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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 "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-young 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)
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 travel 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...
Assemble 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 served 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 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 Virginians, and they owned 1,000 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 U.S. Route 1 and an important segment of the first highway system.

In 1919, the entire road was graveled soil except for two short stretches, one of concrete just south of Alexandria 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 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...
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I undermine the roadway itself. If highway signs aren't cleaned and kept all and replaced when damaged, there will be confusion and inadequate formation 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 roads are made, the roads are resurfaced, the signs and rest areas and sides are cleaned, the pavement markings are restored, the litter is raked away. It's all in a day's work for 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 system had increased from its original 4,000 miles to 7,500 miles. In 1932, it jumped almost overnight from 32 miles to 44,977 miles, when the General Assembly established the state ordinary road system, permitting counties to turn their local roads over to the State Department of Highways, but 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 maintenance staff remaining in the department kept together a usable and system, but a backlog of needs was accumulating.

Shortly after the war, the highway...
Top: Sign vandalism caused these high markers to be replaced long before it should have been necessary. Frank Isebell, 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 some danger where signs are knocked down and made unreadable.

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

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

Today's highway maintenance activities extend over a wide range of roads. The achievements of the 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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PAGE FOURTEEN VIRGINIA RECORD
they will demand new solutions, Leigh says.

A decade ago, for example, few people were fully aware of the dangers of vehicles hydroplaning on wet roadways. Hydroplaning sometimes occurs when a layer of water builds up between the tires of a vehicle and the roadway at certain speeds, and it total hydroplaning happens, traction is lost and uncontrollable skidding 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 driver, 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 retarders for grass may become more economical than mowing. Erosion control and landing, 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 ensure 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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PAGE SIXTEEN  VIRGINIA RECORD
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
94 bridges, with the losses amounting to $20 million. Flooding caused by the Agnes storm left 600 miles of roads destroyed or damaged, and 1 bridge was 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, our principal concern 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 pairs 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 determination to return the damaged facilities to public use quickly," Leigh says.

Leigh is a tall, slender engineer whose hobbies are fishing and woodworking, 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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Early in 1963, with motorists' of Virginia's roads growing and development of the interstate system under way, the state's highway officials began a pioneering study to develop improved management for 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 practices but have served, as well, as pattern for a number of other states.

The situation was quite clear,” says 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 minimum construction requirements.

This had become increasingly evident and steadily more serious as longer interstate routes 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 throughout the year of a very high level in scope and effectiveness. And the budget available for reaching that objective wasn't unlimited,” 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 consulting 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 employees. Appropriate training guides and other materials have been prepared, and are used widely. The first in a series of training aids for equipment operations, for example, was a guide prepared in cartoon style on trucks and motor graders. The department's training staff called it "Supervisor Sam to Truck Drivers," and Sam overnight became a key member of the maintenance staff, with his serious messages given in a breezy, reader-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 the 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 will not become a matter of making a study one time, making some procedural changes, and then forgetting it," he explains.

The new methods permit the department to plan and schedule maintenance operations more efficiently, relaying 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 train and develop 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 strength of the 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 will come "safer, smoother, more attractive and more efficient highways, and this, in the end, is why we have a maintenance program."
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, but you should be prepared for a two- 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. "Then I thought all was lost, a wildly flashing yellow light appeared," he wrote to the Virginia Department of Highways.

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

The same night, an Annandale couple was driving home in the fog from Reagan International Airport. "We ran out of gas just as we reached the exit ramp. We had barely had a chance to get off the shoulder when we saw one of your emergency trucks pulling 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 Department 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-
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-Service Patrol experimentally on many holiday weekends along some 120 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 seventh truck has now been assigned to the Shirley patrol.

During January and February, the units on the Beltway made 2,614 calls to offer aid to motorists. Most were in response to motorists having motor or tire problems or in need of a 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 post 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 patrols provide minor assistance immediately, or relay requests by radio for additional aid if required.

The Beltway and the Shirley Interchange 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 Interchange covered by the patrol ranges up to about 100,000 vehicles daily.
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 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 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 seemed 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.

Roadway grooving helps control hydroplaning on wet pavements, reduces accidents.
National Folk Festival brings thousands of dancers, singers, instrumentalists and craftsmen to Wolf Trap Farm park for three days of non-stop activity during the later part of July. Daytime events free, formal shows at night on the stage of Filene Center. Check schedule with any office of National Park Service or Ticketron.

T.B.A. 13TH ANNUAL ARTS FESTIVAL, Norfolk
A month of theatre, music, ballet performances, art, sculpture, craft exhibits; symphony, chamber, jazz and folk music concerts for adults; children. (*) Tidewater Arts Council, Inc., 269 Bond Street, Norfolk, Virginia 23501 (703) 622-2312.

3-4
“HAPPY BIRTHDAY — U.S. CELEBRATION,
Gypsy Hill Park, Staunton
The original idea behind this celebration was conceived by the Statler Brothers, world-renowned 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 feature entertainment at the event show on July 4th. This year will mark the fourth annual celebration of the event which continues to grow in size. The city has announced that Johnny Cash, with his tire show, will be the Statler Brothers' special guests for 1973 celebration. (Informal courtesy of R. A. Farr Mayor, City of Staunton.)

ANNUAL OPEN HOUSE, Fil Center, Wolf Trap Farm Park 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 Da Band, 4 p.m.; The Wolf Trap American University Academy National Youth Orchestra, p.m. Free, no tickets.

ANNUAL FIREWORKS DISPLAY, Fort Lee
The public is invited to see the largest fireworks display in part of Virginia. Display preceded by a U. S. Art Band Concert in Williams Stadium. Information Officer,
S. Anny, Fort Lee, Virginia 23801. (703) 734-3380.

OPEN HOUSE AT STRATFORD HALL, Stratford

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.

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 of competition in talent, swimsuit, 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.

25-26 48TH ANNUAL WILD PONY ROUND-UP Chincoteague
Wild Ponies are rounded up on Assateague Island and driven into the sea to swim to Chincoteague where they are penned and auctioned. Pony rides, shows, stunts, races and other events. The home of "Misty" and site for the book and movie. The ponies swim across on July 25, sold on July 26 and unsold ponies swim back July 27. (*) Chincoteague Chamber of Commerce, Chincoteague, Virginia 23336. (703) 336-6788.

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FEATURING NEWS FROM VIRGINIA BRANCH A. G. C.

- 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
- VIRGINIA BRANCH COMMITTEES—1973

- AGC NEWS NOTES

ALSO PRESENTING PROJECTS OF NOTE

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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 chairman. 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 in attendance:

- 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, Jr., Construction Co., Inc., Alexandria, looks on. 6. Wayne Dillon, J. W. Creech, Inc., Norfolk, (Right), and Representative William C. Wampler, Ninth District, (Center) look on.
- Congressman J. Kenneth Robinson, Representative from the Seventh District (Right), receives congratulations. Samuel L. Lionberger, S. Lewis Lionberger Company, Roanoke (Left), and Representative William G. Wampler, Ninth District, (Center) look on.
- Representative W. 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.

PAGE TWENTY-EIGHT

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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, dear Guests, Fellow Contractors of Virginia—

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

have attended most of the previous meetings that AGC has held here 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 attending this meeting with us Mr. Ed 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 promoted 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.

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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William E. Dunn Retires

Bill Dunn recently announced to the National AGC Board of Directors, the annual convention in San Francisco, that he would leave his position as Executive Vice President to become special Counsellor to the National GC 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 seven 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 conventions 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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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 1969 and 1970. Mr. Dunville serves as Chairman of the Virginia Branch Legislative Committee. He has held his 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:

**Building Specifications Committee**
- J. W. Creech (Norfolk)
- R. E. Lee (Charlottesville)

**Construction Markets**
- A. J. Conner (Roanoke)
- N. F. Jacobs (Richmond)

**Crime Prevention Committee**
- N. D. Kjellstrom (Richmond)

**Emergency Planning Committee**
- S. H. Shrum (Harrisonburg)

**Environment Committee**
- A. E. Thomas (Alexandria)

**Equal Employment Opportunity Committee**
- R. E. Lee (Charlottesville)

**Ethics & Trade Practices Committee**
- R. E. Lee (Charlottesville)

**Legislative Committee**
- R. M. Dunville (Richmond)

**Manpower & Training Committee**
- R. E. Lee (Charlottesville)

**Membership Development Committee**
- A. Alexander (Richmond)
- A. J. Conner (Roanoke)

**Naval Facilities Engineering Command**
- L. B. Duke (Norfolk)

**Open Shop Committee**
- R. M. Dunville (Richmond)

**Research Committee**
- R. E. Lee (Charlottesville)

**Safety Committee**
- R. G. Montgomery (Lynchburg)

**Safety Engineers Advisory Committee**
- W. G. Bryson (Norfolk)

**Special Contracting Methods Committee**
- A. Alexander (Richmond)
- A. S. Bass, Jr. (Richmond)

**Subcontractor Relations Committee**
- A. S. Bass, Jr. (Richmond)

**AIA-AGC Documents Review Committee**
- A. Alexander (Richmond)

**AIA-AGC Liaison Committee**
- H. I. Miller (Arlington)

**AIC-ASEE-ASC-AGC Joint Cooperative Committee**
- S. L. Lionberger, Jr. (Roanoke)

**APWA-AGC Joint Cooperative Committee**
- A. J. Conner (Roanoke)

**CMSCI-AGC Joint Cooperative Committee**
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to tell the Virginia Story
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.

The third prize was won by Dave Johnston, a freelance 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; Eli 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 and productive capacity. He said, "The present supply and price difficulty are direct result of lack of production, either actual or artificially induced, in high demand market."

Mr. Eberharter said since 1969, GC has advocated to Congress "in the strongest terms" some of the things the Cost of Living Council is now considering, such as banning of further exports until domestic supply meets 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 members 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 Clinesell 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 manning the booth. Having local contractors help man the booth provided for much experience and knowledge helping answer questions from the students.

Approximately 3,500 high school students, mostly juniors and seniors seeking occupational information, made a tour the booths set up by some 30 businesses and industries in 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.
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 directly 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—who 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 are 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 unit'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 peripendent 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 aimed 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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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; 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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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 it’s members serve as President of the National AGC.

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.

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 Co. before he joined the Richmond branch of the Roanoke company in 1969.
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, the structure was built by M. Tomlinson, Inc. The 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.

Other interior walls are of plaster and wood panels.

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.

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THE private residence of Mr. & Mrs. James N. Cargill is located in Middlesex County on the Piankatank 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 privacy. The surrounding grounds left unchanged, clean, woods close to the house where azaleas used to add color to the redwooding.

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

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PAGE FIFTY-EIGHT

VIRGINIA RECORD

Know the Seven Danger Signs of Cancer
"You Made Me What I Am Today"

(Continued from page 7)

In his primary role the student, with a responsible sense of accomplishment, make of adolescence the beginning of adulthood and not, as it now often is, a status in its own right. For this he does not need credit-hours or college courses in order to make the transition into the real world. Since the real world is around him, he need only break out of the limbo of separatism from adulthood and make his transition into it by responsible attitudes.

In the nearly half-century ago which I was studying, we were not products of an affluent society nor had we learned to question the inherited ethic. Thus, our difference from day's youth was not because we actively possessed the old-fashioned virtues or a zeal for industrious endeavors; it was simply that the influence in the social atmosphere did not drive us toward a separatism from the adult world in a status of fixed youth. When we were aware of being young, everyone is aware of his own bracket, our personal identification had nothing to do with the age we were then passing through. For passing through was the key to our attitude: we were chiefly aware of being on our way into responsible adulthood and could hardly wait to get there.

In our hurry, we participated in activities in and out of the adult world so interchangeably that there was no line of demarcation between classroom and the real world. Far from being apart in a self-conscious category, those I knew were characterized by an intense desire to "make something of themselves," beginning right then. That old-fashioned phrase, "to make something of one's self," could be interpreted as being synonymous with "getting on in the world." For we were taught to make something of one's self in any line of work, its basic meaning was to make a place for one's self in his chosen work, and to make of one's self a potential-realizing son.

Those with whom I was most intimately acquainted lived in the Columbia University neighborhood. Some were students, either in the undergraduate college or in a graduate school, and most of these worked part-time jobs in parts of New York City distant from Columbia; but...
Il the Virginia Story

The twenties, was a wild one who seed her fortune and was at this time earning, on freighters, in an Englishwoman, graduate of the Englishwoman, graduate of the Arts College at Oxford, and her band had formerly been a captain of Dramatics Arts; a few, already out of college, were occupied 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 a small, delicate-looking lady of three of us. Mrs. Chapman was the first woman to have given up trying for the stage to sing in the Music Box, as John Steele's understudy. The latter occasionally brought and older friends of theirs who were gaining prominence, including a writer with a hit on Broadway, with this cross-section of intense motion and passionate absorption in 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 a large living-room in the enormous apartment of Mrs. Chapman, the lady of three of us. Mrs. Chapman was a small, delicate-looking lady in her fifties, with a twinkling, good-humored smile, a wonderful urbane wit and (to us) 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 undeniably 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 discussions from getting too digressive.

Besides dabling at dancing 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.

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 disillusioned, 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...
the young: we were all always professional in outlook. Now there's a more playing around in the arts, being "arty 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 class status which, in separating the young 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 apparatus of dependency extending from infancy and a concern for credits that get them a union card for job applications. This is sampling the water of life's sea with the two while clinging to the Adult world which is despised.

For a true participation in the real world, a strongly motivated student could develop his own self-resource—
becoming involved in off-campus activity which was related to the classroom at the same time it employed aspects of his studies. Yet the lack of the self-resourceful, responsible achievement-orientation is not so much a 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. This theory holds that technological advances have so reduced the job market for the young that a sort of unspoken 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 an recognized emphasis on getting young into some college—as it is phrenetically called, "getting an education." There is no doubt that this emphasis (along with American youth cult) tends to give the generations in college their sense of a future 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 is with the faculty who must suit the tempo of the class to the disinterested semi-literate. The effect of this is boredom on many of the better students.

Usually an exception to this are the dergraduates preparing to enter graduate school in pursuance of a professional career, as in medicine, engineering, architecture or the like; but these will more often avoid institutions known to thrive on "body count" of dullards. The hard-hit are the potentially "interesting" students who, of no marked bent at college age, possess enormous capacities for developing as persons and also of making valuable social contributions when they find direction. These are the true casualties of the limbo that college can become, ten "classroom experience becomes meaningless." With unstimulating crises and undemanding studies, they flit into purposelessness, and develop a despairing feeling that they are "wasting" those impressionable years of their lives.

For the foreseeable future there can be a worsening of the conditions that produce frustrating boredom in the bright and permit uninvolved athy in the dull. While cutbacks in federal money and high costs are creating unsettling problems in the universities as of right now, and maneuver training programs are pitifully efficient, millions of teen-agers are being "prepared" for college by being obsessed through high schools where the ideal of "quality education" has been given over to the practicality of maintaining discipline. So many trouble-makers, actually border-line cases of juvenile delinquency, are picked up each year by harassed teachers, with the consent of helpless principals, that the chief off-duty job of teacher conversation is whether to continue in the school they are or whether to continue as teachers at all. It would require something more than genius or overpowering motivation for students to emerge as fine college material out of a background where teachers must handle their classes as lion-tamers rather than as instructors.

This will not change soon because the powerful education lobby is committed to the status quo, because legislators are remote from the actual classroom conditions and presumably different to the products of the system, and because for the past twenty years the whole education system has been subjected to such manipulation by ideological abstractions that the purposes of education have been obscured. Caugt up in the rapid changes which beset our whole social structure, with its surface problems given piecemeal remedies which usually just call for more money, the education system is passing into obsolescence 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 transform the education industry with concepts and techniques more suitable for the age.

For this present manifestly transitional phase in America, in which education is only one aspect of an old way dying hard and a new way struggling to be born, the student who wants relevance in his college work must turn to himself. Off-campus activities for credits are makeshift remedies, as superficial as those employed on propping up the obsolescent system. Meaningful experiences must be internally derived.

This will be most difficult for the students in today's conditions and atmosphere. While it was easy and natural for us in our day, all external circumstances favoring the individual's development, in today's atmosphere of anti-achievement-orientation, the pervasive 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 conditioned 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 prevailing 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 approximately 1.7 million years ago and...
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 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 youth cult status, 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 free 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 only stultifying themselves by reducing their relationship to life to a content for their parents' generation. The present social system which they find (without justification) so arid to spirit, so reeking with inequities and venality, is a climax point of economic-governmental practices and mental habits which had their gene long before this parents' generation was born. So many of the obvious effects of the system—such as pollution, the despolization of natural resources, the blighting of the countryside and the cities—are merely surfacing now. And so many more at yet to surface that any student-young who act out their charades on the assumption that they are protected by their anti-ways, with the parents as permanent villains, are setting themselves up to be miserable spectators for changes for which they'll be unprepared to cope.

But to anticipate the immensity of the unpredictable changes before the student-young 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 Prin 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 by those who came before. But to begin with he'll have to take his turn at the ox 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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