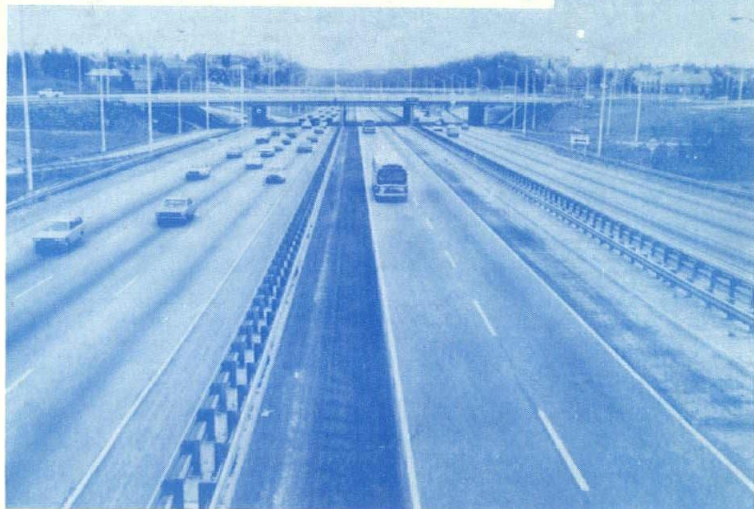


Deep



" It is hereby declared to be the policy of the Commonwealth of Virginia that the present and future welfare and mobility of the citizens of Virginia require a balanced transportation system, consisting of coordinated private and public facilities and services, provided and administered to assure adequate, safe, economical and efficient transportation..."

-- the 1974 Virginia General Assembly



THE VIRGINIA RECORD MAGAZINE

JUNE

1974

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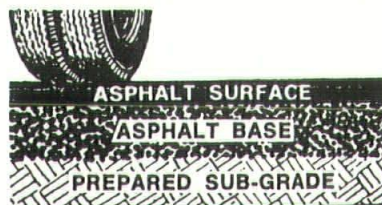


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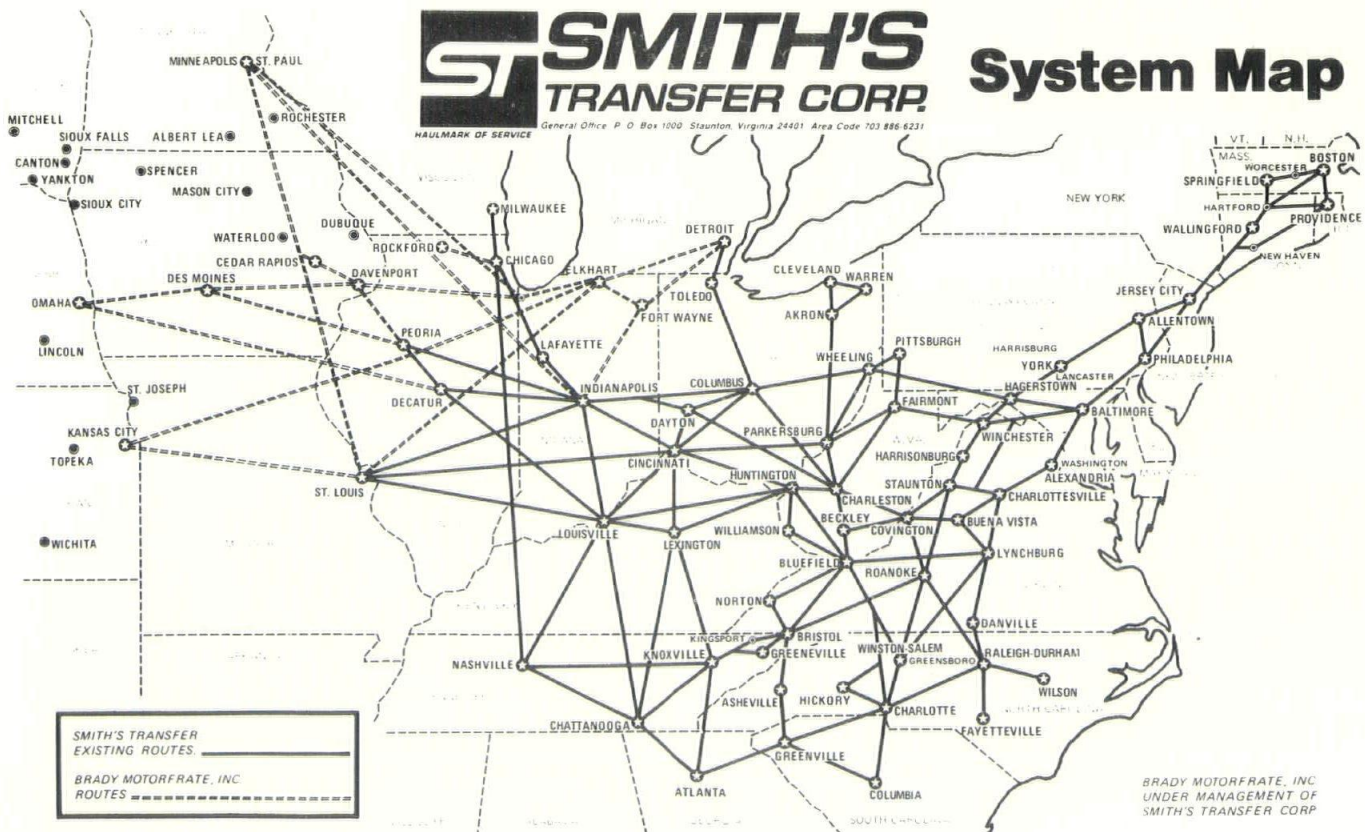
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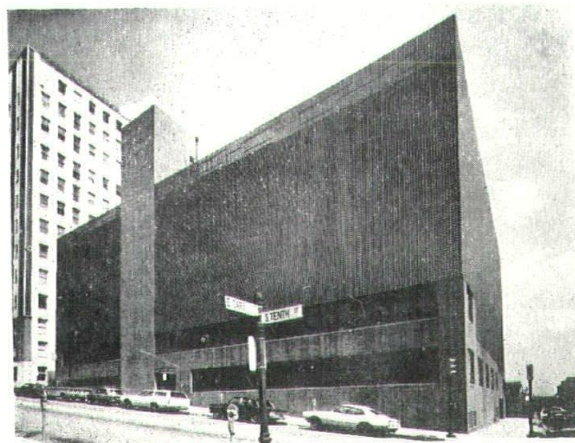


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ON OUR COVER: There've been some changes made! And with new rulings by the General Assembly, Virginia's highways system will be better than ever before. (Photos courtesy of the Virginia Department of Highways)



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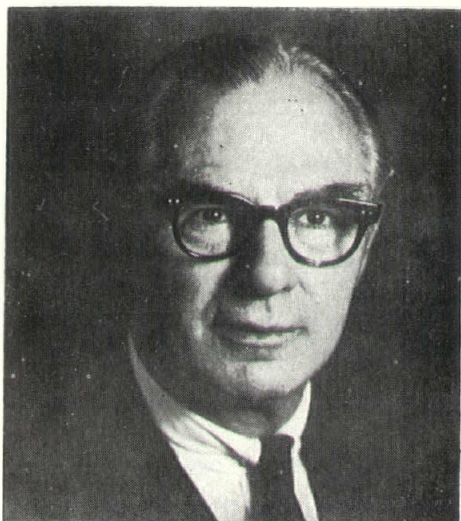
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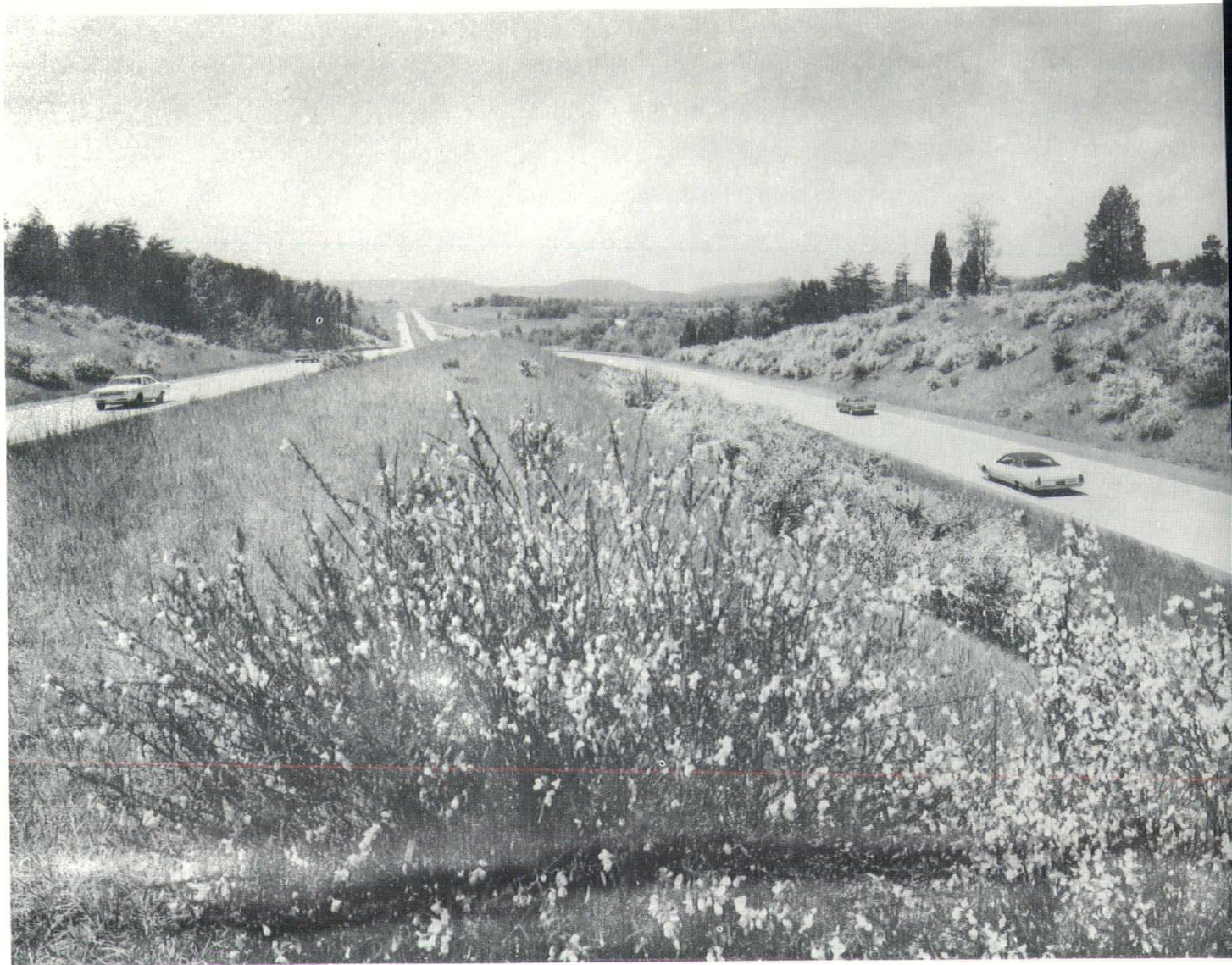
"I' LL TAKE MY(NON)STAND"

JUST ABOUT four decades ago a group of southern writers, based around Nashville, published a book of highly literate essays called I'LL TAKE MY STAND. From a Southern viewpoint, their positions were essentially sound, although some details seemed a little extreme, with a little too much emphasis on preserving past patterns. However, the whole impact of the collected essays was that of a positive philosophical conviction expressed by articulate, thoughtful people. From our perspective today there is one noticeable factor in the essays which was not noticed when the book was published: all the stands taken were in relation to domestic issues as those issues were involved in historic American economic and cultural patterns.

Midway between the appearance of I'LL TAKE MY STAND and today — twenty years after that book and twenty years ago — the most often articulated positions, based in Washington, concerned the United States' relations to world communism, particularly communistic forces in Asia. Truman and Acheson, his brilliant Secretary of State, had acted with courage and decisiveness in blocking the spread of Soviet power in Western Europe: Greece and Italy had been saved, Berlin had been kept open, and through the Marshall Plan and NATO the war-ravaged nations had been rebuilt and formed into a defensive alliance. But in Korea, the Truman-Acheson Asian policy had aroused violent opposition in the country, in Congress and especially in Right-wing Republicans. The opposition charged the President and Secretary with "being soft on Communism," with being to blame for Red China's expulsion of Chiang Kai-shek's corrupt and inefficient regime to the Formosa sanctuary and for recalling General MacArthur from the Korean debacle "short of victory."

Russia's development of the atom bomb created a mood of anti-communist hysteria in America, fanned by the intemperate charges of Senator McCarthy's demagoguery. McCarthy, a darling of Right-wing Republicans, had become such a formidable political power that presidential candidate Eisenhower did not defend General Marshall, his old friend and the mentor who had advanced him, against reck-

(Continued on page) — 68



Interstate 64 in Albemarle County was judged second best landscaped road in Nation last year by U. S. Department of Transportation. It is bordered with golden-blooming scotch-broom shrubs.

'BALANCED TRANSPORTATION'
GOAL OF DEPARTMENT
OF
HIGHWAYS AND TRANSPORTATION

Such a balanced system, it continued, should "stimulate economic growth, provide convenient access to employment, health, educational, recreational and other activities for all... citizens, facilitate the flow of commerce, encourage efficient allocation of human and economic resources, and preserve the inherent advantages of each mode, while utilizing intermodal advantages of the fullest extent..."

The Legislature said the newly enacted policy was to be carried out by the Department of Highways and Transportation and the State Highway and Transportation Commission.

The objectives of the new policy are to be achieved "through continuous, comprehensive, coordinated transportation planning with other agencies of the Commonwealth having transportation responsibility, local governments, regional planning and transportation commissions, and private transportation facilities."

Membership on the commission was increased from nine to 11 persons, with two to be appointed on an at-large basis. Under the new arrangement, one member will continue to be appointed from each of the State's present eight highway districts and the Highway and Transportation Commissioner will serve as full-time administrator of the department and as chairman of the commission. One of the at-large members is to be appointed from a metropolitan area, the other from a non-metropolitan area.

The new legislation will become effective July 1, and Douglas B. Fugate, the present Highway Commissioner,

said the additional duties assigned by the General Assembly could be performed largely by the present staff of the Department of Highways.

"For more than a decade the department has been deeply involved in conducting transportation planning studies, and more recently has helped to provide such transit projects as the Shirley Busway in Northern Virginia and the Parham Express bus project in the Richmond area," he explained. "I would expect the addition of only a relatively small number of planners will be required to carry out this assignment from the General Assembly."

The Legislature's action in 1974 came after several years' consideration of the concept of a state department of transportation, and after extensive legislative debate on how best to meet Virginia's growing needs for a balanced transportation system.

The matter was studied by a subcommittee of the House of Delegates' standing Committee on Roads and Internal Navigation, appointed by that committee's chairman, Delegate Lewis A. McMurran, Jr. of Newport News.

Delegate Frank E. Mann of Alexandria was subcommittee chairman. Other members were Delegates Donald G. Pendleton of Amherst, Garry G. DeBruhl of Critz, L. Cleaves Manning of Portsmouth, Robert B. Ball, Jr. of Henrico County, V. Earl Dickinson of Mineral, and Raymond R. Guest, Jr. of Front Royal.

The subcommittee worked for months, and conducted public hearings around the state to gain citizens' sug-

THE 1974 SESSION of the General Assembly set a new transportation policy for Virginia, and assigned to a broadened and renamed state agency the chief responsibility for its implementation.

"It is hereby declared to be the policy of the Commonwealth of Virginia that the present and future welfare and mobility of the citizens of Virginia require a balanced transportation system, consisting of coordinated private and public facilities and services, provided and administered to assure adequate, safe, economical and efficient transportation ...," the Legislature said.

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gestions on Virginia's transportation needs. In its report, the subcommittee called for "the best balanced and unified transportation system possible," and cited the fact that "a continual awareness of transportation problems has become extremely necessary in protecting and enhancing the environment, preserving our natural resources, decreasing traffic congestion, and diminishing highway deaths."

As it emerged from the General Assembly, the legislation was not completely as envisioned by the subcommittee. The subcommittee had proposed a greater integration of existing transportation functions, including the reassignment of responsibilities for airport development, aircraft operations and aviation promotion from the State Corporation Commission (SCC) to the expanded agency. The air travel responsibilities remain with the SCC under the measure approved by the General Assembly.

Still, the Legislature's action represented a major broadening of the state government's concern with transportation, particularly in regards to finding solutions to the growing problems of urban mobility. It also marked a significant new assignment for an agency whose origin may be traced directly to the era of muddy roads and the dawn of the motorcar age.

the Highway Commission. It was largely an outgrowth of the Depression, and one economist estimated that this action would reduce rural taxes by \$2,895,102 annually. Most counties joined the new system immediately, and today only two, Arlington and Henrico, continue to

maintain their own secondary roads.

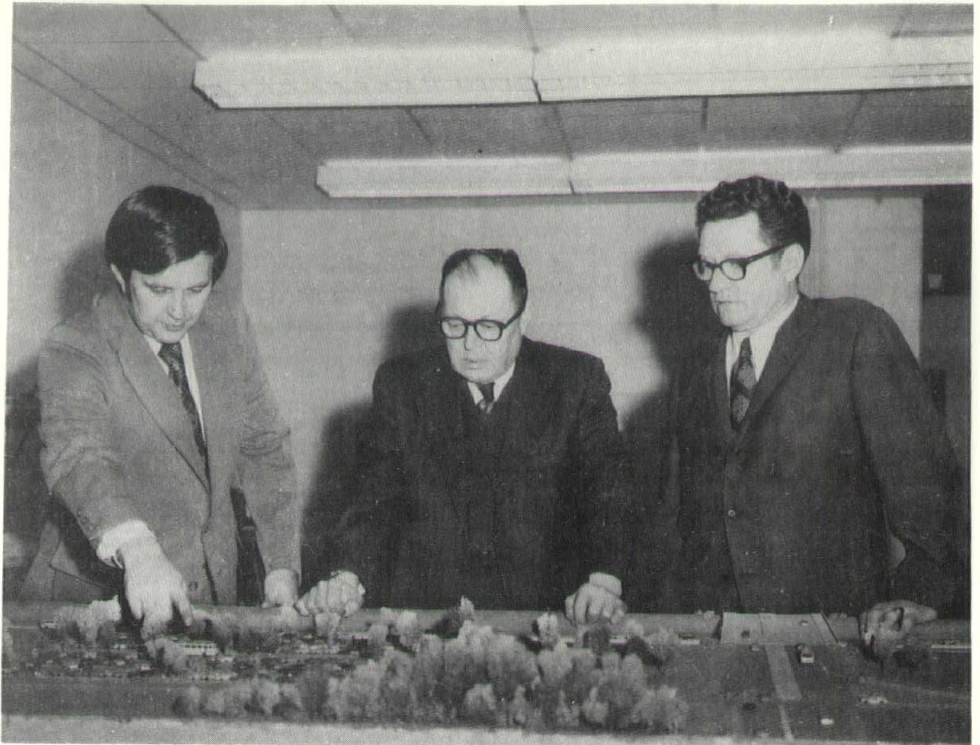
*1956--The Congress authorized development of the national interstate highway system of divided, controlled-access roads, with Virginia's share to be some 1,079 miles. It has been called, and probably correctly, the nation's most extensive public works program.

*1964--The General Assembly recognized that the interstate routes alone would not adequately serve all of Virginia's major travel corridors, and approved the development of the supplementary 1,738-mile arterial network of four-lane divided highways.

The interstate and arterial programs reflected the state's growing population, and the mounting reliance by the state's private citizens and its industry on the mobility provided by modern roads. In the mid-1950s, Virginia had some 300 miles of multi-lane, divided highways. With completion of the interstate and arterial work, not anticipated in the early or mid-1980s, the state will have more than 3,000 miles of such roads, opening once remote regions to new opportunities for economic growth.

By 1960, Virginia's population had grown to 3,954,429, and would soon exceed 4,600,000. The number of motor vehicles registered in the state had climbed to 1,533,887, and was to increase by a million more within a decade.

Virginia's legislators and the administration in the State Department of Highways began preparing early in the 1960s for the problems of urban mobility they realized were certain



STATE TRANSPORTATION OFFICIALS DISCUSS TRANSIT - Three Officials of what will become the State Department of Highways and Transportation July 1 discuss features shown in a model of a fringe parking lot for suburban commuters. They are: from left, Oscar K. Mabry, metropolitan transportation planning engineer; H. Gordon Blundon, director of programming and planning and the department's representative on the Tidewater Transportation District Commission, and J.P. Mills, Jr., traffic and safety engineer and the agency's member on the Northern Virginia Transportation Commission.

to increase in intensity as more and more of the population shifted toward the cities.

And while here, as in other states, many of the problems associated with urban transportation remain unresolved, there have been solid, tangible advances in a Commonwealth whose travel worries once centered around muddy roads.

* * *

VIRGINIA'S ROADS were poor indeed at the arrival of the 20th Century. Most of the reasonably good roads -- and not many were even rea-

sonably good -- had been constructed decades before as toll-financed turnpikes. An improved road in one county might shrink to a rutted trail or disappear entirely in another. The basic sources of revenue for roads were county property taxes and the bonds which some counties had sold, but revenue wasn't sufficient and maintenance of roads often was neglected. The individual counties had the responsibility for improving and taking care of their own roads, and perhaps naturally they were far more concerned about local conditions than about the traveler facing a



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cross-state journey. For the long-distance traveler, in fact, boat or train were the most certain means of making the trip with much comfort.

The public's demand for better highways gained impetus just prior to the turn of the century. The Young Business Men's League of Roanoke took the leadership in forming the Virginia Good Roads Association. Local meetings and statewide conventions were held.

Virginia's population was 1,854,184, and while it was about 85 percent rural the capital city of Richmond had some 85,000 residents.

Resolving to tackle the problems of the roads, the 1906 session of the General Assembly established Virginia's first State Highway Commission, principally to advise the county governments in road matters.

Governor Claude A. Swanson appointed Phillip St. Julien Wilson a Powhatan County native and civil engineering graduate in the Class of 1886 at Virginia Military Institute, as the first Highway Commissioner. Wilson was 38, and was working as assistant city engineer for Richmond at the time of his appointment.

Wilson found his job to be largely one of public education, and he placed heavy emphasis on efforts to encourage county officials to look beyond their own borders to the importance of working toward a coordinated statewide highway system. It was a slow, difficult job, and the problems continued to mount.

By 1910, Virginians owned 2,705 motor vehicles, and the General Assembly concluded that the time had come to regulate their use, through enactment of the

state's first registration and licensing requirements for vehicles.

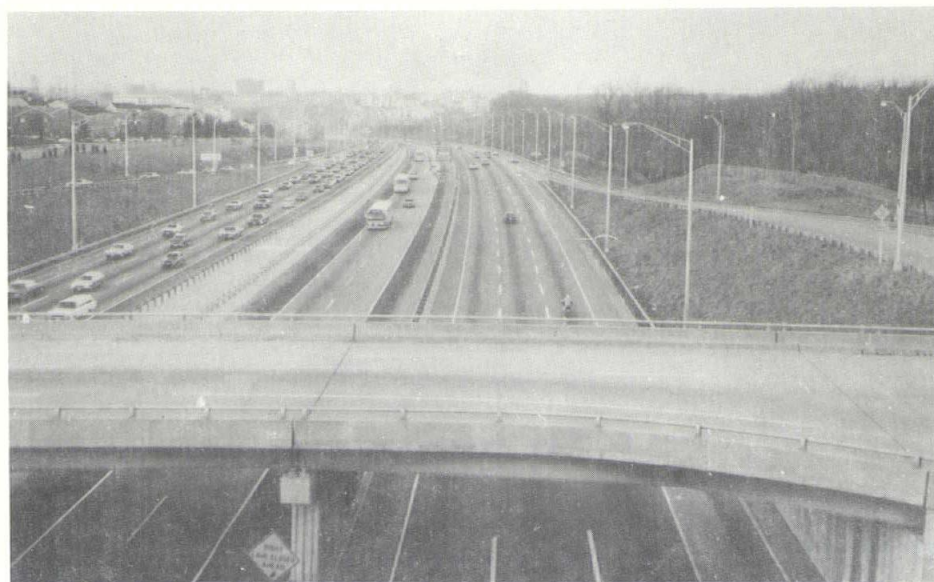
Registration fees were set at \$5 for cars of 20 horsepower or less, \$10 for those with 20 to 45 horsepower, and \$20 for vehicles with more than 45 horsepower. A \$2 registration fee was set for motorcycles (and 235 were registered in 1910). The fees were to be paid into the state treasury as a special fund for improving main roads. Total revenue amounted to \$21,656 from the first year's collections.

In 1910, the General Assembly also imposed the first controls on motor vehicle speeds in Virginia -- 20 miles an hour in open country, 8 miles an hour in towns, around curves, and at main intersections.

The year 1916 produced more significant legislation. At the state level, the General Assembly established a study committee to develop a plan for a state-administered and maintained highway system, to include the main roads between population centers, and directed that future income from vehicle license fees be placed in a maintenance fund to be administered by the Highway Commission in cooperation with the county authorities, and with expenditures to be matched equally by the counties. In Washington, the

NORTHERN VIRGINIA...(Top photo) Temporary bus lane was provided through reconstruction project along the Shirley Highway. (Center photo) In December 1973, the commuter lanes were opened to car pools - with pool vehicles defined as those with four or more occupants. (Lower photo) Car Pool autos join buses in center commuter lanes.

to tell the Virginia Story



Congress passed the first Federal-Aid Road Act, Washington's first comprehensive law aimed at establishing a nationwide highway system.

The state system was approved two years later, and included some 4,000 miles of principal roads. (The system now has grown to 51,000 miles, the nation's third largest system of state-maintained highways.) The

federal-aid program was to lead in the mid-1950's to authorization for the 42,500-mile national system of interstate and defense highways.

There were other key legislative years in the development of Virginia's roads and its Department of Highways:

*1927—The department was formally established as a

part of a reorganization of state government, although the commission staff had been popularly called the "highway department" almost from the outset.

*1932—The General Assembly established the state secondary road system, permitting each county, if it wished, to give its remaining road responsibilities to

A decade ago, in 1964, the General Assembly enacted legislation permitting two or more counties or cities to join in forming a transportation district, with a local transportation commission to manage its affairs. The law gave such commissions wide powers to acquire, own and operate transit facilities.

The first such agency to be organized was the Northern Virginia Transportation Commission, established in 1964. The second, the Tidewater Transportation District Commission, was formed in 1973. Others are under consideration.

In 1968, the Legislature went a step further and created the Virginia Metropolitan Areas Transportation Study Commission, which has made extensive evaluations of mass transportation operations in the state and reported its findings periodically to the General Assembly.

This commission, which continues to function, has been particularly helpful in identifying and analyzing the financial plight of the privately-owned urban transit companies as a result of rising costs and diminishing patronage.

The study commission's work led to what has become known as the "highway aid to mass transit law," permitting state highway funds to

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be used by the Highway Commission in support of mass transit. This measure already has enabled the Department of Highways to participate in planning and financing with local governments and agencies in mass transit projects.

For example, it permitted state road funds to be spent on such projects as the widely acclaimed Shirley Busway project along the Shirley Highway (Interstate 95) in Northern Virginia, and to develop other projects to provide preferential lanes for buses and parking lots and passenger shelters for transit riders.

The aid-to-transit law also cleared the way for state road funds to be used in helping to finance transit studies in major urban areas. Such studies are un-

der way or planned for Richmond, Roanoke, Newport News, Hampton, Norfolk, Portsmouth, Virginia Beach, Chesapeake, Lynchburg, Charlottesville and Williamsburg.

Eighty percent of the study costs is available from the federal Urban Mass Transportation Administration (UMTA), with the local governments responsible for the balance. The Highway Department is covering 85 percent of the cities' shares and 100 percent of the urban counties' shares of the study costs. The studies are intended to develop transit programs which, in turn, will qualify the areas for capital improvement grants from UMTA.

Other recommendations of the Metropolitan Areas Transportation Study Commission have led to legislation

permitting a city or county to establish a single-unit transportation district and to provide refunds of the state motor fuel tax for transit companies. The latter measure was designed as a stop-gap step to aid the troubled transit firms, but didn't halt the trend which has seen transit operations pass increasingly from private to public ownership.

In other legislative action, the General Assembly in 1972 authorized a 10-year road and street improvement program recommended by the Highway Commission and earmarking \$91 million in state highway funds for mass transit aid, and the same year appropriated \$2.5 million from the state's general fund budget for transit purposes.

The following year, the

Parallel Hampton Roads Bridge-Tunnel takes shape. Construction schedule calls for completion late in 1975





Overall view of Facility

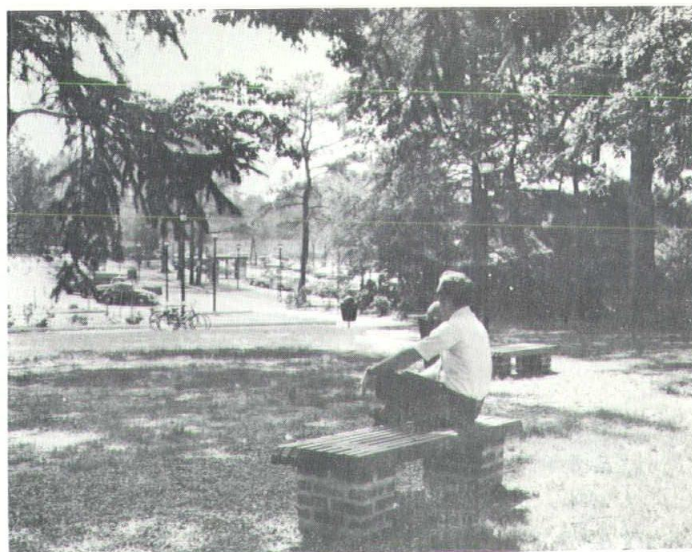


Waiting at enclosed passenger shelter

PARHAM ROAD FRINGE PARKING LOT IN **WESTERN HENRICO COUNTY**



Commuters boarding bus for trip downtown



Small park developed as part of the facility

Assembly authorized the Highway Commission to permit local governing bodies to use funds allocated for the urban highway system or for secondary roads within their jurisdictions to aid transportation districts in the purchase of buses and related facilities for public transit systems, with commission concurrence. The commission reserved more than \$5 million for this purpose in the 1973-74 fiscal year, but local governments have found it difficult to choose between road improvements and transit aid. Thus far, this permissive use of highway funds for an alternate purpose has not been exercised.

Another significant legislative action in 1973 authorized the Highway Commission to designate one or more lanes of highways as "commuter lanes" for exclusive use by buses and car pools.

During this decade of legislative response to urban transportation needs, the State Highway Department was making organizational and policy adjustments which reflected a similar concern.

Actually, the department's role in city transportation matters dates back substantially further, to the months immediately following World War II, when its engineering staff made a series of city traffic studies. The October 1945, report of such a study for Suffolk described the cities' situation generally at that point:

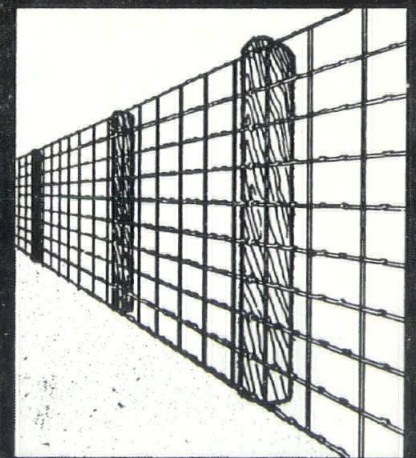
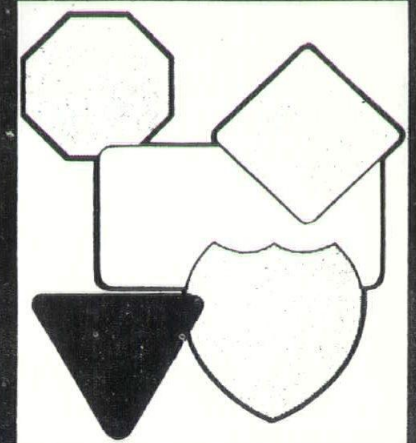
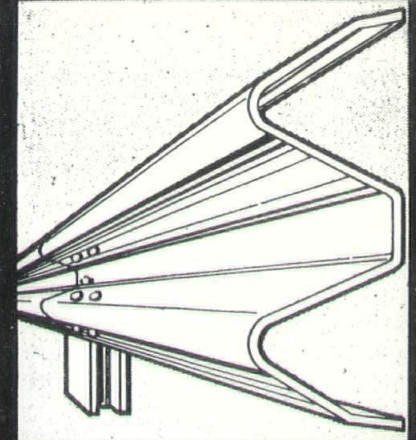
"In the past, it has not been the policy of the State Highway Department to undertake many projects dealing with relieving traffic congestion within cities. This has been looked upon as a

more or less local problem, and since few cities have had adequate means, little has been done to correct these conditions. In some cases, bypasses have been built but in most cases if the city had a population of as many as 10,000, the bypass provided only temporary relief to the congested streets in the business area.

"The general plan of attack by the cities themselves has been to widen existing streets (in most cases a few feet at a time), install traffic signals, regulate parking, use one-way streets, and provide alternate routes for commercial traffic. All of these remedies have been tried and used in our major cities, yet due to the tremendous growth in the number of vehicles on the highways the relief from congestion has been, at best, temporary," the 1945 report noted.

There followed a gradually increasing participation by the state agency in seeking solutions to urban transportation problems, and the federal government also became increasingly involved in matters related to urban mobility. But, with the state's rapidly growing urbanization, the problems grew in number and complexity.

The Congress in 1962 required continuing, cooperative, comprehensive transportation planning processes for the nation's urban areas with a central city of 50,000 or more population in order for highway projects in those areas to be eligible for federal financial aid. In Virginia, seven studies resulted from this requirement, and most of them took into account the



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need for transit improvements as well as street and highway requirements.

In the mid-1960s, the Highway Department extended such a planning concept to include every Virginia community having a central town or city of 3,500 or more population, making a total of 47 comprehensive transportation studies throughout the state.

In 1964, the Highway Commission began allocating funds to the new urban street system, which had been established by the Legislature that year as a separate entity for the first time. State law requires that a minimum of 14 percent of all road revenue, excluding federal interstate aid, is to be earmarked for the urban system, but actual

allocations generally have exceeded that level.

In September 1969, the same month the Shirley Busway began operation in Northern Virginia, the Highway Department established its Metropolitan Transportation Planning Division, which has a staff of 70 employees. The division's chief assignment is to aid in development and continuance of balanced transportation systems in urban areas.

It has been deeply involved in the Shirley project, which provides special commuter lanes between Springfield and the 14th Street Bridge across the Potomac River into Washington. The project, which represented the first time in the United States in which lanes of an interstate highway had been reserved for buses, remains Virginia's Exhibit A of the success of efficient, convenient transit programs which offer commuters clear advantages over travel by personal automobile. Indeed, it remains one of the nation's best transit success stories.

When it began, some 1,900 commuters were riding buses along the Shirley corridor on average weekdays. The highway lanes were clogged with traffic, and state, local and federal transportation officials agreed that the situation could be improved for all of the highway's users if the buses were removed from the conventional lanes and given preferential treatment. Such a move, they felt, would permit the buses to move more rapidly, reduce other congestion, and most importantly, persuade more commuters to leave their cars
(Continued on page 66)

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TRAVELERS BEWARE ! DON'T ADD TO VACATION COSTS



The cost of collecting litter from along Virginia's roadsides decreased slightly in 1972-73, but for the second consecutive year exceeded one million dollars according to the State Department of Highways.

C. O. Leigh, the department's maintenance engineer, said the litter costs for the past fiscal year amounted to \$1,020,888, compared to \$1,050,732 in 1971-72.

The department's report, which included a county-by-county breakdown of litter collection expenses, came as its maintenance forces were engaged in their annual Spring cleanup for the state's 51,000 mile road system.

Leigh said the cleaning is conducted each year just prior to Historic Garden Week. It involves more than litter pickup, but that's a major part of it.

"The frustrating thing about expenditures to pick

up litter is that the money doesn't really buy anything of lasting value for the public," Leigh said. "It's a job that has to be done, of course, but if it weren't necessary those funds could be used to finance permanent highway improvements for safety and convenience of the public." He noted, for example, that the funds spent for litter last year would have financed approximately 15 miles of construction on the secondary road system.

TRAVELERS CAN HELP

Leigh suggested several ways in which travelers could help with the problem. He suggested that they:

* Keep a litter container in their cars and use it for

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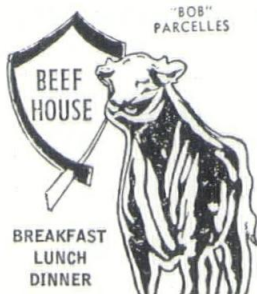
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candy wrappers and other scraps of paper and trash.

* Use the litter barrels placed along Virginia's highways. Some 1,400 such receptacles are provided by the department.

* Encourage localities to establish adequate public refuse disposal facilities if they aren't provided already.

Leigh pointed out that aside from being unsightly and costly, litter also can be a safety problem. Wind-blown trash can distract drivers and obstruct their visibility, and on occasion has struck windshields of moving vehicles, he said.

In addition to litter collections, which is a year-round job, the Highway department's maintenance workers this spring are cleaning signs, signposts and delineators (the small roadside posts with reflective plates to guide motorists). There are more than 250,000 official signs on the interstate, arterial and regular primary routes.

The spring cleanup also includes rest areas, waysides and picnic table areas. Clean, freshly painted trash barrels are being provided at picnic areas, and guard-rail will be cleaned and replaced where necessary. Unpaved roadside shoulders on the primary system also are being checked for possible rutted conditions which may have developed during the winter.

Approximately 5,500 Highway Department employees were involved in the statewide cleanup, using about 2,200 trucks and other pieces of equipment.

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ROANOKE VALLEY HORSE SHOW SET FOR AUGUST 6 - 11



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The Roanoke Valley Horse Show ranked in the top six nationally, is scheduled for August 6 through 11. This blue ribbon A-rated classic, the only indoor show in Virginia, will be held at the attractive, air conditioned Salem-Roanoke Valley Civic Center.

Annual Roanoke Valley Horse Show will be the beautiful Lakeview Motor Resort owned by a former horse owner, Mrs. Anne Ingram Lee. In fact, the main motel facility was converted from a stable which once housed some of the areas finest show horses.

Dubbed "The Little Louisville" of the Southeastern circuit by Horse World Magazine, the show will attract nearly 1000 entries in 29 divisions with 182 classes. \$35,000 in prize money and trophies will be awarded.

Several social events are being planned by the sponsoring organizations, the Roanoke Valley Horsemen's Association and the Salem Riding Club. The "Roanoke Valley" is a member of the American Horse Show Association, the Virginia Horse Show Association and the National Tennessee Walking Horse Commission. Julian Rutherford of Roanoke is General Horse Show Chairman, and J.W. Dailey of North Carolina will again be the Show Manager.

More than 25,000 fans turned out for last years program, and with an additional day of competition being planned for 1974, capacity crowds are expected to set new records. A quarter horse division instituted this year should also enhance the public appeal.

Horsemen have pronounced the facilities at the Salem-Roanoke Valley Civic Center as ideal. Footing has been superb, and the 65 acres of turf adjacent to the arena is generous and ideal for stabling, schooling and exercising horses.

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VIRGINIA A.G.C. REVIEW

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FEATURING NEWS FROM VIRGINIA BRANCH A. G. C.

- LEADERSHIP CONFERENCE
- LEGISLATIVE LUNCHEON
- PRESIDENT ALEXANDER STAYS BUSY
- PHILIP R. BROOKS ELECTED HONORARY MEMBER
- NATIONAL CONSTRUCTION PHOTOGRAPHY CONTEST
- VIRGINIA BRANCH DISTRICT OFFICERS FOR 1974

ALSO PRESENTING PROJECTS OF NOTE

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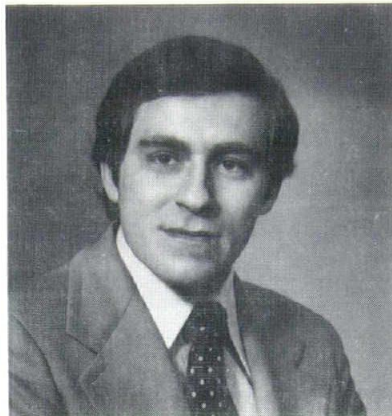
LEADERSHIP CONFERENCE

WILLIAMSBURG

APRIL 3 AND 4

April 3 & 4 were the dates and Williamsburg was the location of the Virginia Branch Leadership Conference. Approximately 35 of the leaders of the Association (members of the Board of Directors, District Officers and Committee Chairmen) met separately and jointly over two days at the Hospitality House, a beautiful new hotel in Williamsburg. It provides a chance for contractors to see that there is still quality in construction. The ladies (and men too) enjoyed the furnishings and decorations.

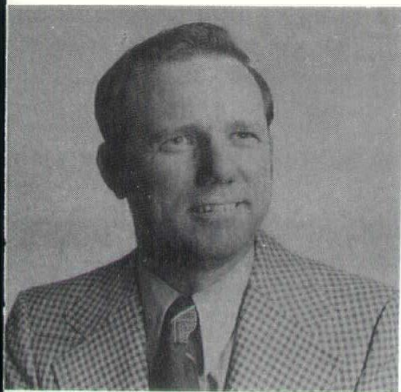
The Board of Directors discussed primarily administrative matters. They approved the budget and new membership applications. There were reports on the By-Laws Study Committee by Chairman Aubrey Bass. Our successful 1974 Legislative Program and plans for the 1975 Legislative Platform was presented by Robert M. Dunville, chairman of the Legislative Committee. Also, a report on our Public Relations Program for 1974 and 1975 which will include a multipurpose brochure to tell the story of the AGC and the Construction Industry was presented by President



John W. Sroka

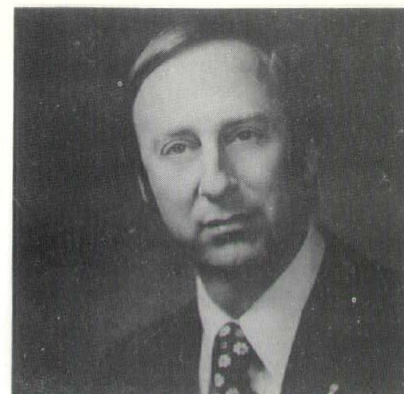
Alexander Alexander. A number of schools and seminars were announced including a Construction Law Seminar May 22 and 23 in Richmond. Plans for a Trenching and Shoring School was outlined and a Safety School was announced. A series of seminars on Bonding was announced to start shortly after May 1. John Poindexter, chairman of the Contract Forms and Specifications Committee reported on the value of Virginia Construction Industry Guidelines. These Guidelines have been published in a cooperative effort of the AIA-AGC-CEC-VSPE. The leadership meeting of the District Officers and Committee Chairmen was most beneficial to all. They discussed more effective district programs and membership development in the districts. They made several recommendations to the Board concerning the structuring of the State Committee.

Mr. Bill Rigsby, Director of Industrial Development Virginia State Chamber of Commerce, discussed Virginia's Industrial Development outlook as it pertained to the Construction Industry. He also provided insight to the various publications published by the State Chamber of Commerce and available to the contractors. He pointed out the benefits of these publications to the contractors and also informed them that the State Chamber of Commerce can be a useful source of information regarding the potential economic and industrial growth of the Commonwealth. There was a construction conference held concerning problems facing the construction Industry, primarily material shortages and increase in prices. The use of the escalation clause was discussed. The moderator was John W. Sroka, Secretary of the Fuel and Material Supply National AGC in Washington, D.C., and the panelists consisted of John R. Houck (John R. Houck Co.-Richmond), R.W. Lynch (Lone Star Industries, Inc.-Norfolk), John N. Martin (N. W. Martin & Bros. Inc.-Richmond) and James Conlin (U.S. Department

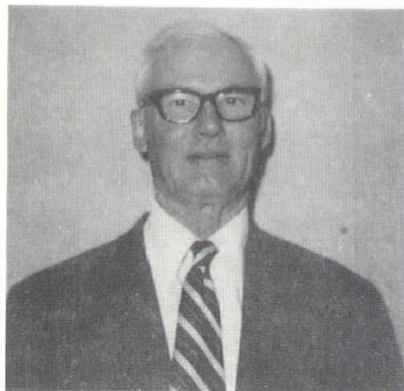


LAMBERT

of Labor - Philadelphia, Pa.). Their remarks were most pertinent and timely. Although they could offer no immediate solutions, they did offer a better understanding of the problems involved. The consensus was that contractors in the State of Virginia would get the job done in spite of these difficulties.



ROSENBAUM



BROWN

Those Directors attending the Virginia Branch AGC Board of Directors Meeting for the first time were Charles T. Lambert, R.D. Lambert & Son, Inc., Chesapeake; E.T. (Ned) Brown, John W. Daniel & Company, Inc., Danville; and Associate Directors Robert F. Rosenbaum, Roanoke Engineering Sales Company, Inc., McLean; and W. Wayne Utley, Lone Star Industries, Inc., Richmond.



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VIRGINIA BRANCH LEGISLATIVE LUNCHEON

APRIL 23, 1974

On April 23rd at the Rayburn Building in Washington, D.C., the Virginia Branch AGC held its most successful Legislative Luncheon to date with a capacity crowd of 75.

The list of the Attendees follows. All ten of the Members of the House of Representatives from Virginia were present. Representative Satterfield spoke briefly and thanked the AGC on behalf of other Congressmen.

President Alex Alexander spoke on behalf of the Virginia Branch. Warren Richardson, Legislative Director, National AGC also spoke briefly. Both men congratulated the Congressional Delegation on their outstanding record, especially their voting records on bills of interest to the construction industry.

Robert M. Dunville, chairman of the Virginia Branch Legislative Committee, chaired the meeting. In spite of two roll calls for voting, which took the legislators away for about ten minutes each, the meeting ran very smoothly.

This function by being held annually for 8-10 years has established a line of communication between the Virginia Branch and our Congressional Delegation. It is one of our most important accomplishments.



(Left to Right) Warren Richardson, Legislative Director, National AGC, Washington, D. C.; James F. Duckhardt, Executive Director, Virginia Branch AGC; Senator William L. Scott; Alexander Alexander, President of the Virginia Branch AGC and President of Alexander Building Construction, Inc., Richmond; and Robert M. Dunville, Chairman of the Virginia Branch Legislative Committee and President of Robert M. Dunville & Bros., Inc., Richmond.



Making a point is Representative J. Kenneth Robinson of the Seventh District. On his left is T. B. Tisdale, Jr., R. E. Lee & Son, Inc., Charlottesville; and on his right is Samuel H. Shrum, President of Nielsen Construction Co., Inc., Harrisonburg.



(left to Right) Robert B. Bass, Bass Construction Co., Inc., Richmond; Representative William C. Wampler of the Ninth District; Rex L. Smith, Montague-Betts Co., Inc., Richmond; and Joseph W. Tuck, Aetna Life & Casualty, Richmond.

ATTENDEES OF LEGISLATIVE LUNCHEON

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WASHINGTON, D.C.
APRIL 23, 1974

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Alfred J. Heine, Jr.
W. B. Hopke, Jr.
John O. Gregory
Charles M. Young
A. Eugene Thomas
Pat English
David Summerall
Houston Board
John Smith
Roger Willis
M. L. Whitlow
H. M. McClary, Jr.
Kennon W. Bryan
T. B. Tisdale, Jr.
Allan B. Kindrick

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Roanoke Engineering Sales Co., Inc.
Glass Blowing Enterprises, Inc.
William B. Hopke Co., Inc.
Gregory Construction Co., Inc.
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Eugene Thomas Construction Co.
The Travelers Indemnity Co.
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M. L. Whitlow, Inc.
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Alexandria
Annandale
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Alexandria
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"
Charlottesville
"



Sitting with a group from the Roanoke District AGC is Representative M. Caldwell Butler of the Sixth District (third from left, facing camera, wearing dark suit).

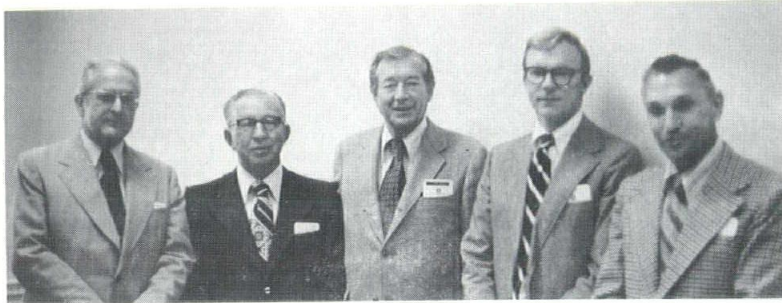


(Left to Right) John W. Daniel, President of John W. Daniel & Co., Inc., Danville; and Representative W. C. (Dan) Daniel of the Fifth District.

Briscoe B. Guy	Conquest, Moncure & Dunn, Inc.	Richmond
Joseph W. Tuck	Aetna Life & Casualty	Richmond
Milton L. Hammond	Milton L. Hammond, Inc.	Tappahannock
Frank Hundley	" "	"
Joe Spruill	" "	"
William A. Croxton	" "	"
William F. Kayhoe	Kayhoe Construction Corp.	Richmond
S. W. Galloway	Honorary Member	Richmond
Ray Wingo	Massey Concrete Corp.	Richmond
Gordon Maynard, Jr.	" "	"
Wes Worsham	Worsham Sprinkler Co., Inc.	Mechanicsville
George Wagner	" "	"
Henry Taylor, Jr.	Taylor & Parrish, Inc.	Richmond
Alex Alexander	Alexander Building Construction, Inc.	Richmond
Greene Hollowell	Century Construction Co., Inc.	Richmond
John Tighe	" " "	"
Louis Machado	" " "	"
Rex L. Smith	Montague-Betts Co., Inc.	Richmond
W. Wayne Utley	Lone Star Industries	Richmond
Joe C. Nance, Jr.	Robert M. Dunville & Bros., Inc.	Richmond
Russell B. Blank	" " "	"
R. M. Dunville, Jr.	" " "	"
Robert M. Dunville, Sr.	" " "	"



Chatting with Representative Joel T. Broyhill of the Tenth District are: H.N. McClary, Jr., McClary Tile, Inc., Alexandria (Center); and Robert F. Rosenbaum, Roanoke Engineering Sales Co., Inc., McLean (Right).



Posing for the cameraman are First District Representative, Thomas N. Downing and members of the firm of Milton L. Hammond, Inc., Tappahannock. (Left to Right) Frank Hundley, William, A. Croxton, Representative Downing, Joe Spruill, and Milton L. Hammond.



Having a serious conversation are (left to right) Warren Richardson, Legislative Director, National AGC, Washington, D.C.; Robert M. Dunville, Chairman of the Virginia Branch AGC Legislative Committee and President of Robert M. Dunville & Bros., Inc., Richmond; Alexander Alexander, President of the Virginia Branch AGC and President of Alexander Building Construction Inc., Richmond; and Representative David E. Satterfield, III of the Third District.

George D. Brantley, Jr.	Aetna Insurance Co.	Richmond
Joseph L. Rosenbaum	Roanoke Engineering Sales Co., Inc.	Richmond
Aubrey S. Bass, Jr.	Bass Construction Co., Inc.	Richmond
Robert B. Bass	" "	"
Thomas D. Rutherford, Jr.	Thomas Rutherford Bonding & Insurance	Roanoke
Larry G. Conner	Aaron J. Conner General Contractor, Inc.	Roanoke
Sam L. Lionberger, Jr.	S. Lewis Lionberger Co.	Roanoke
William E. Reynolds	Valley Contractors Corp.	Salem
J. O'Brien	Shelton-Witt Equipment Corp.	Salem
John W. Daniel	John W. Daniel & Co., Inc.	Danville
Walter B. Caldwell	" "	"
Richard Caldwell, Jr.	Frith Construction Co., Inc.	Martinsville
Henry Self	" "	"
Barry Bowles	Stanley W. Bowles Corp.	Martinsville
Arnold Prillaman	Prillaman & Pace, Inc.	Martinsville
Charles L. Glanville	Tidewater Steel Co., Inc.	Norfolk
Howard Gill	Henderson & Phillips, Inc.	Norfolk
William M. Creech	J. W. Creech, Inc.	Norfolk
William Cartwright	" "	"
Samuel H. Shrum	Nielsen Construction Co., Inc.	Harrisonburg
Richard C. Creighton	Assistant Executive Director (National AGC)	Washington, D.C.
Warren Richardson	Legislative Director (National AGC)	" "
Jeffrey Cross	Photographer (National AGC)	" "
James F. Duckhardt	Executive Director (Virginia Branch AGC)	Richmond
Carmen P. Bencivenni	Director of Services (Virginia Branch AGC)	"



(Left to Right) William M. Creech, J. W. Creech, Inc., Norfolk; Howard Gill, Henderson & Phillips, Inc., Norfolk; and Representative G.W. Whitehurst of the Second District.



(Left to Right) Richard C. Creighton, Assistant Executive Director, National AGC, Washington, D. C.; Henry Taylor, Jr., Taylor & Parrish, Inc., Richmond; Briscoe B. Guy, Conquest, Moncure & Dunn, Inc., Richmond; and Representative Robert W. Daniel, Jr. of the Fourth District.



Enjoying lunch are (left to right) W. B. Hopke, Jr., President of William B. Hopke Co., Inc., Alexandria; Representative Stanford E. Parris of the Eighth District; and A. Eugene Thomas, President of Eugene Thomas Construction Co., Inc., Alexandria.

VIRGINIA CONGRESSIONAL DELEGATION

Senator

William L. Scott (R)

Fairfax

Representatives

Districts

1. Thomas N. Downing (D)
2. G. W. Whitehurst (R)
3. David E. Satterfield, III (D)
4. Robert W. Daniel, Jr. (R)
5. W. C. Daniel (D)
6. M. Caldwell Butler (R)
7. J. Kenneth Robinson (R)
8. Stanford E. Parris (R)
9. William C. Wampler (R)
10. Joel T. Broyhill (R)

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Although Senator Harry F. Byrd, Jr. was not present, he was aware of our Legislative Luncheon and phoned in his regrets.

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President Alexander Stays Busy on Behalf of Virginia Branch AGC

■ Having visited all ten Virginia Branch Districts, President Alexander is still busy representing the Virginia Branch at various functions.

APRIL 15th: Construction Seminar & Installation of American AIC* Student Chapter at V.P.I. *(American Institute of Constructors is striving to

improve the image of the Construction Industry and obtain accreditation in Colleges and Universities where Construction Courses are offered). Its purpose is to obtain professional recognition for Constructors as is now enjoyed by Engineers, Architects & Lawyers.

Alexander Alexander AIC and VPI '49, spoke on Construction Law and Management from the Administration level. Richard Frantz AIC and VPI '57, Vice President Dugan & Meyers Construction Company, Cincinnati, Ohio, spoke on Construction Management on site. Executive Director Jim Duckhardt, joined Mr. Alexander and Mr. Frantz for a question and answer period on construction and the AIC.

Following dinner a new Student Chapter of AIC was installed. This was the first Student Chapter for the Organization. Secretary-Treasurer Sam Lionberger, a VPI graduate was in attendance.

APRIL 22: "Lending to Contractors" Workshop, held at the convention of the Robert Morris Associates, the National Association of Bank Loan and Credit Officers. This took place at the Key Bridge Marriott, Arlington. President Alexander served on a panel with Mr. Roger B. Willis, Manager of the Surety Division of the Travelers Insurance Company located in Washington, D. C. and a Virginia Branch member Mr. Frank E. Bristow, Vice President of United California Bank, Los Angeles, served as Moderator.

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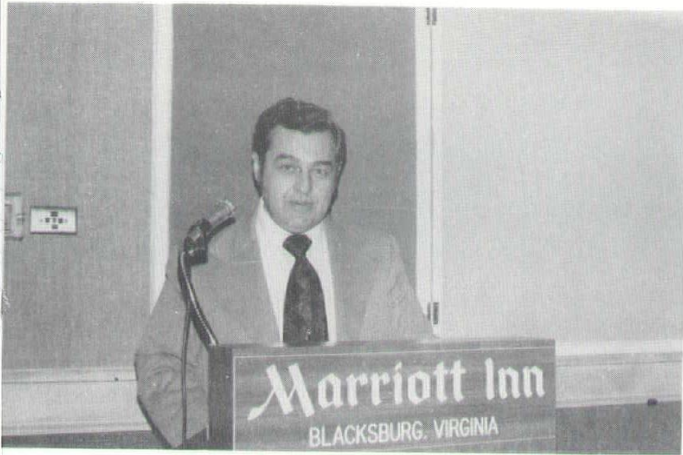
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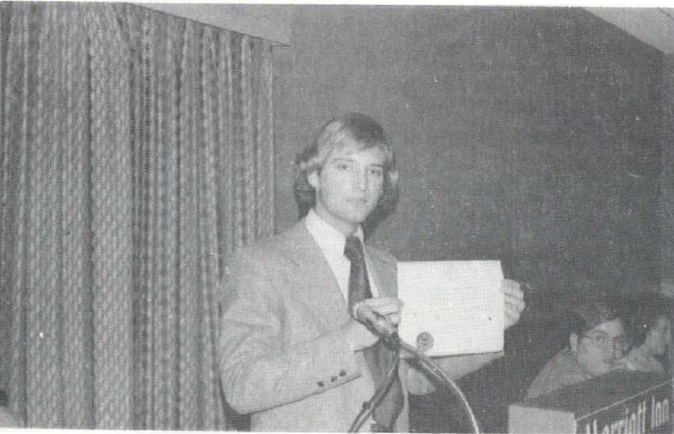


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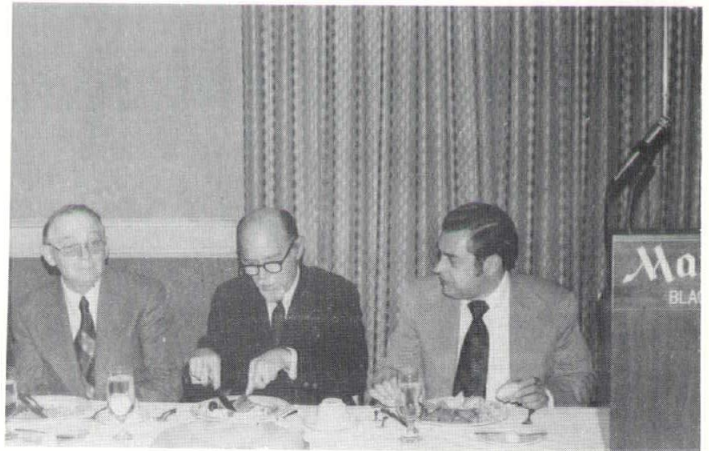
CONSTRUCTION SEMINAR AND INSTALLATION OF AIC STUDENT CHAPTER AT VPI & SU



Alexander, Alexander, President of the Virginia Branch AGC and President of Alexander Building Construction, Inc., Richmond, gave an address and presented Membership Certificates to the Students.



Receiving AIC Certificate of Membership is Steve Strosky of McLean, Senior in Building Construction, College of Architecture, Virginia Polytechnic Institute and State University, Blacksburg, Virginia.



(Left to Right) Dick Larimer, Associate Professor, Building Construction, College of Architecture, Virginia Polytechnic Institute and State University, Blacksburg; Professor William L. Favrao, Chairman, Building Construction, College of Architecture, Virginia Polytechnic Institute and State University, Blacksburg; and Alexander Alexander, President of the Virginia Branch AGC and President of Alexander Building Construction, Inc., Richmond.

Posing together are (Left to Right) Richard J. Frantz, Vice President of Dugan & Meyers, General Contractors, Cincinnati, Ohio; Samuel J. Lionberger, Jr., Second Vice President of the Virginia Branch AGC and Vice President of J. Lewis Lionberger Company, Roanoke; Nancy St. Chesterfield, Missouri, Sophomore, Building Construction, College of Architecture, Virginia Polytechnic Institute and State University, Blacksburg; and Alexander Alexander, President of the Virginia Branch AGC and President of Alexander Building Construction, Inc., Richmond.



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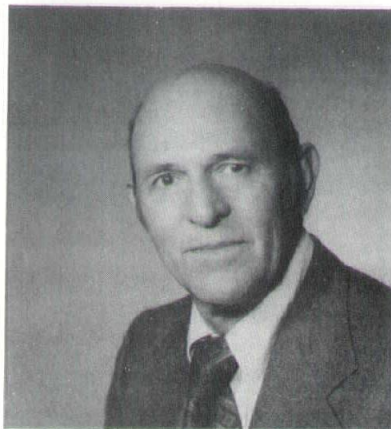
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PHILIP R. BROOKS IS ELECTED HONORARY MEMBER

■Philip R. Brooks was made an Honorary Member of the Virginia Branch AGC. Mr. Brooks has been a member of the Virginia Branch AGC for the past 18 years. His first affiliation with the Association was through Southern Materials, Inc., which later became known as Lone Star Industries, Inc. He has served the Association in numerous capacities such as Chairman of the Out-of-Country Management Conference Committee, Chairman of the Associate Division, Associate Advisory Director, Member of the Virginia Branch Highway Committee, and Member of the Membership Committee.



Mr. Brooks was recently appointed Director of the State Department of Purchases and Supply for the Commonwealth of Virginia.

NATIONAL CONSTRUCTION PHOTOGRAPHY CONTEST

A professional news photographer from Wilmington, Delaware was awarded first prize of \$2000 in the Third National Construction Photography Contest. Mr. Fred Comegys' winning photo was selected from over 500 entries submitted by amateur and professional photographers throughout the United States. His photograph, entitled "Bridge Workers" was published in the Wilmington News-Journal and it depicts two workers taking a break from clearing debris from the Penn Central Railroad bridge over the Chesapeake and Delaware Canal. Mr. Comegys, who won second prize in last year's contest, is a staff photographer for the Wilmington News-Journal and a past president of the National Press Photographers Association.

OTHER WINNERS

Second place was awarded to Steve Slater of St. Joseph, Missouri for his photograph of a helicopter being used to lift roofing material. Mr. Slater, a staff photographer for the St. Joseph News-Press, received \$750 in prize money for his unpublished photo.

Third place was won by John Meyers, a staff photographer for the Pawtucket Times of Pawtucket, Rhode Island. Mr. Meyers received \$1000 for his photograph of workers on the multi-peaked roof of a swimming pool complex. This photograph was published in the Pawtucket Times.

In addition to those awards, the following photo-

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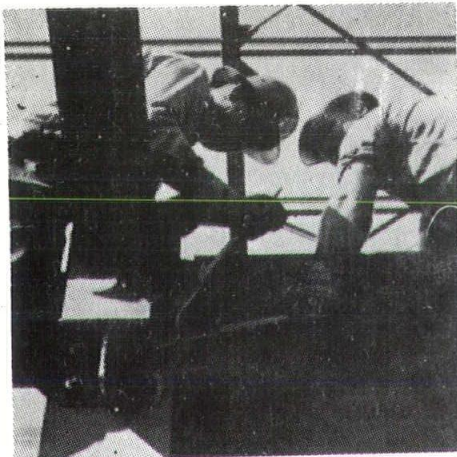


graphers received recognition for the excellence of the photographs they submitted: Scott Maclay of Cocoa, Florida; Richard Costello of Highland Park, N.J.; John Bartley of Wayne, Illinois; Dale Stiemann of Dubuque, Iowa; Bob Fila of Chicago, Illinois; John G. Kenny of Elyria, Ohio; and William M. Seeling of Rockville, Maryland.

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.

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



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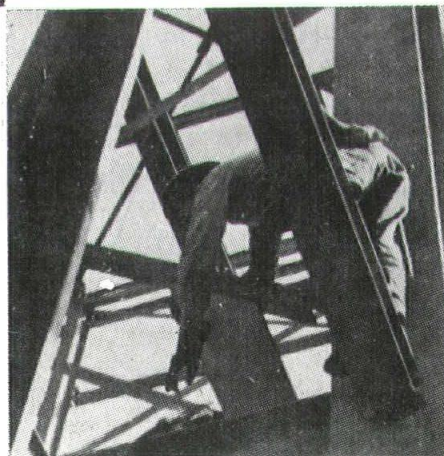
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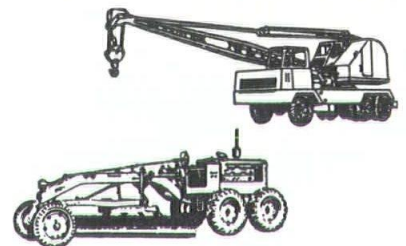


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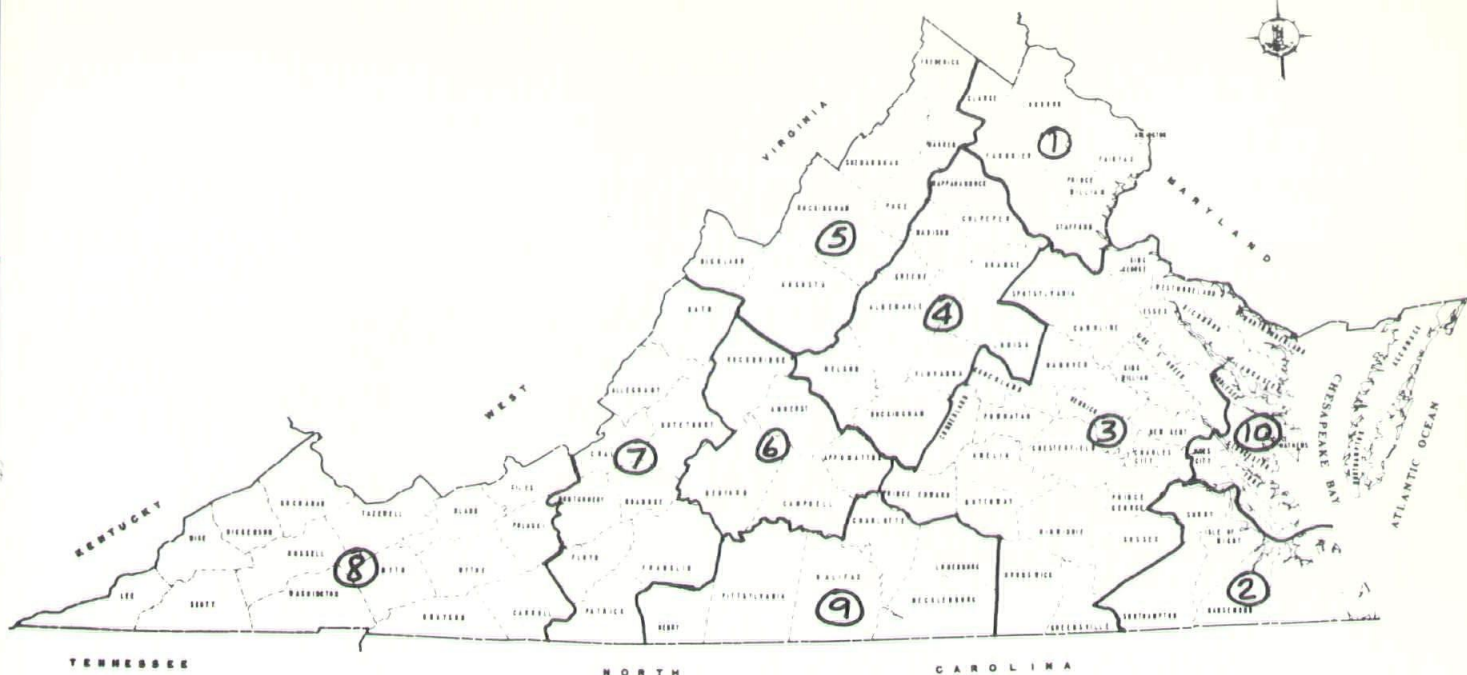
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1974

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John F. DeLuca president of DeLuca Construction Corporation, has announced that a \$20 million luxury condominium building, "The Representative," is under construction on 3.5 acres of land at 1101 South Arlington Ridge Road, Arlington. Completion is scheduled for March 1975.

The Ridge Road site, which commands a panoramic view of the Potomac River and our nation's capital, is one of the highest points in Arlington County. It is within minutes of the fine shops, theatres and restaurants of Crystal City and Washington, D. C.

The 12-story building will contain 206 condominium apartments ranging from efficiencies to 3-bedroom units with the majority being 2-bedroom, 2-1/2 bath units averaging 1660 square feet. Each apartment will be completely customized to tenants' individual tastes with their selections of lighting fixtures, wall coverings, bath and kitchen equipment and

amenities. The bathrooms are handsomely appointed with marble floors and walls. The deluxe kitchen appliances are all by General Electric. Sophisticated Westinghouse electronic protection systems will be installed in all units at The Representative as a standard feature for each condominium. Elevator access is provided to a secured underground parking garage.

The Representative will have a free-form heated swimming pool, saunas, "his and hers" exercise gymnasiums and other amenities. A social room removed from the apartment living units will be available to residents for private parties or social gatherings. The spacious, elegant lobby and reception area of Italian marble, terrazzo and rich woods is highlighted by a sculptured garden.

Arlington Ridge Road Associates is the owner of The Representative. Sales will be through Ross Keith Realty. John Shaw, (USN, Captain,

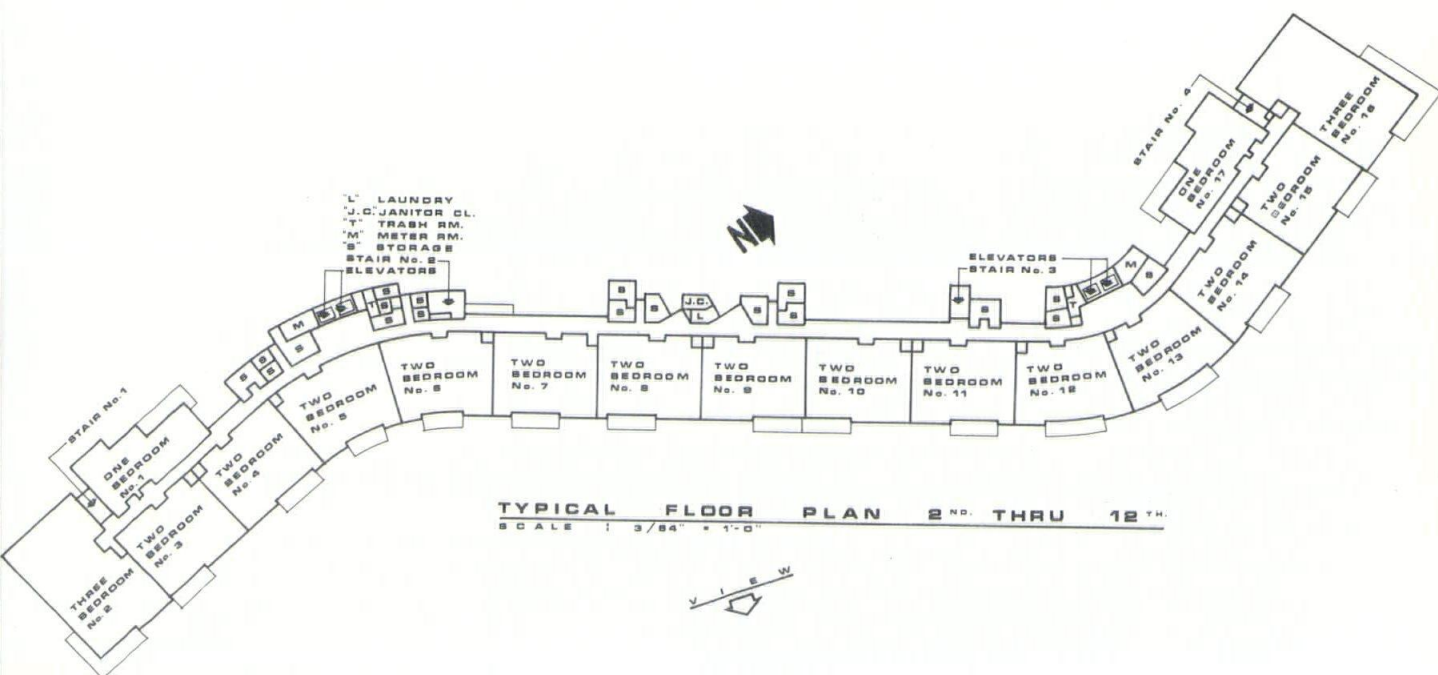
ret.) will head the sales staff. Sheridan, Behm, Eustice & Associates are the architects for the facility.

DeLuca Construction Corp. of Fairfax is general contractor and is handling carpentry.

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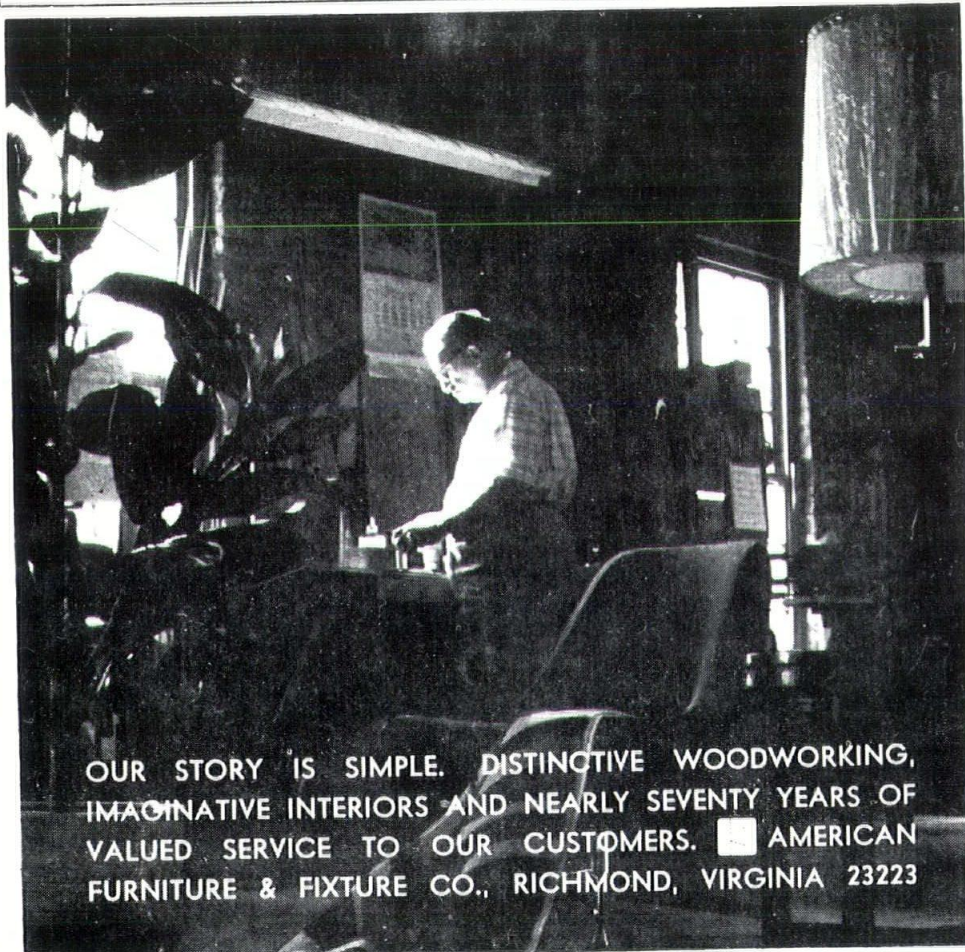
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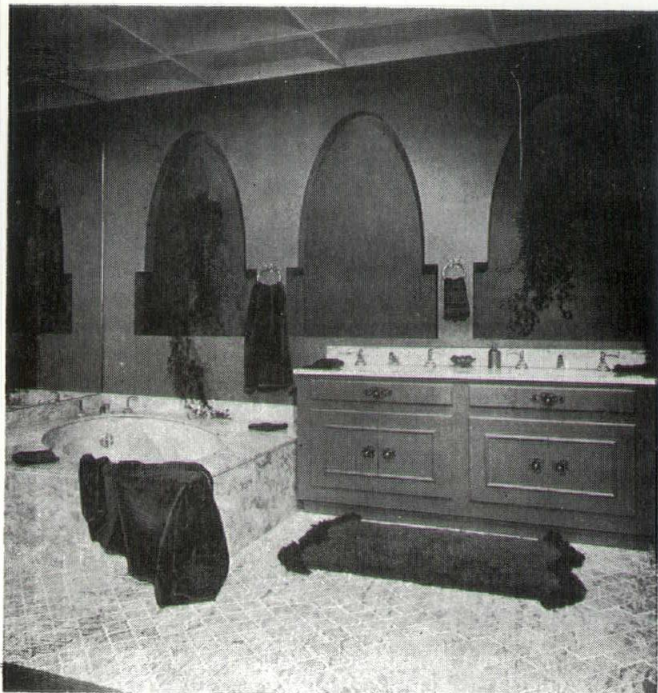
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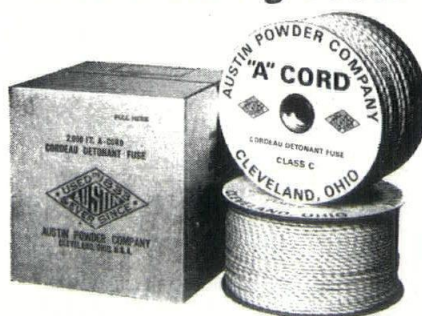
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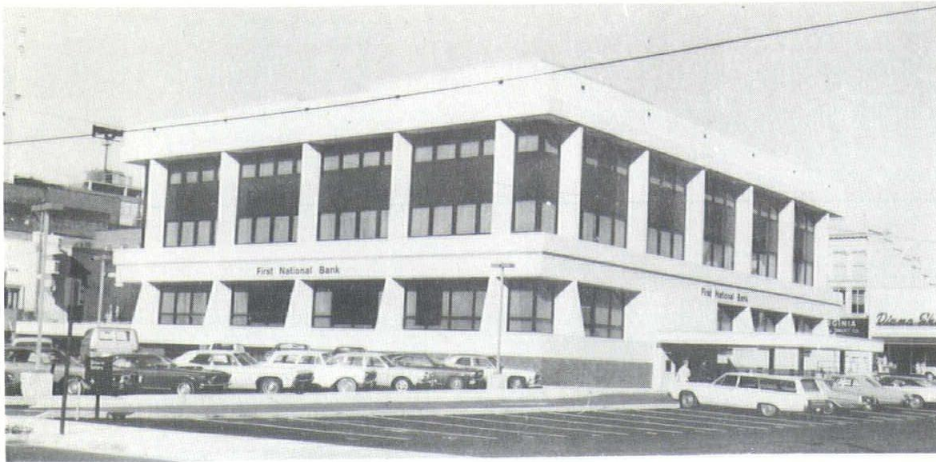
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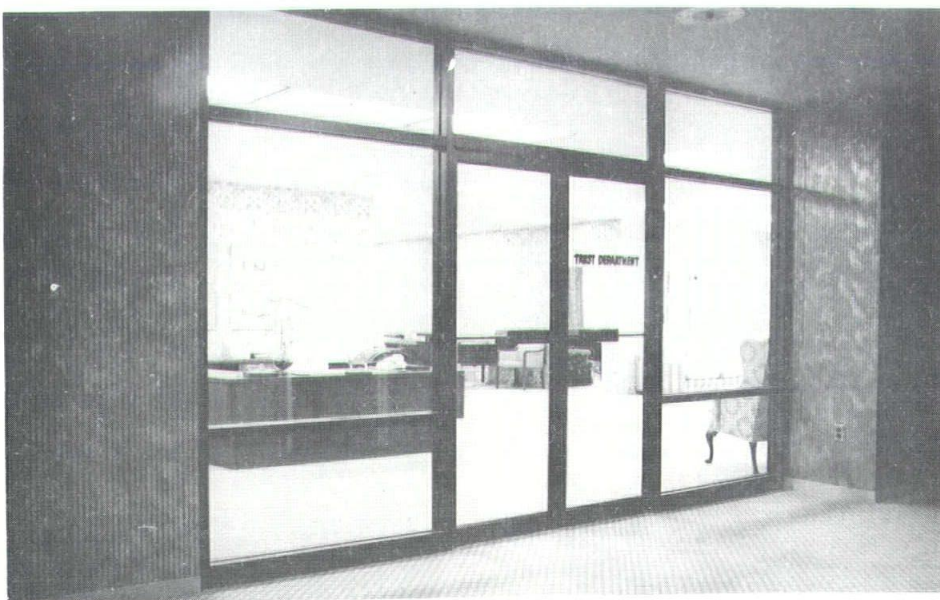
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The First National Bank of Danville serving Danville since 1872, is that city's oldest banking institution. Having been located on Main Street since first opening for business, its management expressed confidence in the future of downtown Danville by deciding to erect their new headquarters building adjacent to their old headquarters building. The old main office has been razed and a landscaped plaza has been constructed on that site. First National is an affiliate of First & Merchants Corporation of Richmond and operates six offices in Danville.

Structural details of this air conditioned facility include: Precast Mo Sai exterior walls; drywall and plaster interior walls; built-up roof; Kawneer windows and, floors of carpet, marble and vinyl tile.



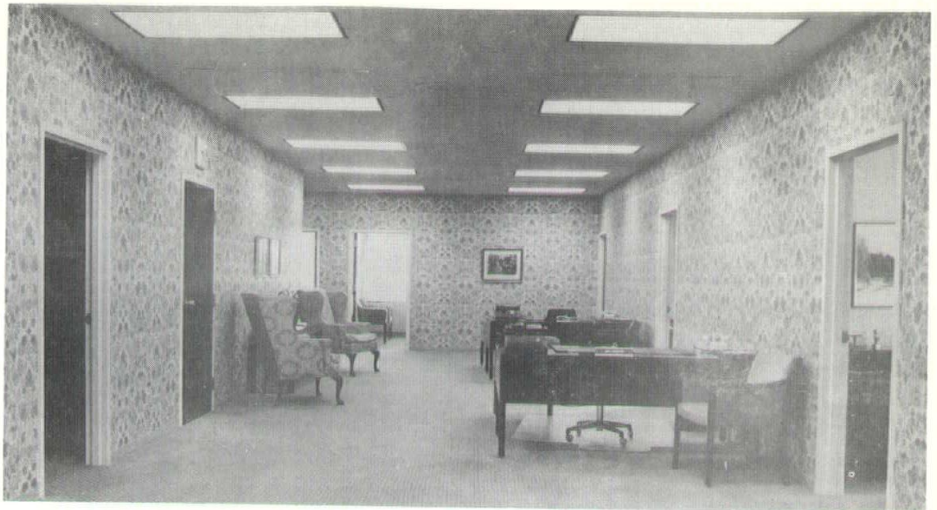
The four-story building is rectangular in shape and is 101' by 122'. Interior partitions feature marble, and there is an exterior ceramic reflecting pool.

Andrews Large & Whidden, Inc. of Farmville, was general contractor and handled foundations, concrete, carpentry, weatherstripping and insulation.

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Richmond firms were; Economy Cast Stone Co., stone work; W. H. Stovall & Co., Inc., windows & window walls; Richmond Glass Shop, glazing; Richmond Primoid, Inc., waterproofing; Stonnell-Satterwhite, Inc., ceramic tile & terrazzo; Roanoke Engineering Sales Co., Inc., steel doors & bucks; General Electric Supply Co., lighting fixtures; and, Tom Jones Hardware, hardware supplier.

Others were: Laramore Construction Co., Inc. Danville, excavating; Adams Construction Co., Martinsville, masonry; Montague-Betts Co., Inc., Lynchburg, steel, steel roof deck & handrails; Helms Roofing Corp., Martinsville, roofing; Hedrick Bros., Inc., Danville, painting & plastic wall finish; J.W. Squire Co., Inc., Danville, acoustical & resilient tile; John H. Hampshire, Inc., Roanoke, plaster; Better Living, Inc., Charlottesville, millwork; Danville Electric Co., Inc., Danville, electrical work; J. H. Cothran Co., Inc., Altavista, plumbing (Kohler of Kohler fixtures), air conditioning & heating; Consumers/Dornin-Adams, Inc., Lynchburg, ventilating; and, Westbrook Elevator, Danville, elevator.



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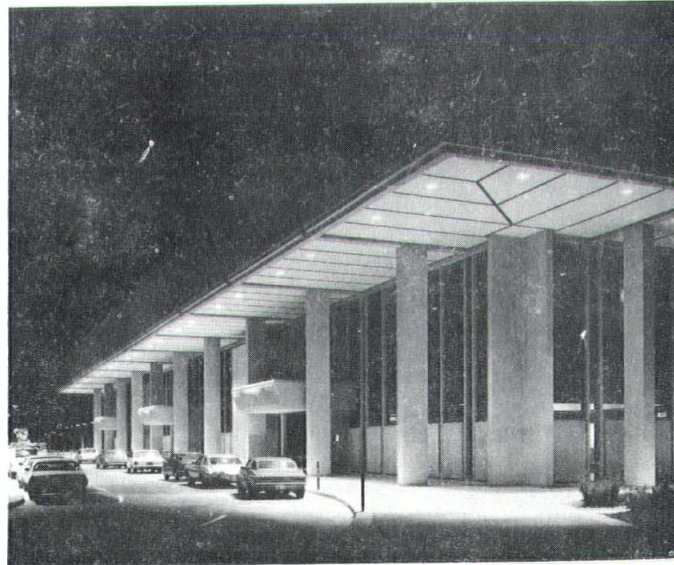
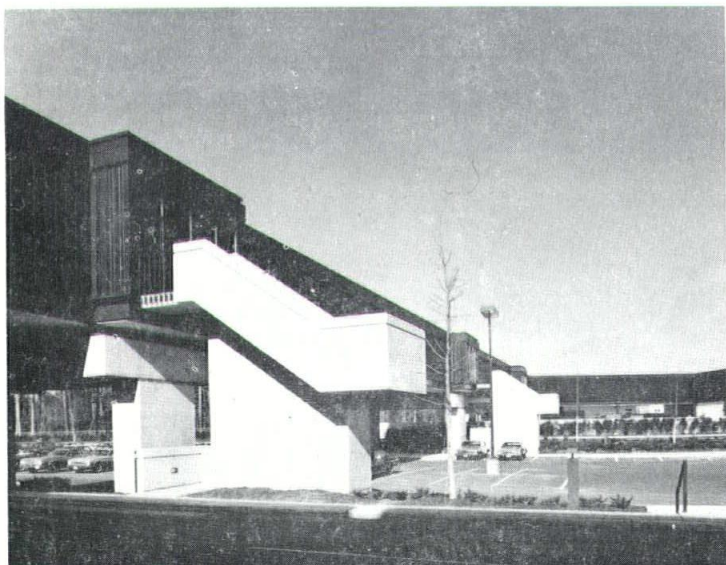
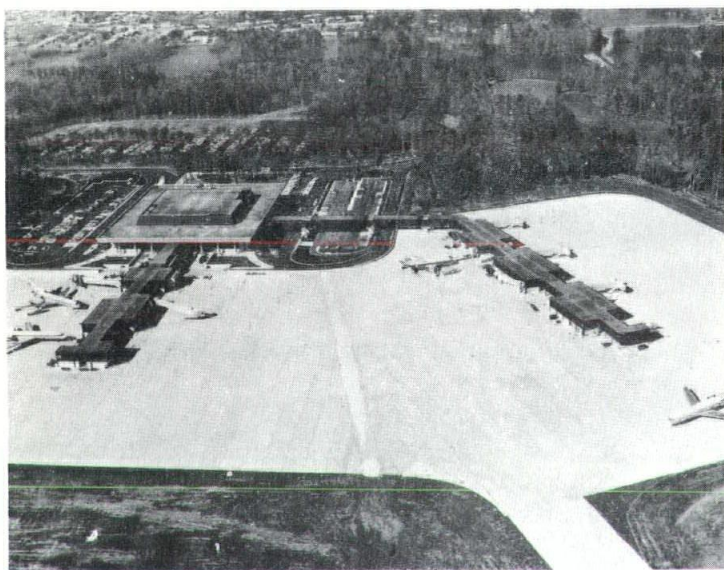
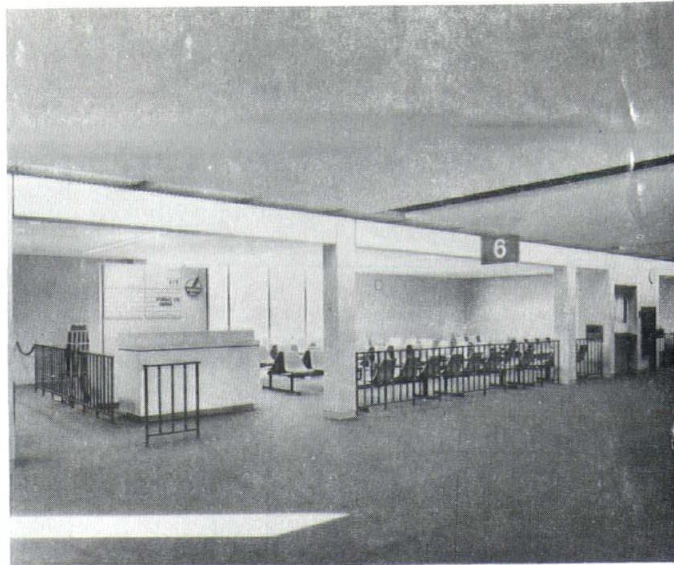
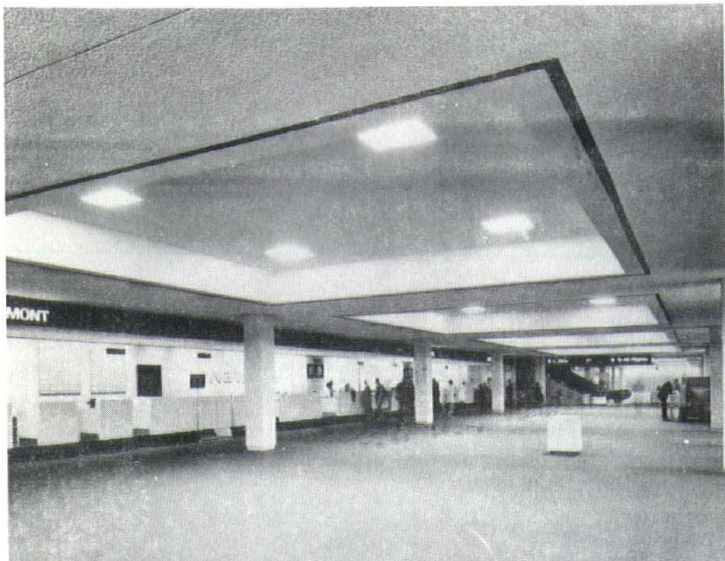
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Story by
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FRED HABIT STUDIO





FEW airport passenger facilities have been designed and built with so many prerequisites as the recently opened new Terminal of the Norfolk Regional Airport. Not only did the whole concept of a passenger oriented operation influence the design process, but consideration also had to be given to unique ecological and environmental factors. These latter had their effect not just on the site determination but on the entire construction process as well. The site chosen for the structure bordered on the existing main runway of an already operating airport, as well as including considerable acreage in the well-established and highly popular Norfolk Botanical Gardens.

The Terminal, its concourses, ramps and parking areas now occupy some 50 of the original 200 acres of the Gardens. During site clearance and construction, trees and other plantings were left in place wherever possible, while many of the 9,000 azaleas, camellias and rhododendrons which had to be moved were placed in land acquired when the Gardens expanded in 1958, but not previously developed. So, in effect, the remaining planted acreage of the Gardens was expanded through the placement of the Terminal.

First-time visitors at the Terminal get the impression they are arriving in a long established, forested garden environment. From the lobby and other areas can be seen a garden containing many of the 5,000 azaleas planted around the Terminal. A winding but efficient access and egress road system was developed to preserve

the garden-like setting. A landscaped berm separates the Terminal apron from the main portion of the Botanical Gardens, while there is a tunnel for pedestrian and rubber-tired-train access to the Gardens.

Another design consideration was to provide for expansion to extend use of the facility well into the year 2000. There is sufficient land at the front of the building to expand the Terminal toward the long-term parking area, which would be multi-decked, and to provide second-level parking over both of the short-term parking areas. Lengthening the shorter of the two existing concourses and addition of a third will more than double the number of aircraft gates. All this can be accomplished without impairment of the attractiveness or the efficiency of the Terminal Complex.

Recognition of the Terminal complex came before construction was completed. Soon after work was begun it was announced that the Terminal had been given the Design Award of the Virginia State Chapter of the American Institute of Architects, while the entire airport complex received the "Grand Conceptor" Award of the Consulting Engineers Council of Illinois, and the Merit Award of the American Landscape Association.

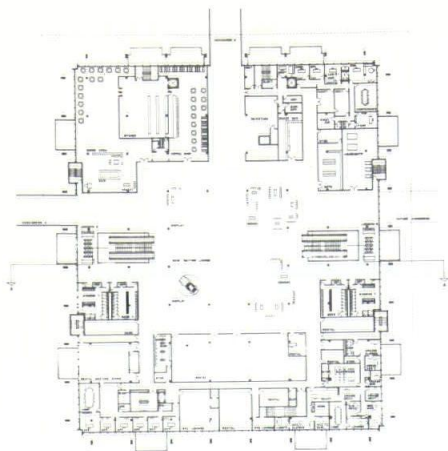
On the mid-January day of the Terminal's dedication, Virginia's Governor Mills E. Godwin, Jr. summed it all up by citing the complex as "one of the finest airport installations along the East Coast," adding that the airport today "has become the

mark of distinction by which a city is judged."

In October of 1971 the first stage of site clearance and excavation began for a structure of two stories and basement, with outside dimensions of 330 ft. by 265 ft. Before foundations could be poured it was necessary to lower the ground water level some 12 to 15 feet. Over 200 wellpoints were installed, with six months of continuous pumping for dewatering until the foundations could be sealed in. Although a high water table is common in the Tidewater Virginia area, in this case it was augmented by the lakes and reservoir which practically surround the airport.

Construction of the Terminal was entirely through poured concrete forming of columns and post tensioned pan slabs, with precast exterior columns and siding. All facing walls and columns in public areas and on the exterior are of precast exposed aggregate. Exclusive of the precast columns, wall panels and facia more than 18,850 yards of concrete were poured.

Aircraft gate facilities are located in concourses extending through connecting piers at the side and rear of the Terminal. Concourse A, with a longer pier to hurdle driveways and a short term parking area, extends 1,011 feet in an "L" shape from the side of the structure. Concourse B, its shorter pier crossing only a short apron access at the rear of the Terminal, is 483 feet long. The two concourses now provide 12 gate positions. Eventually they can be increased up to a total of 36,



CONCOURSE LEVEL SECOND FLOOR PLAN

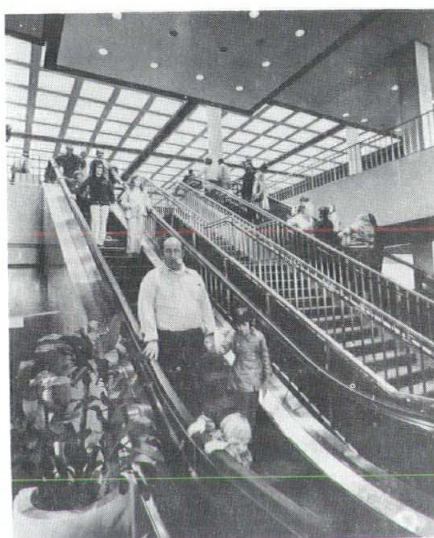
through additions in the existing concourses and construction of a third, similar in shape to Concourse A, from the other side of the Terminal.

The lower story of each concourse is for airlines operations use, while the upper portion provides passenger walkway, waiting and boarding facilities. The concourses were steel framed, with the lower walls masonry. Upper exterior walls and roof are pre-formed steel with an interior wall finish of carpet. Floors of the concourses also are carpeted (as are all passenger areas except rest rooms), while the ceilings are sprayed-on acoustical plaster.

Further acoustical features to keep down noise levels in busy areas include the use of acoustical glass in Terminal and concourse windows to reduce noise intrusion. An added safety feature is the laminated glass where it faces aircraft activity. Though aprons are kept as clean as possible, a small pebble or piece of metal caught in a jet blast could attain the speed and penetration of a bullet. The laminated glass offers a shield for safe viewing of airport operations. Another

acoustical feature is the use of sound absorbent blankets behind the teak battens on the upper lobby walls.

Many details in the overall concept of the design were included specifically to reduce the trauma of travel. All lighting, for instance, is based on a low brightness principle within the structure, to provide more vision with less candlepower. Exterior night lighting is Lucalux high pressure sodium, to eliminate glare. The broad overhand of the facade



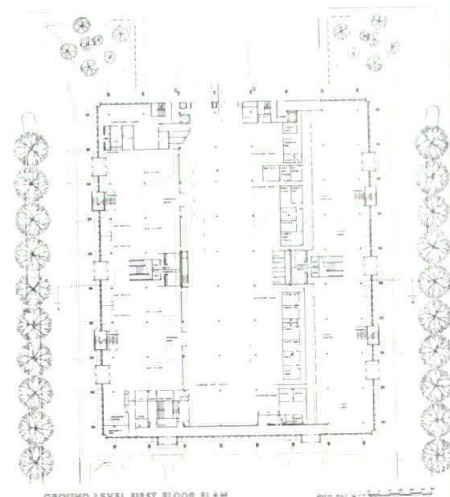
is not only a light shield but also curtails heat gain on the bronze tinted, acoustical glass exterior side wall.

The interior of the Terminal has been planned to provide a relaxing, comfortable atmosphere, with a low key color scheme utilizing bronze tones combined with a natural earth tone color. Seating is lounge type, and there is considerable interior planting to bring the outdoors inside. From the start of planning high priority was placed on passen-

ger convenience and quality of environment, both technically and aesthetically. The building was conceived to allow complete separation of all service functions from passenger activity.

Special provisions have been made for the handicapped, from arrival by public or private ground transportation to plane embarkation. There are ramps at parking areas and curbs, while within the building graphics direct wheelchair passengers to elevators. Rest rooms also have special handicapped provisions. The "jet loaders" at the gate positions permit direct, covered passage from the concourse boarding point into an aircraft cabin. Although not necessarily in a "handicapped" classification, the traveling mother will find special baby diaper areas in rest rooms.

The Terminal sound system has controls to automatically modulate its level to one which can be heard above background sound levels. During periods of lesser activity and noise, therefore, announcements are at the minimum level needed to obtain clear hearing--a step toward reduction of both noise and information pollution.



GROUND LEVEL FIRST FLOOR PLAN

The high coffered ceiling in the main public lobby gives the atmosphere of a mall for waiting in comfortable seating, or for circulation to the various public services available. As well as the regular passenger service facilities these include a bank, newsstand, gift shop, barber shop and amusement center. Food service facilities for both passengers', building staff and tenants include a restaurant, cocktail lounge, cafeteria, stand-up snack bar, and an employe cafeteria. Also, available are temporary offices and a conference room which can be rented on a daily basis by a visiting business man who may want to meet customers or clients at the airport.

Basic Construction Company of Newport News was the general contractor.

SUBCONTRACTORS & SUPPLIERS

Firms from Norfolk were: Ames and Webb, Inc., Part Brea site work and utilities; Griffin Wellpoint Corp., Wellpoint equipment; Tide-water Steel Co., structural metals, metal deck, steel stairs, and miscellaneous metal; Ocean Electric Corp., electrical work; Hicks and Angle Co. of Virginia, mechanical work; Guille Steel Products Co., Inc., metal deck and steel joists; Hall-Hodges Co., Inc., reinforced steel and mesh; J. B. Cross, Inc., ornamental iron work; Lone Star Industries Inc., ready mix concrete; Manufacturing Division, Republic Steel Corp., lockers and benches; Walker & Laberge Co., Inc., glass and aluminum door and window assemblies, glazing; John H. Hampshire, Inc.,

vinyl wall covering and acoustical treatment; E. Caligari & Son, Inc., painting; Seaboard Paint & Supply Co., Inc., hardware and specialties; Ajax Company, Inc., resilient flooring; Snow, Jr. and King, Inc., install precast concrete, furnish and install masonry; Burton Lumber Co., woodwork, paneling, wood and plastic doors; Electronic Engineering Co., Inc., sound system; American Industrial Corp., pneumatic tube system; American Sheet Metal Corp., roof, roof insulation and sheet metal work; Commonwealth Equipment Sales of Virginia, fire extinguishers and cabinets; Door Engineering Corp., metal doors and frames.

Newport News firms were: Pompei, Inc., neoprene and resin flooring; Charlie Ulisse & Sons, Inc., steel and wire mesh equipment and extinguisher cabinets, ashtrays, toilet and shower accessories.

Richmond firms were: Otis Elevator Company, elevators

and escalators; Dee Shoring Co., Inc., formwork; Modern School Equipment, Inc., tackboards, display assembly walls and projection screens; F. Richard Wilton, Jr., Inc., insulation, lath and plaster, gypsum drywall and demountable partitions; E. S. Chappell & Son, Inc., caulking and sealing; Miller & Rhoads, Inc., carpet; Nelson-Crumley, Inc., aluminum frames, special automatic doors.

Others were: Cast-A-Stone Products Co., Inc., Raleigh, N.C., precast concrete; Carolina Marble & Tile Co., Winston-Salem, N.C., tile and marble stonework; The Prescon Corporation, Towson, Md., post tensioning of concrete; the International Sign Service, Inc., Nashville, Tenn., graphics; Phillips & Brooke, Inc., Chamblee, Ga., telephone enclosures; H.H. Robertson Company, Pittsburgh, Pa., preformed metal siding; Stearns Manufacturing Co., Inc., Flatrock, Mich., baggage handling equipment; and Neo-Ray Products, Inc. of Brooklyn, N. Y., metal eggcrate and louver ceiling systems.

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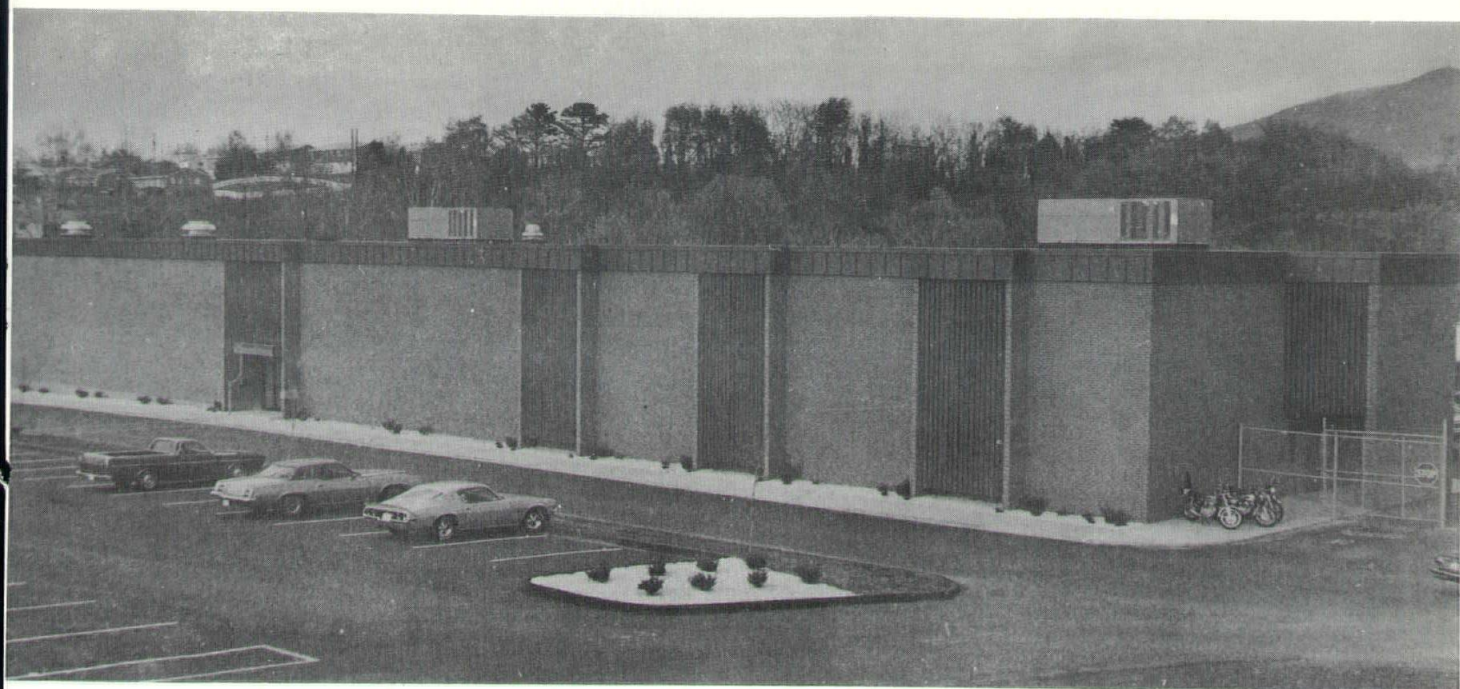
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THE Chesapeake and Potomac Telephone Company recently occupied its new leased quarters in Roanoke known as the Northwest Service Center. This building serves as the hub of telephone service operations in the northern and western part of Roanoke Valley. From this centrally located facility on Hershberger Road at Oakland Boulevard the C&P Telephone Co. is able to give much more efficient customer service.

In addition to the dispatching of installation and repair personnel, the new center will be used for the headquarters of line construction operations for the entire valley. A neatly ar-

anged storage yard offers adequate space for storage of needed items. The entire storage area plus parking lots are paved. Other C&P staff operations are housed in the large two-story office structure which is the focal point of the complex.

The main office building is of masonry construction, highlighted by the use of sunscreens to shade windows having a western exposure. A metal fascia surrounds the top portion of the structure. The interior of the centrally air conditioned and heated building is tastefully decorated in an earth tone motif utilizing rich oranges, tans and browns predominantly.

Effective use is made of accent wall coverings to provide office areas that are not only functional but reflect a most pleasing atmosphere in which to work.

Restroom areas are centrally located on each floor. Exit stairways occur at the end stair towers as well as the main entranceway.

To the rear of the main office building project are two large parking canopies to provide covered parking areas for service vehicles. These canopies feature central walkways from which these service vehicles may be resupplied easily regardless of the weather. Refuel-

ing facilities are also available.

A long service building is located perpendicular to the main office building to house various maintenance operations and storage areas. This masonry structure is in the same architectural style as the main office building.

With this new addition to the fast growing number of modern up-to-date facilities being constructed by C&P Telephone across Virginia, phone customers in the Roanoke Valley can be assured of the finest in telephone installation and service. S. Lewis Lionberger Company takes great pride in having been

selected to build this beautiful new complex.

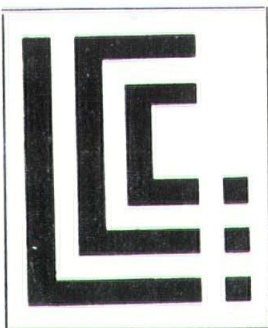
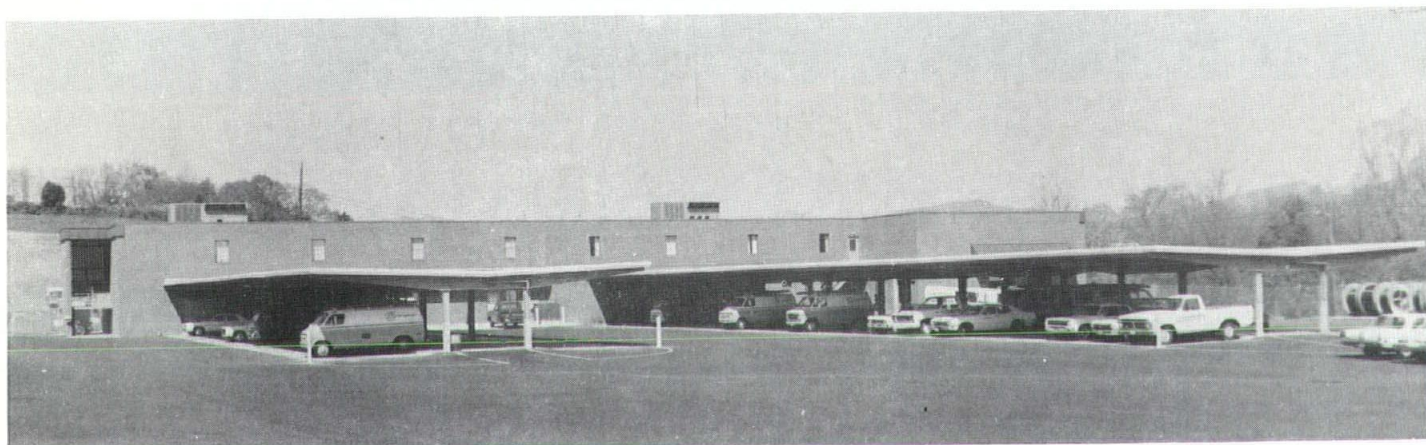
S. Lewis Lionberger Co., Roanoke, the general contractor, also handled carpentry.

SUBCONTRACTORS & SUPPLIERS
(Roanoke firms unless otherwise noted)

Branch & Associates, Inc., excavating; Roanoke Ready Mix Concrete Corp., concrete; Webster Brick Co., Inc., masonry supplier; Structural Steel Co., Inc., steel & steel roof deck; Thompson Masonry Contractors, Salem, masonry contractor; Leonard Smith Sheet Metal & Roofing, Inc., Salem, roofing; Willard E. Donald, Vinton, painting; and

U.S. Plywood, Div. of Champion International, paneling.

Others were: John H. Hampshire, Inc., acoustical, plaster & resilient tile; Feather Tile Co., Inc., ceramic tile; McClung's, Salem, millwork; Cates Building Specialties, Inc., steel doors & bucks; Lithonia Lighting, lighting fixtures; J. M. Blair Co., electrical work; Lowe & Nelson Plumbing & Heating Co., plumbing (American Standard fixtures), air conditioning, heating & ventilating; Graves-Humphreys, Inc., hardware; Adams Construction Co., paving; and, Construction Specialties, Inc., Cranford, N. J., sun screens.



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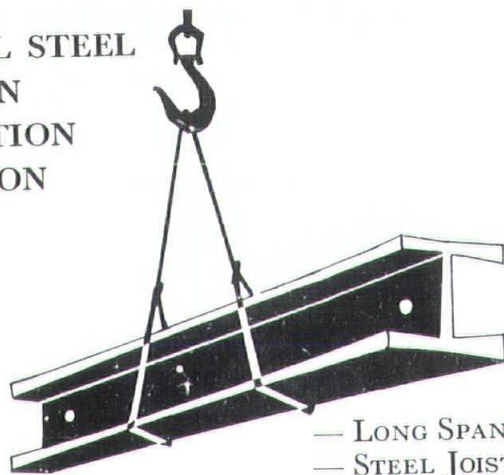
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FOR THE RECORD



Smith Named By Engineers

Kenneth G. Smith son of Mr. & Mrs. William G. Smith of Lynchburg, was recently elected President of the Engineers Club of Richmond.

Mr. Smith was graduated from E. C. Glass High School in Lynchburg and holds a Bachelor of Science Degree in Civil Engineering from Virginia Military Institute. His background spans fifteen years in engineering and construction in Virginia, Indiana, Illinois, Michigan, and North Carolina. Smith is presently Secretary-Treasurer of Highfill & Associates, Inc., A Richmond based architectural, engineering and planning firm noted for its diversity of design in both public and private work.

Smith is a member of: the National Society of Professional Engineers; Virginia Society Professional Engineers (Chairman, Publications Committee); Vice President, Reserve Officers Association; VMI Club of Richmond; Past President West End Manor Civic Association; and the Richmond Country Club. He resides with his wife, the former Peggy Maddox, and four children in the West End area of Richmond.

Eugene Thomas Firm Promotes James R. Newland

Eugene Thomas Construction Company, Inc., of Alexandria, is proud to announce the promotion of James R. Newland to Vice President of the Corporation.

Mr. Newland has been with Eugene Thomas Construction Company for six years as project engineer and estimator. Prior to joining the firm in 1969, he was an estimator with Humphreys and Harding, Inc. of New York and Washington for seven years.



Jim is married to Patricia Cave Newland, and they have two children, James Jr., 8, and Pamela, 5. The Newlands reside in Lorton, Virginia.

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DUNIGAN APPOINTED BY CEMENT FIRM



James E. Dunigan has been appointed manager of sales - southeast region for Lone Star Lafarge Company. In making this announcement, John M. Stubbs, general manager, said Mr. Dunigan will

be responsible for sales of Fondu and Secar cements in Alabama, Florida, Georgia, South Carolina, North Carolina, Tennessee, and Virginia. He will make his headquarters in Atlanta.

With Lone Star Industries since 1962, Mr. Dunigan has held various technical-sales positions in the concern's Houston office. He was formerly in industrial sales for the Morton Salt Company, also in the Texas city.

A graduate of Rice Institute, Mr. Dunigan started his new duties on May 1.

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ARCHITECT JOINS RICHMOND FIRM

Highfill & Associates, Inc., a Richmond architectural, engineering and planning firm, announces that Mr. Lloyd Fitzsimmons has recently joined the organization to provide major assistance in architectural design and land planning projects. A graduate of Phillips Academy, Andover, Mass., Fitzsimmons holds a Bachelor of Arts and a Master of Architecture from Yale University.

He was formerly associated with Victor Gruen of Beverly Hills, California, where he designed such regional shopping centers as Cherry Hill Mall, New Jersey; Midtown Plaza, Rochester; Randhouse, Chicago; Park Lane Reno; Northway Mall, Pittsburgh; Plymouth Meeting Mall near Philadelphia; and such high rise buildings as the Union Bank Towers in Southern California and high rise apartment complexes such as Sunset Heights and Doheney Towers in Beverly Hills.

Later, in his own practice in California, he won honorable mention in a worldwide contest for the design of the University Art Center in Berkeley, California.

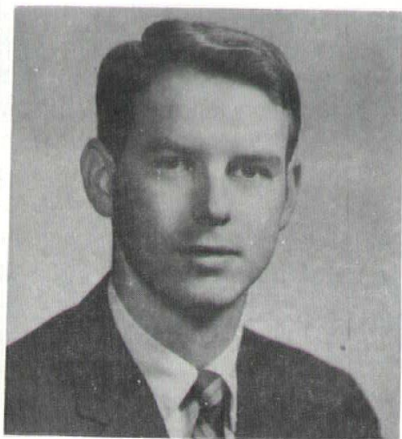
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**AYERS IS NEW
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Walter C. Ayers, Richmond, has been named executive vice president of the Virginia Agribusiness Council. He succeeds J. Paul Williams who moved to the newly created position of executive director upon the retirement of senior vice president E. C. Compton, April 1.

The council was founded in November 1971 in a reorganization of the 43-year-old Agricultural Conference Board of Virginia. It is a non-profit trade association representing all phases of Virginia's industry of agriculture. Its membership includes not only farmers and other agricultural producers but also farm service and supply firms, agricultural financing institutions and processors and marketers of agricultural and forestry products.

Ayers has been director of public affairs and research for the Virginia State Chamber of Commerce since October 1972. He formerly was public affairs director for the Virginia Farm Bureau

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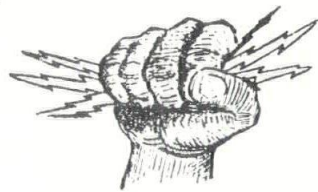
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Federation. At the council, he will assume administrative responsibilities and be in charge of state legislative and governmental relations.

Both Ayers and Williams will serve on the council's executive committee, accord-

ing to A. T. Lassiter, Jr., president, Smithfield. Williams will continue to handle the council's congressional and federal government relations and will serve as chief staff officer.

Ayers, 32, a native of Patrick County, is a graduate

of Ferrum Junior College and holds a BA degree in government from the College of William & Mary. In high school he was state reporter for the Virginia Association of Future Farmers of America and was awarded the State Farmer Degree. At Ferrum he was vice president of student government, president of the Agriculture Club and a member of Phi Theta Kappa honorary scholastic fraternity.

Williams, formerly executive vice president of the Virginia Poultry Federation and Southeastern Poultry and Egg Association became executive vice president of the council in January 1972. He holds a BA degree in journalism from the University of Georgia where he was elected to Phi Beta Kappa and Phi Kappa Phi scholastic fraternities and Sigma Delta Chi journalistic fraternity and was a recipient of the latter's Blue Key Award.

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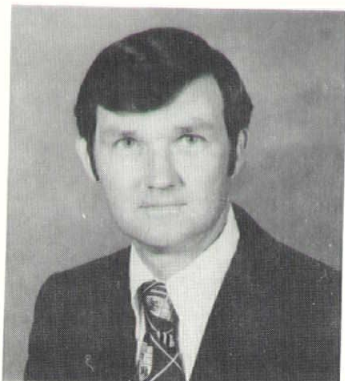
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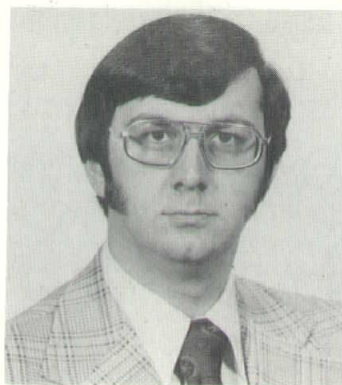
GREENSBORO,
NORTH CAROLINA

Mid - State Promotes Three, Adds One

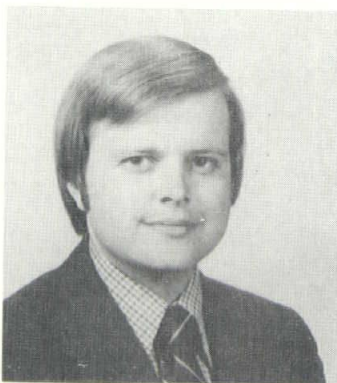
As a part of an extensive expansion program, Mid State Tile Company, Lexington, North Carolina promoted three and added another to its management team. Those promoted are Jones Almond, Roy Berrier and Larry Griffith. Richard Thomas has just joined the local tile manufacturer.



Jones Almond has been named assistant manager for a new plant Mid-State has under construction at Mount Gilead, North Carolina. Almond has worked in many areas at Mid-State, including shipping, purchasing, personnel and production scheduling. Presently he is manager of customer service. N.P. Rodgers, executive vice president, states that Almond with his varied background is well qualified to assist in management of the new plant which will extrude a red body tile which will be sold both glazed and unglazed. Almond expects to move from Lexington to Mount Gilead after school is out.



Roy Berrier has been promoted from laboratory supervisor to manager of customer service. This department receives and processes all orders. Tile sales for the new plant at Mount Gilead will be handled through the Lexington department but shipped from Mount Gilead. Berrier has been with Mid-State since February of 1969. He attended Catawba College.



Larry Griffith, a 1970 graduate of N. C. State University, has been named laboratory supervisor. He is a production engineer and has been in Mid-State's man-

agement training program since he joined the company in June of 1973.



Richard Thomas, formerly with Ernst and Ernst in Winston-Salem, North Carolina, has joined Mid-State and will assist Walter Fulp in financial management. Thomas is a graduate of Phillips Exeter Academy, Exeter, New Hampshire and the University of N. C. at Chapel Hill with a B. S. degree in business administration. He is a member of American Institute of Certified Public Accountants and North Carolina Association of Certified Public Accountants.

President of Mid-State, Fred H. McIntyre states that the company is now in an excellent position for further growth. The Lexington plant was increased in size by one-third in 1973 and with the

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addition of the new plant sales are expected to increase substantially. He points out that since January 1, five new distributors have been added. These are in Chicago, Illinois; Appleton, Wisconsin; Memphis, Tennessee; Syracuse, New York; and Jersey City, New Jersey. With these new locations Mid-State has distribution in almost every state east of the Mississippi.

Fred H. McIntyre, Sr., founder of Mid-State Tile Company, Lexington, N. C., died April 18, 1974. He was born September 4, 1899 and lived in Charlotte, N. C. at the time of his death.

McIntyre was board chairman for Mid-State tile.

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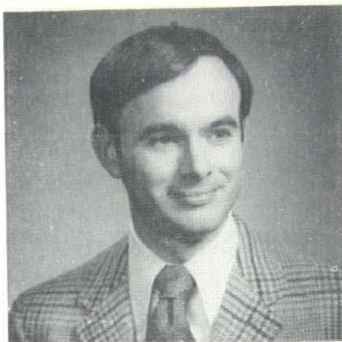
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Two Lynchburg Based Architects Granted Registration Certificates

Richard B. Fisher and Nathaniel P. Neblett have been granted certificates of registration by the Virginia Board of Professional and Occupational Registration. Both are with the Lynchburg-based architectural firm of J. Everett Fauber, Jr., FAIA, Architect.



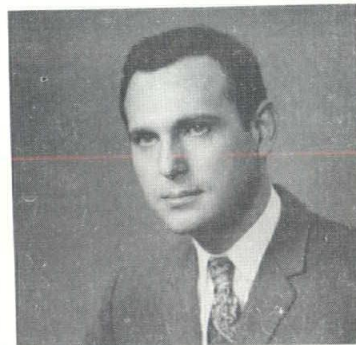
R.B. FISHER

Mr. Fisher, a native of Fairfax County, received his Bachelor of Architecture degree in 1971 at the University of Virginia. His professional background includes experience in industrial, commercial, and institutional projects. Since joining the Fauber firm last spring, he specialized in contemporary architecture, assisting the firm's rapid expansion in that area.

Mr. Fisher, his wife and daughter, presently reside in Nelson County where he serves as Secretary of the Lovingsston Ruritan Club, as Scoutmaster of Lovingsston Boy Scout Troop 44, and as a

member of the vestry of Trinity Church (Nelson Parish). He is also a non-commissioned officer in the U. S. Army Reserve.

Mr. Neblett has been with the Fauber firm since 1968. A native of Lawrenceville, he attended Hampden-Sydney College and the University of Virginia where he received his Bachelor of Architecture degree in 1961. He was previously associated with the firms of Washington Reed Jr., AIA, and Albert P. Hinckley, Jr., AIA, both located in Warrenton, Virginia



N. NEBLETT

Mr. Neblett is a member of the Society of Architectural Historians, National Trust for Historic Preservation, American Association of Architectural Bibliographers, Newcomen Society in North America, and Association for Preservation Technology.

His primary responsibilities are with Fauber's Alexandria office where he is manager of restoration and preservation projects. Mr. Neblett is a Lieutenant Commander in the U. S. Coast Guard Reserve, and a member of St. Paul's Episcopal Church in Lynchburg. The Nebletts and their two sons reside at 295 Riverside Drive, Lynchburg.

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Since 1970, the 29-year-old Tauber firm has more than doubled in size, and now offers the services of five registered architects. The Alexandria office is currently involved in a number of projects, among which are the restoration of Gadsby's Tavern and the John Carlyle House. Recently completed contemporary projects of the Lynchburg office include Campbell County's new Tomahawk Elementary School, additions to Elon and Pleasant views schools in Amherst County, and the Boonsboro and Madison Heights branch office of United Virginia Bank.

Jacobs Forms New Construction Firm

Norman F. Jacobs, Jr., the man who put "Scope" together two years ago, now forms a new construction company -- Elite Construction Company, Inc. of Richmond.

Jacobs, 47, had been Resident Project Manager for the \$30,000,000 Norfolk Convention & Culture Center from June 1969 through March 1972. He was employed by Daniel Construction Company of Virginia, the General Contractor on "Scope."

Burton F. Payne, Vice President of Elite Construction Company, Inc. joins Norman F. Jacobs, Jr., President, in forming this new company to serve Richmond and surrounding areas.

In Richmond, Jacobs was Vice President of Marketing and Estimating for Century Construction Company for two

years prior to organizing Elite. He gained a good part of his construction experience in many years with the J. Kennon Perrin Company of Richmond.

Jacobs attended the University of Richmond, Richmond Professional Institute and North Carolina State. Also he has taught Construction Management courses in evening college at Richmond Professional Institute, Virginia Commonwealth University and

J. Sargent Reynolds Community College.

Jacobs is an active member of Monument Heights Baptist Church of Richmond where he has held numerous offices, including the chairmanship of the Board of Deacons. He is also a Member of Associated General Contractors, American Concrete Institute, Central Richmond Association, Construction Specifications Institute and American Management Association.

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"Your record at the credit bureau is open for your inspection any time you want to know what is in your file," John L. Spafford, president of Associated Credit Bureaus Inc., said recently in response to a message by President Nixon on the Right to Privacy.

According to Spafford, the problem with the publicity given to the issue of privacy and computers is the "broad brush" approach and over-generalization by the media and government officials to this complex issue.

"For example," Spafford said, "the statement that consumers cannot learn what is in their credit files is false. The law requires credit bureaus to disclose everything in your file and as a matter of fact, over 1,700,000 consumers reviewed their files in 1973.

"The statement," Spafford said, "that credit bureaus collect and disseminate personal information about consumers' morals, characteristics and personal habits is false. Investigative consumer reporting agencies gather that type of information."

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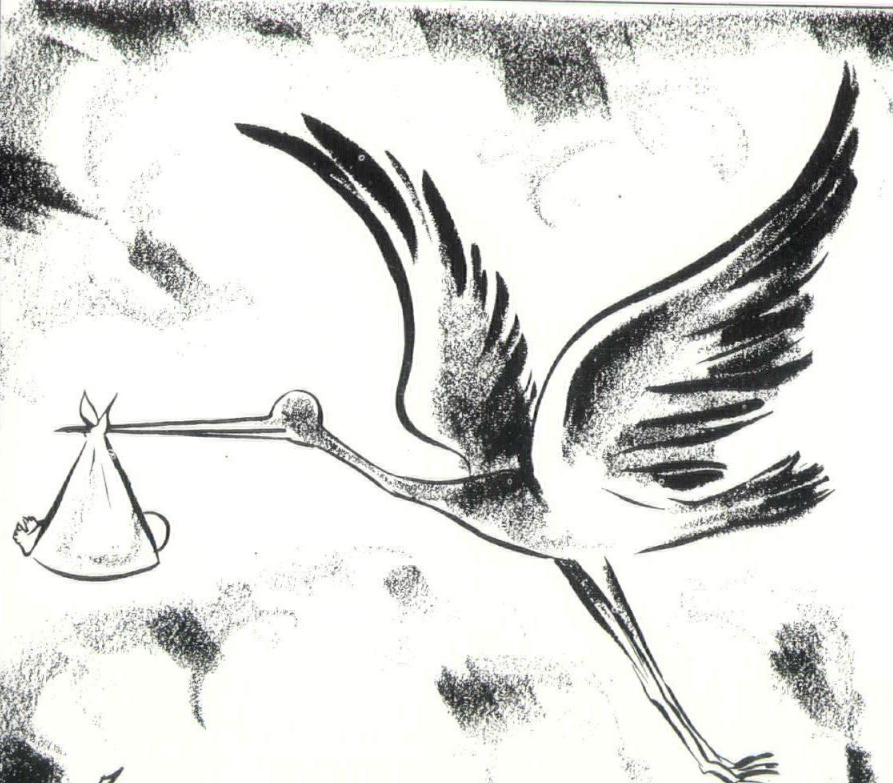
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ion for insurance companies,
ut your local credit bureau
oes not. And it is high
ime the media and govern-
ent officials get that point
traight."

Spafford said the 2,100
redit bureaus represented
y ACB have been "abused by
nd confused with" investi-
ative reporting ever since
he privacy issue began ma-
ing headlines. Credit bur-
aus, according to Spafford,
ake full disclosure of
ources of information but
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tects consumer privacy and
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in your file. If government
officials are concerned with
personal privacy," Spafford
said, "they should turn to
other alleged invaders and
bring them up to the stand-
ards of the local credit
bureau."



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BALANCED TRANSPORTATION... (FROM PAGE 18)

behind and use the more efficient transit service. With the aid of federal funds, the Northern Virginia Transportation Commission bought a fleet of modern buses for the project.

Within four years, the number of bus-riding weekday commuters had risen to some 30,000, and the project had

been judged an unqualified success by all observers. Last December, the Highway Commission opened the special lanes to car pools as well as buses, as yet another step to alleviate congestion and to help in what by then had become a new concern, the conservation of fuel.

In July of 1973, the Highway Department began operation of its second major urban transit project, a landscaped fringe parking lot in Richmond's western suburbs. Commuters park their cars there free, and ride express buses over the

interstate highway system between the parking facility and the downtown area. The transit phase of the project is sponsored by the Richmond Metropolitan Authority and actually is operated by the Greater Richmond Transit Company.

The buses now carry more than 1,000 passengers daily in a corridor where previously there had been no local transit service at all. The parking facility is being enlarged for the second time, and will provide spaces for some 400 automobiles, most of which otherwise would be driven downtown each day. The facility also provides areas reserved for bicycle and motorcycle parking, and includes a passenger shelter and a small park area with trees and benches.

In yet another major transit move, the Highway Commission has agreed to provide \$35 million in state road funds to build the parking lots to be required in Northern Virginia for the Washington area's Metro rail system. While the funds will be used for the parking facilities when those facilities are needed, the money may be used in the meantime for virtually any other purpose, including the purchase of buses.

Thus far, \$8 million of the total has been allocated by the commission, with additional funds planned each year until the full amount has been reached.

State Highway Commissioner Douglas B. Fugate wrote of Virginia's -- and the nation's -- changing highway concepts in the April 1970, issue of the Eno Foundation's "Traffic Quarterly."

"We should not be particularly surprised that

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transportation planning requirements differ from those of even a decade ago," he wrote. "For in many respects the nation's people differ—there are far more of them, they tend in growing numbers to congregate in and around the cities, they tend to be more affluent, and they have a new concern for all aspects of the environment in which they live.

"Thus, it is no longer sufficient to examine highway proposals solely from such standpoints as traffic service, economics, and engineering feasibility. An entirely new range of considerations has developed, and must be accepted by those responsible for the highway program.

"Such matters as the social impact of highways, environmental enhancement, and pollution are becoming integral elements in the high planning process. Similarly, in urban regions attention must be focused more extensively on utilizing the highway as an artery for mass transportation, and on fresh concepts concerned with moving people than with moving vehicles," the commissioner wrote.

"Any notions of a comfortable philosophy based on the belief that every problem has a formula for solution and that every decision can be made in conformity with established policy must be forsaken, if indeed they still exist...We must greatly broaden our concepts of the highway's role in an increasingly urban society," he declared.

Thus, the operational and philosophical backgrounds were set for the broadened transportation assignments given by the 1974 General Assembly to what heretofore

has been the Department of Highways. The expanded duty represents a logical next step in the evolution of the state government's transportation role, which grew first from concern about the muddy roads.

The broadened agency will undertake development of a statewide transportation plan, utilizing and building upon the extensive planning already accomplished by local and state agencies. It will seek to develop a plan which reflects both urban and rural needs.

Indeed, the 1974 session of the General Assembly emphasized its desire for such an urban-rural balance. For the Legislature directed the department to project the needs on the secondary road system, largely a rural system, for the coming five-year and 10-year periods, and to assess the financial prospects for fulfilling those needs. At the same time, the Legislature appropriated a record \$23,150,280 in highway funds to aid mass transit in the major urban areas during the 1974-76 biennium.

Of the total, \$15,200,000 was apportioned to the Northern Virginia Transportation Commission, primarily to aid local governments in the area to pay their shares

of the costs of building the Washington region's Metro commuter rail system. In addition, \$1,070,000 was appropriated to the city of Richmond for its transit system, and the sums of \$670,000 each were designated for the Tidewater Transportation District Commission and the new Peninsula Transportation Authority.

Other urban areas also are entitled to share in the transit funds, which the legislators said were to be distributed by the State Highway and Transportation Commission on the basis of "such factors as population, need, other appropriations, and organization for carrying out a unified area transit program..."

The state government's broadened transportation course, as charted by the General Assembly this year, undoubtedly will be adjusted again in the years ahead to meet the public's needs and desires.

The eventual dimensions of the energy crisis, the concern of all thoughtful citizens for the environment, and the fundamental needs of private citizens and the economy for reliable, convenient transportation will be among the factors controlling any future changes.

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"I'LL TAKE MY (NON) STAND"

(From Page 7)

less charges of "appeasement" and "affinity for Chinese Reds," nor, after his election, take any counter-measures against the havoc McCarthy's accusations were bringing to the state department. Indeed, in the 1952 election, the "Communist conspiracy" became central to the GOP campaign, and vice-presidential candidate Nixon said it would be "the theme of every speech

from now (September) until election."

When John Foster Dulles, who had made his own anti-communism campaign speeches, was appointed Eisenhower's Secretary of State, he repudiated the Truman--Acheson policy of containing Soviet communism, with Europe as the main theatre. Subscribing to the generalized "Communist conspiracy" theory, Dulles saw world communism as a force of evil that must

be confronted at every point by the God-fearing United States, preferably with allies. Southeast Asia was his major selected point. stated by Townsend Hoopes in his excellent THE DEVIL AND JOHN FOSTER DULLES Dulles "regarded the Indochina crisis as a major testing ground for his theory of deterrent warning based on a readiness to threaten massive retaliation."

Dulles' threatened retaliation was somewhat clouded in detail, since he was aware that certain factors in the country opposed his abstract anti-communism and that public opinion showed a pronounced lack of enthusiasm for American armed intervention. According to Mr. Hoopes, Dulles' chief planning assistant said that the Secretary's approach was "to keep it vague (and avoid the use of ground troops under any conditions..." The threat of massive retaliation without the use of ground troops was certainly vague enough, but Dulles' high moralistic tone in his conflict with the Devil of communism held a broad appeal to those people who were satisfied with an unqualified stand against the world communist conspiracy.

The Southerners' clear-cut stands on patterns of American life had been rendered so out-of-date by events that few of their main issues could even have been considered in the early fifties. But, in the obsession with communism in sections of the government and in segments of the population, the nation's shift to external affairs did not express an integrated national purpose (as I'LL TAKE MY STAND

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had expressed a regional purpose) and had introduced a misplaced moralism into foreign policy.

Although Dulles himself had accused the Truman-Acheson policy of permitting the Soviets to dictate our defense establishment and even our taxes, he committed the country to a policy of rollback and liberation in Asia-Firsters and the militant anti-communism bloc in Congress, the Secretary of State subscribed to the belief that America had the moral right to use its power to make the whole "world safe for a moral democracy" (Hoopes). Since this moralistic approach defied the wisdom gained from experience by acknowledged experts in the field, Dulles got rid of John Paton Davies and John Carter Vincent in Asia, and the brilliant George Kennan in Russia, and later Chip Bohlen.

Although not too much commented on at the time, a division began to take place then in the American society. While the militant anti-communists (more or less accepting the Devil theory of the Communist conspiracy) found communist agents infiltrating and disrupting American institutions, the Liberals of that day, tending to pooh-pooh the conspiracy business, found the root of evil in all conservative American institutions. Presumably there was a middle ground, but those holding it spoke softly and were not in favor with either group of extremists.

Looked at from today's Asia based on superiority in nuclear weapons and air power, to the neglect of conventional forces. Going along with the Republican

perspective, from where the regional stand of the Southerners only forty years ago now seems a historic oddity, the beginning of the Dulles era, on the other hand, can be seen as the genesis of the divisiveness that has developed in the nation in the twenty years since then.

It would be simplistic to imply that the Dulles militant anti-Communist doctrine, with its stress on Asia, was anything like the whole cause of the divisiveness. We are all too familiar with the other issues that have divided the nation. But Dulles' moral abstraction, in replacing the realistic practicalities of the Truman-Acheson foreign policy (however much this policy might have left to be desired), put in the practice of attributing high moral purpose to national policies. As the world was divided into good (represented by the USA) and evil (represented by Communism), so the nation was divided into those representing moral superiority and those representing the forces of darkness.

Of course, the United States throughout its history had a strong tendency to attribute moral superiority to its actions and evil to its opponents — as most notably demonstrated during

and after the Civil War. In the Dulles era, the Civil War attitudes were repeated in the civil rights movement during the evangelical period when the enforcement of interracial changes were restricted to the Southern states. These 1950's divisions followed sectional lines as during the war and Reconstruction periods and did not run a divisive thread throughout the whole nation. However, while the modern sectional divisiveness lasted, it confirmed both the historic tendency and the practice of assuming moral righteousness, as opposed to realistic approaches.

Then, when the civil rights movements shifted interracial experimentation into all sections which had some density of Negro population, and the "Northern white liberals" dropped the racial issue (along with their castigation of the South) like a hot potato, the liberals — never to be without a cause — embraced the disastrous involvement in Vietnam during Johnson's administration. Over this issue, as over the communists, the division ran through the whole nation, and with the same moral fervor on both sides as had formerly characterized the sectional divisions.

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Now that the Vietnam issue has joined other points of controversy in the past, the divisiveness is more fragmented, concerning a variety of issues, but the opponents over nearly every issue continue to bring at least an element of moralistic abstractions to their positions. This includes our on-going problems with Soviet Communism. It is strange that, as moral purpose has faded from the nation's direction, righteousness (and the vindictiveness that often attends it) has become so widespread over transient issues. However, it is safe to say that today it would be extremely difficult, if not impossible, to find a group who could take a united stand which quietly affirmed a pattern of life based upon historic cultural forces and aspirations.

Somewhere in the forty years since I'LL TAKE MY STAND, we have all become categorized by labels which reflect the polar pulls in American society and all the gradations between the extremes. While the militant Right-wingers (who still make a career out of opposing the Communist conspiracy) and the radical new New Left seem firm in and proud of their convictions, the

majority of us, I believe, are more or less uncomfortable in the narrow inches in which the labels place us. And, unlike the Southerners who assumed affirmative positions, most of the present stands (including those of the militants) are against something. Even those of us who do not feel vehemently about our stands seem inclined to explain ourselves by what that are not.

When we were visited by a highly intelligent young woman from Richmond, who has made a success in the publishing business in New York, our talk veered to the changing Northern attitudes toward racism. At one point in the conversation, she grew unsure of my position and asked, "Are you a liberal?" Since I had known her

father since we were in high school, I wanted to avoid any strong stand (as a possible point of controversy) and at the same time be truthful. "I hope I am liberal-minded," I answered carefully, "though certainly I'm nothing of a doctrinaire capital letter Liberal."

She smiled as if relieved by my reply and said, "Open-minded."

Open-minded struck me as the best definition I could

think of for those of us who felt uncomfortable with a label. While history offers ample reasons for distrusting all extremes (especially where moral zeal takes the place of rationality), even those stand-bys of recent decades - liberal and conservative - seem restrictive to many of us. Both liberal and conservative include attitudes, or prejudices and convictions, which we draw back from embracing and both exclude viewpoints which we favor.

To be specific, of the traditional Liberals (not the radical New Left) I disapprove of their gross sociological manipulations of individuals as though they were bloodless statistics of the centralized power of an unwieldy central government and of their tendency to bring instant-cure to all problems by squandering money we don't have on ill-conceived plans. Of conservatives, I hold reservations essentially over their lack of emphasis on humanitarian values. A perfect example is the racial problem: while conservatives were reluctant to act for the panacea, the Liberals led to the present lunatic rulings on racial balance in schools with such chaotic results.

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the wreckage of public schools systems, the blight in core cities and a divisiveness amongst the people everywhere.

And yet, to be "open-minded," is fundamentally to take a non-position. However, that more citizens hold this non-position than is generally recognized can be attested by the 1964 and '72 presidential elections and by Virginia's 1973 gubernatorial election. In '64 the voters rejected Goldwater (a right-winger) and in '72 they rejected McGovern (some sort of fuzzy Radical) and chose men, not principles, with whom they felt safer. In Virginia, beyond argument the voters elected Mills Godwin as a man. An older Virginian, talking to a newcomer to the state, said, "I never thought anything would get me to vote Republican, but I've got to vote for Godwin."

Where once we could say without reservation, "I am a Democrat" or "I am a Republican," today the non-position is taken (and by many who are unaware of their position) because of the multiplicity of the divisiveness in the country. No one positive position can cover all issues as a position could forty years ago. The political parties have become virtually meaningless except to politicians. One reason for this --- although political leaders do not acknowledge it --- is that the United States is no longer in control of its own destiny.

We have become, like other nations, reactive to foreign powers. The most vivid examples in recent years are the strong competitive positions of other

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industrial nations, the devalued dollar, the oil shortage and the threatened shortage of other raw materials. We have been manipulated. Central to all the manipulations to which we react is that of Soviet Russia. Here can be charted the results of swings from one extreme to the other by a self-indulgent people who cannot formulate and execute a single realistic approach that has neither moralistic appeals nor a crisis factor which promises a quick, dramatic solution.

What the people of the United States really want in the world is to be let alone to pursue their soulless goal of ever increasing "prosperity" --- higher GNP and higher standard of living, higher wages and higher prices, bigger profits and bigger national debts. From Soviet Russia (or any other potential rival) all we want is "peaceful coexistence," in which, despite all our moralistic stances, we look away from the tyrannical oppression they have imposed

on Central European peoples and on the police state persecutions of their own people. We are so eager to let the Soviets alone, so long as they do not (as they continuously do) threaten our international well-being, that we play puppy-like games of "detente" with an ideological force which for more than forty years has demonstrated that our standards of ethics, of honesty and fairness, are absolutely meaningless to its leaders. The word of the Soviets is worth about what Sam Goldwyn said of an oral contract: "An oral contract is not worth the paper it's written on."

Our two greatest Russian experts, George Kennan and the late Chip Bohlen, stated that the Soviets will make no move except what is to their advantage, immediate or long-range, and all their policies since Lenin have shown this to be true. It is because our moves are in counteraction to (by our standards) this deceitful, scheming power (with the

threat of nuclear annihilation) that it has become difficult for individuals to take a positive stand with a nation which, of itself, seems to have no direct purpose. With the nation torn by divisiveness with an external power holding the initiative from without, a positive stand would be building a fort on sand.

As in internal affairs the absence at the top of foresight and long-range planning becomes more disastrously evident every year, some individuals find their personal security among the extremists, who at least take strong positions --- even if against something. The militant Right-winger can still express moral zeal in fighting the specter of the "Communist Conspiracy," and on the Far Left we find some of the young embracing communism as a stand against a corrupt democracy. As we draw toward the center, more and more individuals of all ages and classes are seeking their personal security in non-political commitments. These range from new and/or exotic religions to group programs for self-acceptance and there's never a week without at least one book about how to improve as a person on the best seller list -- or one book about how to improve sexual experiences presumably as the gateway to a better, richer life.

However, how could all these non-political seekers after individual personal security make a modern day "I'll Take My Stand" statement? As already mentioned the political "open-minded" would be basically taking a non-position, and the personal security seekers could

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ake only a subjective statement. In such subjective statements, nothing like a regional stand could be taken — as did the Southern writers — nor even stand for one state or one community, let alone the nation. Beyond that, unlike the stand of forty years ago, the personal testaments could have little to no relationship to domestic issues.

We feel that domestic issues are as much out of our control as is our national destiny. In every crisis, there is a replay of the rich getting richer and those in the middle and lower brackets getting gouged, which is the sort of thing that has gone on throughout most of history. But in earlier times in America the lines were drawn between human beings, and some sympathy bound the people sharing common plight. Now with faceless Powers in control and a diffusion of comparative wealth, it seems that every man's hand is raised against every other man and the mutuality of sympathy is gone.

With this mutuality of sympathy, went civility and compassion, even pity. Thus, the subjective security seekers are trying to replace in their individual lives these intangible values lost from the nation. On the other hand, the extremists seem disinterested in human values and are concerned with ideologies, just as the nation is concerned with a System of producing goods and not with people. Under these conditions, the only kind of concerted group and possible would be in the realm of human feelings. There is so much hate against the people today, those supporting one politi-

cian or course of action hating the opponents, that one wonders if the people haven't come to hate themselves — if hatred isn't all that's left when pity is gone. Thomas Wolfe wrote that pity is the most "learned" of all feelings.

"Pity comes (he wrote) From the infinite accumulations of man's memory, From the anguish, pain, and suffering of life, From the full deposit of experience, From the forgotten faces, the lost men, And from the million strange and haunting visages of Time..."

Pity comes, obviously, from a capacity to feel. But, equally obvious, it would be as naive as it would be ineffectual to conceive a group taking its stand on renewing the capacity of the American people to feel. Nonetheless, the fact that no stand will be made is, to those interested in the life of the mind and spirit, at least as serious

as some of our vastly publicized material losses. For this loss of our capacity for feeling — reflected in movies, plays, novels, in the banalities of television and in columnists' obsession with the futilities of politics — is a significant, if little noticed, change from only forty years ago when a group of Southern writers took a stand on the convictions based on feeling.

And it is certainly safe to predict that the mental-spiritual climate, out of which individuals' feelings grow, will not be restored as long as we elect political "leaders" so remote from the temper of the people that they continue to address the public with empty promises of material well-being. These assurances of "you've never had it so good" are like a new version of the old line, "stick with me and you'll wear diamonds." Or maybe it's a modern version of the old song, with the words changed to, "I can give you everything but love."



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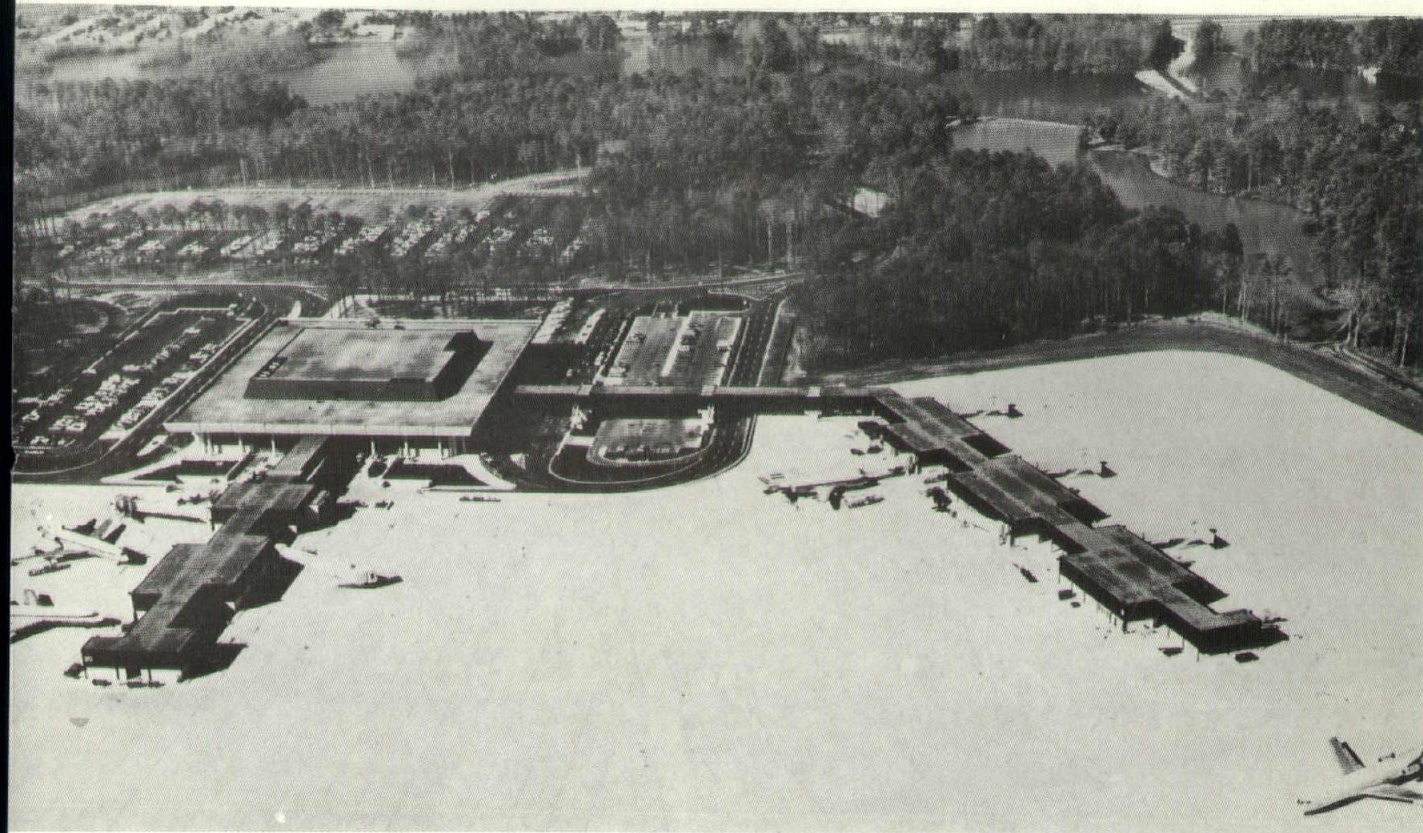
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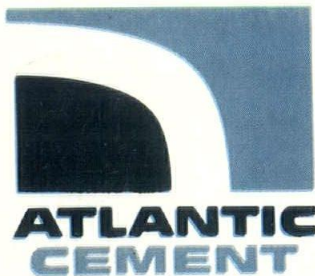
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