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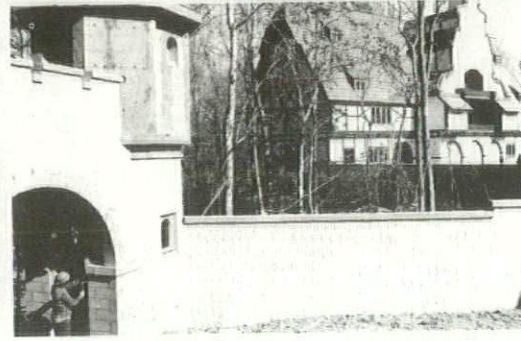
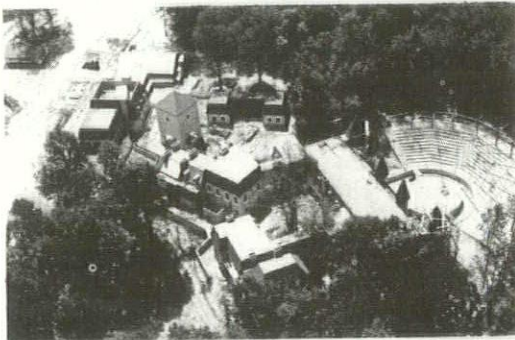
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The Old Country

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As construction neared completion, photos showed: (top) aerial view of French Village, with Three Musketeers Theatre at right; (bottom) looking from the stage front into castle-like background of the Theatre.

(Top right) the 1,000 seat Globe Theatre, double-size replica of Shakespeare's original, as it neared completion; (bottom) a carpenter puts final touches on entrance to German Village with Willkommenhaus in background.

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ON OUR COVER is a Highway and Transportation Department photo showing the Reversible Lanes on Route I-95 in Arlington County. These express lanes for bus and car pool use are proving to be very effective and are under study for use in other areas (Photo by Ken Soper)



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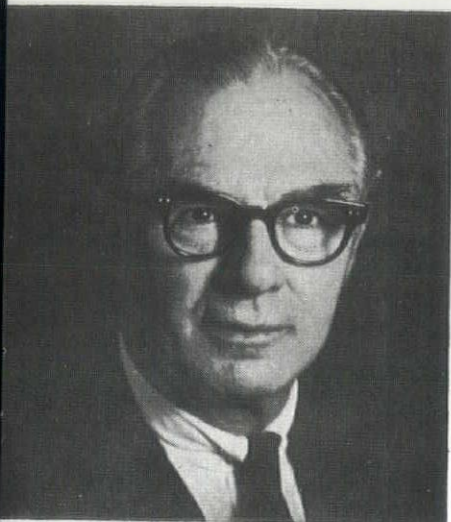
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Clifford Dawley

The Last Passenger on the *Titanic*

THERE USED TO BE AN APHORISM (attributed, I believe, to Shaw) to the general effect that early life was the time to be a rebel and that conservatism was fitting as the years came. "Rebel" referred essentially to one's political attitude in relation to the existing system; today we could say "radical" or "far left Liberal." Beyond the political attitude, rebel also inferred an unorthodox life-style and sense of values in comparison with the norm.

Conservatism tended to set in as the years brought the responsibilities of supporting a family, when the consideration for offspring changed personal values. Of course, there were always some individuals who never assumed such responsibilities, but they were regarded as exceptions.

The first part of the aphorism would seem to have been demonstrated in force during the 'sixties when we had radicals all over the place, mostly among college students or other young not gainfully employed. Their unorthodoxy, unlike that of earlier generations of rebels, became cultish, with its own orthodoxy—in clothes, appearance, manners (?), language, attitudes and life-styles—and with an unprecedented stress on the state of youth itself. However, their political involvement, if such it can be called, consisted mostly of somewhat mindless negativism expressed in violent protest and obscene name-calling.

On the other hand, our forgotten rebels of the pre-World War I period, shortly before and during Wilson's first administration (1912-16), were serious about changing the system and out of their unflaunted unorthodox life-style came a number of productive creative people whose later work built world-wide reputations. Shaw himself, in the late Victorian and Edwardian eras, was a thoughtful socialist, and he and his associates strove earnestly to improve society according to their lights.

The one twentieth century generation which escaped application of the aphorism, both in America and Britain, was my own, the one that came of age in the mid 'twenties. In Cyril Connolly's last book he wrote of his contemporaries at Oxford in the mid 'twenties, who had no political awareness at all. Their whole motivation was toward scholarship, in literature, in aesthetics and in the humanities, and it must be said for the Oxford of that day that the students' motivation produced a well-nigh incredible array of first-rate talents, who now enjoy international reputations as novelists, critics, essayists and scholars.

Cyril Connolly and his college generation were also motivated by a side-ambition which was quite unlike anything happening in my generation in the mid 'twenties in America. As Connolly writes, "to be accepted by the upper class, then in possession of money and authority and even glamour, was a natural ambition..." and "...we tried to escape from our middle-class homes by rising above them."

(Continued on page 55)

PARK AND RIDE IS A SUCCESS

By

ALBERT W. COATES, JR.

*Special Assistant for Public Relations
Department of Highways & Transportation*

§ ON A HOT FRIDAY afternoon in late June 1973, a small group of Richmond area officials and local citizens gathered in the comforting shade of tall pines to celebrate the construction of a parking lot.

Ordinarily, parking lots don't attract such fanfare — speeches, pretty girls, news cameramen, a ribbon-cutting. Nor, for that matter, are they usually graced by tall pine trees. But this wasn't an ordinary parking lot.

It was, instead, a key element in a unique experiment in urban mass transportation. The following Monday, commuters from Richmond's western outskirts would begin parking their cars there free and riding air conditioned express buses over the interstate highway system to their jobs downtown, paying 50 cents each way for the trip.

The seeds for such a project had been planted over the past two decades. Like other urban areas, the Richmond region's population growth was in its newly developing suburbs, largely occupied by families whose breadwinners still worked downtown. The seeds were nourished by mounting concern for combatting inner-city traffic congestion and the related attention to environmental values, by the need to conserve fuel, and by the broadening recognition of the interstate highways as potential arteries for mass transit by bus.

The Richmond area experiment, called the Parham Express because the commuter parking lot was adjacent to Henrico County's Parham Road, was intended to take advantage of these circumstances.

It represented the second major step by Virginia's state government toward aiding localities in developing improved public transit. The first step had been taken four years earlier, when the State Department of Highways and Transportation reserved special lanes of the Shirley Highway (Interstate 95) in Northern Virginia for express buses. The number of commuters riding buses along the Shirley corridor had jumped from 1,900 to more than 10,000 a day, and, as they prepared to snip the ribbon on the Parham Express lot, state officials said they hoped the Richmond project would be as successful.

They believed it would succeed, for it had been planned carefully. Still, perhaps inevitably, there were lingering questions.

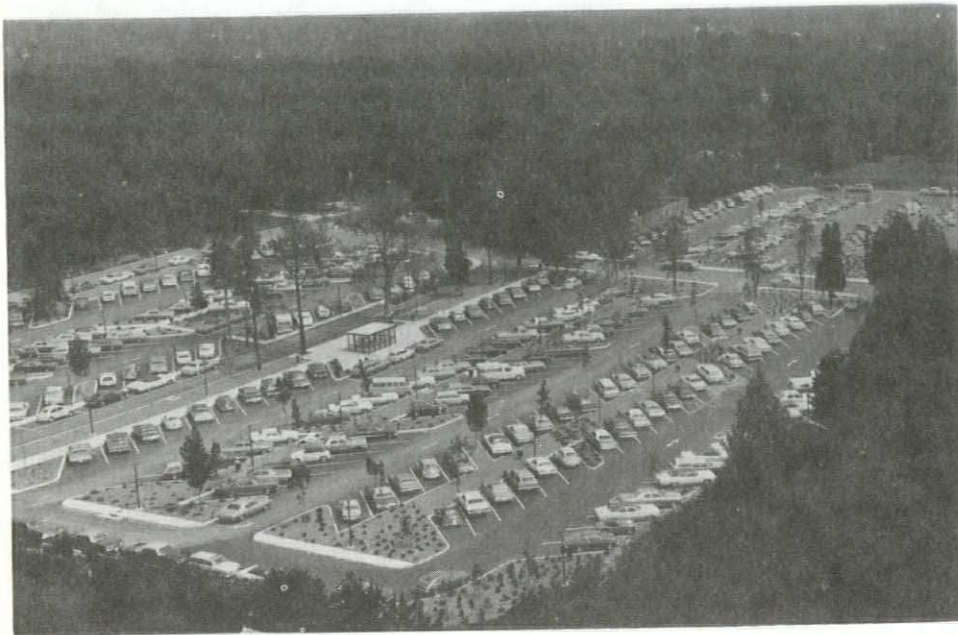
Would commuters in the Richmond area, where traffic congestion wasn't as bad as in Northern Virginia, relinquish the convenience of traveling to work by private automobile? Was the lot, with its 178 spaces, too large? Could the bus service be maintained on a reliable schedule? The answers came quickly and clearly.

On the first morning of operation 192 commuters parked their cars and rode the buses. Within five weeks, the average morning patronage would increase to slightly more than 300 riders. By the spring of 1975, in less than two years, the average patronage would reach 553 passengers inbound in the mornings and 581 outbound in the evenings.

The parking lot, it soon became apparent, wasn't too large; it was too small. It was to be expanded within weeks, then was expanded again to a total capacity of 300 spaces.

From the start, schedules were followed almost to the minute. But extra bus trips were added to serve the waiting commuters, with the number of runs each morning and afternoon increased from the original five to 14.

Now, in an era of renewed interest in urban mass transit, the Parham Express goes about its business every weekday as a glaring success, in most



Commuter Parking Lot, Parham Road, Henrico County

ects. In one important respect, that of
 lying for itself at the farebox, it falls
 ightly short. It has approached, but
 t quite reached, the breakeven point.
 at it has been years since urban transit
 rvice paid its own way, and the
 rham project does better than many
 hers.

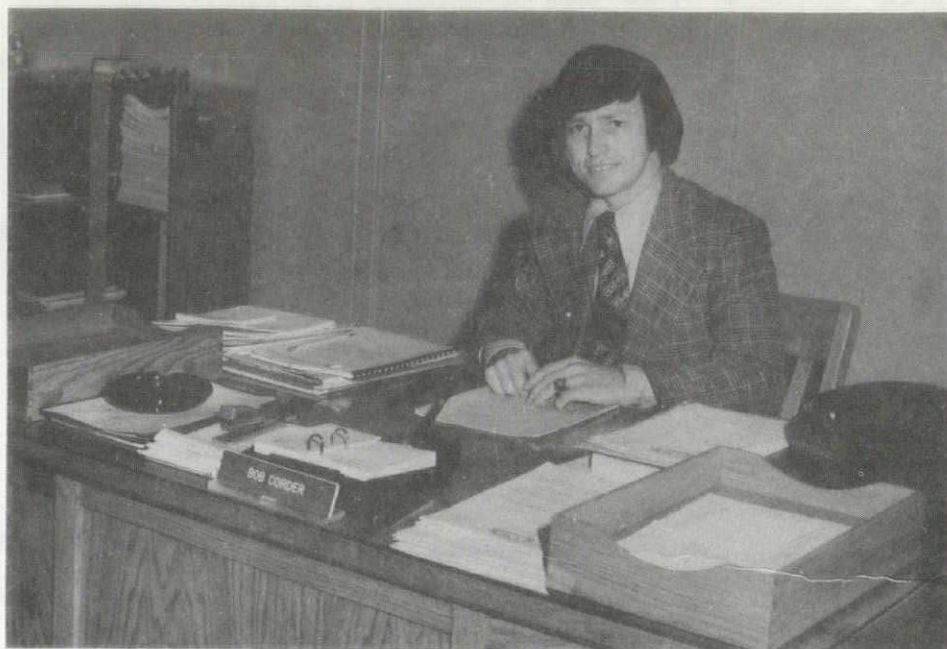
And with the Shirley Highway bus
 oject, which now has been expanded
 permit carpools on the express lanes,
 has gained for Virginia the reputation
 a pioneer in the still uncertain realm
 public transit.

Since the late 1960s, few trans-
 ortation officials around the nation
 ave denied the need for improved ur-
 an transit. But they often have been
 vided sharply on how best to meet the
 eed. Some contend it can best be done
 y commuter railroads, and in about a
 ozen American cities with heavy
 opulation densities, rail operations are
 roviding essential commuter service.
 n most cities, however, there is a
 rowing recognition that better transit
 eans better bus service.

This is a principal conclusion in a
 udy of commuter railroad feasibility
 ndertaken at the request of the 1974
 irginia General Assembly. The study,
 irected by Wayne A. Whitham,
 ecretary of Transportation and Public
 afety in Governor Godwin's Cabinet,
 as made by the consulting firm of
 lan M. Voorhees & Associates of
 McLean, in cooperation with the State
 epartment of Highways and Trans-
 ortation and the Division of State
 lanning and Community Affairs.

The study team concluded that com-
 uter rail passenger service was
 easible in Northern Virginia, where the
 ashington area's Metro subway and
 ommuter rail system is being
 eveloped, and it found that such ser-
 ice might possibly become feasible in
 he Richmond, Tidewater, and Penin-
 ula areas. But in those three areas, it
 s likely that new express bus services
 ill be more effective and (more) readily
 mplemented.

"Government would need to provide
 financial assistance for train equipment



Mr. Bob Corder at his desk.

and facilities, and provide operating
 subsidies under most conditions as well,
 and in the majority of cases, it would be
 far better to accelerate bus transit and
 park-ride programs than begin com-
 muter rail projects," they said. "Ex-
 press bus service will often be Virginia's
 most cost-effective and implementable
 solution, whether the problem is con-
 ventional unsatisfactory congestion or is
 more related to environmental issues
 and energy shortages."

And so, the celebration for which the
 small band of Richmonders assembled
 under the pines of western Henrico that
 June afternoon assumes deeper im-
 portance. The group was taking part in
 the inauguration of a project which will
 be an example for others in years to
 come, and for this reason an un-
 derstanding of how it evolved is
 worthwhile.

Robert G. Corder, now trans-
 portation coordination engineer for the
 Virginia Department of Highways and
 Transportation, was deeply involved in
 planning and initiating the Parham Ex-
 press service. Corder, 37, holds a
 bachelor's degree in civil engineering
 from the University of Virginia, a
 master's degree in civil engineering
 from West Virginia University, and has
 studied urban planning at Georgia
 Tech. He is part of a youthful corps of
 highly educated engineers helping
 to administer the department's
 broadening transportation programs.

Corder recalls that the idea for such a
 project first appeared in a com-
 prehensive transportation study for the
 Richmond metropolitan area com-
 pleted in 1967. The study was made un-
 der the direction of the Department of
 Highways and Transportation, in
 cooperation with local governments, the
 Richmond Regional Planning District
 Commission, and the U.S. Departments
 of Transportation and Housing and Ur-
 ban Development.

One recommendation resulting from
 the study was that consideration be
 given to the potential for the express
 bus service from the Parham Road area
 of Henrico County to downtown Rich-
 mond by 1980. The recommendation
 was based on travel demands expected
 to develop by that year between down-
 town and its western suburbs, together
 with the desire to help preserve down-
 town vitality by reducing traffic
 congestion.

"The first step in the feasibility study
 was an analysis of transit ridership
 demand," Corder has noted in a report
 documenting the project's develop-
 ment. "Assuming that the fringe
 parking lot would be located in close
 proximity to the interchange of In-
 terstate 64 and Parham Road, an
 imaginary boundary was drawn around
 this point to encompass geographical
 areas which would most likely use an
 express bus service. Likewise, a bound-
 ary was drawn within the downtown

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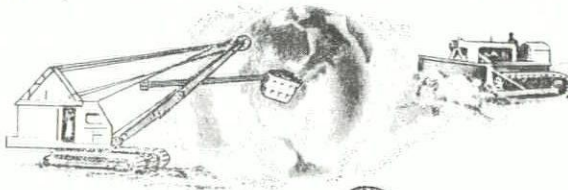
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Commuters await bus at the transparent passenger shelter provided at the Parham Express parking lot.

area to delineate the destination of the majority of potential riders. This boundary encompassed the largest concentration of employment in the downtown area."

Using population, travel demand, and related data assembled in the regional transportation study, Corder and his associates calculated a potential patronage of about 300 persons inbound in the morning and outbound in the evenings, or a total of approximately 600 riders each weekday, for such a bus service. And they thought it could be accomplished in the mid-1970s, well before the recommended target year of 1980.

"Based upon an automobile occupancy rate of 1.4 persons per auto, which is typical of the Richmond area, it was concluded that approximately 215 autos would be removed from the roadway during the morning and evening rush hours — enough to justify mass transit service between the two designated areas," he explains.

Next, planners turned to an analysis of probable travel times, recognizing that the buses would have to compete reasonably with private cars if such a project was to be accepted by commuters. They had found this to be a key to the success of the Shirley Highway project, where commuters saved up to 10 minutes riding the express buses.

A loaded bus was not available for the travel time study in the Richmond project, so an automobile was used to simulate bus travel. "The car main-

tained speeds of 50 to 55 miles per hour along the interstate routes; in the downtown area, travel was confined to the curb lanes, which included following local buses," Corder explains. Average auto travel times were plotted on a map, and used for comparison.

Planners found that the simulated bus trip took between 18 and 23 minutes, or an average of 20 minutes, in the mornings. During the evening peak periods, the simulated bus runs ranged from 21 to 31 minutes, with an average of about 26 minutes.

The map on which other vehicular travel times were plotted indicated that it took most motorists about 20 minutes to drive between Parham Road and downtown over the segments of Interstate Routes 64 and 95 being considered for the express service. Thus, the simulated bus time compared favorably.

While these studies were under way, Corder and his colleagues conferred often with representatives of the local governments and the Regional Planning District Commission. The Richmond Metropolitan Authority (RMA), created initially by the General Assembly to plan, develop, and operate a toll expressway system in Richmond, was granted permission to assist in the operation of commuter buses. The RMA contracted with the Virginia Transit Company, which at the time owned and operated Richmond's local bus service, to provide buses and drivers for such a project. The City of Rich-

mond and Henrico County agreed to underwrite up to \$19,000 in expected operating losses during the first year of operation.

As these arrangements were being made, and as the project grew steadily more realistic, the State Department of Highways and Transportation bought a 5.8-acre site on the southeast corner of Parham and Fordson Roads, a half-mile from the Parham Road-Interstate 64 interchange, for development of the commuter parking lot.

Although it bordered Parham Road, one of Henrico's busiest roadways, the site was in a largely residential area. Planners felt the location was ideal, for it was readily accessible both to the interstate highway system and to the neighborhoods of prospective riders.

But the location itself also demanded that the parking lot intrude no more than necessary on the residential character of the area. For this reason, the Department of Highways and Transportation assigned its environmental staff to work with transportation engineers in preparing plans for development of the facility.

Together, they provided for retention of the slightly sloping terrain and natural growths of pines and other trees. Landscaping plans provided for the planting of additional trees, and for beds of flowering shrubs. A small park area with benches was included, as were attractive, relatively low-level lights, a transparent passenger shelter, and



Passengers board Parham Express Bus at Broad and College Streets in Richmond for the trip back to the parking lot.



Those awaiting the travelers' return are provided for too, in this park-like area of the Parham Express Lot.

special parking sections for commuters who might choose to travel to the facility by bicycle or motorcycle.

With feasibility demonstrated, and other preparations on schedule, the State Highway and Transportation Commission awarded a \$330,000 contract early in 1973 for construction of the lot.

While it was being built, other elements of the project were fitting together. Downtown, locations were selected and signs were erected for 14 bus stops along a loop of the central business district. Buses to be used in the project were painted a distinctive red,

white, and blue. The department and RMA held a citizens' informational meeting in a nearby high school, and letters were mailed to the presidents of nearly 100 civic organizations in the area informing them of the project.

Throughout, the concept had the support of Richmond area news media, and on July 6, 1973, just after the express service began, the editor of the Richmond *Times-Dispatch* called it "a commuter's delight — clean, fast, and comfortable."

"It is to be hoped that this first experiment in urban mass transportation for the metropolitan area will prove to

be a whopping success, and can be expanded to points north, south, and east," the editor wrote.

"But a good word is in order, too, for the parking lot...There is one thing that vividly and exquisitely sets this lot apart from other lots around town: the presence of trees, in abundance...The highway people took great care to protect and retain a maximum number of trees in the lot itself, and even set aside an area adjacent to the lot for use as a small park, with benches. A non-obstrusive passenger shelter is also provided. The overall effect is to present a quite pleasing environment and will hereby invite those who would build parking lots to come and take heed," said the editor.

Patronage for the new express service increased steadily, and it became evident that many commuters shared the editor's enthusiasm. For Corder and his associates, the job wasn't over, however. They wanted to test the validity of their planning assumption against actual experience, for soon they would be centering their attention on similar projects in other urban areas.

A rider survey taken two months after initiation of the Parham service confirmed the accuracy of most of the planners' early thinking. Of 230 commuters questioned, 78 percent lived within the imaginary boundary drawn when the feasibility of the project was being considered. The other 22 percent lived just beyond the boundary. Downtown, 98 percent said their places of employment were within walking distance of designated bus stops.

The survey also showed that:

- * Approximately 75 percent of the bus-riding commuters parked at the lot; the others were brought by husbands, wives, or friends.

- * 65 percent owned two or more cars.

- * 73 percent were in the "over \$12,000" income group.

- * The highest percentage (47.8) was in the 25 to 44 age bracket; the 45 to 70 age bracket followed, with 26.5 percent of the riders.

"Based upon the ridership attained since the initiation of the service and the pressing demand for additional parking space, it is safe to say that the project has indeed been a success and will continue to be successful," Corder

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said in his report a year after the express service began. His reference to the demand for parking was significant; even after the lot had been expanded twice to provide 300 spaces, it wasn't large enough. Some commuters parked at the curb on an adjoining street, and others used a nearby church parking lot.

"In view of the rather high income and auto ownership characteristics of the commuters using the express service, it may be concluded that similar projects would be successful in almost any type neighborhood, especially in those with lower incomes. Also, such service appears to have a potential for serving off-peak shopping trips and school trips for evening classes," Corder said.

The Parham project was followed closely by several others. The State Department of Highways and Transportation built a similar commuter parking lot in Newport News, developed preferential lanes for express buses along US Route 50 in Northern Virginia, and opened the Shirley Highway bus lanes to car pools. Other projects are under study.

As the Parham project evolved and succeeded, urban bus companies throughout Virginia were undergoing a major change in concept. In most areas, the private corporations which had struggled to provide public transit for years against mounting financial losses phased out operations in favor of municipal ownership and operation. Indeed, this happened in the Richmond area project, with the former Virginia Transit Company service being assumed by the new Greater Richmond Transit Company.

Increased state and federal highway user tax funds began becoming available to aid the localities in the purchase and rehabilitation of bus operations and in buying new, more modern buses.

The necessary management adjustments cannot be made overnight. But as they do occur, and as additional funds are provided, the experience of the Richmond area's Parham Express will stand as a virtual textbook pointing the way to successful transit operations in the sprawling urban environment which characterizes the 1970s.

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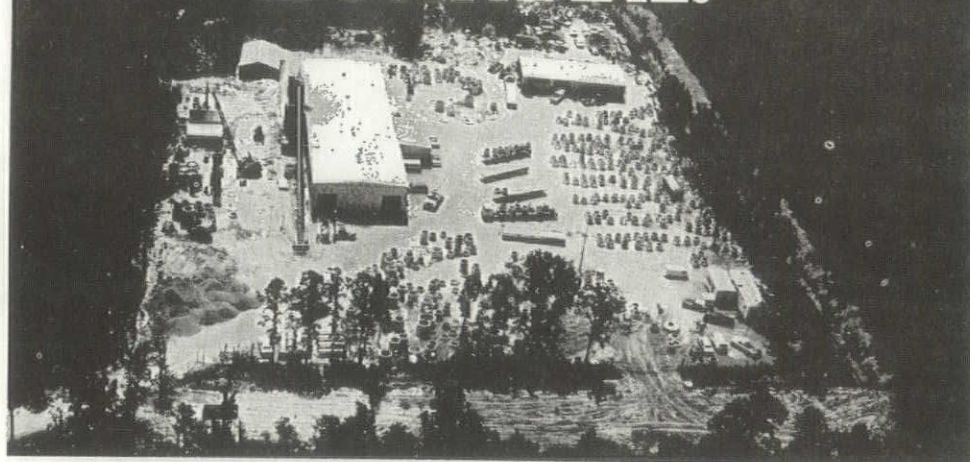
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VIRGINIA HIGHWAY AND TRANSPORTATION RESEARCH COUNCIL

THE VIRGINIA HIGHWAY and Transportation Research Council functions as the research branch of the Virginia Department of Highways and Transportation. It is jointly sponsored by the Department and the University of Virginia, and is located in the Tilton E. Shelburne Research Building on the grounds of the University in Charlottesville. The Council was established under a 1948 agreement signed by Highway Commissioner James A. Anderson and University President Colgate W. Darden, Jr. In January 1966, the agreement was revised by Commissioner Douglas B. Fugate and President Edgar F. Shannon, Jr. "to meet present conditions and to create a more flexible and workable instrument."

As set forth in the revised agreement of 1966, the objectives of the Council are: (1) To serve as a center for securing and disseminating information leading to a more scientific and improved approach to highway transportation, engineering and research, and (2) to educate and train men in the fundamentals of highway engineering and other areas encompassed by highway transportation.

The Council policy relating to personnel, finances and facilities is

By
HARRY CRAFT
Information Officer

established by an administration board currently composed of Deputy Commissioner and Chief Engineer John E. Harwood, permanent chairman; Dean John E. Gibson of the University's School of Engineering and Applied Science; State Research Engineer Jack H. Dillard, the Council's executive officer; Director of Program Management H. G. Blundon; and Dr. Lester A. Hoel, Head of the School's Civil Engineering Department. The first three serve ex officio, while the last two serve under appointments by Commissioner Fugate of the Department of Highways and Transportation and President Frank L. Hereford, Jr. of the University, respectively.

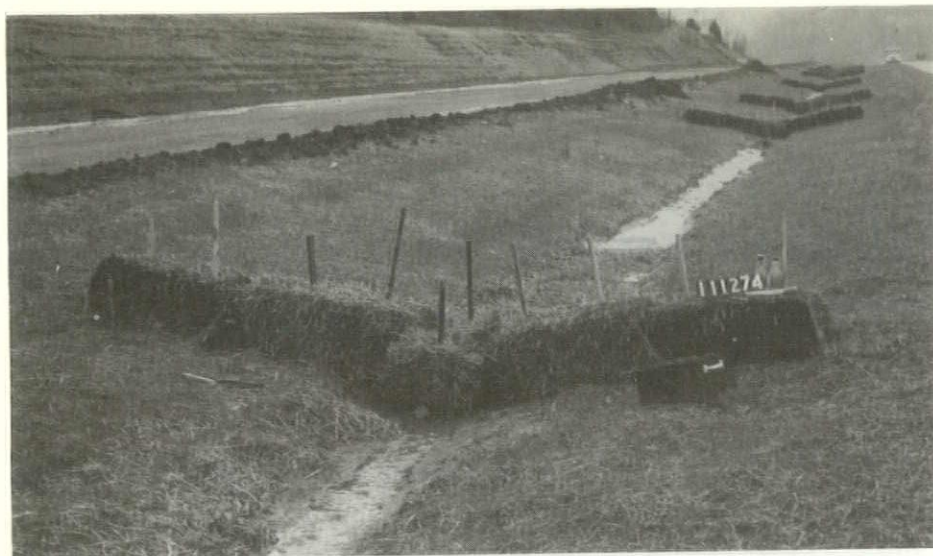
Guidance and assistance in the research program are given by research advisory committees appointed by the board for each of the council's areas of activity. Through the advisory committees, which have council research managers serving as secretaries, over a hundred persons from the Department of Highways and Transportation, the Federal Highway Administration, state academic institutions, and private in-

dustry can be called upon for input into the planning of the research program and for aid in implementing research findings. The formal recommendations from the committees are submitted to the department through the state research engineer.

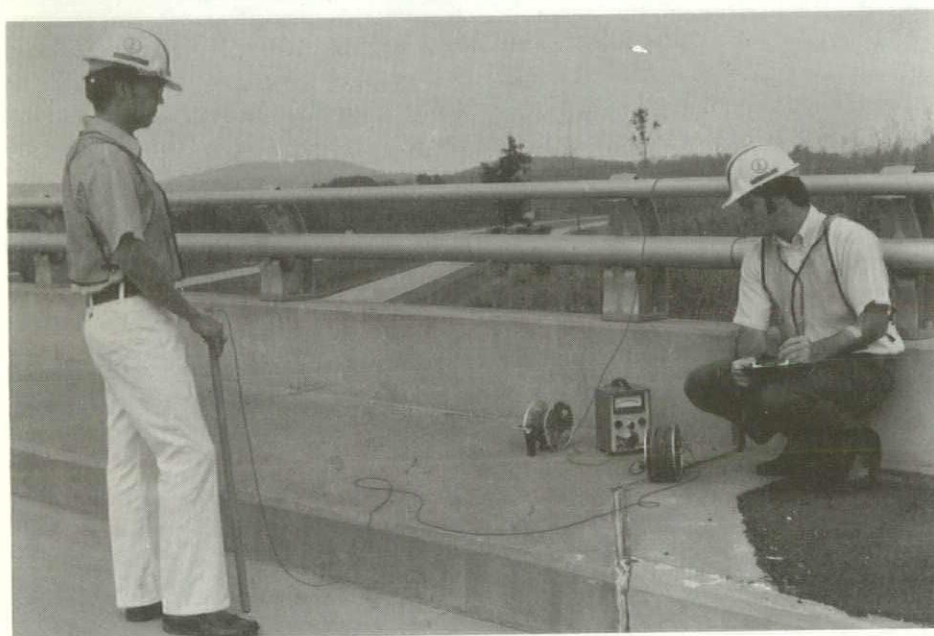
The council staff is made up of salaried employees of the Department of Highways and Transportation working under the regular position classifications and salary schedules established by the state personnel office; recently graduated Ph.D's working in salaried classifications under two-year appointments; joint appointees of the council and the university who divide their time between teaching and research; and hourly employees including faculty, graduate student assistants, and undergraduate student helpers. This staffing arrangement provides the council the stable work force and continuity needed for a forward looking research program and the flexibility desirable for accommodating requests from the department that require temporary expansions in the research effort. Of equal importance is the ability to acquire expertise in a variety of disciplines as needed without the necessity for long-term commitments. Disciplines represented on



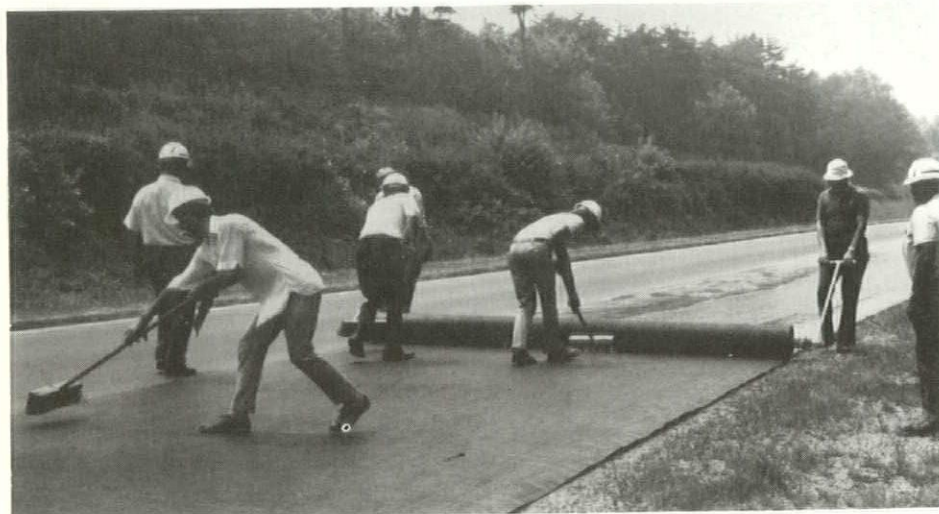
*Tilton E. Shelburne Research Building
Charlottesville*



Straw barriers and serrated slopes (upper left-center) for controlling erosion.



Electrical potential method for measuring the corrosion of reinforcing steel in concrete.



Polypropylene sheeting applied to pavement prior to resurfacing to prevent propagation of old cracks up through new overlay.

the council staff include engineering, chemistry, sociology, public administration, architecture, economics, environmental science, business administration, geology, and computer science.

The council is housed in the three-story, 42,000-square foot Shelburne Building, named for the late Dr. Tilton E. Shelburne, former director of the Council, and dedicated in the spring of last year. The upper and middle levels of the Shelburne Building contain the offices of the research and support staffs and work rooms; the lower level is occupied by the materials laboratories, a machine shop, a vehicle shop, and a storage area. Additional facilities include an auditorium, conference room and computer room on the upper level and a library, photographic darkroom, lounge, petrographic lab and chemistry lab on the middle level. Between the middle and upper levels is a reception area with a telephone switchboard. Two paved parking areas accommodate approximately 90 vehicles.

The council's operating expenses historically have been funded from state and federal monies; however, funding may be accepted from other non-commercial sources such as the National Cooperative Highway Research Program of the National Research Council's Transportation Research Board. State monies include the Department of Highways and Transportation's research allocation and funds allocated to projects or activities on which problems are encountered that require troubleshooting or significant testing by Council personnel, and funds allotted by the Highway Safety Division of Virginia for contracted research by the council. Federal monies include the highway planning and research funds administered by the Federal Highway Administration, funds made available by that agency for research conducted under individual contracts, and funds provided by the National Highway Traffic Safety Administration.

As indicated by the diverse disciplines represented on the staff, the Council's research program covers a gamut of activities ranging in sophistication from the development of computer programs for predicting the

impact of proposed highways on the quality of air in the corridors they would traverse to the evaluation through visual inspections of experimental applications of new materials touted for use in sealing joints in concrete pavements. For more than two decades Virginia has been widely recognized as a leader in research on pavement skid resistance, and over the years this research has paid significant dividends in improved safety and in monetary savings from the development of economical means for constructing pavements with high, durable levels of friction.

Other areas in which the state has clearly been in the forefront were: (1) The application of statistical methods to the testing and acceptance of materials-methods whose preciseness and directness have led to time savings and the elimination of chances for controversy; and (2) the use of nuclear gauges for testing the moisture content and density of materials, which has greatly enhanced the quality assurance program in highway construction.

In undertakings initiated over the past few years, studies of wrongway entries at interstate and primary highway interchanges, intersections, and crossovers have led to improvements in paint markings and signing; and an experimental installation of pavement inset lights, the type used on airport runways, on a section of I-64 on Afton Mountain has been judged by motorists to be very helpful in guiding them through the area during fog, and a permanent installation over a six-mile section atop the mountain is being installed. Among other recent innovations from research are improved measures instituted for the control of erosion and siltation at construction sites, a system for recycling wastewater at rest areas with insufficient local water supplies, methods for the rapid repair of concrete

pavements to lessen interference with motorists on high traffic volume roads, improved pavement designs leading to economies in the construction of all types of roadways, and increased citizen participation in the highway planning process.

A most important facet of the research program designed to meet the needs of the Department of Highways and Transportation is the number of mutual benefits accruing to the council and its other sponsor — the University of Virginia. On the one hand, the council provides research opportunities for faculty members through the joint appointment arrangement and employment on an hourly basis, sponsors a graduate assistantship program open to masters and doctoral candidates in a number of disciplines, and contributes training and employment for both graduate and undergraduate students; on the other, the faculty and students provide a reservoir of highly specialized professionals and competent students without which the council could not have attained an international reputation for excellence in its field.

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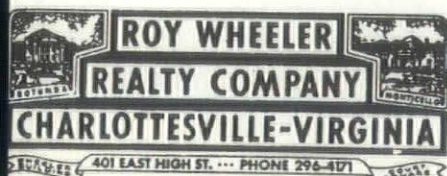
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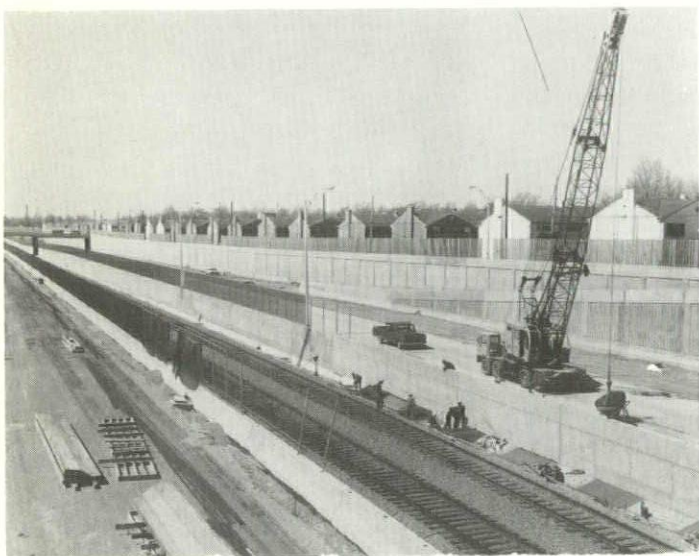


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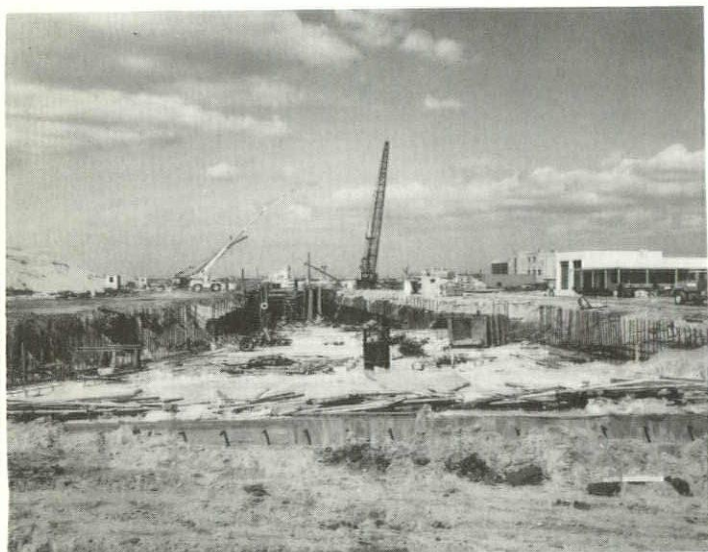
Construction nears completion on the New Interstate I-95 in Richmond, with Rail Line in Median.



I-64 Construction

Hampton Roads Bridge Tunnel Island

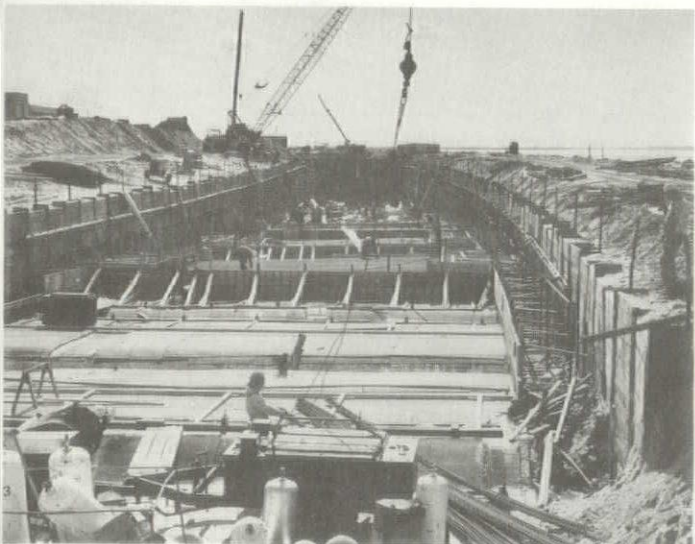
Lower right & center of Facing page, and below — Hampton Roads Bridge Tunnel - 2nd Crossing.



The 4.5-mile James River Bridge between Newport News and Isle of Wight County is being replaced, with plans calling eventually for a modern four-lane crossing.

Below—Oversized scissors are used to snip the ribbon on the first section of new trestle on April 9, (1-r): Highway and Transportation Commissioner Douglas B. Fugate; William T. Roos of Yorktown, a member of the State Highway and Transportation Commission; Mrs. Helen Reams of Newport News, who also participated in the opening of the original James River Bridge in 1928; and Delegate Lewis A. McMurrin of Newport News, chairman of the House of Delegates Committee on Roads and Internal Navigation.

At right — Looking toward Newport News, this shows new trestle being built as first phase of project. Later, as funds become available, a new center lift span and additional trestles will be constructed.



YOUR DEPARTMENT AT WORK FOR YOU

FEDERAL HIGHWAY ADMINISTRATOR COMMENDS VIRGINIA HIGHWAY PROGRAM

§ FEDERAL HIGHWAY Administrator Norbert T. Tiemann has praised Virginia for its "extremely impressive record in carrying out its federal-aid highway program."

Tiemann, a former Nebraska governor, cited the following accomplishments:

"ITEM—Of Virginia's allotted 1,064 miles of interstate system, 842 miles are now open to traffic and another 49 miles are under construction. Only 40 miles are still in a preliminary state of progress.

"ITEM—As of August 31, 1974, Virginia was the number one state in the country in the obligation of total apportioned federal-aid funds.

"ITEM—Virginia's arterial system, approved by the State Legislature in 1964, was a forerunner of the priority primary system authorized by Congress in the Federal-Aid Highway Act of 1973. The arterial system provides for the conversion of 1,750 miles of two-lane federal-aid primary system roads to four-lane divided highways in areas not directly served by the interstate system. So far about 1,000 miles of this system are in operation, and completion of it will involve the construction of more than 70 bypasses of cities and towns, and most of these bypasses will be built to interstate standards with controlled access.

"ITEM—Virginia was the first state in the nation to experiment with exclusive bus lanes—on I-95 in Northern Virginia. In December 1973, their use was expanded to carpools, and now about 700 vehicles use them daily both inbound and outbound.

"ITEM—The Virginia Department of Highways and Transportation is currently assisting every major city in the state in the financing of transit studies which hopefully will allow these cities to make capital improvements to their bus systems.

"ITEM—Virginia has a significant research project under way on I-64 at Afton Mountain, where airport runway

type lights have been utilized in the pavement to help combat fog. At the Federal Highway Administration, we are following this closely because of its possible application to other parts of the country.

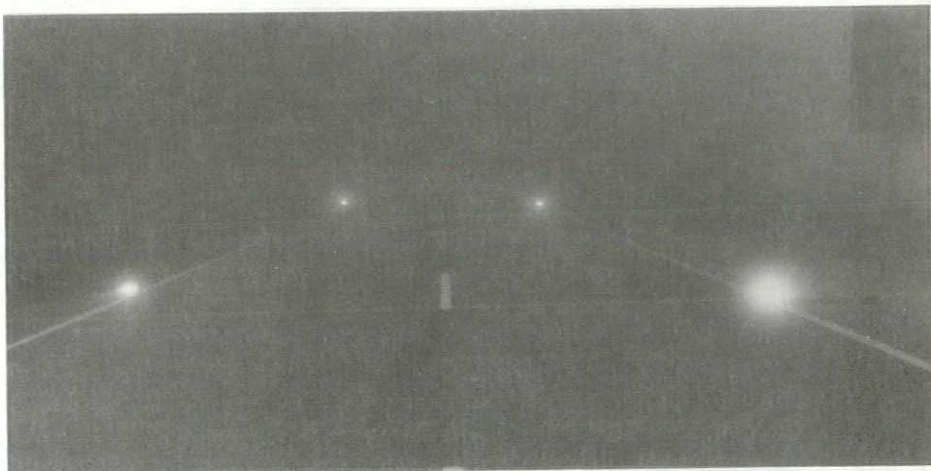
"ITEM—Virginia and Oregon lead the nation in the installation of logo signing along interstate routes. This allows qualified services to advertise at interchange areas with their respective trademarks, and should help eliminate large, unsightly billboards.

"ITEM—In the equal employment opportunity program, Virginia has every year met the goals established by

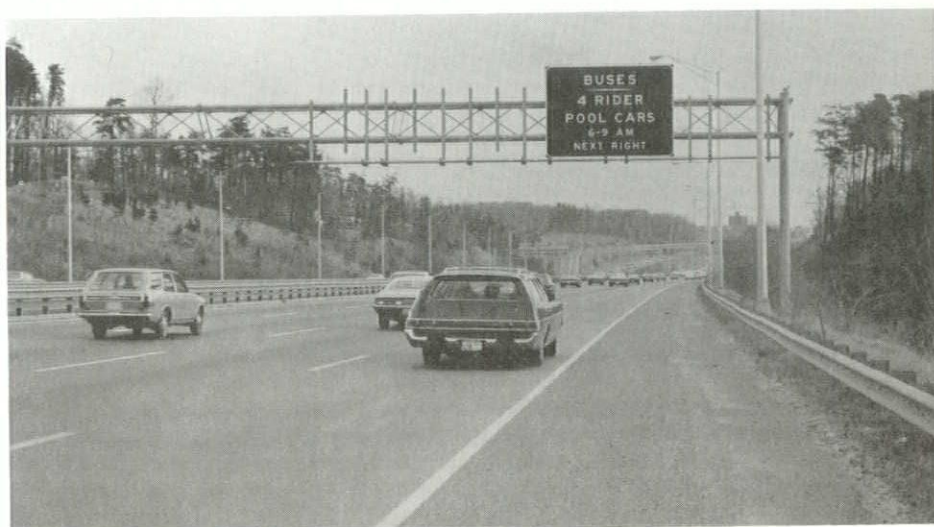
FHWA—something that cannot be said of every state.

"And finally, just the other day, Virginia signed a single audit agreement with FHWA, one of the first states to embrace this desirable new concept.

"I could go on, but I believe the point has been made that in forwarding its highway and transportation programs, Virginia is one of the most progressive states in the nation," Tiemann said. His remarks were made at the 27th Virginia Highway and Transportation conference at Virginia Military Institute in Lexington last October.



Experimental fog guidance lights



I-95 — Fairfax County

Bus and Car Pool Lanes

ALEXANDRIA TO HOST 1975 VIRGINIA SCOTTISH GAMES

ALEXANDRIA, VIRGINIA will host the annual Virginia Scottish Games and Gathering of the Clans Saturday, July 19 beginning at 8:30 a.m. at Episcopal High School stadium and fields, 3900 Braddock Road. Alexandria was founded by Scots in 1749 and the games are one of several annual events held in the city to celebrate its Scottish heritage.

Bagpipe, highland dance, drumming and Scottish athletic games competition will highlight the gathering, which drew more than 8,000 people last year. Border collies will demonstrate sheepherding, Scottish food and merchandise will be sold, and Scottish fiddling will be featured during the day-long event.

The Scottish games competition has its historical roots in the ancient clan system of northern Scotland when large groups gathered in a territory under the guidance and protection of a chieftain. A fierce, military race, the Scots were constantly at war with one another or defending themselves against invaders.

Competition between the clans, whose members were identified by distinctly patterned kilts

ground, making it somersault in the air and land in an exact line with the thrower.

The stone throw or shot put was introduced into international athletics by the Scots over 100 years ago, but has been a strength test in Scotland for many centuries. Clan chieftains traditionally had a smooth round stone from a river bed placed at their gateways so visitors could test their strength. The stone usually weighs from 14 to 22 lbs.

In Scotland, tossing the sheaf is a sport consisting of using an ordinary hay fork to pick up and toss a sheaf of whines (a prickly yellow bush which blooms in Scotland in the spring) over a crossbar suspended by ropes between two tall poles. The sheaf may also be made of hay or heather and usually weighs from 14 to 25 lbs. Each contestant is allowed three throws for each height of the crossbar. The sport has been popular in areas of Scotland where the harvesting of hay and grain was widespread and men were skilled in the use of the hay fork.

Throwing the hammer competition was actually derived from throwing a blacksmith's hammer to test strength and skill. The wooden shafted hammer used is 4'2" long and weighs either 16 or 22 lbs.

Dance competition will include the sword dance, highland dancing and the Seann Triubhas. An exhibition of Scottish country dancing will be held at noon.

The sword dance, recorded as far back as 54 B.C., is thought to be the oldest of Scottish dances. It was performed on the eve of battle to seek an omen for the success of the upcoming battle. Sword and scabbard were placed on the ground in the form of a cross and if the dancer's feet did not touch either one, the clan believed they would be victorious. However, if the sword or scabbard were disarranged, the prediction was defeat. In present day competition, two crossed swords are used and the dancer is judged on his style and ability to avoid touching the swords.

Scottish fiddling demonstrations are being added to the Virginia Games this year in preparation for formal competition next year. Much of the American mountain fiddling was derived from it, but Scottish fiddling adheres to specific types of songs including Strathspey and reels, airs and jigs.

The amateur photography contest is open to all

amateurs who take black and white photos of the 1975 games and submit them within 30 days after the event for judging. Photos may be published in the 1976 games program, and prizes will be awarded.

Throughout the day, Scottish tartans, bonnets, hose, clan badges and militia (buttons, medals, weapons, uniforms) will be on sale. Scottish meatpies, pastries, shortbread and other refreshments will also be sold. Several clan chiefs will be present on the fields to register members of the clans. Information about clan tartans will also be available. The event is sponsored by the Virginia Scottish Games Association, a non-profit organization. Admission to the games is \$3 for adults and \$1 for children under 12 years old and includes all events.

More information on the Virginia Scottish Games and Alexandria is available at the Alexandria Tourist Council in the Ramsay House Visitors Center, 221 King St., Alexandria, Virginia, 22314 or call 703-549-0205.

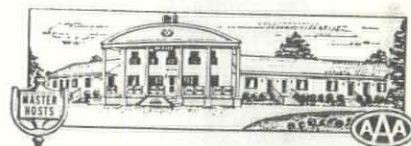


and individual "war cries," helped build family pride and honor. Often the clans would gather around the chief and display their prowess in military games and athletic feats. Almost every event and tradition in present day Scottish games can be traced to Scotland's military and cultural history.

Competitive events for the Virginia Scottish Games are divided into three categories: athletics, dancing and bagpiping. Anyone can compete, but pre-registration for competition in each event is required. The Scottish fiddling demonstrations are non-competitive and do not require pre-registration. This year, an amateur photography contest will be added for outstanding photos of the 1975 games. Prizes will be awarded in all competitive events.

Athletic competition will include tossing the caber, stone throw, tossing the sheaf and throwing the hammer. Tossing the caber is thought to have been a sport among Scottish woodsmen. The aim of the event is to toss the caber (a 20 ft. 140 lb. tree trunk) in a straight line by bouncing it on the

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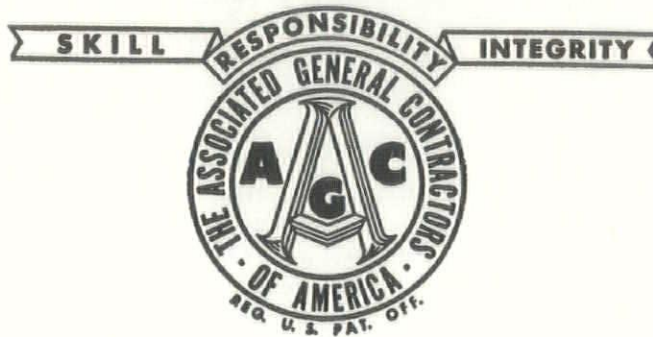
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VIRGINIA BRANCH AGC LEGISLATIVE LUNCHEON

WASHINGTON, D. C.
APRIL 16, 1975



Legislative Chairman, Robert M. Dunville, Robert M. Dunville & Bros., Inc., Richmond, presided over the Legislative Luncheon.



Representative Thomas N. Downing (D), District #1, listens to comments from the podium.



Representative G. W. Whitehurst (R), District #2 (left) discusses a point with Burton C. Kidd, Administrative Coordinator, Virginia Branch, AGC.

THE VIRGINIA BRANCH AGC's 14th Annual Legislative Luncheon broke past records with over 70 in attendance. Legislative Chairman, Robert M. Dunville presided at the luncheon which was held in the Rayburn Building in Washington, D. C. on April 16.

Mr. Dunville introduced the following Virginia Legislators:

Senator:	William L. Scott	Fairfax
Representatives:	Thomas N. Downing	District #1
	G. W. Whitehurst	District #2
	David E. Satterfield, III	District #3
	Robert W. Daniel, Jr.	District #4
	W. C. Daniel	District #5
	M. Caldwell Butler	District #6
	J. Kenneth Robinson	District #7
	William C. Wampler	District #9

Those unable to attend were: Senator Byrd, who had a long standing speaking engagement, and Representatives Harris and Fisher.

National AGC officials at the luncheon were: John Ellis, Assistant Executive Director; Warren Richardson and Charles Carroll, Jr., Director and Assistant Director of the Legislative Division; and a surprise special guest, Jack Matich, National AGC President from Colton, California.

The Virginia Branch membership was well represented by its five State Officers — President Eugene Thomas, First Vice President, Samuel L. Lionberger, Jr.



National AGC President, John N. Matich, Matich Corp., Colton, Cal., is absorbed in conversation at his table. Harry G. Lee, Kjellstrom and Lee, Inc., Richmond is seated at left.



Representative J. Kenneth Robinson (R), District #7 (left), tells a humorous story which is enjoyed by Ralph D. Shockey, Howard Shockey & Sons, Inc., Winchester.



Virginia Branch President, A. Eugene Thomas, Eugene Thomas Construction Company, Alexandria, awaits his turn at the podium.



Luncheon host, Representative David E. Satterfield, III (D), District #3 (center) makes a point to Sid Galloway (left), Honorary Member, Virginia Branch, AGC as Briscoe B. Guy, Conquest, Moncure & Dunn, Inc., Richmond, listens.

Second Vice President, John E. Poindexter, Secretary-Treasurer, Harry G. Lee and Assistant Treasurer, Aubrey S. Bass, Jr. — and members from all areas of the state. Virginia Branch staff representatives were: Executive Director James F. Duckhardt; Director of Services, Clarke W. Davis; and Administrative Coordinator, Burton C. Kidd.

No formal speeches were on the agenda, however, in brief remarks—

—Virginia Branch President Gene Thomas expressed concern over the Davis-Bacon Act and its inflationary effect on construction. He also urged everyone to support the Right-To-Work Status of Virginia. President Thomas thanked the Legislators for their voting record.

—National President Matich praised the Legislators and Virginia Contractors for sitting down together to discuss their mutual problems.

—National Legislative Director Richardson explained the voting record tabulation kept by the National AGC on all members of Congress for *all* bills on which the AGC takes a position. The Virginia Congressional delegation ranks Number 1 in all fifty states as supporting more issues favored by AGC. He congratulated and thanked the legislators.

All three men also offered the services of the AGC as a source of information.

Representative David Satterfield, AGC's host, responded for his colleagues. He said they were aware of the economic problems facing the business world and especially the Construction Industry. He pledged their support to maintain the Free Enterprise System which has been the basis of our country's growth and strength.



Senator William L. Scott (R), Fairfax, was seated with Robert M. Dunville.



Representative William C. Wampler (R), District #9, makes a point to his luncheon companions.



Ed Cothran (left), J. H. Cothran Co., Inc., Altavista, talks with Representative Dan Daniel (D), District #5.



Representative Robert W. Daniel, Jr. (R), District #4 acknowledges his introduction.

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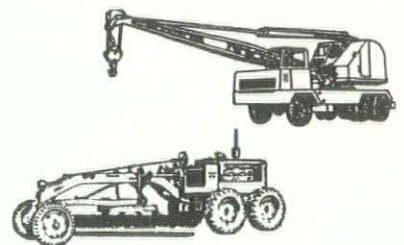
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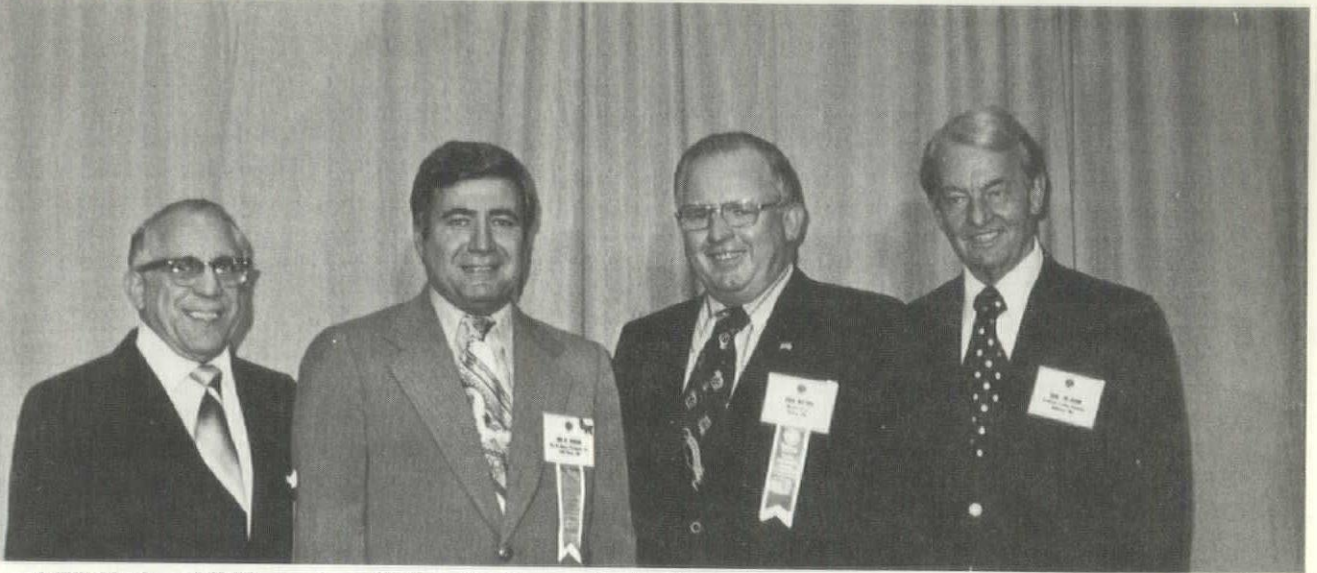
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MATICH INSTALLED AT NATIONAL CONVENTION



New AGC National Officers, installed at the Convention's Closing General Session are pictured from left: S. Peter Volpe, Malden, Mass., vice president; Ben M. Hogan, Little Rock, Ark., senior vice president; John N. Matich, Colton, Cal., president; and Carl W. Erickson, Bellevue, Wash., treasurer.

NEW AGC NATIONAL OFFICIALS were installed at the closing General Session of the recently held National AGC Convention in Hawaii. They are:

John N. Matich
Ben M. Hogan
S. Peter Volpe
Carl W. Erickson

Colton California
Little Rock, Arkansas
Malden, Massachusetts
Bellevue, Washington

President
Senior Vice President
Vice President
Treasurer

in his convention address, AGC's 56th national president John N. Matich called on all contractors to get involved in their association and their industry and work together in 1975 — a year of challenge; a year of change.

"Just as you would never think of joining a country club, paying your dues and watching others play, you too must be active in your association to make your dues work for you... Every contractor has to be encouraged and motivated to participate."

President Matich pledged to support the ongoing programs of his predecessors — "A Single Voice" — "Contractor Power" — "The Right to Manage" — "A Fair Day's Work For a Fair Day's Pay" — and continued in outlining his program which includes:

- * Holding meetings with chapter officers to discuss national and chapter problems to bring all close together through an uninhibited exchange of views;

- * Creating a construction management committee to address the concerns of firms engaged in this work;

- * Appointing a special task force of past national officers to handle difficult and sensitive problems;

- * Expanding the ranks of AGC by broadening the term general contractor, thus allowing more licensed contractors to participate, and encouraging greater participation in AGC by equipment manufacturers and materials suppliers in recognition of their vital industry role;

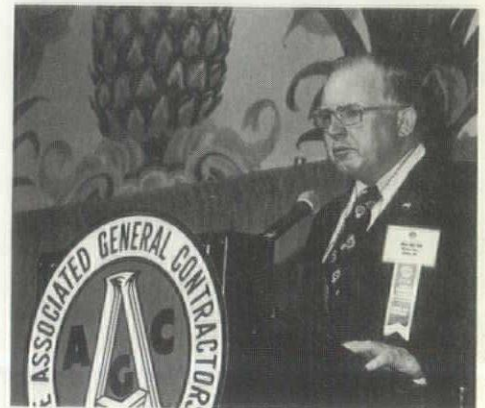
- * Impressing the Administration and the Congress with the reality that impounding of trust funds and withholding of authorized funds stifles the economy by creating more unemployment in the construction industry.

Mr. Matich, in his first official act as president, thanked Saul Horowitz, Jr. for his year of unselfish and outstanding service to AGC. Mr. Horowitz, now immediate past president, thanked

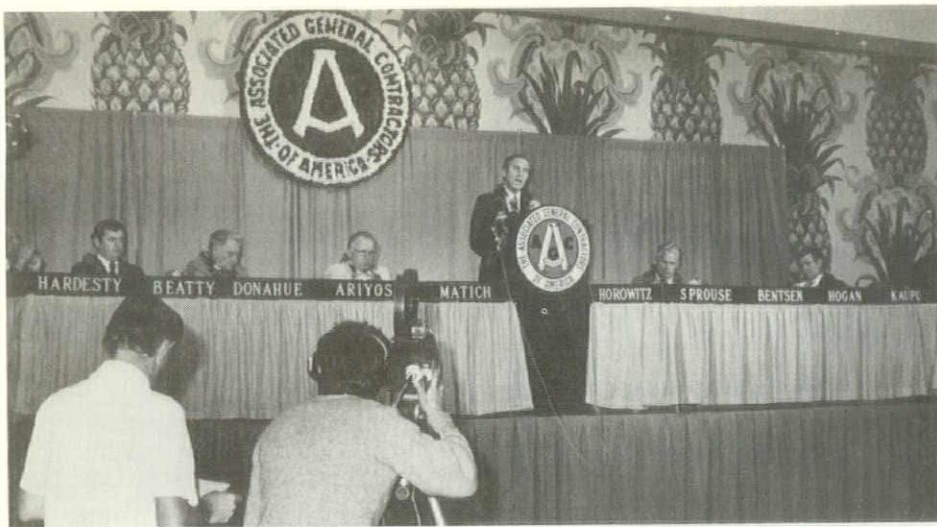
the entire membership, the 1000-plus committee members, the committee chairmen, chapter presidents, chapter managers, the national staff, his executive committee and his fellow officers for their support, friendship and trust during 1974.

Keynote Speaker

Keynote speaker for the Opening General Session was Texas Senator and



Newly Installed President Matich



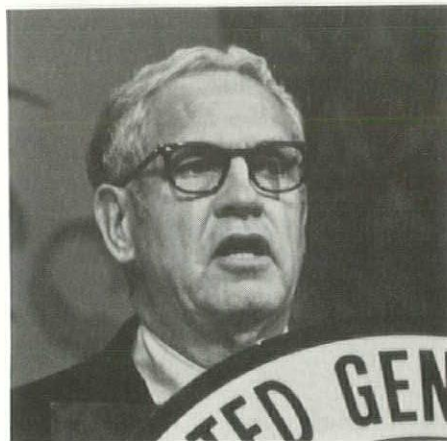
Senator Bentsen addresses the Convention group

Democratic Presidential Candidate Lloyd M. Bentsen. Calling for the release of impounded highway funds he said, "There is now a need to put people to work and we have the tools at hand." He warned that "the highway construction industry has been on the decline for almost a decade. Inflation has brought it to the brink of disaster... We have been prodding the Administration to release some of these impounded highway funds and we were pleased to see the release of \$2 billion. But billions more remain impounded — which raises some serious questions. Does it make sense to defer spending Highway Funds when at the same time there is a growing demand for a major program to provide public service jobs?"

Senator Bentsen added that "each billion dollars of federal-aid construction funds generates an average of 35,000 direct jobs and 35,000 indirect jobs. These funds are not for make-work programs. They are for permanent improvements, needed for the public safety and welfare, and they are already in the pipeline, ready to be released, ready to put idle people back on the payrolls again."

Retention Policy

One of the key actions taken at the 56th Annual Convention was adoption of a single association retention policy statement. The statement was drafted by a special, blue ribbon committee appointed at the Midyear Board Meeting in Philadelphia and chaired by newly elected AGC Vice President S. Peter Volpe. As now approved by each of the occupational divisions and the Board



Mr. Sprouse

of Directors, AGC endorses retention as "a basic and prudent business practice" but believes that the amounts retained should be reasonable and that

retained funds should be released as expeditiously as possible.


The policy calls for retention of "no more than 5% of the amount due on any contract, except that for building projects, the building division has established a policy of 10% retention to 50% of the project completion with no further amounts being withheld provided that satisfactory progress is maintained."

"Recovery Will Come"

AGC Executive Director James M. Sprouse reported to the Convention that "for the construction industry 1974 was not the best of times, but it was most certainly, not the worst of times. There is no point — or strength — in self-deception: times are bad and may get worse, but recovery will come because both America and the construction industry are still strong." He said that in a year when pessimism penetrated many segments of the economy, he was pleased to report that AGC achieved many of its long-range goals and scored numerous short term gains.

He reported that one of those accomplishments in "the busiest year in AGC history" was successful continuation of the association's management seminar program and publication of a book on construction management from seminar material. That led to the creation of a new Conference Program Division under the direction of former Safety Division Assistant Director Albert E. Branson Jr.

Mr. Sprouse looked ahead to the coming year, especially the area of labor relations, by saying that "uncertainty over the overall fate of the economy, the demands of labor, and the availability of fuels and materials make for difficult crystal ball gazing." He closed — "while the general contractor will, no doubt, face many of the same problems



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in the coming months that he did in 1974, he will do so with the critical knowledge that as a tough professional in a tough industry he can, and will, survive."

Resolutions Approved

The Convention reconfirmed existing policy and adopted other new policy through unanimous approval of several resolutions.

CONGRESSIONAL ENVIRONMENTAL REVIEW: Calling upon the Congress of the United States to review and amend the authority given to the Environmental Protection Agency under the National Environmental Policy, Air Quality Control, Federal Water Pollution Control and Noise Control Acts, and also to review the manner in which the intent of Congress was subverted.

EXTENSION OF THE AIRPORT AND AIRWAY TRUST FUND: Recommending the continuation of the Airport and Airway Trust Fund in its present form, and the release of the uncommitted balance in the Fund.

HIGHWAY TRUST FUND: Supporting strongly continuation of the Highway Trust Fund in its present form beyond the current expiration date of October, 1977, and opposing any reduction in the coverage or operation of the Highway Trust Fund (such as proposals to extend the Fund only for interstate purposes and to change the tax base).

IMPOUNDED CONSTRUCTION FUNDS: Urging the immediate release of all impounded construction funds in an orderly manner.

INDIRECT SOURCES REVIEW: Calling upon the Congress to enact, at the earliest possible date, HR 1514 (the Casey Bill) which would prohibit the EPA from requiring an indirect sources review.

LAND USE: Reaffirming opposition to any federal intervention in the local governmental process which violates the

traditional and constitutional rights of the states, localities and their citizens, and reaffirming belief in the right of private ownership and use of land.

PROMPT AWARD OF EPA CONSTRUCTION GRANTS PROJECTS: Calling upon the Congress to enact, at the earliest date, HR 2175 (the Cleveland-Wright Bill) to provide for timely acceptance of state review and certification of construction grants projects by the Environmental Protection Agency.

WAGE APPEALS BOARD: Urging the Department of Labor to provide the necessary resources to ensure the continued effective operation of the Wage Appeals Board until such time as the Davis-Bacon Act is repealed.

Appreciation

The sincere appreciation of the Convention to the members, ladies and staff of the Hawaii Chapter for "their well planned hospitality in the best tradition of the Aloha spirit" was expressed through adoption by acclamation of a resolution of appreciation. That spirit may have been best typified by the passage in the Hawaii Senate on the Convention's opening day of a resolution welcoming the association to the Islands.

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EDUCATION PROGRAM

AS PART OF the Virginia Branch AGC's Construction Education Program, a workshop was held at the Crossroads Holiday Inn in Richmond on April 10th and 11th, 1975.

The workshop, which was designed for Construction Project Managers, Superintendents and Foremen, covered in detail the subject of People Management. It was the second workshop held on this subject.

A similar seminar will be held in October for Construction Executives and will be on in-depth study of People Management as it relates to the Corporate structure.

The April 10th and 11th workshop was well attended as shown by the following list of names and firms of those in attendance:

Larry Washington	Larry's Electric Co., Inc.
Walter Earles, Jr.	Larry's Electric Co., Inc.
A. R. Wertz	Richard E. Phillippi, Inc.
Kenneth Hurst	Richard E. Phillippi, Inc.
Robert A. T. Harrison	Pembroke Construction Co., Inc.
Ralph E. Hughes	Hudgins Construction Co., Inc.
Emory A. Moore, Jr.	Kjellstrom & Lee, Inc.
Herbert Overby	Kenbridge Construction Co., Inc.
H. N. Thompson	Kenbridge Construction Co., Inc.
C. F. Parson	Kenbridge Construction Co., Inc.
F. W. Tanner	Kenbridge Construction Co., Inc.
Joe C. Nance, Jr.	Robt. M. Dunville & Bros., Inc.
Walker Hufner	Howard P. Foley Co.
John Culley	Howard P. Foley Co.
Ronald H. Whitt	Conquest, Moncure & Dunn, Inc.
W. A. Estes	Conquest, Moncure & Dunn, Inc.
H. J. Semones	Kjellstrom & Lee, Inc.
Julian S. Rada	Rada & Saunders, Inc.
William R. Pierce	Manson & Utley, Inc.
Robert Hatter	Roanoke Iron & Bridge Works
John Young	Concrete Erectors, Inc.
Jesse F. Lignian	Southern Brick Contractors

Dante Mercurio
V. D. Dickerson
W. Capps
John R. Armentrout
William S. (Bill) Sirk

Kayhoe Construction Corp.
Newport News Industrial Corp.
Newport News Industrial Corp.
Palco Industries, Inc.
F. Richard Wilton, Jr., Inc.

Several other seminars have been held since the first of the year, also as part of the AGC's Construction Education Program. The seminars, for the most part, have been well attended and the participant reaction has been outstanding.

The first People Management workshop for Construction Project Managers, Superintendents and Foremen was held in Richmond on January 30th and 31st, 1975. Those attending were:

Ronald H. Witt
Charles D. Curley
E. A. Moore, Jr.
John Young,
Dante Mercurio
Ed Baybutt
Ralph E. Hughes
Leo Watkins
Floyd Moore
A. R. Wertz
Kenneth P. Hurst
Sam Daniel,
Frank Haden
John A. Kitchen, Jr.
Wayne Dunaway

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Kayhoe Construction Corp.
Kayhoe Construction Corp.
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On February 18th and 19th, a seminar was held in Williamsburg, on the subject of Construction Contract Law. A course which was designed to generate a new awareness of broad, practical applications of important general legal principals affecting the business of the contractor. This was another well attended seminar. Those in attendance were:

O. L. Sims, II	L & A Contracting Co.
C. T. Sutherland	L & A Contracting Co.
Edward L. Covington	Heindl-Evans, Inc.
Jerry B. Evans	Moore Pipe & Sprinkler Co.
T. Lamar Reeves	Moore Pipe & Sprinkler Co.
Van Pence	Valley Blox, Inc.
Jerry Anderson	Anderson Construction Co.
Leonard L. Brooks	Taylor & Parrish, Inc.
Stephen C. Jones	Universal Sheet Metal Co.
M. R. Webb	Continental Can Co.
L. L. Hardin	Continental Can Co.
M. I. Hargrave	Continental Can Co.
John A. Kitchen, Jr.	K & M Plumbing & Heating Co.
Kenneth F. Samuel	K & M Plumbing & Heating Co.
Edwin J. Dobson	Edwin J. Dobson, Inc.
Mark H. Barr	Barr Construction Co., Inc.
Ernest L. Hudson	E. L. Hudson Masonry Co., Inc.
W. Preston Stuart, Jr.	Daniel Construction Co. of Virginia
Richard D. Byrd, Jr.	Quality Construction of Va.
H. C. Staples, Jr.	Blakemore Construction Co.,
H. M. Gatewood	Blakemore Construction Co.
George Shute	Diversified Bldg. Systems
Alan Loring	Dal-Ray Contractors
Wm F. Rauh	Montague-Betts Co.
Richard L. Brown	Montague-Betts Co.
Jesse E. Peters	Montague-Betts Co.
H. O. Kayton	Lone-Star Industries

How to get things done through people and coverage on how to write letters and memo's was the subject of a one-day seminar held at the Commonwealth Club in Richmond on March 14, 1975. Most all in attendance agreed that this was much needed information and was very well received. Those participating in this program were:

A. Sidney Bass, III
Wirt C. Alvis
Carolyn E. Grigg
Mrs. Norma Duncan
William L. Chandler, Jr.
Joette Torrence
Gerald Buckhalt
George Y. Taylor
Joseph M. Ruffin, Jr.
Mrs. Grace M. Armstrong
Larry G. Conner

Harris C. Simmons

William A. Manson, Jr.
Mrs. Linda Wayne
Charles E. Snyder
Karen A. Davis
Lenard M. Rittenour
Lois B. Milburn
Mrs. Joan E. D'Agostino
George B. Clarke
Harry L. Barker
S. A. Modisett
Briscoe B. Guy
J. Nelson Cowell
Maureen Miller
Kay Stafford
Cliff Moseley
Bill Wilkins

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Tax planning for contractors is a subject to be presented in September in a one-day seminar. It is anticipated that the attendance will be good and will round out the Construction Education Program for 1975.

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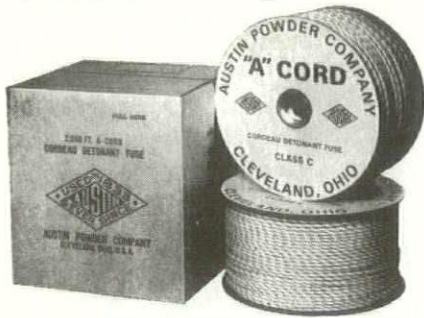
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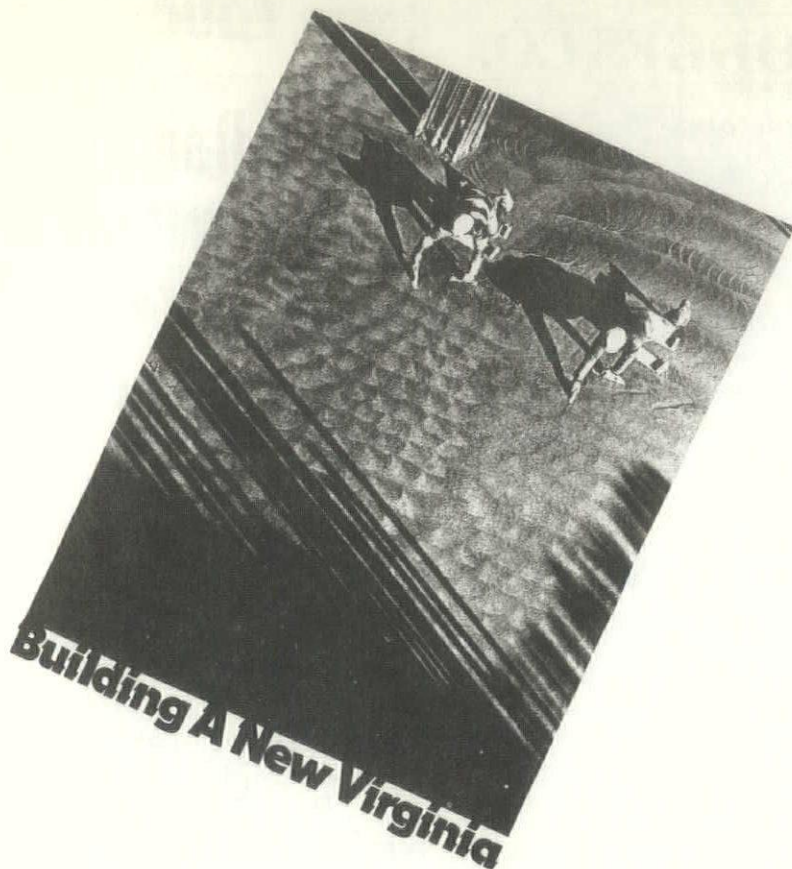
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This is the theme of a new Construction Brochure which will be given wide distribution in the State of Virginia by the Virginia Branch, Associated General Contractors of America.

Distribution will not only be made to members of the Virginia Branch, Associated General Contractors, but will be to architects, engineers, cities and municipalities, high school guidance counselors, state and federal government officials, banks, savings & loan associations, manufacturers, retailers and local chambers of commerce.

The brochure contains chapters detailing the construction industry's, and in particular the AGC's role in Building Virginia. Included are sections on:

- I Building: A Chronicle of Civilization
- II More than a Muddy Ditch and a Hammer
- III Skilled Members of a Proud Profession
- IV A Common Bond
- V At Work in Virginia
- VI Building the Future

In the last named section - Building the Future - the brochure sums up as follows: "Construction is an industry becoming more sophisticated every day. Offering more opportunities than ever to those entering it as a career field. Pay is among the best in the nation. Working conditions are good and improving with each new piece of machinery. And the possibilities for using our knowledge, skill and ingenuity increase daily.

"As we move ahead into the last quarter of this century, things are changing rapidly. Our landscape and our living conditions are in a state of flux. Whether these changes are for the better or worse hinge, in large part, on the Construction Industry. On whether or not those making the decisions and doing the job are properly informed and organized. And have the Skill, Integrity and Responsibility of the Contractor Members of the Associated General Contractors of America."

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EDUCATION & RESEARCH FOUNDATION AWARDS \$34,000 IN SCHOLARSHIPS

THE EDUCATION and Research Foundation of the Associated General Contractors of America has awarded \$34,000 to 13 undergraduate college students preparing for careers in the construction industry.

David Alexander Yourshaw of Falls Church, Virginia, a high school senior, was one of the winners.

Since the Foundation's scholarship program began in 1970, over \$178,000 has been awarded to 74 students studying civil engineering or construction. Recipients are selected on the basis of a demonstrated interest in a career in the construction industry, academic performance, extra-curricular activities and financial need and all finalists are interviewed by general contractors in their local area. The scholarship program is funded by contributions from members of the Consulting Constructors' Council of America, a group of recognized construction industry leaders.

Thirty-eight universities and 28 states have been or are currently represented by Foundation scholarship recipients. This year's winners are composed of two freshmen, eight sophomores and three students who will be starting their freshman years in fall of 1975. Six of the award winners are majoring in civil engineering and seven are working towards degrees in construction.

Seven recipients from previous competitions have graduated from college during the past year, and eleven are expected to graduate with the class of 1975.



First Prize

Photo by Jack Dykinga

FOURTH ANNUAL CONSTRUCTION PHOTO CONTEST

A PROFESSIONAL news photographer from the *Chicago Tribune* was awarded first prize and \$2000 in the National Construction Photography Contest, sponsored annually by the Associated General Contractors of America.

Mr. Jack Dykinga's winning photograph was selected from over 1000 entries submitted by amateur and professional photographers throughout the United States. His published photograph depicts a worker who has just come up from the depth of 80 feet where he put a concrete footing into place. Mr. Dykinga's prize money of \$1000 was doubled because his photograph had been published.

OTHER WINNERS

Second place was awarded to Joel Hoo of Brookline, Massachusetts for his photograph of workers reglazing the John Hancock Tower in Boston. Mr. Hoo, a free lance photographer, received \$750 in prize money for his unpublished photograph.

Third place was won by Marshall Marvelli Jr., a staff photographer for the *Dubuque Telegraph-Herald*. Mr. Marvelli received \$1000 for his photograph of a construction worker enjoying his coffee break. Mr. Marvelli's prize money of \$500 was doubled

because his photograph had been published. His photograph was published in the *Telegraph-Herald*.

In addition to those awards, the following photographers received recognition for the excellence of the photographs they submitted: Bob Fila, Chicago, Illinois; Sylvia Johnson, Arlington, Virginia; Barry Gottlieb, Richmond, Virginia; Pat Crowe, Wilmington, Delaware; John D. Brown, Spokane, Washington; Gary Gladstone, New York, New York; Gary Fields, Asheville, North Carolina; Edward Bernstein, Denver, Colorado; James C. Wirt, Norfolk, Virginia; Dan Poush, Silverton, Oregon; Caren Sturmer, Baltimore, Maryland, and Sol Shamilzadeh, Forest Hills, New York.

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.

The Associated General Contractors is a leading management spokesman in the construction industry. Its 8400 general contractor member firms account for the great majority of construction put in place in the country each year.

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

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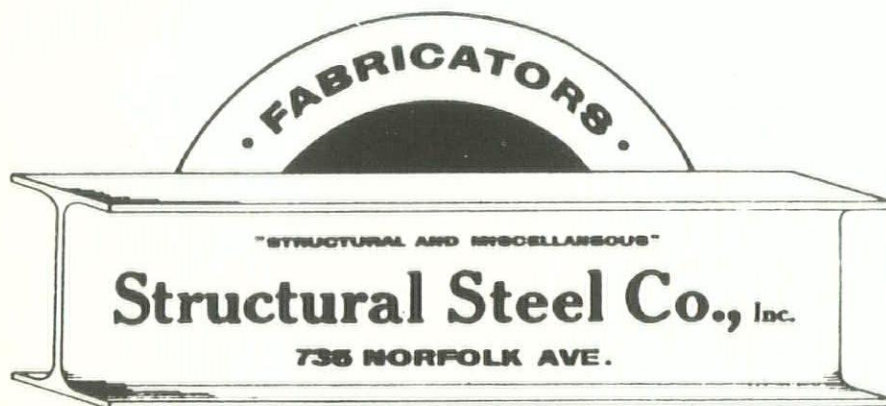
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PHOTOGRAPHY

ROANOKE LODGE No. 197, B.P.O. Elks has recently occupied its new home at the corner of Brambleton Avenue and Persinger Road, in Southwest Roanoke on a beautiful 13 acre wooded site. The Lodge had formerly occupied a permanent location in downtown Roanoke at the corner of Franklin Road and Jefferson Street and the "old Elks Club" was a landmark in downtown Roanoke for many years.

The new clubhouse features a contemporary design with massive cedar shake fascias. The main structure of the building is located on a predominant area of the landscaped site and is elevated from the various parking areas.

Immediately to the rear of the new club building is an olympic size swimming pool and bath house facility for the use and enjoyment of the 1,200 members of the Roanoke Lodge and their guests.

At the entrance to the building stands the lofty Elk which has been the symbol of the Elks Club in Roanoke for over fifty years. This magnificent

bronze statue was relocated from the site of the old Elks' Building in downtown Roanoke at the time of construction.

The interior of the building features two levels. The upper level is for Elks and their guests, having a lounge-bar off of a spacious entry lobby and dining and multi-use facilities. The main kitchen which is one of the most modern in the area is located on the upper level. The Elks' offices and the meeting rooms for the women's auxiliary organizations are also located on the upper level.

The lower level of the building is reserved for Elks only and features a lounge room and dining facilities along with television, card rooms, barber shop, and pool and billiard areas.

Both the upper and lower floors have access from ongrade without having to traverse any steps.

The architects for this beautiful facility are Sherertz, Franklin and Shaffner of Roanoke, and mechanical engineer is Sowers, Rodes and Whitescarver.

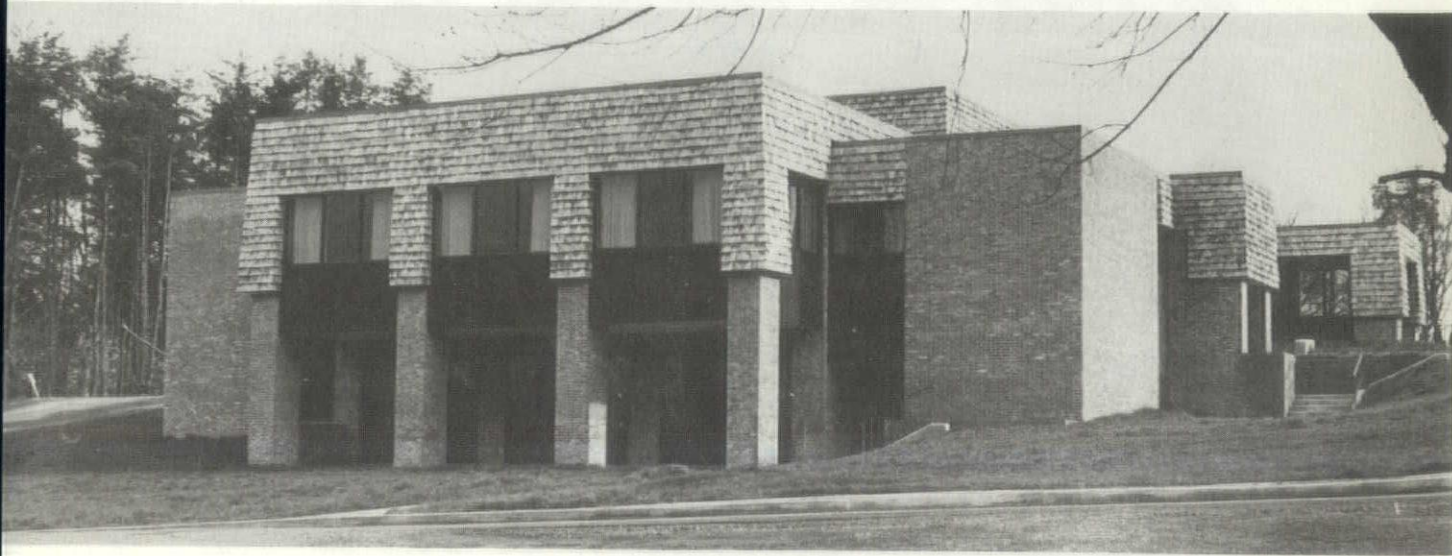


S. Lewis Lionberger Co. was general contractor and handled foundations and carpentry. The firm offers sincere congratulations to the Roanoke Lodge No. 197 B. P. O. Elks on their beautiful new building and fine addition to the architecture of the Roanoke Valley and is pleased to have been their builder.

Subcontractors & Suppliers (Roanoke firms unless noted)

Joe Bandy & Son, excavating; Concrete Ready Mixed Corp., concrete; Thompson Masonry Contractor, Salem, masonry; Structural Steel Co., Inc., steel & steel roof deck; Leonard Smith Sheet Metal & Roofing, Inc., Salem, roofing; Hesse & Hurt, Inc., painting; and John H. Hampshire, Inc., acoustical, dry wall & resilient tile.

Also, South Roanoke Lumber Co., millwork; Skyline Paint & Hardware, Inc., steel doors & frames and hardware supplier; Engleby Electric Co., electrical work; Lowe & Nelson Plumbing & Heating, plumbing, air conditioning, heating & ventilating; and, Meredith Swimming Pool Co., Greensboro, N. C., pool.



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PHOTOGRAPHY

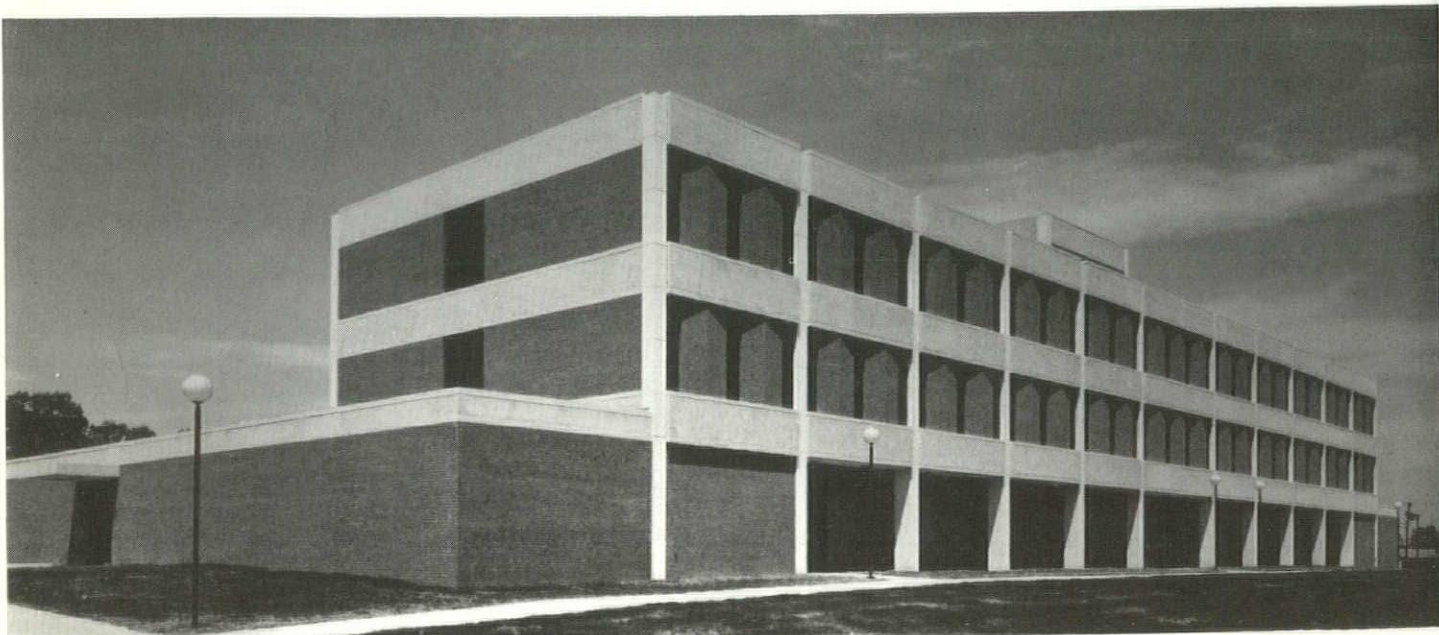
THE NEW Medical-Surgical Building at Central State Hospital in Dinwiddie County, adjacent to the City of Petersburg city limits, is a complete 100-bed hospital. It was authorized for planning during the first administration of Governor Godwin, and funded for construction in the legislative session of 1972.

It is a multi-story building of fireproof construction, fully air conditioned, containing three patient floors plus a lower level floor, totaling 68,779 square feet.

The upper or third floor contains two 4-bed closed wards, eight 4-bed open wards, day room, nurses' station, isolation and security rooms, and supporting linen and supply storages, treatment and office facilities.

The second floor is similar to the third in ward construction and includes a nursery, small dining room and a 3-bed intensive care unit.

The first, or main floor contains emergency room, in-patient and out-



atient treatment and clinic facilities, operating, pre-op, post-op, x-ray, cystoscopic and dental suites, laboratory, sterilizer, physical therapy and administrative spaces.

The ground floor contains pharmacy, autopsy, classroom, food service and mechanical equipment spaces.

In addition, a penthouse houses elevator and air conditioning equipment.

The exterior walls are brick, accented with wide, belt courses of exposed aggregate banded with mo-sai horizontally and cast stone vertically.

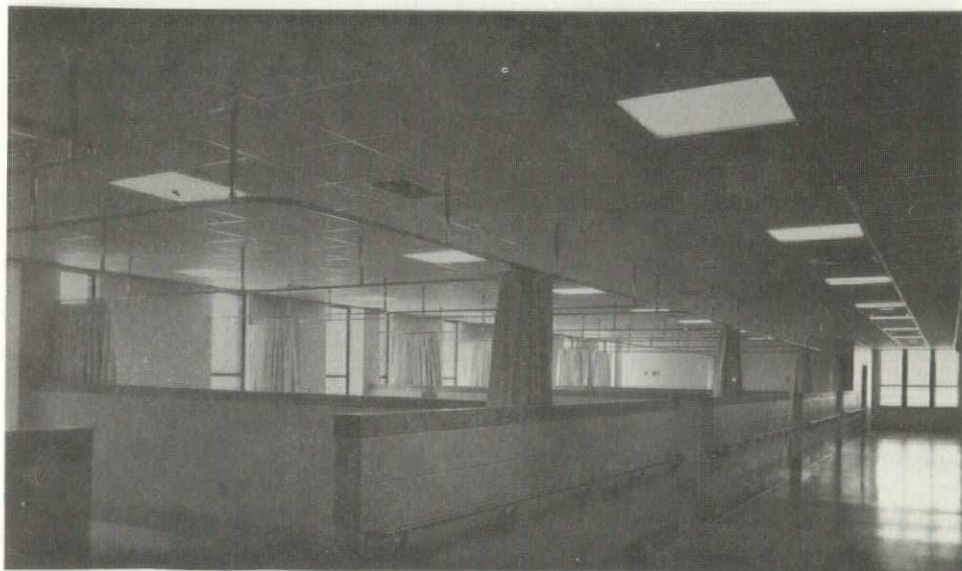
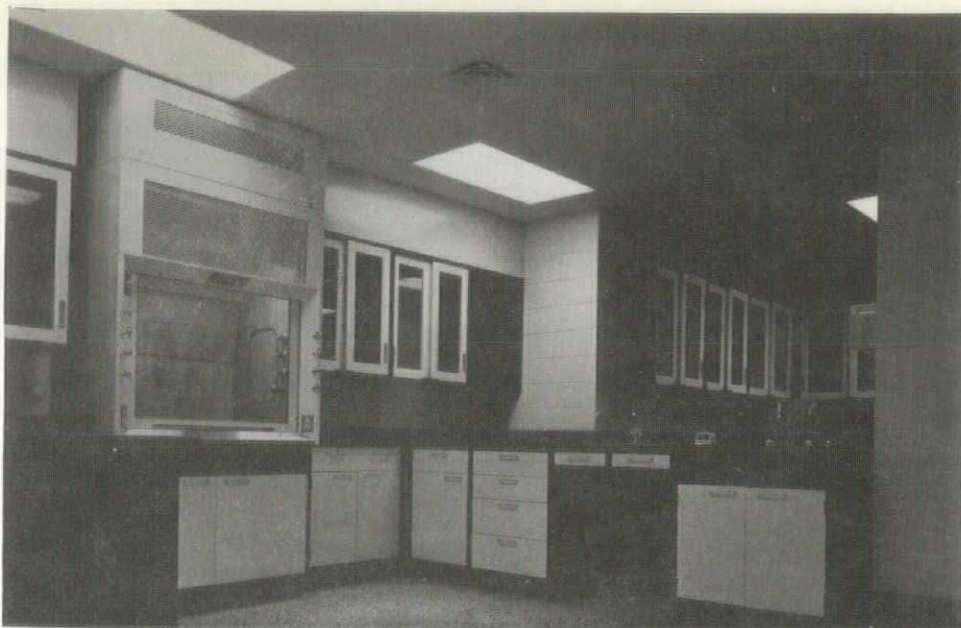
Medical gas systems, air conditioning cooling tower and transformer are set in brick walled enclosures at the rear of the building.

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

Subcontractors & Suppliers

Garrett, Moon & Pool, Inc., Blackstone, excavating; Bat Masonry Co., Inc., Lynchburg, masonry; Barium-Bruns Iron Works, Inc., Chesapeake, steel; Inland-Ryerson Construction Co., Baltimore, Md., steel roof deck; N. W. Martin & Bros., Inc., Richmond, roofing & waterproofing; Economy Cast Stone Co., Richmond, stone work; William Bayley Co., Springfield, Ohio, windows; Virginia Auto Glass Co., Chase City, glazing; and, G. M. Clements Co., Petersburg, painting & plastic wall finish.

Also, Consolidated Tile Co., Inc., Richmond, acoustical & resilient tile; Day Tile Co., Inc., Hampton, ceramic tile & terrazzo; Miller Manufacturing Co., Inc., Richmond, millwork; Roanoke Engineering Sales Co., Inc., Richmond, steel doors & bucks; Lynchburg Steel & Specialty Co., Monroe, handrails; E. H. Saunders & Son, Inc., Hopewell, electrical work; Harris Heating & Plumbing Co., Inc., Richmond, plumbing, air conditioning, heating & ventilating; Gay Elevator Co., Inc., Richmond, elevator; Pleasants Hardware, Richmond, hardware supplier; and, Stonnell-Watterwhite Co., Inc., Richmond, epoxy aggregate coating.



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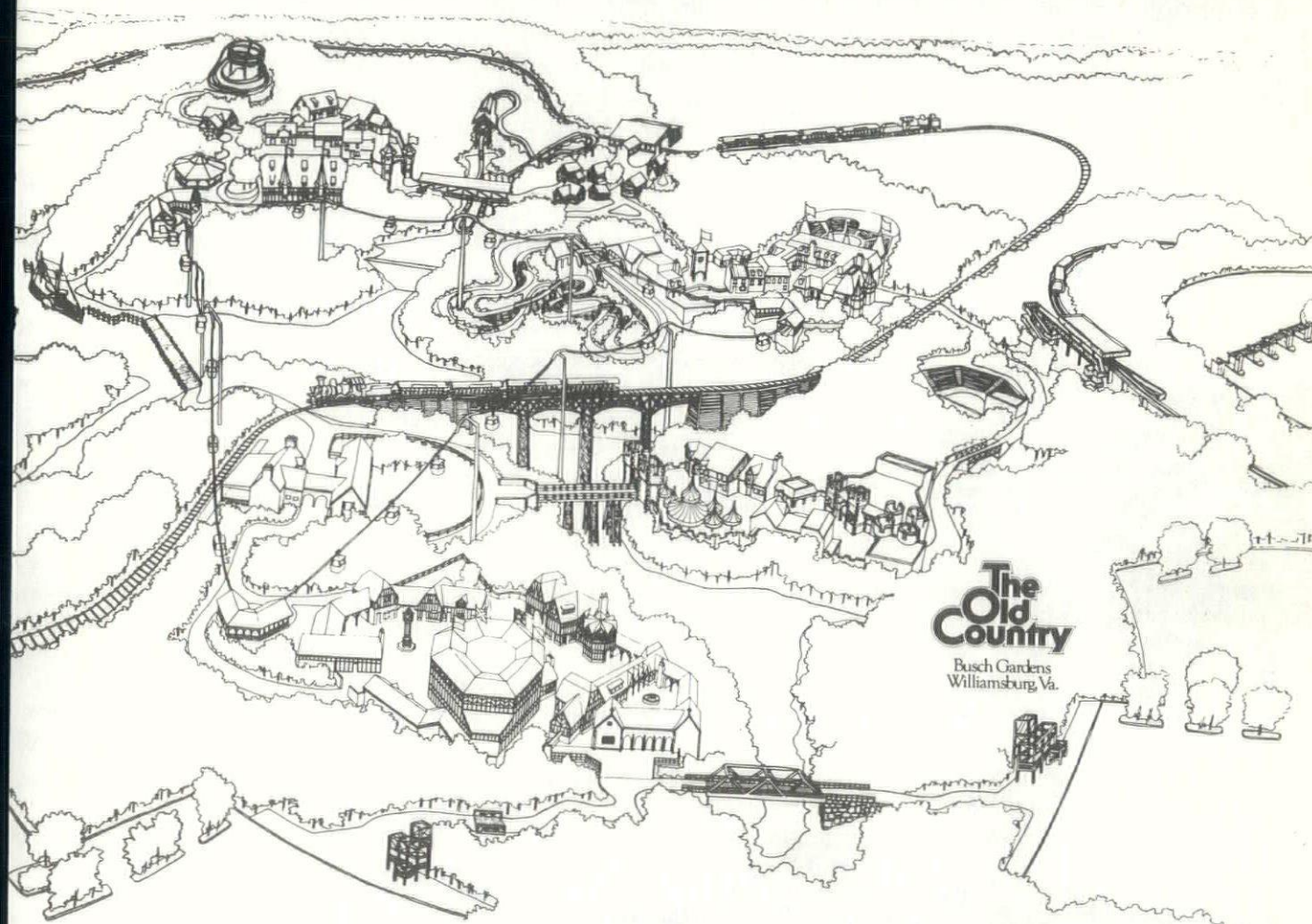
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THE "OLD COUNTRY" — BUSCH GARDENS

PECKHAM-GUYTON, INC., ARCHITECT



Perspective of "The Old Country," 300-acre Busch Gardens historic, entertainment theme park.

developed around a 17th Century European theme, the park's features include: (bottom center) England, with its public-size replica of Shakespeare's Swan Theatre, and at left one of the three sky ride stations; (connected by bridge at center) Hastings, with a fun house, puppet theatre and Anheuser-Busch bird circus in open air amphitheatre. At right edge is the station for the monorail which will bring visitors from the Busch Hospitality Center.

Just above the railroad trestle at sketch's center is the French Village, with

tell the Virginia Story

trained animal shows in the castle-like Three Musketeers Theatre, and a replica of the famous LeMans race course; while above it is a French-Canadian Trappers Outpost with handicrafts and a log flume ride ending with "death flirt" in a sawmill.

A covered bridge leads to Germany (at top left), with its Willkommenhaus (town hall), an antique carousel and Glissade (bobsled) ride. Both Germany and France also contain sky ride stations, while at left center in Germany is the dock for the Rhine River packet

boat cruise. Just beyond the train crossing the trestle, is Scotland with a station and stables for the family of Clydesdale horses.

Two 19th Century steam locomotives will pull old-style open railroad coaches to transport visitors between stations on the 1-1/8 miles of narrow gauge track shown. Wild game, such as bison, deer and elk, will roam free in the thick woods between theme sections. Each section will contain restaurants, specialty shops and stores.

CREATING A \$30,000,000 Old World theme park at Busch Gardens, Williamsburg, in less than two years involved Basic in the revival of skills and crafts not employed by the industry in decades. It also saw a greater diversity of construction techniques used by Basic than it has employed on the myriad of structures built by the company in its over 50-year history.

Both carpentry and stone work in many instances were more like that of the 17th and 18th century. Men who had worked as stone cutters and stone masons years ago, showed up when the call went out to duplicate the work of artisans on the 17th Century English Village.

This was but one of the many instances requiring hand crafts which

have long been replaced by modern materials and methods of construction. In other cases, however, it was possible to simulate artfully the appearance of antiquity, but with materials and methods promising greater durability.

The magnitude of the undertaking increased as the job progressed. Basic embarked on the Busch Gardens project in May 1973, under an \$11,000,000 contract. By completion, due to modifications and add-ons, this figure had increased to more than \$20,000,000. The difference between this total and the announced \$30,000,000 for Busch Gardens is due to additional cost of equipment, plus installation and testing of the various rides, as well as other adjuncts of the park not involved in its construction.

In the installation of the rides Basic did much of the incidental work. The VSL Corporation of San Francisco erected the sky ride, for which Basic built the foundations for the towers and the three stations at England, France and Germany. Workers were brought in from Switzerland to string the wires and set the cars. Basic also built the bases for the flume ride and the Le Mans ride, both installed in France by the Arror Development Corp. of San Francisco. The Danley Engineering Company of California installed the structural steel for the flume and bobsled rides, the latter ride in Germany.

Basic also laid the roadbed for the one-and-one-eighth miles of narrow gauge track for the train ride, for which it also built two 450 foot long bridges and two stations. For the bridges and track the steel used was "Cor-Ten," a special alloy which rusts rapidly to give

the appearance of age, but once rusted self-protects to prevent further deterioration. In addition to the railroad bridges, Basic built four wood truss, clear span bridges for walkways and vehicular use.

A considerable amount of imported accessory materials was used, from England and the Continent, in the Old World villages. This included such things as door hardware, strap hinges and key escutcheons, decorative light fixtures and draperies.

Architect for Busch Gardens is the firm of Peckham-Guyton, Incorporated of St. Louis, Missouri.

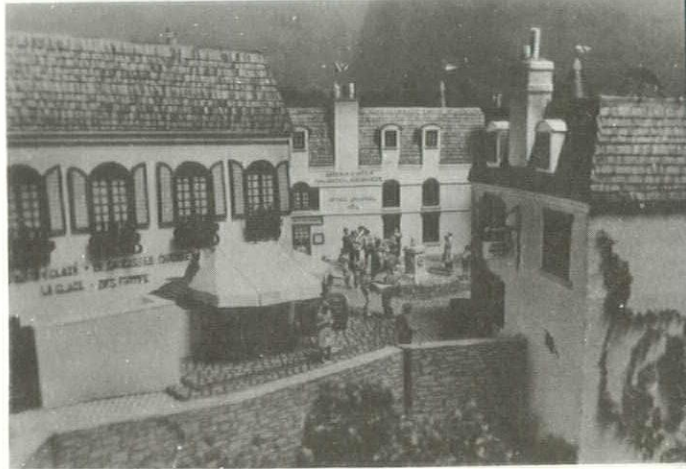
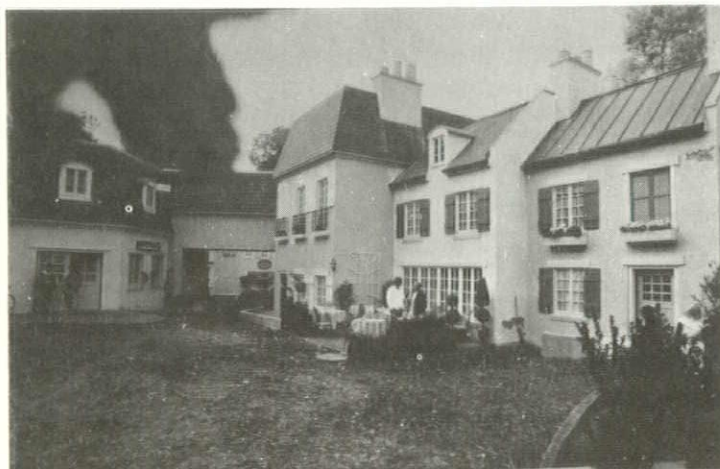
Basic's staff for the project included John L. Hancock, Project Manager; James Shouse, Project Superintendent; James Evans and Charles Hughes, assistant Superintendents; Mark Hancock, Field Engineer; Frank Blake, Office Engineer; Hamilton Brown, Field Cashier; and Frissell Cypress, Jr., Accountant.

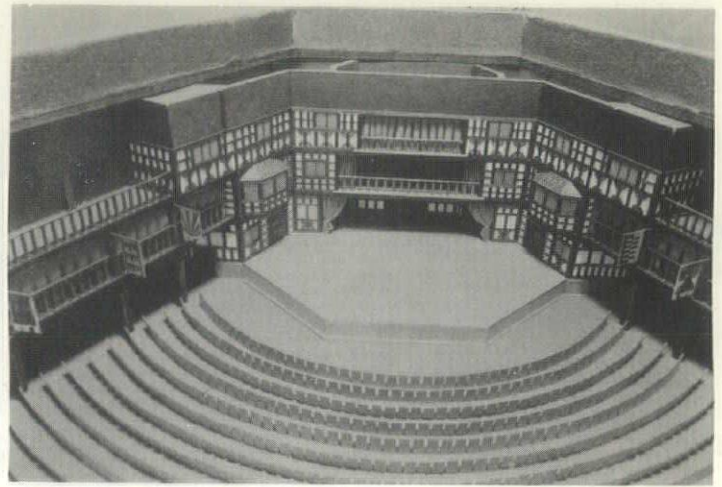
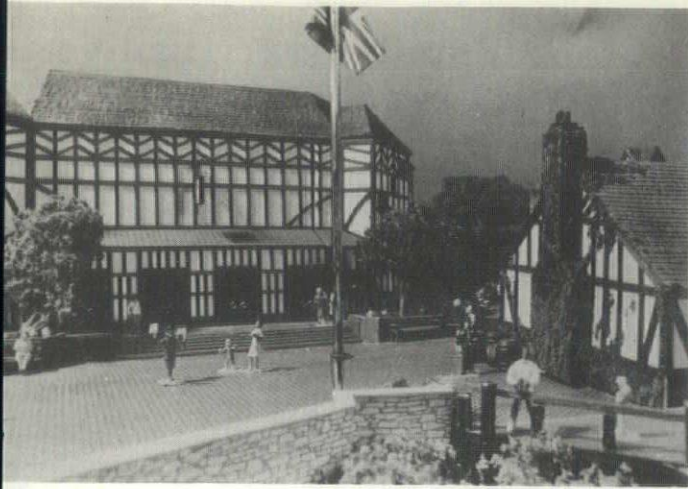
Some idea of the magnitude of construction effort involved in completing the Busch Gardens project in less than two years can be obtained from the fact that Basic employed 38 different subcontractors in that time. Also, a workforce of 450 individuals was on the job of which 250 worked directly for Basic.

The architectural diversity of the three Old World villages was a factor. For instance, three different roofing contractors worked on the buildings in the villages at about the same time, each applying a different style roof.

A wide variety of trades also was represented, the list including brick masons, carpenters, cement finishers, electricians, glaziers, heavy equipment

FRANCE





ENGLAND

operators, laborers, iron workers, painters, plasterers, plumbers and roofers.

All departments of Basic also worked on the project, the Highway Department putting in all roads and building a dam for the 51-acre lake, while the Utilities Department ran water mains, drainage and sewer lines from Busch properties.

Following are the subcontractors which worked on the job: American Sheet Metal Corp., Norfolk, roofing; Anchor Post Products, Inc., Norfolk, fencing; Armco Steel Corp., Middletown, Ohio, binwalls of bridges; Art Drapery Studios, Inc., Chicago, Ill., draperies; E. S. Chappell & Son, Inc., Richmond, caulking; Chesapeake Masonry Co., Hampton, masonry; Cochran Construction Co., Hampton, prefabricated buildings; Diebold Inc., Canton, Ohio, safes; Dudley S. Waltrip & Sons, Inc., Williamsburg, excavation.

Also, Door Engineering Corp., Norfolk, finish hardware; Eastern Railroad Builders, Inc., Baltimore, Md., railroad system installation; Fischbach & Moore, Inc., Richmond, electricians; Ford Pile Foundations, Inc., Norfolk, pile driving; Greenbank Services Co., Inc., Hopewell, excavators; W. O. Grubb Steel Erection, Inc., Richmond, steel erectors; L. C. Heath Roofing, Inc., Hampton, roofing; Jack's Roofing Co., Inc., Washington, D. C., slate and shingles; Liskey Aluminum, Inc., Baltimore, Md., stage flooring; Lockwood Brothers, Inc., Hampton, ex-

cavators; Longest Heating & Air Conditioning, Newport News, duct work; Miller Manufacturing Co., Inc., Richmond, millwork supplies.

Also, Lloyd E. Mitchell, Inc., Richmond, mechanical; Montague Betts Company, Inc., Lynchburg, structural steel; Moretrench American Corp., Chesapeake, well points; Pompei Tile Co., Inc., Hampton, flooring; Powers Regulator Co., Arlington, pneumatic tube system; Riggins Company, Inc., Hampton, structural steel erectors; Shaw Paint & Wallpaper Co., Inc., Hampton, paint and wallpaper; Snow, Jr. & King, Inc., Norfolk, masonry; Standard Art, Marble & Tile Co., Lan-

dover, Md., Pomonite paving; Terminix Co. of Richmond, soil poisoning.

Also, Tidewater Steel Co., Inc., Norfolk, steel erectors; Unique Art Glass Co., St. Louis, Mo., stained glass; I. T. Verdin Co., Cincinnati, Ohio, tower clock and carillon; Virginia Steel Inc., Hampton, reinforcing steel; Everett Waddey Co., Hampton, carpet; Walker & Laberge Co., Inc., Hampton, glass and glazing; Waterfront Lumber Co., Newport News, millwork; Western Waterproofing Co., Inc., Richmond, waterproofing; and F. Richard Wilton, Jr., Inc., Richmond, lath, plaster, sheetrock, acoustical ceilings and VAT flooring.

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FOR THE RECORD

"SPRUCE UP" CAMPAIGN LAUNCHED BY GOVERNOR

ON APRIL 25, 1975, Governor Mills E. Godwin, Jr. announced plans for a far-ranging program to "spruce up" Virginia for the Independence Bicentennial, and urged citizens throughout the state to participate.

He envisioned it as an effort "to clean up, and to beautify, by every appropriate means, Virginia's public places, private homes, businesses and neighborhoods for the period of the nation's Bicentennial and beyond.

"It would be a tragedy indeed," the governor said, "if those who come here seeking inspiration from our matchless countryside and historic shrines found them instead littered and unsightly."

A state-wide program of proper waste disposal, recycling and aesthetic improvement will run concurrently and extend beyond the official Bicentennial period.

The governor said the program will supplement and add impetus to the efforts of Keep Virginia Beautiful and other organizations.

William B. Thalhimer, Jr., a Richmond department store executive, has accepted appointment as chairman of the new statewide effort, the governor announced.

Thalhimer has been associated with Thalhimer Brothers, Inc., since 1934, was elected president of the firm in 1950, and was elevated to chairman and chief executive officer in 1973. He long has been active in civic and business affairs.

The governor also announced that Henry W. Tulloch, manager of public affairs for the General Electric Company plant in Waynesboro, will be on part-time loan to the state government to be director of the campaign.

Tulloch, a veteran GE executive, joined the management staff of the company's Waynesboro plant when the plant was opened in 1954. He has served in a number of business and governmental posts.

The governor said that several committees, consisting of representatives of the state government and the private sector, would be appointed to assist in



Left to right: William B. Thalhimer Jr. of Richmond, chairman of the Governor's program to "Spruce Up Virginia" for the Bicentennial; Earl J. Shiflet, secretary of commerce and resources; Governor Godwin; Dr. Paul Sanders, executive director of Keep Virginia Beautiful, and Henry W. Tulloch of Waynesboro, director for the program.

implementing various phases of the new program. Liaison with the governor's office will be provided by Secretary of Commerce and Resources, Earl J. Shiflet, and Mrs. Martha Pritchard, Administrative Assistant to Governor Godwin.

The governor said an office for the spruce-up program will be opened shortly in the state government's Ninth Street Office Building in Richmond.

In addition, he has mailed letters to the heads of civic, business, and govern-

mental organizations throughout Virginia encouraging their groups to join in the program.

Support from KVB

The new statewide program launched by Governor Mills E. Godwin, Jr. to "spruce up Virginia" for the Independence Bicentennial drew strong support from the executive director of the Keep Virginia Beautiful organization.

Paul D. Sanders, who has headed the organization since soon after his

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retirement as editor of the Southern Planter magazine in 1968, said the new program will supplement the Keep Virginia Beautiful efforts and "will add a major new thrust to what many of us are attempting to achieve."

Sanders will serve as an advisor to the program, which Governor Godwin announced at a news conference in Richmond on April 25.

"Our organization looks forward to working closely with others who will be participating, and I am hopeful that every Virginian — every individual citizen, every business and industry, every civic organization, and every local government — will take part in this effort to make Virginia truly sparkle," Sanders said.

He noted that the program will stress a wide variety of activities, including anti-litter efforts in which Keep Virginia Beautiful long has been a leader. Sanders said that the Virginia Department of Highways and Transportation now spends more than \$1 million a year for litter collection and that \$6 million more is spent annually to clean up towns, cities, and public parks. He said that should be an unnecessary expenditure of tax funds.

In addition, he pointed out, the new program will emphasize recycling and resource recovery for waste materials, and described this effort as one "which has enormous potential in this era when we all must share a mutual concern for conservation and environmental enhancement."

Zoological Expertise is a Feature at Gardens

§ With opening in May of Busch Gardens' 300 acre theme park "The Old Country," presentation of three "towns" in the likeness and spirit of 17th Century England, France and Germany simulates the background of America's beginnings as restored today in nearby Colonial Williamsburg.

"Busch Gardens 'The Old Country' was strongly influenced by the colonial heritage of the surrounding Williamsburg-Jamestown-Yorktown area," according to August A. Busch, III, president of Anheuser-Busch. "It was not influenced by the recent generation of 'formula' amusement parks which are becoming so common. Busch Gardens-Williamsburg is unique in concept, design and construction."

Dennis P. Long, vice president in charge of the company's Busch Gardens division, emphasized that the park was designed for people of all ages, its authenticity notwithstanding.

"We have planned for a balance between the mild and the wild," he stated. "Adults will enjoy the historical authenticity, the attention to detail, the natural beauty and other characteristics. Great care has been taken and money expended to tuck 'The Old

Country' hamlets in and around, but not on top of the lush, hilly woodlands.

"The bulldozer is another thing which has had little influence on Busch Gardens-Williamsburg," he added. "The park occupies one-twelfth of 3,600 acre, heavily wooded tract which once abounded in Revolutionary plantations and fortifications, and which still abounds in wildlife and natural beauty."

Busch Gardens, Williamsburg also will be a showcase for the company's acknowledged zoological expertise, it is pointed out. In addition to the Bird Circus, the animal show and the Clydesdales, nearly 500 head of native North American and European wildlife will roam free in the lush wooded enclaves between each hamlet.

"The woods are so dense and the terrain so hilly that it's impossible to see one part of the park from the next," according to John B. Roberts, general manager of this third and newest Busch Gardens.

This is the first Busch Gardens to be developed around a pre-designated comprehensive theme, and the first built since Anheuser-Busch entered the family entertainment field on a full scale basis two years ago.

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JUNIOR ACHIEVEMENT AWARDS



Winners of 1974-75 top awards in Junior Achievement of Richmond were Camryn O'Connor of St. Gertrude's High School as Outstanding Young Businesswoman and Charles Cummings, Jr. of St. Christopher's as Outstanding Young Businessman. They were congratulated by Ralph R. Crosby, Jr. of Coopers Lybrand, president of JA directors.

CAMRYN O'CONNOR, senior at St. Gertrude's High School, and Charles Cummings, Jr., junior at St. Christopher's, were named May 14 as outstanding young achievers in the 1974-75 Junior Achievement of Richmond program.

Also tapped for honors at the closing banquet were Mary Spencer of St. Gertrude's as top salesperson and Kathy Polan of Marymount as president of the year.

Winners of \$100 college scholarships for excellent records in JA were: Samuel Patterson III of John F. Kennedy, Greg Campbell of Douglas Freeman, Kirk Volkmann of Douglas Freeman, Rosa Marie Caster of Armstrong and Dianna Sledd of Marymount.

More than 800 students in the metropolitan Richmond area organized and operated 28 "mini-companies" with 120 adult advisers from local sponsoring firms.

Two of these JA companies were honored for their year's work. Named as winner for "Company of the Year" and for best annual report was Station WJAR, which produced a weekly radio show. This JA firm was counselled by Life Insurance Company of Virginia.

The top sales record of \$2,038 was made by the People Protecting People firm, which marketed reflective safety articles. The "3P Company" was counselled by the 3M Company.

Banquet speaker was Spencer Christian, newscaster for WWBT-TV. Joseph C. Ramage, member of the JA board of directors, was banquet chairman. The 800 guests were welcomed by Richard W. Neale, vice chairman of the board.

Students on the program included Miss O'Connor as toastmistress and Volkmann as toastmaster. A salute to advisers was given by Joan Solari, a senior at St. Gertrude's.

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FROM MID-STATE



Flashed Red 8" Hexagons cover this terrace and entranceway. They are "Old Colony" quarries, a new product from Mid-State Tile Company headquartered in Lexington, North Carolina.

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MID-STATE Tile Company, Lexington, North Carolina has introduced a line of quarry tile it calls "Old Colony." The quarry pavers feature a textured surface and are purposely made slightly irregular for a handcrafted look. So far an eight-inch hexagon and 4x8 are available. Mid-State anticipates having a 6x6 on the market within weeks. To date the color line is limited to a "flashed red"; however, Jack Wagstaff, Vice President in Charge of Sales says they plan to introduce a brown as well as other shapes. The long range plan is to offer the same line glazed.

Until this recent introduction of quarry, Mid-State's line was limited to glazed, white-body wall and floor tiles. A line of unglazed mosaics is purchased

and sold under the Mid-State label. The wall tile plant located in Lexington now eighteen years old. Distribution throughout the East. The new quarry plant is located in Mount Gilead, North Carolina, a community sixty miles south of Lexington. The new plant is the site of an old brick yard purchased by Mid-State some years ago. Shale, the sole ingredient, is mined on the property. It is ground, mixed with water and extruded into a ribbon from which the shapes are cut. These pliable pieces are dried and then fired. The extrusion method is what makes Mid-State's new product officially a quarry tile. Tiles are made by pressing a dry dust and properly labeled "pavers."

Mid-State will use its existing sales force and distribution outlets for marketing the new product. Sales will be handled through headquarters in Lexington with shipments being made from Mount Gilead.



Mid-State's new quarry plant built during 1974 at Mount Gilead, North Carolina. Shale is mined on the property and is ground in the building in the lower left corner and then conveyed to the larger building where the tiles are formed and fired.

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Public Utilities Study

DELEGATE Robert R. Gwathmey, III, Chairman of the House Corporations, Insurance and Banking Committee, announced in April that he was appointing a subcommittee to work with the Senate Commerce and Labor Committee's Subcommittee studying public utilities. The following members of the House Corporations, Insurance and Banking Committee were named to serve on the subcommittee: Robert R. Gwathmey, III, Hanover; Richard M. Bagley, Hampton; Lewis W. Parker, Jr., South Hill; Frank E. Mann, Alexandria and W. Ward Tell, Christiansburg.

Mr. Gwathmey indicated that he will serve as an ex officio member of the subcommittee to keep the membership of the House Corporations, Insurance and Banking Committee fully informed of the progress of the public utilities study.

Mr. Gwathmey stated that the House subcommittee would work with the Senate Subcommittee to help coordinate the efforts of both Committees and minimize the expenses of the study by making use of the staff to be employed by the Senate Subcommittee.

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ROBERT W. CASH of Staunton, was elected President of the Virginia Association of Plumbing-Heating-Cooling Contractors at its annual meeting in Roanoke, March 1. Cash is President of R. W. Cash Plumbing & Heating Company of Staunton, a PHC Contracting Firm.

Cash will officially become President of the Association July 1, 1975. He succeeds Claude N. Woodson of Altavista,

who will become the Association's Treasurer the same date.

Other officers elected at the meeting are Terrell D. Moseley, Jr. of Lynchburg, and Frank W. Poos of Arlington. Moseley is President of Terrell E. Moseley, Inc. of Lynchburg and Poos is President of Frank Poos Plumbing & Heating Company located in Arlington.

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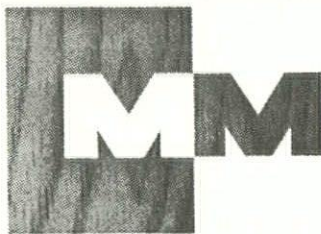
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THE GREATER RICHMOND STORY

ON MAY 1, Sam Kornblau, president of Realty Industries, Incorporated of Richmond, presented the first copies of The Greater Richmond Story to Mayor Thomas Bliley and Charles G. Hall, president of the Metropolitan Richmond Chamber of Commerce.

The Greater Richmond Story is a specially prepared 75 page book on Richmond published by Realty Industries with the aid of background material supplied by the Metro Chamber.

It will serve as a general information guide to newcomers to the city and a general background tool for industry that has an interest in Richmond. During the next few weeks, several hundred of these books will be sent to out-of-town corporations which have an interest in Richmond, several thousand copies will be distributed in the metropolitan area for placement in public waiting rooms and a remaining supply will be retained to send out through the year to newcomers to the city.

Kornblau said, "we entered this project because we feel that Richmond is a good place in which to live and do business. Likewise we wish to share this with others. We have a sincere interest in the city and hope the 10,000 copies of this publication will serve as an information tool for business, industry and individuals, both in and out of the city."

Realty Industries, Incorporated of Richmond is the largest Richmond-based developer and builder of planned communities.

AIA CONFERENCE ASKS: WILL SECTION 8 WORK?

§ SECTION 8 of the 1974 Community Housing and Development Act—will it work?

That was a key question in early March, at a conference on housing financing held in Washington, D.C. at American Institute of Architects headquarters. The conference, Housing Lab '75, was sponsored by AIA to give architects overview and in-depth looks at the availability, terms, and procedures of housing finance, critical issues for architects if they want to get housing work or help clients find money for projects.

Though conference speakers dealt with a range of housing finance issues, Section 8 was a natural focus, since it largely replaces previous federal housing subsidy programs and, in the words of one speaker, "The day is gone when the free enterprise system doesn't have to deal with the government."

Will Section 8 work? One speaker got a laugh by holding up a "magic" eight ball that answered the question "yes." But few speakers, workshop leaders, or participants could give that answer without major qualifications.

The consensus: that while Section 8 has strength as a social program, it does not guarantee an adequate supply of housing to meet market demands.

The main social value is in the subsidy program; rent subsidies are tied to tenant income and thus can be increased as the cost of living increases. In addition, deeper subsidies can be provided, especially to people with low incomes and large families.

The main problem is that Section 8 does not provide funds for housing financing, and HUD processes have so far discouraged lending by state housing finance agencies, local housing authorities, and conventional lenders.

Thus, subsidies will increase market pressure; more people will have money for rental housing. But because owners have trouble financing housing projects, the supply of housing is likely to remain inadequate.

For the architects attending (about 125 of them), the practical implication of all this is that housing financing is still hard to come by, and that Section 8 is a still unknown quantity.

The conference was divided into two sections; a morning session with overview speeches and workshops in which participants explored the "how to" aspects of housing finance.

Speaker Leon N. Weiner, president of the National Housing Conference and a housing developer from Wilmington, Del., urged architects who work with developers to "design for the marketplace." Though the design challenge may not be so great, architects in housing must provide

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developers with "simple, fundamental designs within acceptable cost levels," Weiner said.

He also stressed the "blur" between government and private finance programs. "Methods of financing housing are based on the actions of the federal government," Weiner said. "Architects, builders, and developers can't escape government actions."

William Johnson, Executive Director of the New Jersey State Housing Finance Agency, questioned whether HUD Section 8 standards make it a viable program for state HFAs. His agency—one of more than 30 which is empowered to provide long-term loans for housing construction and finance through the sale of tax exempt notes and bonds—is processing applications under Section 8, but not submitting them to HUD for commitment of subsidy payments.

Morton Schomer, a Washington attorney and former assistant commissioner for FHA Multi-Family Housing, outlined the concepts behind the 1974 Community Housing and Development Act, including Section 8. It was he who pointed out that the main problem with Section 8 is that it is "a subsidy, not a financing program."

Rep. Thomas L. Ashley (R., Ohio) discussed short-term emergency bills the House Subcommittee on Banking and Currency is considering to stimulate activity in the housing market.

One is a bill to provide lower interest rates to prospective home buyers; another will help homeowners avoid mortgage foreclosures. While both are opposed by the Ford Administration,

Ashley said he expected the Congress to act "soon and affirmatively" on the bills.

Charles Edson, whose Washington law firm deals largely with housing matters, focused more closely than Schomer had done on the provisions of Section 8. He also urged architects to try to influence the housing assistance plans communities must submit to receive housing block grants under the 1974 Community Housing and Development Act.

"The housing assistance plans are no paper tiger," Edson told conference participants. "The plans will have to be good and many people will be monitoring them. Get yourselves down to city hall and find out what's going on."

The point for architects is that elected officials or special purpose agencies controlled by elected officials will be administering block grant funds. Architects should know how those funds will be used, partly to identify possible sources of business, partly to contribute in a positive way to meeting local housing needs.

Neil Churchill, a consultant at HUD on Section 8, outlined recent HUD actions on Section 8. Final regulations will be published in the Federal Register, he said.

In addition, HUD is looking into the possibility of one-stage processing of Section 8 applications through state housing finance agencies and has simplified processing for new construction

HISTORIC FIND IS REVEALED

AN IMPORTANT historic find that will change the history books and give the Carlyle House in Alexandria, an important place in American Revolutionary War history has been revealed by the Northern Virginia Regional Park Authority.

The original letter written by John Carlyle on August 15, 1755 to his brother George recounting the famous meeting of General Braddock and the colonies' five British governors at Carlyle's home in Alexandria on April 14, 1755, has been discovered in a mansion in Scotland.

For almost two centuries, historians have argued about where the famous meeting actually took place. This is the first concrete evidence that it took place at the Carlyle House in Alexandria. The meeting is famous because it resulted in a resolution requesting the King of England to force the colonies to pay for General Braddock's military campaign against the French and Indians. The

Stamp Act soon followed, which forced the colonists to undergo further taxation without representation, and finally led to the Revolution itself.

In recognition of the historic meeting, the City Council of Alexandria has passed a resolution proclaiming that April 14 will be observed annually in Alexandria as an historic day "which contributed to the nation's freedom." The Northern Virginia Regional Park Authority, the owner now restoring the Carlyle House, will work with the City of Alexandria in planning a national event for April 14, 1976 to commemorate the famous meeting held at the house on that day in 1755.

The Regional Park Authority has been searching for proof of Braddock's meeting since 1969 when it purchased the mansion to restore it as an historic park. This past December, a descendant of John Carlyle's brother, Sir Fitzroy Maclean, visited Alexandria

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d told the Park Authority he had a large collection of Carlyle family papers in his mansion in Scotland. A visit by researcher Alan Kemper to Strachur House in Argyll, Scotland produced not only the letter proving Braddock met at the Carlyle House, but also the long missing portrait of John Carlyle painted in 1765 by the American artist John Sesselius.

Sir Fitzroy Maclean has loaned both the original letter and the portrait of John Carlyle, as well as an unsigned portrait of his brother George, to the Park Authority for display in the Carlyle House in 1976. They will be on display as soon as restoration of the Carlyle House is complete and it is opened to the public.

John Carlyle was a wealthy Scottish merchant who emigrated to America and built a stately mansion in 1752 for his bride on the banks of the Potomac River in the new city of Alexandria. He was a patriot and friend of George Washington who supported early resolutions against unjust suppression of the colonies by Britain. His letter to his brother in Scotland emphasizes the importance of Braddock's meeting at his house with the five military governors of Virginia, Pennsylvania, New York, Maryland and Massachusetts who were appointed by the King to manage the colonies. The letter also underscores the resentment the colonists felt toward Britain's disrespect and harsh treatment of them.

In the letter Carlyle says, "Their was the Grandest Congress held at my home ever known on this Continent, Gov. Shirley of New England, Morris of Pennsylvania, Dilancey of New York, Sharp of Maryland, Dinwiddie of

Virginia, General Braddock, Comador Kepple and Many other Gentlemen were there several days and concerted the plan for this present campaign, in which was determined, Braddock and his troupes was to attack Fort Duquesne, in which he unhappily failed."

Carlyle goes on to complain that Braddock's British troops were hostile toward the colonists and "came in so prejudiced against us and our country, so that they used us like an enemy country and took everything they wanted and paid nothing, or very little for it, and when complaints was made to the Comdg officers, they curst the country and inhabitants, calling us the spawn of convicts, the sweepings of the Gaols, etc. which made their company very disagreeable. The general and his aid de camps, secretary and servants lodged with me, he took everything he wanted, abused my home, and furniture, and made me little or no satisfaction."

The rest of the letter details the hardships suffered by the colonies because of the French and Indian War. Carlyle complains that Britian wants the colonies to fight the war and pay for it by issuing worthless paper currency with a promise to repay the colonies over a 50-year period.

He says that Britain, "without our Legislative Authority, Thinks proper to issue a paper currency for the present and so order such duties as will sink or pay of that money in 50 years, we shall be ruined." He concludes with "My taxes this year past was above 20 L sterling and next year will be near double, a thing never known before here and makes it harder to be Indured."

Carlyle's letter gives evidence of the colonists' objections to the distant British crown imposing laws and taxes upon the colonies without representation. Official minutes of Braddock's meeting at the Carlyle House state clearly that Braddock and the military governors decided to ask the British Parliament to extract more money from the colonists and find a way "of compelling them to do it." In a letter Braddock wrote after the meeting to the King's minister, he says, "I cannot but take the liberty to represent to you the necessity of laying a Tax upon all of his Majesty's Dominions in America, agreeable to the result of the Council, for the reimbursing the great Sums that must be Advanced for the Service and Interest of the Colonies, in this important Crises..."

Beth Sundquist, Assistant to the Executive of the Regional Park Authority, who has been researching the Carlyle House for the past six years, said, "The short and long term effects of Braddock's meeting at the Carlyle House were crucial to the development of the colonies resistance to Britain. The meeting has long been recognized as the beginning of the American Revolution. The finding of John Carlyle's letter proving that the meeting took place at the Carlyle House is an important contribution to the bicentennial celebration and the records of our history."

The Carlyle House is being restored by J. Everett Fauber and Associates, F.A.I.A. of Lynchburg and furnished by the Regional Park Authority. It is scheduled to open to the public in January 1976.

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(From page 7)

The British "middle class," of which Connolly speaks, has always been difficult for me to comprehend. Most of the Oxford contemporaries had come from the prestigious public schools, Connolly himself from Eton, and they seemed amply supplied with money for their pleasures and vanities and indulgences. Probably they were the middle in that the upper consisted of titled personages ("the English do love a lord"), whose wealth was frequently vast.

In America we did not think of any class being above us, not in the sense of wishing to be accepted by them. We knew there were rich people and, as heaven knows, a lot of people financially better off than we, amongst whom there were some who had — what was called in those days — "social position." But they did not coalesce into any class possessing authority and most certainly not glamour. We were *entirely* motivated toward literature and the arts, and the only people by whom we hoped to be accepted were those already established in the fields of our interests and aspirations.

Referring specifically to my contemporaries in New York, unlike Connolly's Oxford friends, we had no thought of "rising above" our families; at, to a more or less extent, we were "escaping" from their values and lifestyles. Yet, while we were unorthodox as compared to the norm, particularly to those we scornfully called "Babbitts," unlike the young of the 'sixties, we had no impulse whatsoever toward being conspicuous or cultish. We dressed as well as we could afford in the urban style of the East, used good manners (we hoped) and sought to improve our speech-patterns and vocabularies, the latter of which we practiced in the now lost art of letter-writing. I remember my New York friends of the 'twenties as very attractive young men and women, and, on looking back, always experience surprise at how really young we were then.

As with Connolly's Oxford friends, we were politically unconscious. This is quite literal statement: politics never entered our consciousness. We knew

that Coolidge was president because we continually saw his picture in funny looking hats, like the Indian war bonnet that dwarfed his pinched face with its wintry smile. We knew Al Smith was governor of New York: who could not be aware of him? Of course we were familiar with Jimmie Walker as our debonair mayor and we even knew what he did: he went to opening nights, to the better night clubs, exchanged quips with newspapermen and on the steps of City Hall greeted celebrities at the end of their Romanesque parade from the Battery through the paper snowfall up lower Broadway.

During Walker's heyday I enjoyed an unobstructed view of these spectacles. With my formal education behind me, I was an assistant editor on the group of magazines then published by Munsey, which also published the *New York Sun*, a stately afternoon paper for whose Saturday book page I wrote reviews. The magazines and the newspaper were ensconced in a palatial building on Lower Broadway, just

across Chambers Street from the City Hall, and from certain windows we could look right down the Broadway canyon to where the clouds of paper were falling from the windows on both sides of the street, and then watch the dignitaries turn into City Hall park. To the young editors (I had just turned 22) the show became ridiculous after a couple of times, but these gala parades forever epitomized Mayor Walker to us.

Long before F. D. Roosevelt became governor and started an investigation that sent poor Jimmie fleeing to Europe, rumors abounded about the corruption in City Hall. As the rumors went, Walker was not personally guilty of any speculations but had permitted his Tammany supporters to line their pockets. In any event, that was what people wanted to believe. After all, everybody knew what Tammany was and Walker was very popular. Really a show business type of personality, who was said to "wear New York like a boutonniere in his coat lapel," he was a night-person who seemed the spirit of

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the times and the town rather than (to us) having any association with politics.

For today's population, daily engulfed in the media's deluge of news, pseudo news and opinion about political goings-on, it might be difficult to comprehend our political innocence. But for us there was not only no television at all but no radio. Strictly from memory, I believe that radio was in something of an experimental stage during the early twenties.

For a short time then I worked in a bookstore in the Hudson Terminal, also on Chambers Street, which, a secondary railroad terminal, became at the afternoon rush hour a madhouse of commuters. Occasionally scurrying commuters would ask me for books on something called "radio," and I didn't know what they were talking about. When I asked the manager, an old man named Echols, what it was the customers were asking for, he knew little more than I did, but thought it was some kind of fad. Then, Mr. Echols was quite an old-fashioned gentleman. In the early afternoon, when he sent me out to pick up a few books from nearby jobbers, he always warned me not to walk past the Woolworth Building (then the world's tallest skyscraper and a world's wonder), because in a strong wind it was likely to blow over.

Also from memory, my impression is that the rise in the purchase of radios and their growing popularity began in the mid-twenties. However, over the whole twenties period I never knew a person in New York who had a radio. We were in thrall to the printed word.

In that, as incredible as it might seem, our political innocence was supported by the newspaper we read.

Today, a morning newspaper will have four or five columns devoted entirely to politics, politics in Britain and Italy, Southeast Asia and the Middle East, in Russia and the Third World, as well as in the United States, national and local. Then the morning *World* had five columns on the page opposite the editorial page, with nary a mention of politics in any of them. F.P.A.'s "Conning Tower" was mostly a *pot pourri* of contributions from bright, rising young people; the distinguished Deems Taylor wrote a column on music, Laurence Stallard, the co-author of *What Price Glory*, did the book column, and Heywood Brown, who occasionally supported causes such as Sacco and Vanzetti, wrote essentially a human interest column. I can't remember who did the drama column; it may have been Alexander Woolcott.

On Sundays we bought the *Times* and the *Herald-Tribune* for their book sections and for the *Times*' theatrical section; for, along with the printed word, we loved plays and, of course, the twenties was the great flowering of the American theatre. As is well known, the twenties was also a time of a renaissance in American literature. Of late, so much has been written about Fitzgerald and Hemingway as to give an impression they were the only writers in the decade. Actually, the early twenties were dominated by Dreiser and Sinclair Lewis, with the now almost forgotten Willa Cather as a favorite of many of

us. Beginning with *Manhattan Transfer* in 1925, dos Passos came on strong, and there were countless lesser lights of consequence. Editors and new publishers appeared continuously.

The creative ferment of the period seemed to have served Americans. Oxford served Connolly's generation for an amazing number of novelists, critics, essayists and short-story writers appeared during the thirties and forties, some of whom are still around. It is a belief that their complete innocence of politics was a major cause for the accomplishments in America and Britain of those growing up in the twenties. This innocence was, of course, only a cause, since all such cultural phenomena are multiply determined. But for a certainty we have not seen again a period of such fertility nor are we likely to see again a period of such mental excitement.

The changes in both countries began in the thirties, when many of the brightest were attracted to communism. In Britain the new generation forced the upper class goal for a new fashion, joining, or identifying with, the working class. This was somewhat similar to the Weimar Republic in the early twenties when German intellectuals sought common cause with the proletariat, only to be disillusioned, as a couple of the intellectuals wrote, at finding the proletariat even more "petty bourgeois" than they of the middle class. (As an interesting sidelight, the German communists of the early twenties regarded pacifism as an aberration.) By the thirties in Germany, when Hitler's Th

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ch had supplanted the Weimar public, intellectuals had to flee or go underground.

In America, those embracing Communist theory, with a touching concern for the Soviets, did not go so far as to join the working class, although many spoke of it with patronizing sympathy. Mostly too motivated by their own "upward mobility," they struggled mightily for worldly goods and/or status in their jobs, while the Communism of the majority (not the hard-core party members) was expressed in talk — in groups, in various committees, in any conversation anywhere.

In fact, they might have been called "talking communists" except for one thing: many of them united to try to impose the "party line" on literary opinion. While this move did not enjoy great success, by the late thirties those of us who did not subscribe to the party line became unfashionable in some literary circles and gradually a pervasive theory spread that only the left was intellectually respectable. As some books and writers began to be judged according to their positions in relation to the doctrinaire positions of the far left, our age of political innocence was gradually ended.

The problem of us late-comers to the political world was in finding some position in which we would be comfortable. The antithesis of the Far Left was of course the Far Right, which was usually distasteful. Both extremists act on the basis of absolutes: they hold

arrogantly and evangelically that their side has all the right and the other side all the wrong. The Rightists regard the Leftists as unpatriotic, even un-American, while the Leftists regard the Rightists as idiots.

I've always agreed with General Lee that the Civil War could have been avoided if the opposing extremists, the pro-slavery bloc and the abolitionists, could have been muffled and the issues resolved by rational men who held moderate positions. However, the problem today, as it was then, is the paucity of rational men in places of power and evidently some inherent weakness in the moderate position.

The moderates, now called "centrists," seem to hold a conglomeration of unstable positions with shadings either toward the Right or toward the Left and some with shadings in both directions. As a matter of fact, ideologically shadings in either direction or both from the center are quite understandable. But practically the shadings of many of those in, or seeking, positions of power are determined by political considerations of various antithetical blocs.

A few of these could be oversimplified as regional interests, Big Labor vs Corporation Wealth, cities vs suburbs with all the implications in each, the oil-automotive-highway construction complex vs the people's need for mass transportation—which in itself is further complicated by the more fundamental need for cars that consume

less gas and, eventually, a system that does not produce cars of quick obsolescence. Then there are adversary positions on welfare and national health, on defense spending and school busing. On most of these positions, their advocates and opponents seem timid about any directing principle unless their feet are firmly planted in the Right or in the Left.

Thus, those of my generation who missed the rebellious, or radical, stage in our young years, now are deprived of any Conservative position to turn to. That we are not alone in being hybrids now is attested to by the growing number of independent voters in the nation. For what has replaced the political innocence of our early years is a depressing bewilderment, full of unease, now shared by other generations. This dismaying condition is caused merely by the superficial information of political goings-on as purveyed by the newspapers and other publications. From the illuminating inside glimpses into some segments of the real political operations occasionally provided by a book or on PBS television, it is obvious that we are only seeing the tip of a very dangerous iceberg.

Having come into full political awareness at this stage, I can only feel like one of the last passengers to make the *Titanic*. In this special case, the lost times with Jimmie Walker illustrate another aphorism: "where ignorance is bliss, 'tis folly to be otherwise."



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R. W. Askew Nurseries, Inc.	12	H. R. Fipps & Son, Inc.	26
Austin Powder Co.	32	Fischbach & Moore, Inc.	26
Avamere Hotel	21	Fralin & Waldron, Inc.	17
—B—		Franklin Contractors, Inc.	26
Barker Construction Co., Inc.	49	Froehling & Robertson, Inc.	44
Barnhill Contracting Co., Inc.	34	Fuel Oil & Equipment Co., Inc.	51
Basic Construction Co.	4	—G—	
Bat Masonry Co., Inc.	40	Gallion-Elder Insurance Agency, Inc.	52
Bayshore Concrete Products Corp.	33	Garrett, Moon & Pool, Inc.	29
Belmont Trap Rock Co., Inc.	36	L. H. Gay Elevator Co., Inc.	31
H. T. Bowling	26	Globe Iron Construction Co., Inc.	54
W. M. Bowman, Inc.	49	P. C. Goodloe & Son	12
W. W. Boxley & Co.	40	—H—	
Bristol Steel & Iron Works, Inc.	3	H. Peyton Hall	34
T. E. Brown Construction Co., Inc.	13	Hanover Iron & Steel, Inc.	46
Hundley Bryant Electrical Contractor Co.	47	Heat Service & Equipment Co.	44
A. B. Burton Co., Inc.	50	L. C. Heath Roofing, Inc.	32
—C—		A. P. Hubbard Wholesale Lumber Corp.	29
C & P Telephone Co.	59	Hudgins & Pace	52
Capital Masonry Corp.	45	—I—	
Cedar Shake & Shingles	40	Interstate Bridge Co. of Md., Inc.	10
Luther Compton & Sons	29	—J—	
Contractors Paving Co., Inc.	44	Johnson & Higgins of Va., Inc.	32
Cornell & Waldbauer	40	A. N. Johnston Construction Co.	36
Craddock-Terry Shoe Corp.	54	—K—	
Crane Plumbing & Heating Co.	44	K & L Plumbing & Heating Co.	49
Wm. T. Curd, Jr.	22	Kairos, Inc.	3
—E—		—L—	
Engleby Electric Co., Inc.	53	Chas. Lafferty and Sons, Inc.	44
English Construction Co., Inc.	54	Lanford Brothers Co.	14
J. W. Enochs, Inc.	51	Leadbetter Construction Co.	46

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R. E. Lee & Son, Inc.	
Lewwhite Construction Co., Inc.	
S. Lewis Lionberger Co.	
G. B. Lorraine	
—M—	
Mega Contractors, Inc.	
Miller Manufacturing Co.	
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Mountcastle Lumber Co., Inc.	
E. W. Muller Contractor, Inc.	
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Penn Line Service, Inc.	
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Pope Paving Co., Inc.	
—R—	
R. G. Reeves Construction, Inc.	
Richardson-Hodges Co.	
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Virginia Precast Corp.	
Virginia Suppliers, Inc.	
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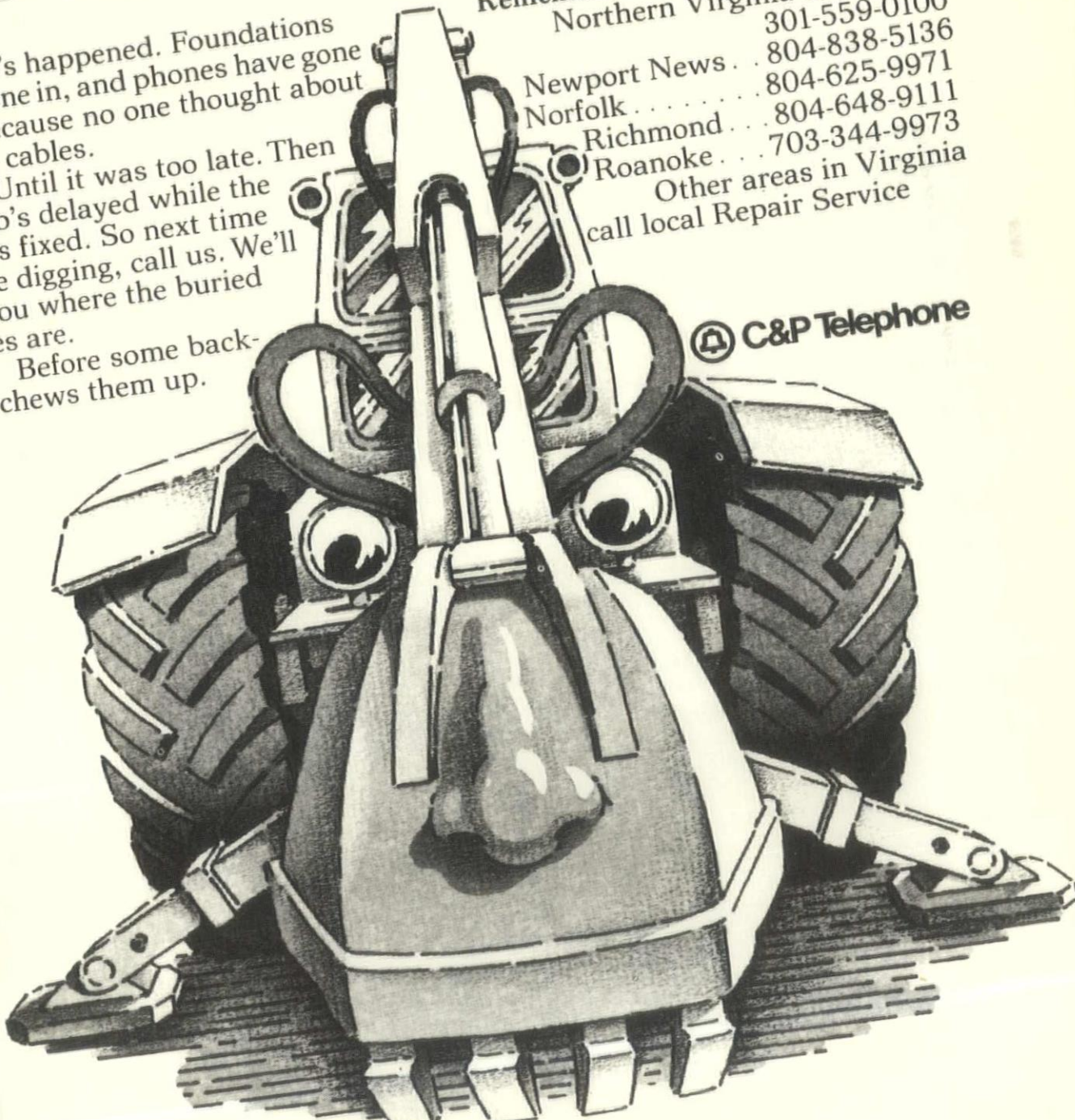
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