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VIRGINIA RECORD
Founded 1878
"Going... going..."

In re-reading parts of Willie Morris' fascinating North Toward Home, I was baffled by a question which was not raised when the book was published in 1967. The question was raised this time around by the omission of Virginia from those regions which, in 1963, retained a "feeling of self-identity." Since I was in no position to argue with this omission, nor could I willingly accept it, the baffling question was this: did Virginia deserve to be excluded from those regions with a feeling of self-identity in 1963? And, by implication, should it be omitted today?

Willie Morris grew up as the very bright boy in his 1952 high school class in Yazoo City, Mississippi, and his record, at once loving and unvarnished, of life in pre-integration Delta country has never been surpassed for its illumination of the cruelties in, and the pull of, that hot, violent land. Two months before graduation his father, a man who loved to hunt and fish and was wise in the ways of the woods, suddenly told Willie to get out of Mississippi. At first the advice was rejected.

As Morris records, "I knew every house and tree in the white section of town. Every street and hill was like a map in my consciousness; I loved the contours of its land, and the slow changing of its seasons... The town... had yet to be touched by the great television culture, or by the hardening emotions and defensive hostilities unleashed by the Supreme Court in 1954. Something was left, if but an oblique recollection of Southern driftlessness, a closeness to the earth, a sense of time's standing still, a lingering isolation from America's relentless currents of change and homogeneity."

Sometime later his father journeyed to Austin, Texas, "to see the campus of what we sometimes heard was the best and certainly the biggest state university in the South." On his return, Willie's father told him what a tremendous place it was, and said, "I think you ought to go to school out there. Can't nuthin' in this state match it."

Morris was slow in resolving to break the pattern of his friends—of taking a degree at "Ole Miss" and returning to the unchanging days on the banks of the Yazoo. Even in retrospect, he asked, "What was it, then, that led me to leave, to go to a place where I did not know a soul, and eventually to make such a sharp break with my own past that I still suffer from the pain of that alienation?" About all such choices, what he says of his own hard choice is true: "it is almost impossible to ascribe tangible motives to some great change in one's direction..."

Yet, despite his problems of adjustment, his disenchantments and spells of loneliness, Willie Morris was obviously too brilliant and too active to remain on the outside anywhere. As editor of the Daily Texan, one of the best of the nation's college papers, he won fame far beyond the campus by locking horns with the powerful board of Regents, which at that time represented the state's monied and political powers. This conflict gave... (Continued on page 80)

JUNE 1976
PAGE SEVEN

to tell the Virginia Story
"...He always does his work thoroughly."

THE FUGATE YEARS

By Albert W. Coates, Jr.
Special Assistant for Public Relations
Department of Highways and Transportation

They had him pegged well at VMI.

"Keep that smile, old boy, and you'll never go wrong," the editor of the school yearbook wrote about Douglas Brown Fugate, Class of '27.

"We admire Doug, because he is always on the level, and because of his smile whenever adversity confronts him. He is never too tired to trifle, and never too tired to work... He always does his work thoroughly."

That was 49 years ago this month. Now, Doug Fugate, one of VMI's most distinguished graduates, is about to retire.

For almost five decades, he's helped to plan, build, and administer Virginia's highway system and, more recently, its growing number of urban transit facilities. For the past 12 1/2 years, he's been the state's highway commissioner (now highway and transportation commissioner) and a national leader in his profession. In 1975, the American Public Works Association named him one of the nation's Top Ten Public Works Men of the Year.

Those who have known him during this time of leadership are inclined to regard the editor of the '27 VMI yearbook as having been a far-sighted young man indeed.

Fugate has kept the smile, remained "on the level," done his work thoroughly. His years as commissioner have been characterized by something more, too. Governor Mills E. Godwin, Jr., spoke of it in April, when he reluctantly acceded to Fugate's wish to retire on July 1.

"Your years as state highway commissioner have seen the most extensive highway programs and the expenditures of the largest sums of money in the history of the Commonwealth," the Governor said. "You have kept intact Virginia's spotless reputation for integrity in highway matters."

But that, too, was to be expected. Nobody prizes more than Fugate the reputation which Virginia has earned for honesty in its government. Several years ago, a manufacturing firm which occasionally does business with the Highway and Transportation Department sent him an attractive package of gift wrap materials at Christmas. Fugate sent it back.

DOUGLAS B. FUGATE

Tell someone that this man is approaching his 70th birthday and you almost have to display his birth date on the biographical records in the files to prove it. He looks younger. He's physically strong, alert, active, relaxed. He likes to walk, and he walks briskly. He enjoys reading, and does it avidly, seeming to hunger for yet more knowledge. He and his wife, the former Emma Stimson Reed of Richmond, like to travel, and spend much of their summers at the beach.

Fugate is the architect and chief builder of Virginia's arterial highway network, considered by many national highway leaders as a model for other states. And he has earned, among his peers and employees, a reputation for being a sound manager.

Since he became commissioner in 1964, the department's annual budget has risen from $282 million to more than $500 million. As the Governor pointed out, the agency has undertaken the most extensive road and bridge construction program in the state's history. It has improved its highway and bridge maintenance operations, taken on the extra duties of coordinating planning for all modes of transportation, and absorbed the approximately 500 employees of the former Richmond-Petersburg Turnpike Authority and Elizabeth River Tunnel Commission. And it has reduced its work force. The department today has 11,120 employees. That's 460 fewer than when Fugate became commissioner.

If there were nothing more, that alone would mark him for distinction in an era when government tends to grow bigger, not smaller. But there is much more.

A former colleague from Pennsylvania said it well:

"He's an action-oriented guy, but warm and concerned. He represents the changing face of the highway administrator with regard for human values."

The Pennsylvanian was Robert G. Bartlett, then his state's highway secretary and president of the American Road Builders Association. He was speaking in 1970, just after Fugate's election as president of the American Association of State Highway Officials.

They served together on an informal group of state and federal officials, conservationists, and others studying environmental problems and seeking to bring about improved communications among their organizations. "We're moving and breaking the barriers; Doug has been the leader in this," Bartlett said.
Fugate was born in the little community of Reed Island in mountainous Pulaski County on August 14, 1906. The Fugate family moved to nearby Radford in 1910, and he grew up there. As a boy, he spent much time riding with his father, a mining engineer, along the rough and rutted roads of Southwest Virginia. The roads were often muddy in the winter and spring, and produced choking clouds of dust in the summer, and Fugate thought they ought to be better.

He went off to Virginia Military Institute in Lexington to study civil engineering in the fall of 1923. Lexington was barely 90 miles up the Valley from Radford, but trips home were few and far between. The roads simply weren’t good enough.

At VMI, he joined the Jacksonian Literary Society and the Southwest Virginia Club, worked on the student newspaper, played company football, and, in his senior year, was a member of the influential Officer of the Guard Association. He studied under James A. Anderson, who headed the school’s civil engineering department and who later would serve, from 1941 through 1957, as Virginia’s highway commissioner.

If, as a student or in later years, Fugate had a mentor, it was Anderson, an extraordinarily able engineer-administrator for whom U. S. Route 60 between Richmond and Lexington is named. It was Anderson who, in the months immediately after World War II, set a new goal for the Highway Department: “Not a school day lost because of mud.” For even in the mid-40s, muddy roads were a problem for many Virginians, particularly for those in rural areas whose children couldn’t get to school without buses and whose buses couldn’t travel in the mud.

The poor roads had drawn Fugate to VMI to study engineering and, shortly after graduation, drew him to the Highway Department. He worked on a survey party, then inspected construction projects. By 1936, he had become a resident engineer, supervising road operations in several counties.

He helped build airfields for the Army Corps of Engineers in the war, and returned to the department in 1946 to become its director of toll facilities in Tidewater. He managed the state government’s newly acquired ferry fleet, had a leading role in planning and constructing the Hampton Roads Bridge-Tunnel, and returned to the department’s Richmond offices as assistant chief engineer in 1956 to coordinate planning for Virginia’s share of the interstate highway system.

He was serving in that position in February 1964, when Governor Albertis S. Harrison, Jr., appointed him commissioner to fill the remaining two years
in the four-year term of H.H. Harris, who was retiring.

Fugate promptly began convincing the Governor and the General Assembly that the state should develop a 1,750-mile arterial highway network to complement the interstate system and serve areas which would not be served directly by an interstate route. It would extend modern highways to every community with a population of 5,000 or more, and could be developed most economically by building a new two-lane roadway parallel to an existing two-lane road, resulting in a four-lane, divided facility. The General Assembly was in session when Fugate became commissioner, and before it adjourned six weeks later it had approved the arterial program and provided additional funding so that work could begin immediately. The program, now two-thirds completed, is regarded by many as the inspiration for a federal-aid priority primary highway system authorized by the Congress in 1973.

Fugate was reappointed commissioner by Governor Godwin in 1966 and by Governor Linwood Holton in 1970. In 1974 Governor Godwin, in his second administration, appointed Fugate as Virginia's first highway and transportation commissioner, knowing at the time that the appointee was thinking seriously about retirement.

As commissioner, Fugate has administered the nation's third largest system of state-maintained roads, 51,000 miles in all; served as chief executive officer of the Highway and Transportation Department, the largest agency in the state government; and been chairman of the 11-member Highway and Transportation Commission.

He has extensively reorganized the department. Within weeks after assuming office, he presided over organizational changes which led to the establishment of five management-level directors' positions to supervise much of the department's day to day activity. This freed more of the commissioner's time for consideration of broad policy and planning matters. At the same time, a schedule of periodic staff meetings was introduced at various management levels to improve internal communications. Later, the agency's Landscape Division was expanded into the present Environmental Quality Division, and staffed with experts in a wide range of environmental sciences. A Management Services Division was established to make continuing internal reviews and evaluations of departmental policies and operations.

While his terms as commissioner have been marked chiefly by success, they have not been totally free of criticism. Rural spokesmen sometimes have contended that too much of the state's highway revenue goes to urban areas.
Urban spokesmen sometimes insist that too much goes to the rural counties. Fugate readily concedes that there isn't money enough to meet either rural or urban needs adequately.

There are critics, too, who have said that the Highway and Transportation Department isn't sufficiently involved in solving the problems of urban mass transportation. The extent of such involvement, of course, is largely a matter for the General Assembly to decide. Nonetheless, Fugate has directed an increasingly active urban transit program in the decade of the '70s.

On Interstate 95 (the Shirley Highway) in Northern Virginia, lanes were reserved six years ago for express buses in a transit experiment of national interest. It was the first time in America that interstate highway lanes had been set aside for buses. In 1973, the lanes also were opened to car pools, as a further step toward easing traffic congestion and encouraging fuel conservation.

In 1972, the Highway Commission signed an agreement with Northern Virginia localities to provide $35 million in state funds to pay for suburban parking lots needed for the Washington area's Metro commuter rail and subway system. Plans for the proposed Interstate 66 in the same part of the state were drawn to accommodate the Metro rail line and two of its passenger stations in the highway median, at substantial savings to the Metro budget. I-66 has been a controversial project, by far the stormiest of Fugate's years as commissioner, and its fate remains uncertain. If it is constructed, it undoubtedly will provide special mass transit features.

The Highway and Transportation Department has built suburban parking lots for bus-riding commuters in the Richmond, Newport News, and Portsmouth areas, constructed preferential bus lanes and bicycle trails along U.S. Route 50 in Arlington and Fairfax Counties, and assisted a number of Virginia cities in making transit studies.

The suburban parking lot in the Richmond area and the I-95 bus and car pool lanes in Northern Virginia have been selected by the U.S. Department of Transportation as among the nation's outstanding examples of highway-related mass transit facilities.

Reasonable men may differ on the extent to which the department should become engaged in local urban transit. One fact remains, however, and it is that in the Fugate years as commissioner urban transit has received vastly more state support and help than ever before in the state's history. And it has been characterized by the same brand of ingenuity evident so often in development of the state's highway system.

A man may be measured by the philosophy which he expresses in words as well as in deeds. The commissioner said much about his personal philosophy toward his profession when he addressed the 50th anniversary meeting of the Association of Asphalt Paving Technologists at Williamsburg in February, 1974:

"The ability to adapt to changing needs is at the very heart of good government, and seldom in recent times have society's needs and priorities experienced a greater change than now ... Our progress will be controlled in large measure by the results of continuing research programs and by the testing of new technology.

"As you move forward with your important work," Fugate told the paving experts, "I would urge you to remember that while the products of your labors will be meaningful to you, to your individual agencies, and to your associates, they will be infinitely more meaningful to others — to the people who in the course of their daily lives will use the facilities built better because of your labors."

That attitude in action also has marked the Fugate years as commissioner. The door to his office has been open, and he has considered it essential to keep citizens informed. He cherishes friendships he's made with many of Virginia's news reporters and editors, and with the public's representatives in the General Assembly and the Virginia delegation to the Congress.

Now, he is about to embark on what surely will be an active retirement. As he makes the transition, many Virginians would heartily endorse Governor Godwin's assessment: "Our magnificent highway system is in large measure a monument to you and your dedicated service."
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PAGE TWELVE VIRGINIA RECORD

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PAGE TWELVE VIRGINIA RECORD

Founded 1878
Key Steps in Virginia's Highway/Transportation Growth

1906 — General Assembly organizes first State Highway Commission, to advise counties, which retain responsibility for roads.

1910 — State's first registration and licensing of motor vehicles is required, with registration fees ranging from $5 for automobiles of 20 horsepower or less to $20 for vehicles with more than 45 horsepower.

1916 — An “automobile maintenance law” is passed by the legislature, with income from registration fees to be placed in a new road maintenance fund to be administered by the Commission in cooperation with the counties.

1916 — In Washington, the Congress enacts the nation's first federal-aid highway program, signed into law by President Woodrow Wilson on July 11, 1916.

1918 — Virginia's first state highway system, totaling slightly more than 4,000 miles and linking principal population centers, is established by the General Assembly.

1923 — The Legislature enacts a 3-cents-per-gallon gasoline tax to produce revenue for road construction, and Virginia voters in a referendum defeat a proposed bond issue for general highway construction. The state is embarked on its pay-as-you-go method of building roads.

1927 — As part of a reorganization of state government, the Department of Highways is established as a state agency.

1932 — The State Secondary Road System is created by the Legislature, permitting counties to turn over to the department the main responsibility for local roads. Most counties do so immediately.

1956 — The Congress authorizes development of the 42,500-mile national system of interstate and defense highways, with Virginia's share to be 1,079 miles.

1959 — On September 8, Virginia's first completed segment of the interstate system — the Interstate 95 bypass of Emporia — is opened to traffic.

1964 — The General Assembly authorizes development of Virginia's 1,750-mile arterial network of four-lane highways to help areas not directly served by an interstate route.

1969 — Lanes of Interstate 95 in Northern Virginia are reserved for express buses to relieve traffic congestion by encouraging use of mass transit. It is the first time in America that lanes of an interstate highway have been reserved for buses, and marks the beginning of an increased state role in urban transit.

1974 — The General Assembly broadens the Department of Highways into the Department of Highways and Transportation, and assigns it the responsibility for coordinating the planning for all modes of transportation.
It was at a luncheon meeting in Arlington County one warm day in late September of 1965...

More than 150 local governing officials and highway user representatives had stopped at a large motel dining room in the course of a day-long road tour.

After eating, they listened to brief remarks from Rex M. Whitton, a slender Missourian who had been brought to Washington by President John F. Kennedy to be federal highway administrator.

Whitton spoke of the safety and economic benefits of modern highways, and of the growing national interest in highway beautification and environmental protection.

"Virginia is doing an excellent job in building its share of the interstate system... Interstate Route 95 between Fredericksburg and Woodbridge is one of the most beautiful highways in the world." Whitton declared.

Included in the audience that day was a man largely responsible for that appraisal, John E. Harwood. As location and design engineer for the State Department of Highways, Harwood for seven years had personally directed the project-by-project planning for the interstate system, including that for Route 95. By 1965, his performance had earned him promotion to deputy commissioner and chief engineer for the department. And on July 1 of this year, he will become commissioner of what is now the Department of Highways and Transportation.

In his job as location and design engineer, Harwood had helped introduce an unfamiliar word into highway terminology, and it became a benchmark by which mile after mile of interstate routes were to be planned. The word: bifurcation. It's defined in Webster's Third New International Dictionary as "separation or branching into two parts, areas, aspects, or connected segments..."

What it meant for Harwood and his staff of engineers was that they would develop largely independent plans for the two separate roadways to be built under the interstate system to serve the opposite flows of traffic. Along the section of Interstate 95 which drew the Federal Highway Administrator's raves, for example, it meant that the median between the two roadways would measure in width up to several hundred feet, that great growths of trees and brush would be preserved in their natural state in the median area, and that the grade of the northbound roadway would not always be the same as that for the southbound roadway, because as nearly as possible they would be tailored to fit the natural roll of the terrain.

When Harwood went to work for the Highway Department in the summer of 1935, he could not have imagined that some day he would be participating in what has been described as the world's largest public works program, the interstate highway system.

He had been born in Asheville, North Carolina, in the shadows of the Blue Ridge and Great Smoky Mountains, on January 7, 1916, and had gone off to study at the College of William and Mary in Williamsburg in 1932. Like many others, his formal schooling was cut short by the Depression, and in the spring of 1935 he found himself working for the National Park Service surveying Jamestown Island.

He was 19, and it was his first experience making surveys. It would have driven many another man looking elsewhere for work. The historic island had fallen into a sad state of repair. It was heavily overgrown with brush, and the corn fields a farmer once tended had not been kept up. Wild hogs roamed loose. As spring gave way to summer, mosquitoes swarmed over much of Jamestown, and the heat became oppressive.

But Harwood liked surveying. He got books and read about it, building on the knowledge he acquired through first-hand experience. When the Park Service job was finished, someone suggested that he consider joining the Highway Department. On July 1, 1935, he began work as a draftsman in the department's offices in Richmond.

Three years earlier, the General Assembly had established the state secondary road system, and most counties had turned over to the department the responsibility for operating, maintaining, and improving their local roads. The department was still deeply engaged in attempting to develop an adequate primary highway system. There was plenty to keep a young draftsman busy. And Harwood was resuming his formal education, studying engineering courses in night school.
In his annual report to Governor George C. Peery in September 1935, Highway Commissioner Henry G. Shirley noted another development which in later years was to demand much of Harwood's time and talents: the emergence of suburbia.

"People from the centers of population are moving out into the adjacent territory, buying lots and building homes on many of the unimproved roads. Especially is this noticeable in Fairfax County. After these homes have been built a demand is made for a road that will carry traffic through the year, for many of the owners work at distant points and motor daily to their work," Shirley said.

But it didn't affect Harwood immediately. He was helping to draw plans for improvement of such roads as U.S. Route 60 eastward from Cumberland and U.S. Route 58 in the Suffolk area. With his associates, he was working on plans for projects which, for all they knew, never would be built unless economic times grew brighter. But times did get better, and the improvements were constructed.

Harwood served with the army in the Philippines in World War II, and returned after the war to work in the Highway Department's Location and Design Division. By then, he was also involved in making final cost estimates for proposed road projects.

In 1954, he became assistant location and design engineer and, three years later, was promoted to head the Location and Design Division, the department's largest. The interstate system was just getting under way, and engineers were becoming acquainted with what it meant to practice bifurcation in planning the new multi-lane divided highways.

It was during this period, too, that Harwood and Douglas B. Fugate began working closely together. Fugate, whom Harwood will succeed as commissioner, had been brought back to Richmond from his post as toll facilities director in Tidewater to provide overall coordination for the new interstate program. Harwood now directed the enormous planning required to select locations for, and to design, the individual interstate routes.

They worked well together, and when Fugate was elevated to commissioner in February 1964, one of his first acts was to promote Harwood to his old job as assistant chief engineer. Another of Fugate's early moves as commissioner was to reorganize the department extensively, and within two months Harwood was in the newly created position of director of programming and planning. On January 1, 1965, he was promoted to deputy commissioner and chief engineer.

When Fugate announced in April that he would retire July 1 after 49 years in state government and 12½ years as commissioner, most observers regarded Harwood as the most logical successor. Governor Mills E. Godwin, Jr., agreed.

"He has been at Mr. Fugate's right hand for many years, and his 40-year career in the department makes him thoroughly familiar with every phase of highway-related matters in Virginia," the Governor said in appointing Harwood to fill the remaining two years of the Fugate term. "I have known him personally for many years and found

Interstate 95 in Stafford County, described by former Federal Highway Administrator as one of the world's most beautiful highways.
him always to be a man of high integrity and outstanding ability."

Like Fugate, Harwood has been active in professional organizations. He is chairman of the administration board of the Virginia Highway and Transportation Research Council, sponsored jointly by the department and the University of Virginia, and is vice-chairman of the transportation committee of the Southern Section of the Council of State Governments. He is co-chairman of the American Road Builders Association's Southeastern Cooperative Engineering Committee, and has served on the association's national board of directors.

In recent years, Harwood also has been a member of the Transportation Planning Board of the Metropolitan Washington Council of Governments, a position in which he has gained extensive knowledge of the transportation problems of the District of Columbia and its Northern Virginia suburbs.

He admires the engineering which has gone into development of the Washington Metro commuter rail and subway system. He's seen and ridden on it. But he wonders if the public can afford the capital and operating costs of the full 100-mile system as planned. A thorough study would help provide the answer, he believes.

The extent of new highway construction will be more limited in the future, he says, adding that Virginia is unlikely to see again the development of an entirely new highway system comparable to that being constructed under the interstate program. In his view, however, it is essential to complete the interstate and arterial highway work as quickly as funds will permit, to upgrade many older roads and bridges, and to develop the expressways necessary for efficient use of buses, upon which most urban areas will rely for better mass transit.

"There's going to be much more emphasis in the future on the movement of people, not just vehicles, with an increasing attention to bus operations, car pooling, and van pools. We will be more and more involved in fringe parking lots, access to parking lots, and bus lane projects, expanding a concept that's already been started in Virginia," Harwood says. "The continuing growth of our urban areas and population and the urgency for conservation of fuel make these things imperative."

He hopes that in some way it also will be possible to reduce the costly time now required to put a highway project under construction. It generally takes five to eight years from the point at which planning begins to the time construction can start. One major reason is that as many as 39 state and federal...
governmental agencies may become involved in the highway planning process, most to review and advise on environmental factors. The majority of the agencies have small staffs with which to make the required reviews. The result: delays and, generally, higher costs.

"Our most frustrating experiences now are these interminable delays, and I believe a great many others are becoming concerned about this problem. It should be possible to develop a workable means of expediting these projects while at the same time providing adequate protection for the environment, which we all recognize as important," Harwood says.

If it is possible to improve the system, Harwood probably will find a way to do it. He's regarded as a problem-solver by his associates in the Department of Highways and Transportation.

At home, he likes to work in his yard in Henrico County. He and his wife, the former Mary Lancaster Hubbard of Richmond, also own an acre and a half of land in rural Floyd County, and some day they expect to build a house there.

In Richmond, the Harwoods are members of St. James' Episcopal Church, where he has served as church school superintendent and as a member of the vestry.

Recently, a Richmond newspaper writer described the new commissioner as "tall and courtly." It fits well.

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STATE HIGHWAY AND TRANSPORTATION COMMISSION

By Albert W. Coates, Jr.

The role of the State Highway and Transportation Commission has changed greatly over the years since it was first established in 1906 primarily to advise Virginia counties in road matters.

From its original membership of three, it has been expanded by the General Assembly to 11 members who now are responsible under state law for a wide-ranging list of duties.

The members are appointed by the Governor, subject to confirmation by the General Assembly. One member is appointed from each of the state's eight highway/transportation districts; two are named on an at-large basis, one to represent urban and the other to represent rural areas, and the highway and transportation commissioner serves as Commission chairman.

Over the years, the members of the Commission have given proof to the old adage about asking a busy person if you want to get something done. In their local communities and on a statewide basis, they are, as they have been in the past, leaders in business and the professions.

State law spells out nine specific duties of the Commission. A tenth duty, not mentioned in the law, is equally important and has been of enormous value through the years. It is the broad base of opportunity for citizen input through member representatives of every area of the state.

The Commission's other duties are as follows:

* To locate and establish the routes to be followed by the roads comprising the systems of state highways.
* To let all contracts for the construction, improvement, and maintenance of the state's highways.
* To make rules and regulations for the use and protection of the highway systems.
* To give suitable names to highways which have not been named by the General Assembly.
* To comply fully with the provisions of present and future federal-aid highway acts, and to enter agreements and contracts with the federal government as necessary.
* To gather and tabulate information and statistics relating to highways and disseminate the information throughout the state.
* To review and approve policies of the Highway and Transportation Department and state highway objectives, to assist in establishing such policies and objectives, and to oversee their execution.
* To cooperate with the federal government, the American Association of State Highway Officials and any other organization in the numbering, signing, and marking of highways, in the promotion of highway safety, in research activities, in the preparation of standard specifications, and in the testing of highway materials.
* To develop and coordinate balanced and unified transportation system plans, including coordination of highway development with development of urban transit, air, and water transportation facilities.

Following are thumbnail sketches of the 10 business and professional leaders who serve at present with the commissioner on the full State Highway and Transportation Commission:

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VIRGINIA RECORD MAGAZINE

to tell the Virginia Story JUNE 1976 PAGE NINETEEN
Leonard R. Hall
Bristol District

- The Bristol District is represented on the State Highway and Transportation Commission by Leonard R. Hall, a prominent attorney in the City of Bristol.

- Mr. Hall is a native of Norton, and has practiced law in Bristol since 1924. He was graduated from Fork Union Military Academy and the University of Virginia, and was a member of the University’s Law School Class of 1924.

- He is a director and vice-chairman of the Bristol, Virginia, Branch of First National Exchange Bank, serves on the board of trustees of Virginia Intermont College at Bristol, and is a member of the Elks Lodge.

In addition, he is a member of the Bristol Chamber of Commerce, president of the HAT Co., and is active in other business and civic affairs in the Twin City area.

While he has long been active in politics, primarily in fund-raising, he had held public office only once prior to his appointment to the Highway and Transportation Commission. In the 1930s and early 1940s, he was a referee in bankruptcy in Bristol.

The highway/transportation district which he has represented since 1972 includes the City of Bristol and 12 counties in the far Southwest region, an area which is being opened increasingly for economic growth through the development of Interstate Routes 77 and 81.

Ralph A. Beeton
Culpeper District

- Ralph A. Beeton, who represents the Culpeper District on the State Highway and Transportation Commission, is chairman of the board, president and chief executive officer of First Virginia Bankshares Corporation, Virginia’s oldest registered bank holding company. He currently serves as president of the Virginia Bankers Association.

- He was appointed to the Commission in 1974. The district he represents extends from the Charlottesville-Albemarle County area on the south through the heavily-populated Northern Virginia suburbs of the District of Columbia.

- Mr. Beeton is a native of Alexandria, was graduated from the College of Arts and Sciences of the University of Virginia with a degree in history in 1950, and received a master’s degree from the Harvard University Business School in 1954. While studying law, he served as treasurer for the “Virginia Law Review” and as secretary of the Student Advisory Council.

- He was admitted to the Virginia Bar in 1953 and entered private practice the following year, practicing first in Waynesboro and then in Arlington. He was elected a director of The First Virginia Corporation (renamed First Virginia Bankshares Corporation in 1967) in Arlington in 1957. Three years later, he was elected executive vice president and general counsel for the corporation, and he became president in 1962 and chairman of the corporation’s board of directors in 1974.

- Mr. Beeton is married to the former Virginia Holland of Arlington; they are the parents of four children.

Douglas G. Janney
Fredericksburg District

- Douglas G. Janney, Fredericksburg District member of the State Highway and Transportation Commission since 1970, is president of Wilson Brothers, Inc., a building supply firm in Fredericksburg.

- Mr. Janney is a native of Occoquan but has lived most of his life in Fredericksburg. He was graduated from Virginia Military Institute with a degree in history in 1952, and received a master’s degree from the Harvard University Business School in 1954.

- He spent the next three years on active duty in the air force at Wright-Patterson Field in Ohio, then returned home to join the Wilson Brothers company in 1957. He became its president in 1966.

- Mr. Janney is active in the Methodist Church, the Chamber of Commerce and Rotary Club in Fredericksburg, and in 1963 he served as chairman of the George Washington Birthday Festival there. In 1970, he was honored by the Stafford Jaycees as “Boss of the Year.” He also served as chairman of the former Right-In League, an organization which supported candidates for City Council in Fredericksburg.

- Mr. Janney is married to the former Jacqueline Adamson of Dayton, Ohio, and they are the parents of two sons.

- The district which he represents on the Highway and Transportation Commission includes 14 counties and the City of Fredericksburg. The district extends southeast from Spotsylvania and Stafford Counties to the Chesapeake Bay, and includes Virginia’s Northern Neck and Middle Peninsula regions.

Know the Seven Danger Signs of Cancer
Mr. Glass, who has represented the 10-county Lynchburg District on the Commission since 1969, is married to the former Julia Marguerite Thomason of Huntsville, Texas. They are the parents of four daughters.

Thomas R. Glass
Lynchburg District

Thomas R. Glass, a newspaper executive and former member of the Virginia House of Delegates, represents the Lynchburg District on the State Highway and Transportation Commission.

Mr. Glass, a Lynchburg native, attended Virginia Military Institute, and was graduated from Washington and Lee University with a degree in journalism in 1949.

He is co-publisher and executive editor of Lynchburg's two daily newspapers, The News and The Daily Advance, and is executive vice-president of the firm of Carter Glass & Sons Publishers, Inc. Mr. Glass is a former treasurer of the Virginia Press Association and has served as chairman of its Freedom of Information Committee. He is a member and on the board of directors of the Southern Newspaper Publishers Association, and is a member of the National Newspaper Publishers Association.

Mr. Glass was a member of the House of Delegates from 1958 to 1966, a period during which he gained an early knowledge of the state's highway program through service on the House Committee on Roads and Internal Navigation. He also was on the Appropriations, Education, Federal Relations and Immigration Committees.

He is a past president of the Lynchburg Chamber of Commerce, and is a former member and vice-chairman of the State Board of Community Colleges. Mr. Glass was named by the Lynchburg Junior Chamber of Commerce as one of America's outstanding young men.

Morrill M. Crowe
Richmond District

A former Mayor of the City of Richmond, Morrill M. Crowe, represents the 14-county Richmond District on the State Highway and Transportation Commission. The district extends southward from Hanover County to the North Carolina border.

Mr. Crowe, a native of St. Louis, Missouri, is a graduate of the School of Chemical Engineering of Washington University in St. Louis. He came to Richmond in 1939 to join William P. Poythress and Company, Inc., pharmaceutical manufacturers, and was vice-president of the firm from 1943 through 1966, when he retired. From 1967 to 1974, he was a consultant to the company.

Mr. Crowe was elected to Richmond City Council and to the position of Mayor in 1964, and was re-elected and served a second term as Mayor from 1966 to 1968. He retired from the Council after a third term which ended in 1970. Mr. Crowe is a former member of the national advisory board of the United States Conference of Mayors.

Mr. Crowe is also a former chairman of the board of directors of the Richmond-Petersburg Turnpike Authority, and he serves as a member of the board of the Richmond Metropolitan Authority, which constructed and operates a toll expressway system in Virginia's capital city.

Mr. Crowe has been active in many civic endeavors. His contributions to his community have been recognized with a number of honors, including his selection, along with his wife Kathryne Crowe, as a co-recipient of the Brotherhood Citation of the National Conference of Christians and Jews in 1968.

He has served on the Highway and Transportation Commission since 1971.

Horace G. Fralin
Salem District

The Salem District member of the State Highway and Transportation Commission, Horace G. Fralin, is a Roanoke native who helped to establish a building contracting and real estate development firm there.

Mr. Fralin was graduated from Virginia Polytechnic Institute with a Bachelor of Science degree in electrical engineering. In 1962, he and a partner founded their own firm, Fralin and Waldron, Inc., which has grown into one of the Roanoke area's largest building contractors.

He also is chairman of the board of directors of the Vinton Savings and Loan Association. He has been president of the Roanoke Valley Home Builders Association, and currently serves on the organization's board of directors. He also has been a state director of the Home Builders of Virginia.

In addition, Mr. Fralin is a past president of the Roanoke Valley Chamber of Commerce and the Roanoke Valley Heart Association, serves on the housing committee of the Fifth Planning District Commission, and is a state director of the Virginia Heart Association.

Mr. Fralin was appointed to the Highway and Transportation Commission in 1973, and in 1975 by gubernatorial appointment he was named to the advisory committee for the Urban Assistance Incentive Fund. The highway/transportation district he represents includes 12 counties in western Virginia.

He is married to the former Ann Huff of Roanoke, and is the father of one daughter.

JUNE 1976
Robert S. Landes
Staunton District

Robert S. Landes, a native of Augusta County, is vice president and general manager of J.B. Wine & Son, Inc., a general contracting firm based at Verona.

Mr. Landes, who was appointed to the State Highway and Transportation Commission in 1972, attended the University of Toledo, and was graduated from Bridgewater College in 1951 with a bachelor of arts degree in education. He joined the Wine contracting firm after his graduation from Bridgewater.

He has long worked in community activities, and has served as president of the Staunton YMCA, has been on the Staunton Planning Commission, is a past director of the Staunton-Augusta Chamber of Commerce, and is a member and has served as an elder at the church school superintendent of the Second Presbyterian Church in Staunton.

Mr. Landes currently is on the board of directors of the Augusta Bank & Trust Company at Fishersville and the Planters Bank & Trust Company in Staunton.

He also has found time for farming, and enjoys hunting, fishing, tennis, woodworking, and refinishing antiques. Mr. Landes is a veteran of air force service. He is married to the former Elizabeth Dudley of Staunton, and they are the parents of two sons and two daughters.

Earlier this year, he was nominated and accepted for inclusion in the Bicentennial Blue Book Edition of "Community Leaders of Virginia."

The highway/transportation district he represents on the Commission includes 11 counties, including most of those in the Shenandoah Valley.

William T. Roos
Suffolk District

William T. Roos, who represents the Suffolk District on the State Highway and Transportation Commission, was graduated in 1949 from the United States Naval Academy at Annapolis, Maryland.

He is a native of Wilmington, Delaware, and has lived in Virginia since 1952. After graduation from Annapolis, he was on active duty in the navy for five years, then entered a family business in Newport News, becoming vice president and general manager of Nachman's Department Store. He held those positions until 1972, and now is president of Penn Luggage, Inc., in Newport News. Mr. Roos also is on the board of directors of the Virginia Electric & Power Company and the First & Merchants National Bank of the Peninsula.

He is a former president of the Peninsula United Fund, the Peninsula Retail Merchants Association, and the Downtown Newport News Association. He also served on the Newport News Planning Commission and the Peninsula Industrial Commission, and currently is a member of the Chesapeake Bay Bridge-Tunnel Commission and the Peninsula Transportation District Commission.

Mr. Roos has served twice as chairman of the Allied Jewish Appeal Campaign on the Peninsula, and in 1973 he received the Brotherhood Award of the National Conference of Christians and Jews.

He is married to the former Joanne Nachman Kates of Newport News, and they are the parents of two daughters and one son. Mr. Roos has been a member of the Highway and Transportation Commission since 1973. The district he represents includes nine counties and the Hampton Roads area cities.

Charles S. Hooper, Jr.
Rural At-Large

Charles S. Hooper, Jr., represents the Rural At-Large seat created earlier that year by the General Assembly. He is married to the former Frances Roberts of Blackstone, and has two sons and a daughter.

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The first at-large member to represent Virginia's urban areas on the State Highway and Transportation Commission was born and now lives in the heavily urbanized Tidewater area. He is T. Ray Hassell, III, of Chesapeake, a native of neighboring Norfolk. Mr. Hassell was educated at the former William & Mary Extension in Norfolk and at Virginia Polytechnic Institute, and since 1953 has been self-employed as a partner in the firm of Hassell & Folkes, Surveyors and Engineers.

Mr. Hassell also is a director and chairman of the board of the Peoples Bank of Chesapeake and serves on the boards of directors and as an officer of several development corporations.

In addition, he is a member and past president of the Chesapeake Chamber of Commerce, a former member and past president of the State Board of Examiners for Architects, Engineers, and Land Surveyors, and is currently a member of the Tidewater Transportation Commission.

Mr. Hassell is married to the former Mollie Dixon, and they are the parents of three children.

The urban at-large seat which he occupies on the Highway and Transportation Commission was established by the General Assembly in 1974, when it broadened the former Department of Highways into the Department of Highways and Transportation and assigned it the responsibility for unified, coordinated planning for all modes of transportation in the Commonwealth.

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IN VIRGINIA...
A ROAD IS NOT 'JUST A ROAD'

By Glade Little
Assistant Public Information Officer
Department of Highways and Transportation

A road, the resident engineer of the Virginia Department of Highways and Transportation told the members of the Ruritan Club, is not just a road. In his 1971 talk on that theme, the engineer detailed how the department attempts to ensure that the construction of roads and bridges has the least negative impact and the maximum positive benefit to the environment.

In what respects is a road more than just a road?

If it's Interstate 64, it's a winner of three national awards for its landscapes and two more for its bridges. If it's Shirley Highway — Interstate 95 in Northern Virginia — it's the location of the first mass transit experiment of its kind in the nation — a separate center roadway that accommodates only buses and carpools in the morning and evening peak traffic periods. And if it's the Three Notch'd Road between the Blue Ridge and Richmond, it's a laboratory for students of architectural and social history.

The concern of the Virginia Department of Highways and Transportation for the environment goes back many years. It was present long before a landscape engineer's position was established in the department 46 years ago. That appointment helped to give direction to the environmental efforts that followed.

Five years ago, the Landscape Division became the department's Environmental Quality Division, with an expanded mission that included greater coordination in environmental matters among the various components responsible for location and design, construction, landscaping and maintenance.

While the Highway and Transportation Department is proud of its environmental work, there is some that it would rather not be doing. For the 1974-75 fiscal year, the cost to taxpayers was $1,285,248 for the department's litter pickup program along the 51,000 miles of state-maintained highways — about $78,000 more than for the previous year. Another $600,000 has to be spent each year to repair the highway signs that are damaged by vandals, including "sportsmen" who use them for target practice or for assuaging frustration after an unsuccessful day of hunting.

These two expense categories indicate the department's concern with the appearance of the roadways, but it would rather be spending the money for activities that bring more lasting improvements.

For example, that $1.88 million would have built more than a mile of high-grade primary road, including attractive landscaping. It could have built about 6½ miles of secondary road; if used just for improving and widening on the secondary system, it would have brought benefit along several more miles.

It is clear that a thoughtful public can do something to improve the environment and the highway systems.

The department's concern with the areas through which roads are built has been recognized on many occasions.

—Of the seven years that Parade magazine gave awards for the most attractive new sections of interstate system highway in the United States, Virginia received citations in four.
—The United States Department of Transportation conducts an annual contest called "The Highway and Its Environment." The states and territories and some cities submit entries in various categories to show how the environment was considered in...
recent projects. The Virginia Department of Highways and Transportation has won six awards in the past six years.

—Sections of Interstate 64 landscape were winners in two of the Transportation Department’s contests and one of Parade’s. In addition, the bridge over the Southern Branch of the Elizabeth River, one of the few drawbridges on the interstate system, won an Award of Merit from the American Institute of Steel Construction for its simple beauty. The slant-legged bridges at the Shadwell interchange with US 250 were cited for “innovative excellence in engineering design” in a national competition of the Consulting Engineers Council of the United States.

—in 1970, the Richmond Public Relations Association presented a citation to the department for “an outstanding program of the past year in Virginia contributing to public understanding and confidence in the institution and its services ...” The department’s attention to the environment constituted a substantial portion of the previous year’s efforts, and was specifically mentioned on the occasion of the presentation.

—Trout Unlimited’s Virginia Council annually gives an award, the Silver Trout, to a nonmember of the organization in recognition of distinguished service and dedication to the enhancement, preservation and restoration of the state’s cold-water streams. The 1975 winner was Robert L. Hundley, the Highway and Transportation Department’s environmental quality engineer, because of his work to insure the preservation of Simpson Creek in Alleghany County as a natural trout stream in the construction of I-64. Mel Thomas, a biologist in Hundley’s division, was honored by Trout Unlimited’s Shenandoah Valley Chapter for “his extensive work in preserving the delicate native fishery” along the I-64 right-of-way.

—The Virginia Chapter of the Soil Conservation Society of America in 1974 presented to the department the organization’s Merit Award for its emphasis on soil and water conservation. Particularly cited were the stabilization of highway cuts and fills, erosion and
The national Green Thumb program gives elderly citizens meaningful employment in beautification efforts. A Green Thumb program sponsored by the department in Washington County won a national award in 1970.

Awards and citations are gratifying, of course, but these don't tell the entire story. A discussion of these endeavors to maintain or enhance the environment leads to further references to the awards, but the purpose is to show some of the specific ways in which the concern results in action.

In Charlottesville is an organization called the Highway and Transportation Research Council. It is sponsored jointly by the Virginia Department of Highways and Transportation and the University of Virginia.

The council has several research sections concerned with various aspects of transportation. It also has a committee, formed in 1973, called the History Research Advisory Committee.

An important part of environmental concern is preservation. The History Research Advisory Committee is interested in preservation — sometimes of actual physical properties, always of records. Its members include representatives from the department, the university, the council, other state and federal agencies, the Federal Highway Administration, some private organizations, and even West Virginia University.

(But the inclusion of a WVU representative was based on the expectation that both states would benefit. Many examples of bridge architecture in Virginia were destroyed during the Civil War, but counterparts can be found in West Virginia. The orders for construction and other pertinent records often are to be found in the mother state, and the portion of Virginia that became West Virginia may acquire valuable information through the committee's work.)

The journey from Richmond to Charlottesville is a safe, usually almost effortless drive over a modern highway of the interstate system. Prior to construction of that highway a few years ago, motorists used US 250, a good highway for its time that became inadequate to the demands of modern traffic volumes. The average driver on either of these roads cruises along, unaware that the highway facility is a successor to a much older road that no longer takes through traffic between the two cities, but served for many decades as the connecting link.

The Three Notch'd Road is a researcher's dream, some of it still surviving in service as a state facility in the form of secondary roads and some of it abandoned. Through research conducted principally by two of the committee's members, the road's probable course from Richmond to the Shenandoah Valley has been traced. (A portion of it survives as Three Chopt Road in the Richmond-Henrico County area.)

Three Notch'd Road may have been a trail for American Indians before the first European pioneers pushed through the wilderness on foot. Part of it appears to have existed as a road in Goochland County as early as 1733. It seems to have been 10 years later that the name Three Notch'd was applied to it. At present, five architectural history students at the University of Virginia are studying the 18th- and 19th-century buildings along the route. By this survey, they intend to show the culture and way of life along the road. Their instructor is a consultant for the History Research Advisory Committee, and the committee's two researchers who traced the route are consultants for the course.

More than 150 houses, country stores, taverns, mills, courthouses, churches and barns associated with the road have been located by the students along what was a main east-west route from the 1730s to the 1930s. The work is expected to be useful to historians, genealogists and sociologists.

The committee also has made a survey of the state's metal truss bridges, identifying locations, the variety of designs, and the bridge companies. The resulting inventory provides a basis for setting criteria for preservation. One rare bridge that had been scheduled for demolition before its historic significance was appreciated has been spared, and plans are being completed for moving it to a highway rest area where the department can maintain it and provide visitors with a glimpse of unusual Americana.

Histories of county road systems that existed 175 years before the establishment of the Virginia Highway Commission are being developed by the committee through study of old county road orders.

Less advanced at this point is a survey of old stone road markers. Several still
and lodging available off the exit ramp. Virginia’s signing along Interstate 95 has brought considerable commendation from travelers who appreciate knowing about the services available without reading the massive billboards of the oil, restaurant and motel chains.

One of its most successful efforts in this field was its special bus lanes on the Shirley Highway modernization in Northern Virginia. Reserved lanes in the center of the highway allow buses — and more recently, car pools — to operate at higher speeds than regular traffic in the outer lanes. The result has been increased utilization of buses and later of car pools along the route, as commuters realized they could get faster, less frustrating transportation than their one- and two-occupant cars afforded in the outer lanes.

The reversible center lanes, first of their kind in the nation, constituted another award winner for the Virginia Department in the DOT’s annual contest.

Last year, another section of the interstate system opened in Richmond, but it was something more than that. The phrase “multimodal transportation corridor” sounds like bureaucratic language, and department personnel didn’t use it much, but it describes the new transportation corridor, Interstate 195.

This interstate spur, which connects the Richmond Metropolitan Authority’s road network with Interstates 95 and 64, has railroad tracks in the median for part of its length. In addition to serving cars and trucks, the corridor thus serves freight trains, Amtrak and auto-train.

One way to encourage commuters to take mass transit downtown is to provide parking for their cars when they get to a bus stop that’s too far from home for walking. The Highway and Transportation Department cooperated with area agencies to put the Parham Road parking lot in operation in Henrico County, where commuters catch a bus for a quick, comfortable trip to downtown Richmond.

The lot, which has been expanded twice since its 1973 opening to take the increase in cars of motorists who used to drive those cars into the city congestion, won another of those awards from the DOT. It also has been the subject of a feature in Southern Living Magazine.

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the highway right-of-way can be an ugly sight for motorists. These are to be found in several parts of the state, particularly along older segments of primary road.

The department has a continuing program for screening of these junkyards. As funds allow, the junkyard is screened from view — doesn’t go away, just disappears from view.

One such project screened a junkyard off Interstate 95. The facility had been there when the road was built, and was visible for a time to motorists using the new highway. Then came the screening project, which led to another national award. A large metropolitan newspaper received the announcement of the award and dispatched a reporter-photographer team to do a story with photos. A short time later, the department got a call from the reporter — he and his associate hadn’t been able to find the well-screened junkyard, and needed more detailed directions.

If “a road is a road,” then any bridges meeting interstate system standards would have sufficed for taking Interstate 64 across the Colonial Parkway near Williamsburg. But putting old brick facing on those bridges helped to preserve the character of the area for Colonial Parkway motorists who drove under them.

“Road and Bridge Specifications” isn’t on a best-seller list at any bookstore, but it’s a book, and it governs operations on all highway construction projects and most maintenance work.

Its approximately 600 pages (length varies with the different revised editions) cover many subjects. Among them are specifications to control erosion, siltation and pollution. Pollutant emissions from bituminous mixing plants are covered. There’s a prohibition against a contractor’s allowing discharge of motor oil, old asphalt and other materials into streams or impoundments. There’s another against open burning of materials that produce dense smoke. There are controls on locations of borrow pit, quarry and waste operations, and work restrictions on projects which cause objectionable noise during normal sleeping hours.

In 1974, an old road became something new for Virginia. Georgetown Pike (VA 193) became the state’s first official Virginia Byway. One of the last original roads of the Colonial period, the 12.6-mile byway has a rich heritage preserved in many historic churches, an old toll house, several ordinaries (inns), and beautiful old estates. Last year, the second Virginia Byway, VA 5 between Williamsburg and Richmond, was designated by the Highway and Transportation Commission. Linking the state’s Colonial and modern capitals, the 54-mile road also is rich in history. It was a trail used by indigenous peoples before the European migrations, and probably was the first east-west route established by the English.

More roads have been proposed for Virginia Byway designation. Some undoubtedly will be approved, but any that does must be measured against certain criteria of the Commission of Outdoor Recreation and the Highway and Transportation Commission—

1. It provides scenic values and experiences.
2. There is a diversity of experiences in transition from one landscape to another.
3. The route links together, or provides access to, significant scenic, historic or recreational points.
4. It bypasses major roads or provides opportunity for variety and leisure in motoring.
5. Landscape control or management along the route is feasible.

Extensive projects to “improve” a byway aren’t likely to be developed in most cases, since the idea will be to keep it much as it has been. Distinctive signs will identify a new byway, but any improvements must take into consideration ways to preserve the scenic and historic qualities of the road.

The rest areas along Virginia’s interstate system highways offer the motorist a welcome break on a long drive. The individual with a physical handicap will find barrier-free facilities at all but one of the rest areas. That one, which will need redesigning, is one of the state’s oldest of such facilities. A future rest area, now under construction, will provide special drinking
When one thinks of a transportation agency, there may be images of engineers with slide rules or personnel in a drafting room or a surveyor in a field. But the department's Environmental Quality Division staff includes sociologists, biologists, botanists, agronomists, geographers, landscape architects, land use specialists, horticulturists, foresters, physicists, and air, water and noise pollution specialists.

And the Highway and Transportation Research Council in Charlottesville has another special committee that deals with environmental matters. The Environmental Quality Division consults with the committee in working out techniques for predicting air, noise and other impacts of a proposed construction project.

Such personnel play an important part in making a road more than just a road.

Every spring, the department conducts a special cleanup program in addition to the maintenance it carries out all year. In this Bicentennial year, the department has been cooperating with the State's Spruce Up Campaign.

A high point in its involvement was Operation Wildflower, a project for planting thousands of black-eyed Susans, purple coneflowers, ox-eye daisies and several other flower varieties along sections of Virginia's interstate and primary roads this spring.

Plans for the plantings were developed jointly by the Virginia Federation of Garden Clubs and the Highway and Transportation Depart-
ment. In addition to being part of Virginia's Spruce Up Campaign, it is also part of a nationwide program by the National Council of State Garden Clubs, the various state highway agencies and the Federal Highway Administration.

Local garden clubs in Virginia contributed about $3,500 to buy wildflower seeds for planting by state employees on highway medians and roadsides in locations selected by the department. The project is another example of cooperation with public and private groups for environmental enhancement.

The Virginia Department of Highways and Transportation has conducted vast projects that have improved the mobility of people and goods throughout the state. Transportation corridors, like Shirley Highway and Interstate 195, that provide for enhanced mass transit possibilities along with reduced congestion, are facilities that required important decisions and now provide great benefits.

But there is another kind of decision that also is important. A few years ago, the department considered extensive improvements to a highway that daily carried a heavy traffic load. Then it decided on an alternative — and Georgetown Pike became the state's first Virginia Byway.

Until a project proposal is studied, it may be impossible to say which of several alternatives should be adopted. But because the alternatives are considered, the right answer is more likely, whether it's a highway or a busway or a byway. In Virginia, it won't be regarded as "just a road."

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to tell the Virginia Story
§ FROM THE TIME of the first settler at Jamestown to the present, agriculture has been one of Virginia’s primary economic factors. The first settlers had to produce to keep the colony alive. Once the colony was established, agriculture production became the basic source of income. Today that farm income is over one billion dollars. If we add all of the sources necessary for the manufacturing and processing of this food and fiber we can easily double or triple this figure. It’s a figure that is difficult to find statistically because we are talking about not only what happens to the farm production and its many uses by manufacturers but the vast supply of goods and services that are necessary to create this production. The farm segment is actually the smallest in numbers, but its large production is necessary for keeping the whole economy of Virginia moving forward.

At the time of the revolutionary war the main thrust of the state’s economy was agriculture. It was the farmer who set aside the plowshare for the sword and marched off to fight for the creation of a new nation.

That is why we have developed as a theme for the Bicentennial period and beyond “Freedom’s Roots—Agriculture.” From our beginnings to as far as we can see into the future, agriculture will continue to play an essential and dynamic role in our very existence.

Comparing our agriculture of 200 years ago gives us some inkling as to the vast changes that have taken place in our state and nation. The first one hundred and sixty-five years saw few changes, but the last thirty-five years have been amazing.

The Department of Agriculture and Commerce will be celebrating its 100th birthday in 1977. This Agriculture Department concept was considered by our early agricultural leaders but was many years in development. For it was the creation of state and federal programs that brought about the biggest strides toward the creation of agriculture as the science we recognize today. Farmers working together, state and federally financed experiments, dissemination of agricultural knowledge, development of more and varied markets have been leading factors in the modern day approach to agriculture. The development of VDAC, its services and its place in carrying out the many assignments it has for the benefit of all citizens, is an interesting chapter that we will be dealing with in the months to come.

But this being the bicentennial year we’d like to spend some time talking about agriculture 200 years ago and the first stirrings of a tremendous change that was to bring us to today’s highly sophisticated farm production.

In this country when we think of 1776 we think of the Revolutionary War, the Declaration of Independence and the beginnings of our nation. Although not tied to that specific year, the same period of time in England was seeing another kind of revolution which was taking place in agriculture.

The January 1, 1776 Pennsylvania Packet, one of Philadelphia’s leading newspapers, headlined “An Army of Americans Commanded by a Virginia Farmer Locked Up Ten Thousand British Troops Commanded by Three of the Ablest Generals in the British Service.”

Farmer George Washington was opposing Farmer George III, of England. Both were scientific farmers for their day, but more farms in England were involved in an agricultural revolution there than in this country.

George Washington kept extensive records of his production. Even during his years in service he received detailed information on the operation at Mount Vernon. Thomas Jefferson was interested in new crops and new methods. But these two apparently were the exception rather than the rule.

According to William Pierce Randel in his book, “Mirror of a People,” one visiting Englishman found American agriculture “distressingly backward.” In his report it was stated that there was not proper fencing, crop rotation was done with no scientific basis, animals were let run wild, and fertilizer was neglected. Although both Washington and Jefferson had worked with their own ideas of the plow, the visiting Englishman said, “By and large, worse ploughing is no where to be seen.”

In England vast changes were taking place in agriculture, but obviously the colonies approach to this age old trade was still behind the times.

One of the most important steps in the development of modern agriculture was taking place during the 18th century with passage of enclosure acts. These acts eliminated common fields and brought animals under better con-
trol. Now a farmer could be independent of his neighbors and could improve his land or his livestock. Over 1,222 enclosure acts were passed between 1750 and 1780, 90 percent more than the fifty years previous. One report showed that during this period of time weight of farm animals doubled and tripled, with oxen increasing from 370 pounds to 800 pounds; calves from 50 to 150 pounds; and sheep from 38 to 80 pounds.

One landlord found a way to make this new found knowledge of agriculture pay off. Thomas Coke of Holkham became somewhat of a celebrity. Coke insisted that his tenants follow the up-to-date methods of production if they rented his lands. As a result, the annual yield on his tenants farms increased and so did Coke's rents. They went up ten fold in forty years. Others followed his lead, which in turn helped upgrade farm production.

During this period, farming in England became a fashionable pursuit. Until the 18th century farming practices had changed little since the middle ages. Fields lay fallow every third year, and cattle were slaughtered in the autumn for lack of winter food. Then "Turnips" Townsend began experiments with crop rotation; Jethro Tull invented a seed drill; Robert Bakewell of Leicestershire by new breeding methods was transforming English sheep from a scrawny, small beast into the plump, fleece-covered animals we know today. His experiments with nutritious grass and root crops assured his cattle fodder during the winter months. With a good supply of beef the year round, the roast beef of England became legendary.

New inventions were to have a profound effect on agriculture. James Watt had patented the steam engine in 1768, and men were thinking of ways to put it to good use. James Hargreave's spinning jenny, which he patented in 1765, was capable of spinning eight to eleven threads at once. Sir Richard Arkwright invented the spinning frame in 1769 which put the cloth industry into factories. At the same time this created a need for more flax and wool, and cotton began to come into prominence.

Of course, all of these changes in agriculture left fewer jobs for the peasant farmers of the past. They now moved to the big cities or caught the boat to America.

But the city dweller was reaping the benefits of this "agricultural revolution," too. Now wheat could be grown almost anywhere in England and the poor could eat white wheat bread along with their roast beef and beer.

The results of these changes in England were not to be felt in this country until after the Revolutionary period. But Americans were able to get the best from two worlds: Independence from the American Revolution; and agricultural know-how from the agricultural revolution in England. These two factors were great steps in creating the great agricultural industry in this country, which is today, two hundred years later, the envy of the world.
Consumer Assistance Available to All Virginians

By Horace R. Hanshaw, Information Officer, VDAC

The Virginia Department of Agriculture and Commerce was established in 1877 as a service agency for the state's farmers, but over the years, VDAC has developed into one of the largest consumer protection departments of state government.

VDAC administers over 65 laws that have been assigned at different times to this agency by the Virginia General Assembly. Of these laws, 28 are directly related to consumer service programs; the other laws relate to the consumer also, but more indirectly.

Broadly speaking, these laws and the accompanying regulations deal primarily with proper labeling, grading, wholesome and unadulterated food products, weights and measures, and plant and livestock health — and the list goes on. The Department regulates paints, gasoline and motor fuels, feed, seed, sod and fertilizer. These, and other items, are inspected by VDAC and samples analyzed in state laboratories to maintain quality and ensure that citizens get their money's worth in the marketplace.

In addition to the Department's many direct consumer services mentioned above, the State Office of Consumer Affairs is a part of VDAC. The Office of Consumer Affairs was established in 1970 by the General Assembly "... as a central coordinating agency and clearing house for receiving complaints by Virginia consumers of illegal, fraudulent, deceptive or dangerous practices and referring such complaints to the state and local departments or agencies charged with enforcement of consumer laws."

During the last fiscal year, Consumer Affairs received over 3,000 formal written complaints and close to 25,000 telephone inquiries. Due to their help in getting refunds and adjusted billings, cancelled contracts, and legal actions taken through the State Attorney General's Office, the State Office of Consumer Affairs calculates that it saved Virginians over $600,000 in the last fiscal year!

The State Office of Consumer Affairs is located at 825 E. Broad Street, Richmond, Va. 23219, telephone 786-2042.

The office also has a toll-free Citizens' Service Assistance telephone to receive inquiries or complaints concerning other state agencies from citizens living outside the Richmond metropolitan area. The number is: 1-800-552-9963. People living in the Richmond area should call the local number, 786-2042.

Roy L. Farmer, director of the State Office of Consumer Affairs, said that although his office is ready to try to help any citizen with a consumer complaint, the first attempt to settle any complaint should be made by the consumer himself. For example, the consumer with a complaint should first contact the person with management responsibility where the product or service was originally bought. In many cases, a misunderstanding can be cleared up quickly at this level. If the complaint cannot be handled satisfactorily at this level, it is then a good idea to write the company that manufactured or distributed the product. A polite letter explaining briefly what has taken place so far, and what the consumer wants the company to do about the problem will often bring about good results. The letter should go to the customer relations department, since most companies have an office with that or a similar name to handle consumer problems.

The person making the complaint should always send the company a copy of all important papers such as contracts, sales slips, cancelled checks, guarantees, agreements and receipts which may be helpful in investigation procedures, but keep the originals and copies of all correspondence with the company. If, after doing these things the consumer still receives no satisfaction, consideration should be given to filing a complaint with an appropriate agency.

In addition to the Virginia Department of Agriculture and Commerce, the State Office of Consumer Affairs, and other state agencies, many localities have established their own consumer problems.

S. Mason Carbaugh, Virginia Commissioner of Agriculture and Commerce (center, rear), discusses consumer concerns with members of local consumer protection agencies and the State Office of Consumer Affairs during a meeting in Richmond.
protection offices (see box for addresses and phone numbers). These local offices are an excellent source of ready, quick help to consumers if there is one nearby. It stands to reason that if a resident of Norfolk has a complaint with a business in Norfolk that the two parties cannot settle themselves, what consumer assistance could be more readily available than that city's own Division of Consumer Protection?

Also, on the local level, many localities have Better Business Bureaus and Chambers of Commerce. These agencies try to help consumers with complaints against businesses and reconcile differences. Look for these agencies listed in telephone directories. VDAC, too, has regional offices located in Fairfax, Harrisonburg, Lynchburg, Onley, Roanoke, Suffolk, Warrenton, and Wytheville. One person in each of these offices is designated to receive consumer complaints. They are listed in the telephone directory under Department of Agriculture. Each county in Virginia has at least one Extension

Mrs. Frances K. Holmes of the State Office of Consumer Affairs, handles one of the many calls she receives each day on the toll-free State Citizens' Assistance phone.

CONSUMER PROTECTION AGENCIES

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<thead>
<tr>
<th>State Office of Consumer Affairs</th>
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<tbody>
<tr>
<td>825 E. Broad Street</td>
<td>Northern Virginia Regional Office</td>
</tr>
<tr>
<td>P.O. Box 1163</td>
<td>8301 Arlington Blvd.</td>
</tr>
<tr>
<td>Richmond, Virginia 23209</td>
<td>Fairfax, Virginia 22030</td>
</tr>
<tr>
<td>Phone: 786-2042</td>
<td>Phone: 573-1286</td>
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<tr>
<td>Office of Community Services</td>
<td>Office of Consumer Affairs</td>
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<tr>
<td>P.O. Box 178</td>
<td>2049 15th Street, North</td>
</tr>
<tr>
<td>Alexandria, Virginia 22313</td>
<td>Arlington, Virginia 22201</td>
</tr>
<tr>
<td>Phone: 750-6276</td>
<td>Phone: 558-2142</td>
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<tr>
<td>Department of Consumer Affairs</td>
<td>Office of Consumer Affairs</td>
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<tr>
<td>4031 University Drive</td>
<td>2400 Washington Avenue</td>
</tr>
<tr>
<td>Fairfax, Virginia 22030</td>
<td>Newport News, Virginia</td>
</tr>
<tr>
<td>Phone: 691-3214</td>
<td>Phone: 247-8616</td>
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<tr>
<td>Division of Consumer Protection</td>
<td>Office of Consumer Affairs</td>
</tr>
<tr>
<td>City Hall, Room 804</td>
<td>Garfield Administration Building</td>
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<tr>
<td>Norfolk, Virginia 23501</td>
<td>15920 Jefferson Davis Highway</td>
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<tr>
<td>Phone: 441-2823</td>
<td>Woodbridge, Virginia 22191</td>
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<td></td>
<td>Phone: 221-4156</td>
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<tr>
<td>Consumer Protection Division</td>
<td>Bureau of Consumer Protection</td>
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<tr>
<td>124 W. Kirk Avenue</td>
<td>Inspections Division, City Hall</td>
</tr>
<tr>
<td>Roanoke, Virginia 24011</td>
<td>Virginia Beach, Virginia 23456</td>
</tr>
<tr>
<td>Phone: 981-2840</td>
<td>Phone: 427-4421</td>
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CITIES OF OFFICE LOCATIONS:

<table>
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<th>Town</th>
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<tr>
<td>Farmville</td>
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<td>Richmond</td>
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<td>Waverly</td>
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Virginia is a state that has many readily available consumer protection organizations. And the Virginia Department of Agriculture and Commerce is pleased to be in the forefront of state agencies in providing consumer services in the Commonwealth.
IF A TRAIN carrying food derails in Virginia, what happens to the food, and who takes care of it? When a person fills his car with gas, who has checked to see that the octane level is what it says it is on the pump? And who is responsible for seeing that a can of dog food is really as nutritious as it claims to be on the label? It's the Virginia Department of Agriculture and Commerce (VDAC), that's who.

Many people are under the erroneous impression that VDAC is geared only to serving farmers and agriculture. While the department is vitally concerned with the welfare of the farmer and the production of food, it also has the objective of protecting the welfare of the average Virginia citizen.

When the department was first established almost one hundred years ago, the majority of Virginians lived and worked on farms. Now, the majority of Virginians are not farmers, with only 20 percent engaged in agricultural pursuits. The department has expanded its services through the years to reflect the changing needs of a population that has moved from being a rural society to being an urban society.

Few people realize it, but VDAC is responsible for the enforcement of over 50 separate laws designed to insure truth in labeling, standards of wholesomeness, food quality, and accuracy in weights and measurers. The regulatory responsibilities of the department affect every Virginia citizen every day. VDAC inspectors work continually behind the scenes to protect Virginians in the food they eat, the gasoline they buy, the seeds they plant and the pesticides they use. Inspectors check these and many other products to insure that they measure up, both in quality and quantity, to basic standards and manufacturers claims. The regulatory laws serve the honest businessman by helping to assure him of fair competition, they serve the consumer by helping to assure him of quality control and truthful labeling of products offered for sale in Virginia.

The policy of the department for enforcing its laws is that a preventive and educational approach is used whenever possible. The regulatory inspectors work closely with the businesses subject to the laws, instructing them in the ways and means of compliance. In order for this to be successful, each inspector must be thoroughly trained in his specific area. For instance, a regulatory food inspector must know a great deal about the processing and distribution of food.

If the department fails to secure the cooperation of the industry through an educational effort, and the industry is found to be in violation of the law, the department proceeds with disciplinary action. The industry in violation is first given an opportunity to appeal the case to the department; if this fails, hearings or court action may be necessary to rectify the violation, resulting in the revocation of a product registration or a fine, or both. It should be emphasized, however, that prosecution is the exception rather than the rule. The department has found the businesses in Virginia to be basically high-calibre and interested in serving Virginians well.

The department also appoints advisory committees composed of trade association representatives and management people from the industries under department regulations. These committees keep VDAC abreast of the problems that the industries may be having, and help determine the best methods for securing regulation enforcement with the least burden. When new regulations are proposed, these committees also advise the department of their probable impact on the particular industry involved. These committees, however, are strictly advisory, and the department is always careful to point out its responsibilities under the various laws.

The regulatory responsibilities are far-reaching, affecting Virginians every day in many things they do.

FOOD INSPECTION

The full range of food inspection by the department covers the handling of food and food products from production through processing and into the grocery cart. Inspectors are continually checking grocery stores, flour mills, slaughtering houses, bakeries, soft drink bottling plants, and vegetable farms. They check not only for purity and wholesomeness, but also for general cleanliness of the area where food is processed, stored, transported or sold.

In disasters, all foods subject to contamination are examined and those found to be contaminated are either destroyed or converted to non-human uses. In all cases, the salvaging, cleansing, and reprocessing is done under the supervision of inspectors.

During 1975, the food regulatory section collected 2,878 samples of food and food products to determine if they were in compliance with the Virginia Food Laws. Of that number, 548 were found to be adulterated or contaminated in some way, and 506,517 pounds of food were either destroyed or denatured. Adulterated or misbranded products may be removed from the market, and the party responsible for the
violations may be prosecuted in court. Last year, charges were brought against 15 firms and/or persons for violations of the Virginia Food Laws. Of the 15 cases tried, 14 were decided in favor of the Commonwealth and one was dismissed on a point of law.

**SEED INSPECTION**

The Seed Law goes back many years, and was passed with the express concern for the farmer and his agricultural seed. In recent years, however, it has been revised to offer protection to the urban consumer and the nursery and forestry industries.

Basically, the law deals with any seed that is offered for sale, advertised, or transported for sowing purposes in Virginia. The size of the seed package makes no difference; it can be the smallest packet or a 100-pound bag.

Seed samples are collected from around the state from among the 20,000 seed dealers in Virginia. The seed laboratory analyzes the seeds to see if they are correctly labeled and if they meet the minimum requirements of the Virginia Seed Laws. The members of the seed lab scrutinize over 9,000 samples per year to make sure that the labels attached to the bags show the qualities of the seeds inside. Their work continually benefits the consumer, whether he plants one hundred acres or a small garden plot. The seeds are checked for content; inert matter, weed seed, or other crop seed, and then they are given germination tests which actually start the growth of the plants so that the roots, shoots, and other plant parts can be evaluated.

**PAINT INSPECTION**

The paint section randomly samples and tests registered products to make sure they are accurately labeled. Annual registration is required for all paints distributed, offered for sale or sold in Virginia. Samples are collected and tested by chemical and physical testing methods in the paint laboratory of the Division of Consolidated Laboratories to determine whether the labels or advertising material pertaining to the paint bear any false or misleading claims. According to the results of the analyses performed during the last fiscal year, 240 of the 857 samples collected were found to be misbranded. Stop sale orders were placed on the misbranded paints, meaning that they could not be sold in Virginia until the misbrandings were corrected.

**PESTICIDE INSPECTION**

Each pesticide sold in Virginia must be registered with VDAC before it can be sold in the state, whether it is to be used by farmers, industry, federal, state or local governments, or by people in their own homes and gardens. Department inspectors purchase pesticides on open markets throughout the state to determine whether the active ingredients are present in the amount stated on the labels or
if the product contains any adulterants or other materials not listed. When a product is found to be in violation of the law, necessary steps are taken to remove it from the market. If circumstances warrant, criminal action can be taken against the shipper. In fiscal year 1974-75, there were 190 samples found to be in violation, and stop sale orders were issued for 50 of those with the more serious violations.

HAZARDOUS SUBSTANCES INSPECTION

Hazardous substances include all substances or mixture of substances which are poisonous, corrosive, irritative, or flammable which can cause personal injury or illness during normal use. State law requires that appropriate warnings be included on all packages if there is a potential danger in their use. The word “Danger” is required on substances which are extremely flammable, corrosive, or highly toxic. The signal word “Warning” or “Caution” is required on all hazardous substances. Products or materials in which there is potential danger must also be labeled as flammable, vapor harmful, causes burns, or absorbed through skin, depending on the material. An explanation of appropriate first aid treatment and proper handling and storage of the material is also required. Misbranded or hazardous substances not meeting the above requirements are subject to stop sale orders or removal orders, and can be seized by VDAC officials.

The Hazardous Substances Section cooperates with the U.S. Consumer Product Safety Commission in efforts that include distributing “Banned Products Lists” to major toy dealers before Christmas; conducting Pre-Fourth-of-July fireworks surveys; assisting in the Poison Prevention Week publicity campaign; and investigating several accident and injury reports.

WEIGHTS AND MEASURES INSPECTION

Weights and Measures officials test and seal weighing and measuring devices to protect the consumer against inaccuracy. Consumers and business concerns alike have a great stake in a good system of weights and measures inspection. Everything that is sold by weight or measure comes under the jurisdiction of the weights and measures officials. The food we eat, the clothes we wear, and everything else we use are weighed or measured one or many times during their manufacture, distribution or sale. Few laws have more impact on our daily lives. Scales and measuring devices can go wrong just as any mechanical device, but, unlike others, when they go bad they give no hint of failure, so they must be frequently tested and serviced. The department tries to maintain an honest balance between the buyer and seller, so the consumer gets what he pays for, and the merchant gets paid for what he delivers.

Fertilizer, animal food — including canned dog food, nursery stock, milk, ice cream and other frozen dairy products, and livestock and poultry also come under VDAC regulations. The department’s great concern in enforcing all if its laws and regulations is to see that products that Virginians use and consume are wholesome and meet their labeled or advertised guarantees.

In order to enforce their regulations, the department must work closely with the Federal and local governments. The activities of the Weights and Measures Section serve as an example of the cooperation between VDAC and local regulatory agencies. At the local level in some Virginia counties and cities, ordinances have been enacted to establish the position of local sealer of weights and measures. The duty of the sealer is to enforce the local weights and measures ordinances, which must equal or exceed the state requirements under the State Weights and Measures Law.

Normally the Department cooperates with the sealer in providing training and making routine surveys within that area to assist the local inspectors when requested to do so for promoting uniformity in methods and procedures.

THE AFFECTED CITIZEN

Each law enforced by the department requires different methods of regulatory activity for the different businesses involved. While the programs may be thought of by some as being strictly law enforcement in nature, these programs serve as much for education and prevention as they do for enforcement. However, when the efforts to obtain compliance have failed, the formal machinery of enforcement through prosecution is invoked.

The Department of Agriculture and Commerce, through its regulatory services, is working continually behind the scenes for both the protection of Virginia consumers and the welfare of the state’s businessmen.

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YESTERDAY, TODAY AND TOMORROW: THE LABORATORY SECTION OF
THE DIVISION OF ANIMAL HEALTH AND DAIRIES

By Maribeth Brewster
Information Technician

Before 1930, diagnostic services were only available from Virginia Polytechnic Institute and State University. From a request by the poultry industry of Virginia to the General Assembly, the Legislature put into law the section of the State Code of Virginia requiring the Board of Agriculture and Commerce to maintain and operate, "at some suitable location in the county of Rockingham, a laboratory for the diagnosis of poultry diseases." The city of Harrisonburg donated the lot and the present laboratory was built and opened in the year of 1942.

The diagnostic laboratory service system expanded when the State Code of Virginia was changed to include, "in the county of Rockingham and in such other places within the State as the Board may determine." A laboratory was set up in Richmond shortly after the opening of the Harrisonburg laboratory. Then in 1948, laboratory buildings were built in Ivor, Wytheville, Warrenton and Accomac. In 1960 the Lynchburg laboratory was opened, bringing the number of laboratories for diagnostic services to seven.

Today the six regional veterinary diagnostic laboratories and the Central Laboratory in Richmond are under the Virginia Department of Agriculture and Commerce's Division of Animal Health and Dairies. These six regional laboratories provide services to all phases of the different agricultural industries as well as aiding local practicing veterinarians with individual cases when time and space allow.

Each laboratory is microbiological in that it is staffed and equipped to perform laboratory disciplines which lead to the detection and identification of disease causing organisms. Each of the regional laboratories is under the overall supervision of the respective District Veterinarian and directly supervised by the Veterinary Bacteriologist. The technical coordination by the Board..." the laboratories moved into the regulatory field as well. During 1966 the Advance Laboratory was formulated within the Richmond Laboratory and began advance bacteriology culture work, histopathological work on all tissues received from each regional laboratory and a very limited attempt at virus isolation studies. Most of the laboratory services covered the basic disciplines up to the year 1966.

It has been during the ten year period from 1966 to today that marked improvements have been made in the Laboratory section's services and results.

Many of the advantages present in 1976 go far beyond those of just ten years ago. One such laboratory discipline is the virology section within the Richmond Advance Laboratory. This had its real initiation in 1967 when an experienced full-time virologist was employed. Since that date the virology section has greatly increased its capabilities of isolation of viruses in cattle, swine and poultry. Both the Richmond Laboratory and the Warrenton Laboratory have the capability of performing the test for equine infectious anemia (EIA) and it is estimated that...
these two laboratories will test in excess of 40,000 horses for EIA this year alone. Four of the laboratories are performing the serological test for the detection of leptospirosis in cattle, swine, horses and other animals using, instead of the original one sero-type, the five serotypes causing the disease. Three of the laboratories perform the card test of anaplasmosis in cattle. The Advance Laboratory is producing the needed antigens for testing such diseases as Mycoplasma and infectious bursa disease in poultry. The various laboratory disciplines are now also applied in the diagnosis of disease problems in exotic birds and animals as well as those other than meat producing animals. The laboratories are a tool of the State Veterinarian to predict, control and prevent the existence of disease in the various animal herds and flocks throughout the state. At any given time, personnel in the laboratories are involved in a continuous sampling and monitoring program to enable the pinpointing of a disease in a particular herd so that the practicing veterinarian will know which vaccine to use to eradicate the disease in the group before the possibility of its spreading to other groups of livestock within the state occurs.

As for the future of the Laboratory section, Dr. Fred W. Rea, Veterinary Program Coordinator, envisions that in the next ten years the Regional Laboratories will still be performing many of the services now being carried on, but he sees a greater trend toward preventive veterinary medicine. Through the laboratory diagnostic services the State Veterinarian would become close to a discipline of education, that is, by laboratory testing to detect disease levels in the livestock and poultry population they can be monitored, thus enabling the institution of disease control programs to prevent losses. This approach will of necessity be tied in with the College of Agriculture and Veterinary Science.

Dr. Rea feels that a strong point in the laboratory in the future will be pathology. Veterinarians working in and through the laboratories will make both clinical and microscopic pathological approaches to disease problems. There will be improved testing to detect and make early diagnosis of diseases in all animals possible by pathologists. And that, as research develops new diagnostic laboratory techniques, as it is sure to do, these new tests will be substituted for those now practiced in order to continue the service of disease detection and prevention.
“PICK-YOUR-OWN”
A GOOD THING FOR VIRGINIA AGRICULTURE
By Virginia B. Duesberry
Program Coordinator-Product Promotion
Virginia Department of Agriculture and Commerce

§ IN THE PAST decade, the pick-your-own method of produce harvesting has become very popular, especially in the Northeastern states, even though it’s not a new concept in marketing. It is, however, a means through which growers increase their net return for a crop by reducing the greater part of labor costs for harvesting, container cost and transportation cost. Usually there is a four-fold advantage for consumers: the source of fresh, good quality produce, education, family recreation, and prices which are likely to be lower at the farm than most other places.

Urban customers do not underestimate the value of a trip to the country. Many enjoy seeing how foods are grown and the fun of taking part in the harvesting. Returning home with quantities of top quality vegetables and fruits for their family’s enjoyment and for canning and freezing is a rewarding accomplishment.

In 1970, Charles Mayes, fruit marketing specialist for VDAC’s Division of MARKETS, ATTENDED A MARKETING MEETING IN Pennsylvania where he learned that growers in that state — who were finding themselves in a tough marketing situation due to cost-price squeeze — had turned to some method of direct marketing such as pick-your-own, farm markets, or roadside markets. He also learned that these growers’ profit and loss statements were now showing a profit. Thus, the idea of such a program for Virginia growers was born.

Mayes knew that organization was a prime prerequisite for success in any venture. He knew too that starting small is often the best way to do it effectively. So in 1971 he called on the apple growers in Amherst and Nelson Counties explaining his plan and inviting them to join in a cooperative program to sell their coming crop direct to consumers. Nine growers agreed to participate. The weather was not at its best that year for such activities, but the growers felt that this method of marketing had potential and most of them decided to stick with it and try to improve their management techniques for the next season.

In 1972 Virginia’s cooperative farm retailing programs for apples expanded to two new areas: Roanoke and Northern Virginia.

This trend continued growing and in 1975 eight direct food marketing programs were in operation in Virginia with over 90 growers participating. In addition to apples, peaches, strawberries, cherries, blueberries and some vegetables were included. Pick-your-own apple sales programs had spread to the Shenandoah Valley area and into the counties of Carroll, Patrick and Caroline. Approximately 2 percent of Virginia’s total apple crop is now being sold through these programs. Strawberries, a drop in the bucket compared to apples, sell close to 100 percent on a pick-your-own basis.

Beginning in 1971 with the Amherst-Nelson area, Mr. Mayes with assistance from others, designed and developed a brochure containing the names of all participating orchards; their addresses and telephone numbers; directions to and/or location of the orchards; hours open; available products and varieties; type of service; and special notes when applicable on scenic information, picnic areas available, tables, etc. The back of the brochures contained a map to each location and an apple buying and picking chart.

Each year, brochures for all areas are updated, added to, and generally improved where necessary. Over 200,000 brochures have been distributed to consumers since 1971 through direct mailing on request, Virginia State Travel Service information offices, libraries, Virginia Tech Extension offices, Bicentennial centers, industrial employee associations, and others located throughout Virginia.

Promotion of the pick-your-own programs has been through newspapers, radio and TV stations, National, State and local magazines, clubs, and special Virginia Tech and VDAC news releases. The news media acceptance and enthusiasm for the total program has been outstanding.

It has taken really close teamwork among the various people on VDAC’s Product Promotion staff and several of Market Development’s staff members to promote pick-your-own fruits and vegetables. It was an entirely new concept in the field of promotion and they experimented during the first couple of years to determine just how to reach the largest number of consumers for the smallest amount of money. Finally, after long hard work, trial and error, and
Another consumer selects from a bin, fruit that has been picked previously by the orchardist. Some orchards offer both programs — "Pick-Your-Own" and "Select-Your-Own."

Various brochures are available for your information.

PICK vol K OWN

Criss, crisp apples
From tree to you
PICK YOUR OWN
And have fun too!

PAGE FORTY-FOUR

VIRGINIA RECORD

Founded 1878

the complete cooperative effort of VDAC's Market Development Section, Product Promotion and Office of Information, along with Extension Agents, Chambers of Commerce, Virginia State Apple Commission, farmers and consumers, this program developed into one of the most ongoing, successful, effective means through which some of Virginia's agricultural production is now marketed.

There will always be some growers and consumers who think of pick-your-own programs as a "salvage" operation. This is a gross misnomer. Most consumers want top quality and quality can, and should, be one of the leading assets in this method of marketing. For its continued success, consumers must be offered "Pick-of-crop" produce.

Naturally, pick-your-own marketing is not for every grower. The farmer becomes a retailer when he markets pick-your-own, and he takes on all the problems that retailers must face including dealing with the general public. Many farmers have not the temperament or the desire for this. But for those who do, the pick-your-own method is well worth consideration.

Looking to the future, Charlie Mayes said indications are for continuing expansion of this method of selling. He cites two big pluses for the program: Virginia's geographical location on the doorstep of one of the nation's largest population centers and her thousands of acres of good farm land located near this center that could profitably be kept in farm use through pick-your-own marketing.

There's no way the story can end here, because on November 12, 1975 Product Promotion and Market Development staff members met with a committee representing the Virginia Christmas Tree Growers Association. You guessed it ... they agreed to promote Virginia-grown Christmas trees. This was unique in that it was our first attempt with a non-edible agricultural product. Ten growers had agreed to participate in what was to be called "choose-and-cut" your own Christmas tree promotion.

With less than a month to go, plans proceeded in a hurry under the leadership of Jack Cooke, marketing
specialist for Market Development. A brochure was designed and printed; media contacts were made; and a news feature went out from VDAC’s Office of Information.

The promotion was received enthusiastically throughout the state and calls were coming in to VDAC from newspapers, radio and TV stations asking for more information. Consumers loved the idea too, and about 4,000 brochures were mailed to them or picked up by them at distribution points.

The annual meeting of the Virginia Christmas Tree Growers Association was held on March 12-13 in Blacksburg. Growers were happy with the results of the promotion and one reported sales of 3,125 trees with only two of these being cut by the owner of the tree plantation. Many additional growers plan to sign up for the 1976 “Choose and Cut” your own Christmas tree campaign which indicates that maybe the surface has just been scratched in retail marketing of Virginia agricultural products.

brochures on seasonal farm retailing of Virginia agricultural food products write to:

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Phone: 786-3951

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to tell the Virginia Story
THE 57th National AGC Convention held in Washington, D.C., March 5-10 was the largest convention ever held in the continental United States. The Associated General Contractors of America is a leading management spokesman in the Construction Industry. Its general contractor member firms account for the great majority of construction put in place in the country each year.

New Officers Installed

Highway general contractor BEN M. HOGAN of Little Rock, Arkansas was installed as President of the Associated General Contractors of America at the association's annual convention. Other officers installed were: S. PETER VOLPE, Malden, Massachusetts—Senior Vice President; LAURENCE F. ROONEY, Muskogee, Oklahoma—Vice President; and, C. RUSSELL RALPH, Topeka, Kansas—Treasurer.

Mr. Hogan is president of Ben M. Hogan Co., Inc. and has been in the construction business for 24 years. He was president of the Arkansas Chapter, AGC in 1962 and has been chairman of the Arkansas AGC Highway Committee for 12 years. Hogan is a National Director of the AGC and has served as: Chairman of the AASHTO-ARBA-AGC Joint Cooperative Committee; and as a member of the Executive, Transportation Policy, Federal Highway Administration, Finance and Open Shop Committees. He has also served as Regional Co-Chairman of the AASHTO Committee for three years and has been a member of the Legislative Committee, Contract Forms and Specifications Committee and the Labor Committee.

AGC Senior Vice President S. Peter Volpe is a building construction contractor from Malden, Massachusetts. He is president and treasurer of the Volpe Construction Co., Inc. and has been actively engaged in construction for the past 39 years.

Mr. Volpe is currently serving as a National Director of AGC and has been a member of the Rules, Ethics, Transportation Policy, Producer's Council, Federal Building Procedures, and many other committees. He was chairman of...
the Association's Building Division in 1972. On the chapter level, Mr. Volpe was president of the AGC of Massachusetts in 1969, and has held a position on the Chapter's Board of Directors since 1960.

Laurence F. Rooney, Vice President of AGC, is president of the Manhattan Construction Co. of Muskogee, Oklahoma. Mr. Rooney has served the firm in many capacities in both the office and the field. He was a vice president for eight years prior to becoming president in 1960.

Mr. Rooney has served AGC at both the Chapter and National levels. He was president of the Oklahoma Builders Chapter in 1960 and 1961. He served nationally as vice chairman of the Heavy-Industrial Division in 1973 and as its chairman in the following year. He has served on numerous committees including the executive committee.

C. Russell Ralph, Treasurer of AGC, is a Topeka, Kansas heavy-highway contractor. He is president of two construction firms, Russell Ralph Co., Inc. and Kaw Paving Co., Inc. and has worked for 37 years in various appointed positions of the AGC.

Mr. Ralph is currently serving as a Life Director of AGC and has been a member of the Finance, Membership, Legislative, Open Shop, and many other committees. He also served as a member of the Consulting Constructors Council of America from 1962 through 1975. On the Chapter level, Mr. Ralph was president of the Kansas Contractors Association in 1954, and also served on the Chapter's board of directors for 14 years. He has been a member or chairman of virtually every committee of the Kansas Contractors Association.

**Division Officers Named**

New Division Officers were elected during the 57th Annual Convention as follows:

- **Building Contractors Division** — James W. Lail, Raines Brothers, Inc., Chattanooga, Tennessee; Chairman; and Richard S. Pepper, Pepper Construction Co., Chicago, Illinois, Vice Chairman.
- **Municipal-Utilities Contractors Division** — P.R. "Rus" Burn, Jr., Burn Construction Co., Las Cruces, New Mexico; Chairman; and Charles H. Au, Roger J. Au & Son, Mansfield, Ohio, Vice Chairman.
- **Highway Contractors Division** — Marvin F. Borgelt, B-TU-MIX Co., Inver Grove Heights, Minnesota; Chairman; and James D. Pitcock, Jr., Williams Brothers Construction Co., Houston Texas, Vice Chairman.
- **Heavy-Industrial Contractors Division** — H.C. Heldenfels, Heldenfels Brothers, Corpus Christi, Texas; Chairman; and H.J. Massman III, Massman Construction Company, Kansas City, Missouri, Vice Chairman.

**Virginia Branch Well Represented**

The Virginia Branch AGC was well represented at this National Convention. Those attending and representing the Branch were as follows: Alex Alexander, Alexander Building Construction, Richmond; Aubrey S. Bass, Jr., Bass Construction Co., Richmond; N. David Kjellstrom, Kjellstrom and Lee, Inc., Richmond; Harold Miller, Miller Bros. of Arlington, Arlington; Ray Miller, Miller Bros. of Arlington, Arlington; Aaron J. Conner, Aaron J. Conner, General Contractor, Roanoke; R.E. "Bobby" Lee, R.E. Lee & Son, Inc., Charlottesville; Joe Creech, J.W. Creech, Inc., Norfolk; Jack B. Bays, Jack B. Bays, Inc., McLean; Larry Conner, Aaron J. Conner, General Contractor, Roanoke; and, Marvin Foster, Walthall Construction Co., Colonial Heights.


In addition to the aforementioned, the following were also present: Robert M. Dunville, Sr., Robert M. Dunville & Bros., Inc., Richmond; and Virginia Branch Staff — James F. Duckhardt, Executive Director, Clarke W. Davis, Assistant Executive Director, and Louis J. Schelter, Director, Municipal-Utilities Division.

**Convention Highlights**

The most outstanding highlight of the convention was an address to the full convention by the President of the United States, Gerald R. Ford. In his remarks, the president referred to the veto of the Common Situs Bill and the current status of the nation's economy. President Ford was presented the...
AGC's highest honor, "The Man of the Year Award."

Other high ranking governmental officials speaking to the convention included: Secretary of the Department of Labor, William J. Usery, Jr.; Secretary of the Department of Commerce, Elliot R. Richardson; and four United States Congressmen — The Honorable John M. Ashbrook (R-Ohio), The Honorable Jim Wright (D-Texas), The Honorable Jack Kemp (R-New York) and The Honorable John J. Rhodes (R-Arizona). Other outstanding speakers included: Greenbay Packers Head Coach, Bart Starr; NBC's Moderator of "Meet the Press," Bill Monroe; President of the American Society of Civil Engineers and Editor of Engineering News Record, Arthur J. Fox; and, one of the nation's leading TV personalities, Lorne Greene.

At the Tuesday Morning Awards Breakfast, National Director R.E. "Bobby" Lee, Chairman of the Board of R.E. Lee & Son, Inc., Charlottesville, was presented a Life Director's Membership and Plaque. Mr. Lee has served on the National Board of Directors for 12 consecutive years. Virginia is proud indeed to have two Life National Directors on the board. the other being Mr. B.F. Parrott, Sr., Chairman of the Board of B.F. Parrott & Co., Inc., Roanoke. Additional Virginians serving on the National Board of Directors include: A.J. Conner, Aaron J. Conner, General Contractor, Roanoke; Robert M. Dunville, Sr., Robert M. Dunville and Bros., Richmond; and N. David Kjellstrom, President of Kjellstrom and Lee, Inc., Richmond. Mr. Kjellstrom who was elected to the post in December 1975, was seated as the fifth and newest Virginia Branch member on the National Board at its closing session, March 10. On Friday evening, March 5, the National Board members were honored by Virginia Branch members attending the convention.

The National Convention's Educational Program was extremely interesting and provided the members with the most current trends in the Construction Industry. Further information on all of the convention activities will be forthcoming from the National Office.

Virginia's Ladies Thanked

Virginia Branch President, S.L. Lionberger, Jr., extends his thanks to the ladies of Virginia who so graciously gave of their time to assist in the Hospitality Room. These ladies were as follows: Ginny Bays; Ida Jean Conner; Lila Conner; Donna Creech; Nickie Duckhardt; Doris Gill; Edie Kjellstrom; Virginia Lee; Rindy Lionberger; Donna Miller; Edna Schelter; and Mary Worley.
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Virginian Among '76 Scholarship Winners

- James David Sittler, a native of Roanoke, was one of the 30 students in the United States receiving the AGC Education and Research Foundation Scholarships. The foundation has committed over 230,000 dollars to 104 students studying Civil Engineering or Construction Centered Programs since its inception in 1969. The winners are eligible for 1,000 dollars per year for up to four years of undergraduate study. The scholarship program is made possible by contributions from members of the Consulting Contractors Council of America, a group of recognized Construction Industry Leaders.

James David Sittler is 19 years of age and attends Virginia Polytechnic Institute and State University. He is a sophomore and his major is Building Construction.

Mr. Sittler graduated from Patrick Henry High School in Roanoke, in 1974, and plans to graduate from Virginia Polytechnic Institute and State University at Blacksburg, in June of 1978. He is a member of the Student Chapter at VPI of the American Institute of Constructors.

In his spare time Mr. Sittler has worked as a Supervisor and Carpenter for Project Home Repair, a non-profit organization that uses volunteer labor to upgrade substandard housing for the poor and elderly.

The Virginia Branch, AGC congratulates Mr. Sittler upon his achievement.
Virginia's Second Life Director Named

AT THE 1976 National AGC Convention held in Washington, D.C., a member of the Virginia Branch became Virginia's second Life Director on the National AGC Board of Directors. R.E. "Bobby" Lee, Chairman of the Board, R.E. Lee & Son, Inc., Charlottesville, has served on the National AGC Board of Directors and various committees for the last 12 years. His exemplary service and dedication to the National AGC Board of Directors has earned for him life membership on that National Board.

Mr. Lee has served the Virginia Branch AGC in many areas for the betterment of the construction industry. He is a past president of the Branch and is currently the chairman of the Saul Horowitz Memorial Fund for the Virginia Branch.

Virginia Branch Member R.E. "Bobby" Lee (right) receives Life National AGC Board Member Award from Bart Starr, former quarterback and current coach of the Greenbay Packers.
THE 15TH ANNUAL Legislative Luncheon was by far the best attended and Congressionally represented to date. Virginia Branch Legislative Chairman, Robert M. Dunville, President of Robert M. Dunville & Brothers, Inc., Richmond, stated in his welcoming remarks, "We are pleased, and I particularly, to be in our Nation's Capital and to honor the Commonwealth of Virginia Congressional Delegation. The Construction Industry of Virginia is extremely well represented here today by members of the Virginia Branch, AGC. Their efforts during the past year exemplify our great interest in the political process here in Washington and throughout the United States."

"I would like at this time to express on behalf of the entire Virginia Branch Membership, its Board of Directors, Officers and Staff, our sincere appreciation to the Congressional Delegation from Virginia for their consistent support of our basic and fundamental philosophy for a strong and free enterprise system.

"Your strong stand against tremendous odds during the Common Situs Picketing Legislative battle is, in our opinion, a most outstanding vote for this great nation recorded in many years. We thank you for your support."

The following members of the Congressional Delegation joined the membership for this outstanding activity:

Senator William L. Scott,
Fairfax
District 1 Congressman
Thomas N. Downing, Newport News
District 3 Congressman
David E. Satterfield, III.
Richmond
District 4 Congressman
Robert W. Daniel, Jr.
Spring Grove

Fifth District Congressman, W. C. Daniel meets State Board of Directors Member, H. H. "Sandy" Frazier, Frazier Construction Co., Altavista.

District Seven Congressman, J. Kenneth Robinson (facing camera) holds the attention of those seated with him.
National AGC Legislative Representative, Warren Richardson, addresses the Virginia Branch membership.

District 5 Congressman
W. C. Daniel, Danville
District 6 Congressman
M. Caldwell Butler, Roanoke
District 7 Congressman
J. Kenneth Robinson
Winchester

A small percentage of the Virginia Delegation had prior commitments for our Congressional Luncheon date and we were extremely pleased to welcome members of their staffs. They are as follows: representing Senator Harry Flood Byrd, Jr. was George W. Shanks, Special Assistant to Senator Byrd; representing Congressman G. W. Whitehurst was his Administrative Assistant, Chuck Fitzpatrick; representing Congressman Herbert E. Harris was his Staff Assistant, Deborah Coppa; representing Congressman Joseph L. Fisher were two of his Staff Assistants, John Miliken and Janice Williams; and representing

Representing Senator Harry Flood Byrd, Jr., was George W. Shanks, Special Assistant to Senator Byrd.

District Three Congressman, David E. Satterfield, III (right) talks with J. L. Rosenbaum, Roanoke Engineering Sales Co., Richmond.

Representing Congressman William C. Wampler, was his Staff Assistant, Tom Adams (left) shown here in conversation with State Board of Directors Member, W. Wayne Utley, Lone Star Industries, Inc., Richmond.

Virginia Senator William L. Scott, addresses the Virginia Branch AGC members present.

to tell the Virginia Story

JUNE 1976

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Congressman William C. Wampler was his Staff Assistant, Tom Adams. The Administrative Assistant to Senator William L. Scott, Jack White and the Administrative Assistant to Congressman David E. Satterfield, III, Gray Armistead, were also present.

The membership of the Virginia Branch, AGC strongly supported this function, held on April 12 at the Sam Rayburn Building. The membership totaled in excess of 70 participating members and the conversations with those involved in the political process were beneficial for not only the Virginia Branch members but for the entire Construction Industry in the State of Virginia.

The National AGC Staff was well represented by the following: Al Holzinger, Director of the Weekly AGC Newsletter; Richard C. Creighton, Assistant Executive Director to National AGC Executive Vice President Jim Sprouse; Chuck Carroll, Legislative Assistant to Warren Richardson; and the National staffer responsible for monitoring the entire AGC Legislative Program, Warren Richardson.

Mr. Dunville in his closing remarks stated, "This has been a most successful, enlightening and beneficial Congressional Luncheon. We are gratified by the attendance of the Virginia Congressional Delegation. We all know this is a very busy time for all of you and we appreciate your time with us.

"To Virginia Branch members, my personal thanks for your support of this activity. As we all know — this is a unified AGC Branch and we have accomplished much by being so. Thank you again for your participation."

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THE VIRGINIA BRANCH AGC is pleased to announce that the National AGC recently provided Certificates of Commendation for No Disabling Injuries to several companies in the Virginia Branch. Those companies having no disabling injuries in the category of 10 to 50 Thousand Man Hours with the Year Ending December 31, 1975, are as follows:

   Charlottesville, Virginia Roanoke, Virginia
   Chesterfield, Virginia Norfolk, Virginia
   Roanoke, Virginia Newport News, Virginia
   Norfolk, Virginia Charlottesville, Virginia
5. Allen M. Campbell Co. 12. Reid & Hope, Inc.
   Tyler, Texas Suffolk, Virginia
   Portsmouth, Virginia Roanoke, Virginia
7. Leo J. Martone & Assoc., Inc. Particular congratulations go to those firms cited for no disabling injuries in the category of 50 Thousand Man Hours with the Year Ending December 31, 1975.
   Virginia Beach, Virginia

Particular congratulations go to those firms cited for no disabling injuries in the category of 50 Thousand Man Hours with the Year Ending December 31, 1975.

   Roanoke, Virginia
2. C. W. Hancock & Sons, Inc.
   Lynchburg, Virginia
3. L. White & Co., Inc.
   Fredericksburg, Virginia
4. Ellis & Company
   Harrisonburg, Virginia
5. Conrad Bros., Inc.
   Chesapeake, Virginia
   Harrisonburg, Virginia
   Manassas, Virginia
   Portsmouth, Virginia
Leadership Conference/Board Meeting

THE VIRGINIA Branch AGC completed on April 20-21 its most successful Leadership Conference and Board of Directors Meeting. The meeting, held at Bryce Mountain, was attended by twenty directors, thirteen committee chairmen, and six district leaders, many of whom brought their wives. The Virginia Branch Staff was represented by: James F. Duckhardt, Executive Director; Clarke W. Davis, Assistant Executive Director; Louis J. Schelter, Director Municipal-Utility Division; and Burton C. Kidd, Director of the Tidewater Region, bringing the total registered in excess of fifty.

On Tuesday evening this group met with the Valley District Membership and their wives. Following a reception and a delicious buffet dinner, Mr. Gene Dedmond, representing Bob Moss, President of the Valley District, presided over the business meeting.

Samuel L. Lionberger, Jr., President of the Virginia Branch AGC, presented to Mr. Sam Shrum an Honorary Membership Plaque in appreciation for his many services to the Virginia Branch AGC. Also President Sam and Dave Reed, Chairman of the Associate Division, spoke to the audience. Both the Leadership Conference and the Board of Directors Meeting were successful. There was much optimism expressed in all areas. The leaders of this Association are enthusiastic and have a positive approach to the problems that might confront the industry and the Virginia Branch.
VIRGINIA BRANCH MANPOWER EDUCATION COMMITTEE ADOPTS

THE NATIONAL AGC SUPERVISORY TRAINING PROGRAM

At the Spring Board Meeting at Bryce's Mountain Resort, Basye, Virginia, the Virginia Branch Manpower Education Committee, chaired by Barry Bowles, Vice President of Stanley W. Bowles Corporation, Martinsville, announced that the committee had formally adopted the National AGC's Supervisory Training Program (STP) for its educational endeavors. The program has been well received throughout the country and the committee felt that the superintendent being the "front line" would be the individual to concentrate on in the Educational Program.

BACKGROUND

The AGC Supervisory Training Program for Superintendents actually got its start many years ago. Contractors have been talking about the need for such a program for as far back as some current AGC people can remember. It moved from the talking stage however, in early 1974, when the AGC National Construction Education Committee initiated a feasibility study and preliminary development of the program. Funding and contracts to the Iowa State University Engineering Research Institute were provided by the AGC Education and Research Foundation.

Success of these efforts resulted in additional funding by the Foundation for development of "specifications" for the ten program courses. Considerably more involvement by contractors nationwide was also seen; as well as the addition of the development team of "CERF," the Construction Education and Research Foundation of Oregon State University. These specifications are now nearly complete and it is anticipated that actual development of the first two training courses will commence by mid-1976.

PROGRAM PHILOSOPHIES

The Supervisory Training Program is being developed specifically for the construction industry and by the construction industry. It will be a fully packaged, self-contained, and professional program to train existing superintendents and those foremen that aspire to be superintendents. The program will be provided on a training format (specific skills) rather than an education format (general information). It will fill the gap that exists for training middle line supervisors in the construction industry.

It will be standardized to the degree necessary to assure its quality on a national scale but will also be flexible enough to allow for local input in some areas. It will be valid since it is being developed with input from construction people throughout the U.S., including superintendents themselves.

THE COURSES

There will be ten courses developed for the program. Of the ten, six will be required (for certification) and two of the four elective courses must also be taken. The required courses are: 1. Construction Supervision, Leadership & Motivation; 2. Oral & Written Communications; 3. Construction Problem Solving & Decision Making; 4. Interpretation of Drawings & Documents; 5. Construction Planning & Scheduling; and 6. Construction Cost Awareness & Production Control. The Elective courses are: 1. Construction Safety & OSHA; 2. Construction Employee & Labor Relations; 3. Construction Productivity Improvement; 4. Construction Project Organization & Control.

The first two courses to be developed in 1976 are:

Construction Supervision, Leadership and Motivation

The general goal of the course is: This unit will expose each participant to desired competencies and professional skills in leadership and motivation. As an outcome, participants will analyze their own supervisory style and make their own internal adjustments for new leadership and construction supervision situations. The general aim of this unit is to aid in increasing self confidence while decreasing the frustrations in supervising other people. The participant will be able to do such things as: prepare a personal set of employment goals, leadership skills, and objectives for personal developments; and match various examples of behavior to the human needs, wants, and attitudes.

Construction Cost Awareness and Production Control

The general goal of the course is: This...
All brick are not alike.

There's no better proof than Sanford's Edenton Handcraft. The top of the Sanford line. Edenton Handcraft has a beautiful handmade look and texture that captures the authentic spirit of colonial Williamsburg. For beauty, durability and versatility, Edenton Handcraft compares favorably with brick costing $200 per thousand, but sells for just a fraction of that amount.

Edenton Handcraft is just one of hundreds of outstanding colors and textures skillfully produced in the Sanford kilns.

Selection . . . the opportunity to exactly satisfy your personal taste and lifestyle . . . has made Sanford Brick a favorite with Southern homebuilders.

Discover Sanford Brick & Tile . . . We help you discover yourself.

The Supervisory Training Program will progress as fast as funding acquisition will allow. At present, it appears that enough funds will be available to develop two courses within the next year if contractor support continues. Fund raising will continue over the next two to three years or until all ten courses have been developed. Some funds will also be generated through sale of the early courses as they are developed.
WITH THE GRAND OPENING of the Western Regional Office on March 18 in Roanoke, the Virginia Branch now has three Regional Offices. The Roanoke opening was highlighted by Roanoke Mayor, Dr. Noel C. Taylor cutting the ribbon to the office. The presidents of the three districts primarily served by the Western Region office were also present — Q.M. Tomlinson, Roanoke; Ed Cothran, Central; and Russell Jobe, Southwest.

The District Offices are:
- Tidewater Region
  210 East 21st St.
  Norfolk, Va. 23517
- Northern Virginia Region
  6849 Old Dominion Dr.
  McLean, Va. 22101
- Western Region
  First Federal Building
  Room 506
  Roanoke, Va. 24011

In establishing the offices, the board of directors felt it would greatly increase the effectiveness of the association. It shortens the lines of communication and brings the AGC nearer to all of its members. This is another effort by the board to better serve the members.

CONSTRUCTION PROJECT MANAGEMENT SEMINAR

ON APRIL 22 and 23, the Virginia Branch AGC sponsored a seminar on Construction Project Management. The program was led by Ray F. DeBruhl, P.E., a member of the faculty of the Civil Engineering Department at North Carolina State University. Mr. DeBruhl has a Bachelor of Science degree and a Master's degree in Civil Engineering. He served with the military from 1956 through 1958 as a nuclear efforts engineer with the Corps of Engineers. He has an extensive background with construction firms as an engineer and a consultant and is a member of the American Society of Consulting Engineers and the American Society For Engineering Education.

The seminar was a practical, down-to-earth program on the fundamentals of project management with Critical Path Methods (CPM). The program was designed for field supervisors, who have the responsibility for planning, scheduling, and controlling construction projects and who are interested in learning the fundamentals of CPM and how to use this effective project management tool.

The meeting was well attended by Virginia Branch members, as is indicated by the list of participants below:

Tim A. Handy
J.B. Moore Electrical Contractor, Inc.
Lynchburg

L.G. Eliason
Shirley Construction Company
Portsmouth

Leonard A. Brooks
Taylor & Parrish
Richmond

Peter I.C. Knowles
Taylor & Parrish
Richmond

George W. Jones
The Howard P. Foley Co.
Richmond

Carl L. Murphy
The Howard P. Foley Co.
Richmond

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(Please turn the page)
CONSTRUCTION PROJECT MANAGEMENT SEMINAR OUTLINE

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Underground Location Service

ON APRIL 1, 1976, the Roanoke Valley Underground Location Service began its official operation at a ceremony held at the Roanoke Civic Center. Over 200 people attended the opening of the service and the Virginia Branch, AGC was the host of the Coffee Hour.

The service is a coordinated action among utility companies of the city, county, and Salem to provide a central office which contractors may contact prior to initiation of work, to determine the location of all underground lines. The principal speaker for the ceremony was William B. Hopke, President of William B. Hopke Company, Inc., Alexandria. Mr. Hopke is a member of the Virginia Branch, AGC, and is National Vice President for the National Utility Contractors Association and one of the leading Municipal Utility Contractors in Northern Virginia.

Officials of the AGC Branch attending the function included: State President Samuel L. Lionberger, Jr.; Roanoke District President Q.M. "Tommy" Tomlinson; Virginia Branch Past President and currently a National Board Member Aaron J. Conner (Mr. Conner also serves as the chairman of the Municipal Utility Division); Municipal Utility Staff Director Louis J. Schelter; and Assistant Executive Director for the Virginia Branch, Clarke W. Davis.

The Underground Location Service is an activity developed to help not only the contractors doing site work but also to protect the general public. The one phone call concept allows the general contractor to locate, prior to any underground digging, all of the utility lines placed in the area. Before the initiation of this type of service, water mains were broken, electrical lines were ripped up, telephone lines were damaged and had to be repaired, but the most dangerous accidents were perhaps those which involved gasoline underground utilities.

The Underground Location Service in Roanoke is just one of the many new services instituted to protect the general public and to serve the construction industry.

Present for the Ceremony were: (l-r) Q.M. "Tommy" Tomlinson, Roanoke District President, Virginia Branch, AGC; State President Samuel L. Lionberger, Jr.; Branch Municipal Utility Division Director, Louis J. Schelter.

Also present were (l-r) Aaron J. Conner, Virginia Branch Municipal Utility Division Chairman, and the Principal Speaker, William B. Hopke, William B. Hopke Co., Inc., Alexandria, pictured here with State President Samuel L. Lionberger.

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to tell the Virginia Story

JUNE 1976

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VICA Contests - Carpentry and Cabinet Making

ON SATURDAY, APRIL 3, at Roanoke, the Virginia Branch AGC sponsored and conducted the Statewide Vocational and Industrial Clubs of America (VICA) State Olympic Skill Contests in Carpentry and Cabinet Making. The Branch furnished all the materials and developed the “Hands-on” and written contests. The chairman of the judges for the carpentry contest was Roanoke District President Q.M. “Tommy” Tomlinson. He is president of Q.M. Tomlinson, Inc. The following individuals served as judges with “Tommy”: Clarence C. Aliff, General Superintendent, Q.M. Tomlinson, Inc.; Sigfred L. Larson, Job Foreman, Q.M. Tomlinson, Inc.; and Jack L. Gordon, Construction Superintendent, S.L. Lionberger Company.

The chairmen for the Cabinet Making and Millwork Contests were: D. Ray McCune, Assistant Manager-Construction Department, Hodges Lumber Corp.; and Russell Weber, Superintendent, Hodges Lumber Corp.

This was the first year for the Cabinet Making and Millwork contests for the State of Virginia. We anticipate greater interest in this activity in the years ahead. Eight contestants from throughout the state participated in the Carpentry contest and for the second year in a row, the winner was from the Winchester area.

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PAGE SIXTY-FOUR VIRGINIA RECORD Founded 1878
IN EARLY FALL OF 1972, Ballou and Justice, Architects and Engineers were selected by the Virginia Independence Bicentennial Commission to design a Bicentennial Center for Yorktown, Virginia to be known as the Yorktown Victory Center.

Nick and Mary Mathews of Yorktown, operators of the famous Nick's Seafood Pavilion, offered a site on Route 238 adjacent to Yorktown consisting of twenty-one acres. The final decision was made to accept this offer in lieu of several other sites, due to its location and adaptability and to the requirements for the Bicentennial Center.

The Bicentennial Commission authorized Design and Production of Alexandria to work with the architects in the design and layout of the exhibit areas. E. and E. G. Wilson of Surrey, England were selected to work with Design and Production in the design, and also in securing artifacts from England.

Kenneth R. Higgins of Richmond was selected as landscape architect to aid in the development of the property adjacent to the building.

On August 20, 1973 the architects presented a preliminary site plan and proposed interior design to the Virginia Independence Bicentennial Commission. This was followed on October 12, 1973, by a presentation of models of the exhibit areas to the VIBC.

Plans and specifications were finalized on the building proper and after bids were received, the contract was awarded to the low bidder, Kenbridge Construction Co., Inc. of Kenbridge, Virginia on September 18, 1974. Clearing of the site began and construction started shortly thereafter.

On March 31, 1976 a dedication ceremony was held. The building was opened to the public on April 1, 1976.

A well-lighted parking area has been provided for 700 cars and space is provided for tour buses. In addition, the Virginia
Independence Bicentennial Commission provides double-decker London buses which follow a route on a regular schedule through Yorktown to the National Park Service Visitor Center and then return to the Victory Center. In areas between the Victory Center and the marshes which surround the property, paths and picnic tables have been provided.

The exterior of the building is of red brick with a standing seam metal roof. To obtain the necessary heights for the activities within the building, laminated wood trusses have been used for the roof structure with wood decking spanning from truss to truss. This deck is covered with acoustical tile. A large brick terrace on the east side of the building provides an excellent view of the marshes, York River, and portions of Yorktown.

Leaving the parking area, the visitor will notice a lighted kiosk showing a map and details of the Washington-Rochambeau route of march from Mount Vernon to Yorktown in 1781, before the siege of Yorktown. This was donated by the French government.

As visitors approach the building, they enter through a flag court consisting of flags of the original thirteen colonies. At the base of each flagpole is a bronze plaque which bears the colonial seal and state seal of each of the thirteen. Adjacent to these flagpoles are three 60 foot flagpoles from which fly the flags of the United States, Great Britain, and France.

One finds on entering the center, a very large lobby, containing an information and ticket desk, gift shop, and one of Rochambeau’s cannon used in the battle of Yorktown. This cannon is one of two loaned by Virginia Military Institute to the Victory Center for display.

Adjoining the lobby is the Fife and Drum Snack Bar and restaurant. This area has been designed with a rotating food service counter, known as Circle-Serv. Adjacent to the lobby also are toilet facilities and a first aid room.

From the lobby, the visitor enters a colorful exhibit area. Liberty Street consists of a narrow winding lane faced on both sides with Colonial house fronts from which emanate sounds of activity: conversations, children playing, dogs barking, and horse-drawn vehicles.

One of the areas entered from Liberty Street is the interior of a Colonial newspaper. A replica of the original press used is on display, and the editor of the Virginia Gazette can be
seen and heard displaying his feelings about the colonies and their relationship to the British Crown. Many animated and audible displays continue along Liberty Street and up the ramp to the entrance of the museum.

A museum of art and memorabilia displays a rotating selection of documents, paintings, drawings, and artifacts. The center of interest in the museum is the throne of King George III. Most museum items have been obtained on loan and will be replaced from time to time with additional artifacts. The British and French governments have been generous in lending items for display, as have museums and individuals in the United States and abroad.

Leaving the museum area, one enters the foyer to three motion picture theaters, each seating 120 persons. The purpose of the three is to allow for the visitor a continuous showing of an orientation film “The Road to Yorktown,” running 28 minutes. It was produced by David Wolper and Associates of California for the Virginia Independence Bicentennial Commission.

Exits from the theaters lead to the outdoor waiting area, where visitors board double-decker London buses for a tour of Yorktown. The price of admittance to the Center includes bus service, with stop-offs along the way.

There are some areas of basement which provide spaces for mechanical equipment, the Museum Curator’s office, workshop and exhibit storage, while the second floor contains a general office, private offices, a conference room, toilet and locker room facilities for employees and costumed guides.

The Bicentennial Commission is chaired by Lewis A. Mc-
Murran. Parke Rouse is Executive Director and Mrs. Jackie Taylor is the Assistant Director.

The building cost approximately $3,000,000, and numerous companies and individuals donated services and materials. The Armed Forces and civilian volunteers provided many man hours of labor using their equipment.

Kenbridge Construction Co., Inc. of Kenbridge acted as general contractor and handled foundations, concrete and carpentry.

Subcontractors & Suppliers
Richmond firms were: Ward & Stancil, Inc., excavating; E. S. Chappell & Son, Inc., caulking; Ar-Wall, Inc. of Virginia, roofing; Economy Cast Stone Co., stone work (corner stone); Miller Manufacturing Co., Inc., windows & millwork; Modern School Equipment, Inc., projection screen; M. P. Barden & Sons, Inc., painting; Pleasants Hardware, weather-stripping; A. Bertozzi, Inc., plaster; and, Roanoke Engineering Sales Co., Inc., steel doors & bucks, toilet partitions, accessories & flagpoles.

From Hampton were: Walker & Laberge Co., glazing; The Tile Shop, ceramic tile; Southeastern Tile & Rug Co., Inc., resilient tile; and, Warwick Air Conditioning, Inc., plumbing fixtures, plumbing/air conditioning/heating/ventilating.

Newport News firms were: Glisson Masonry Corp., masonry; Davenport Insulation Corp., Inc., insulation; and, Wright Electric, Inc., lighting fixtures & electrical work.

From Norfolk were: John H. Hampshire, Inc., acoustical, Westinghouse Electric Co., Inc., elevator; and, Seaboard Paint & Supply Co., hardware supplier.

THE RURAL POINT Elementary School, located in Hanover County, was completed in August 1975. Leadbetter Buildings, Inc. of Ashland was general contractor for the highly flexible, one-story masonry facility, designed by Gordon B. Galusha, AIA.

Primary structural system for the school consists of load bearing masonry walls with interior steel columns which were designed into the classroom non-bearing partitions. The entire acoustical ceiling system was installed above the interior partitions, thus allowing the school to adapt partition arrangement as needs dictate.

Compact exterior design afforded the ability to produce the maximum interior utilization. The simple, but effective, exterior appearance is a prelude to a number of innovative modular classroom concepts, such as illustrated in the photograph showing a recessed, semi-circular portion of a classroom designed to achieve and maintain productive student-teacher rapport. A raised stage at one end of the cafeteria provides another dual purpose area.

Additional features of the building include: complete air conditioning; terrazzo flooring; steel windows; and suspended acoustical ceilings. A Media Center, Unit Kitchen and the classroom equipment were specially designed to continue the flexibility available throughout the school.

The general contractor, Leadbetter Buildings, Inc., handled excavating, foundations, concrete work, carpentry and waterproofing.

Subcontractors & Suppliers
(Richmond firms unless noted)
Lee Hy Paving, paving; Boschen Masonry, Inc., Ashland, masonry; Holmes Steel Co., Ashland, steel & steel roof deck; Bowker & Roden, Inc., reinforcement steel; Custom Fence Co., fencing; Richmond Roofing Co., Ashland, roofing; Stonnell-Satterwhite, Inc., marble, ceramic tile & terrazzo; and, Courtenay C. Welton, Hope’s steel windows.

The first four-auditorium theatre complex to be constructed in this area opened Friday, January 30, 1976. Valley Cinema 1, 2, 3 & 4 opened its doors to the movie-going public offering four different pictures at the same time.

Located on Apperson Drive between Roanoke and Salem, the theatres are owned and operated by Consolidated Theatres, Inc., of Charlotte, N.C. The company also runs the Grandin, Jefferson, Lee and Lee-Hi Drive-In Theatres in the Valley. Sam Craver, Jr., President of Consolidated and a former resident of Roanoke has announced that Ralph Hoskins, present manager of the Lee-Hi Drive-In Theatre will assume management of the Multi-Theatre.

The theatre is sited on a 4-acre tract of land adjoining the Lee-Hi Drive-In, and has its own front door parking lot with a capacity in excess of 250 cars.

The auditoriums consisting of 350, 300, 250 and 200 seats are unique in that they do not adjoin one another as multi-complex theatres do. Three of the auditoriums will have a central projection booth with the largest one having one of its own. Total automation is featured in the projection areas with the very latest in projection and sound equipment being installed by Standard Theatre Supply Co. of Greensboro, North Carolina.

The general contractor for the project was O. M. Tomlinson, Inc. of Roanoke. The interior design of the buildings was by Diane Hazzard of Charlotte, N.C., and the Project Architect was Bill Murphy of Brookbank, Murphy and Shields, architects of Columbus, Ga.

To give a feeling of unity, the interior design of the new multi-theatre continues the same clean contemporary lines of the exterior architecture.

As you enter the theatre, the exterior enters with you as the exterior walls extend through the glass front into the central lobby. Once inside the octagon-shaped lobby of bright warm colors, angled textured walls, and vaulted ceiling, there is a feeling of excitement.

A related color scheme of bright oranges, gold, browns and moss greens was used in the central lobby to create an exciting and inviting atmosphere. Mohawk's "Ghiradelli Square," a colorful woven carpet of gold, orange, and olive was used in the central lobby and extended to each auditorium and down the aisles. To tie in this carpet, russet wall carpet was used in each auditorium's foyer, accenting the areas and also aiding the acoustics. The massive white octagon-shaped concession stand in the central lobby was designed to serve all auditoriums effectively. To visually soften this area, a moss green grasscloth was used on the backwall. The lobby's furnishings and accessories once again follow the clean contemporary lines. Benches, by Monarch Furniture Company, covered
in a chocolate brown naugahyde, provide seating for the central lobby. A colorful woven tapestry by Cabin Craft and various planting arrangements add warmth and comfort to the lobby seating areas.

Comfort was the key word for the interior design of the auditoriums. Each auditorium is unique in its own way. Custom designed draperies which wrap around the entire wall areas and stage, give each auditorium a spacious feeling. The colors are more subdued oranges, moss greens and golds, with each auditorium having a different color. The seating, by Massey Seating Company, is upholstered in a soft chocolate brown fabric, which blends with the other colors.

To sum up the interior description, the complex, is a colorful and exciting environment which will provide entertainment for the entire family.

The general contractor, Q. M. Tomlinson, handled foundations and carpentry.

Subcontractors & Suppliers
(Roanoke firms unless noted)
Joe Bandy & Son, Inc., excavating; Concrete Ready Mixed Corp., concrete; Thompson Masonry Contractors, Salem, masonry contractor; Lightweight Block Co., Inc., masonry supplier; Structural Steel Co., steel; Leonard Smith Sheet Metal & Roofing, Inc., Salem, roofing; PPG Industries, window walls & glazing; and, Hundley Painting & Decorating Co., Inc., painting.

Also, Acoustical Services, Inc., Salem, acoustical & resilient tile; Feather Tile Co., ceramic tile; South Roanoke Lumber Co., millwork; Skyline Paint & Hardware, Inc., steel doors & bucks & hardware; Jarrett Electric Co., Inc., lighting fixtures & electrical work; Dickerson-Trent, Inc., plumbing fixtures & plumbing; Bud Weaver Sheet Metal Co., air conditioning, heating & ventilating; Stanford & Inge, Inc., signs; S. R. Draper Paving Co., Inc., paving; and, Standard Theatre Supply Co., Greensboro, N.C., carpet & theatre equipment.
The Joint Cooperative Committee is composed of: Virginia Chapter, The American Institute of Architects; Virginia Branch, Associated General Contractors of America, Inc.; Consulting Engineers Council of Virginia, Inc.; and The Virginia Society of Professional Engineers. These organizations have joined in presenting to the business community of Virginia, the Construction Industry Guidelines which their agencies have adopted.

This publication is offered to provide the various segments of the building industry with logical solutions to industry related problems in the form of guidelines which clearly delineate the functions, duties, and expected performance levels to which those in the building industry should adhere in order that all segments can work harmoniously, efficiently and cooperatively. They can also serve to acquaint a prospective owner with what is considered to be fair and equitable practices in the construction process.

The guidelines set forth herein are not intended to supplant the responsibilities of contracting parties; nor do they preclude adjustments in order to safeguard or control a given contract; for in the final essence these conditions must be established to suit the individual needs of each project as set forth in documents for that specific contract.

These recommendations have made reference to various AIA documents and forms, since they are widely accepted throughout the Construction Industry and are generally available in most localities. Similar documents and forms sponsored by other technical and engineering societies may be used when they are deemed to better serve the objectives of the Contracting Parties.

Throughout the year of 1976 the guidelines in their entirety will be presented to the Virginia business community. It is our hope that they will be beneficial to all who peruse them.

In this edition of the Virginia Record we present for your information the Construction Industry Guidelines on: (12) Construction Completion Schedules Related to Building Costs; (13) Waiver of Lien Procedure; and (14) Shop Drawings.
Construction completion schedules related to building costs

The practice of establishing construction completion schedules that are impossible to meet on a normal, straight time, hourly rate basis should be discouraged. Such practices have been found to disrupt the economy and the availability of labor in the local area, and ultimately be detrimental to the entire construction industry and the national economy. There are two situations where these practices have been found:

1. in unrealistic completion scheduling for contracts let by competitive bidding, and
2. in negotiated contracts of the type where construction costs are disregarded in lieu of an owner’s personal or corporate motivations.

CONTRACTS BY COMPETITION:

Unrealistic completion dates, coupled with exorbitant per diem charges against the contractor for failure to comply, impose severe financial burdens and undeterminable risks on the contractor, and further, the owner pays more than the building is worth with no guarantee that the job will be completed by the stipulated deadline. Some of the reasons are:

1. To cope with an unrealistic completion schedule, the contractor must do everything he can to attract adequate labor from the current short supply of workmen, and he must add to his proposal the per diem costs for the days he will overrun the completion date. Obviously, he must calculate, too, the premiums resulting from overtime work rates, which run from one and a half to two times the normal rate.

2. A disparity in bids will also result, since no two bidders will evaluate in the same manner the unknown and uncontrollable factors. The essence of proper bidding is an accurate estimate of determinable costs within the power and judgment of the bidder. Unrealistic completion schedules and per diem charges also force the bidder to guess as to the availability of materials and equipment, over which he has no control. Thus, another premium cost must be calculated.

3. Disputes and endless paper work result from claims for extensions due to causes outside the scope of the penalty contract.

NEGOTIATED CONTRACTS:

The principal offenders are the large industrial entities who decide, in order to meet production schedules, that they must have a project completed by a certain date regardless of cost. To accomplish their goal they willingly pay higher than normal market prices for equipment, materials and labor.

General Comments:

In both the contracts by competition and those negotiated, the following are examples of what is happening:

1. Due to the necessity of working overtime, the labor productivity for all hours worked is reduced as much as 28%. Statistics show a reduction in productivity as the amount of overtime is increased.

2. Labor markets in the immediate area are seriously disrupted because overtime projects syphon labor from those on straight time. Transient, and usually less efficient, labor is drawn to the area by the high wage labor.

3. Labor becomes accustomed to lower efficiency and premium overtime rates and uses it as a cudgel to demand higher wages. This can only accelerate the inflationary wage spiral. Moreover and to the detriment of the national economy, these inflationary wage spirals in turn spill over to all other industries.

Recommendation:

On construction contracts to be let under the principles of competitive bidding, it is recommended that the owner’s representative consult with the architect/engineer and qualified prospective contract bidders to establish a realistic completion schedule. The Joint Cooperative Committee further calls on the entire construction industry to condemn contracts where the objective is to complete a project as soon as possible, regardless of price, and where it is thus detrimental to local, regional, and national economies.
waiver of lien procedure

It is recommended that the following procedures be followed by the General Contractor.

The initial request for payment should list all subcontractors and suppliers requesting payment.

The second request for payment, and all subsequent requests, should be accompanied by a certification that all payments have been made to subcontractors and suppliers shown on the prior payment list and also any additional subcontractors and suppliers requesting payment.

Request for final payment should be accompanied by a waiver of lien. The appropriate forms of the AIA are recommended for this usage.
shop drawings

PRIME CONTRACTOR:

A. Schedule of Submissions:
Within thirty (30) days after the award of the contract, the prime contractor shall prepare a schedule of specific target dates for the submission and return of architect/engineer reviewed shop drawings required by contract documents. The schedule should be divided into construction categories. Unless items are otherwise particularly listed, it will be understood that all shop drawings for interrelated items will be submitted at approximately the same time. A progressing item, such as reinforcing steel, may be listed separately in stages of submission. Not less than two weeks shall be allocated to each submittal for processing by the architect/engineer. The shop drawing schedule together with a correlated construction progress schedule and a proposed list of manufacturers and suppliers will be submitted to the architect/engineer for approval.

B. Channel of Submission:
Shop drawings must be processed to the architect/engineer through the prime contractor.

C. Review and Approval:
The prime contractor must see that the shop drawings for construction and equipment comply with the requirements of the contract documents. Shop drawings, which are incomplete or are not in compliance with the contract documents, shall not be submitted to the architect/engineer for review. The prime contractor shall place his stamp of approval on all shop drawings submitted to the architect/engineer to indicate compliance with the above.

ARCHITECT/ENGINEER'S REVIEW AND APPROVAL:
The architect/engineer shall make sure the specifications clearly define the items requiring submission of shop drawings. Where specifications call for approval, the architect/engineer shall review shop drawings to determine conformance with the design concept of the project and return them to the prime contractor within the period established in the shop drawing schedule, marked, "Approved," "Approved as Corrected," "Revise and Resubmit," or "Not Approved."

Where corrections or revisions are requested or shop drawings are "Not Approved," the architect/engineer shall indicate the reasons for such action.

The architect/engineer may hold shop drawings only in cases where partial submissions cannot be reviewed until the complete submission has been received or where shop drawings cannot be reviewed until correlated items affected by them have been received. When such shop drawings are held up by the architect/engineer, he shall so advise the prime contractor in writing that the drawings submitted will not be reviewed until all related items have been received.

The specifications shall contain a reference that no portion of the work requiring a shop drawing will be permitted to start until the submission has been approved by the architect/engineer. Changes or modifications to the contract documents should not be initiated by corrections to the shop drawings.

SUBSTITUTIONS AND MODIFICATIONS:
In the instance of a substitution item, the prime contractor's check should verify that it will fit into the space allocated to the originally required item. Where modifications to the contract documents are proposed, the prime contractor must indicate such deviation in writing in his submittal. If the modifications and/or substitutions are approved by the architect/engineer, the contract documents shall be appropriately modified to incorporate said approval.
Accident Prevention — Keeping the Man on the Job

Ed. note: The following is the text of a speech given on May 20 by Charles H. Shaw, Jr., AEP, Vice President of Thompson-Arthur Paving Co., Greensboro, N.C. The speech was given at the Forty-sixth Annual Statewide North Carolina Industrial Safety Conference, held at the Royal Villa Inn, Greensboro, N.C.

It is a pleasure for me to have been invited to participate in the Annual North Carolina Statewide Industrial Safety Conference to discuss accident prevention and how to keep a man on the job.

Thompson-Arthur has for many years actively participated in safety award programs. In the last decade we have earned over 100 awards locally and nationally. For example, in the AGC Safety Program, our record over a ten-year period covering more than fourteen million manhours reveals a frequency of 1.63. In addition we have also earned many first place AGC awards in the Group A Highway Division at both our Chapter level and the National level, and eleven awards of honor from the National Safety Council. In 1969 we won the coveted H.B. Alexander Award and received this award again for the year 1972. Our record in recent years for high-frequency injuries has also qualified under the North Carolina Department of Labor Accident Prevention Program for the fifteenth consecutive year.

I am not going to go into arguments for or against OSHA, as I believe most of us have been exposed, or over-exposed, to this during the past five years or so by experts. I will say, however, that much of the initial apprehension regarding OSHA, in our opinion, has not been entirely justified.

We believe as we did when OSHA came into being that a company that has established good, sound safety and personnel programs will not have a lot to worry about as far as OSHA is concerned.

Of course just setting up a safety and personnel program without proper follow-up and support of management is doomed to failure. Once you set up your safety and personnel programs, you will soon discover that the programs must be sold to all of your employees continuously.

In helping us to keep our men on the job we have found after sixteen years of continuous experience that a pre-placement physical examination for all of our employees and close contact and liaison with our company doctors have been the biggest factors in helping us deal effectively with this very knotty problem.

In addition to this, we find the Z.16 standard to be most helpful in determining whether or not we have a disabling injury on our hands and whether or not it is a lost time injury. By using the standard, we have a yardstick that can be used to our advantage in many areas that are not clear-cut, such as back injuries, hernias, sprains, etc.

The company doctor can be very helpful in furnishing his medical opinions in writing as to whether or not an employee is able and capable of returning to his regular job or to light duty. Of course, initially the pre-placement physical examination can be an invaluable tool in screening out poor safety risks before they are employed.

In our company we require a good medical and occupational history and clinical examination, including blood test, urinalysis and chest x-ray. We use a visual screening instrument known as the Orth-Rater, which tests balance in the eyes, a man's ability to see depth and his color vision. To help us further, we also have a policy of retesting and re-examining our employees every two years, our executives every year.

To give you an example of what I am referring to regarding the written medical opinion of a doctor; say, for example, an employee comes to work for you on Monday and on Tuesday he complains of a back problem. We have had this to happen on numerous occasions over the years. Perhaps he has hurt his back over the weekend or some other time off the job but claims he has hurt it on the job. What we do in these cases and similar cases is to require a complete investigation of the alleged back injury. We require the foreman, superintendent, safety engineer, and employment department to come up with all the facts they can about the employee. We then send him to our company doctor, who looks him over physically. In some cases, we find that the man has not stated his claim accurately and that he either had a pre-existing condition, hurt his back off the...
job, or he was simply trying to use us to file a claim. In the case of the back, if our investigation shows that the employee clearly had an accident on the job such as a slip, trip, fall or sudden movement, or blow to the back, and in the opinion of our doctor this is true, we are liable for the accident. But, in a great many cases this is not so and the opinion of the medical doctor, stated in writing, cannot be over-emphasized. Once we have written a medical opinion regarding the employee's back, if we find we have not been told the truth, the man is discharged. I would say the key to most of these cases is a complete and thorough accident investigation by responsible individuals in the company in close cooperation with the company doctor.

Another technique we find effective in assisting us in our on-going accident prevention program, is what we refer to as a Casualty Risk Management System. Once a month we receive a printout from our carrier showing a current claims list by coverage, that is: workmen's compensation, general liability, auto liability, and auto physical damage. In addition the claims list is refined further by listing the type of accident, the employee's name, the group and description of the accident, the value of the claim and current status; that is, whether it is open or closed. This report is broken down internally into divisions within our company and sent to all superintendents, foremen, crew leaders and members of top management. On our internal report, we show the date of the accident, the employee's name, if the claim is open, and the final amount set aside for the claim. The foreman and superintendent responsible for this employee are shown prominently on this report. Our management believes this helps us in many ways. To mention a few: we believe it gives all of us, particularly first line supervision, an opportunity to review and discuss the accidents with the men. We also insist that the foremen do likewise at their tool box meetings. At our monthly management safety meeting, this report is discussed at length with members of the committee. By involving all of our employees and getting the information down to the men, they are aware that safety at our company is very important, and this safety-conscious attitude does help us keep our men on the job.

Another very important point regarding this report is that it shows us, in management, that safety is indeed a function of economics; by that I mean that accidents cost money. I can tell you this, if you don't agree with this approach. I suggest you go back to your company and find out what the total cost of all accidents is. Then, figure out the accidents and cost that will not be refunded by your insurance company. Once you have done this, I am confident you will find that there is a profit in a good safety program. We have found out through experience that there is no logic to the argument that safety hinders production. As a matter of fact, the facts show that safety enhances production and profits.

In summary, to cut down on your accidents and avoid many problems such as the one of keeping the employee on the job, in a large or small company, I suggest you go ahead and develop, if you have not already done so, a comprehensive safety program fully responsible to the top management, including pre-placement physical examinations. If you do this there is absolutely no doubt in my mind that you will improve your safety record and your performance significantly. Many other progressive companies throughout the United States have done it and you can too! In addition, your public relations, morale and general working conditions will improve in what you will not be having injuries and accidents that kill or lay people up for the rest of their lives. Working conditions will improve to the point where you will not have conditions that cause your employees to complain or cause the public to institute costly litigations against your company. Citations from the government, fires, equipment damage and other terrible accidents will stop. When all this takes place it has to follow logically that your production and efficiency will increase and profits will improve.

As I said earlier, when you do this, in my opinion, OSHA and costly law suits will not be a major concern to you.

One thing I urge you to remember, the cost of safety is always less than the cost of accidents. Good luck!

Baird Elected by Chesapeake Corp.

- The board of directors of The Chesapeake Corporation of Virginia have elected Douglas S. Baird of Williamsburg vice president-mill sales succeeding Henry Vranian of West Point.

The appointment is effective August 1 when Mr. Vranian retires after 42 years' service with Chesapeake. Mr. Baird currently is general sales manager of the Firn's pulp and paper manufacturing company. He joined Chesapeake as paper sales manager in 1963.

He has been associated with the paper industry for the last 36 years. Originally from Yonkers, N.Y., he attended New York University and served as an infantry officer in Europe in World War II.

He married the former Katherine Johnson of Staten Island, and they have two daughters. The family reside at Queens Lake in Williamsburg.
NEW CONTRACT AWARDED FOR GRAYSON HIGHLANDS STATE PARK

- Governor Mills Godwin has awarded a $229,900.00 contract to Galax Plumbing & Heating Company, Inc., Galax, Virginia, to construct 3 comfort stations, 5 well houses and a water and sewer system for the facilities at Grayson Highlands State Park, according to Ben H. Bolen, state parks' commissioner. Two of the comfort stations will be in the campground and one in the picnic area. The frame structures will rest on foundations of native stone and are of contemporary design to complement that of the Visitor Center which is under construction on Haw Orchard Mountain. Work started in June, with completion by October 1976. The new facilities will be open to the public in the spring of 1977.

Commissioner Bolen said this is the second step in the master plan for this state park. Completion of this stage of the development of Grayson Highlands State Park once again demonstrates the dedication of Virginians to the cause of environmental protection and outdoor recreation.

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Virginia Record

Rare Prints to be On View at Yorktown

- "The Story of the Revolution as Seen by Currier & Ives," an exhibition of 20 rare and original Currier & Ives lithographs from the collections of The Travelers Insurance Companies, will be on view August 1-26 at the Yorktown Victory Center.

According to Parke Rouse, Jr., executive director of the Virginia Independence Bicentennial Commission, the exhibit will be open daily, 9:00 a.m. - 5:00 p.m. The commission is sponsoring the Yorktown showing of the exhibit which is touring the major cities of the 13 original states under the auspices of the Bicentennial Commission of the 13 Original States.

Included in the exhibit are many seldom-seen Currier & Ives prints, most of which were originally issued in 1876 to mark the Centennial.

All of the lithographs are from The Travelers collection of more than 500 Currier & Ives originals acquired by the company during the 40 years it has featured them in its calendar. Reproductions of 12 of the prints appear in the company's 1976 calendar, distributed exclusively by Travelers agents and brokers.

From its showing in Yorktown, the exhibit will return to New England in September and continue on to major cities in the original states during the remainder of 1976. Since the tour began last year, the exhibit has visited 11 of the former British colonies.

The exhibit, calendar and two free-loan films are all parts of the Travelers Bicentennial program. "The Last King of America," originally a CBS-TV special featuring Peter Ustinov and Eric Sevareid is available to schools with full supplementary teaching materials, and is booked through 1976. "Suddenly an Eagle," shown in January over ABC-TV, will soon be available for free-loan to schools.

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AN "EXPERIENCE" FOR YOU!

Virginians no longer need make the big trek to the Grand Canyon (or the New River Gorge or the Chattooga River) to experience the thrill of rafting river rapids. James River Experiences, Ltd. of Richmond is bringing the thrill close to home.

Four trips a day leave the City's "Pony Pasture" Park, just below Williams Dam on the south side of the James, and make the exciting whitewater run to a spot downstream of Interstate 95. Advance reservations are required to facilitate transportation from the meeting place to the put-in. Departures are scheduled at 8:00, 9:30, 1:30 and 2:30. Ticket agents throughout eastern Virginia are identified by picture postcards showing a "JRX" raft running one of the sharp drops on the north side of Belle Isle, just upstream of Lee (Route 1) bridge.

James River Experiences' promotional literature, distributed throughout the state, promises "your raft will skip and spin over ledges, as the James pitches, plunges, boils into chutes and rolling waves." Prospective rafters are invited to "experience this big bite of life. Experience the screams of delight heard over the roar of the rapids."

In addition to the rafts, paddles and life jackets, JRX's adventurous customers are provided a dry bag for camera, smokes or anything they do not want exposed to the river. A picnic meal on the river is also included, as is shuttle transportation from the meeting place (the take-out) up to the put-in. Services of an experienced, professional guide in each raft is also part of the package. The fee is $15.50 per person Monday through Friday; $18.50 on Saturdays, Sundays and holidays.

JRX gives immediate attention to requests for information, brochures, and souvenir posters; and may be reached at P.O. Box 25015, Richmond 23260, or by phone at (804) 321-3179.

When words aren't enough

... give a gift of life. This year one million Americans will die from heart attack, stroke and other heart and blood vessel diseases. It isn't easy to talk about—but it happens. Someone you care about, young and apparently healthy, dies too soon, often without warning. What can you say? Can't something be done? The Heart Association—through research, education and community programs—is making headway in its effort to reduce premature death from heart attack and stroke. A memorial gift to the Heart Association will express your deep concern... and it will help us stem the tide of early, preventable death. Give a memorial gift. It's really a gift of life.

For information about Heart Memorial Gifts

Ask your Heart Association

JUNE 1976
Going...

(From page 7)

Morris a taste for observing Texas politics.

After four years at Oxford, going as a Rhodes scholar and staying on with his wife to do further graduate work, he returned to Austin to edit the Texan Observer. This subsidized magazine of small circulation went to high places, and for three years Morris enjoyed his surveys of, and writing about, Texas politicians. At the age of 28 he left for New York to become one of the "exiles" (his word) to try his fortunes against the country's toughest competition.

Beginning of the staff of Harper's, in four years he became the youngest editor-in-chief of America's oldest magazine. Although a "liberated" Southerner (again his word) Morris endured insults from the South-hating liberals of the '60s, and rudeness from established literati which were outside the experience of those of us who took on New York in an age of more general civility, and before the decay of the city axcerbated nerves and imposed trying living conditions. Despite his outstanding success, Morris writes mostly in bitterness of the tragic city, including the far reaches of the Connecticut suburbs, where he joined the commuter brigade — whose four hours daily on the train would be enough to sour anybody.

In his book, it is when Morris leaves Texas in 1963, that he writes "The most distinctive quality of the place ... was an extenuated sense of its own existence, a desperate sense of identity. Texas intellectuals, I saw, knew Texas, and felt the pull of it. Compared with other regions of America which had something of this feeling of self-identity — the Deep South, some stretches of California, New England in its older yearnings — its myth was kept alive by the vast and desolate terrain which remained, and by the peculiar way its differentness came to its young. In Mississippi, as one grew up, the myth was heavy, almost stacked against you; in Texas the young felt they were sharing in something expansive and volatile ..."

Now, then, where does Virginia come in? Certainly it is not "expansive and volatile." In fact, I know of successful professional men who have brought their families here because the state still retains something of a settled quality, a sense of some permanence in a community life which is at least less threatened by upheaval than other...
It would seem, however, that this quality has little to do with myth, in Morris' meaning. Until about mid-twentieth century some Virginians, perhaps many, cherished extraordinary myths about their state's past. But to the generations currently on the scene, excluding the personal interest of individuals, both the myths and the past seem to have become remote from today's concerns. In any case, by the time of Morris' observation in 1963, Virginia's mythical past could scarcely count as "us" myth that was, as in Mississippi, "heavily" upon Virginians growing up.

Yet, up until that time I would have said on impulse that sections of Virginia still had "something of this feeling of self-identity," and that this feeling was very strong among members of the older generation. My guess would be that even today, this feeling remains strong in a few of the older generation, and probably that a dilution of this feeling would still exist in certain regions of the state. However, an outsider does not see Virginia in all its varied parts, nor necessarily meet oldliners, and perhaps Morris was justified in omitting Virginia from those regions with a feeling of self-identity.

At the same time, I am baffled by his inclusion of "some stretches of California," since he refers to the heart of the englamorized Bay Area as "a suburban nightmare called Palo Alto." and can scarcely be referring to the horror of Southern California.

In saying that Morris was perhaps justified in omitting Virginia in 1963, I am confessing my own lack of conviction one way or another. About the period when I was growing up before and during World War I. I would have no hesitancy in defending the position that Virginia had more than something of a feeling of self-identity, although the basis of the feeling would be difficult to define. Also, during the following two decades, whenever I came home from other places, I was immediately aware of being in Virginia and amongst Virginians.

Part of that may have been me as well as the place; for as Willie Morris wrote about the impressions of his first seventeen years in Yazoo City, "I was to take something of those things with me forever." Yet, there was no significant external change and little noticeable change of any kind until after World War II. Since then, external changes have come fast for Virginia and changes in attitudes, im em phases, have become decisively noticeable. Most of these changes have to do with what Morris said about the Mississippi of his high school days: "a lingering isolation from America's relentless currents of change and homogeneity." For the post-war changes in Virginia, this might be rephrased to "currents of change toward homogeneity."

One definable reason for my uncertainty about Virginia's regional self-identity is a natural sense of human loss in an environment changed from the era of those impressionable early years from which I took something with me forever. As Miss Ellen Glasgow wrote in her posthumous autobiography, "I had been born with an intimate feeling of the spirit of the past, and the lingering poetry of time and place." Miss Glasgow's spirit of the past does not refer to those aforementioned Virginia myths, but is more in the Faulkner meaning of "The past is never dead. It is not even past." Today that refers to a time long ago and far away.

Such homogenizing as has already come to Virginia has come at the cost of that feeling of the spirit of the past and that lingering poetry of time and place that was central to Virginia's self-identity and, indeed, to the self-identity of an earlier South. This attitude might well appear to be sentimental or "counter-productive" to progress or, even worse, without "relevance." Against such charges, I'd like to bring up Vann Woodward, one of the most humanistic, tolerant and intelligent Southern historians, who occupies a distinguished chair at Yale.

Willie Morris, also impressed by this felicitous writer, discoursed upon his collection of essays, The Burden of Southern History. Summarizing Woodward, Morris writes, "while the myths of Southern distinctiveness had been on the wane, the national myths [of success and plenty] had been growing more powerful and appealing. The danger," he wrote, "in the wholesale rejection of the South by the modern Southerner went on reaffirming his Americanism is the danger of reaffirming more than he bargains for."

Thus, if one follows Woodward he must conclude that while a sense of loss about the spirit of the past, and of a place, might appear irrelevant to "progress" - should Virginia become homogenized to the point of being indistinguishable from those parts of the nation already thoroughly characterless in their sameness and conformity something more than a feeling of regional self-identity would be lost. For the rising generations would then feel that something was gone from the Virginia in which they grew up, as the older generation now feel something gone from the Virginia in which they grew up.

Of course, much that is essentially Virginia is still here, and I trust that it shall continue for a long time. But through the erosions and the needless, thoughtless changes, small and large, much is also going and there can come a point when most of what is/was essentially Virginia will be gone.
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