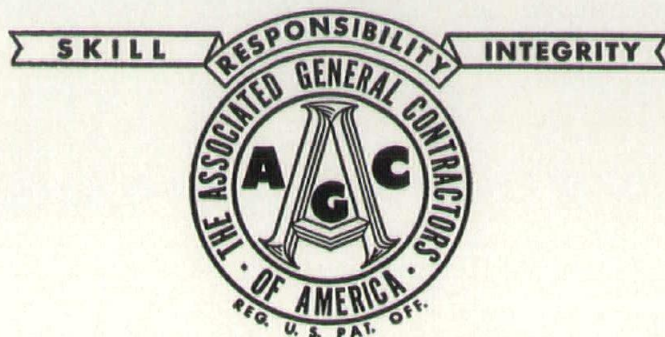
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- LEGISLATIVE LUNCHEON
- WILLIAM E. DUNN RETIRES
- DUNVILLE—NATIONAL DIRECTOR
- NATIONAL COMMITTEE APPOINTMENTS
- VIRGINIA BRANCH DISTRICT OFFICERS
- NATIONAL PHOTOGRAPHY CONTEST
- LUMBER CRISIS INTERVENTION SOUGHT
- ROANOKE VALLEY "JOB FAIR"
- SAFETY SAM
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Head Table (Left to Right) Larry G. Conner who gave the Invocation and is President of the Roanoke District AGC, Aaron J. Conner, General Contractor, Inc., Roanoke; William E. Dunn, retiring Executive Vice President of the Associated General Contractors of America, Inc., Washington, D. C.; Joseph W. Creech (Back to camera), President of the Virginia Branch AGC, J. W. Creech, Inc., Norfolk; Robert M. Dunville, Chairman of Virginia Branch Legislative Committee, Robert M. Dunville & Bros., Inc., Richmond; Donald Giampaoli, Director of Legislative Division, Associated General Contractors of America, Inc., Washington, D. C.; and James F. Duckham, Executive Director, Virginia Branch AGC.

VIRGINIA BRANCH LEGISLATIVE LUNCHEON - APRIL 17, 1973

■ The annual Virginia Branch Legislative Luncheon was held April 17 at the Rayburn Building in Washington, D.C. It was an exceptionally nice affair. Everything went smoothly. Bob Dunville, chairman of the Virginia Branch Legislative Committee, again did an admirable job as chair-

man. President Joe Creech expressed the appreciation of the members to the Congressmen for the outstanding manner in which they have represented our state. His pertinent and timely remarks may be found at the end of this article for the benefit of any who could not attend.

Also, Don Giampaoli, Legislative Director of the National AGC made an excellent presentation on behalf of several bills recently before Congress that affect the Construction Industry.

Approximately 50 Virginia Branch members attended the luncheon and all of the following Congressmen were



J. W. Creech, President of the Virginia Branch AGC, J. W. Creech, Inc., Norfolk, addresses the luncheon and makes a humorous point. (Right) Robert M. Dunville, Chairman of Virginia Branch Legislative Committee, Robert M. Dunville & Bros., Inc., Richmond.

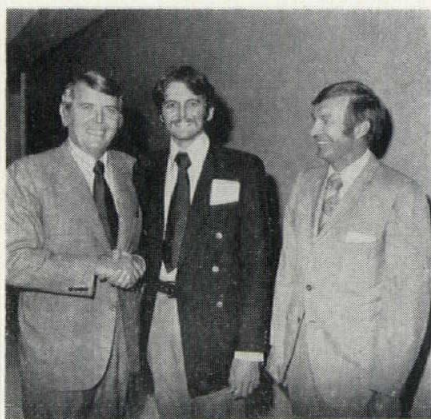
Facing page: 1. N. David Kjellstrom, Kjellstrom and Lee, Inc., Richmond (Right) made a point with Representative Thomas N. Downing, Newport News, First District. 2. (Left side of table, Left to Right) Jake Adams, Robert M. Dunville & Bros., Inc., Richmond; Representative David E. Satterfield, III, Richmond, Third District; Emerson F. Wells, The Aetna Casualty & Surety Company, Richmond; Henry Taylor, Jr., Taylor & Parrish, Inc., Richmond; Briscoe B. Guy, Conquest, Moncure & Dunn, Inc., Richmond; Walter P. Conrad, Jr., Conrad Brothers, Inc., Chesapeake; Manley Creech (Right Background) J. W. Creech, Inc. (Right Foreground) David Dunville and Robert M. Dunville, Jr., Robert M. Dunville & Bros., Inc., Richmond. 3. (Left to Right): Aubrey S. Bass, Jr., Montague-Betts Co., Inc., Richmond, listens to Rex L. Smith, Montague-Betts Co., Inc., Richmond, Philip R. Brooks, Lone Star Industries, Inc., Richmond, and Representative Robert W. Daniel, Fourth District (Far Right). 4. Philip R. Brooks, Lone Star Industries, Inc., Richmond (Left), and Alexander Alexander, Alexander Building Construction, Inc., Richmond (Center), listen to William E. Dunn concerning his recent retirement as Executive Vice President from the Associated General Contractors. Effective July 1, Mr. Dunn will become Special Counsellor to the National AGC president, Nello L. Teer, Jr. 5. Congressman Joel T. Broyhill, Representative from the Tenth District (Left), congratulates A. Eugene Thomas, Jr. on his recent discharge from the service. A. Eugene Thomas, Eugene Thomas Construction Co., Inc., Alexandria, looks on. 6. Wayne Dillon, Dillon Construction Co., Salem (Left), and Joe Thomas, Thomas Brothers, Inc., Salem (Right) listen as Congressman M. Caldwell Butler, Representative from the Sixth District, made a point. 7. Representative G. William Whitehurst, Norfolk, Second District, (Second from Right), talks to Norfolk Contractors. (Left Foreground) Manley Creech, J. W. Creech, Inc., Norfolk. (Right Foreground) Walter P. Conrad, Jr., Conrad Brothers, Inc., Chesapeake. Three Richmond Contractors look on in background. (Left) Gordon Bruce, Concrete Structures, Inc., Richmond, (Center) Henry Taylor, Jr., Taylor & Parrish, Inc., Richmond, (Right) Briscoe B. Guy, Conquest, Moncure & Dunn, Inc., Richmond. 8. Congressman J. Kenneth Robinson, Representative from the Seventh District (Right), receives congratulations. Samuel L. Lionberger, S. Lewis Lionberger Company, Roanoke (Left) and Representative William C. Wampler, Ninth District, (Center) look on.



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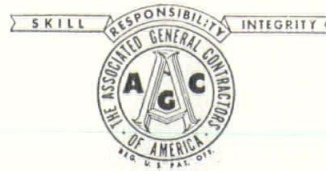


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John Musch, administrative assistant to Senator William Lloyd Scott, represented him at the luncheon. Only Senator Harry F. Byrd, Jr. and Representative Stanford E. Parris, 8th District, Fairfax, Va., were not represented.

Although it's certain the men enjoyed the occasion, they are to be thanked also on behalf of the entire membership for taking time from their busy schedules to represent the AGC to our Congressional delegation.

REMARKS BY PRESIDENT J. W. CREECH VIRGINIA BRANCH AGC LEGISLATIVE LUNCHEON WASHINGTON, D. C. APRIL 17, 1973

Honorable Congressmen, Senators, Other Guests, Fellow Contractors of Virginia—

I have the pleasure of making a few remarks today on behalf of the Virginia Branch AGC. I want to welcome our guests and express our thanks to you for taking time from your busy schedule to meet with us today. We are both grateful and honored that you have responded so well to our invitation.

I have attended most of the previous meetings that AGC has held here and I have always felt that it was of great benefit to our Congressmen, Senators, and to us as well.

We want to get to know our legislators better, and to thank them for the services they render to the State of Virginia. We appreciate the hard work done by our representatives in Congress. We are proud of their accomplishments for the benefit of all Virginians.

We had hoped today to have attended this meeting with us Mr. Edward M. Boggs, Commissioner of Labor & Industry for the Commonwealth of Virginia. It has been our assurance for many years to work with Commissioner Boggs and the members of his staff in the Construction Safety Division. The AGC helped write and promote the Safety Code for the State of Virginia. The working relationship between the AGC and this Division of the State Government has been excellent. Through a cooperative effort, we have promoted the Safety Code to a degree envied by many surrounding states.

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Now the construction industry, as are other industries, is faced with the Occupational Safety and Health Act. Safety rules and regulations are not new to us, but we wish that the administration and the cooperative efforts of the AGC and the Virginia Department of Labor & Industry can continue.

Commissioner Boggs submitted to the U. S. Department of Labor the Virginia State Plan for administering OSHA. The rules and regulations are practically the same as the Federal Law. The only difference is the implementation or the administration of these rules and regulations. The Plan was printed in the Federal Register on April 11th. The Virginia Branch AGC is in full support of Commissioner Boggs' Plan and we ask that you, as our Congressmen, lend any support possible to the acceptance of this Plan by the U.S. Department of Labor. We feel that the acceptance of this Plan would not only benefit the construction industry, but all industries and businesses that are covered by OSHA in the State of Virginia.

We want our guests to know that our members, our staff from all ten of our Districts, as well as the Virginia Branch office in Richmond, are always ready and eager to help you to do your job in any way they can. We invite you to call on us anytime we can be of service.

Again, I want to thank you for coming and I do hope you will have a few minutes to spend here to become more acquainted with our members and say hello to old friends. I thank you.

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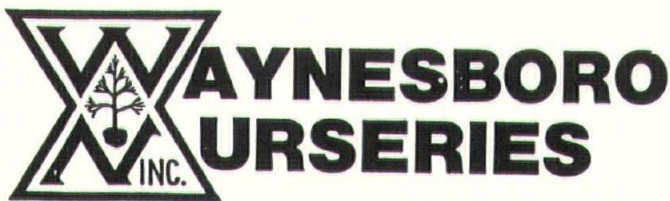
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William E. Dunn Retires

Bill Dunn recently announced to the National AGC Board of Directors, at the annual convention in San Francisco, that he would leave his position as Executive Vice President to become Special Counsellor to the National AGC President, Nello L. Teer, Jr., effective July 1, 1973.

The Virginia Branch was fortunate to have Bill Dunn attend most of our conventions. He served the AGC for 17 years. He had the overall responsibility for the promotion and execution of association policy; also the selection, training and direction of competent staff, the development of commendations for AGC action, the promotion of membership and the development of strong chapter organizations. He reported to the national officers, executive committee, board of directors and membership at convention and midyear board meeting.

His able leadership will be missed, but the AGC is fortunate to still have his wise counsel available.

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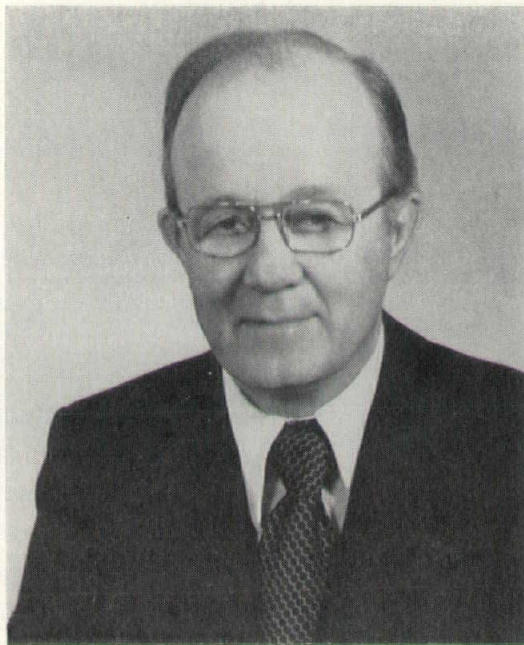
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Dunville Appointed National Director



ROBERT M. DUNVILLE

National President, Nello L. Teer, has appointed Virginia Branch member, Robert M. Dunville, to serve on the Board of Directors of the Associated General Contractors of America.

Mr. Bob Dunville is President of Robert M. Dunville & Bros., Inc., a general contracting firm in Richmond. He has held several offices in the Richmond District including President in 1969 and 1970. Mr. Dunville serves as Chairman of the Virginia Branch Legislative Committee. He has held this important Committee Chairmanship for the last three years. He is also serving as the Convention Committee Chairman for our 1974 Annual Convention.

Bob serves on several National Committees, including the Research Committee, Construction Education Committee and the Legislative Committee.

He has faithfully attended all National Conventions and Board Meetings for the last four or five years.

Mr. Dunville is married to the former Glenyce Lee Kidd and they have four children, one daughter and three sons. He has been active in many Civic and Church affairs in the Richmond area.

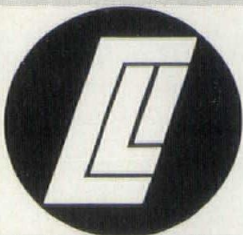
Bob Dunville joins the current Virginia Branch National Directors:

- R. E. Lee—Charlottesville, Va.
(Elected)
- Aaron Conner—Roanoke, Va.
(Elected)
- B. F. Parott, Sr.—Roanoke, Va.
(Associate)

Congratulations to Bob for this individual honor. It is a tribute to his dedication and faithful attendance at the National level and reflects well on the Virginia Branch.

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National Committee Appointments Include Virginians

■ A number of Virginia Branch AGC members have been appointed by President Nello L. Teer to serve on various national committees. These men are to be commended for their willingness to serve the Construction Industry. Those who have served before and the new appointees who take time to be active on these committees, will find it a most rewarding experience.

1973 National Committee Appointments from the Virginia Branch AGC are as follows:

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A. J. Conner (Roanoke)
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Membership Development Committee

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Naval Facilities Engineering Command

L. B. Duke (Norfolk)

Open Shop Committee

R. M. Dunville (Richmond)

Research Committee

R. E. Lee (Charlottesville)

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R. G. Montgomery (Lynchburg)

Safety Engineers Advisory Committee

W. G. Bryson (Norfolk)

Special Contracting Methods Committee

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A. S. Bass, Jr. (Richmond)

Subcontractor Relations Committee

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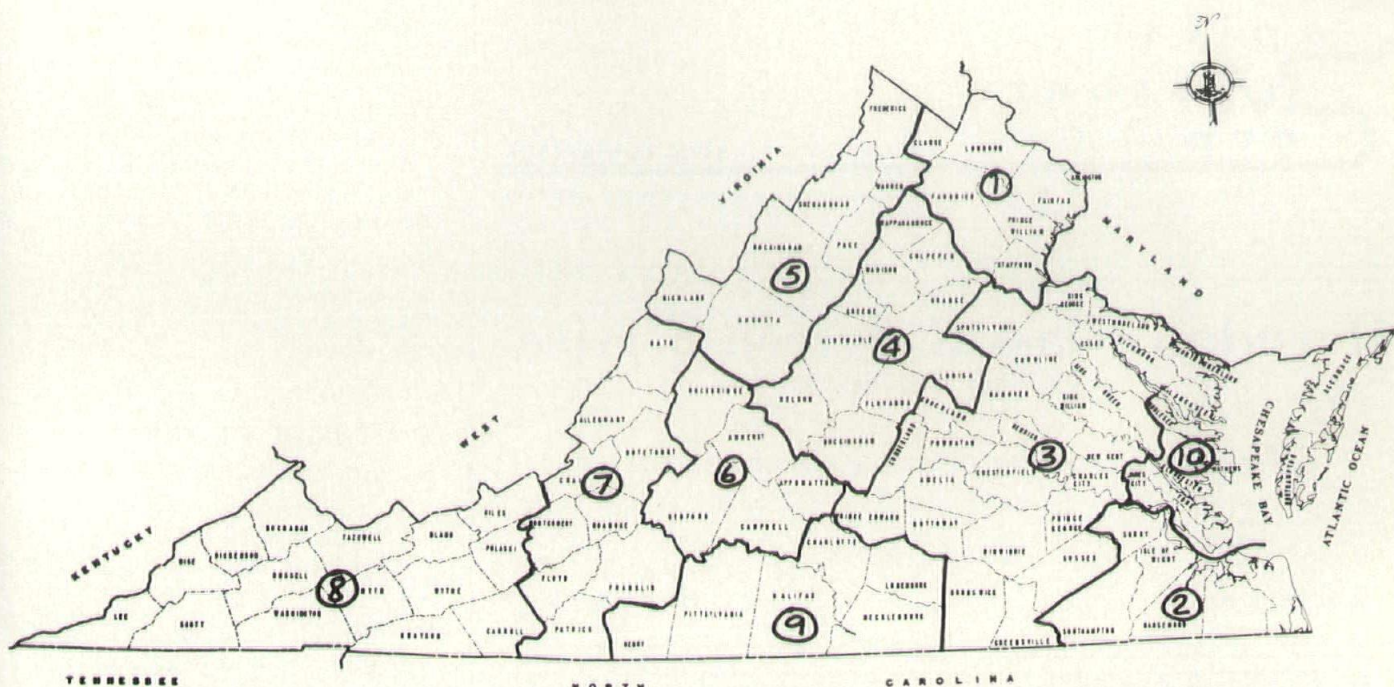
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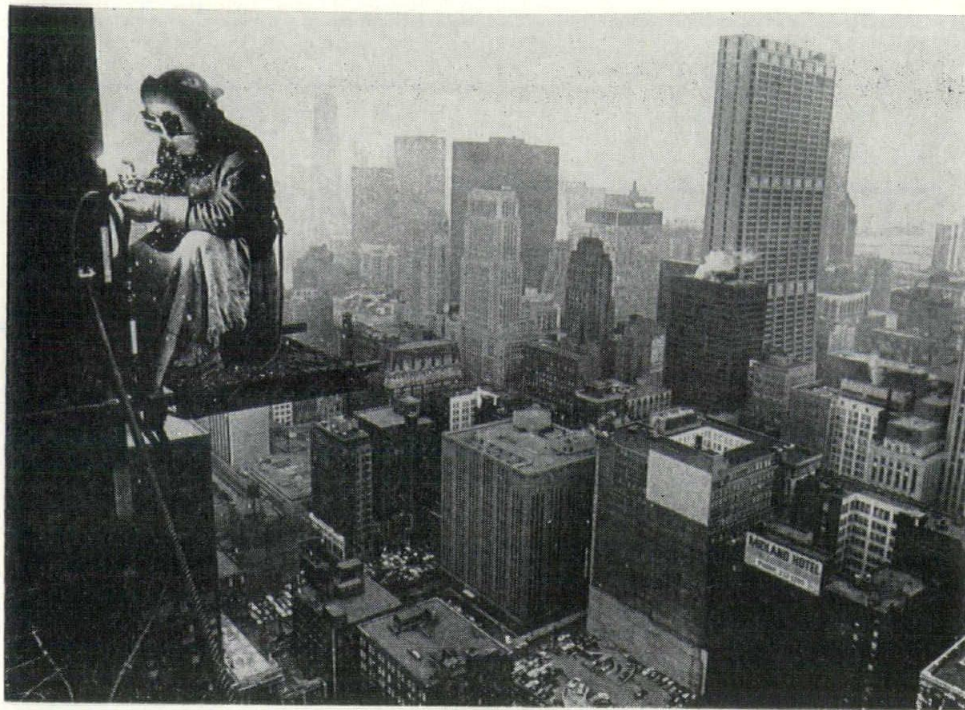
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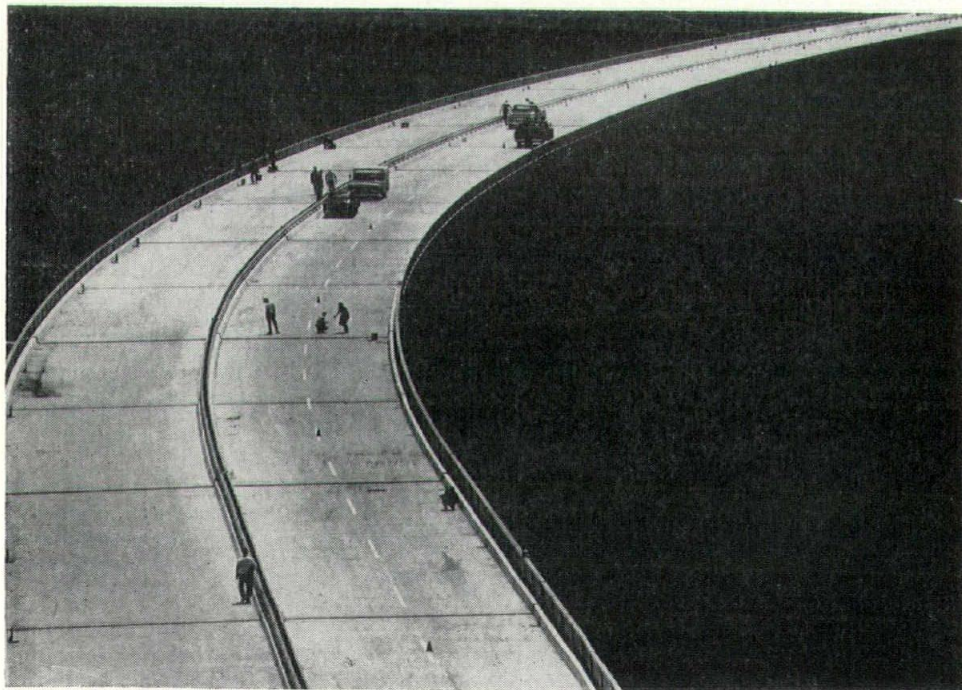
First Prize—"Ironworker"—Bob Fila

■ A professional news photographer from Chicago was awarded first prize of \$2000 in AGC's Second National Construction Photography Contest. Mr. Bob Fila's winning photo was selected from over 400 entries by amateur and professional photographers throughout the United States. His photograph, entitled "Ironworker," was published in *Chicago Today*. The photo, of a welder perched forty-six floors above the city while working on the Sears Tower, depicts an "awesome combination of beauty and danger," according to Mr. Fila's caption.

Other Winners

Second place was awarded to Fred Comegys of Wilmington, Delaware. His photo, entitled "Concrete Ribbon" was published in the *Wilmington News-Journal*. He received \$1500. Mr. Comegys is a staff photographer for that newspaper and is a past president of the National Press Photographers Association.

2ND ANNUAL NATIONAL CONSTRUCTION PHOTOGRAPHY CONTEST WINNERS ANNOUNCED



Second Prize—"Concrete Ribbon"—Fred Comegys

The third prize was won by Day Johnston, a free lance photographer and an architect from Louisville, Kentucky. Mr. Johnston's photograph of a "thinking" construction worker awaiting the beginning of his shift was published in *Louisville's Courier-Journal*. He received \$1000.

Increased Coverage

The purpose of the photography contest is to increase press photo coverage and public awareness of the dynamic role the construction industry is playing in the growth of this nation. Judging the contest were *Constructor* Editor Taylor Gregg; Elie Rogers, photo editor, *National Geographic*; and Sam Tamashiro, *Washington Post* photography columnist.

A third annual contest has been scheduled for this year. Details of the competition will be mailed in June.

For Further Information Contact: Richard T. Haas or Al Holzinger—202—393-2040.

Lumber Crisis Intervention Sought

A spokesman for the Associated General Contractors of America has asked the Cost of Living Council for federal intervention to help solve the problem of increasing lumber prices in order to avoid irreparable damage to the buying public as well as the construction industry."

Richard L. Eberharter, president of the Pacific Northwest Branch of AGC, representing general contractors in Washington, Idaho, Alaska and Oregon, told the COLC in hearings recently in Washington, D. C., that while few problems in the construction industry are serious enough to justify federal intervention, we have reached the conclusion that only through the assistance of the Congress and the federal government can a solution to this serious lumber crisis be found."

Mr. Eberharter, who is president of Eberharter and Gaunt, Inc. of Seattle, urged caution in reimposing price or other restrictions if the end result decreases production or impedes growth of productive capacity. He said, "The present supply and price difficulty are a direct result of lack of production, whether actual or artificially induced, in a high demand market."

Mr. Eberharter said since 1969, AGC has advocated to Congress "in the strongest terms" some of the things that the Cost of Living Council is now considering, such as banning of further exports until domestic supply can meet domestic demands, and making additional government timber available to the lumber industry. "We only regret that action wasn't taken earlier; perhaps the situation might not be as critical today," he added.

In addition Mr. Eberharter called for:

a program to increase dramatically reforestation and future production on U. S. forest lands, and

a halt on further exportation of cedar, Douglas fir, and other species in high demand and short supply.

The Associated General Contractors of America represents 9,500 member firms engaged in all forms of construction in the 50 states, Puerto Rico and the District of Columbia. Its membership performs approximately \$100 billion worth of construction annually.

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Mr. Vince Clinevell of Regional Construction Services, Inc., and Mr. Gerald Dunn of Davis & Stephenson, Inc. help answer the many questions offered from both the boys and girls.

ROANOKE VALLEY "JOB FAIR"

The Roanoke District of the Virginia Branch AGC recently sponsored a booth at the Roanoke Valley "Job Fair" held at the Civic Center. Larry Conner, President of the Roanoke District, reported that the response made by local AGC members was excellent and provided for much help in manning the booth. Having local contractors help man the booth provided for much experience and knowledge in helping answer questions from the students.

Approximately 3,500 high school students, mostly juniors and seniors seeking occupational information, made a tour of the booths set up by some 30 businesses and industries from the Roanoke area. The AGC booth was highlighted by the display of two laser beams, a small piece of equipment called the "Bobcat," and a very interesting 16mm

color film. Pamphlets and brochures explaining the many career opportunities in the construction industry were distributed. There seemed to be a great deal of interest about job opportunities in construction. Questions were raised ranging from apprenticeship programs to highly technical college curriculums in construction technology. Many questions were also asked by the many instructors and educators about how to help the student who is interested in pursuing a career in the construction industry.

We congratulate Larry Conner, Roanoke District Directors Sam Lionberger and William Watts; and especially all those persons contributing their time in helping provide a very stimulating experience for the Roanoke area high school students.

so fellows enjoy the experience of discovering the many uses of the laser beam in construction.

Mr. C. G. Winston of the Virginia Branch AGC gives a young lady a chance to sit in the driver's seat of the "Bobcat" as many of the boys look in envy.



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SAFETY SAM

■ "Safety Sam Says" is the name of the new safety bulletin being published by the Virginia Branch AGC. The bulletin is designed to carry the safety message direct to the men on the job who are in charge—the superintendents and foremen. These are the men who must instruct, enforce and carry out a safety program.

This new bulletin is mailed direct to the superintendents and foremen preferably to their home. The purpose of this bulletin is

- (1) to keep the men informed and updated on the safety standards and regulations,
- (2) to inform them of their responsibilities and those of their employers,
- (3) to impress on them the importance and economy of a good safety program,
- (4) to furnish material for job safety meetings and training sessions,
- (5) to instill a proper attitude and sense of cooperation by making the superintendents and foremen a part of the team.

The Virginia Branch Safety Committee felt the above objectives could better be achieved by someone other than the boss or even the AGC. Hence—Safety Sam was created. He's just one of the guys—hard hat and all—that wants to help promote safety. He's very knowledgeable on the subject. He will communicate directly with the men and answer their questions and inquiries in terms they can understand. He'll be practical and give good workable suggestions. All he helps interpret the OSHA regulations when necessary.

It is hoped that Safety Sam will gain the confidence of the men and be a positive influence in the safety program for the construction industry of Virginia.



The adage that "safety is everybody's business" is one which everyone, from the president of the company to the plant manager down to the newest hourly worker on the payroll, should embrace.

Agreeing with this philosophy is one thing; doing something about it is another. Frequently, everybody's business becomes nobody's business because of lack of leadership. Safety ends up in a state of limbo receiving lip service but little or no effort to promote an effective plan of action to improve safety and health conditions.

Although the hourly man has a responsibility for working safely by following the company's or plant's safety procedures, rules and regulations, the primary responsibility for safety must rest in management's hands.

There is nothing profound about this premise; we all know and accept it. But how can the president, the plant manager, the superintendents or foremen be motivated to exercise the same concern for safety as they do for production, quality control, and cost?

A member of management, who can influence the company's safety program is the immediate superintendent of the hourly worker. The superintendent or foreman is held as accountable for the safety and welfare of his employees as he is for production, quality control, and cost. His motivation to accept responsibility for the safety of his people will usually vary directly with the company's attitude toward safety.

It would be unfair to expect a foreman to be responsible with any degree of effectiveness unless he has received proper instruction and training. It is necessary, therefore, to conduct training courses designed to impart the knowledge to enable him to fulfill his responsibilities.

The key to a foreman's success in safety is his consistency in handling safety matters. He must be a good example for his people. It is action and deeds, not words, which impress the hourly worker.

The foreman who professes concern for the safety of his employees but does little about unsafe conditions or unsafe practices and risks an accident or fire to get out production, displays an insincerity which is clearly evident to his employees.

In other words, the foreman's attitude influences the attitude of his people.

"Safety Sam" can help you instill the proper attitude in your foremen and superintendents.



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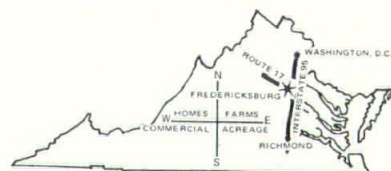
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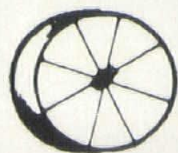
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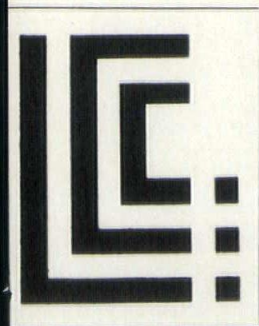
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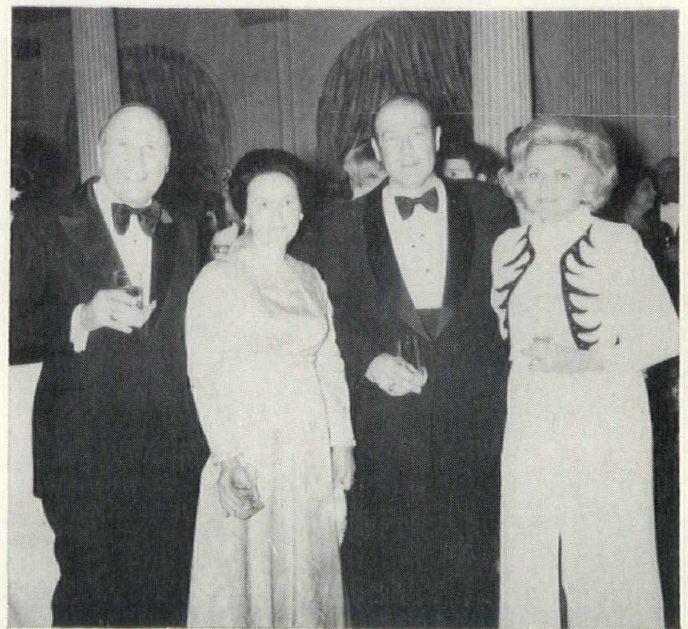
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Correction:

In our April coverage of the Virginia Branch AGC Convention, we inadvertently reversed two photographs and their cutlines. They are printed below with the correct identification and our apologies.



Left: Jeff Starke, Bass Construction Co., Inc., Richmond; Mrs. Jeff Starke; Mrs. William M. Walker; William M. Walker, Waco Insulation, Inc., Richmond. And at right: George B. Clarke, Kenbridge Construction Co., Inc., Kenbridge; Mrs. George B. Clarke; Gordon S. Maynard, Jr., Massey Concrete Company, Richmond; and Mrs. Gordon S. Maynard.

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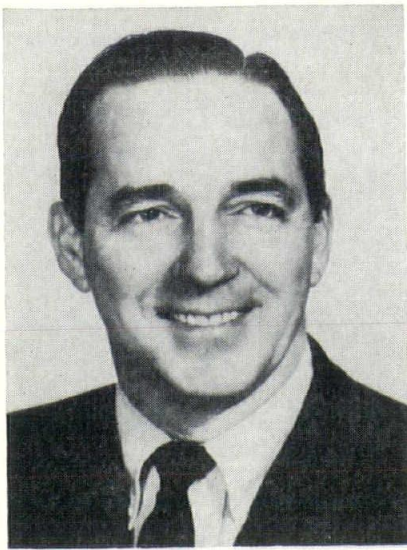
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National President is Virginia Branch Member

■ President Nello L. Teer, Jr., of the Associated General Contractors of America, is president of Nello L. Teer Company of Durham, North Carolina. This firm has been a member of the Virginia Branch since 1970. Of course, we realize Mr. Teer would claim the Carolinas Branch as his home chapter and rightfully so. Nevertheless, the Virginia Branch is extremely proud to have one of its members serve as President of the National AGC.



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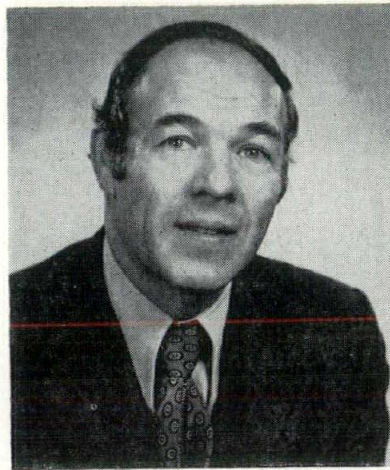
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Virginia Branch AGC News Notes

Firm Announces New Vice Presidents

■ Hugh C. Garth of Roanoke, G. Keith Middleton of Charlotte and L. Eugene Windsor of Richmond have been elected vice presidents of Roanoke Engineering Sales Co.

As consultants, they have done outstanding work in development of the school and hospital market for the company, according to Harry L. Rosenbaum, Board Chairman.



HUGH C. GARTH

Garth, formerly of Stanardsville, attended Virginia Tech and worked for Binswanger Glass Co. before joining the Roanoke branch of Roanoke Engineering Sales in 1968.

Dick Waters Shade Shop

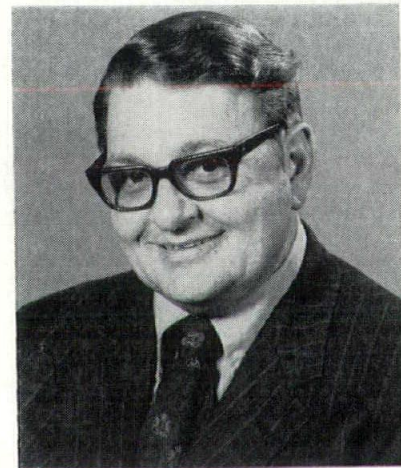
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G. KEITH MIDDLETON

Middleton attended Mississippi College and worked for Southern Engineering Co. before he came to the Charlotte branch of the Roanoke firm in 1966. He is a past president of the Carolinas chapter, Producers Council, Inc., and Professional Construction Estimators Association, Charlotte Chapter.



L. EUGENE WINDSOR

Windsor, who lives at Powhatan, served in the Navy and attended the University of Maryland. He was with Fenestra, Inc., and was Virginia Branch Manager for The Ceco Company before he joined the Richmond branch of the Roanoke company in 1969.

RICHARD L. SHOUGH

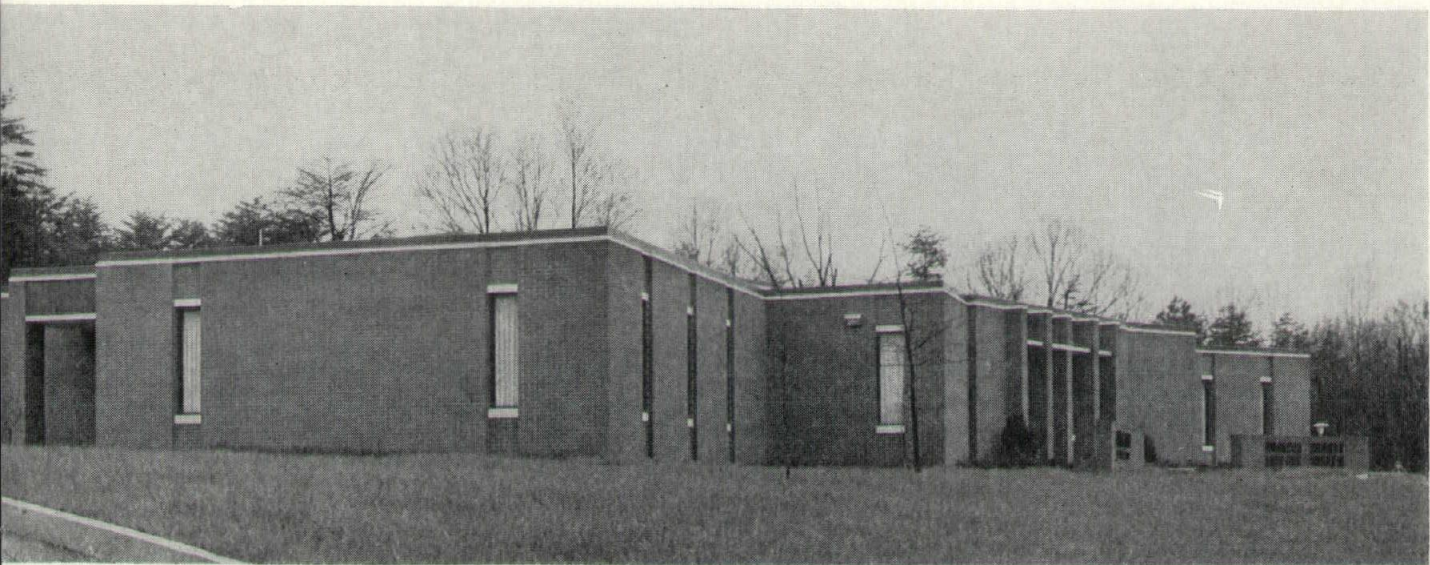
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(Photos by Oakie Asbury)

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ROANOKE COUNTY LIBRARY HEADQUARTERS

WILLIAM P. MOUNFIELD
ARCHITECT

VALLEY CONSULTANTS
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THE new Headquarters for the Roanoke County Library was formally dedicated on January 21, 1973.

It is located at 3131 Electric Road, W., in Roanoke, on land donated by Frank R. and Donald D. Radford in memory of their father, Byron L. Radford.

The irregularly-shaped two-story facility contains 12,000 square feet on the first floor and 1,900 square feet on the second floor.

Designed by William P. Mounfield, AIA, the structure was built by Q. Tomlinson, Inc. Total cost including site work, furniture and other considerations was \$465,000.

The air conditioned facility has a

capacity of 65,000 volumes, and incorporates seating for 74 in the reading area and 100 in the meeting room. Included are space for the technical service department and second floor administrative offices.

The exterior brick is also used effectively on portions of the interior.

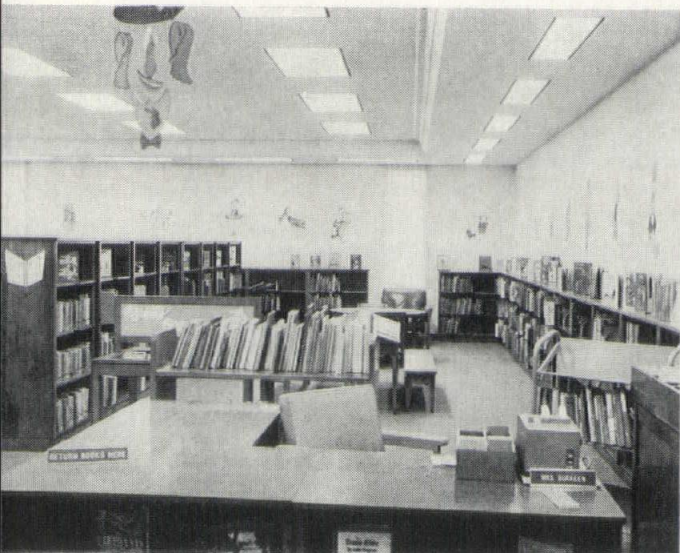
Subcontractors & Suppliers (Roanoke firms unless noted)

Alan Amos, Salem, excavating; Concrete Ready Mixed Corp., concrete; Thompson Masonry Contractors, Salem, masonry; Al-Steel Fabricators, Inc., steel & steel roof deck; J. B. Eurell Co., Richmond, roof deck; Valley Roofing Corp., roofing; Hope's, Roblin Industries, Inc., Jamestown, N. Y., windows; PPG Industries, glaz-

ing; Robertson Paint Co., Salem, painting; Valley Lumber Corp., paneling & millwork; John H. Hampshire, Inc., acoustical, plaster & resilient tile; Standard Tile Co., Inc., Verona, ceramic tile; The Ceco Corp., Richmond, steel doors & bucks & hardware supplier; Engleby Electric Co., Inc., electrical work; and, Weddle Plumbing & Heating, plumbing, air conditioning, heating & ventilating.

Trees and shrubbery which enhance the site were donated and planted by: The Cave Spring Lions Club; Castle Rock Garden Club; Cresthill Garden Club; Westchester Garden Club; and the Penn Forest Civic Association.

ing; Robertson Paint Co., Salem, painting; Valley Lumber Corp., paneling & millwork; John H. Hampshire, Inc., acoustical, plaster & resilient tile; Standard Tile Co., Inc., Verona, ceramic tile; The Ceco Corp., Richmond, steel doors & bucks & hardware supplier; Engleby Electric Co., Inc., electrical work; and, Weddle Plumbing & Heating, plumbing, air conditioning, heating & ventilating.





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THE private residence of Mr. & Mrs. James N. Cargill is located in Middlesex County on the Piank-tank River. Its unique design of large glass panels and sliding glass doors lets you enjoy a beautiful view of the river from every room in the house.

The sunken living room has redwood paneling running from floor to

ceiling surrounding a very modern fireplace. As you move on through the house from the raised foyer into the redwood paneled dining area, you still have a view of unusual beauty. The kitchen area has a large work space in the center with a screened porch adjacent. Beside the porch is a terrace and swimming pool.

A bunk house with bath sets scene for guests with their own vacy. The surrounding grounds left unchanged, clean, woods ex close to the house where azaleas used to add color to the redwood ing.

The house was constructed in months which is very unusual for area in which it is located.

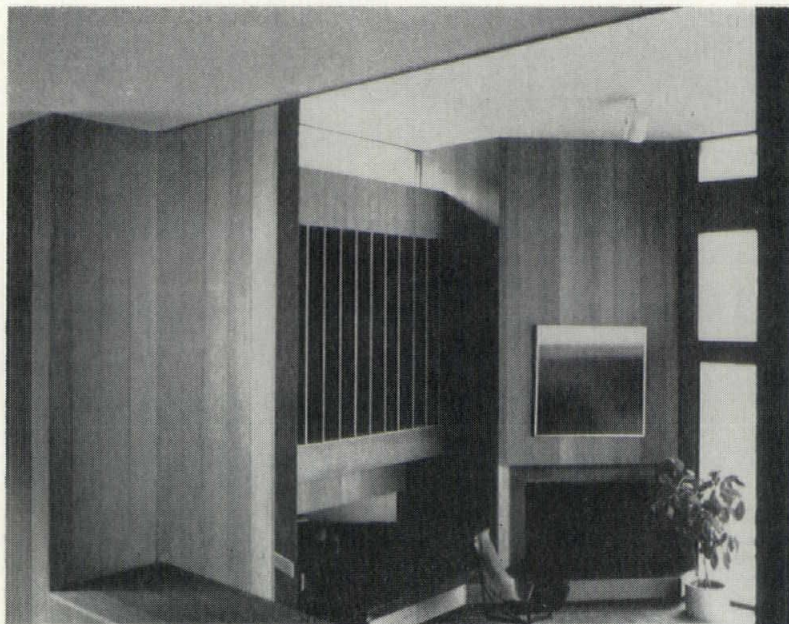
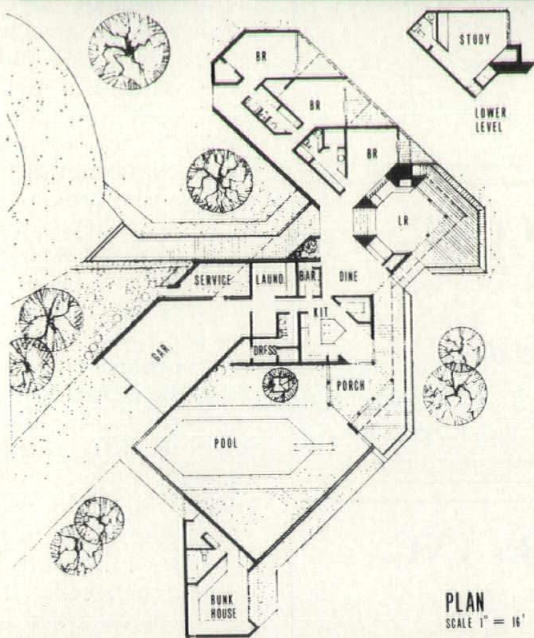
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"You Made Me What I Am Today"

(Continued from page 7)

In his primary role the student c with a responsible sense of acco plishment, make of adolescence beginning of adulthood and not, as now often is, a status in its own ri For this he does not need credit-g ing off-campus courses in order make the transition into the r world. Since the real world is around him, he need only break of the limbo of separatism from ad hood and make his transition into by responsible attitudes.

In the nearly half-century ago w I was studying, we were not produ of an affluent society nor had learned to question the inherited w ethic. Thus, our difference from day's youth was not because we tively possessed the old-fashioned tues or a zeal for industrious ende or: it was simply that the influer in the social atmosphere did not di us toward a separatism from the ac world in a status of fixed youth. W we were aware of being young, everyone is aware of his own bracket, our personal identifica had nothing to do with the age were then passing through. For *p ing through* was the key to our atude: we were chiefly aware of be on our way into responsible adulth and could hardly wait to get there

In our hurry, we participated activities in and out of the adult w so interchangeably that there was line of demarcation between classro and the real world. Far from being apart in a self-conscious categ those I knew were characterized an intense desire to "make someth of themselves," beginning right th That old-fashioned phrase, "to m something of one's self," could be r interpreted as being synonymous v "getting on in the world." For w to make something of one's self m also carry the implication of mak some place for one's self in his cho work, its basic meaning was to m of one's self a potential-realizing son.

Those with whom I was most timately acquainted lived in the lumbia University neighborhood. S were students, either in the un graduate college or in a gradu school, and most of these worked part-time jobs in parts of New Y City distant from Columbia; ot

classes at the university along with taking career studies in music painting or the theatre at the Juilliard School of Music, the Arts Students League or the American Academy of Dramatic Arts; a few, already out of college, were occupied only with career studies.

Appearing now and then were several who had already established themselves in their professions—I remember particularly two artists and two actors, and a California singer who had given up trying for the concert stage to sing in the Music Box Revue as John Steele's understudy. These latter occasionally brought around older friends of theirs who were gaining prominence, including a playwright with a hit on Broadway. In this cross-section of intense motion and passionate absorption in the arts, excitement of the mind and spirit formed a condition of life which knew no artificial boundaries. The nearest to a center we had was the large living-room in the enormous apartment of Mrs. Chapman, the widow of three of us. Mrs. Chapman was a small, delicate-looking grey-haired lady in her fifties, with a kindly good-humored smile, a wonderful urbane wit and (to us) the wisdom of the great world. She was an Englishwoman, graduate of the woman's college at Oxford, and her husband had formerly been a captain on the Cunard Line ocean-liners. Captain Chapman, who was seldom there and was only glimpsed as a fleeting dark shadow in the halls, had suffered some reversal of fortune and was at this time earning, on freighters, considerably less than his family had once been used to. Their daughter, in her twenties, was the first woman graduate of Columbia's graduate school of Architecture, and their son, in the mid-twenties, was a wild one who,

besides dabbling at painting and writing, was an amusing talker with a riotously infectious laugh. Since the daughter was an intellectual neurotic and the son for all practical purposes worthless, the frail-looking Mrs. Chapman was the stalwart of this transplanted family: she not only held it together, she gave their living room (with its magnificent pieces from other days) the aura of a cosmopolitan salon, where she served tea each afternoon.

Within her huge apartment, there was a two-room-and-bath suite which she had taken to renting to lucky students, for it was high on the preferred list of accommodations accredited by Columbia. Of the three of us who occupied the suite—a bedroom for two, a living room with a couch for one, a bath and big closet off a connecting hallway—one was very well-to-do and did no part-time work; one worked regularly on a job in Wall Street to which he went at 5 in the afternoons (and, hence, usually missed the teas); and I, the third, worked sporadically. At one long stretch, Mrs. Chapman saw to it that I could escape work altogether for a while by providing me with such a "high" tea—Boston brown bread, peanut butter and marmalades—that it served in place of dinner. "Tea at Mrs. Chapman's" was for us the off-campus activity where the world of studies met the real world with no sense of division between the two: it was all one almost unendurably exciting threshold into the world of accomplishment.

All the surging aspirations and yearning dreams were distilled at Mrs. Chapman's in the endless, vehement discussions for which she acted as monitor. She seemed to bring out the best in us as she kept the arguments from growing too heated or the dig-

gressions from getting too digressive. Though it was a polite age, the youngest of us gave no deference to those already established, nor would they have wished it. We met across all ages and stages of development in the equality of commitment to accomplishment in the arts. We rarely mentioned politics. We were willing to take Will Rogers' word that the Congress was a subject for jokes and we knew our president, "Silent Cal" Coolidge, was a joke. Nobody had ever heard of polls of popularity for politicians who planned to run for office in the future. We were interested in the reviews of new plays and new novels, of new pictures at galleries and new concerts, and our unofficial polls concerned the rising stars in our firmament. Most of all, we were concerned about ideas.

Looking back on the heady afternoons provided by Mrs. Chapman, I realize we were fortunate in time. Later the Depression brought the Federal government into all our lives, and the continual changes wrought by governmental action on the society now causes the citizens to think about what the politicians are doing. Thus, in recent years, when students wanted to participate in adult affairs, they turned for a while to political action; but, soon disenchanted, they seem—for the present anyway—to feel there is nothing there for them. Certainly in the Nixon-McGovern election, the much-discussed youth vote proved to be no factor.

Of course there is no going back to any condition in which an impassioned group of young feel a sense of adult participation through commitment to accomplishment in the arts (again accomplishment in the larger sense of self-development as well as in the narrower meaning of achievement in a single field). One reason is that the basis of our attitude seems gone from

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the young: we were all always *professional* in outlook. Now there's a more playing around in the arts, being "artsy crafty," or else the professionalism is too narrowly commercial one field to arouse response in the creative young.

However, more fundamental than this is, as mentioned earlier, the scorn of a segment of youth for achievement-orientation and the status which, in separating the young category from the adult category, would make a professional attitude difficult in the best and impossible for the average. Thus, the new movement for relevant activity outside the classroom still is posited upon the apron strings of a dependency extending from infancy and a concern for the credits that get them a union card for job applications. This is sampling the water of life's sea with the tongue while clinging to the Adult who the world is despised.

For a true participation in the real world, a strongly motivated student could develop his own self-resources and, hence, sense of responsibility—becoming involved in off-campus activity which was related to classroom at the same time it employed aspects of his studies. Yet the lack of the self-resourceful, responsible achievement-orientation is not so lack inherent in today's students. results (as did our earlier attitude) from the conditioning influences of the social atmosphere.

There is a theory (which may be debatable) which offers an explanation for the system's victimization of some well motivated students. The theory holds that technological advances have so reduced the job market for the young that a sort of unsound sociological movement tends to prolong the adolescent's period of dependency by keeping him in college. Whether or not an aspect of this articulated movement, there is a recognized emphasis on getting young into some college—as it is phemistically called, "getting education." There is no doubt that this emphasis (along with American youth cult) tends to give the generations in college their sense of a fixed status in its own right, rather than a transitional period into adulthood.

Certainly this fixity at that level solidified by the vast number of students who see no reason for their being in college, haven't the remotest interest in their classes, and no conception of nor desire for adulthood.

their affect on the other students be-
as with the faculty who must suit
e tempo of the class to the dis-
erested semi-literates. The effect of
s is boredom on many of the better
idents.

Usually an exception to this are the
dergraduates preparing to enter
aduate school in pursuance of a
ofessional career, as in medicine,
y, engineering, architecture or the
e; but these will more often avoid
se institutions known to thrive on
'body count' of dullards. The hard-
hit are the potentially "interesting"
idents who, of no marked bent at
ly college age, possess enormous
pacities for developing as *persons*
d also of making valuable social
ntributions when they find direc-
n. These are the true casualties of
e limbo that college can become,
hen "classroom experience becomes
eaningless." With unstimulating
asses and undemanding studies, they
ft into purposelessness, and de-
op a despairing feeling that they
e "wasting" those impressionable
ars of their lives.

For the foreseeable future there can
ly be a worsening of the conditions
at produce frustrating boredom in
e bright and permit uninvolved
athy in the dull. While cutbacks in
ederal money and high costs are
eating unsettling problems in the
iversities as of right now, and man-
wer training programs are pitifully
ficient, millions of teen-agers are
ing "prepared" for college by being
ocessed through high schools where
e ideal of "qaulity education" has
citly given away to the practical
ality of maintaining discipline. So
any trouble-makers, actually border-
e cases of juvenile delinquency, are
ssed up each year by harassed
achers, with the consent of helpless
ministrators, that the chief off-duty
pic of teacher conversation is wheth-
to continue in the school they are
or whether to continue as teachers
all. It would require something
ose to genius or overpowering mo-
vation for students to emerge as
na fide college material out of a
ckground where teachers must han-
e their classes as lion-tamers rather
an as instructors.

This will not change soon because
e powerful education lobby is com-
mitted to the status quo, because leg-
ators are remote from the actual
assroom conditions and presumably
different to the products of the sys-
m, and because for the past twenty
ars the whole education system

(from kindergarten to graduate
school) has been subjected to such
manipulation by ideological abstrac-
tions that the purposes of education
have been obscured. Caught up in the
rapid changes which beset our whole
social structure, with its surface prob-
lems given piecemeal remedies which
usually just call for more money, the
education system is passing into ob-
solescence without notice being taken
of it. Probably at some future time,
when it becomes obvious to all that
the system has become like the little
red schoolhouse in the nuclear age,
an overhauling will be made to trans-
form the education industry with con-
cepts and techniques more suitable for
the age.

For this present manifestly transi-
tional phase in America, in which
education is only one aspect of an old
way dying hard and a new way strug-
gling to be born, the student who
wants relevance in his college work
must turn to himself. Off-campus ac-
tivities for credits are makeshift rem-
edies, as superficial as those employed
on propping up the obsolescent sys-
tem. Meaningful experiences must be
internally derived.

This will be most difficult for the
students in today's conditions and at-
mosphere. While it was easy and nat-
ural for us in our day, all external
circumstances favoring the individual's
development, in today's atmosphere of
anti-achievement-orientation, the per-
missive external environment has
stressed so many rights and privileges

for the whole student category that
the individual is lost in the group
identification—and of a group con-
ditioned by the times to *expect* from
life. Yet, difficult as it may be to find
one's individual self within the crowd
psychology, and to go against the pre-
vailing conditioning, it can be done
with the courage to stand back and
view one's place with a perspective
which transcends the NOW of the
fleeting cult status with its stereotyped
hostility to the parents' generation.

Consider that life has been on our
planet for something like 2 billion
years, that mankind emerged approx-
imately 1.7 million years ago and

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modern man appeared in the range of 40,000 years ago. Since then, it took from 2 billion years to 1.7 million for mankind to emerge, from 1.7 million years to 40,000 years ago for modern man to evolve, and from 40,000 years ago until now for our contemporary society to reach *this stage*, if one gives the briefest thought to all the generations who struggled to adapt to all the changing environments, he can scarcely place all the blame for the condition of the world

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at this moment in immeasurable time on the one single generation preceding the current student youth.

For youth even to place itself such a seat of judgment demonstrates an appalling ignorance and conceals an infantile egocentricity in placing the self at the center of the universe. While no one would deny that the society itself, with its deranged educational system, is largely responsible for the youth cult status, the social structure is not so oppressive but what a student-youth who wish to find relevance outside the classroom are finding to break out of the cult mould and relate themselves to the larger realities of Time and the Western Man.

One does not expect compassion and tolerance in the young, but they are only stultifying themselves by reducing their relationship to life to a contempt for their parents' generation. The present social system which they find (without justification) so arid to the spirit, so reeking with inequities and venality, is a climactic point of economic-governmental practices and mental habits which had their genesis long before this parents' generation was born. So many of the obvious effects of the system—such as pollution, the despoilization of natural resources, the blighting of the countryside and the cities—are merely surfacing now. And so many more are yet to surface that any student-youth who act out their charades on the assumption that they are protected from their anti-ways, with the parents as permanent villains, are setting themselves up to be miserable spectators of changes for which they'll be unprepared to cope.

But to anticipate the immensity of the unpredictable changes before the student-youth can discover countless needs to be met in the real world. To relate themselves truly to the needs, present and coming, they can do no better than attend to the Principle of Kropotkin's *Letter to the Young*: "Ask what kind of world do you want to live in? What do you need to know? What are you good at and want to work at to build that world?"

This of course does put it squarely up to the student to act himself to do something about what he considers the mess made of things by those who came before. But to begin with he'll have to take his turn at the oar and give up the theme song (from his grandparents' generation): "You made me what I am today; I hope you're satisfied."

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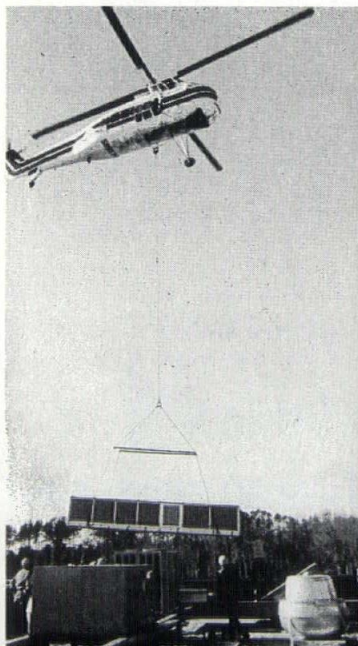
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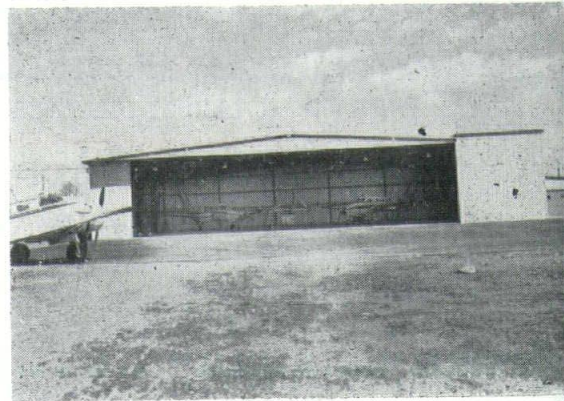
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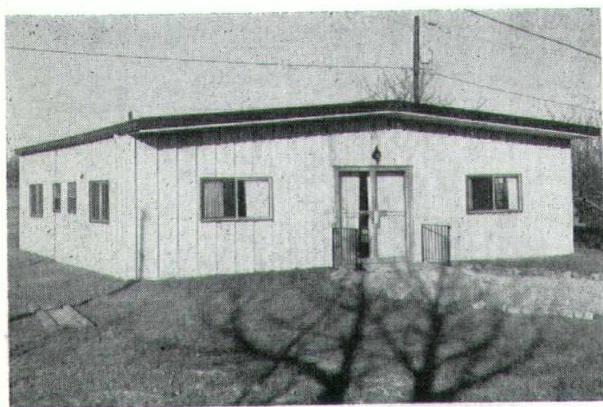


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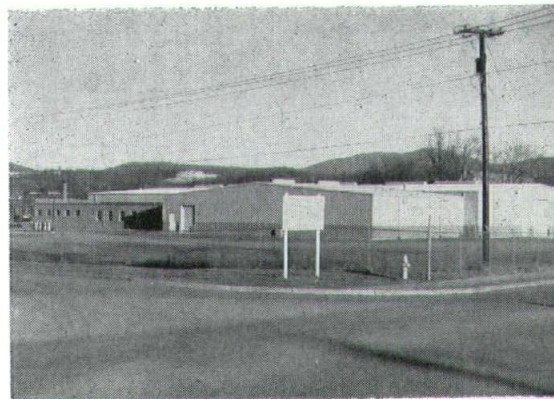
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