



CONTACT INFORMATION
Mining Records Curator
Arizona Geological Survey
416 W. Congress St., Suite 100
Tucson, Arizona 85701
602-771-1601
<http://www.azgs.az.gov>
inquiries@azgs.az.gov

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you
should
be talking with
this man



SPECIAL TRAINING DIVISION



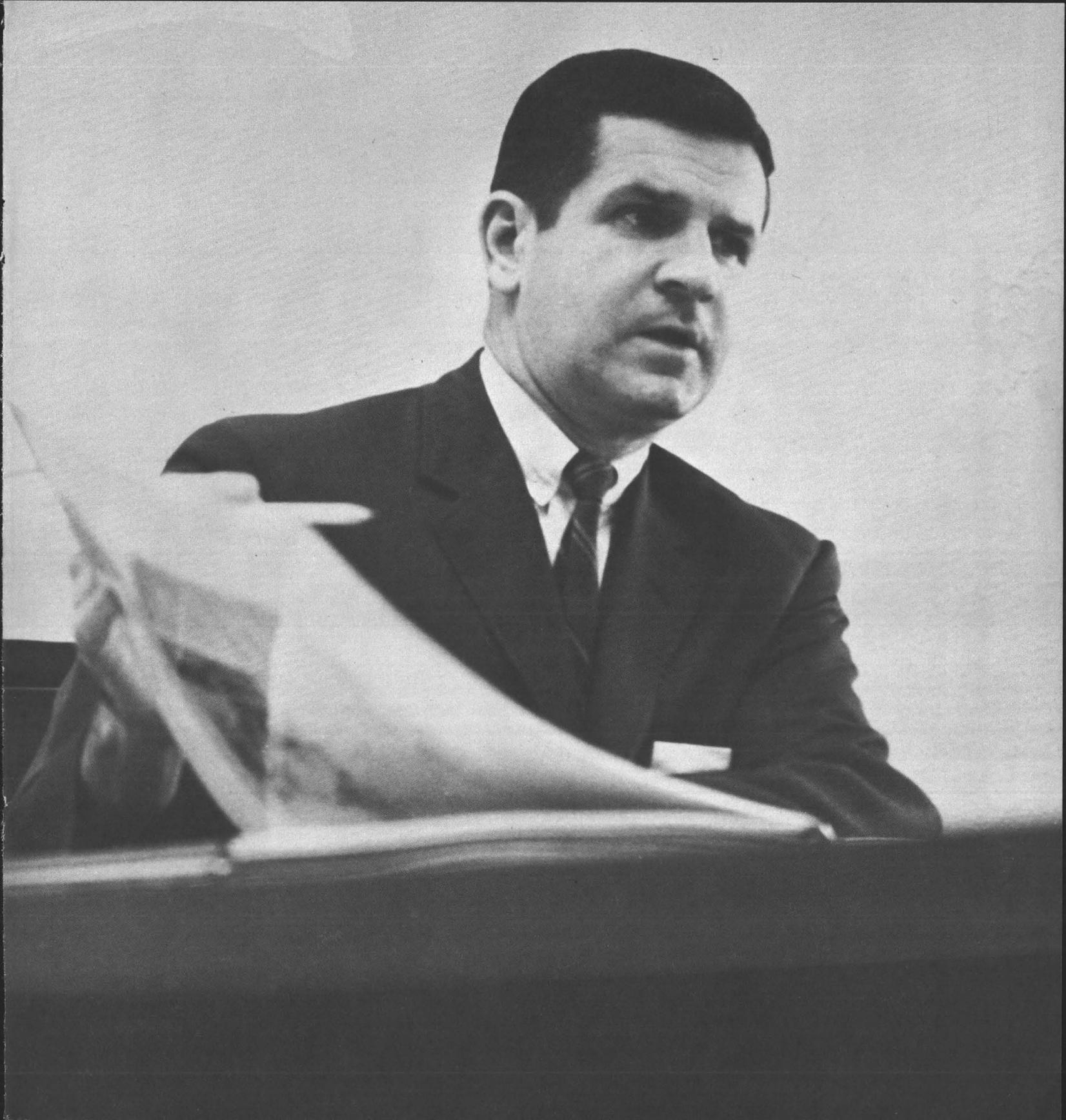
he is your
specialist
in virginia,
training personnel for
industrial growth



he
has
the
answers

This specialist is experienced in knowing how to analyze jobs, lead time, work schedules, job skills, and in setting up training programs.

Industries and businesses that are expanding their facilities and those locating in Virginia for the first time are utilizing the Special Training Division of the Virginia Department of Community Colleges. Under these programs Virginians are trained in the basic skills required by a wide variety of job opportunities. The development of any training program is essentially a team effort involving both the specialist and the company.

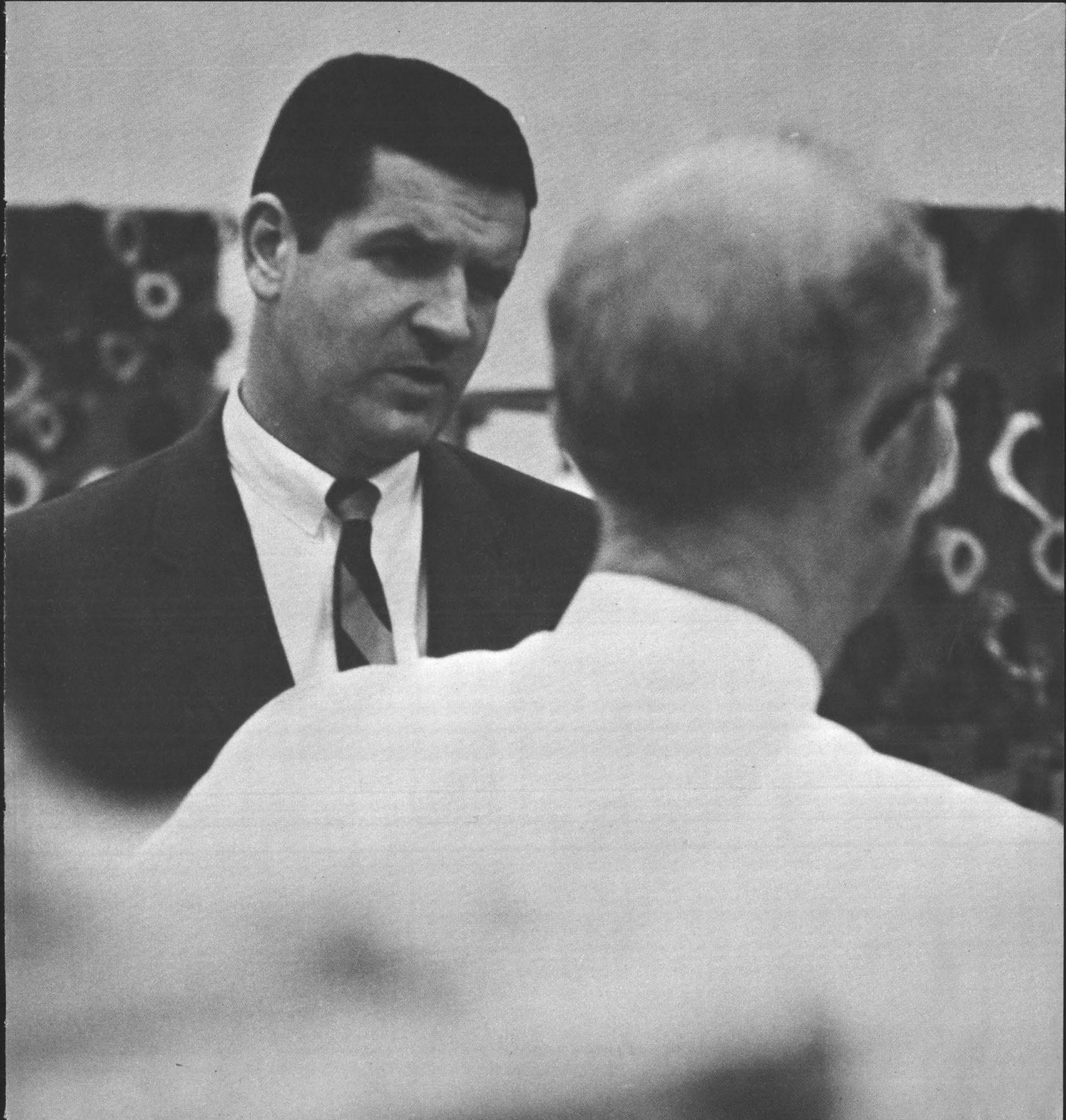


your needs
are
his concern

The training program is tailored to fit your exact needs. It is the specialist's approach to see that the basic skills of specific jobs are taught at little or no cost to the company.

Once the training needs and objectives have been agreed upon, a lead time schedule is developed to insure that trained operators are available coincident with the plant opening — thereby minimizing start-up costs.

A few of the skills that have been taught by the Special Training Division include sewing operations, welding, electronics, motor winding, furniture construction, electronic assembly, shoe manufacturing, telephone assembly, paper manufacturing, candy making, printing, metal forming, tire manufacturing, supervisory development and machine operation.



selection
of
trainees

The ultimate success of any Special Training Program depends on the quality of the trainees.

Upon request, arrangements will be made to recruit, screen, and test prospective trainees in accordance with job specifications.

The Department of Community Colleges will also arrange an investigative search on prospective trainees through community leaders and others who are interested in the growth of the community and in good labor-management relations. The final selection of all candidates is made by the company representative.

location
of training
sites

Training is conducted where suitable space and facilities are available. When off-plant sites are used, they will be provided at no cost to the company.

In many cases, the community college site, facilities, and instructors will be used to conduct programs under the Special Training Division.

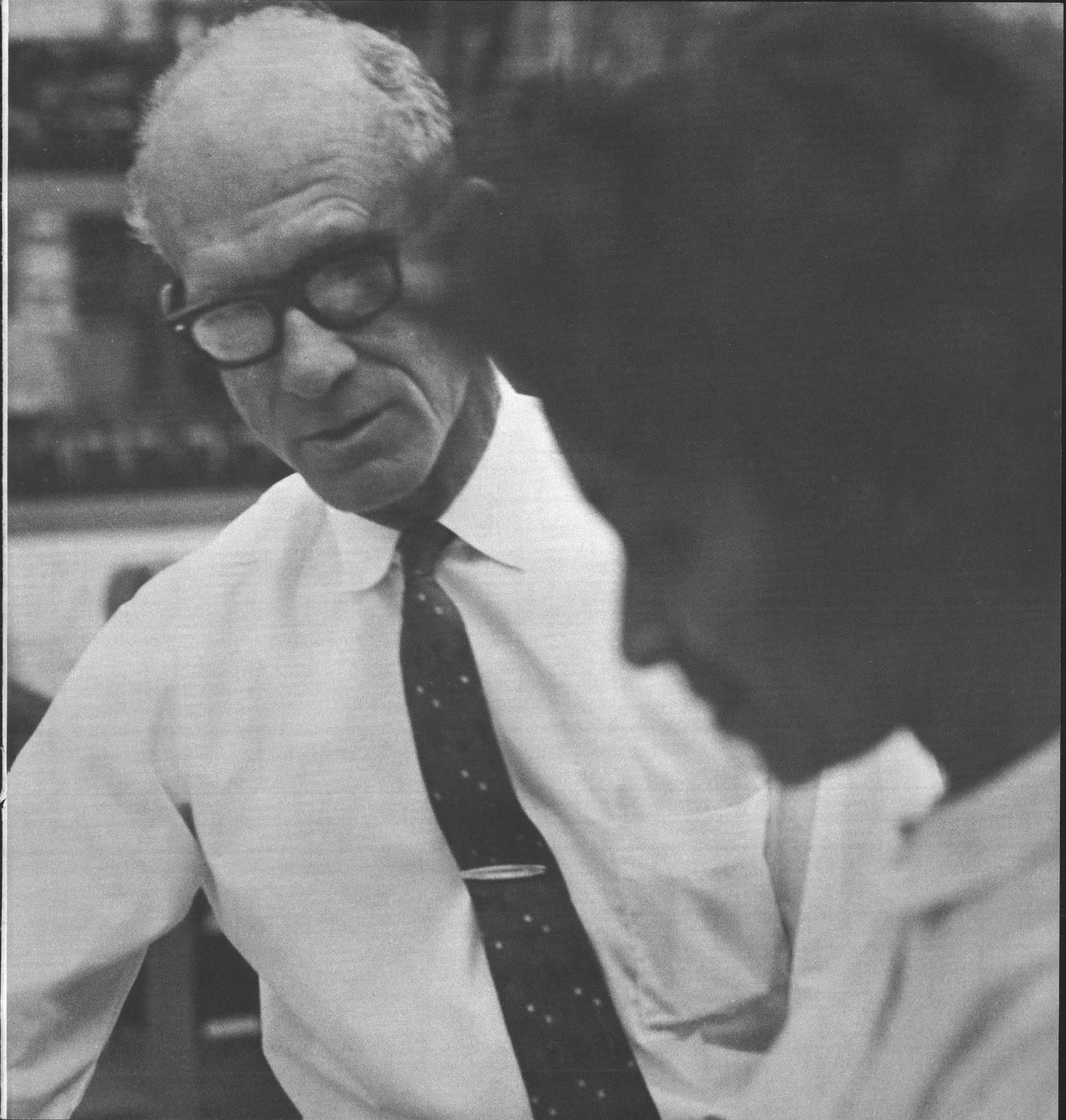


instructors

The Special Training Division will recruit qualified instructors. When highly specialized skills are needed, the employer may want to provide someone within his own organization on a loan basis. All instructors, including those furnished by the company, are paid by the State for time spent in concentrated training.

equipment
and
materials

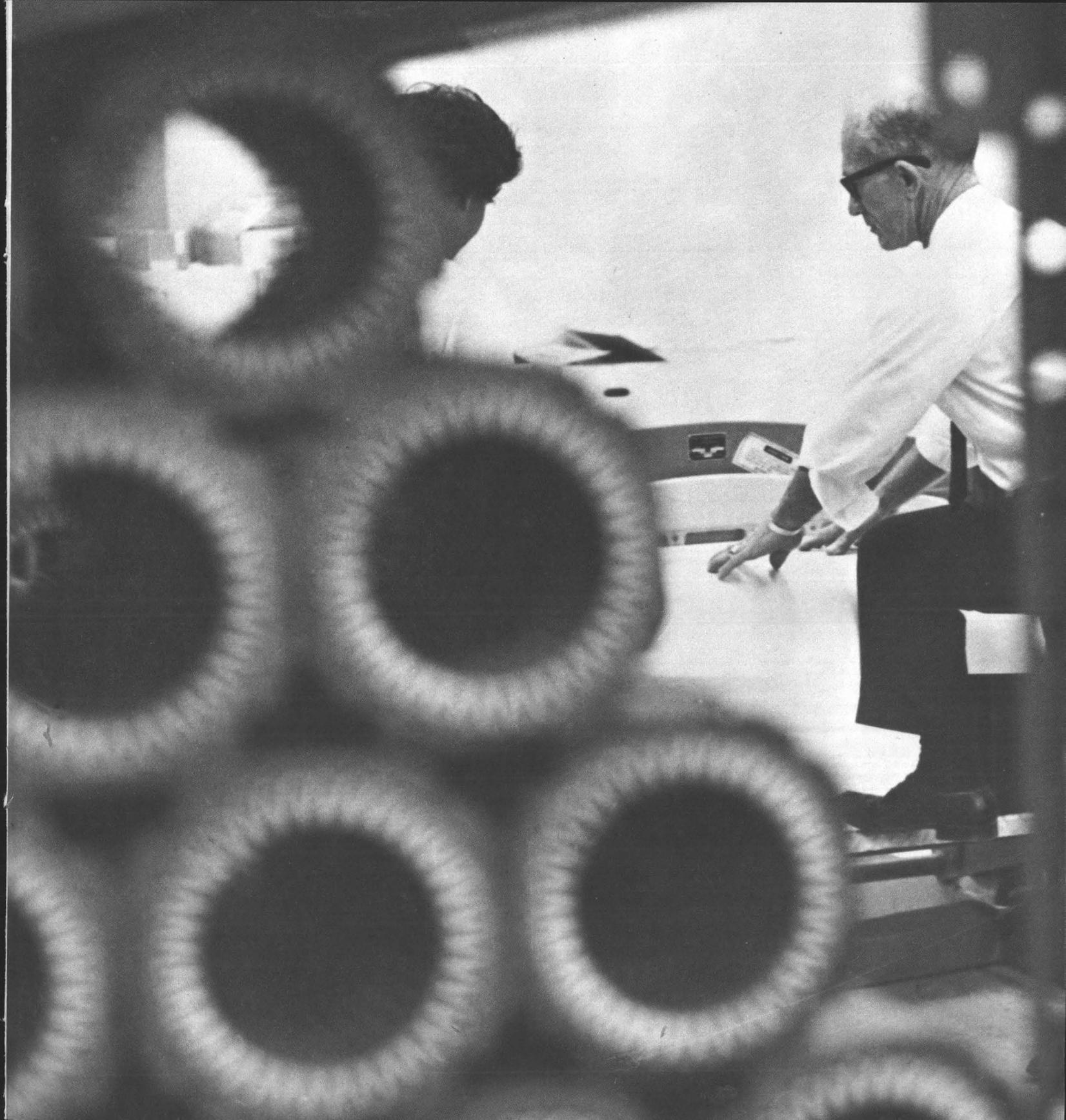
The Division of Special Training furnishes and installs standard equipment as required. Highly specialized equipment is normally furnished by the company. The cost of materials used during the program is a negotiated item. Visual aids including closed circuit television and video tapes are provided.



type of training

Training is conducted on a concentrated basis ranging from four to eight hours a day. Under this method, the full-time instructor is not divided between training and production problems. All of his efforts are devoted to teaching. Instruction can include both classroom and simulated production training. This approach not only reduces the training period, but produces excellent employees. Experience has demonstrated that educational training of this type is much more efficient than in-plant training. Night classes can be scheduled when necessary.

Under a pre-employment plan, trainees receive no pay since they are attending school to learn a particular skill or trade as part of the State's Special Training Program.



another
feature

Included in the training orientation is a presentation on basic American industrial economics titled "How Any Business System Operates," plus an illustrated presentation on "Importance of Competition."

These presentations clearly emphasize that job security depends on the company making a profit.

a
prime
example

In Portsmouth 3,000 Virginians were trained for General Electric's new personal portable television department in the basic skills involved in assembling and testing of television sets. General Electric is pleased with the Virginia location in many ways, including the availability of productive manpower, decreased start-up costs, and the overall success of the program. So pleased, in fact, that they expanded their facilities and requested further services of the Special Training Division.



others have
talked
with him

Virginia's aim is to make sure that industry continues to demonstrate its confidence in the State by locating new plants and distribution facilities and by expanding existing operations at the present impressive rate.

The Special Training Division approach is to teach the basic skills of specific jobs for a particular company, with the primary objective being to help as many citizens as possible to prepare for increased economic opportunity.

"This program has introduced a novel kind of school to Virginia, one that needs no ivy-covered halls or, for that matter, any special buildings at all. These schools are where the people are and where the need for trained employees exists."

Mills E. Godwin, Governor

SPECIAL TRAINING DIVISION

**Basic Skills for Specific jobs for
a new or expanding company**

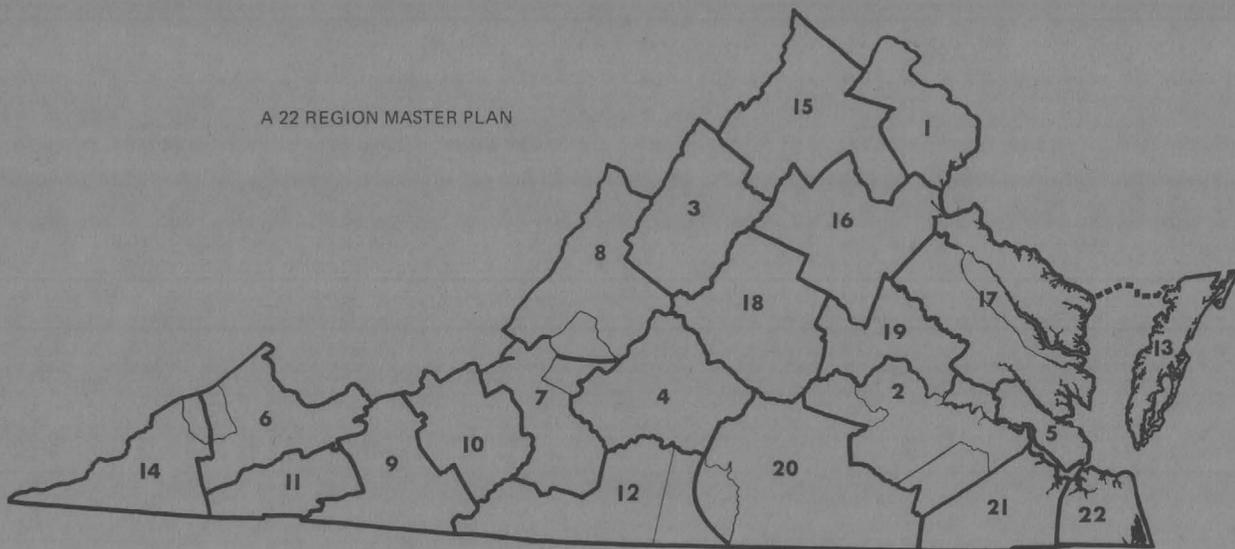


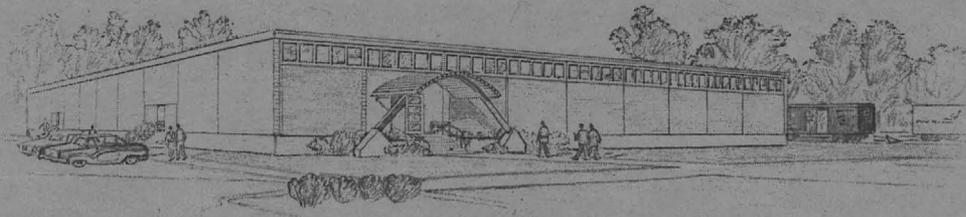
Professional Training
1-800-451-1000

the
virginia
community college
system

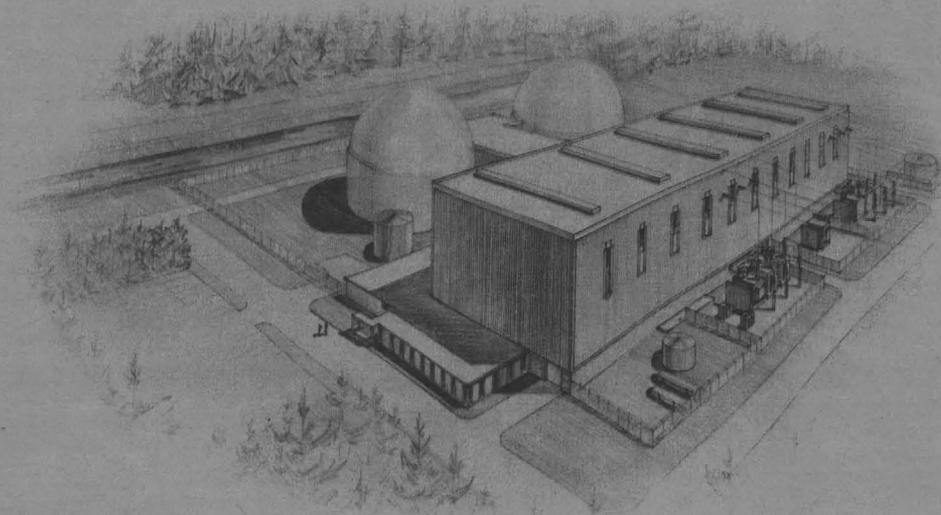
The ever growing network of community colleges throughout the Commonwealth will be a continuing source of trained personnel. Various occupational and technical curriculums are designed to meet the increasing demand for technicians, semi-professional workers, and skilled craftsmen in industry and business within the region served by the college. These colleges also offer adult education, preparatory foundation programs, and the first two years in the arts and sciences for a transfer to a four-year college or university.

A 22 REGION MASTER PLAN





PLANT LOCATION FACTORS



POWER FOR INDUSTRY

VIRGINIA ELECTRIC AND POWER COMPANY

FOR:

MISS K. M. SMITH
SECRETARY

ESSEX INTERNATIONAL, INC.
TUCSON, ARIZONA

AN INVITATION

A personal tour of the historic and progressive Commonwealth of Virginia will convince you of its desirability as a location for your plant. The diversity of its climate and terrain, the intellectual atmosphere of the university centers, an expanding program of community colleges, the high degree of trainability of the available labor supply, the co-operative attitude of the state and local governing bodies, just labor laws, an equitable tax program, a variety of recreational opportunities, and proximity to markets are but a few of the many attractive features to be found throughout Virginia.

The Virginia Electric and Power Company, with over twenty years' experience in the field of industrial development, works closely with similar local and state-wide groups to promote the orderly growth of the state's economy. The effectiveness of their development programs and the desirability of the Commonwealth of Virginia as a location for industry is reflected in the steady growth of the state's industrial family.

Economic research and engineering talents are available to assist you in evaluating sites in the state and choosing the one best location for your plant. You are invited to take advantage of our facilities and to investigate the economics of doing business in the Commonwealth. We will be delighted to furnish confidential assistance and take you on a tour of our area so you can see first-hand what Virginia has to offer.

VIRGINIA'S
FAVORABLE BUSINESS ENVIRONMENT

GOVERNMENT AND LEGISLATION: Virginia's state government and local governments are stable and have enacted legislation and adopted ordinances to encourage and assist in the total economic development of the state. Recent sessions of the Virginia General Assembly have enacted legislation which is to the benefit of industries locating in the state. Examples are: adjustments in the state tax structure favorable to industrial concerns; increased appropriations and other provisions for improvement in the fields of public, vocational, and higher education; and increases in appropriations for topographical mapping and access roads.

FISCAL RESPONSIBILITY: Both state and local governments in Virginia are administered with efficiency and economy to provide public services of the highest quality. Taxpayers get their money's worth in governmental services, and the relatively low state debt means that Virginia industries can be assured their taxes are being used to provide current services rather than to meet past obligations. An important factor, in cases of emergency, is the good credit standing of the state and local governments.

TAX STRUCTURE: Virginia's tax structure is designed to eliminate duplication of taxation. Under the state's constitution, taxes on real estate and tangible personal property are levied only by the local governments. There is no double taxation by cities and counties, which are independent of each other from a standpoint of taxes levied. Rates on real estate and tangible personal property differ in the various localities, but the true tax rates of Virginia cities, towns, and counties are well below the average for the nation as a whole.

AN EXPANDING LABOR FORCE: Between 1960 and 1968, Virginia's estimated population increased by 18.7 per cent, compared with 12.18 per cent for the nation. It has been increasing at about 92,000 persons a year and at an annual rate of 2.34 per cent during the first eight years of the decade, which is more than 60 per cent higher than that experienced nationally. During this period, only eighteen states grew faster than Virginia, and Virginia's rate of increase was higher than that of any of the Southern states east of the Mississippi other than Florida.

DEPENDABLE LABOR: Virginia's more than a million and one-half nonagricultural workers demonstrate daily on the job the capacities and attitudes conducive to a high rate of production in the manufacturing industry. Managers of new and old industries in the state have commented on the adaptability, trainability, and pride in performance demonstrated by Virginia workers. Turnover in Virginia plants is remarkably low. Strikes and other labor difficulties are rare. Time lost through work stoppages is close to the U. S. minimum. Virginia's labor laws, including the Right-to-Work Law and its efficient administration, have resulted in harmonious and constructive employer-employee relationships throughout the state.

DIVERSIFIED INDUSTRIAL BASE: The diversification of Virginia's present manufacturing industry demonstrates the advantages which the state offers to almost any type of enterprise seeking a new location. Virginia concerns range from food processing, textiles, apparel, furniture, tobacco manufacturers, to petroleum refining, industrial and agricultural chemicals, plastic materials and products, electronics, and defense equipment. Research and development operations and new facilities for industrial research are a fast-growing field. This variety extends, also, to size range of industries. Many nationally and internationally known companies have large plants in Virginia, while numerous small firms find it profitable to operate in the state. Manufacturing industry is well dispersed throughout the state of Virginia.

CENTRAL LOCATION: Situated midway on the Atlantic Coast, Virginia provides equally good access to markets and sources of raw materials north, south, and west, with overnight transport from most Virginia cities to established northern markets. The state's transportation complex includes the unexcelled harbor and Ports of Hampton Roads. In Virginia are two of the nation's outstanding new facilities -- the Chesapeake Bay Bridge-Tunnel, a direct north-south transportation link completed early in 1964, and Dulles International Airport which began operation in the fall of 1962.

LIVING CONDITIONS: Like its industrial complex, Virginia's living conditions offer a wealth of variety--in topography and climate, and in historic, scenic, cultural, and recreational attractions. For the newcomer, there are multiple choices for a way of life. And from seacoast to mountains, rural communities to metropolitan areas, living is pleasant in Virginia.

TRANSPORTATION

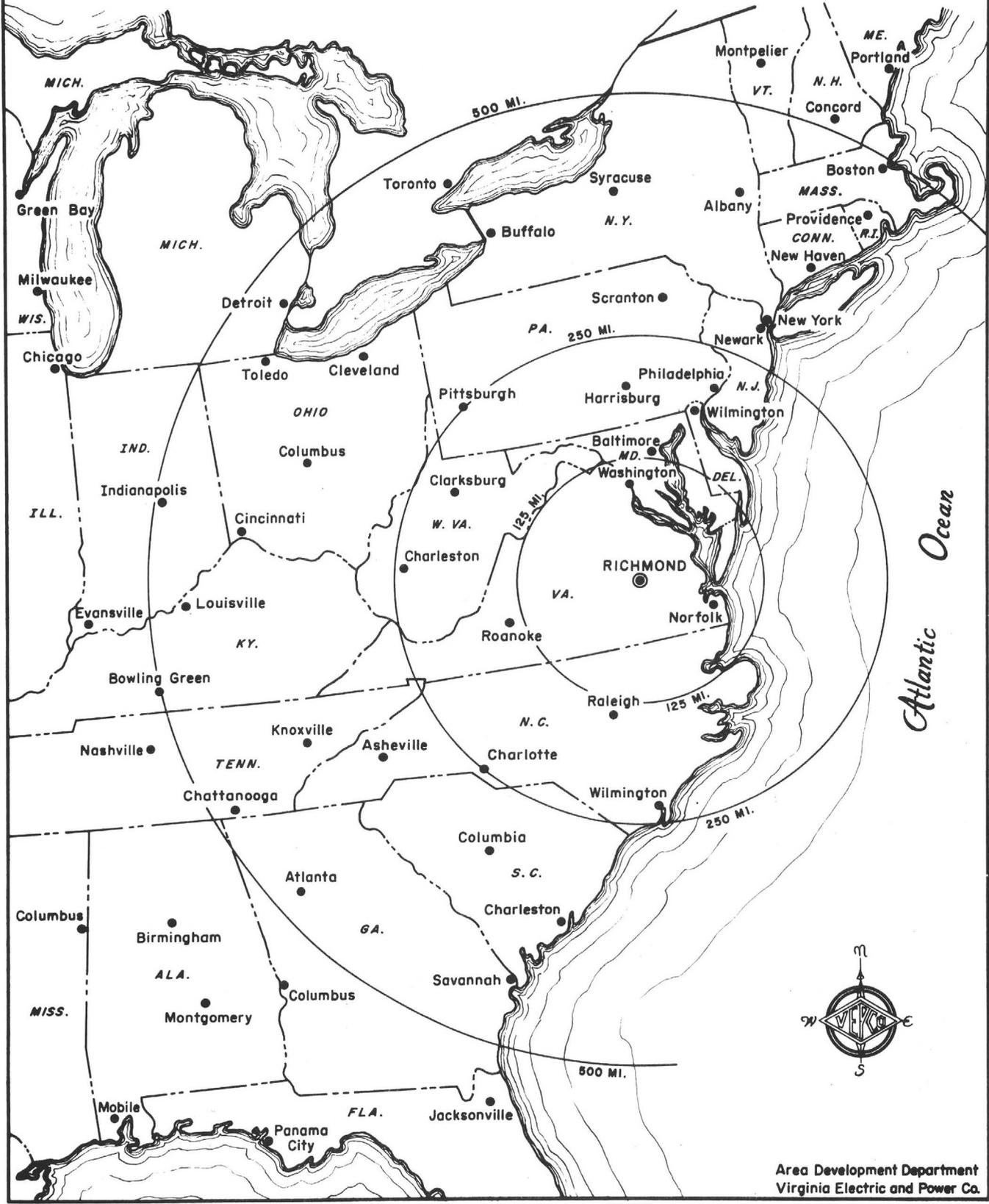
VIRGINIA'S STRATEGIC LOCATION

Virginia's geographic position in the center of the East Coast provides obvious advantages as an industrial location with access to changing U. S. markets. The growing southern and midwestern markets are especially accessible from a Virginia location; the Nation's Capital is literally "next door"; and established northern markets are within overnight reach of most Virginia cities. The local market within the state is growing at a more rapid rate than ever before.

Virginia lies at the southern extremity of the nation's "Main Street," a continuous industrial and urban complex extending from Boston to Washington, D. C. Expansion of this complex is taking place primarily along the southern periphery.

In Virginia, manufacturers producing for consumer, industrial, and government markets are in proximity to the nation's largest markets and are located, as well, in a state which offers room for expansion plus a continually improving transportation network.

MARKETS WITHIN A 500-MILE RADIUS OF RICHMOND, VIRGINIA



Area Development Department
Virginia Electric and Power Co.

TRANSPORTATION IN VIRGINIA

LOCATED MIDWAY ON THE ATLANTIC COAST, Virginia offers equally excellent access to the established concentration of northern markets and to fast-growing southern and midwestern markets. The state's efficient network of transportation facilities includes every kind of public transport used for commerce and personal travel. In Virginia are some of the nation's most outstanding facilities--the unexcelled Ports of Hampton Roads . . . Dulles International Airport . . . and the new Chesapeake Bay Bridge - Tunnel, one of the world's notable engineering projects.

RAILROADS: Virginia is a junction point for rail routes of the nation. With its more than 4,000 miles of trackage, the Commonwealth averages 35 per cent more rail mileage per square mile than the rest of the U. S. All cities and most towns in Virginia are located on the lines of one or more major railroads. East-west routes cross the state by way of the large cities of Richmond, Petersburg, Lynchburg, and Roanoke, directly west to Cincinnati, Chicago, and St. Louis. These same rail lines converging from the west at the Port of Hampton Roads include the important coal-carrying lines of the Norfolk and Western and the Chesapeake and Ohio. Directly linking north and south is the Richmond, Fredericksburg and Potomac Railroad between Richmond, Virginia, and Washington, D. C., interchanging traffic with the Chesapeake & Ohio/Baltimore & Ohio, the Penn Central, and the Southern, just north of Alexandria, Virginia, and with the Seaboard Coast Line, and the Southern Railroads at Richmond.

HIGHWAYS: Virginia has a vital place in the nation's traffic pattern for through and terminal highway transportation. The national interstate system has two north-south and two east-west links through Virginia, with #81 crossing the scenic western side of the state and #95 its eastern side, linked by east-west routes #66 across northern Virginia and #64 crossing centrally from the state's

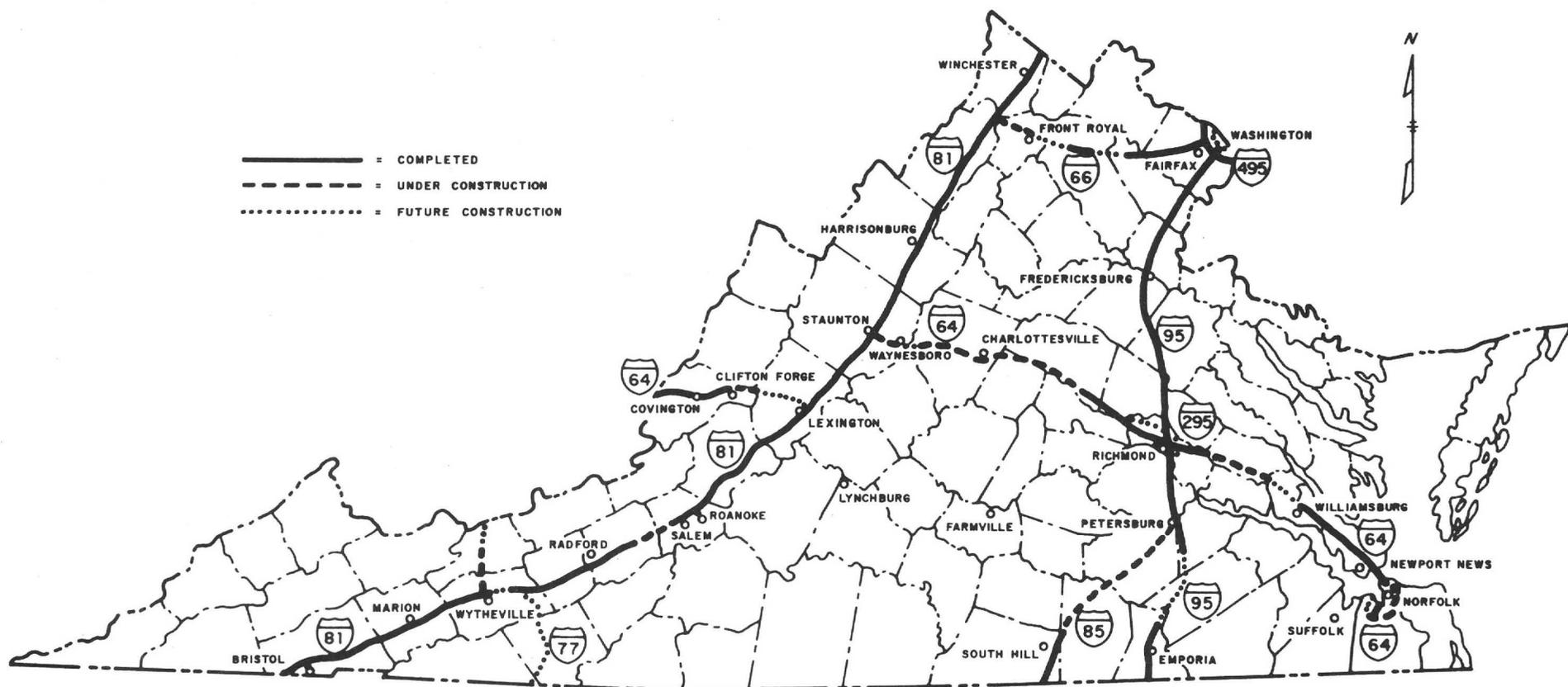
east coast to the west. Interstate #85 crosses Virginia in a south-westward direction linking Richmond with Atlanta. U. S. Highway #60, one of the country's five major east-west routes, has its terminus in Virginia. Two main north-south routes, U. S. #1 and U. S. #11, cross the state on its east and west, respectively. The Chesapeake Bay Bridge-Tunnel, opened to traffic in April, 1964 between Virginia's Eastern Shore and the Norfolk-Hampton Roads area, provides the vital Virginia link in a direct north-south coastal route from Maine to Florida. Virginia's own primary and secondary highway system of more than 50,000 miles, constructed on a pay-as-you-go basis, is the second largest state-maintained highway system in the nation and constitutes an important factor in making the state's industrial plants accessible to workers, materials, and markets.

AIR SERVICE: Twenty commercial air lines serve Virginia through 14 commercial airports located at Richmond, Norfolk, Newport News, Weyer's Cave, Hot Springs, Charlottesville, Danville, Lynchburg, Roanoke, Dublin, Bluefield (Virginia-West Virginia), Bristol (Tennessee-Virginia), Chantilly, and Washington, D. C. The two latter facilities--Dulles International Airport at Chantilly, and Washington's National Airport adjacent to Alexandria--serve all of northern Virginia. Supplementing these commercial airports are some 46 smaller airports throughout Virginia, both publicly and privately operated, offering charter service and other facilities; and approximately 34 small airfields, exclusive of private and military fields, which are licensed by the state to serve only as landing and take-off points for private aircraft, but many have hard-surfaced runways, hangars, tie-downs, lighting, and facilities for repairs and fueling; and 4 heliports serving Norfolk, Reston, Richmond, and Roanoke.

PORTS: Virginia's busy, ice-free Ports of Hampton Roads place world markets and sources of supply at close range for Virginia industries, with more than 100 steamship lines linking Hampton Roads with 286 foreign ports. The great Hampton Roads ports of Norfolk, Portsmouth, Chesapeake, and Newport News have since

the year 1956 exceeded all other ports in the U. S. in total tonnage of foreign water-borne commerce. These ports are served by efficient inter-connecting transportation systems of every kind--rail, motor freight carrier, air, and water. Virginia's river ports of Alexandria, Richmond, and Hopewell lie on deepwater river channels which carry shipping inland to these central points of commerce, which are served in each case by a network of rail and motor freight carriers. For commercial air service, Alexandria is adjacent to Washington's National Airport; the ports of Richmond and Hopewell have easy access to Richard E. Byrd Airport near Richmond.

INTERSTATE HIGHWAY SYSTEM IN VIRGINIA

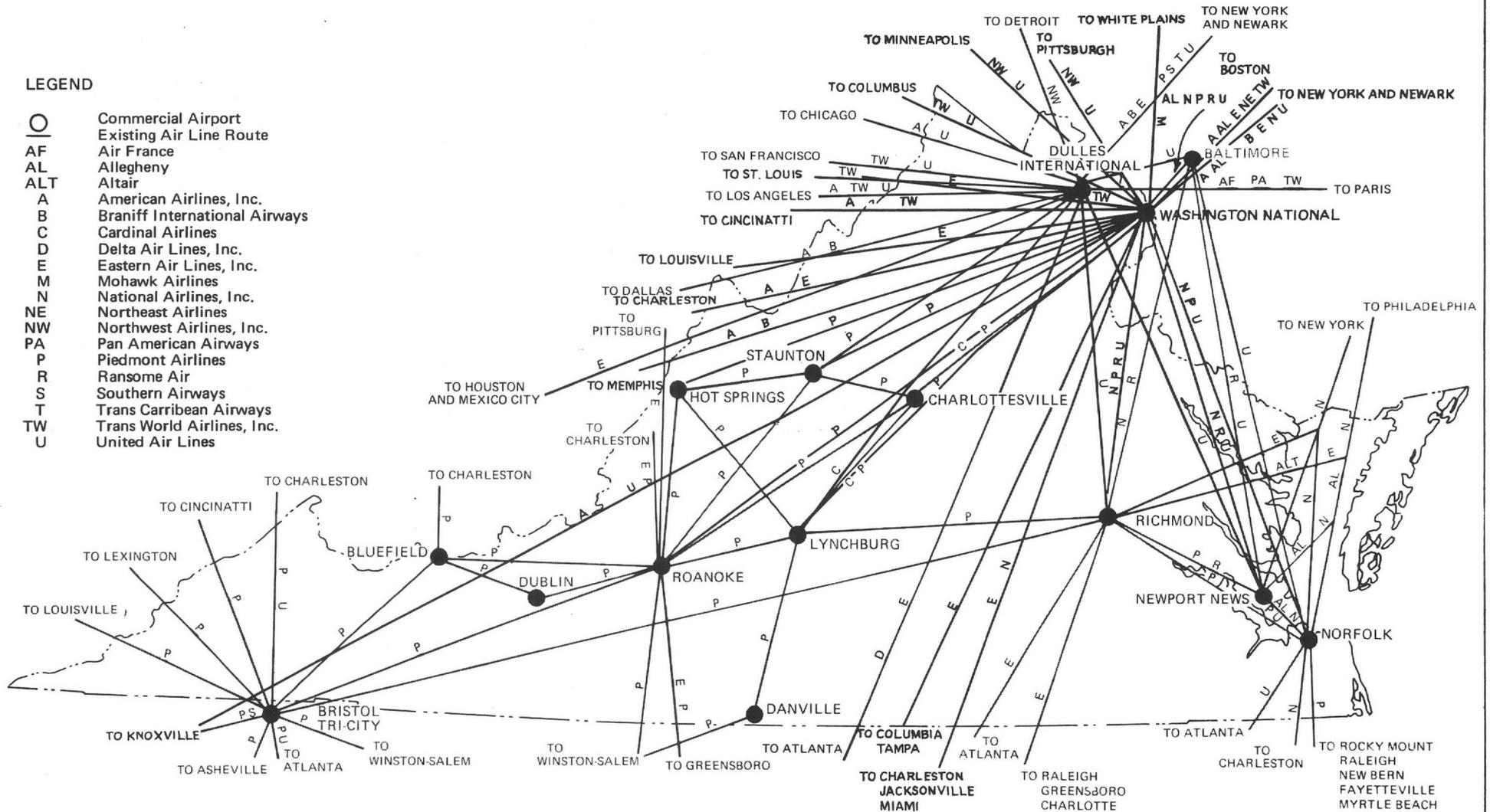


SOURCE: COMMONWEALTH OF VIRGINIA ··· DEPARTMENT OF HIGHWAYS ··· JUNE 1969 .

MAJOR AIRLINES IN VIRGINIA - 1969

LEGEND

- Commercial Airport
- Existing Air Line Route
- AF Air France
- AL Allegheny
- ALT Altair
- A American Airlines, Inc.
- B Braniff International Airways
- C Cardinal Airlines
- D Delta Air Lines, Inc.
- E Eastern Air Lines, Inc.
- M Mohawk Airlines
- N National Airlines, Inc.
- NE Northeast Airlines
- NW Northwest Airlines, Inc.
- PA Pan American Airways
- P Piedmont Airlines
- R Ransome Air
- S Southern Airways
- T Trans Carribean Airways
- TW Trans World Airlines, Inc.
- U United Air Lines



UTILITIES

UTILITIES IN VIRGINIA

ELECTRICITY: Electric power adequate for every need is available in all parts of Virginia. The Virginia Electric and Power Company, with a 32,000 square mile service area, serves the major portion of Virginia and parts of North Carolina and West Virginia.

The company, which serves in excess of 964,600 electric customers, currently has a system generation capability of 4,940,000 kilowatts, concentrated for the most part, in six large steam power stations and two peaking hydroelectric power stations. Major additions now under construction or committed for construction will produce generation capability in excess of 9,129,000 kilowatts by 1975. One of these additions is a nuclear power station located in Surry County, Virginia, scheduled to have its first unit in operation in 1971. A second nuclear generating station, the North Anna Power Station, will be located on the North Anna River in Louisa County, Virginia. The company's transmission system is interconnected with all generating facilities and there are 12 interconnections with neighboring utilities.

Alternating current, 60-cycle electricity, is supplied throughout the company's operating area at standard voltages mutually agreed upon by the customer and the company. Rates are comparable to those of other electric utilities operating in the southeast. Detailed cost information based upon specific requirements will be furnished upon request.

GAS: Natural gas is available in most of the cities and many of the towns and communities within Virginia. See map showing the locations of natural gas pipe lines in Virginia.

Bottled gas is available through local distributors in most of the state.

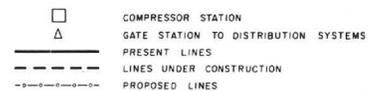
TELEPHONE: Telephone service is provided in most areas of the state by the Chesapeake and Potomac Telephone Company of Virginia, a member of the

Bell System. However, there are a number of independent telephone companies in the state well equipped and completely interconnected to provide a well integrated telephone system. Names of companies serving specific areas will be furnished upon request.

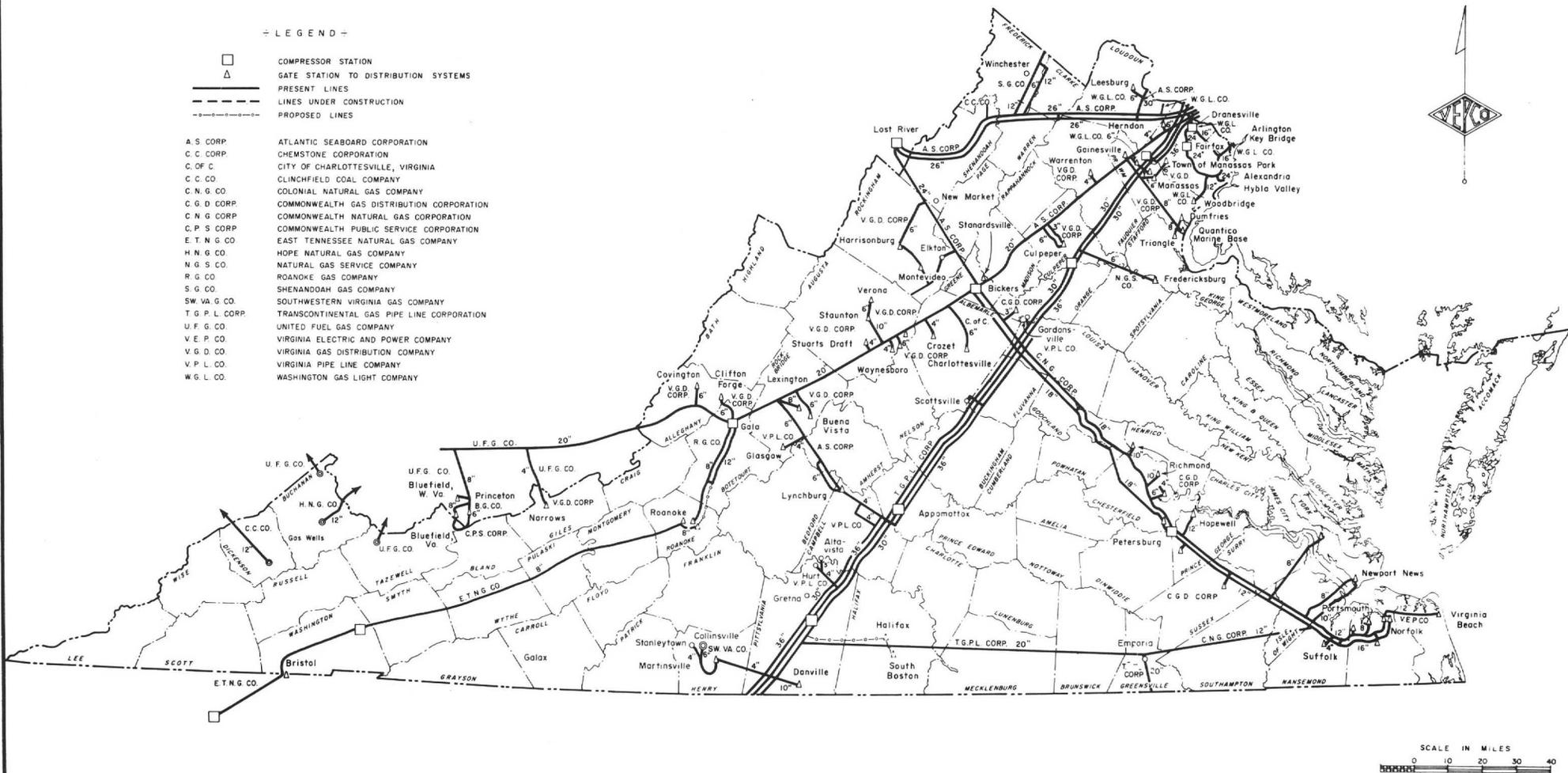
WATER AND SEWERAGE: Municipal water and sewerage systems are maintained by cities, most of the towns, and many counties and communities within the state. Water service is provided in many other communities through privately owned facilities. Surface water and ground water are usually available for use by the manufacturer in developing his own water and sewerage system.

NATURAL GAS PIPE LINES IN VIRGINIA

LEGEND



A. S. CORP.	ATLANTIC SEABOARD CORPORATION
C. C. CORP.	CHEMSTONE CORPORATION
C. OF C.	CITY OF CHARLOTTESVILLE, VIRGINIA
C. C. CO.	CLINCHFIELD COAL COMPANY
C. N. G. CO.	COLONIAL NATURAL GAS COMPANY
C. G. D. CORP.	COMMONWEALTH GAS DISTRIBUTION CORPORATION
C. N. G. CORP.	COMMONWEALTH NATURAL GAS CORPORATION
C. P. S. CORP.	COMMONWEALTH PUBLIC SERVICE CORPORATION
E. T. N. G. CO.	EAST TENNESSEE NATURAL GAS COMPANY
H. N. G. CO.	HOPE NATURAL GAS COMPANY
N. G. S. CO.	NATURAL GAS SERVICE COMPANY
R. G. CO.	ROANOKE GAS COMPANY
S. G. CO.	SHENANDOAH GAS COMPANY
SW. VA. G. CO.	SOUTHWESTERN VIRGINIA GAS COMPANY
T. G. P. L. CORP.	TRANSCONTINENTAL GAS PIPE LINE CORPORATION
U. F. G. CO.	UNITED FUEL GAS COMPANY
V. E. P. CO.	VIRGINIA ELECTRIC AND POWER COMPANY
V. G. D. CO.	VIRGINIA GAS DISTRIBUTION COMPANY
V. P. L. CO.	VIRGINIA PIPE LINE COMPANY
W. G. L. CO.	WASHINGTON GAS LIGHT COMPANY



SCALE IN MILES
0 10 20 30 40

VEPCO - 121568

EDUCATION AND TRAINING FACILITIES IN VIRGINIA

PUBLIC SCHOOLS: Significant and rapid progress has been made in recent years to improve Virginia's program of public education. Especially noteworthy are advances that have been made in three basic areas--high school curriculum, teacher certification, and school building construction.

Virginia's requirements for its high school graduates compare favorably with those of the most advanced states. Qualified eighth-graders are encouraged to take subjects such as foreign languages, algebra, and science in preparation for more intensive work in the later years of high school. Added units in English, mathematics, laboratory science, and world history are now required for high school graduates in Virginia to better prepare them to meet the stiffening requirements for college entrance.

Virginia now ranks among the top states in requirements for a broad basic education for its public school teachers. New standards for certification for both elementary and high school teachers require a greatly increased number of semester hours in such basic subjects as English, mathematics, science, history, social science, and foreign languages.

The state's political leadership is on record in stating that the "number one" public objective for the years ahead is to continually improve the quality of public education and to provide the teachers and facilities for steadily increasing enrollments.

VOCATIONAL AND TECHNICAL EDUCATION: A variety of programs offered through Virginia's high schools enables students to specialize in vocational skills. Adult evening classes to provide pre-employment training and for upgrading those already employed are offered in many locations as needed. The state has a well-established apprentice program for training machinists and other craftsmen.

Now in operation throughout the state are about thirty vocational and

technical schools and institutes which play a significant part in providing a labor pool of skilled workers to meet the increasing needs of Virginia's industries.

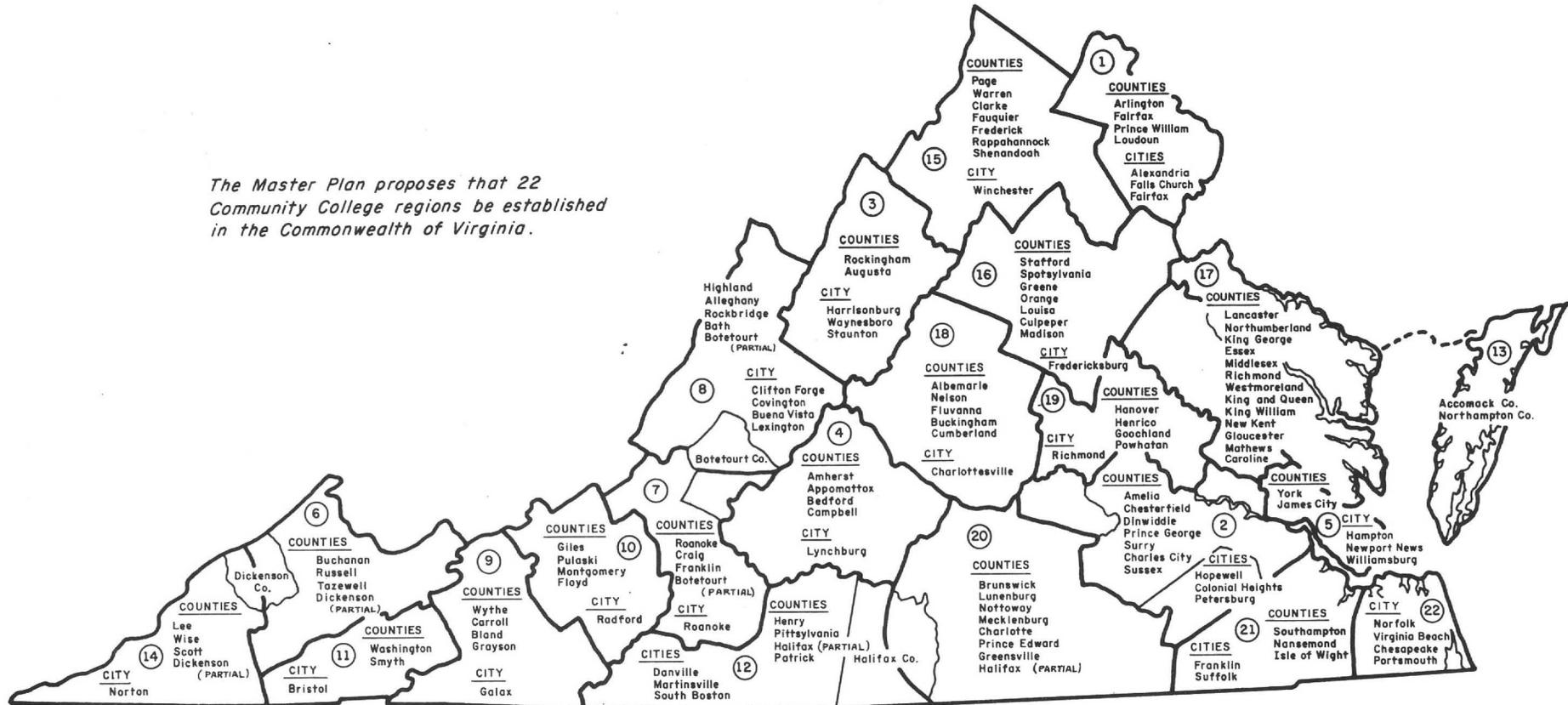
COMMUNITY COLLEGE PROGRAM: The 1966 General Assembly enacted legislation creating a system of comprehensive community colleges throughout Virginia. The program is administered by the State Department of Community Colleges. This Department also has the responsibility for vocational-technical programs throughout the state for post-high school youths and adults.

Using one existing technical college, five area vocational-technical schools, and seven branches of major colleges as a base, the system plans to establish community colleges within commuting distance to virtually every person in Virginia. A total of twelve of the twenty-two planned community colleges will be in operation in the fall of 1969. Four more are under construction and scheduled to open for students in the fall of 1970.

The community colleges are two-year associate degree-granting institutions offering complex technical programs. Particular attention is given to the needs for improving trained personnel for business, industry, and professions. Seven major areas of educational opportunity have been developed: (1) Occupational and Technical Programs - designed to meet the increasing demand for technicians, semiprofessional workers, and skilled craftsmen for employment in industry, business, the professions, and government; (2) University Parallel - College Transfer Programs - for most curriculums offered by senior institutions in the state, including college freshmen and sophomore courses in arts and sciences and pre-professional programs; (3) Preparatory Programs - for those students who are deficient in subject matter for certain liberal arts, preprofessional, or technical programs; (4) General Education Programs - general courses required of all students that are designed to help each individual to be effective as a person, a worker, a consumer, and a citizen; (5) Continuing Adult Education - offering both degree credit and nondegree credit work during the day and evening hours;

PROPOSED MASTER PLAN VIRGINIA COMMUNITY COLLEGE SYSTEM

*The Master Plan proposes that 22
Community College regions be established
in the Commonwealth of Virginia.*



COMMUNITY COLLEGES (EFFECTIVE SEPTEMBER 1, 1968).

In operation - Regions 1, 2, 3, 4, 5, 6, 7, 8, 9, 12, 22.

To open Fall 1969 - Region 11.

Vocational schools being converted - Regions 5, 10, 11.

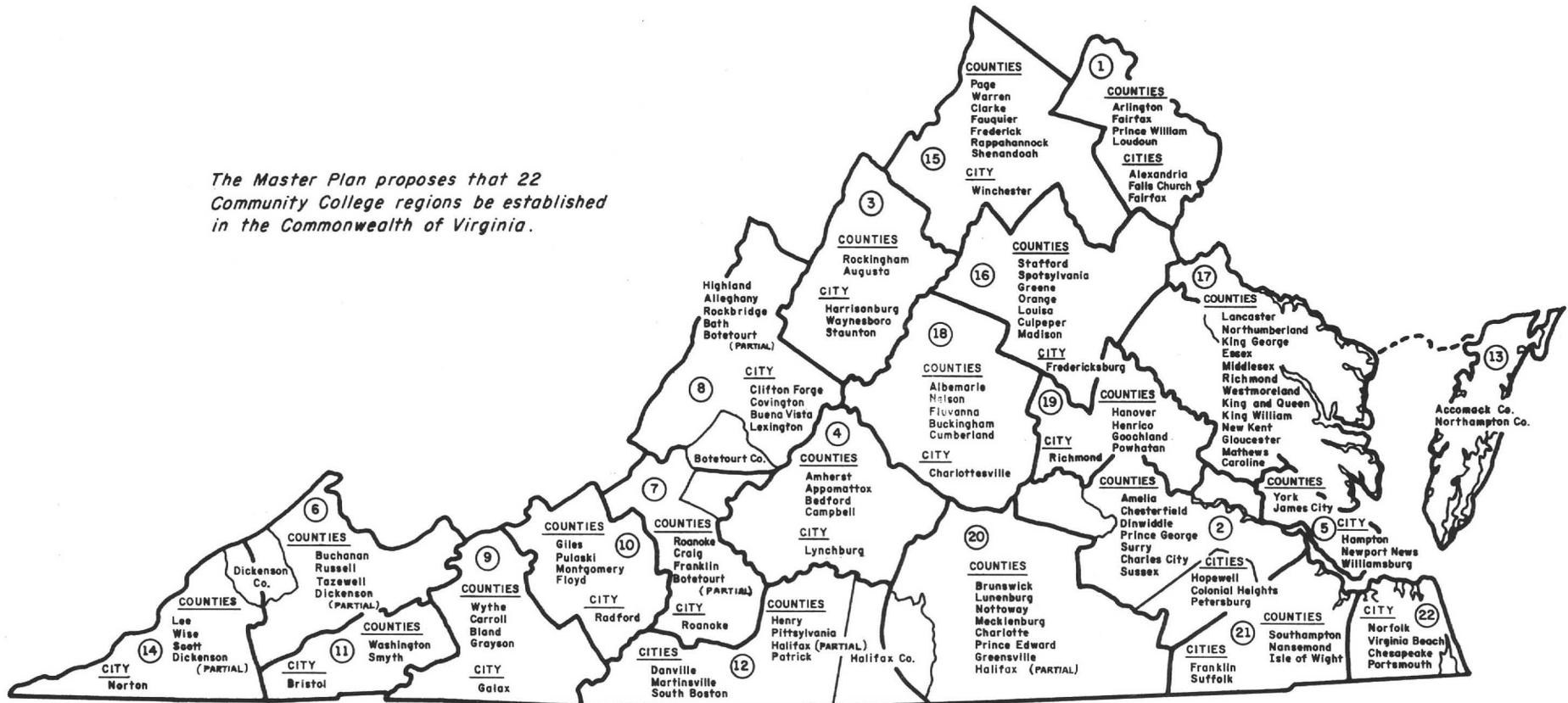
Branches of four-year colleges to be transferred - Region 13.

To be developed - Proposed Regions 14, 15, 16, 17, 18, 19, 20, 21.



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- 21 -



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Branches of four-year colleges to be transferred - Region 13.

To be developed - Proposed Regions 14, 15, 16, 17, 18, 19, 20, 21.

(6) Special Training Programs - special training provided where specific job opportunities are available for new or expanding industries; (7) Specialized Regional and Community Services - nonclassroom and noncredit programs for citizens of the region in specialized regional and community services.

OTHER TECHNICAL SCHOOLS: There are more than thirty excellent vocational-technical schools, at the secondary level, located throughout the state. These schools, in addition to scheduled courses, are prepared to offer special courses of instruction as needed by industry in those areas.

At the post-high school level is the technical institute operated by Old Dominion College in Norfolk. In Richmond a two-year school of engineering is available at Virginia Commonwealth University and a vocational school, Richmond Training Center, is operated by the City of Richmond. In both Petersburg and Norfolk are vocational schools operated by Virginia State College School of Industry. Privately supported schools which offer training in technical and technological subjects are the Apprenticeship School of the Newport News Shipbuilding and Dry Dock Company and, in northern Virginia, the newly established Alexandria Institute of Technology. In Charlottesville, the unique Institute of Textile Technology established by members of the textile industry to develop quality goods, embraces research, information services, and training.

SPECIAL TRAINING PROGRAMS: As a supplement to the community college program, the State Department of Community Colleges provides a flexible program of special training whereby workers are trained to meet the needs of a specific industry.

Types of training include pre-employment training in specified skills prior to plant opening, specific short-term classes in job operations, training programs after the start of operations, and courses designed to upgrade and update employees. Through its special training program, the Department is prepared to offer specialized instruction throughout the state to qualify Virginians for opportunities which may be available.

In addition, special industrial training classes are conducted by the Trade and Industrial Division of the State Department of Education in co-operation with local school boards.

HIGHER EDUCATION: Among Virginia's colleges are several which offer outstanding engineering courses--Virginia Polytechnic Institute at Blacksburg, the University of Virginia at Charlottesville, and Virginia Military Institute at Lexington. Associate degrees in engineering are also offered at a number of private and state institutions located throughout the state.

More than 700 bachelor's degrees in engineering were awarded by Virginia's three major engineering schools during the 1967-1968 school year. The University of Virginia and Virginia Polytechnic Institute have strong engineering departments and offer extensive graduate study leading to doctorate degrees in many areas of engineering.

Both V. P. I. and the University of Virginia co-operate with industry in providing graduate engineering study to employees at the institutions as well as other Virginia locations where justified by sufficient demand. At such points, graduate students are permitted to complete one-half the minimum work required for a master's degree while continuing their employment. Other schools of the universities, including the pure sciences, mathematics, and graduate business departments, also encourage enrollment in graduate courses by employees of local companies.

EDUCATIONAL AND RESEARCH SERVICES: To aid industry with its research and educational problems, the School of Engineering and Applied Sciences of the University of Virginia has organized an Industrial Research and Development Center which makes available advisory, educational and research services. The Center offers unusual advantages to individual industries -- especially the smaller companies which are not in position to support large research departments of their own -- through a variety of services which include library searches, short courses, seminars, and reports on research findings of interest to industry.

Virginia Polytechnic Institute also makes available to local industries

extensive research and laboratory facilities and the consultant services of its faculty. The unusually wide range of equipment and facilities on this campus has resulted in research activity sponsored by private industry, individuals, state and federal governments, and private utilities.

Specific contract work for Virginia industries is performed by both V. P. I. and the University of Virginia.

An important graduate study center in the Newport News area is the Virginia Associated Research Center (VARC), situated on a 348-acre site adjacent to the National Aeronautics and Space Administration's new radiation effects laboratory, designed for operation in conjunction with this facility. Administered co-operatively by the College of William and Mary, the University of Virginia, V. P. I., and Virginia Commonwealth University, "VARC" is designed to meet the expanding needs of Virginia's growing technological economy.

The Virginia Institute of Scientific Research, located near the University of Richmond, is an independent, nonprofit institution devoted to fundamental research in the natural sciences.

Please observe the following highway laws and safety suggestions:

RURAL AREAS

SPEED LIMITS
 Passenger Cars and Buses; Pickup or Panel Trucks not exceeding 5000 lbs. gross weight; Utility, Camping and Boat Trailers towed by passenger vehicles and not exceeding 2500 lbs. gross weight; and Motorcycles.
 Interstate Routes—**45 MPH** or as posted
 All Other Routes—**55 MPH** or as posted
 Trucks exceeding gross weight of 5000 lbs.; Towed Motor Vehicles; Towed Trailers (Excluding Utility, Camping and Boat Trailers weighing less than 2500 lbs. gross weight and towed by a passenger vehicle).
 Interstate Routes—**55 MPH** or as posted
 All Other Routes—**45 MPH** or as posted
 Overweight and Over-dimensional Equipment and Trucks Interstate & Other Routes—**45 MPH** or as permit indicates
 School Buses—
 Interstate Routes—**45 MPH** All Other Routes—**35 MPH**
 School Zones
 All Vehicles—**25 MPH** or as posted

URBAN AREAS

Business, Residential and School Zones
 All Vehicles—**25 MPH** or as posted
 Interstate Routes
 Same as Rural Areas unless otherwise posted.

SPEED CHECKED BY RADAR
ROADS PATROLLED WITH MARKED AND UNMARKED CARS

Are you using seat belts? They can save your life.
 Do not drive while under the influence of intoxicants or drugs.
 Obey all signs, pavement markings and signals. Drive at a speed that is reasonable and prudent with regard to weather, light conditions, traffic and condition of road. Allow ample time for trips and stop frequently for rest periods.
 When approaching from any direction (on undivided or divided roads) a school bus taking on or discharging school children, STOP and remain stopped until all school children are clear of the highway.
 Keep to the right of centerline, except when passing. Do not cross solid barrier line when in your lane. Only cross broken line when the way is clear and you can return to your lane prior to entering a NO PASSING zone.
 Do not drive too close to vehicle in front. Allow sufficient distance to stop in case of an emergency.
 Use your signals. Let the other fellow know what you are going to do.
 Dim your lights when meeting or following another vehicle and do not overdrive the reach of your headlights.
 Do not back onto or park on the main traveled portion of the highway.
 Keep your vehicle in safe operating condition—especially tires, lights, signals, brakes and steering mechanism.
 Parking, stopping and driving on shoulders of INTERSTATE ROUTES are prohibited except for emergencies.

REPORTING ACCIDENTS

The law requires that the driver, or occupants, if the driver is physically incapable, of any motor vehicle involved in a traffic accident resulting in the death or injury of any person or property damage in the amount of \$100.00 or more shall make a written report within 5 days to the Virginia Division of Motor Vehicles, Richmond, Virginia.
 1. Stop at once and render all assistance you can.
 2. In the event of an accident, notify immediately a state trooper, sheriff, or other police official or the local police if accident occurs in city or town.
 3. Get the name, address and operator's or chauffeur's license number and description of all other cars involved and the name and address of any persons injured. Get exact description of location of accident such as routes, streets, city, county and distance to nearest street, route, house number, bridge, railroad crossing, alley, driveway or other identifying landmarks. This is necessary in order to make a complete and detailed report of the accident.
 Accident report forms can be obtained from the Division of Motor Vehicles, state police, local police departments, sheriffs, garages and insurance offices.
 State Police or other enforcement officers can be located through the local telephone operators or as follows:

VIRGINIA DEPARTMENT OF STATE POLICE

Division	Route	Location	Telephone
One	1	4 Miles North Richmond	266-2441
Two	15	4 Miles North Culpeper	825-8315
Three	460	2 Miles West Appomattox	352-1128
Four	11	5 Miles East Wytheville	228-3131
Five	13	5 Miles South of Route 58—Chesapeake	420-3410
Six	11	3 Miles West Salem	389-5452

DRIVE SAFELY AND ENJOY YOUR TRIP OVER VIRGINIA'S HIGHWAYS

WAYSIDES
 FOR PARKING AND PICNICKING
 (Under Control of the Virginia Department of Highways)

ROUTE	LOCATION
1	"Stafford," 1 mile north of Stafford, Va.
1	"North Anna," 10 miles north of Ashland.
1	"Little River," 6 miles north of Ashland.
1	"Falling Creek," 2 miles south of Lynchburg, Va.
1	"Mecherlin River," 7 miles north of South Hill, s
1	"Mecherlinburg," 6 miles south of South Hill, s
1	"Havover," 9 miles north of Richmond, Va.
5	"Plantation," 8 miles north of Charles City Court House.
6	"Goochland," 1 1/2 miles east of George's Tavern.
6	"Temperance," 10 miles west of Fork Union.
7	"Canaan," 1 mile west of Route 9.
11	"Cedar Creek," 1 mile north of Strasburg, Va.
11	"Sam Houston," 5 miles north of Lexington.
11	"Roanoke River," 6 miles south of Salem, s
11	"Montgomery," 5 miles north of Christiansburg.
11	"Palaski," 2 miles south of Palaski.
13	"George L. Carter Memorial," 11 miles east of Wytheville, Va.
13	"Accomack," 4 miles north of Accomac, Va.
14	"Welford-Taliaferro," 2 miles east of Gloucester Court House.
15	"Carys Creek," 1 1/2 miles north of Dixie.
19	"John Douglas," 10 miles west of Abingdon, s
24	"Appomattox," at Appomattox Surrender Grounds.
29	"C. W. Kestner" Wayside, 1 mile west of Culpeper.
29	"Nelson," 7 miles north of Lovington.
29	"Pittsylvania," 2 miles south of Alavista, Va.
29	"Campbell," 5 miles south of Lynchburg, Va.
29	"Goshen Pass," 16 miles north of Lexington, Va.
58	"Lovers Leap," west of Stuart.
60	"The Link," 13 miles east of Richmond.
60	"Robert E. Lee," 2 miles east of Buckingham Court House, Va.
60	"Amherst," 6 miles east of Amherst, Va.
60	"Ben Salem," 1 mile west of Buena Vista.
60	"Long Mountain," 8 miles east of Blue Vista.
60	"Humphack Bridge," 3 miles west of Covington, Va.
100	"Pulaski," 5 miles north of Dublin.
100	"Farley Memorial," 4 miles south of Pearisburg, s
250	"Afton," near Afton.
301	"Dahlgren," at Potomac River, Va.
311	"Peters Mountain," at West Virginia Line.
311	"Peters Mountain," 12 miles north of New Castle.
340	"Potomac," at the Potomac River.
460	"Oxford Furnace," 5 miles east of Lynchburg.

w - Drinking Water Available. s - Sanitary Facilities Available.



VIRGINIA STATE SEAL REVERSE



Street Scene-Colonial Williamsburg



Monticello, Jefferson's Home, at Charlottesville.



State Capitol, Richmond, Home of the Oldest Continuous Legislative Body in America.



Mount Vernon, Washington's Home, South of Alexandria.



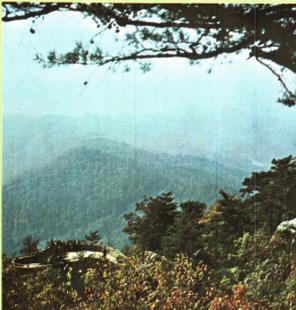
Stratford Hall, Lee's Birthplace, East of Fredericksburg.



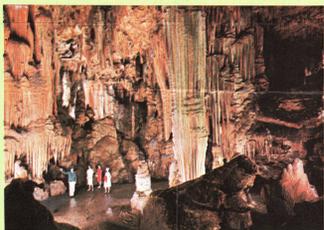
VIRGINIA STATE SEAL OBVERSE

COMMONWEALTH OF VIRGINIA

Some of the Old Dominion's better known Historic Shrines, Scenic Attractions, and Natural Wonders.



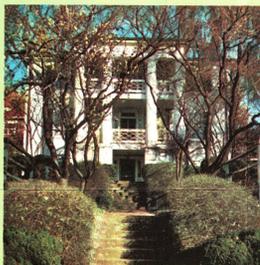
Pinnacle Overlook, Cumberland Gap.



One of Virginia's Beautiful Caverns.



Humpback Bridge, 3 Miles West of Covington on U.S. Rt. 60.



Woodrow Wilson's Birthplace at Staunton.



James Monroe Museum and Memorial Library Fredericksburg.



General Stonewall Jackson's Headquarters at Winchester.



The Mariners Museum, Newport News.



Apple Blossom Festival, Winchester.



Maple Syrup Time in Highland County.



Sky Line Drive, Loft Mountain Overlook.

- LEGEND**
- ✕ BATTLEFIELDS
 - 🏠 FOREST CAMPS, CABINS OR CAMPING
 - 🚧 WAYSIDES
 - 🏡 CAVERNS
 - 🌉 COVERED BRIDGES

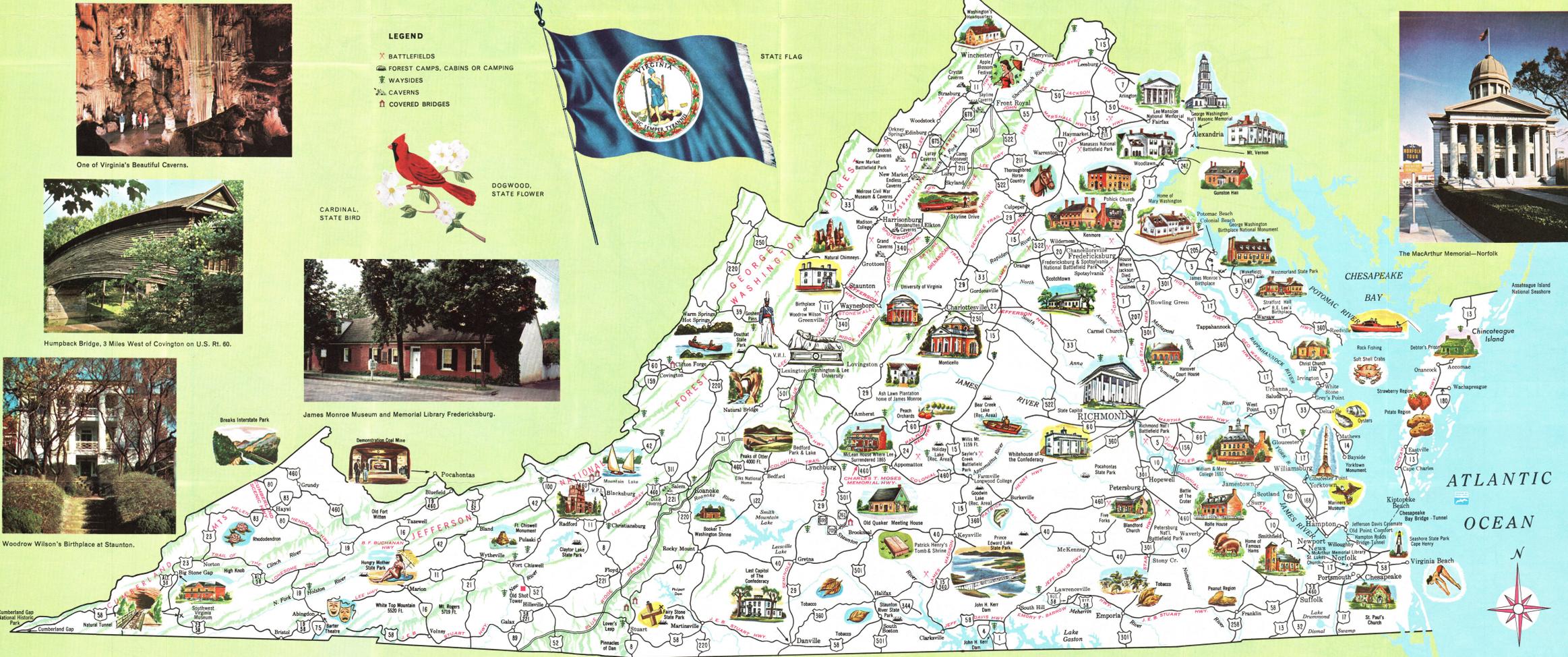


CARDINAL STATE BIRD

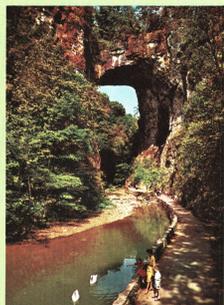


STATE FLAG

DOGWOOD STATE FLOWER



Virginia Museum of Fine Arts, Richmond.



Natural Bridge, on U.S. Route 11, South of Lexington.



A Typical Scene of Virginia's Beaches.



Berkeley—Built in 1726. The Birthplace of Benjamin and William Henry Harrison. Used by Gen. McClellan as Headquarters for the Union Troops, 1862. "Taps" Composed Here in 1862. The site of America's First Thanksgiving.



Gunston Hall—Home of George Mason, author of the Bill of Rights



Chesapeake Bay Bridge Tunnel U.S. Route 13.



VIRGINIA
 NAMED FOR ELIZABETH, VIRGIN QUEEN OF ENGLAND, VIRGINIA IS THE PROUD MOTHER OF STATES AND STATESMEN. FROM HER ORIGINAL TERRITORY, EIGHT STATES WERE CARVED. HER FAMOUS SONS ARE MANY. HERE WAS THE FIRST PERMANENT ENGLISH SETTLEMENT IN AMERICA AND HERE WAS THE FIRST REPRESENTATIVE ASSEMBLY IN THE NEW WORLD.

HISTORICAL MARKER

MILLS E. GODWIN, JR.
 Governor

STATE HIGHWAY COMMISSION
 DOUGLAS B. FUGATE, Commissioner
 Richmond
 W. RANDELL CHILTON, Lancaster
 EARL A. FITZPATRICK, Roanoke
 W. FRED DUCKWORTH, Norfolk
 GEORGE C. LANDRITH, Alexandria
 THOMAS R. GLASS, Lynchburg
 GEORGE L. BAUGHAN, Larry
 RUFUS T. HAIRSTON, Bristol
 R. S. WEAVER, JR., Victoria

J. E. HARWOOD
 Deputy Commissioner & Chief Engineer
 Richmond

J. V. CLARKE, Director of Operations
 A. B. EURE, Director of Administration
 W. S. G. BRITTON
 Director of Programming & Planning
 A. K. HUNSBERGER, Director of Engineering

District Engineers
 H. M. MORECOCK, JR., Bristol
 C. F. KILLAM, Salem
 J. H. PHILLIPS, Lynchburg
 L. R. TREAY, JR., Petersburg
 O. T. ANGELO, Fredericksburg
 J. T. WARREN, Suffolk
 D. B. HOWE, Culpeper
 R. C. AMBLER, Staunton

COMMONWEALTH OF VIRGINIA
 Department of Highways
 1221 East Broad Street, Richmond, Virginia 23219
 Official State Highway Map
 Issued for Free Distribution
 Lithographed in U.S.A.

VIRGINIA

Asaugh Island National Seashore

Chincoteague Island

Chesapeake Bay

Atlantic Ocean

Official State Highway Map
 Department of Highways
 1969

VIRGINIA PAVEMENT MARKING

Pass only if broken line is on your side and way is clear.

Do not pass if a single or double solid line is on your side.

In mountainous areas pass only if the way is clear.

