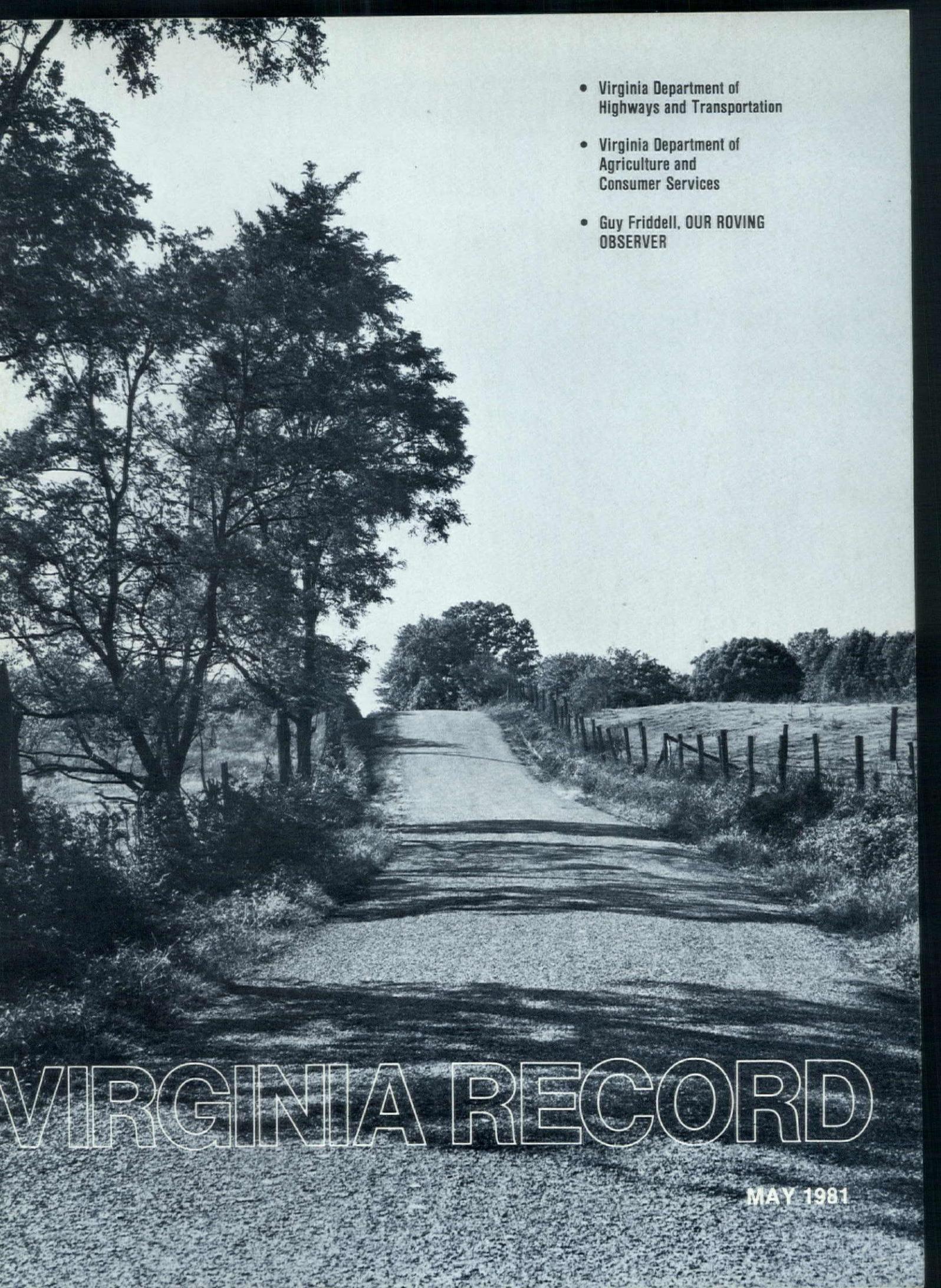


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Our
Roving Observer

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to tell the Virginia Story

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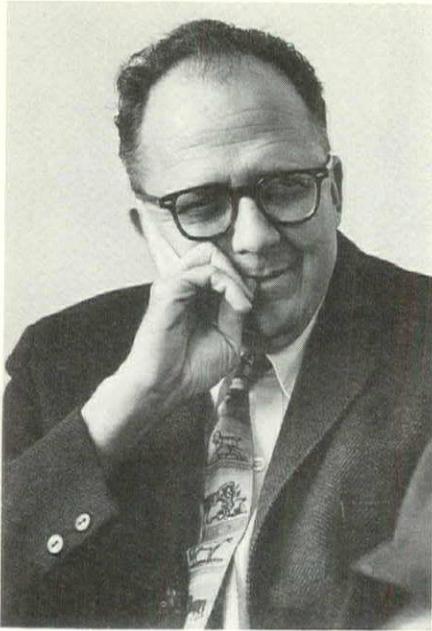
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ON OUR COVER is a view of Route 652 in Amherst County. Secondary roads such as this are in a financial bind along with all highway facilities. More coverage of the problem can be found in the article on page 16 of this issue. (Department of Highways and Transportation photo by Alley)



Guy Friddell
our
Roving Observer

—Colonial Williamsburg photographs—



GOVERNOR DALTON SHAKES HANDS with "Royal Colonial Governor Lord Botetourt" as he and Mrs. Dalton leave the Palace in Williamsburg, accompanied by Carlisle Humelsine, Chairman of the Board for The Colonial Williamsburg Foundation. The Daltons and several hundred other visitors saw the newly-refurbished Palace on opening day, April 3.

**Colonial Williamsburg Continues
 Commitment to Authenticity**

IF YOU HAVEN'T BEEN TO THE Governor's Palace in Colonial Williamsburg lately, you will find the newly refurbished interior surprising, possibly even shocking. I liked the changes.

The walls and the ceiling of the entrance hall, which formerly seemed to be mainly dark wood paneling, dispensing gloom, now are ablaze with 600 muskets, swords, and pistols. The hall fairly bristles.

A huge pinwheel of muskets decorates the ceiling. Crossed swords form a lattice work on a wall. An oval of pistols with silver barrels and bronze butts surrounds a delicately tinted coat of arms, the pistols forming petals in a martial flower arrangement.

It looked, my wife remarked, as if the gleaming weapons had been woven into steel fabrics for wall hangings. John Bertalan, Colonial Williamsburg's chief conservator, remarked that the weaponry was added to the walls near the end of the reign of royal governors as a reminder of Britain's might when its power in the Virginia Colony was ebbing.

In what seems planned as purposeful contrast, you pass from that silent arsenal into the Palace ballroom, formerly a muted green, now an intense blue, so bright it reminds you of a cloudless sky shortly past noon on a hot summer's day.

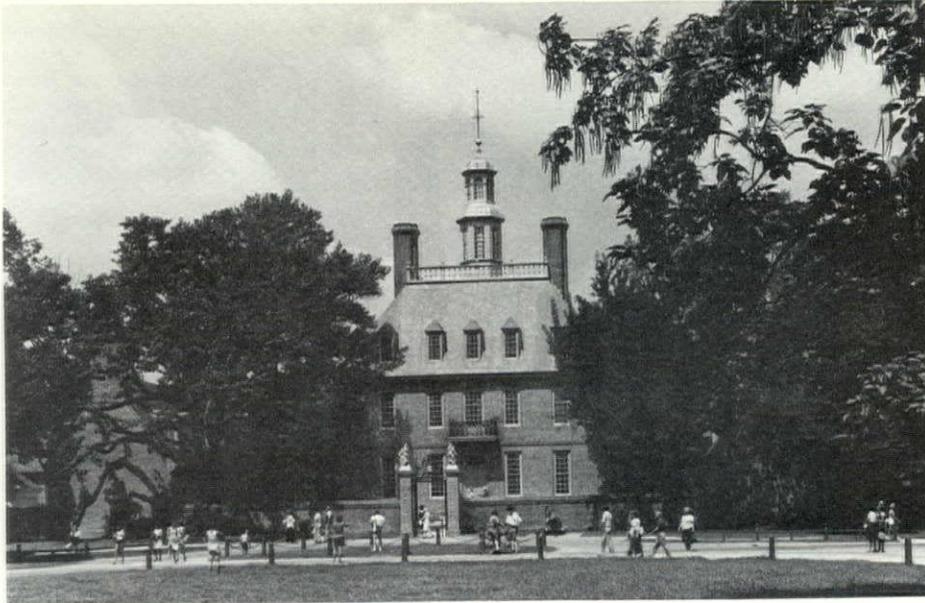
Next in line, the walls of the adjoining supper room, which used to be decorated with pale green wallpaper figured with exotic birds and flowers and drooping trees, are a cool off-white with butterscotch woodwork. It had been known popularly as the Chinese Room. Now that the ornate wallpaper has been removed, the padoga-like portico over the door seems to convey a sense of the Orient more distinctly on its own, alone, without the decorative detail on the walls.

Such drastic changes, prevailing throughout the Palace, have not been met with universal acclaim among Virginians, many of whom believe that in anything touching Virginia the best change is no change.

An old Williamsburgher, one who was there when John D. Rockefeller Jr. began buying old buildings to return the town to its Colonial state, complains that the Palace mirrors the regimes of only the last two royal governors, especially Lord Botetourt. The fact that Botetourt was a bachelor, who had been divorced before coming to the Colony, makes the Palace even less representative of Virginia's ruling class, he contends.

Tom Schlesinger, director for news services, retorts that perhaps Botetourt's life was not typical of all royal governors but that he left a legacy in a remarkable inventory of more than 16,000 items depicting the two years he was governor.

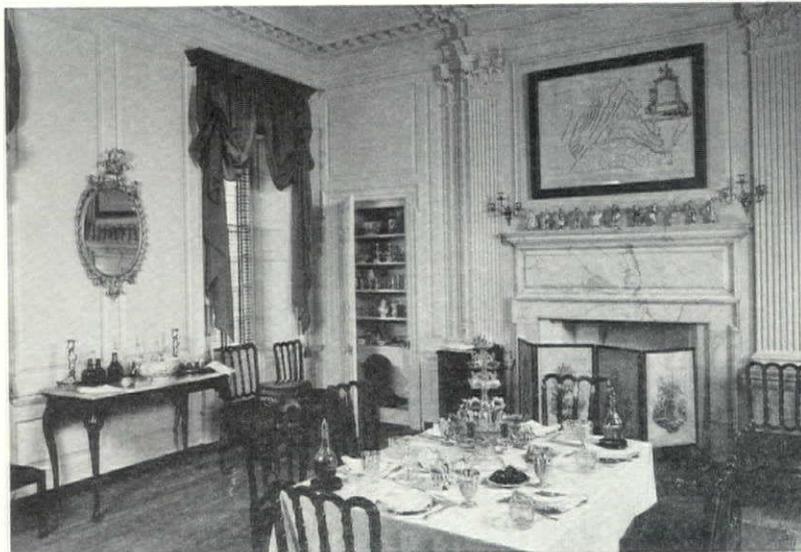
"With that record we realized we could be accurate as never before possible for one sustained



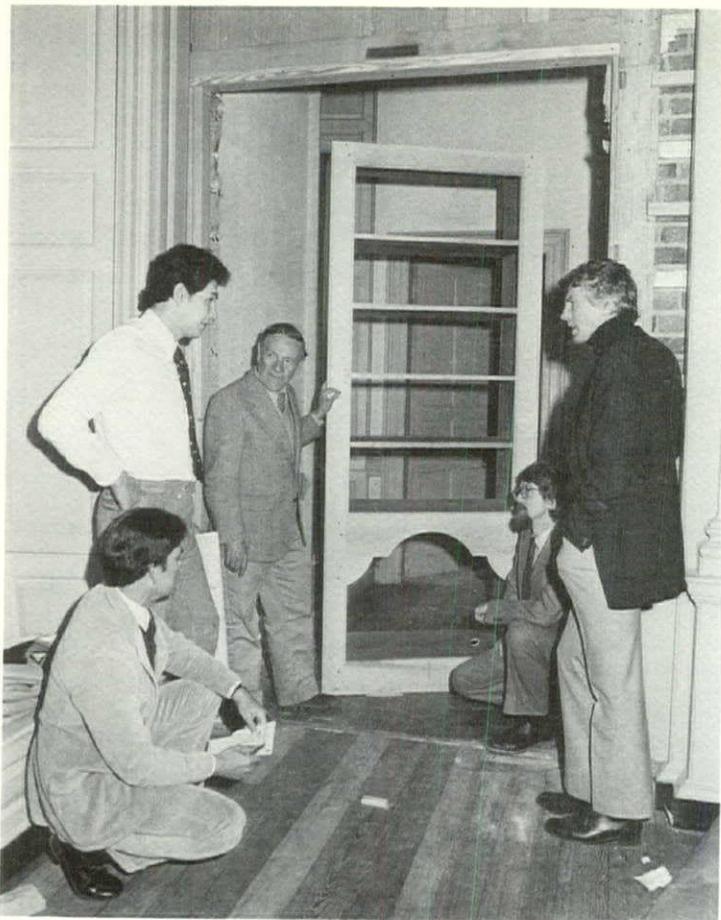
The recently refurbished Governor's Palace in Williamsburg was the 18th century home of seven royal governors and the first two elected Virginia governors, Patrick Henry and Thomas Jefferson. It is famous for its stately architecture, elegant furnishings and formal gardens.



A PINWHEEL OF POWER on the ceiling of the Governor's Palace entrance hall (left) recalls not only the imperial strength but also represents the accouterments of an 18th-century gentleman. Although two dozen muskets have hung in the entry for some time, when the Palace reopened on April 4, some 600 muskets, pistols and swords were on display in a variety of stylish arrangements (see photo at right). Handling with painstaking precision, the delicate installation shown in the left hand photo, are Herman Walls, left, and Walter Brinkley.



A portion of the Palace dining room.



THE DESIGN of recent architectural changes at the Palace were reviewed by a committee of (left to right) Resident Architect Roy Eugene Graham; Research Architect Mark R. Wenger; University of Virginia Architectural Historian Frederick D. Nichols; Director of Architectural Research Edward A. Chappell; and Chief Curator Graham Hood. Subject of the discussion is Botetourt's "Bow-fat."

period," Schlesinger observed. "Before we had six decades of generalization. Now we have 15 years of specialization, which at least gives a truer picture of the palace at one time than we have had before, and I think that's what people expect."

The newly redone Palace, then, is in line with a tradition established by the Rockefellers that Colonial Williamsburg be as precise as humanly possible in its restoration.

At a banquet in the Williamsburg Lodge prior to the reopening of the Palace, Carlisle Humelsine, chairman of the board, told an audience of 400: "I authorized the dismantling of some of the most beautiful rooms in America . . . Many of my friends have asked, 'Why, then, didn't you leave well enough alone at the Palace?'"

From the start, replied Humelsine, Colonial Williamsburg "has been committed to authenticity . . . in every aspect of eighteenth century Williamsburg."

He cited the view of John D. Rockefeller Jr., who once wrote: "I wasn't trying to recreate a lovely city, nor was I interested in a collection of old houses. I was trying to recreate Williamsburg as it stood in the eighteenth century."

Williamsburg archaeologists literally started from scratch in 1926 in documenting the Colonial environment. Discoveries over more than half a century, and especially in the last decade, dictated changes.

In scholarship, like something out of "Alice's Adventures in Wonderland," the farther you get from a subject, the clearer it becomes.

"We did the best we could when the restoration started," Schlesinger said, "but there was a massive amount of research ahead of us. In the beginning we were as right as we could be at the time—and now we're rightier."

And if, said chief conservator Bertalan, new revelations of research suggested that another revision should begin tomorrow, "the foundation would do it."

That's not likely to be needed. Much of the change proceeds from discoveries by Graham Hood, vice president and chief curator of Colonial Williamsburg. In an English country house he found last summer the account books kept by William Marshman, butler and private secretary to Lord Botetourt, the next-to-the-last royal governor.

Marshman's inventory itemizes objects in 61 rooms of the palace complex. Hood may well have been the last person since Marshman to look at the inventory. Grains of sand, sprinkled on the ink to dry it, were still clustered between the pages.

Among other changes in the mansion arising from Marshman's inventory are three desks arranged along one side of the dining room: a kneehole desk, a slant-top reading desk, and a secretary. Many of the rooms were multipurpose, and in the dining room the royal governor apparently moved between the dinner table and desks, my style of work precisely, albeit in less august surroundings.

Hood defended his predecessors. The account books for 18 months simply provided a more detailed picture than had been available.

"It would be easy to criticize them as old fogies who didn't know what they were doing," he said, "but they knew as much as possible at that time, and I'm sure that in years to come it will be as easy for our children's generation to take potshots at us—and that doesn't help anybody."

Humelsine observed that the fine pieces of furniture acquired over the years and no longer suited to the Palace will have a place in the DeWitt Wallace Decorative Arts Gallery, funds for which were donated by the husband and wife who founded the Reader's Digest. Plans for the gallery are on the drawing board.

The changes in Williamsburg may be a significant development within the museum world, Schlesinger commented.

"A number of museums, including Winterthur and the Metropolitan, have been examining for quite a while the bases upon which their period rooms were put together. They, too, have been changing.

"What happens here will certainly spur further reexaminations within the field. This is something of the sort that takes place with the revisionists of history. As Carl has said, this is still another phase. We will be trying to be correct at all times."

Within the palace some decisions still impend, such as the decor of the former Chinese room, now bereft of figured wallpaper. The present elegant simplicity struck me as pleasing.

"Whether you like it or not," said Schlesinger, "this is our best reading of how it was, although it is suspected that Botetourt was about to repaper it. In fact, he had the paper in one of the closets. The big question is whether we should go ahead and complete it as he envisioned it, because it would have complemented the ball-room motif."

In reopening the newly refurbished Palace as April spring was reviving Williamsburg, Governor Dalton made one of the briefest and most graceful dedicatory speeches heard in the Colonial Capitol, a place given to dedications.

Accepting a key from an actor costumed as a royal governor in scarlet coat and white wig, Dalton told an audience of 300 on the Palace Green:

"If your governor no longer lives in a palace, he is reminded by this palace in Williamsburg that governors will come and go in response to the will of the people. I can assure you that this thought will be in my mind as I open this gate to Virginia's past."

Whereupon, he did.



GOVERNOR DALTON USES KEY to open the "gates to Virginia's past" at the April 3 opening ceremonies. Accompanying him is Harvey Credle, portraying the part of the Colonial Royal Governor, Lord Botetourt.

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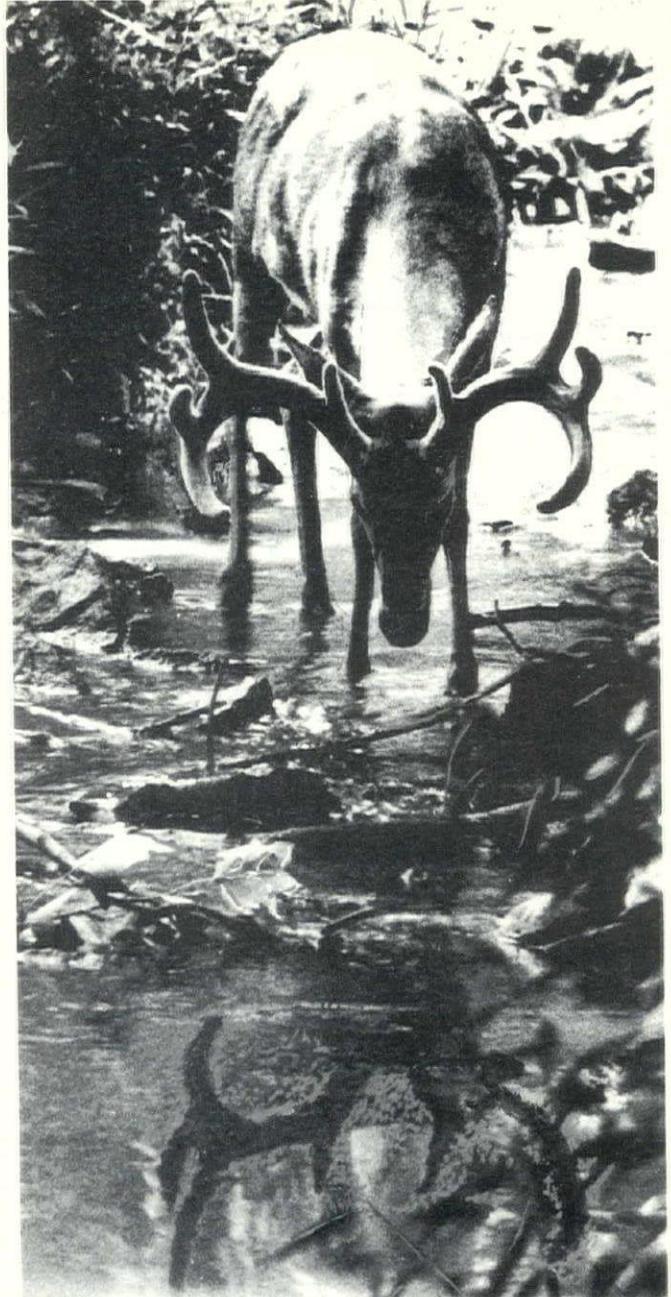
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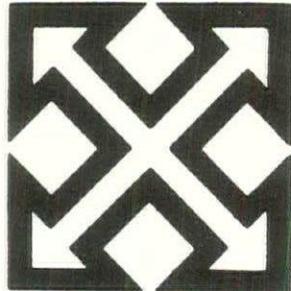


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The Virginia Department of Highways and Transportation

Facing the Highway Dilemma

By

Al Coates

*Special Assistant to the Commissioner
Virginia Department of Highways and Transportation*

THEY CAME FROM the bustling cities, the quiet villages and the flat rural lands of Tidewater.

Local government officials and private citizens alike, they sounded a common plea: new bridges to replace obsolete old ones, widened roadways to serve rapid growth, and completion of the the last links in the area's interstate routes.

Together, the improvements they requested at a state Department of Highways and Transportation public hearing in March added up to about a billion dollars. Next year, there probably will be about one-tenth that amount for the area in federal and state highway construction funds. It will be years before the accumulative annual appropriations reach the billion-dollar level.

The dilemma isn't confined to Tidewater. Representatives of the department heard the same kind of pleas throughout Virginia this spring, as they held their annual series of hearings on fund allocations. And the department had reminded local governments in advance that times were tight. Let's discuss only those improvements needed today, not those expected to exist at some point in the future, the department had asked.

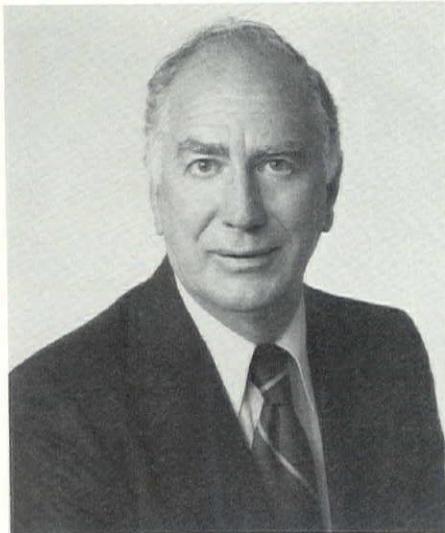
It reflected the tightening squeeze facing those with the job of administering the state's highway improvement program, for many years a basic ingredient of Virginia's economic well-being.

Costs are soaring, and income from the motor fuel and vehicle sales taxes is down. Moreover, it's getting steadily more expensive just to maintain and operate the existing 52,000-mile system, America's third largest network of state-maintained highways.

Last year, income from the state's highway-user taxes was about \$44 million below the amount anticipated and appropriated. Another

shortfall seems likely this year, probably in the range of at least \$15 million, as the public's preference for smaller, more fuel-efficient cars continues to grow by leaps and bounds.

"That would mean that during these two years, \$59 million we expected for highway improvements simply never has become available," says Harold C. King, the state's highway and transportation commissioner.



Commissioner Harold C. King

A two-cent a gallon motor fuel tax increase voted by the General Assembly in 1980 is helping some, but collections aren't living up to estimates. "Even if the estimates were being reached, the two cents would not have solved the problem," King adds.

In 1979, the 11 business and professional men who make up the Highway and Transportation Commission said \$120 million would be needed annually in additional funds to meet minimal road and bridge improvement needs and to carry out an adequate maintenance program. Governor John N. Dalton proposed a four percent sale tax on motor fuel, which would have provided the needed funds. The two-cent hike finally approved was expected to produce about \$60 million, but will fall short.

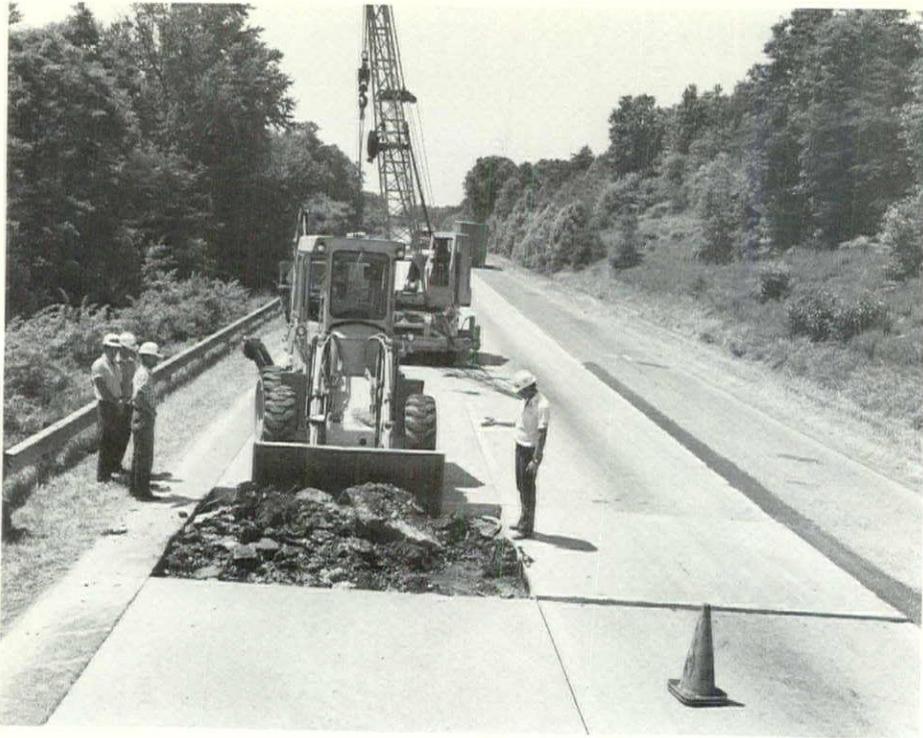
One of the key issues that worried the Governor and the Commission was the threatened loss of federal aid because the state wouldn't be able to match it. Under the federal aid program, the state must put up 10 percent of the cost of interstate system projects and generally 25 percent of the cost of improvements on other systems. If a state doesn't have its matching share, it doesn't receive the federal funds. They are shifted, instead, to other states able to meet the matching requirements.

For Virginia, the loss of federal aid would wreck the road and bridge construction and improvement program. Of the \$354.2 million allocated to the interstate, primary, and urban systems this year, almost \$275 million is in federal aid.

On the other hand, maintenance of the existing highway system is almost entirely a state-funded responsibility. And as maintenance costs increase, fewer dollars are left to match federal funds or to initiate state-financed improvement projects.

In a report to state budget officials this spring, the Highway and Transportation Department said the highway construction outlook was critical.

"It is . . . anticipated that during the first year of the 1984-86 biennium, the . . . program will be further reduced since funds from state sources will be insufficient to match all avail-



Inflation is driving up the cost of materials and labor and highway maintenance requires a greater share of the VDH&T budget.

Reduced revenue means less construction and improvement on all road systems in the state.

able federal aid. For 1985-86 and the succeeding biennium, there will be essentially no construction program, based on existing sources of revenue," the department said.

The loss in federal money could amount to \$875 million by 1988. Planned construction and improvement projects all across Virginia, many of them delayed already, would have to be abandoned.

In its last annual report, the Highway and Transportation Commission pointed out what was happening. In the 1978-79 fiscal year, the Commission awarded 206 contracts totaling \$326.5 million to build or improve a total of 215 miles of the highway system. In fiscal 1979-80,

‘Ultimately, the decision will be up to the people . . .’

S. Mason Carbaugh



this volume dropped to 143 contracts amounting to \$190.6 million to build or improve 90 miles of the system.

But a further curtailment of the construction program is not the only pending consequence of the revenue dilemma. By fiscal 1985-86, the department said, it would be unable even to pay for all maintenance needs on existing roads and bridges.

Maintenance expenses have been pushed steadily upward by inflation. In addition, the highway system has grown each year, with completion of a few new facilities and with miles of subdivision streets being included. And what isn't new is getting older, requiring more attention.

This year, it's costing about \$196.8 million to maintain the interstate, primary, and secondary systems. That tab is expected to reach \$261 million in 1982-83 and \$287 million in 1983-84, and to exceed \$300 million annually shortly thereafter.

While the Highway and Transportation Department maintains and operates the state system, the cities have that responsibility for their local streets. Under state law, they share in the revenue from road-use taxes to help finance those operations.

The state payments to the municipalities for street maintenance are expected to increase

from \$46.4 million this year to \$53 million in 1982-83 and to \$57 million in 1983-84. Looking further ahead, they will total an estimated \$150 million for the two years of the 1986-88 biennium.

As Commissioner King has told numerous groups around the state, the Highway and Transportation Department is "doing everything we think is wise to reduce administrative and operating costs." A task force is looking for more ways to trim maintenance expenses, without endangering the public's investment in the present highway system and without jeopardizing traffic safety.

Similar reviews are under way for design and construction standards. Some facilities are being built two lanes wide, instead of the originally planned four lanes; at-grade intersections are taking the place of planned interchanges.

Since mid-1978, the number of persons employed by the department has been decreased by more than 1,200, from 12,800 to about 11,600, by eliminating jobs vacated through retirements and resignations. Further reductions are planned, largely because of the declining construction program. The personnel cuts are saving about \$12 million a year in salary and fringe benefit costs, freeing that amount for improved roads and bridges.

As Commissioner King has pointed out, Virginia is not alone in wrestling with the problem of lagging highway revenues and rising costs. The legislatures in at least 40 states have been discussing the same problem this year, and it's likely to be a topic for further consideration in state legislative bodies all across America.

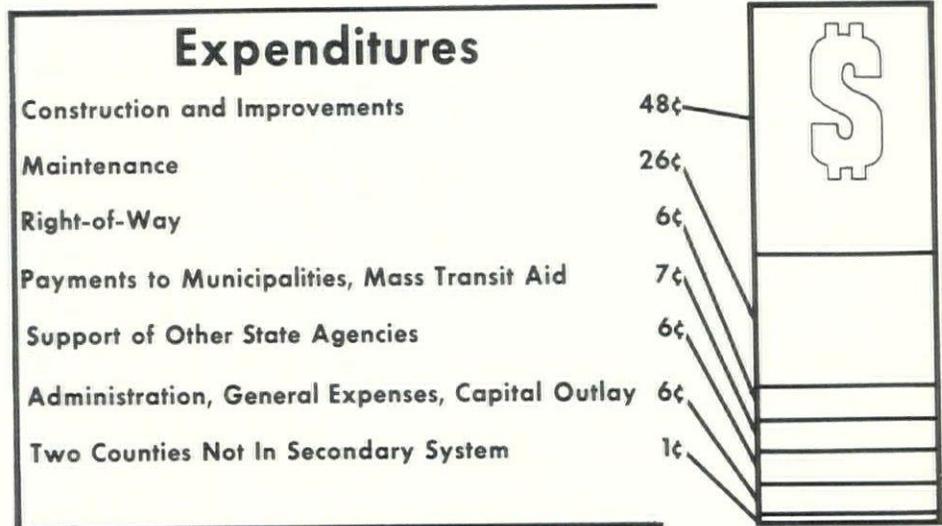
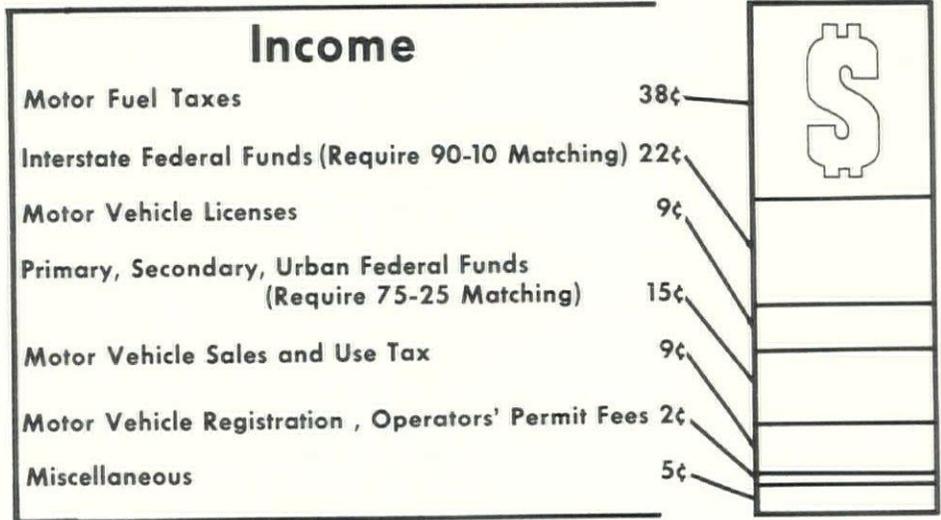
In Virginia, the General Assembly's Joint Legislative Audit and Review Commission is examining the situation, and is scheduled to make a report later this year.

This summer, the Highway and Transportation Commission expects to review the matter with members of the Assembly's Senate Transportation and House Roads Committees.

"Many members of the Legislature recognize the revenue problem," King said recently. "I think we all recognize it is a very difficult one to solve, in view of today's overall economic situation.

"Ultimately, the decision will be up to the people as to what course the state should take—whether to put more money into highway and bridge improvements or whether to try to get along with no improvements," he says.

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Public Transportation in Virginia Its History and Future

By

Michael D. Kidd

Public Transportation Coordinator, VDH&T

THE COMMONWEALTH OF VIRGINIA has a varied and rich public transportation tradition. Public transportation systems have served the state's citizens for more than 100 years, and continue to play an important role in today's transportation activities.

This article presents a brief history of public transportation development in the Commonwealth, discusses its current status, and presents several thoughts regarding future development of transit throughout the decade of the '80s.

First, public transportation must be defined. For the purpose of this discussion, public transportation embraces a family of shared ride concepts, ranging from two or more person car pools to urban rail transit systems with capacities of several hundred persons per train. A more conventional definition would limit public transportation to bus/rail services; however, ridesharing activities such as car pooling and van pooling have become increasingly important in the public transportation field.

Transit service began in Richmond, more than one-hundred years ago when a street railway system was started with streetcars drawn by horses along flat strips of iron. As technology advanced, early horse drawn street car systems were converted to electrically powered trolleys. Richmond, in 1877, became the first city in the United States to successfully operate a commercial electric trolley system.

By 1900, Richmond, Norfolk, Portsmouth, Hampton, Lynchburg, and Petersburg were served by electric trolleys. Transit systems in several other cities were converted to electric power a short time later. With the direct application of electric power to the operation of transit services, electric and power companies evolved as the logical owners and operators of public transportation services.

Development of the gasoline powered motor bus signaled the demise of electric trolley systems in the Commonwealth. The lower capital investment required lower operating costs by virtue of labor reductions, and greater flexibility in service configurations contributed to increased usage of buses. After World War I, buses were first used for urban transit in the Commonwealth, and during the twenty years between the two world wars, many bus-oriented transit companies were established. The bus soon replaced the streetcar as the prime mode of urban transit in Virginia, and the last streetcar route ceased operation in the City of Richmond in 1949.

Development of transit services and the booms and busts experienced by the transit industry in Virginia have paralleled the national experience over the past century. Transit ridership on horse-drawn, and later electrically powered streetcars, illustrated steady increases until the advent of the private automobile. As private automobile ownership increased in the Commonwealth during the 1920s, transit ridership began to decline.

Transit service decreases were reversed during World War II, when transit ridership reached a high point in the United States and Virginia. Gasoline rationing, limited automobile production, and other activities associated with the war effort caused people to utilize public transportation and ridesharing. In 1946, over 23 billion transit trips were taken in the United States, with a greater number of individuals utilizing car pool arrangements.

Following World War II, production and sales of private automobiles reached unprecedented levels. Virginian's emerging life styles were primarily based on the freedom of mobility provided by the automobile. The land use patterns we experience today—suburbs, shopping centers, etc.—came about as a result of the private automobile and inexpensive fuel.

Public transportation services began a steady decline following World War II, to a point where they no longer were viable private enterprises. During this period, transit operators undertook a number of actions to reduce costs and increase revenues. Unfortunately, most actions taken had the effect of reducing ridership and thereby reducing revenues.

By the early 1970s, many transit systems throughout the country were approaching bankruptcy. Faced with the prospect of losing transit service, many local governments stepped in and provided funding to continue transit operations.

Although in most of these communities transit provided only five to 10 percent of the total transportation service, the personal mobility offered by public transportation was perceived as a significant public benefit and, therefore, worth preserving. Within several years, most of this country's private urban transit systems moved from private to public ownership.

As early as 1964, the federal government, concerned about denial of transit mobility to urban citizens who were primarily non-car owners, had begun a funding program to assist localities with the continuation of transit services. This assistance first took the form of capital aid to insure that modern, safe transit equipment was purchased. Later, planning monies were provided to develop programs for the future growth and expansion of transit services in communities. Finally, in 1974, the federal government, through the Urban Mass Transportation Administration of the U.S. Department of Transportation, began funding operating losses incurred by publicly owned transit systems.

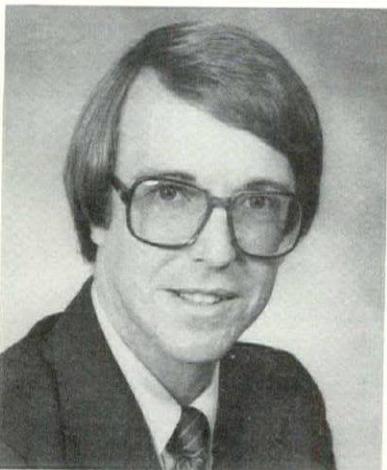
Virginia's transit systems, through prudent management practices, were largely private prior to 1973. Of the Commonwealth's fifteen transit systems, only four were public operations. The trend to public operation began in January 1973, when the Washington Metropolitan Area Transit Authority (WMATA) was formed. Taking four privately owned motorbus systems in Virginia, Maryland, and the District of Columbia, one unified metrobus system was created. In March of 1973, the City of Norfolk purchased the Virginia Transit Company, Norfolk Division, and the Tidewater Metro Transit System was organized. Public acquisition continued in September 1973, when the Richmond Division of the Virginia Transit Company was purchased by the City of Richmond.

In April 1974, Citizens Rapid Transit was purchased by the Peninsula Transportation District Commission, comprising the jurisdictions of Hampton and Newport News.

During 1975, public acquisitions of transit companies occurred in Lynchburg, Roanoke, and Portsmouth. In 1976, Charlottesville began a public operation. During 1977, Petersburg and Danville became public operations, thereby giving the Commonwealth totally publicly owned and operated transit systems.

State government has played a significant role in transit system preservation and development. Prior to 1978, the Commonwealth provided financial assistance to local governments to purchase systems and replace equipment. The Commonwealth also assisted localities in planning efforts for public transportation specifically, as well as defining transit's role in an integrated transportation system.

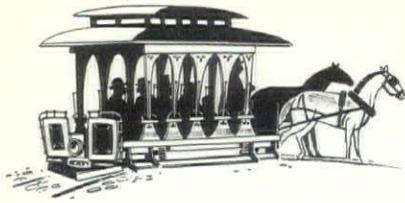
In 1978, the Virginia General Assembly created a Public Transportation Division within the Virginia Department of Highways and Transportation. Under the provisions of this act, the chief administrator of this division (State Public Transportation Coordinator) reports directly to



ABOUT THE AUTHOR: Michael D. Kidd, 34, has been Public Transportation Coordinator for the Virginia Department of Highways and Transportation since April 1980. Prior to that time, he served in a similar position for the city of Charlotte, N.C.

Kidd, a Roanoke native, was graduated from Emory and Henry College in 1969 with a degree in economics and business administration, and has done graduate study in transportation economics and geography at the University of South Carolina.

He is a member of the American Public Transportation Association and served on the U.S. Urban Mass Transportation Administration's off-peak ridership and revenue executive review committee.



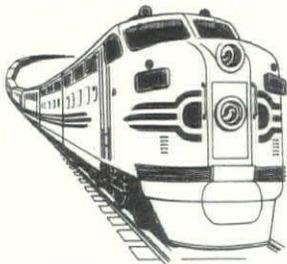
the Commissioner of Highways and Transportation. The bill identified several objectives for the Public Transportation Division. These objectives included: determining present and future public transportation needs in the Commonwealth; formulating, implementing, and evaluating public transportation plans and programs; developing appropriate data and investigating matters affecting the economic and efficient operation of public transportation activities in Virginia; maintaining liaison with all governmental and private entities responsible for public transportation programs; and administering state and federal grants for public transportation purposes in the Commonwealth.

As a result of this directive, the Public Transportation Division has established as its primary objectives the timely provision of financial assistance to localities, the provision of requested technical assistance, and the promotion of new and innovative public transportation service to assist localities in addressing pressing transportation problems.

In terms of financial assistance, the division administers both state and federal public transportation funds for localities. These funds include federal capital, operating and planning monies, state matching capital funds, state administrative aid funds, and state experimental program funds. These funds are available to any locality in the Commonwealth which operates or financially supports a public transportation program. The division also administers a federal program designed to assist human service providers throughout the Commonwealth with transportation for the elderly and handicapped.

Currently, there are 16 transit systems in the Commonwealth that offer rail, bus, and ride-sharing services. These 16 systems operate 1,333 buses and 71 Metrorail cars along 2,200 miles of transit routes. They travel almost 38 million miles annually, carrying over 92.6 million passengers. Beyond these statistics, a great number of Virginians utilize ridesharing services, both publicly and privately operated, for which statistics are not reported.

To summarize the current state of transit in the Commonwealth, the financial assistance of the state and federal governments over the past ten years has aided local governments in restoring viable transit operations. All of Virginia's transit systems have replaced old capi-



tal equipment and are staffed to a level that is necessary to insure transit's position in each community.

Looking into the 1980s, public transportation will have problems and opportunities. Examining the two primary problems, the most obvious one is that of funding. By keeping passenger fares as low as possible (an inducement to promote ridership), transit systems have increasingly relied on local, state, and federal funding sources to cover the costs of operation. Systems that 10 years ago paid all operating costs from farebox receipts now utilize these same receipts to meet as little as 20 percent of total operating costs. Grant funds pay the remaining 80 percent.

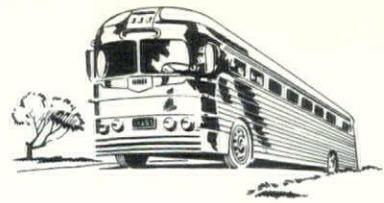
Costs have also spiraled over the past 10 years. General inflation has sharply increased transportation operating costs, and wages and fuel costs account for approximately 85 percent of transit operating expenses. Given cost of living wage increases and rapid fuel cost increases, overall transit operating costs have increased drastically. In addition, compliance requirements associated with successfully receiving federal grant funds have increased transit operating costs. Such requirements as labor protections, planning documentation, data maintenance and reporting, etc., have required additional staff and expenditures needed only to comply with federal grant requirements.

The net result of sharply increased costs and use of greater amounts of non-operating revenues is that conventional transit services would be priced out of the range of most consumers if fares were brought into line with operating costs. With the assurance of federal financial assistance, transit policy makers and management have concentrated on economies on the cost side. Given recent occurrences at the federal level, however, there is a very real possibility of reduced or no transit operating assistance. Local governments will be faced with the prospect of either significantly raising fares or cutting services. Either option is contrary to goals established during the 1970s that generally called for expansion of transit services—even marginal transit services—as a public benefit, and will require local governments to make hard choices.

The second problem is that of more precisely defining transit's role in the community. Given the fact that in any community, there will be a segment of the population which will not or cannot own or operate a private automobile, what public investment should be made to provide basic mobility to these citizens? Further, with the escalating price and unreliable supply of petroleum, what role should local governments play in assisting car owners who desire to utilize public transportation services? The potential transit market will expand during the 1980s, and local governments will be challenged to define the public role in addressing the needs of this market.

In terms of opportunities, public transportation services are basic to the general theme of transportation development in the 1980s—"transportation systems management." "Transportation systems management" describes a process whereby the existing highway system is better managed, or "more is accomplished with less." By making the system more productive, expensive capital expenditures are delayed or cancelled.

By its very nature, public transportation makes more efficient use of roadways than do single occupant vehicles. Promotion of transit and ridesharing activities in urban areas, there-



fore, can help alleviate traffic congestion and forestall the need for expensive roadway improvements.

Also, in the area of cost, the expense of traveling by public transportation is less to the individual. The significant increase in car and van pooling activities, as well as increased transit ridership, indicates that Virginia's citizens are sensitive to cost demands placed on their budgets.

While reducing travel costs, transit also has demonstrated its energy conservation benefits. Over the past several years, better motor vehicle petroleum consumption rates and less driving have affected energy conservation. Also, the increases in transit and rideshare ridership have contributed to reduced petroleum consumption.

Based on these brief observations, the future of public transportation's role in the 1980s will be dependent on several factors. First, policy makers at the local, state, and federal levels must address a unified transportation program which realistically defines roles for highways, public transportation, air service, rail service, etc. In the past, each of these modes has been addressed as a single entity, with little or no regard to its interaction with other, sometimes competing modes. Transportation policy decisions relating to energy conservation, environmental issues, land use, and development patterns, and public investments to promote community goals must be made on a multimodal basis.

Second, transportation management must improve. Given limited resources, transportation managers must find more effective and efficient methods to implement policy decisions. Improvements in management will be needed within each mode, i.e., more productive highway maintenance procedures at reduced costs. Improvements must also be made in intermodal management. If roadway person-carrying capacities can be increased by encouraging car pooling and bus riding, and this can be accomplished at a lower cost than widening the roadway, this action must be taken.

Third, all of us as individuals need to understand realistically the transportation problems of the 1980s. Direction must be given by us to our elected officials and then, through policies, to transportation managers. Realistic expectations must be established, and sufficient resources must be committed to maintain a transportation system during the next decade. This public involvement and goals setting are needed now!



Transportation Planning Not a Simple Matter

by Joseph L. Presbrey, Jr.
Public Information Officer, VDH&T

TRANSPORTATION PLANNING involves more than motor cars and highways.

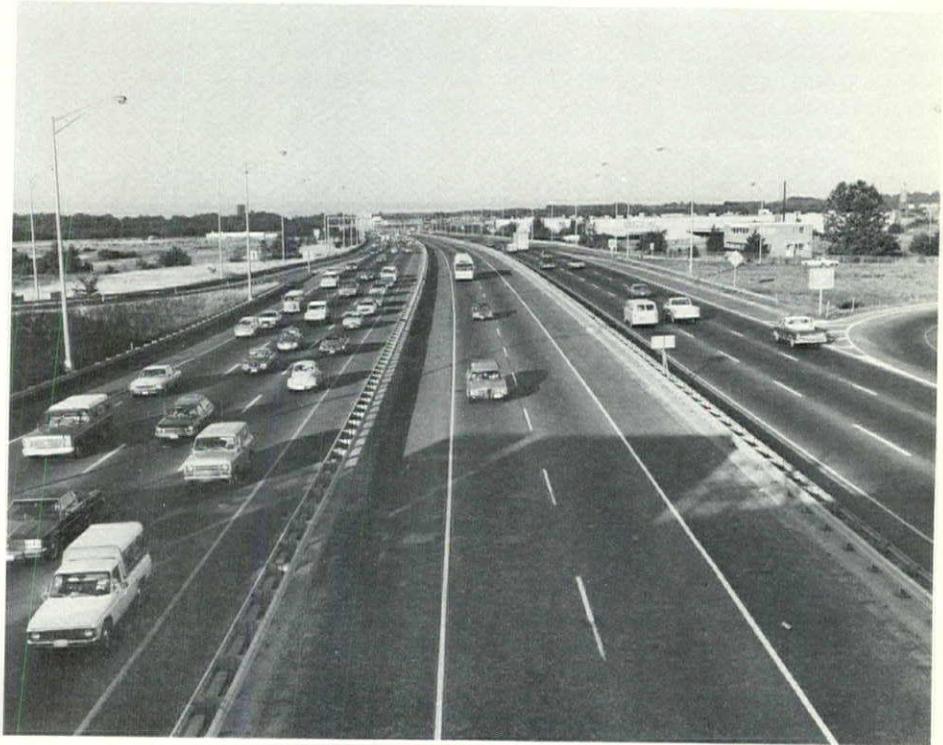
A state transportation plan is an intricate and interlaced pattern of many different types, and involves aviation, rail, water, bicycle, highway, and public transportation facilities.

Until 1978, much of this planning was done by a variety of agencies. The Virginia Department of Highways and Transportation (VDH&T) has established a long history of planning. There also are plans for state-owned port facilities, a state rail plan, and a state air system plan, all of which have served as guides for transportation development.

In 1978 the General Assembly charged the Secretary of Transportation with the responsibility for coordinating and presenting a statewide transportation plan. The plan is to analyze the various modes and produce a plan for each mode, plus a financial picture of existing and projected resources and needs.

A status report on the development of the statewide plan was issued in January. It examined existing conditions in each of the state's 22 planning districts, cites major deficiencies, and lists issues of major, local concern which have been identified by local governments and regional planning groups.

Developers of the plan do not intend to duplicate efforts which may be required of other groups by state or federal law, but hope the plan can be integrated with the others to produce a comprehensive and cohesive report for all transportation modes.



Commuter buses and exclusive lanes for buses and high occupancy vehicles are important factors in any statewide transportation plan.



Public transit facilities will have an increasing role in urban transportation plans.

While each of the 22 planning districts cites certain issues which could be classified as "local," there are some themes which run through a majority of the groups. Of course, the most prominent one is "more money." But with the continuing trends of inflation and reduced government spending, this seems to be a solution that is not readily available.

Often mentioned by the planning districts in this preliminary report is the need to reconstruct or improve secondary roads and highway bridges, as well as a need to upgrade safety standards at many railroad crossings. Improved public transit for both metropolitan regions and small, urban areas often is mentioned.

Commuter parking lots—and VDH&T has provided more than 30 around the state—are listed as a requirement in about one-third of the state's planning districts. New or improved airports and additional air service is a local concern in about half the districts.

The report notes that Virginia's population continues to grow at a faster rate than the nation generally, with an urban growth rate of about eight percent and a rural rate of 18 percent. However, employment growth did not parallel population growth. Non-agricultural jobs increased 31 percent in the urban areas and by almost the same amount in rural areas, 27 percent.

Few definitive conclusions can be drawn from the initial phase of the report. However, the general review of the 22 planning districts does turn

up some insight into possible causes of the transportation deficiencies.

Population growth and increasing numbers of motor vehicles have resulted in more congestion on highways and city streets, raised the number of accidents, and brought about a more rapid deterioration of road surfaces with increased costs for both motorists and businesses.

Providing adequate facilities in urban and rural areas, says the preliminary report, has become increasingly difficult because of inflation in construction and maintenance and limited funds, plus the added emphasis on adverse social, economic, and environmental effects.

However, it says, an adequate highway system is essential for automobiles, intercity buses and local transit vehicles, trucks, and bicycles.

Also addressed in the report is public transportation, which is approached as a local or regional matter not readily adaptable to a statewide approach.

Mergers, deregulation, and abandonment of lines are three factors affecting rail transportation within the state. The merger of the Chessie System and the Seaboard Coast Line Industries



has been approved, and another merger involving Norfolk and Western Railway and Southern Railroad is pending. In addition, deregulation will have a heavy effect on the industry, providing significant changes in rules governing ser-

vice, rate making, car control, and other areas.

It is anticipated the final report on the statewide plan will be ready about mid-1982, according to Transportation Secretary George M. Walters.

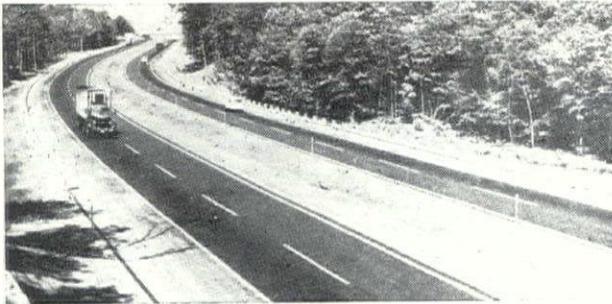
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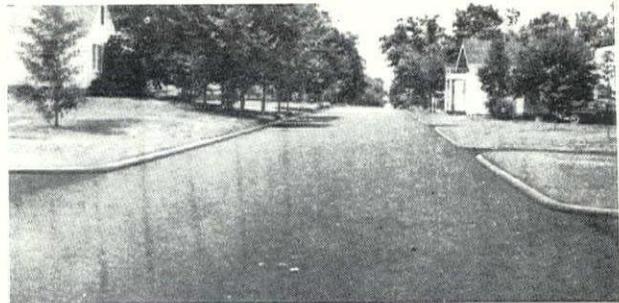
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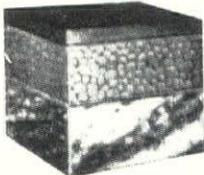
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Stretching the Secondary Road Dollar

By

Joseph L. Presbrey, Jr.
Public Information Officer, VDH&T



The 43,000 miles of roads in Virginia's secondary system vary from unimproved, two-lane roads to four-lane divided highways in some urban areas.

THE SECONDARY ROADS system is the largest in Virginia's highway network, some 43,000 miles, and it's afflicted with the same disease as the other systems: shrinking funds.

Secondary road construction funds in 1981-82 will be about 40 percent less than was available in the current fiscal year; that amounts to a cut of \$26 million. And this at a time when the secondary road needs are as great as they have ever been, said A. S. Brown, secondary roads engineer for the Virginia Department of Highways and Transportation.

Brown and the staff of the secondary roads division are proud of the progress on the system in the last 50 years.

The system was a child of the Great Depression of the 1930s. Times were bad and the state's counties were finding it more and more difficult to build and maintain their county roads. In 1932, the "Byrd Road Act," inspired by former Governor Harry F. Byrd, Sr., authorized establishment of the secondary roads system. It allowed each county, if it so chose, to turn over its road responsibilities to the State Highway Commission.

Four counties, Arlington, Henrico, Nottoway, and Warwick, chose not to join the system. A year later, Nottoway County reversed itself and joined up. Many years later, Warwick gave up its county status to become a city, and still later merged with Newport News.

Arlington and Henrico have continued to be the only two Virginia counties which have elected to maintain and build their own county roads. The Department makes payments to the two counties each year on the basis of formulas worked out to provide maintenance and construction assistance.

When the secondary roads system was established in 1932, it totaled about 36,000 miles, with only about 2,000 miles of hard-surfaced roads. Almost 70 percent of the system, 25,000 miles, was largely unimproved dirt roads. Some counties had no hard-surfaced roads at all.

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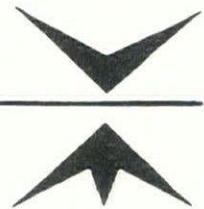
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Today the system totals 43,000 miles, with less than 500 miles of unimproved roads.

Despite this substantial progress, there are still many gaps that need to be closed to serve the state's rural citizens. "There is a backlog of 5,500 miles of non-hard-surfaced roads that carry more than 50 vehicles per day that need to be improved," said Brown.

But the construction budget reductions reflect the cuts in funds that must be absorbed by all the state's highway systems. The secondary roads are hit with the same reductions that strike the interstate, primary, and urban systems: rising costs and declining revenues. "The pie is getting smaller, and we each are forced to accept thinner slices unless the revenue situation improves," Brown said.

Construction priorities on the secondary system are worked out between the Department's 45 resident engineers and the various county boards of supervisors. Priorities usually have been spelled out in the counties' six-year plans.

Brown expects few changes and little updating of the current six-year plans from the standpoint of expanding them. "The uncompleted priorities of the current six-year plans undoubtedly will absorb all the anticipated revenue for some time to come. With little expectation of any extensive construction, there appears slight reason to change plans, except to adjust priorities to reflect changed conditions," Brown said.

While construction funds are declining, maintenance allowances, of necessity, are increasing. Some \$117.9 million was allocated for secondary road maintenance in the current fiscal year. Next fiscal year, 1981-82, that sum will rise to about \$128.3 million, an increase of \$10.4 million.

But with the current rate of inflation, it takes more money each year to do what usually amounts to less maintenance work.

For instance, the Department recently awarded contracts totaling \$18.3 million for resurfacing secondary roads and light-duty primary highways. This will resurface 4,791 miles of road, compared to a cost last year of \$17.7 million to resurface 5,100 miles.

And maintenance of the state's 52,000 miles of highways is a top Department priority. In discussing recently the highway financial picture, Leo E. Busser, III, the deputy commissioner and chief engineer, said, "I cannot over-emphasize the importance of protecting the public's multi-billion-dollar investment in the highway system."

"This comes at a time when secondary road needs are as great as ever," said Brown. He noted that while the urban dweller may be able to find alternate means of transportation, this is virtually impossible for the rural family. "They depend heavily on their roads," he said.

"It's going to take all the ingenuity we can muster to use our funds in the most efficient and judicious manner in order to try to meet our most pressing needs. We've got to stretch every dollar," Brown said.



Despite much progress, many secondary roads are still in need of improvement.

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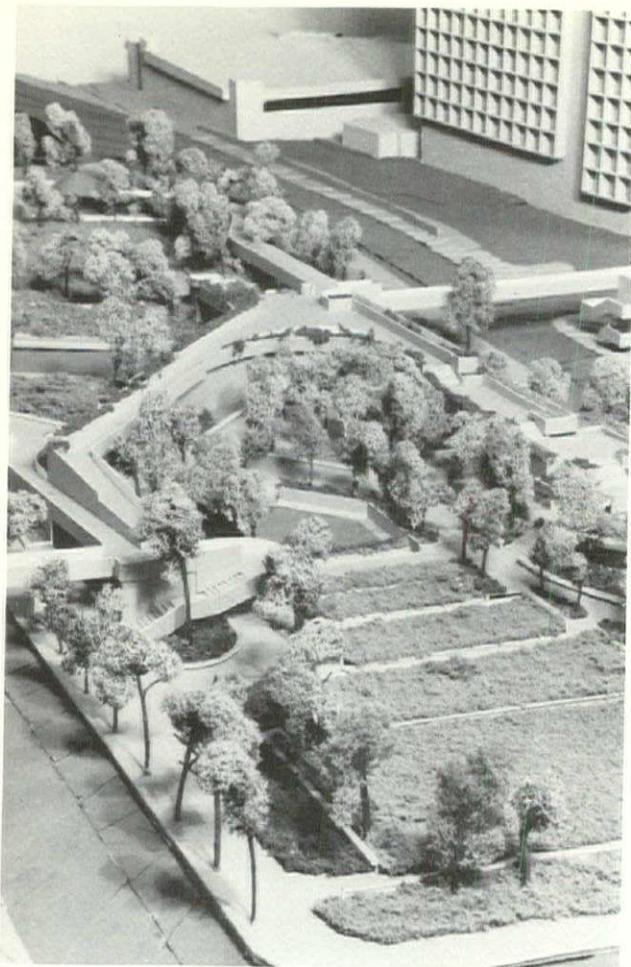


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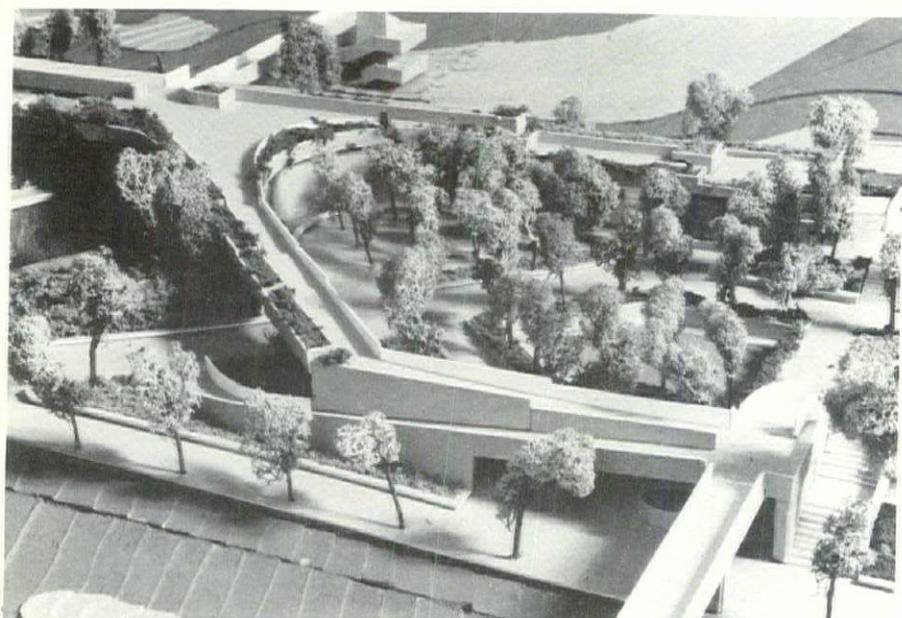
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An overall view shows the terraced grassy areas, pentagon-shaped pond, and elevated walkways included for the pedestrian's pleasure.



Strong emphasis has been given to the landscaping of the plaza. Many trees, shrubs, and planters are included in the plan.

I-66 Pedestrian Plaza

by Donna Purcell Mayes

INTERSTATE HIGHWAYS are used by thousands of people each day simply to get from one place to another. Often drivers don't even notice the scenery surrounding them because they are concentrating on the traffic ahead. But the people who live and work adjacent to an interstate route are concerned with its appearance and how its presence will affect their community.

When Interstate 66 was proposed to pass through Rosslyn in Arlington County, the citizens of that high-density area naturally were concerned about its impact on their community.

The route, now under construction, passes through a heavily traveled area of Rosslyn which contains more than five million square feet of office space and approximately 1,500 hotel units. The Westpark and Marriott hotels, and the RCA and Rosslyn North office buildings form lines along either side of the interstate corridor. A Metro subway station also is in the immediate area.

When plans for I-66 were presented, residents of Rosslyn were concerned that such a major traffic artery would hinder their ability to walk safely in the area, that it would be unsightly, would divide areas of Rosslyn, and that it would add considerably to the existing air and noise pollution levels. The canyon- or ditch-like corridor that would result from the plan was not well received either.

Citizens and officials met with Virginia Department of Highways and Transportation planners in November 1978, to suggest changes. As a result, it was decided to study the feasibility of constructing a deck over the interstate route in the Rosslyn business area.

The Department retained the engineering and planning firm of Buchart-Horn, Inc., of Williamsburg as consultant to address the engineering, environmental, and technical aspects of the project, and they, in turn, invited the participation of Carlton S. Abbot and Associates, architects and planners, also of Williamsburg, to consider the aesthetic aspects.

As a result, a pedestrian park plaza will be built on I-66, creating a 900-foot-long tunnel. The park will serve as a location for a refreshing break from pressures of the business world, and

Rosslyn, Arlington County

Editorial Assistant, VDH&T

as an exciting entrance to Virginia from Georgetown, across the Potomac River in Washington, D.C.

An elevated pedestrian walkway will connect the park to the Rosslyn North Building, which is connected to several other buildings by elevated walkways. The walkway will provide improved access to the buildings and allow pedestrians and handicapped persons to avoid crossing Rosslyn's busy streets.

The park will also offer pedestrian connections to sidewalks leading to Georgetown, and a hiking and biking trail along I-66, and Rosslyn.

Since traffic tends to be noisy, earth berms and plenty of trees and shrubbery are planned to help minimize or soften its effect. It is hoped the green landscaped areas will be appealing to the passersby who will stop to enjoy a bit of nature in the middle of concrete and asphalt.

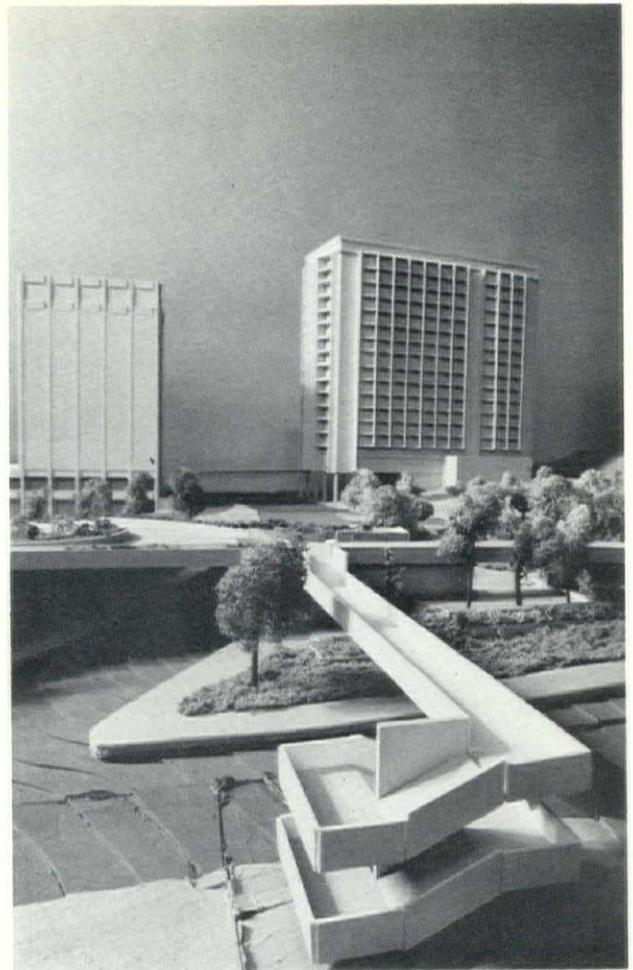
Water has a soothing effect on most people, so a fountain, waterwall, and small pond are planned for the park. Other features such as vendors, a cafe serving light food and drinks for lunch, comfort stations, an amphitheater, and plenty of seatwalls and benches will be included to encourage people to enjoy the park.

The park won't be just for office workers to use during their lunch hours, or for pedestrians to walk through. It is hoped that a variety of activities will be offered to make best use of the facilities. Table games such as chess and backgammon, fashion shows, children's programs, and special exhibitions could be conducted by the community and county recreation planners.

Special consideration has been given to the visibility of the park to the passerby, and of the Georgetown skyline to people in the park. The park will be landscaped and lighted in such a way to be easily visible to the passing public as well as area police patrols. The Washington Monument and Georgetown skyline should be seen easily from the park.

Lighting will be designed to blend in with each part of the park and the surrounding street lighting while continuing to offer safety and security.

It is hoped that at least the tunnel portion of the \$10.3 million project will be completed by the time that portion of I-66 opens in 1982. The tunnel and plaza will be constructed with interstate highway funds, and the plaza will be maintained by Arlington County.



The park will have several pedestrian overpasses including this handicapped access ramp to a nearby Metro subway station.



This close-up view of the plaza model features a circular water fountain and a circular "tent" area for small gatherings.

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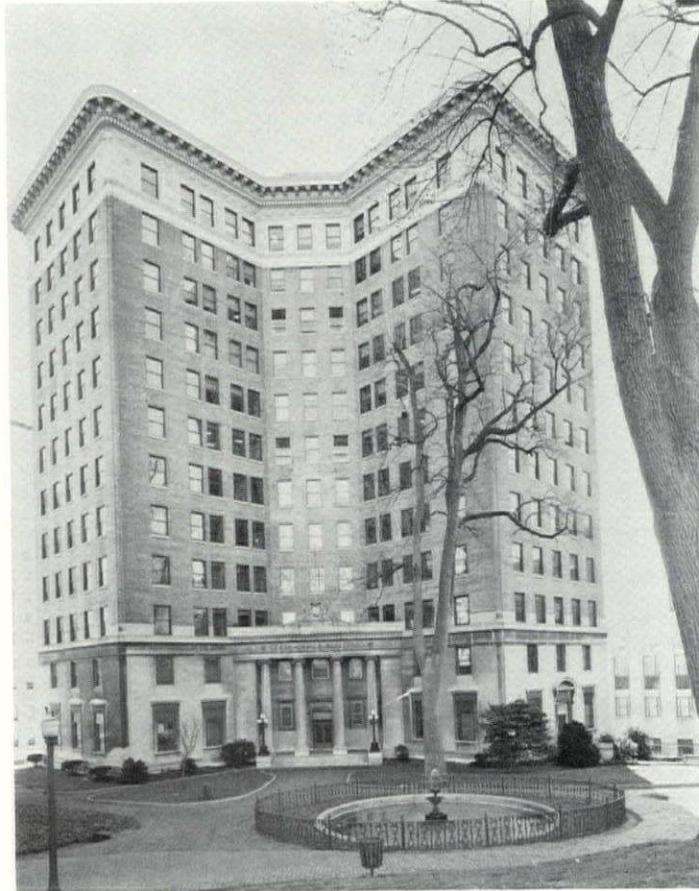
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VIRGINIA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES now occupies offices from the basement to the eighth floor of the Washington Building, 1100 Bank Street, Richmond, Va., in the corner of Capitol Square.



This is the way the Washington Building, VDACS's new headquarters, looked in 1921. It was ready for occupancy in 1923.



An Unknown Entity?

By

S. Mason Carbaugh, Commissioner
Virginia Department of Agriculture and Consumer Services

WE TAKE PRIDE in the name and accomplishments of the Virginia Department of Agriculture and Consumer Services. Yet, we are often surprised to find that a state agency with a record of over 100 years of service to the Commonwealth is an unknown entity to many of the citizens served.

Every day in hundreds of different ways the work of the Department comes into the lives of each and every one of us. But, not many people know where, and how, or the overall extent of those services.

Agriculture is our primary responsibility, and service to the Industry of Agriculture is our mission, but so is our service to all the citizens a primary mission. That is why our name includes "Consumer Services."

We are this month listing in this publication these many services to give you some idea of how all inclusive they are. You can then determine where they are of use to you and where they are available.

It might be helpful to start with a little background of the Department, its creation and assignments over the years. Assignments that have come to the Department to meet the expressed needs of the citizens of the Old Dominion.

It all started in 1877 when agriculture in Virginia was at a low ebb. The Commonwealth was recovering from the War Between the States. The farmers were hard pressed to bring agricultural land back into production. One of the needed inputs for this production was fertilizer. Unfortunately, farmers could not be sure of the fertilizer they were buying. Extraneous, inert material was to be found in the bags that ran up the price but did nothing for replenishing the soil. Labels in some cases gave the wrong impression of what the bag really contained. So it was, that the Department of Agriculture Mining and Manufacturing was created to help the farmer in this dilemma. In a sense, the Department got its start because there was a need to protect the state's largest consumer group—the farmers.

The Fertilizer Inspection has been expanded to include Lime and Motor Fuels. Inspectors are constantly checking motor fuel for octane ratings so that the consumer can avoid the "ping" in what should be a smooth running motor. The latest assignment to this section comes under the Virginia Industrial Ethanol Act. The Board of Agriculture and Consumer Services has approved rules and regulations that set guidelines for the issuance of permits for the manufacturing of industrial ethanol for fuel. It requires, among other things, that industrial alcohol be denatured so that it cannot be used for human consumption. The Department is also responsible for the promotion of the use of Gasohol to meet our energy needs.

There are 56 individuals and firms licensed to produce Ethanol fuel according to Department statistics. Those licensed are in various stages of development. But, it is estimated that the total ethanol production in Virginia is between 30,000 and 50,000 gallons at present and, as other plants come on line, will continue to grow to increase our energy production potential.

In the early part of this century there was a great concern about the processed foods reaching markets and the facilities being used to process them. This public concern brought about the Pure Food Law. The assignments under this law have expanded over the years, but the basic idea of checking for adulteration and proper labeling remain. Today the Food Inspection Section covers processing plants, retail grocery stores, bottling plants, milling operations and all food for human consumption.

Food is checked at many levels of the food chain in other Department programs. Meat and Poultry Inspection provides the consumer with a wholesome, unadulterated, truthfully labeled product. This also includes an inspection of labels on the package.

Milk Inspection follows the milk from the time it leaves the cow until it arrives at the bottling or processing plant. In the case of milk used for ice cream it is followed right to the consumer. The Virginia Ice Cream and Frozen Products Law requires the checking of plants which includes the plant premise and equipment, the delivery vehicles and the storing of the products. At the



Commissioner S. Mason Carbaugh

grocery store products are checked to assure they meet state standards and that labels meet compliance requirements.

Still another food service is the work of our graders who check peanuts, apples, peaches, vegetables, potatoes, eggs and poultry so that the buyer will receive a top quality readily identified product and the farmer will get top price. These grades serve still another purpose at the marketplace. Because of the high standards of grading, the work of our graders is accepted nationwide. This led to our creation of "Telo-auction." This is a method devised to sell by telephone. Buyers are able to buy animals sight unseen and be assured of receiving the top quality animals they purchased. In 1980 this program was taken a step further with the use of the computer and terminals around the country. Now sheep and other animals are sold with confidence because of this accurate grading system.

The accuracy of grading has resulted in Virginia being one of the few states to be authorized to grade grain headed for export. The thousands of bushels of grain that are going

overseas from the Port at Hampton Roads all must be approved by our graders before making the journey to their new home.

The International Trade picture plays an ever increasing role in Virginia's agriculture and economy. Exports enable many farmers to operate farms of sufficient size whereby average unit costs of production can be kept at a relatively low level. This, of course, is a plus for the consumer, but it also is a plus for the state's economy. At the present time, about two out of every five acres of major crops in Virginia are used in production for exports. This is up from one out of every five acres in 1962.

For the past 15 years the Department has had an important part to play in this area. Virginia had the first full-time state agricultural representative in Europe. We have just returned from Tokyo where Governor Dalton opened a new office to serve the Far East. Here, too, we now have a full-time agricultural representative for Virginia.

Here at home, to find new markets for the producer and better availability of farm products for the consumer, a great number of pick-your-own and select-your-own programs have been created. Each year vegetables, fruit and even Christmas trees have been made available to the consumer. Under this program consumers can enjoy the opportunity, not only to visit the farms of Virginia, but to select fresh high quality produce for their own needs. The Department not only lists where these farms are available but creates numerous brochures to explain the best most economical ways to prepare better and more nutritious and economical dishes utilizing these Virginia products.

Everyone with a youngster in the family is familiar with the school lunch program. But what is not common knowledge, is the part the Department plays in this effort. Through the Department, USDA donated foods flow to eligible schools, institutions, summer camps for children, elderly nutrition projects, and disaster victims.

Every time we buy or sell an item, weights and measures comes into the picture. Assigned to the Department in the mid-twenties this was one of the state's first services to the public. In the 60s a full set of standards approved by the Bureau of Standards was granted to Virginia. This set of standards helps to insure that all weights and measures used through the state are accurately calibrated. Such differing devices as taxi-meters, cloth material meters and signs at gasoline stations come under the state's weights and measures laws. Even the item you buy for clothes washing or drying is a concern of the busy people in this section.

Naturally you would assume the Department has a great concern for animal health, and you would, of course, be right. Today because of the work of the Animal Health Division we have thousands of healthy animals across the state. Hog cholera was eradicated not too many years ago as was sheep scabies. Virginia has been fortunate in the cooperation of each segment of the industry that was involved. That cooperation has played a most important part in our

being able to bring various animal diseases under control as well as carrying out the many other assignments of VDACS. We are now working on a cattle disease, brucellosis, and have a goal of eradication within the next two years.

Feed and Animal Remedies includes not only the inspection of food for our farm animals, but for cats and dogs as well. With the rapidly expanding population of dogs and cats in the state there appears to be an increase in public concern for the well-being of these animals. Under the Animal Welfare Act the Department provides suggested guidelines for animal pounds. The Department also approves those persons who have satisfactorily completed its training program for Animal Humane Investigators. These individuals are called upon by local courts to investigate cases of possible mistreatment of animals.

In recent years the Board of Agriculture has approved the Department's six regional laboratories providing private veterinarians with small animal diagnostic services not readily available to them from other sources.

In the Plant Pest Section the concern has been for weeds, insects and other viruses that can do damage to crops in the field or the home garden. A concentrated effort has been made to control insects and diseases in recent years through integrated plant management (a combination of cultural, chemical and biological controls), using insects that can destroy harmful insects and act as a line of defense against insects that could become pests in our state. Perhaps the best example of this is the effort being made to keep the Gypsy Moth out of the Old Dominion. For nearly a century this destroyer of forests has been moving from its original point of infestation in New England into nearby areas. The leading edge of general infestation is moving south toward our state. Although egg masses have been found in Virginia, we have been able to eradicate these isolated infestations so far.

The Nuisance Bird Law was passed to control birds eating various agricultural crops. Although the Nuisance Bird program was originally intended to meet the needs of farmers, the work has expanded as city dwellers found they, too, had bird problems. Roosts of birds causing noise and disease problems in the suburbs of many Virginia cities along with pigeon problems have caused increasing difficulty in recent years. Our Nuisance Bird Program now serves many areas.

Pesticides and herbicides have proven most helpful in destroying some of the insects and diseases that damage our plants, but it became evident that these chemicals should be used properly and carefully and for the purposes for which they were designed. Concern for human safety and possible harm to our environment brought about the passage of laws and regulations concerning pesticide application. The Pesticide Applicators Act requires that private and commercial applicators pass an examination to be certified and licensed applicators.

Under the Hazardous Substance Law, labeling and warnings on various items used around the house come under constant scrutiny. In recent years this has included the evaluation of toys that could be a hazard to young people because they have sharp edges or pieces that could become detached and be swallowed by a youngster.

The needs of the consumer have become more complex in our modern society. For many years there was no centralized system established to take care of this growing area of concern. So it was, that the Department created the Office of

Consumer Affairs. Through this office can now be funneled complaints and inquiries from consumers which concern illegal, fraudulent, deceptive or dangerous practices and they in turn can be referred to appropriate businesses, state or local agencies. When there doesn't seem to be an immediate answer, the office maintains full-time investigators to handle those types of complaints. Another assignment of this office is the Virginia Solicitation of Contribution Law which places certain requirements on certain charitable solicitors to protect the public.

In the following articles you will find a listing

of our many services and a brief description of each one. However, from this overview you can perhaps better understand the vast areas covered by the Virginia Department of Agriculture and Consumer Services that touch the life style of each and every Virginian. Without these services many of the things we accept today at the marketplace would either not be available or not available in the quality we all expect.

What does the Virginia Department of Agriculture and Consumer Services really do? There are lots of things—in services for Agriculture and the Consumer.

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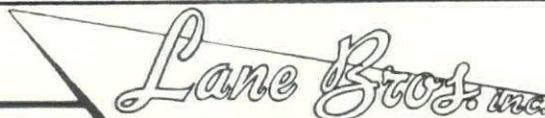
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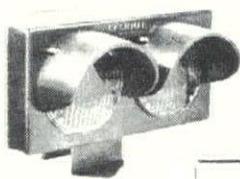
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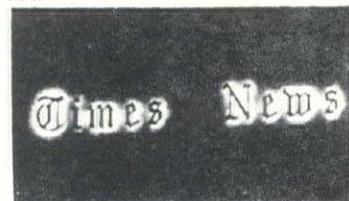
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Consumers Can Count on Help When It's Needed

By
Roy Farmer, Director
Office of Consumer Affairs

ON THE thirtieth of June 1981, the Office of Consumer Affairs will have served the consumers of Virginia for 11 years. Responsibilities of the Office of Consumer Affairs (OCA) have broadened considerably in scope during its 11 years of service to Virginia consumers.

The Office of Consumer Affairs was established by the Administrator of Consumer Affairs Law. The Solicitation of Contributions Law, the Virginia Consumer Protection Act, the Automobile Repair Facilities Act and the Sale of Dogs and Cats by Pet Dealers Law, have all been assigned to the Office of Consumer Affairs over the 11 year period, for enforcement.

Much effort has been exerted in reaching the consumers of Virginia through speeches, radio and TV programs, participation in seminars and through various consumer publications. Over 30 publications have been developed and over 300,000 were distributed to consumers in Virginia.

Consumer education efforts have taken on many forms. The Title XX consumer education program, for low income consumers, was designed to improve the spending practices of the low income population of Virginia. A volunteer consumer education program was devised to educate the public in the Northern Virginia area on topics of consumerism by providing interested groups with qualified volunteer speakers who spoke on topics such as: Rights and Responsibilities in the Market Place; Personal Money Management; Credit; Other Sources of Assistance for the Consumer; Buying Goods and Services; and Legal Aspects of the Market Place. The Virginia Audio-Visual Consumer Education Network, funded by H.E.W., utilizes the expertise and experience of OCA to develop and implement this program. Over 14,500 people were

reached by mailing audio-visuals to more than 50 organizations.

The basis of the OCA program is to be of service to Virginia consumers. During the 11 year period, over 243,000 inquires and complaints have been processed and about \$1,894,904.00 has been returned as a result of OCA activities.

One of the leading areas of concern since the creation of the Office of Consumer Affairs has been in the area of the family car. The state's Odometer Law covered some of the complaints and the Auto Repair Bill covered many others. Basically, the Auto Repair Bill requires the posting in auto repair facilities a listing of "consumer rights," and included is—a written estimate can be received, before the repair is made, if requested by the customer.

On July 1, 1978, the Virginia Solicitation of Contributions Law went into effect. The law now regulates over 1.5 million dollars in non-religion contributions donated daily by consumers in the Commonwealth of Virginia. One provision of the bill requires professional solicitors to disclose the minimum percentage that will be received by the charitable organization for its own use. This requirement only applies when the charitable organization receives less than 70 percent of the total solicitation.

Another law passed, following the creation of OCA, was the Virginia Consumer Protection Act. In addition to containing 14 prohibited practices, it gives the authority for an individual court action by consumers who have been damaged by unlawful practices. It also designates the Commissioner of the Virginia Department of Agriculture and Consumer Services, or his representative, the authority to investigate alleged violations of the law.



Roy Farmer, Director
Office of Consumer Affairs

When the Office of Consumer Affairs was created, it was at a time when many consumers with concerns didn't know where to turn to find the answers they needed. Today, OCA stands ready to supply those answers or refer the questions to those that have the answers. Today, OCA is as close as your telephone wherever you are in the Old Dominion. A toll-free number has been installed, 1-800-552-9963. The consumer today now knows help is nearby when it is needed.

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*Dr. Berkwood Farmer, Chief Economist
Planning and Development*

Dealing With Future Needs In the Present

By
*Dr. Berkwood Farmer, Chief Economist
Planning and Development*

EVERYBODY REMEMBERS the old saying that for want of a nail the shoe was lost, for want of a shoe the horse was lost. This might be changed to for want of information, agriculture as we know it today could be lost. This requires constant attention to the needs of all facets of agriculture, the acquiring of statistical and other information so that the future can be plotted and trouble spots eliminated before they have a chance to erode our agricultural community.

The Planning and Development staff provides support to the commissioner's office in policy and program evaluation and development and in economic analysis and projections; planning depth and economic resource and environmental advice to the board and Department; assistance to the agribusiness and rural community in planning and program development efforts; staff support to legislative commissions and committees and to the Secretary of Commerce and Resources on special projects relating to Virginia's agricultural and rural economy.

The area of economic analysis and projections is one of the most important phases of the work of Planning and Development. With this information we can deal with the future needs of

our agricultural community and determine the steps that should be taken to meet those needs. As an example of work in this area, the Planning and Development staff is currently embarked on a farm survey to determine some of the major concerns that have developed since the 1980 drought and other economic issues facing agriculture today. Once this survey is completed and evaluated, a better understanding of problem areas will be known and work can begin to find the answers.

This is only one of many projects undertaken in the interest of the rural areas of the state. One of the areas of concern for the farmer has been at the marketplace. This resulted in the creation of a Computerized Marketing System. For the first time, in 1980 sheep were sold by computer. Under a system devised by Planning and Development in cooperation with the Department's Division of Markets and with the aid of the Virginia Cooperative Extension Service, the buyer and seller now keep tabs on sales by computer. Presently, this service is being expanded to slaughter cattle, market hogs and feeder pigs.

A portion of the energy problem is being addressed in the work on fuel alcohol produc-

tion and marketing. Governor Dalton directed that VDACS assume leadership responsibilities relating to the development of fuel alcohol production and marketing operations in Virginia. Through a series of workshops and offering of technical assistance, this program is well under way.

Another of the many projects now under way deals with the Chippokes Plantation Model Farm. Demonstration plots of tobacco, cotton, and milo, a home garden and fig garden have already been completed, and work is proceeding to set up a visitors' center that can better explain the work that takes place on Virginia's farms for the benefit of us all.

Other areas of work include: Agricultural Opportunities, Environmental Resource Management Planning, Agricultural Land-Use Preservation and Planning, Agricultural Finance and Credit, and Agricultural Energy Planning.

The overall interdisciplinary nature of the work in Planning and Development is essential in furthering the economic growth of Virginia's industry of agriculture and the staff cooperates with the private sectors, citizens and other units of government in this endeavor.

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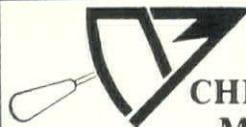
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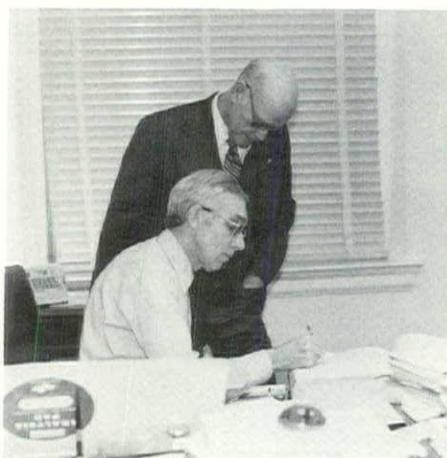
By

James W. Midyette, Jr., Director
Administration

MANY PEOPLE THINK that the Division of Administration deals with just internal affairs of the Department, but the services offered actually are statewide.

All of the services of the Department in grading of various products, for instance, send their payments back through the accounting office. In the last fiscal year a total of over \$7 million from all sources, including special funds for the commodity commissions, as well as general and special department accounts, was collected and deposited with the State Treasurer.

Our computer section has developed many of the licensing forms required for Pesticide Applicators and others. During the past fiscal year a system was designed and implemented for the Food Inspection Section to process over 9,000 inspection records. The system now reveals the establishment lists by store name and territory, inspector accomplishment reports, list of all establishments that had an official action indicated during the last inspection, monthly work plans for each inspector and the establishments that have not been inspected for a specific time. With this kind of backup the Food Section is able to better utilize its manpower and offer increas-



Division of Administration, Director, James W. Midyette, Jr. (standing) and Henry H. Budd, Assistant Director and Fiscal Coordinator, discuss administrative matters.

ing service to the state. The computer system also stores and handles information concerning food distribution, product registration and licensing as well as crop reporting statistics.

The Crop Reporting Service, a joint state-federal operation, supplies needed statistics on the status of agriculture and its various components. Other information demands and inquiries funnel through the Information Office and are answered or directed to the right source for an answer.

Realizing that service is only as effective as those who serve, for many years the Department has stressed the need for further developing the skills and abilities of all employees at all levels. The Department has conducted many training sessions in the past, but now has the assistance of a Training and Equal Opportunities Coordinator. This new position assures effective efforts in this area and offers further training for current jobs, as well as the opportunity to develop new skills for possible advancement.

All of these and other backup services are necessary so that the work of the Department may be accomplished quickly and efficiently.

Russian Grain Embargo Lifted

Carbaugh Cites Positive Aspects

★ Commissioner S. Mason Carbaugh made this comment following the Reagan administration's lifting of the grain embargo against Russia. "The decision will make possible further expansion of our export markets for agricultural commodities, returning many long-term benefits to our grain farmers and agriculture in Virginia.

"In the Commonwealth, the immediate effect of the lifting of the embargo is expected to be an upward pressure on grain prices. However, it has to be realized that the embargo is only one factor in determining commodity price levels, and that any price adjustments will arise from a combination of the embargo effects, plus foreign and domestic supply and demand conditions.

"Lifting the embargo, nevertheless, represents a positive step for agriculture, and combined with other export efforts, should result in strengthened agricultural trade in 1981 and beyond."

A check of figures compiled by the grain grading service of VDACS shows that in the fiscal year '78-'79 some 186.5 million bushels of grain left the port of Hampton Roads. This dropped to 167 million bushels in '79-'80 when the grain embargo went into effect. Actually the corn, soybeans, wheat, barley and soybean meal produced in Virginia did find an overseas market. The main impact of the embargo was on grain that would have moved into the port from the central states. At present the production of two out of five acres from Virginia farms goes into export.

In its report to the Governor 1980 on the status of Virginia Agriculture the Board of Agriculture and Consumer Services noted that a strong export program is in the long-run best interest of our farmers and consumers. In addition to positive effects on U.S. balance of payments and our

humanistic desire to improve diets and nutrition in other parts of the world, exports contribute strength to many farm commodity prices. Second, exports enable many farmers to operate farms of sufficient size whereby average unit costs of production can be kept at a relatively low level. Third, exports increase employment and earnings throughout the state.

Even before the lifting of the embargo, USDA had predicted that exports of U.S. farm products in fiscal year 1981 were expected to reach a record \$47 billion, 16 percent above last year's \$40.5 billion but \$1.5 billion below the previous estimate in November 1980. Export volume for the fiscal year is projected at 169 metric tons, 3 percent above last year's record but 1.5 million tons below the November estimate. Over 80 percent of the agricultural export tonnage is in grain and related products.

Protection for Livestock. . . And the Consumer

By

George B. Estes, State Veterinarian
Animal Health & Dairies



Dr. George Estes, State Veterinarian
Division of Animal Health and Dairies

THE HEALTH AND well-being of all farm animals is one of the primary concerns of Animal Health and Dairies. But as is indicated by the title the products from these animals are also a responsibility.

Virginia has been relatively free of large outbreaks of diseases in recent years. This has resulted in our being declared sheep scabies free, hog cholera free and bovine brucellosis free. But the free status doesn't mean that we can let down our guard. There is always the possibility of new outbreaks and, in addition, there are other potential diseases that if ignored could become major problems.

Brucellosis, a specific bacterial disease affecting cattle, swine and goats, is characterized by abortions in the female. The disease in man is known as Undulant Fever. New guidelines established by USDA require that there be no evidence of this disease in the state by 1982. This means that after many years of work to bring this disease under control in the state to meet federal standards, we now have to take the next step and eliminate it altogether. Like many diseases of animals, when a state close to ours has the disease, no matter how careful we are, there is always the chance that it will be brought back in.

Another example of the difficulty of bringing disease of animals under control is the case of Equine Infectious Anemia (Swamp Fever) which is a virus disease of horses, characterized by fever depression, weakness, loss of weight and anemia. The horse population of the state is estimated at about 120,000, but many of these animals are individually owned and in remote sections of the state. To see that all animals are tested presents a monumental problem. This, like all animal disease problems, requires the full cooperation of all concerned. But it is obvious it is not the sort of thing accomplished overnight.

Some of the programs that come under this Division are:

—ANIMAL HEALTH SERVICES: Basically this is to protect the Virginia livestock and poultry industry from infectious, contagious and exotic disease through surveillance, investigations, enforcement of regulations and quarantines. This pertains to animals moving interstate and intrastate.

—BUREAU OF DAIRY SERVICES: Assures safety, purity and wholesomeness of all Grade A raw fluid milk produced and marketed in Virginia, from the dairy cow to the Grade A processing plants, by providing an inspection and permitting program of enforcing Virginia's Milk and Cream Law. Regulating the importation of Grade A raw fluid milk to insure its safety, purity and quality and that imported milk is produced and handled in substantial compliance with Virginia requirements. The Virginia Ice Cream and Frozen Products Law requires the checking of plants, which includes the plant premise and equipment, the delivery vehicles, and the storing of the products. Labels are checked for compliance.

—MEAT AND POULTRY INSPECTION SERVICES: Provides the consumer with wholesome, unadulterated, truthfully labeled meat and poultry products.

—LABORATORY SERVICES: At six laboratories located across the state diagnostic services are available to the farmer-producer. These services are available to veterinarians of small animals on a fee basis.

—ANIMAL WELFARE: This deals in two basic areas of the Animal Welfare Act. Humane investigators are approved by the State Veterinarian to look out for the welfare of all animals in their area and certain minimum guidelines are set for county and city-operated dog pounds.

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Successful Marketing and Reliable Purchasing

By

M. W. Jefferson, Director
Division of Markets

VIRGINIA WAS THE fifth state in the nation to establish a Division of Markets in an effort to promote successful marketing of products, on the one hand, and the reliable purchasing of agricultural products on the other. This service like many others in the Department started with the farmer but continues to expand to meet the needs of the users of the products of the farm.

Markets are of primary concern to the farm producer and every effort is being made to find new markets and strengthen those already existing.

The Pick-Your-Own programs for apples, peaches, berries, grapes, vegetables, Christmas trees, and even firewood have opened up new market potential for the farmer as well as the consumer.

The innovative Tel-O-Auction method of selling livestock, which the Division originated a few years ago, is now being enhanced by the first use in the nation of computer technology for livestock marketing.

At the present time, about two out of every five acres of major crops in Virginia are used in production for exports. This is up from one of every five acres in 1960. It is important that Virginia continue this trend as it allows farmers to operate farms of sufficient size whereby average unit costs of production can be kept at a relatively low level.

The INTERNATIONAL TRADE DEVELOPMENT program serves to maintain, promote and increase the sale of Virginia agricultural products worldwide. The Richmond office develops markets for Virginia farm products in Central and

South America and Africa, while the Brussels office handles Europe and the Tokyo office handles the Far East. Exporters are assisted in making arrangements for sales, and foreign buyers are hosted on tours to investigate Virginia commodities. Currently Virginia is exporting over 25 products to approximately 100 countries.

Following are some of the other services of the Division of Markets' bureaus.

The BUREAU OF FRUIT, VEGETABLE AND PEANUT MARKETING SERVICES provides unbiased quality grading and inspections, benefiting buyers and sellers. This includes shipping point inspection, labeling and grade certification for both fresh and processed apples, peaches and cherries, as well as inspections to certify quality and condition of fresh fruits, vegetables, peanuts, and other related products.

Terminal market inspections and certifications of quality and condition are provided for fruits and vegetables arriving in Virginia.

For processed foods, official grading is provided for canned, frozen and dried fruits and vegetables, plus other related processed foods including jellies and preserves, processed peanuts, peanut products and coffee.

All of these inspections and grading services are offered upon request on a fee-for-service basis. This assists handlers in maintaining inherent product quality through marketing channels.

The Bureau performs other protection services. Virginia apples are gathered from orchards for testing to determine that they are free from excessive spray residue prior to sale. Test-

ing services for aflatoxin in peanuts are provided. Seed potatoes from commercial sources are inspected for disease to protect farmers against losses. The Virginia Apple Marking Law and Virginia Controlled Atmosphere Storage Law are administered to protect buyers.

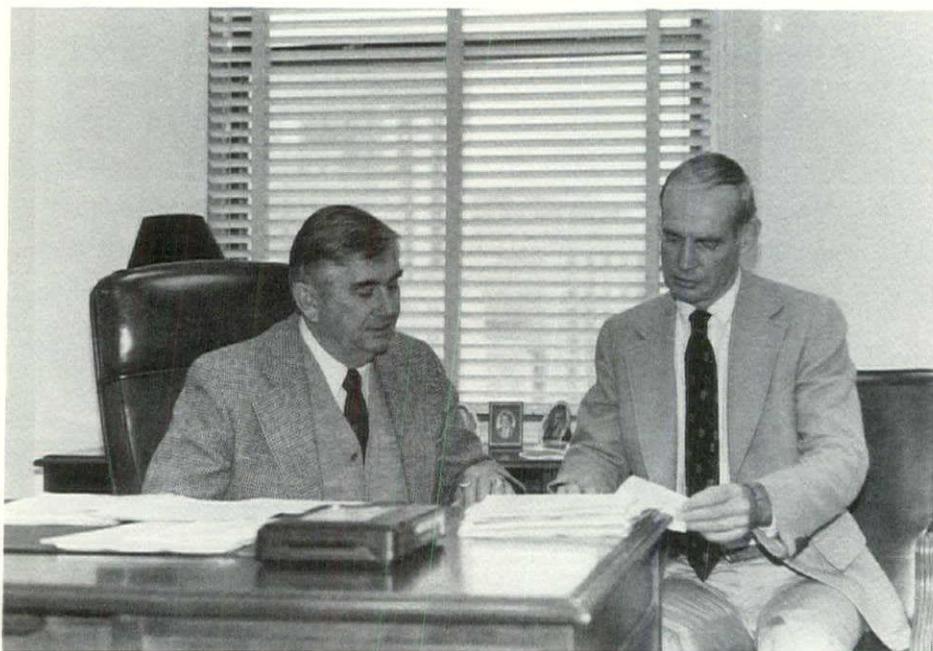
The BUREAU OF GRAIN MARKETING SERVICES provides buyers and sellers of grain, hay and straw with services for inspection, weighing and certifying weights, grades, and storage examinations as requested by industry on a fee charge basis. Virginia is one of the few states approved under the U.S. Grain Standards Act to inspect all grain to be moved into overseas markets from the Port of Hampton Roads. The Bureau protects producers in marketing their grain by administering the licensing and bonding of grain dealers.

The BUREAU OF POULTRY AND EGG MARKETING SERVICES performs quality grading at processing plants for poultry, eggs and dairy products as voluntarily requested by industry, on a fee-charge basis. The Bureau also protects consumers through regulatory inspections and grading at the retail level to determine if shell eggs meet grade, size, labeling, temperature control, and sanitary standards as prescribed under the Virginia Egg Law.

The BUREAU OF LIVESTOCK MARKETING SERVICES provides livestock market development and information as well as grading services for livestock and meat, to protect the interests of both buyers and sellers. Unbiased uniform grading, using USDA grade standards, is performed voluntarily for a fee on live cattle, swine and sheep as well as meat carcasses.

The Bureau is equally responsible for developing programs to improve and expand marketing opportunities for Virginia livestock, and for gathering data on livestock auction prices for use by buyers and sellers in determining current price levels and making buy-sell decisions.

The BUREAU OF MARKET AND ECONOMIC DEVELOPMENT improves the economic benefits of Virginia agriculture through services that develop and expand domestic marketing opportunities, promote consumer purchases, gather and report current commodity price data needed to maximize returns, and provide additional markets through donated food distribution. Commodity commissions and producer organizations are assisted in expanding markets. New methods of direct farmer-to-consumer marketing are developed. Virginia consumers are provided reliable information on how to select, buy, store and use Virginia food products for maximum benefit. Agricultural commodity buyers and sellers are supplied with reliable up-to-date price information to use in making beneficial marketing decisions. Virginia schools, institutions, elderly nutrition projects, summer camps for children and disaster assistance agencies are provided a system for receiving food donated by USDA to assist in serving economical and nutritious meals.



Division of Markets Director, M. W. Jefferson (left) and Assistant Director, Tom Yates, review latest figures.

Emphasis on Consumer Protection

By
B. W. Southall, Director
Product and Industry Regulation

THE ENFORCEMENT of a variety of agricultural and other laws is the primary mission of the Division of Product and Industry Regulation (PAIR). The 32 laws assigned are a major contributor to the Department's emphasis on consumer protection.

Legislation in 1980 assigned the Virginia Industrial Ethanol Act to VDACS for issuing permits for the production of alcohol and regulating the production and use of alcohol for fuel purposes.

The 1980 legislation also resulted in major changes to several other laws assigned to the Division. The Commercial Feed Law was amended to eliminate all General Fund revenues from feed tonnage fees and increased the tonnage fee on mixed feeds and contract feeds from six to seven cents per ton, with all proceeds payable to the Agricultural Foundation. The legislature repealed the "Plant Pest Act" and enacted two new and separate laws relating to Plant Pest Control and Nursery Inspection now known as "The Virginia Pest Law" and "The Virginia Plant and Plant Products Law."

The final year's activities of the three-year pilot program to eradicate boll weevil were coordinated with USDA and the State of North Carolina. Program plans were met and results to date are encouraging that eradication was accomplished. Three USDA committees will evaluate the results and make reports to the Secretary of Agriculture in 1981 on the potential for extending an eradication program throughout the cotton belt.

Following are the various sections of PAIR and a listing of their principal assignments:

—PLANT PROTECTION: Nursery inspection helps assure that the plants you buy for the beautification of your home are free of destructive insects and diseases. Apiaries are inspected for detection and control of American foulbrood disease or other contagious diseases of bees. There are a number of pests that are of concern in Virginia, such as the Gypsy Moth, Japanese Beetle, Johnsongrass and several pests of agriculture. Through biological and other controls, programs are developed to keep down these potential problem areas. The Nuisance Bird Law designates certain birds as of a nuisance variety including the cowbird, grackle, starling, pigeon and Red-Winged Blackbird. The Department provides assistance to many localities citizens and farmers throughout the state in controlling roosts of birds that cause noise and other nuisances.

—FERTILIZER AND MOTOR FUELS: Regulation of fertilizers, liming materials and motor fuels in Virginia through label review, sample collection and laboratory analysis to determine compliance with laws and rules and regulations. This section is also responsible for the issuing of permits for the production of alcohol that is intended as a fuel source. Gasoline is inspected to determine its octane rating and other quality factors.

—FOOD INSPECTION: A statewide program for consumer protection and food safety assurance through food establishment inspections, food product sampling and analysis, and consumer complaint investigation. This includes milling, baking, canning, bottling and other food processing plants and retail store inspections. This also includes the monitoring of ground beef to assure that the label indicates the maximum fat content. Another law of interest in this section is the Pull Tab Law that requires that pull-tabs on soft drink or other beverage containers are detachable from the container.

—PESTICIDE, PAINT AND HAZARDOUS SUBSTANCES: Under the state's Pesticide Law certain chemicals now have restricted uses and can be applied only by licensed applicators. The law also regulates the use, storage and disposal of pesticides and their containers and provides for the certification and licensing of certain pesticide applicators—those who use restricted-use products.

Virginia is the only state with a Paint Law. This is a truth-in-labeling law that requires annual product registration and is monitored through product sampling and testing to assure accuracy of label claims.

The Hazardous Household Substance Law requires certain cautionary labeling of hazardous products used in and around households as well as toys and other products suitable for use by children.

—SEED AND SOD: The Seed Law is a truth-in-labeling law requiring all seeds that are sold, offered for sale, transported, or advertised, to be labeled with complete information that is necessary in order for the potential purchaser to evaluate the seed for its intended use. Seeds are living organisms and must meet minimum specifications for viability, purity and freedom of weed seeds. The Sod Law provides the purchaser with needed information to assure that poison ivy, and Johnsongrass are not to be found in the sod and supply that information which is needed to determine if the type of sod is acceptable for its intended use.

—WEIGHTS AND MEASURES: As everything we use has to have a weight, measure or count, it is evident that this section has many diversified assignments. It basically assures that weighing and measuring devices are of the approved type, are correct, and that pre-packaged commodities are labeled correctly and contain the labeled quantity.

—INSPECTION SERVICES: This section supplies field inspectors for the activities of the Feed, Fertilizer, Pesticide and Seed Sections. It is also responsible for the Charcoal Law—another truth-in-labeling assignment. The Agricultural Products Dealers Licensing and Bonding law is to ensure Virginia producers of accountability and payment for the produce they sell.



Marshall Trammell (left), Supervisor, Nursery Inspection, discusses a plant problem with Division of Product and Industry Regulation Director, B. W. Southall.

Services Switched



A typical main street in Virginia when VDACS checked bed sheets in the '20s. (photo is of State Street, Bristol, Virginia-Tennessee)

OVER THE YEARS VDACS has initiated many services that have since been switched to other agencies for one reason or another.

When the Department was founded in 1877 the first assignment was fertilizer. To properly analyze fertilizer you need a laboratory. So the first state lab was created. As other services were added to the Department, the Department's laboratory services continued to expand. Just 10 years ago they included manpower and equipment for analysis of food, feed and animal remedies. All of the drug work was done in the Department's labs. This was just at the time we moved into the drug scene and it meant many a laboratory person was called upon to put in court appearances to properly identify what law enforcement officers had confiscated as a drug. Under the Pharmacy and Drug Act of the Commonwealth this also included cosmetics.

Then in 1972 the General Assembly created the Division of Consolidated Laboratory Services. The feed, fertilizer, food, drug, paint, motor fuels, pesticides and miscellaneous laboratories of the Department were transferred to this newly created Division.

In 1974 when the gasoline lines used to stretch around the block and we could only buy gasoline on odd and even days the Department was at first responsible for the setting up of this service. For as it does today, the Department had the responsibility of checking gasoline for octane rating among other things. But as the energy crises grew so did the need for setting up a special agency within the state to handle this growing problem and so the state Energy Office was established and a new agency took over the assignment.

Another of the early assignments of the department that has since been transferred came about in 1909 when the Department's food inspectors, under the pure food law, were given the added responsibility of the inspection of restaurants and hotels, primarily to see that the eating areas were maintained in a sanitary condition.

Somewhere in the early 'twenties a check list was devised for hotels and restaurants. Hotels were scored as to their equipment and methods

and the score card showed the number of rooms, number of floors and condition of the water supply. A total of 461 hotels were scored in 1929 and it was reported that no complaints were received from consumers that year on hotels. In 1935 boarding houses were added to the inspectors' list.

In the spring of 1936 filling stations, tourist homes and tourist camps started being inspected. As the Annual Report noted they were inspecting these places for sanitation of the restrooms and purity of the water supply, although the report was free to admit the Department didn't then have adequate authority for the regulation.

By 1936 a special classification was developed so that hotels receiving a top rating got a gold rating, normal—a red rating, and adequate—a plain rating. A total of 1,026 tourist homes were inspected along with 245 filling stations that year. Again the focus was the construction and equipment of restrooms and the water supply. When there was a problem it was referred to the State Health Department.

The Legislature gave the Department a new assignment in 1937 that reduced the length required of the top sheet used on hotel beds from 96 inches to 90 inches, and the sheet was to be folded back so as to cover all the top covering.

Work in the restrooms continued and in 1938, 3,304 service stations were inspected.

The Department inspected hotels, tourist homes and service stations until June 1, 1942, when the control of these establishments was transferred from the Department of Agriculture and Immigration to the State Health Department and another of the Department's early consumer service assignments came to an end.

The Department takes pride in the fact that they have been the initiators of all of these services that have since moved to other agencies. It is all part of the ongoing effort to be of service wherever possible to all citizens of Virginia.

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Five Members Leave Board This Year

FEW PEOPLE REALIZE the important role that the Board of Agriculture and Consumer Services plays in the operations of the Department, nor the fact that Board decisions can affect every citizen of the Commonwealth.

The Code of Virginia states that the "Department shall be under the management and control of the Board of Agriculture and Consumer Services." Therefore, they have some input in all of the activities of the Department.

The board is composed of one representative from each Congressional District, with the president of the Virginia Polytechnic Institute and State University serving as an ex-officio member. The law also says that six of those selected shall be practical farmers and that all shall be appointed by the governor for a term of four years, and confirmed by the General Assembly.

It is not often that five members of a board leave at the same time, but state law states that they can serve only two consecutive terms. Mrs. M. B. Pierce, Richmond; John B. Larus, Powhatan; Alfred L. Snapp, Jr., Winchester; Charles D. Roberts, Rural Retreat; and James F. Brownell, Bluemont, have now completed the two terms.

The five members who are leaving the board this year have had some very interesting and at times difficult decisions to make during their term of office. A review of their years on the board presents an interesting picture of their many decisions.

In their first meeting as board members they found themselves deliberating the need for strengthening the regulation governing the labeling and sale of infant formula. It was at the same time that, to control the spread of equine infectious anemia (EIA) in Virginia, the board adopted a regulation which established a system of testing for and controlling the disease. Oddly enough, the concerns of some that the regulations be reevaluated and studied, was one of the last considerations undertaken by these five members of the Board some eight years later.

The board in 1975 became aware of an increasing need for farm credit and recommended to the governor that an Agriculture Finance Committee be appointed to study the financial needs of

farmers. This committee has been extremely active in recent years.

In 1975 the board considered "ground beef." They passed rules and regulations that require retailers to either label their packages or display placards with the statement "Does not exceed ___ percent fat" for their ground beef when such terms as lean, extra lean, super lean, or premium are used to modify the term ground beef. The regulation further required that if the retailer uses a primal cut name to modify the term ground beef, such as chuck, ground round, or chopped sirloin, the meat used in this ground beef must be meat exclusively from that part of the animal carcass. The regulations allow a variation of three percent above the declared maximum fat content of the package label or display placard before a violation of the law occurs.

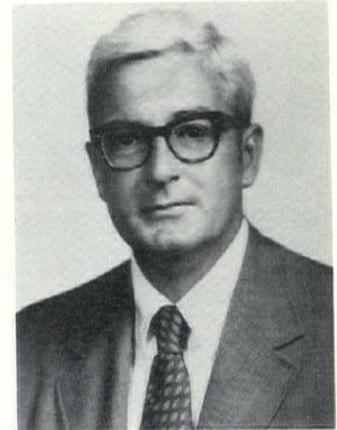
The same year the board passed regulations relating to the certification of commercial and private applicators of certain restricted-use pesticides. They also adopted a new set of revised and amended Weights and Measures Laws in order to bring Virginia into compliance with the federal Fair Packaging and Labeling Act.

One of the actions in 1976 changed the regulations on ice cream and frozen desserts, in order to allow frozen yogurt to be sold directly to customers through soft-serve frozen dessert machines. They also amended and endorsed a regulation which established uniform requirements for the selection and training of humane investigators throughout the state. The following year they amended the Commercial Feed Law to allow use of peanut hulls in diet dog foods.

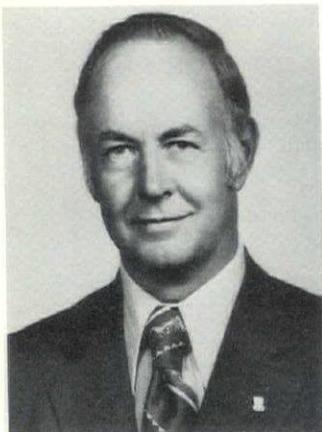
In 1979 the board reviewed the regulation which required all dairies producing Grade "A" milk to have recording thermometers installed by January 1, 1980. As at all of their public hearings, comments were invited from all interested parties. In this case representatives of the industry, dairymen from the Northern part of the state along with members of the Virginia State Dairymen's Association were given the opportunity to air their views on the topic. After final discussion, the board reaffirmed its action requiring the installation of recording thermometers. The board also received bids and plans for construction of two new laboratory buildings, one at Ivor the other at Harrisonburg. They were



Mrs. M. B. Pierce
Richmond
3rd District



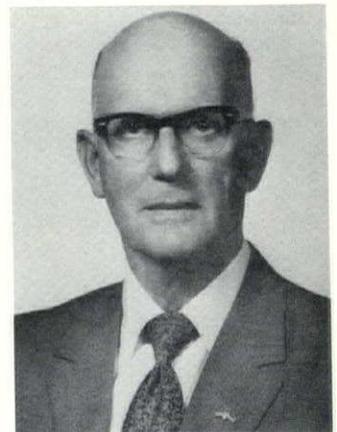
John B. Larus
Powhatan
5th District



James F. Brownell
Bluemont
10th District



Charles D. Roberts
Rural Retreat
9th District



Alfred L. Snapp, Sr.
Winchester
7th District

able to see the completion of those buildings, now in service, when they were both formally dedicated by Governor Dalton this past summer.

Frozen desserts came to their attention again and they approved amendments to the rules and regulations governing the production, processing and sale of ice cream, frozen desserts and similar products to allow the reconstruction of imitation powdered frozen dessert in retail establishments without requiring subsequent repasteurization.

In the 1979-80 Annual Report it is noted that the board endorsed the idea of a horse center in Virginia and was taking another look at the Department's Equine Infectious Anemia program. Board members attended six informational meetings across the state to receive public comments on the effectiveness of the program. The board approved regulations for a soybean referendum and one for corn. The Soybean Commission has since been reapproved by soybean producers and corn growers have created a Corn Commission.

It should be stressed that these items are just a selected few of the many things that are considered by the Board at their regular meetings and public hearings. The agenda contains many items for consideration and informational purposes. The items that have been listed here are basically the results of public hearings. But, from the number of different items, you can readily see how many times the board's decision is going to have some effect on the way you buy, market or live.

The board meetings have been quiet at times and at others the discussion's have become rather heated as various representatives pleading their case before the board in open hearings have made rather definite statements. It has been the policy of the board, always, to hear all sides of any issue and to seek out those people who have a comment to make about any of the items that come before them for deliberation.

The five members of the board who are leaving this year deserve special commendation for their work in helping make Virginia a better place in which to live.

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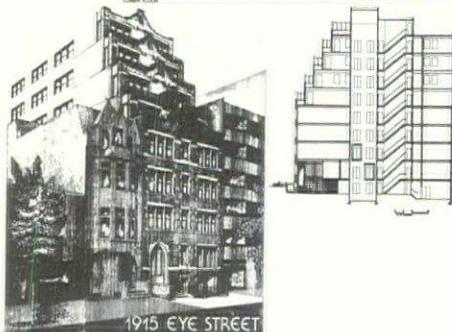
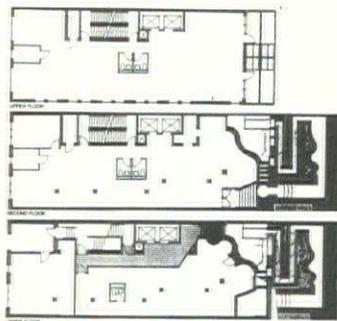
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FOR THE RECORD



PRESERVATION PROJECT AWARD WINNER—1915 Eye Street, Washington, D.C.
Swaney-Kerns Architects, Washington, D.C.
Builder: Harvey Construction Co., Rockville, Md.
Artist's Rendering: Trebor Nosredna

Adding Four Stories To Preservation Project Wins Award

• Adding four more structural levels to 1915 Eye Street while preserving the elegance of this four-story Tudor Revival building in Washington's business district won an award for Swaney-Kerns Architects.

"The tight time schedule and the necessity to limit weight in adding four new floors to the existing building resulted in the selection of the Hambro® lightweight composite system," said Robert Barber Anderson, principal architect and designer.

This lightweight composite concrete Hambro® joist marketed by Silver Spring's Mid-Atlantic Hambro, Inc., provided owner Ronald J. Cohen of Rockville, Md. and the architects the flexibility of preserving the design which repeats the roof line in stepped-back graduations.

"By reemphasizing rather than disrupting, a repetitive roof line becomes an imaginative way to expand," said *Progressive Architecture* when awarding Swaney-Kerns an Architectural Design Citation in their 28th Awards Program in January. "The balconies and skylights at each level," they said, "maintain the scale and presence of the existing facade while adding the needed space."

The Hambro® Floor System is a lightweight structural system that uses 50% less concrete and steel than conventional floor systems. This assured the weight savings and flexibility that the architects needed. Coupled with the system's high sound properties, an STC of 57, it was a very desirable means of accomplishing the architect's goal. "The low cost was an additional bonus," said Bob Anderson.

Careful thought was given to the accentuated step design in alleviating the problems of matching the brick at each ascending level. The roof line design recalls the mansard roof of its French Revival neighbor.

The project, being built by the Harvey Construction Co. of Rockville, Md., with Funkhouser Associates as the structural engineering consultants, incorporates energy efficiency, space flexibility, and accommodations to the handicapped.

NVBA Forms Remodelers Council

• Residential remodeling has become a boom industry despite, or perhaps because of, the rising costs and high interest rates that have put a damper on new construction, says Chuck Vernon, Chairman of the recently organized Remodelers Council of the Northern Virginia Builders Association.

The Council, which is composed of members

of the Northern Virginia Builders Association, was established to address the special needs of the growing number of homeowners interested in remodeling. The Council's ongoing education program keeps remodelers informed of the latest developments in design, products, business practices and consumer protection.

Council members and associates are emphasizing the quality of work that can be done by businesses in the home improvement industry. All members must be licensed and referred, to become members of the Council.

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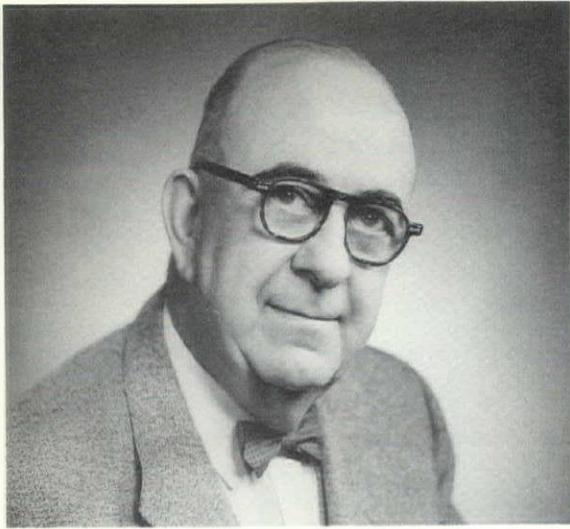
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IN MEMORIAM

• Harry Luck Rosenbaum, chairman of the board of Roanoke Engineering Sales Co., Inc., died on December 21 at the age of 82.

Mr. Rosenbaum, the AGC of Virginia's Construction Man of the Year in 1970, was widely known for his work in the construction industry and for his philanthropic and humanitarian work, and active participation in civic affairs.

His business interests also included partnership in Industrial Sites, Inc., a real estate firm, and his part as one of the organizers and a director of Security National Bank in Roanoke, which in later years became the United Virginia Bank of Roanoke.

His concern with assisting students and encouraging the young led him to help organize the Virginia Tech Student Aid Association, the Junior Achievement high school student corporate setup, the Roanoke Optimist Club, which works with teenagers, and the Roanoke Touchdown Club.

Rosenbaum also served as president, trustee and committee chairman at Temple Emmanuel in Roanoke, where a memorial service was held for him. He served there continuously as an officer and director for 35 years. In 1965 he was named father of the year in religion in Roanoke, followed in 1970 by his selection as "Boss of the Year" by local secretaries and the aforementioned "Construction Man of the Year," by the Associated General Contractors of Virginia.

Among his other activities were membership in the Shriners, Masons, Elks, Rotary Club, American Legion and the Virginia Tech Alumni Chapter.

Long known for his humanitarian interests, perhaps the true measure of the man lies in the following poignant directive he wrote in 1976, asking that his body be given to science and that he have no funeral.

The day will come when my body will lie upon a white sheet neatly tucked under four corners of a mattress located in a hospital busily occupied with the living and the dying. At a certain moment a doctor will determine that my brain has ceased to function and that, for all intents and purposes, my life has stopped.

When that happens, do not attempt to instill artificial life into my body by the use of a machine. And don't call this my deathbed. Let it be called the Bed of Life, and let my body be taken from it to help others lead fuller lives.

Give my sight to the man who has never seen a sunrise, a baby's face or love in the eyes of a woman. Give my heart to a person whose own heart has caused nothing but endless days of pain. Give my blood to the teen-ager who was pulled from the wreckage of his car, so that he might live to see his grandchildren play. Give my kidneys to one who depends on a machine to exist from week to week. Take my bones, every muscle, every fiber and nerve in my body and find a way to make a crippled child walk.

Explore every corner of my brain. Take my cells if necessary, and let them grow so that, someday, a speechless boy will shout at the crack of a bat and a deaf girl will hear the sound of rain against her window. Burn what is left of me and scatter the ashes to the winds to help the flowers grow.

If you must bury something, let it be my faults, my weaknesses and all prejudice against my fellow man.

Give my sins to the devil. Give my soul to God.

If, by chance, you wish to remember me, do it with a kind deed or word to someone who needs you. If you do all I have asked, I will live forever.

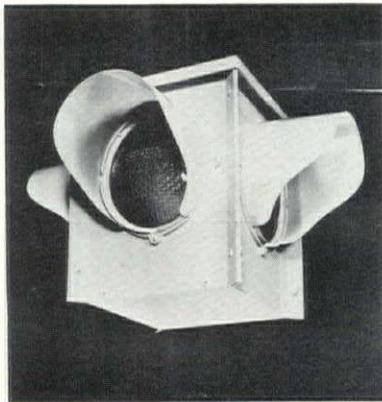
His family acted in accordance with his wishes, and his body was accepted by a Virginia research hospital.

His survivors include his widow, Jule C. Rosenbaum, four sons—Joseph, Harry L., Jr., Curtis and Robert F. and 12 grandchildren.

Public Electric Power Failures Activate Emergency Traffic Signal

• Recognizing a long awaited need for instant traffic control when public utility power fails and traffic signals go out, Lake Shore Markers, has invented and developed for municipalities this solid state circuitry into a 2-way traffic unit, readily installed and attached to the existing power source at any intersection, 8", S.A.E. approved lens.

Constantly testing the 12 volt power supply, this unique traffic signal will flash immediately, a split second after power fails. Power failure is often caused in a local area by auto or truck collision with utility poles, inclement weather, acts of God, and the failure of the utility itself. Without necessity of police the traffic will flow normally, the unit immediately begins flashing to control traffic in the main area with flashing amber light and flashing red stop light on the side streets. This safety signal, continues to



function until the power is restored up to six hours.

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Roanoke Engineering Sales Co., Inc. Names New Officers

• Roanoke Engineering Sales Co., Inc. has elected Joseph L. Rosenbaum, of Richmond, Board Chairman. Harry L. Rosenbaum, of Charlotte, N.C., has been elected President and Treasurer. Robert F. Rosenbaum, of McLean, has been elected Executive Vice President and Secretary. Jane F. Diggs, of Richmond, has been elected Assistant Secretary.

Echoes and Heirlooms By Candlelight In Alexandria

• Whispers of Revolutionary soldiers, the songs of Stephen Foster, the wail of a bagpipe . . . echoes of the 18th and 19th centuries will resound in Alexandria on Friday, June 5 and Saturday, June 6 between 7:30 and 10 p.m. during Alexandria's first Candlelight Heritage Tour.

The restored homes of Scottish merchants, John Carlyle and William Ramsay, the residence of Revolutionary War hero "Light Horse Harry" Lee, the Boyhood Home of Robert E. Lee and Gadsby's Tavern Museum will feature guided candlelight tours of each furnished property, live music, Colonial refreshments and dramatic historical vignettes.

The tours on Friday and Saturday nights begin at the Ramsay House, 221 King Street where tickets go on sale between 5 and 8 p.m. The public will be greeted by the City of Alexandria Pipes and Drums dressed in the city's Cameron tartan. Ramsay House is the oldest house in Alexandria, built by one of the city fathers—William Ramsay in 1724. Today it serves as the city's visitors center where brochures on Alexandria's history, shopping, restaurants, lodging and free parking passes (metered zones) for out-of-city visitors are available.

After picking up tickets and maps, tour goers may set out on foot for any destination. The entire tour covers seven city blocks inside the Old Town historic district.

The Carlyle House, only a few steps from Ramsay House, at 121 North Fairfax Street was considered to be the grandest home in Alexandria during the 18th and 19th centuries and was built by George Washington's friend John Carlyle in 1752. Light refreshments prepared from period recipes will be served outside in the garden. Inside, guests will be entertained by local harpsichordist Margaret Albritton. The Carlyle House was the site of General Braddock's 1755 meeting with five British governors who decided to tax the colonies to finance the French and Indian War.

A block from the Carlyle House, across Market Square, at 134 North Royal Street is Gadsby's Tavern Museum, formerly the social and political center of Alexandria and one of the leading hostleries in the New World during the 18th century. Among the guests who enjoyed John Gads-

by's hospitality were George Washington, John Adams and the Marquis de Lafayette. Composed of two adjoining buildings, the tavern and city hotel, Gadsby's was converted during the Bicentennial into a museum tavern and a separate restaurant which serves traditional Colonial fare. Inside the Assembly Room of the Museum, a local Revolutionary War militia unit will present vignettes of camp life while in the Ball Room where George Washington danced on his birthday, the "Kammer Musik" chamber group will perform a program of early Baroque compositions.

Only five blocks north at 429 North Washington Street is the Lee-Fendall House, home of Revolutionary War hero "Light Horse Harry" Lee. The rambling clapboard home is furnished with Victorian antiques and Lee family heirlooms. Upstairs is a collection of antique doll houses, toys and dolls. During the nights of the tours, the garden of the Lee-Fendall House will be transformed into a 19th century summer gathering with performances by vocal and instrumental groups who will present the music of Stephen Foster and other American folk composers.

Directly across the street at the Boyhood Home of Robert E. Lee, 607 Oronoco Street, an 18th century wedding will be celebrated in the garden. The bride, groom and wedding party will be dressed in period attire. In the dining room, a wedding table will be set for the occasion in the fashion of the day. The Early Byrd Consort—a local chamber group—will play appropriate selections. The 18th century Federal red brick house where young Robert lived with his family until he entered the military academy at West Point is decorated with Empire Style furnishings and portraits of the Civil War leader. In 1824 the Marquis de Lafayette visited Robert's widowed mother and was received in the parlor which was renamed the "Lafayette Room."

Tickets at \$6 for adults and \$3 for young people 6 to 17 years are only available at the Ramsay House Visitors Center, 221 King Street between 5 and 8 p.m. on tour nights. Due to fire regulations, the tour is limited to 450 people each night. In case of rain, outdoor activities will be moved inside.

For details, call (703) 549-SCOT.

Historic Fincastle Announces Fall Festival

• An Antique Show and Sale will be one of the several new features at the Historic Fincastle, Inc. Fall Festival set for Saturday and Sunday, September 12 and 13, 1981. The Festival will be on the Courthouse Square and along the streets to the Big Spring in the 200-year old village of Fincastle, county seat of Botetourt County in the Valley of Virginia, between the Blue Ridge and Alleghany mountains.

Other new features are being planned to complement the tradition events of the Art Show, Flea Market, Craft Show, Country Store and Book Fair.

Brochures listing complete details will be available in June. For immediate information write: Fall Festival, Box 19, Fincastle, Virginia 24090.

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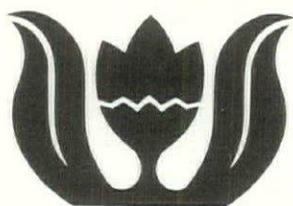
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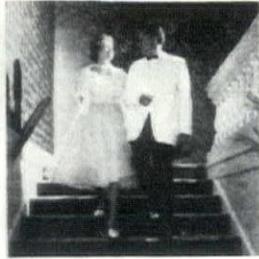
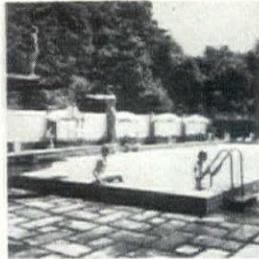
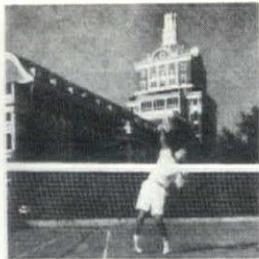
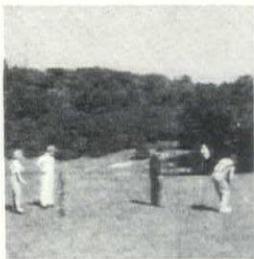
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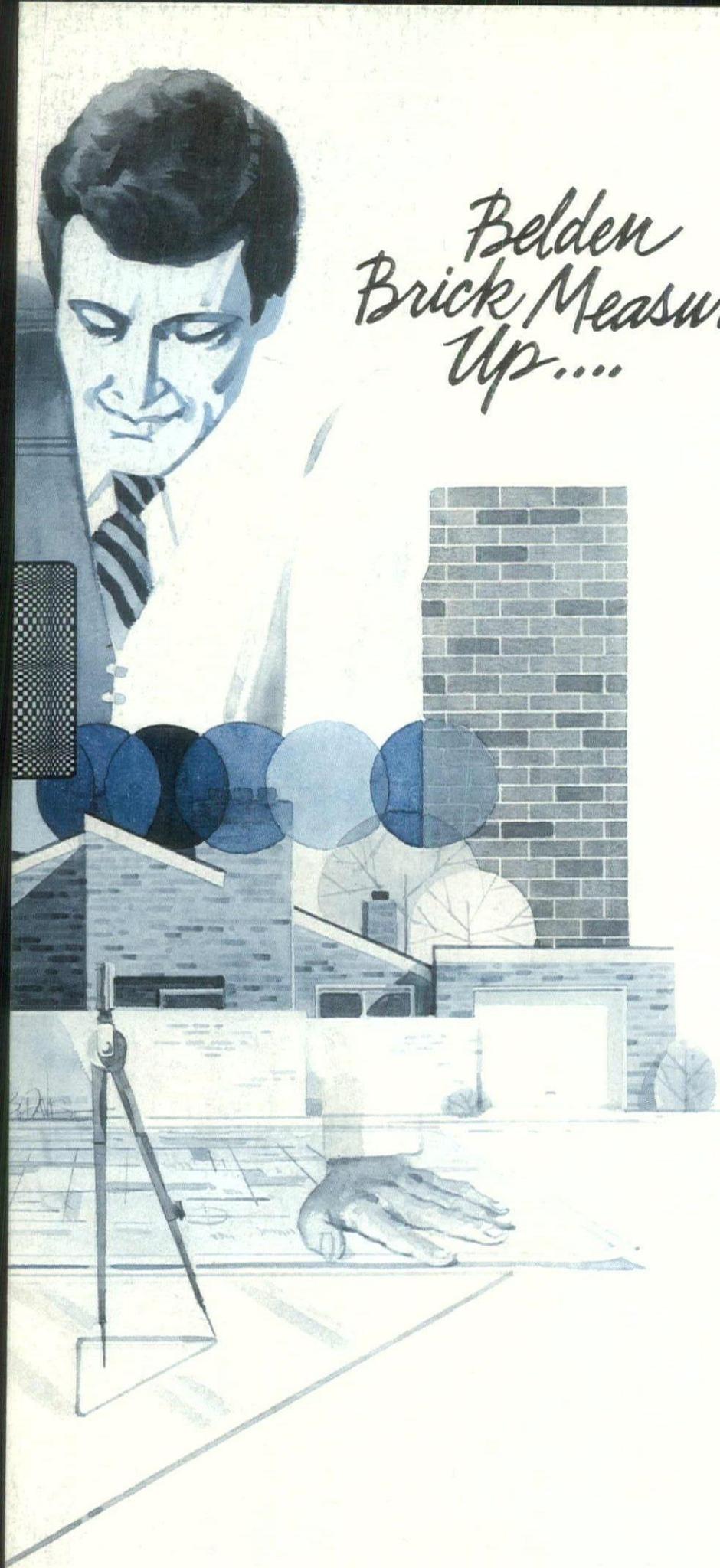
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