



KEEPING THEM HONEST
AT MARTINSVILLE SPEEDWAY

FEBRUARY 1982

THE ILLUMINATOR

THE ILLUMINATOR

The inside story

- 3 Update
- 6 Bragg is Peace Corps volunteer in southern Africa
- 8 Retirement
- 10 Electric vehicles: promising but not yet practical
- 12 The Dukes of Rakes Ridge
- 14 Saving lives is his business
- 15 Fish bite year-round for Mullins
- 16 Working the Daytona 500
- 18 I just like cars
- 19 Pitches' raise, show exotic cats
- 20 Murals brighten school walls
- 21 They saved Pappa
- 22 Who's news
- 25 Promotions
- 26 Weddings, births
- 27 Friends we'll miss, Hunter's score
- 28 Service anniversaries
- 30 Skating keeps you fit
- 31 Quarter century of Scouting
- 32 New citizens

Volume 32 No. 5

February 1982

Published monthly for employees of Appalachian Power Company and Kingsport Power Company and their families.

Articles herein may be reproduced. Published at Appalachian Power Company, 40 Franklin Road, Roanoke, Virginia.

We are an Equal Opportunity employer.

Editorial staff

William A. McClung, public affairs director
 B. Don Johnson, information services manager
 Betty Lou Carter, editor of publications
 C. Richard Lovegrove, public information supervisor
 Tom Ayres, staff writer

Associate editors

Bill Roeser, Abingdon; Kyle McGraw, John Amos; Ray Vest, Beckley; Dick Bowman, Bluefield; Dixie Foster, Central Machine Shop; Karen Hutton, Centralized Plant Maintenance; Jack Shaver, Charleston; Luther Houchins, Clinch River; Wayne Hurt, General Office; Coonie Spangler, Glen Lyn; Louise Brandabur, Huntington; Jeanne Sheets, Kanawha River; Charles Lingar, Kingsport; Charlie Frye, Logan-Williamson; Mel Wilson, Lynchburg; Cathy Zerkle, Mountaineer Construction; Janice Adkins, Mountaineer Operations; J.B. Brillheart, Pulaski; Rob Glenn, Roanoke; Randy Nicewonder, Philip Sporn

Cover

Bobby Scruggs checks engine placement in a late model sportsman stock car during pre-race technical inspection at the Cardinal 500 last fall at Martinsville (Va.) Speedway. The husband of Jackie Scruggs, private secretary senior, GO Executive, Roanoke, Bobby's story appears on pages 16-17 in this issue.

Savings plan unit values

Date	Fixed Income Fund		Equity Fund		AEP Stock Fund	
	VPU	UCPD	VPU	UCPD	VPU	UCPD
1/31/81	\$1.2907	.7748	\$1.7132	.5837	\$1.0145	.9857
2/28/81	1.3001	.7692	1.7508	.5712	.9748	1.0259
3/31/81	1.3106	.7630	1.8171	.5503	1.0064	.9936
4/30/81	1.3208	.7571	1.7770	.5627	.9912	1.0089
5/31/81	1.3317	.7509	1.7862	.5598	1.0340	.9671
6/30/81	1.3425	.7449	1.7768	.5628	1.0757	.9296
7/31/81	1.3537	.7387	1.7805	.5616	1.0842	.9223
8/31/81	1.3652	.7325	1.6956	.5898	1.1047	.9052
9/30/81	1.3767	.7264	1.6172	.6184	1.0519	.9507
10/31/81	1.3898	.7195	1.6964	.5895	1.1099	.9010
11/30/81	1.4025	.7130	1.7686	.5654	1.1711	.8539
12/31/81	1.4149	.7068	1.7238	.5801	1.0996	.9094

VPU — value per unit
 UCPD — units credited per dollar

HOW TO READ THE ABOVE CHART: The first column lists the days on which unit values are figured; the second shows the market price or value of each unit on that day; and the third indicates how many units you could have bought for \$1 on that day. For example, if the market value or "value per unit" of the Equity Fund were 50¢ on the valuation date (last day of each month), then "units credited per dollar" would be 2.000. This also holds true for the AEP Stock Fund and the Fixed Income Fund.

Smith Mountain Lake elevation back to normal

The level of Smith Mountain Lake was back to normal the morning of January 4 for the first time since August 1, 1980, due chiefly to heavy precipitation falling on already saturated ground.

With the lake's return to normal, Appalachian Power discontinued the Experimental Operating Plan in effect since February 10, 1981. The plan to reduce downstream flows from the Smith Mountain Project had been placed into effect to conserve water in Smith Mountain Lake.

The plan, developed by Appalachian in cooperation with several federal and state agencies, was made necessary when the lake dropped more than five feet below its normal elevation as a result of the record-breaking drought which began in 1980 and continued through much of 1981. The plan operated under a license variance approved by the Federal Energy Regulatory Commission.

Edsel E. Johnson, operations manager of Appalachian, said that during the time the plan was in effect, average weekly water releases went as low as 200 cubic feet per second downstream from the Leesville portion of the Smith Mountain Project. "Normal release downstream on the Roanoke River averages 650 cubic feet per second, weekly, but when the flow into the river feeding the project dropped to as low as 100 cubic feet per second, we knew that some action had to be taken. The plan, combined with the unusual amount of precipitation we've had recently, resulted in the lake reaching its normal elevation."

During the time the Experimental Operating Plan was in effect, staff of the Virginia Commission of Game and Inland Fisheries, and Appalachian examined the river weekly to measure dissolved oxygen, chemical concentration, and fish conditions, and conducted biological examinations to ensure no harmful effects on the river by the reduced flows. Johnson added

that during the time of the reduced flows, Appalachian was affected to the extent that the number of hours it generated electricity at the Leesville Dam was reduced. □

APCo customers set peak demand for electricity

Customers of Appalachian Power Company established a new all-time peak demand for electricity during the hour ending 10 a.m. on January 11.

The peak of 5,131,000 kilowatts exceeded by 8.2% the previous all-time peak of 4,740,000 kilowatts established on January 5, 1981. The peak is attributed to the severe cold weather which was gripping Appalachian's entire two-state (Virginia-West Virginia) service area.

In commenting on the peak, John W. Vaughan, president of Appalachian, said: "This peak exceeds the company's most recent forecast of 4,816,000 kilowatts for the 1981-82 winter by 315,000 kilowatts. It confirms the position the company has consistently taken that customer demand for electricity will continue to grow.

"It is hard to say how much higher the peak would have been if the economy in the company's Virginia-West Virginia service area had been in a healthy condition. In addition, the peak came despite the fact that several coal mines, as well as all school systems in West Virginia and some schools in Virginia were not operating because of the weather." □

APCo granted higher fuel increment in West Virginia

The Public Service Commission of West Virginia last month granted Appalachian Power Company a higher increment of fuel expense recovery (186.05¢/Mbtu) for the period January 15 through March 31, 1982.

The Commission will also allow Appalachian to recover the \$14,154,529 shortfall in fuel expense for the period April 1, 1981, to January 15, 1982. The shortfall will be recovered over 8½ months from January 15 through September 30, 1982, as a ¢/kwh charge rolled into the company's fuel increment. □

APCo granted Brumley Gap study permit

The Federal Energy Regulatory Commission (FERC) last month voted unanimously to issue an order granting a preliminary permit allowing Appalachian Power Company to study the feasibility of a pumped-storage hydroelectric facility at Brumley Gap, Virginia.

Issuance of the permit comes about 4½ years after the original application was filed. It authorizes the company to study the economic, engineering and environmental feasibility of constructing a facility designed to meet growing peak demand of customers on the AEP System. □

Sporn, Kanawha, Bluefield log exceptional safety records

Employees of two AEP System operating companies, as well as two generating and seven operating divisions, have logged safety records that AEP Chairman W. S. White, Jr. has described as "exceptional."

All 11 entities had worked in excess of 1-million hours — some in excess of 2- and 3-million hours — without a disabling injury, and continuing as of December 31, 1981. Some records date back as far as 1976.

Wheeling Electric Company led the System's eight operating companies with 1.6-million hours without a disabling injury.

Indiana & Michigan Electric Company, with more than 1.3-million hours compiled, was the other operating company to surpass the million-hour milestone.

Among the AEP System's generating divisions, the Philip Sporn Plant holds the all-time record for the longevity of a safety mark. Employees at Sporn, at the end of the year, had accumulated more than 2.8-million hours without a disabling injury. The plant is jointly owned by Appalachian Power Company and Ohio Power Company.

Appalachian Power's Kanawha River Plant ranks second among power stations with a string of 1.1-million hours without an injury.

Among the System's operating divisions, the Bluefield Division of Appalachian Power is the prevailing leader in safety. Its employees, since 1976 have surpassed 3.2-million safe hours.

Kentucky Power Company's Pikeville Division, with 2.1-million hours accumulated since 1974, is second. Ohio Power Company's Zanesville Division, with 1.8-million hours since 1978, is third. A second Kentucky division, Ashland, and a second Ohio Power division, Newark, rank fourth, with 1.3-million hours, and fifth, with 1.1-million, respectively. Appalachian's Logan-Williamson Division and

I&M's Benton Harbor Division round out the million-hour club; both holding 1-million hour marks. □

Charleston still leads EPP contest

At the end of December, with just one month remaining in Appalachian Power's Equal Payment Plan (EPP) contest for employees, 11,766 customers had signed up for the EPP. This is 47 percent of the company's goal to add 25,000 new EPP customers by January 31.

Charleston, with 89 percent of its assigned quota, remains in first place among the nine divisions. The division standings are: Logan-Williamson, second; Huntington, third; Roanoke, fourth; Pulaski, fifth; Beckley, sixth; Lynchburg, seventh; Bluefield, eighth; and Abingdon, ninth.

The prize winners for December are as follows:

Location	Most sign-ups	Draw winner
Abingdon	Phil Young	Delta Purkey
Beckley	Mary Taylor	Rita Taylor
Bluefield	Billie Wooldridge	Jackie Houston
Charleston	Claudia Thomas	Roberta Russell
Huntington	Robin Hale	Pauline Gilkerson
Logan	Carol Miller	Steve Summers
Lynchburg	Sue Arthur	Mary Johnson
Pulaski	Sherry Haley	Jeanette Frazier
Roanoke	Kay Guthrie	Diane Munsey

The grand prize winner's name will be drawn at the end of the contest from the names of the 54 monthly winners. The prize is an all-expense-paid weekend for two at either Pipestem State Park or Canaan Valley Park in West Virginia. □

Court upholds FERC order

The U.S. Court of Appeals for the Sixth Circuit last month upheld a 1979 order of the Federal Energy Regulatory Commission (FERC) dealing with the monthly settlements for generating capacity and energy among the operating companies making up the AEP System pool.

The 1979 order had followed about four years of hearings and consideration by FERC of rate modification proposed by the AEP Service Corporation in early 1975. The modified rates had been applied to monthly billings beginning in mid-1975, subject to refund.

The court order, issued January 11, in effect rejected three separate appeals by parties with conflicting interests seeking changes in the FERC 1979 order. Ohio Power Company, Kentucky Power Company and the AEP Service Corporation had asked that the only change ordered by FERC in the proposed rates — a change in capacity charges — be made effective prospectively and not retroactively. An appeal by the Public Utilities Commission of Ohio and a joint appeal by the Public Service Commissions of Indiana and Michigan and the Indiana and Michigan Municipal Distributors Association (an association of wholesale municipal customers served by Indiana & Michigan Electric Company) had sought major conflicting changes in the pool settlement rates, each of which would have benefited particular jurisdictions at the expense of other jurisdictions.

The court, in its order, made clear that denial of the three appeals did not bar future consideration by FERC of changes in the AEP pool agreement. □

Estimated 44% of AEP dividend not taxable

American Electric Power Company on January 20 announced that an estimated 44 percent of the \$2.26 of dividends paid per share of AEP common stock in 1981 is not taxable as dividend income for Federal income tax purposes.

The Company said that a more exact determination of the non-taxable portion of the year's dividends would be made and submitted to the Internal Revenue Service for approval when the company files its 1981 income tax return next September. If the IRS review results in a determination different from that of AEP, shareowners will be so advised at that time. □

Wheeling to host annual meeting

The American Electric Power Company 1982 annual meeting of shareowners will be held in Wheeling, West Virginia, on April 28.

The session is scheduled for Glessner Auditorium in Wheeling's Oglebay Park, beginning at 9:30 a.m.

Wheeling was selected as the site for this year's meeting for two reasons — both historic. The year 1982 marks the 100th anniversary of Wheeling Electric Company, and the annual meeting will be AEP's 75th. Wheeling Electric (founded as Wheeling Electrical Company) was one of the original utilities making up the AEP System when the properties were acquired by the then American Gas and Electric Company on January 2, 1907, and one of only five communities served then that are still on the AEP System. (The others are Marion and Muncie, Indiana, and Canton and Bridgeport, Ohio.)

Seventy of AEP's 74 previous annual meetings were held in New York, until 1980 the company's headquarters city. The 1977 meeting in Canton was the first outside New York. In 1979,

the meeting was held in Charleston; in 1980, in Columbus, and in 1981, in Marion. Thus, this year's meeting will be the second in West Virginia. □

AEP net earnings increase 6.8%

A good fourth quarter made it possible for American Electric Power Company's net earnings to recover from their earlier depressed level and to show an increase of 6.8 percent for the full year of 1981.

The company last month reported earnings of \$368.3 million for the year, compared with \$344.9 million in 1980.

Earnings per share, however, declined by 2 cents, from \$2.39 in 1980 (restated to reflect rate refunds during 1981) to \$2.37. The drop is attributed to a 7.7 percent increase in the average number of shares outstanding, from 144,462,000 in 1980 to 155,583,000 in 1981.

(Fourth-quarter earnings were \$107.8 million, up 40.8 percent over the same period in 1980, and resulted in earnings per share of 68 cents, up 16 cents. This performance made it possible for the calendar-year net to recover from the depressed level of \$2.22 per share for the 12 months ended September 30.)

AEP operating revenues in 1981 were \$4.19 billion, against \$3.75 billion (restated) in 1980, an increase of 11.8 percent.

* * *

AEP Chairman W.S. White, Jr. explained that relatively mild weather throughout most of the year, coupled with difficulties experienced by certain operating companies in obtaining timely approvals of increased rates, designed to offset inflation and permit adequate rates of return, had had an effect on operating revenues and, in turn, on earnings. □

AEP sales up 1.3% over 1980

Symptomatic of the nation's recession, customers of the American Electric Power System purchased only slightly more electric energy in 1981 than they did in 1980. Even so, the amount was a record.

Preliminary figures show that the System sold 113-billion kilowatt-hours last year, an increase of 1.3 percent over the year before, when sales were 111.5-billion kwh.

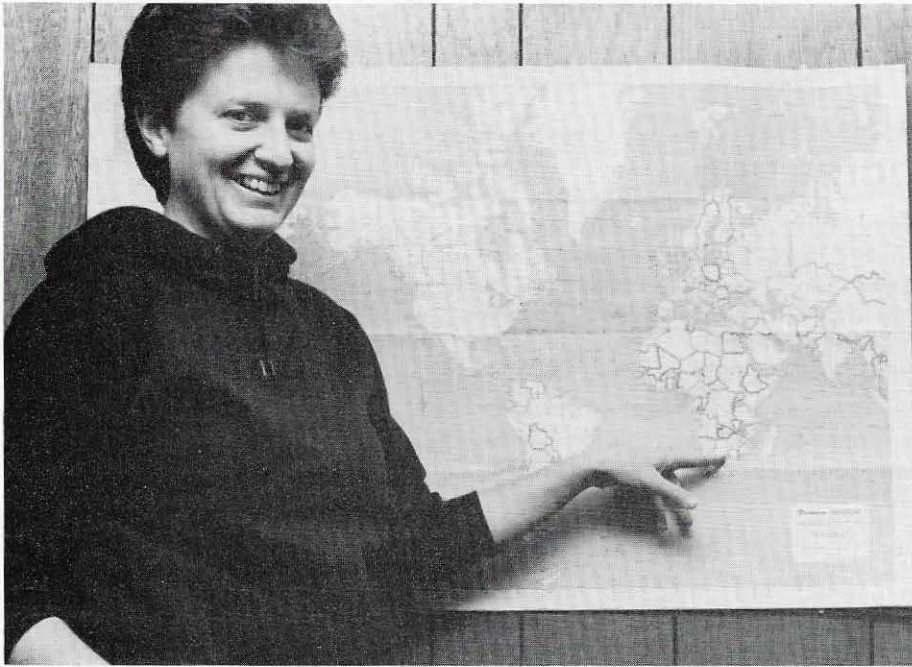
Retail sales were actually down 0.7 percent. However, sales to wholesale customers — *i.e.*, other utilities — were up 5.3 percent, reaching a new high, and more than offset the retail downturn. Wholesale deliveries, in fact, represented 35 percent of all kwh sales.

AEP Chairman W.S. White, Jr., commenting on the System's wholesale sales, wrote in his annual letter to the shareowners last month, "Such sales were attractive to us because they contributed significantly to our revenues and earnings, and they were attractive to the other utilities because, to a large extent, they could buy energy from the AEP System at a lower cost than they could produce it themselves."

A breakdown of 1981 sales (preliminary) follows:

	Kwh Sales (in millions)	% Change from '80
Retail:		
Residential	22,265	—
Commercial	13,726	2.4
Industrial	36,196	-2.3
All other	1,244	4.0
Total retail	73,431	-0.7
Wholesale	39,580	5.3
Total	113,011	1.3

Bragg is Peace Corps volunteer in southern Africa



There's a map of the world hanging on the wall of the Bragg home in Madison, West Virginia. Mary Ann Bragg points to the location of Botswana in southern Africa, where she serves as a Peace Corps volunteer.

It was the desire to travel outside of the United States that led Mary Ann Bragg from Madison, West Virginia, halfway around the world to Botswana, a developing country in southern Africa. The daughter of Ralph Bragg, Madison area service restorer in the Logan-Williamson Division, Mary Ann works for the United States Peace Corps.

She explains, "Most people make the mistake of thinking I went over there with some kind of missionary zeal. That is not the case for most Peace Corps volunteers. It is simply the chance to step into a totally different culture, meet different people and maybe learn a new language. A big, big part of it for me is being able to travel not only in the country where I work but all the countries that surround it."

Mary Ann continues, "I had been in contact with the Peace Corps about three months before I graduated from college in June 1980. They had an opening for me, and I left in July. I went with a group of 36 people to Botswana, and the majority were straight out of school like me.

"All the training and what is called cross-cultural activities were conducted over there. We had about a seven-week training period and stayed at the University of Botswana for the most part. The first week we went out into the country and lived with current volunteers. Then we came back into the capital of the country, Gaborone, for three weeks and had training in the national language, which is called Setswana. After the language training, we went

out for a village live-in for two weeks. This is where each person goes out into a village and lives with a family in a traditional setting. There were about six volunteers in each village, and each of us lived with different families. We also had one language teacher with us, who was a national from Botswana.

"Then we came back to the capital and had teacher training, which is what I do there. I was not trained as a teacher in college. My degree is in economics and management," Mary Ann says. She teaches mathematics ("dipalo" in their language) at the Itireleng Community Secondary School in the town of Lobatse.

Mary Ann explains there is a difference between community and government secondary schools. "In the government schools, all buildings and equipment are funded by the government, and these are the schools that are assigned the best students in the country. When the students come out of primary school, they are given tests to determine their ability. The government schools receive the A and top B students. The community schools get the lower B and C students — these are the students I teach.

"In my town there is a Catholic mission which takes some of the D students or some of the really poor students who couldn't get into secondary school. They have a Peace Corps volunteer there who teaches sewing and cooking."



Mary Ann lives in the right hand side of this house in Lobatse.

At Itireleng School, there are three Peace Corps volunteers included in the staff of 16. There is also a headmaster (principal) and two clerical people. Student enrollment is 450, an average size for a community school, and most of the pupils are citizens of Botswana. Classes are conducted in English.

Students come from surrounding villages, and during the school term they live in Lobatse, either with relatives or in rental houses.

Mary Ann explains that there are three forms instead of grades in the community school. "Form 1 would be something like seventh grade; Form 2, 8th grade, and Form 3, ninth grade. I teach Form 2 exclusively."

She continues, "At the end of a school year, the pupils take a series of tests. If their average grade is passing (40%), then they can go on to the next form. Form 3 is a very, very important year for the students because at the end of that year they take national finals. There is a national test in each subject that every Form 3 student in the country is given. The grades on each test are averaged, and the grade a student has really evaluates what he or she has been doing in primary and secondary school. That grade is almost like a high school diploma. It gives a prospective employer a measure of that person's ability."

"If a student has done well, he can go on to Forms 4 and 5, the equivalent of high school. Or he can do what most of my students do — go out and try to find a job. A lot of the students go into teacher training, which only requires a Form 3 education. Available jobs would include domestic work, retailing and perhaps some banking."

Mary Ann lives with another Peace Corps volunteer in what would be called a duplex in the States. "The school pays for our rent and provides furniture."

While she was back in Madison, W.Va., for Christmas vacation, it was summer in Lobatse. "It gets in the low 100s in heat in December there. It is hot enough to melt candles. There is no humidity though so it's not too bad. The coldest months are June, July and August. Forty degrees would probably be the lowest, but it is cold enough for me to wear a down jacket and gloves. The houses are built without air conditioning and heating, but we do have a fireplace which we huddle around in the winter."



One of the places Mary Ann has visited while in Africa is Victoria Falls.

"Botswana is a country of extremes that are much more pronounced than they would be here in the United States. In Lobatse there are people who have really nice homes with swimming pools in the backyard, but there are also families of say ten people who live in a one room mud hut. You will see a Mercedes or BMW on the street and right behind it will be some man riding his donkey cart loaded with wood."

"People associate Africa with traditional dress and the beating of drums. I got a glimpse of that when I lived in the village for two weeks. It's interesting, though, the incongruities. We can be sitting in a mud hut in the village, and here is the father of the family listening to a transistor radio. Or the women might be washing their clothes on rocks but using a box of laundry detergent."

"Consumer goods are quite plentiful in Botswana, mainly because most of these products are imported directly from South Africa. Just like I was telling my mother the other day — I can get a hamburger and fries. The only difference is I can't go out to Wendy's, drive up and say 'give me a single with lettuce'. I have to go to one store to buy bread, one store to buy the beef, and another store to buy the lettuce."

Mary Ann and her colleagues travel every chance they get. She has been to Swaziland and Lesotho, two countries with their own rulers, currency and language but totally surrounded by South Africa. "I have also been to Zimbabwe, which was formerly Rhodesia. That was my big trip," Mary Ann notes.

"To travel long distances, our first method — because it is the cheapest

and is relatively safe — is to get out on the road in pairs — usually a man and a woman — and hitchhike. We have no problem in being picked up, but if we do we can travel by train. No volunteer has a car for personal use. We usually camp out on these trips. Zimbabwe had very nice camping accommodations, especially at Victoria Falls."

Mary Ann's contract with the Peace Corps will be up in December of 1982 but she is considering staying a third year. "I still have a lot of places I want to see over there. Even though teachers get about three months' vacation, I haven't begun to see everything. Also I would like to continue teaching for a third year. It has taken me a year and a half to get the hang of teaching and being able to get across what I want to get across. I don't mean just teaching techniques but also being able to deal with the kids. The second and third years should be my best teaching years. And, too, I'm having such a good time."

"When I get out, two or three friends and I will travel north through Africa and hopefully take a sharp right and head through the Far East. I just bought a big backpack for that specific purpose. The Peace Corps gives you either a ticket home or the equivalent in money when you have finished your contract. Most people tend to choose the money and do some traveling."

Someday Mary Ann plans to return home to West Virginia, hopefully with some ideas about how to improve some conditions in the state. Because she would like to know about the coal business in general and the plight of the woman coal miner, she does not rule out the possibility of working in the mines two or three years. □

Tom will divide time between beach, Roanoke

"I have been planning for retirement for 45 years," claims Tom 'Cheers' Roberts, civil supervising engineer in GO T&D Engineering, Roanoke.

Tom and his wife Ruby have a condominium in Myrtle Beach, S.C., and will be heading there shortly after his retirement February 1. He says, "We have been going down there for 20 or 25 years and finally decided it would be cheaper to buy a condo than pay motel bills.

"Last August we decided a boat would add to the attraction of retirement and we bought a 29-foot cabin cruiser so we could travel the inter-coastal waterways. I've never owned a boat in my life, and right now I am busy trying to learn how to run the thing. We plan a boat trip to Charleston, S.C., a little later on but right now I want to stay around the marina. If it works out, it will justify the cost of the boat. We can stay on the boat instead of getting a motel — though I may have a little trouble talking my wife into that.

"I'm not a fisherman, but I bought a couple of poles and we are going to try that out, too. The boat has outriggers and other things for fishing so as soon as I learn how to use them, I will try them out."

Golfing also presents another attraction at Myrtle Beach for the Roberts'. "I guess Myrtle Beach is the golfing capital of the world," Tom says. "There are 38 courses down there. My wife is a golfer, too, and we plan to join a club at Myrtle." He adds, "I've been golfing since the late 30s. I still don't know how to play the game but I enjoy the fresh air and exercise."

The Roberts' sold their home last year and bought a condo in Roanoke, too. "Now we can just walk out and lock the door and not worry about anything. Our house was broken into three times in previous years. Every time we went to Myrtle, we didn't know what we would have when we got



Roberts

back. We have a lot more security with the condo. It makes the trips more enjoyable because we don't have to worry."

Tom started working for Appalachian as a tracer during the summer of '37. "After graduating from high school in '38, I decided to come back to work at Appalachian and have been here ever since except for the three-and-a-half years in service. And I've always worked in the same department.

"Back in the early days real estate and right of way, surveying and civil engineering were all together in the same department. I guess it was about '48 when J. P. Cruickshank came to Roanoke that they divided the jobs. Bill Coleman (retired R/e & R/w superintendent) took real estate and Sarge Sinclair (retired staff assistant) took civil."

Tom continues, "I starting taking night courses but didn't get into them seriously until after the war. From the mid-40s through 60s, I took night classes at the University of Virginia

and Roanoke College. One summer I attended summer school at VMI. But Sarge is my mentor. He gets the credit for any success I have had with the company. He really helped me the whole time I have been with the company. He is an extremely brilliant man and a darn good teacher."

Tom adds, "The company has been good to me, and I have enjoyed working for Appalachian. When I left for service, though, I didn't think I would ever come back. In fact, I love flying so much I planned to stay in service. But after the war I tried to lease an airport at Pinehurst, N.C. About ten of us were trying to get it, and the field was narrowed down to me and another guy. They wanted someone to take over the operation immediately so I resigned my commission. Unfortunately, the other guy got it."

"I was married and had Tommy, Jr., at the time so I had to come back to Appalachian. After that, my attitude changed and I have thoroughly enjoyed working for the company. But flying was my first love."

"I have a commercial pilot's license but have never had the occasion to use it. You can't work and fly both. I would love to fly but it is too expensive."

Tom enlisted in the Air Force the February after Pearl Harbor. He was based in India and flew transports over the Hump. During his service, he earned three distinguished flying crosses and five air medals. "It's a funny thing," he says. "Dick Stinnett (drafting supervisor), Jimmy Jones (executive assistant) and George Murphy (retired head custodian) were at the same base but we didn't see each other."

Tom says he is thinking about the possibility of getting into property management after he retires. "There is so much absentee ownership in the condos at Myrtle that I can see the need for it. I want to work, but I want to work at my own speed. If I want to take a month off to go to Florida, I can do it. But I definitely won't be sitting around watching television. I will be busy doing something." □

APCo job, playing ball are a lot alike

"Working for Appalachian and being a member of a baseball team are a lot alike. Baseball is a team effort, but you also have to be an individual — fielding, hitting, running. Working for the company is much the same. It is the individual effort in a cooperative arrangement. When you speak for the company, you do it as an individual, but you also do it as part of the policies and programs of the company."

That was Raymond Martin on the eve of his retirement February 1, putting together two of the big passions of his life.

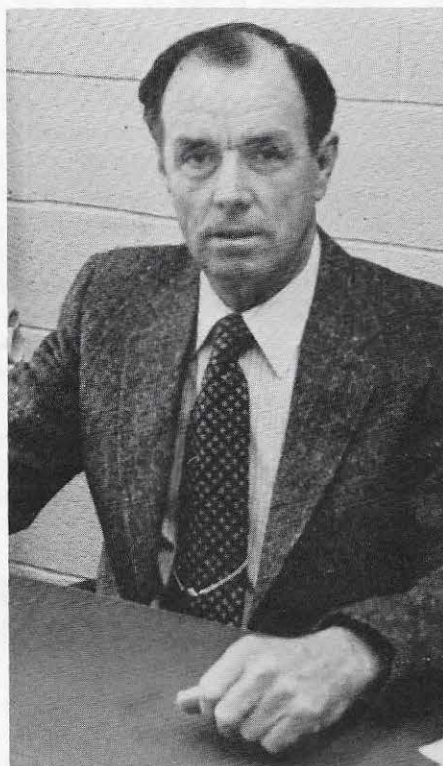
The Rocky Mount area supervisor of the Roanoke Division spent 45½ years with Appalachian, but when he was young he had pro baseball aspirations.

Soon after he came to work for Appalachian in Roanoke in 1936, he had an opportunity to try out with the Bassett farm club of the New York Yankees. He went to the-then district manager, J. L. White, to take off some time. Mr. White gave it to him, admonishing him not to tell the division manager (W. I. Whitfield, who died in December). Mr. White also told him: "If you make it, you'll be gone. If not, then you will have taken two weeks of vacation."

Raymond tried out, but was told that he could remain with the club only as a utility infielder. The club would have paid him \$75 a month for six months, and Appalachian was paying him \$75 a month year round. Deciding that if he could only be a utility infielder in Class D ball, he wouldn't have much chance for advancement, so he chose to stick with Appalachian.

1937 was the year that the Yankees signed Phil Rizzuto, former shortstop, and sent him to Bassett. He and Raymond became friends and they continue to keep in touch to this day.

The final bit of irony to Raymond's professional baseball aspirations came when Rizzuto was injured late in the 1937 season and developed gan-



Martin

grene. He was told he would never play again, which fortunately was not to be the case. The irony was that team officials came to Roanoke and tried to persuade Raymond to return to the team to play shortstop.

To the good fortune of Appalachian and Franklin County, Raymond decided to stick with the company and "play only semi-pro ball until it became work."

Raymond has spent all but four of his years with the company in Rocky Mount, the others being two years in Roanoke and two in Fieldale. He joined the company as a clerk, spent three years in the Army during World War II, and served as head bookkeeper and local superintendent. He has been area supervisor in Rocky Mount since 1951.

Baseball and work haven't been his only interests during the years. He and his wife, Katherine, have a 20-acre plot on which they have a pony, three cows, chickens, and Boston Terriers (which he has been raising and selling for 30 years).

His other interests have been in the community — where he is known as

Mr. Appalachian — and in his church. He is presently on the administrative board of the Rocky Mount United Methodist Church and is a member and past president of the Rocky Mount Rotary Club. He is past director of the Franklin Memorial Hospital, Franklin County Chamber of Commerce and the Franklin County Retail Merchants and Credit Association, and is active in the United Fund.

The thing that impresses him most during the 45 years of his career has been the expansion of the company's operations. "When I went to Rocky Mount in 1938, we had two employees. Now there are 16. We had one substation and about 100 miles of line then. Now we have five substations and 1,100 miles of line. The number of customers has grown to 13,000 from about 1,000. Then we had the Rocky Mount hydro, which I worked with along with other duties.

"But my first job with the company, in Roanoke, was as memorable as any other. I was assigned to do the retirement records for equipment when the company began converting downtown Roanoke from overhead to underground. That was quite a thing for its time," Raymond remarks.

Raymond was called on for a few remarks at a luncheon following the Roanoke Division supervisors' meeting in January. What he said pretty well sums up his philosophies, his memories, and his outlook.

"I look around and I can't see a soul I haven't called on for help. Nor can I see a soul who hasn't responded. Thanks for the cooperation.

"You know, age gives you priority, and I want to say something. Groups like this are Appalachian. It is wonderful to see how everyone meshes in. I have known a lot of people at these meetings over the years. Old ones leave, new ones come in, and it keeps going. That's wonderful.

"I am ready to retire, and I'm looking forward to it. When you are 65, that is the time to retire with good health. I'm not retiring to get away from anything. It's just time. Thanks for everything." □

Electric vehicles: promising but not yet practical



Other than the decals on the electric car, it looks like almost any other car on Columbus streets.

Back in September, 1909, in an issue of **AGE Bulletin**,* A.H. Sikes wrote that electric vehicles could represent a desirable load for electric companies because they could be charged during off-peak hours. He added that such a vehicle "commands a rate of from four to six cents per kilowatthour." And further, he commented, people like them because electric vehicles do not produce dirt and grease.

But along came an invention known as the internal combustion engine. And it was put into horseless carriages. In a few years, gasoline-powered vehicles, because of their range, cost and convenience, became more popular than electric vehicles. Development of gasoline-powered cars escalated, while development of electric vehicles slowly halted. Not until recent years was that interest in electric vehicles again sparked.

Most of Sikes' comments about electric vehicles (EVs) are as true today as they were when he made them more than 70 years ago. EVs do represent a desirable load, electricity charges are four to six cents per kilowatthour and EVs are essentially non-polluting.

A little over a year ago Columbus and Southern Ohio Electric Company (C&SOE) began its research into the efficiency and applications of EVs. On July 28, 1980, the company accepted delivery of two EVs from Jet Industries of Austin, Texas.

One vehicle is a modified Dodge Omni Sport and the other has the body of a Subaru. The vehicles operate on the energy stored in sets of six-volt batteries.

It is only because of decals on the sides of the vehicles which say "Electrica," "Electra Van" and "Electric Vehicle" that these vehicles stand out in the flow of Columbus traffic. And although these vehicles have been seen on the streets for more than a year now, they still attract some attention.

When employees park these vehicles in public they often return to find someone checking over the vehicles.

And more than once, employees driving the EVs have stopped at traffic lights and other drivers have pulled up and motioned to roll down the windows so they can ask questions.

While the EVs fit into the flow of city traffic and are only noticeable because of the decals, driving one of them is different from driving other cars. The EVs' heavy lead-acid batteries require increased stopping distances. Both vehicles have standard transmissions and neither have power brakes or power steering.

One employee, Mary K. Walsh of information services, said it was the standard transmission and the lack of power equipment, and not anything related to their being EVs, that caused her the most problems when she first drove the vehicles.

Driving EVs also requires the driver to be more conscious of the vehicles' fuel supply. Walsh said she thinks this has helped her become a better driver in general. "When you drive a regular car, if you drive inefficiently it just costs you more at the gas pump. And you can get gas at almost any corner. If you drive an electric vehicle inefficiently you might not get where you're going," she explained.

Walsh said that when she drives an EV she must plan her trip so that she gets all of her business completed within the range of the vehicle. Recharging time is also a consideration between trips. The more energy drained from the batteries during a trip, the longer they take to recharge.

"There are special rules for driving an EV," commented Walsh. "And I know what they are and I know I have to follow them. You just can't expect the electric vehicles to perform like other cars."

So far, C&SOE has found that the EVs do indeed function best when they are used on a series of short trips or errands. When the motor is turned off for a few minutes, the batteries recharge to a certain extent.

C&SOE's electric vehicles are not the first to be tested in the AEP system. Paul Roof, director of automotive equipment, AEP Service Corporation in Canton, said the company has been interested in the development of electric vehicles since the acquisition of the company's first EVs in 1959.

Eight years ago the Service Corporation purchased three EVs. One remains in service today, although its use is limited to a range of about 14 miles by the age and condition of the batteries.

Roof said the off-peak load and environmental advantages of EVs could cause AEP to consider other EV purchases. He believes that, during this decade, battery technology will improve to the point where vehicles can be driven reasonable distances on a charge.

The range EVs can be driven, limited by battery energy-storage capabilities, is the primary shortcoming of EVs today, said Roof. He said there are some good EVs being

produced, but their batteries simply cannot store enough power to drive the vehicles the distance required for utility fleet operation.

C&SOE has experienced similar problems with its EVs. In the year and a half C&SOE has had the EVs, records show that the car averages 30 to 35 miles per charge and the van may go up to 40 miles. This range would be suitable for a second family car, where 80% of the trips are of 20 miles or less.

Of course, one factor determining range is how the vehicles are driven. A rapid acceleration requires more energy than does a slow, steady acceleration. And colder weather drains the batteries more quickly. In addition, the range of an EV declines as the batteries get older.

Considering energy costs alone, C&SOE's EVs are cost competitive with the company's gasoline-powered fleet. Both the car and the van operate on about six cents per mile, comparable to the energy costs of the rest of the fleet. But when other costs are considered, the favorable comparison ends.

The total cost (including energy, maintenance and ownership) for the electric van average 99 cents per mile. Because of some maintenance problems and its shorter range, last year's average cost for the electric car was \$1.73 per mile. C&SOE's average cost per mile for the rest of the fleet is 33 cents.

According to Carl Maggard, manager of C&SOE's automotive division, the EVs just cannot be driven enough to significantly lower the costs per mile. Even if the vehicles were driven the maximum of 35 miles each day, the most they could be driven in a month is 700 miles. The average miles driven per month for the company's entire fleet is 1,200, which reduces the costs of ownership and maintenance per mile.

"If we could get more miles on the vehicles it would bring the cost per mile down considerably. But it's impossible to operate these vehicles beyond a certain limit," explained Maggard.



The electric car has 20 six-volt batteries located both under the hood and in the hatchback. The motor is underneath the front set of batteries. The van has a total of 17 batteries.

Part of the problem is finding a division or department in the company where the vehicles can be used most efficiently. For a while the EVs were assigned to the meter division.

"On paper, this was the best place we had to use them," said Maggard. The vehicles were used on interdepartmental routes that averaged 25 miles per day. But there were maintenance and range problems and the drivers didn't feel they could depend on the EVs to get them through their routes. The automotive division took the vehicles back to the garage.

Since then the EVs have been used as pool cars for certain departments in the main office. But EVs don't make particularly good pool cars because of their special requirements for drivers and the attention to distance that must be given.

The range of EVs, their basic problem, is determined by the status of battery technology. It is interesting to note that, with all of the technological advances in the 100 years EVs have been in existence, the lead-acid batteries commonly used in EVs today are essentially the same as those used in turn-of-the-century electrics. And thus, the range has also remained unchanged.

Researchers are investigating other batteries for suitability: nickel-iron, nickel-zinc, zinc-chloride and others. There are two measures for battery suitability: energy density (the ratio of usable energy to battery weight) and cycle life (the number of times a battery can be recharged before it wears out and must be replaced). Currently, researchers consider development of a suitable battery as a series of trade-offs, where they must try to improve one aspect of a battery without losing another aspect.

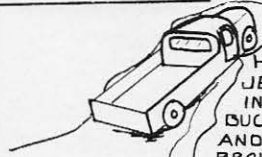
But, until researchers can find that right combination that will give EVs the desired range per charge, the vehicles may continue to hold more promise than practical application. □

*AGE Bulletin was a publication of American Gas and Electric Company, a predecessor of American Electric Power.



The EV dashboards have two gauges not needed by gasoline-powered vehicles. One gauge shows the amperage being drawn from the batteries and the other shows the percentage of charge still held by the batteries.

**THE
DUKES
OF
RAKESRIDGE**



HEY! WHATS THAT JEEP DOING PARKED IN FRONT OF THE BUCKET TRUCK, ROSCOE HUGHES? AND THE SIDE WINDOW IS BROKEN - I THINK THEM DUKE BOYS ARE TRYING TO RIP US OFF!



LOOK! THEY'S GETTING AWAY!



DONT WORRY HUEY-THATS A DEAD END ROAD -THEY'LL BE BACK THIS WAY - GET BOSS HOGG CUSSINS ON THE TWO WAY!



WHAT! DANG THEM DUKES! YOU ALL SEAL OFF ALL THREE ROADS OFF THE RIDGE... AND ROSCOE, YOU GET IN PURSUIT!

BOSS, THE DUKE BOYS HAVE DONE RIPPED OFF OUR TOOLS AND EQUIPMENT. BUT DONT WORRY, LITTLE BUDDY. WE GOT 'EM CORNERED UP ON THE RIDGE!

THATS A BIG 10-4 LITTLE BUDDY. WE GOT THEM DUKES FER SURE THIS TIME!

ROSCOE, IF YOU LET EM GET AWAY, I'M GOING TO MAKE YOU TURN IN YOUR BADGE AND HOOKS!



HANG ON ENOS- WE IS IN HOT PURSUIT!

ROSCOE, THIS HERES DEPUTY ENOS SELF - I GOT THE ROAD BLOCKED DOWN AT THE TUBS - AND I SEE YOU'LL COMING DOWN THE RIDGE!



ROSCOE - HE DONE A WHEELIE - AND HES HEADED BACK YOUR WAY!



HOT DOG! I AINT HAD SO MUCH FUN SINCE I BACKED IN THE SEPTIC TANK!

BOSS, THIS HERES ROSCOE - WE GOT THEM DUKES IN A SQUEEZE NOW!



ROSCOE, THERE AINT NOBODY IN HERE BUT DAISY!

HOLD HER RIGHT THERE, HUEY, I'LL KETCH US ANOTHER DUKE IN A MINUTE!



JESSIE SMYTHERS DUKE? THIS HERES BOSS HOGG - I HATE TO WAKE YOU UP AT THIS HOUR - BUT I GOT DAISY IN JAIL - AND IF BO COMES HOME, TELL HIM HE MIGHT AS WELL GIVE HIS SELF UP CAUSE DAISY HAS DONE SPILLED THE BEANS!

THE END

The Dukes of Rakes Ridge

A television script writer couldn't have done it better.

First you set the scene. High winds and intense cold buffet man and beast alike. It is dark and the only thing you can see is your white breath in front of you. You need a crisis, so an electric power outage in a remote, rural area, caused by the weather, serves the purpose.

For heroes, you pick a line crew. For villains, you select two people in a Jeep, intent on taking advantage of men working in the bad conditions by stealing their equipment. And, of course, you need a happy ending.

These were the elements in a real-life drama — not a television show — early on the morning of January 5 in the Dickenson County area of the Abingdon Division.

The crew was called out to an area called Rakes Ridge to restore service. Then the drama began.

The crew left the aerial double bucket truck at the top of the ridge, locking it securely, and went down the hill in a four-wheel vehicle. An hour and a half later, they returned and noticed a Jeep pulling away from the aerial truck. The Jeep shot across an open field, ignoring the yelling of Marshall Hughes, line crew supervisor. Meantime, Lynn Stanley, line mechanic C, noticed the window of the truck was broken.

Marshall picked up his radio and asked Arthur Self, meter service mechanic C, and Randy McCoy, line mechanic B, who were still at the bottom of the hill doing some switching, to block the road.

The Jeep made two passes at the vehicle blocking the road, turned around, and began moving back up the hill.

Meantime, Marshall, knowing that there was another route off the hill, notified Robert Cussins, area supervisor, of the situation and asked for some help. Robert sent some more people, and also notified the sheriff's department, which dispatched a deputy.

The driver of the Jeep was continuing back up the hill

while this was going on, but suddenly met the company people coming down. He swung the Jeep around, hit a ditch and got stuck (obviously he wasn't driving a "General Lee").

The driver then fled on foot, Marshall in hot pursuit. But the terrain and darkness prevented capture.

While the foot race was going on, other crew members went over to examine the Jeep, and to their surprise, found a "female juvenile", 17, as the police term it, abandoned by her companion.

When the deputy arrived, he finally got the girl to talk, and from her information the driver was later captured.

Also recovered was about \$5,000 worth of equipment from the truck, including tools, rubber goods, radio, and other materials.

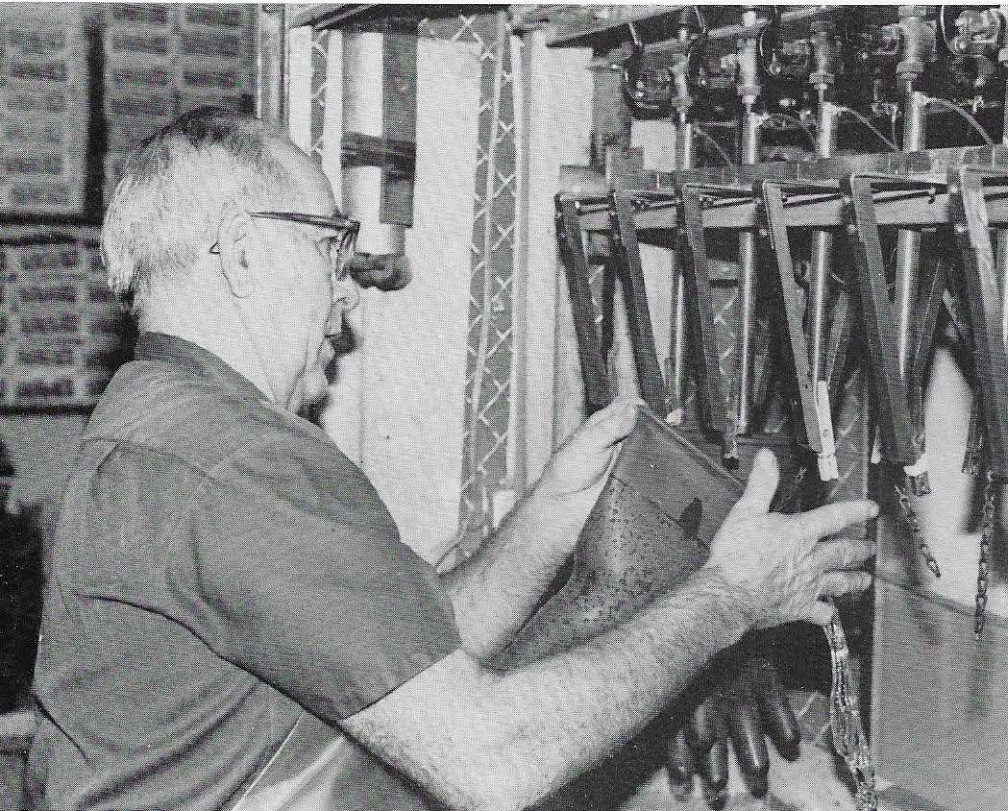
Reflecting on the adventure, Marshall later said: "All I thought about was catching the thief. I wasn't really worried about what to do with him. In fact, I really didn't have time to think much about it. It just made me so mad to think that while we were down there in the freezing weather trying to restore service that some thief would come along and steal our equipment. Especially since new tools don't come easy."

Robert Cussins had nothing but praise for his men. He noted that: "My men performed above and beyond the call of duty under extremely adverse conditions."

The crew has been getting some good-natured kidding lately about their escapades, but it has been the kind that friends give each other when they're really proud of what they have done.

Abingdon Engineering Technologist John Morefield drew a cartoon strip about the incident, based on the popular Dukes of Hazzard television show. The Clintwood employees are portrayed as the heroes in "The Dukes of Rakes Ridge". □

Saving lives is his business



Jim Bailey removes rubber gloves from the voltage test rack after completing the procedure to check for defects.

As every line mechanic knows, his life and well being depend on basically two things: his own care and safety consciousness and his equipment. One is physical, the other mental.

Safety programs are aimed at the mental aspect. Appalachian Power's rubber goods testing facilities tend to the equipment.

That's where Jim Bailey, Bluefield meter electrician A, comes in. "We test for three divisions, Bluefield, Pulaski and Abingdon, and for Kingsport Power Company. We also get Clinch River Plant and Glen Lyn and the switching crew at Abingdon service building," he said.

"Each of the divisions we test for change their rubber gloves and sleeves at a certain time during the month. And they send them in here or bring them by for testing. We're testing for defects and injuries to the rubber that affects the insulating ability of it."

"What I call the truck stock — the blankets, hose, hoods and jumpers — they have to be tested every six months."

"But everything that is rubber goods comes through here before it is used even though the manufacturer has already done his own testing, of course. We never send out a new piece of equipment to the field before it is tested. That holds true for Roanoke and Huntington, also, where the other testing places are located."

Jim said he is fully aware of the importance of ensuring the integrity of rubber equipment. "I was out there 33 years myself doing line work and service work. Your hands are in the number one position. That's what you take hold of the line with. You need to have confidence in the equipment."

The testing on gloves and sleeves basically involves exposing the equipment to high voltages in water. "When you put 20,000 volts on a glove and it's got a defect, say it's been scratched on a wire, then it will shoot plumb through it, little round holes," he said.

"For the rubber blankets that are used to cover pole top pins, we test them in a special cage. We lay a wet

wool blanket on a table, put the rubber blanket on top and then cover it with a second wet wool blanket. Next, we put a copper pad over it and energize it to 16,000 volts," he said.

One non-electric test for the gloves involves filling them with air to check visually for defects.

The final procedure before the tested equipment goes back to the field is a good, old-fashioned washing.

"A lot of the time it looks like a laundry back here, but that's OK," he said. □



After testing and washing, line mechanics' sleeves are hung up to drip dry. Jim Bailey concedes that there is some merit to the kidding he receives about running a laundry.

Fish bite year-round for Mullins

"I'm ready to go fishing right now. If something happens tonight and I get called out to work and don't have a chance to work on my gear, I've got everything ready to go."

Those were no idle words from Wayne Mullins, line mechanic A for Kingsport Power Company. Fishing is a 52-week-a-year pursuit for Wayne. "I go almost every weekend if the roads are fit to travel," he said.

He takes pride in having the proper tackle to compete on equal footing with the smallmouth bass that inhabit South Holston Lake and the other TVA lakes within easy reach of his home.

"I've been making my own lures for a long time. The biggest reason is so I can have exactly what I want instead of having to go to a store and shop and still not find what I want," he said.

He explained the process to make one particular type. "These are made out of balsa wood. There is a wiring harness that goes through and holds the hooks on. We hollow out the middle for the lead weight. Then, the two pieces are sandwiched together and glued. When the glue dries, we can take a wood rasp and work it down to the shape we want. Then we dip it in varnish to seal the balsa, which is extremely light and porous and will waterlog if you don't. This lip material is Lexan, a high-impact plastic that won't break if it hits a rock. We groove the lure with a band saw to insert the lip. The angle has got to be precise because that controls the depth and action you get from it. And when we get through, we just take a spray can and go to work."

Every lure has a story. "I love to catch them on what I call buzz baits. They come across the top of the water throwing water everywhere and making an awful commotion. I don't think the fish take it because they think it's food but because it literally aggravates them to death. We primarily fish these in real heavy cover like a brush pile or an old fallen tree or a big bunch of stumps."

"On one occasion a couple of years ago I moved into some old brush piles and pulled this lure through there, making an awful racket, throwing water everywhere. This huge bass came out and attacked it and missed



Wayne Mullins makes his own fishing lures.

it. So, I just left him alone and moved to some other place on the lake. I said to myself, 'I know where you live. I won't forget you.' In about 30 minutes, I came back and started casting. On about the 12th or 13th cast, it aggravated that fish enough where he came back and struck it again. I caught him, and he weighed over five pounds.

Knowing the contour of the bottom of a lake is crucial, according to Wayne. "What I do in the winter when the water is at its lowest is take my camera and take pictures of the shoreline and the ridges and humps and the man-made structures in the lake."

"If it's different, a different type of structure, say a stumpy island with 15 to 20 feet of water on top of it, a fish will orient to that like you would to a highway."

"A couple of months ago I came out to the lake one night, and I told my buddy, 'There's a hump that lays out here, and you've got to know how this point lays to fish it.' So I came through with my depth finder. It was 90 feet, then all of a sudden it came up to 40

and then to 20 feet on this hump. Those big fish will lay out in deep water where they're protected, and at night they'll ease up on these shallow points and bars and feed. Well, I cast a few times and felt one. I came back on him, and he was laying right on top of that little hump. I fought him for a long time and got him up within 10 feet of the boat, and he broke my line. Now, that was a huge smallmouth."

Wayne devotes the same care and attention to detail to his 17-foot jon boat that he does to the rest of his fishing. "My boat has been completely redesigned. When I bought it, it was nothing but an old bare boat. It had three bench-type seats in it. I removed those, extended the front deck, then installed two swivel seats side by side." He also installed an aerated live well.

How does his wife Marsha feel about all this fishing? "She worked at the power company before we got married, so she knew what she was getting into. Also, she knows where I am when I do go out at night," he said. □

Working the Daytona 500



Bobby Scruggs measures the wheel base to be sure the car is not offset and meets the required length on both sides.

This month Bobby Scruggs of Roanoke will pack the family van and head for the Daytona 500 that kicks off the Grand National stock car racing season in the South.

As such, Bobby continues the practice of race track officiating that began, really by accident, over two decades ago. Now he is one of the busiest flagmen, stewards and inspectors in Southwest Virginia. "I've been going to Daytona for the past five years, helping with the Late Model Sportsman, Modified, the Baby Grand series and on Sunday worked the pit road for the Grand Nationals," he said.

Bobby and his wife Jackie, private secretary senior in the GO Executive Office in Roanoke, had a memorable experience returning from Daytona in 1980. They ran into an ice storm north of Jacksonville. By the time they reached the South Carolina line, the highway patrol was advising motorists not to proceed. All motels were filled. While driving around after midnight, they noticed lights on in a church in Hardeeville, S.C. As it turned out, the church was a haven for stranded motorists. Volunteers had

coffee, food and blankets, and the couple found an unoccupied pew in the sanctuary to bed down.

Long before this Bobby was a racing fan and a drag racer in his teens. "I started attending races in the early '50s when I was in my teens. The first big race I went to was the first race at Darlington, South Carolina, in 1950. It was the only super speedway in the South at the time. Everything else was backyard dirt tracks or a few small stadium tracks like Bowman Gray in Winston-Salem or Victory Stadium in Roanoke.

"They started 50-some cars, as I recall, at Darlington. Back then the drivers drove their race cars to the track. They came right off the street. They would tape the headlights, paint a number on the window or door, put a seat belt in it, put on a helmet and drive. I remember one 1950 Cadillac in particular. Every time he'd be out front, he'd have to go into the pits and change tires. I imagine he used 40 or 50 tires. He was blowing tires right and left. A driver named Johnny Mantz won it in a Plymouth, averaging 76 miles an hour. That was literally stock car racing."

Stock car racing is unique among major sports in the U.S. in that it is so young that many of the major participants today were major factors in the sport's infancy after the second world war. Consider Bill France and Junior Johnson, to name two. It has grown from the cornfield to the ultra-modern super speedway in a generation.

Henry Ford and Alexander Winton are said to have staged the first recognized race in the U.S. between stock production models in 1899 or 1900. But what sporadic racing there was in the South and West even into the '40s was largely "pasture racing. The first beach-road race staged in Daytona Beach in 1936 by a Norwegian from Wisconsin was the exception.

A war-weary nation hungered for the sport as much as it needed rules and organization. NASCAR, the National Association for Stock Car Auto Racing, was incorporated in February 1948 a couple of months after a meeting among Bill France and some race promoters in a Daytona Beach hotel bar.

Bobby picks up the thread of his own direct involvement in the sport as an official. "In 1960 Marvin Panch (who won the 1961 Daytona 500) came to Roanoke and put on a demolition derby at Victory Stadium. At that time Marvin was driving for the Wood brothers of Stuart, Virginia. A friend of mine at work was also working for the Wood brothers on the side, and he was trying to round up some help to put on that demolition derby. Eight or ten of us went out to help. I didn't know until I got out there that he had asked me to be the flagman. I had no idea what a flagman did at a demolition derby. In fact, I had never seen a real demolition derby. But I found out quickly."

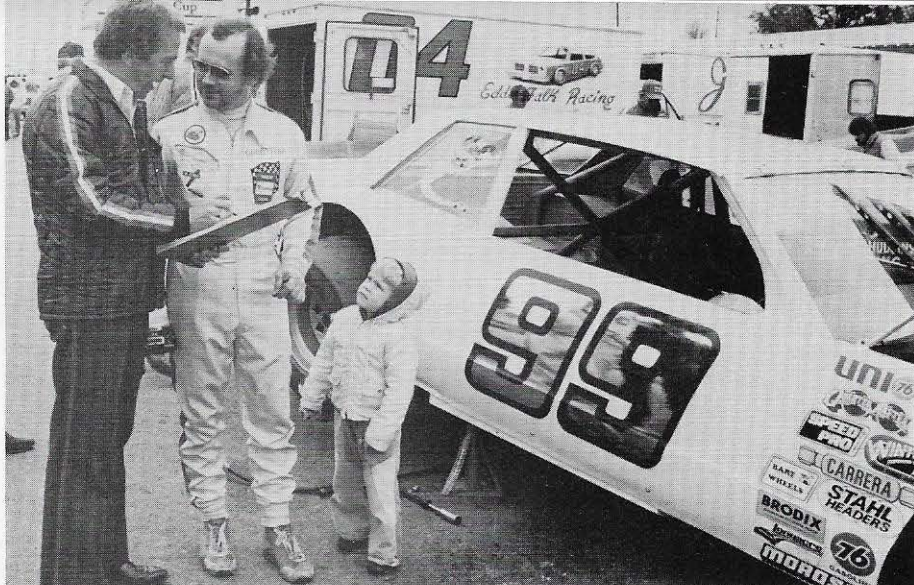
His entry into more serious racing stemmed from a business contact. "I started traveling for the company I worked for in 1960. Part of my territory was Franklin County. While I was calling on one of my accounts, a fellow named Wilton Agee, who owned Callaway Cash Store, mentioned that he was going to build a quarter-mile track. He knew I loved racing and wanted to know if I would do the flagg-

ing. I told him that the only thing I had flagged was a demolition derby once. I said since no one else around here knows anything, maybe they won't know that I don't know anything."

Agee sold his interest in the original Franklin County track and built a 3/8-mile track. "We ran on Sundays until we got some lights put up. Then we went to Friday or Saturday nights, sometimes both nights.

"At that time I was also flagging at Hillsville, Pulaski, Natural Bridge, Pilot in Floyd County and at another track. I was flagging Friday night, Saturday night and Sunday for about two years. From the time I got off work Friday and hit the race track, it was busy."

"Jackie worked with me at the old Callaway track and at Hillsville, Fairystone, Wythe Raceway, Natural Bridge and continued to work at Franklin County Speedway, from the first race held there, until last year. Our son Jamie, who is 11 now, went with us to Franklin County each week when he was younger. Now, his soccer and baseball conflict with the racing. Jackie has scored or kept laps at Daytona and Martinsville and assisted at Log Cabin, that new track near



Bobby Scruggs explains to driver Geoff Bodine what has to be done before car will pass inspection.

Collinsville. With everyone's schedule so full, she decided not to be on a weekly schedule now."

Bobby has had a taste of victory lane. "When I cut back my flagging duties, I helped the Wood brothers on several occasions in the early '70s. I helped in the crew, setting up pit work, hauling tires, getting the gas cans filled up, things like that. All of my work was volunteer, more or less fun for me. I was with them when they won the South-

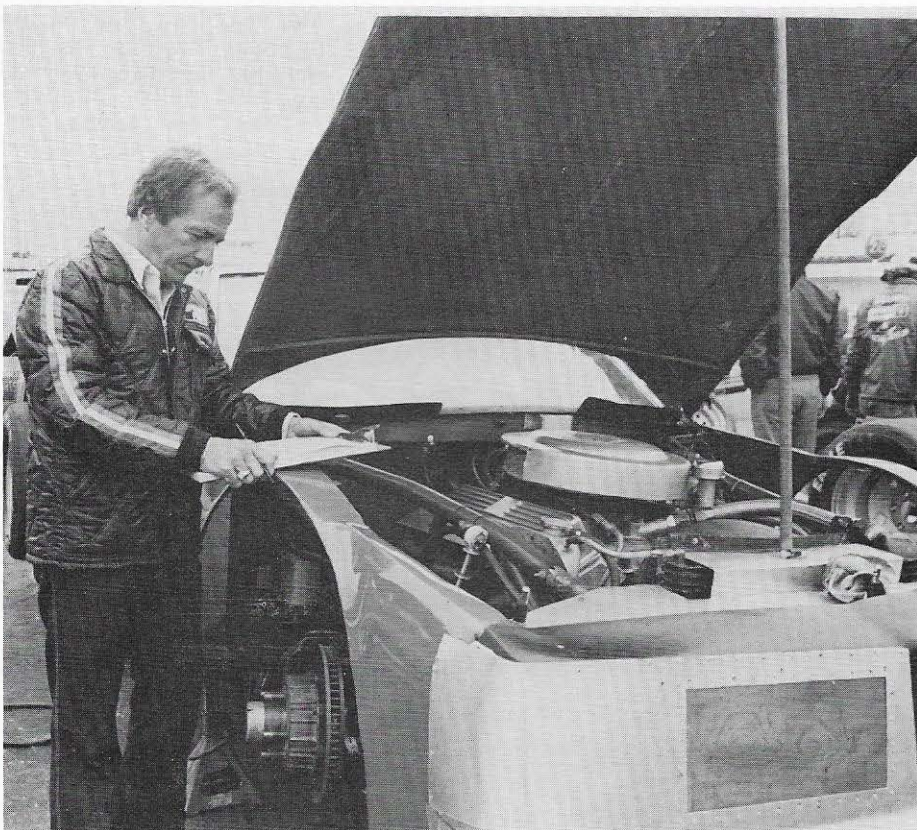
ern 500 with David Pearson and when they won the World 600."

"It was around 1973 that I joined NASCAR as an official, as a starter. That was about the year the Franklin County Speedway went NASCAR. I also did flagging at South Boston, Virginia, Martinsville, Hickory, North Wilkesboro and Nashville. I was also called to Wytheville where a flagman was killed by a race car when he went on the track to hand the checkered flag to the winning driver. Last year I took over flagging at the new Log Cabin track near Collinsville."

"Depending on the track, flagging can involve practice, time trials, heat races and the feature race. In all, there are seven flags, and at some time during a race just about every one is used."

"Since then, I've gotten into the technical inspection of engines and car bodies before the race. You're liable to find anything. These guys stay up all night, I'm sure, trying to get that extra edge. I've seen them do all kinds of things to shift the weight, trim the nose down, inflate and deflate the shocks. A lot of them that are illegal will say, 'If you'll just let me get by this time, I'll be sure it's right at the next track.' Then, he'll go to the next track and say the same thing."

Having grown up with stock car racing, like so many others, Bobby has seen its early struggles and believes the future is bright. "It's like racing promoter Warner Hodgdon said, racing has come a long way, but it's still just scratching the surface. It's still got bigger things to come." □



Inspection work sheets must be filled out on each car for Nascar records before car is allowed out on race track.



Martin Castleberry

I just like cars!

When it comes to automobiles, Martin Castleberry isn't hard to please. "I just like cars, period," he says.

An automotive mechanic A in Charleston, Martin recalls that he has had some kind of car ever since he was a teenager. "I started drag racing when I was 16 but used to go with my brother before then. I have had four or five racing cars. My first one was a '64 Nova. I used to drag race for a quarter of a mile on a straight stretch. It was just a hobby though — no wins. I quit because it got to be too expensive."

Martin says it would take him all day to list all the cars he has had. "My dad always told me you can't marry a car. If a man is there with the money, you have to turn it. That is the way I have always been."

At the present time, Martin and his dad have three cars — '22, '24 and '25 Fords. "My dad traded a car for the '24 Ford, and the '22 and '25 he bought from a friend of his. They were already in show condition when we got them.

"We entered the cars in two competitions last summer. At a car show in Dunbar, the '25 coupe took second place and the '24 touring car took third place. I just put the '25 in the other show, but there was too much competition. At the shows, the cars are checked for originality to see if anything has been changed on them. The judges also check to see if the

cars run or don't run, if they leak oil and things like that.

"When the weather is good, we take the cars out for a ride on Sunday evenings. My oldest brother goes with us when he can. He has two kids who enjoy riding around in them."

Martin adds, "These three cars are for sale right now. My dad has them priced way below what they are appraised for. You can't borrow money on an antique so you have to put the price low enough so people can pay cash. Dad had two other ones but sold them because we didn't have enough room to keep them. We have three garages in South Charleston. One is my brother's, one is a friend's garage and I have a garage about a block from my house.

"Right now I am restoring a '63 Corvette and have it all apart in my own garage. When I bought the car, it was a basket case. It was all apart, and it took two trips in the truck to bring it home. I have gotten it to where it will start now, and it is stripped down to the bare fiberglass. After I get it back together, I am going to drive it unless someone offers too much money for it. If I can make money on it, I have to sell it."

He concludes, "I might get tired of what I am doing right now and try something different — but it will be something that has to do with cars." □

(Editor's note: As The Illuminator went to press, Martin got an offer on the Corvette he couldn't refuse. His garage will probably not be empty for long, however.)



Pitches' raise, show exotic cats

Visitors to the home of Mike Pitches, line construction and maintenance representative in the Fieldale area of Roanoke Division, and his wife, Alvina (or "Al" as she's known) are often introduced to one of their exceptionally amiable and well-mannered cats.

"Show cats must be very gentle and accept constant handling from judges during cat shows," Al explains. "For that reason, our cats are handled from birth. We start combing them as soon as they can walk to get them used to being groomed and to laying on their backs. It's also a good idea to get them used to being around strangers so they're not shy. That's why we have visitors hold and pet them."

Cats have become a big part of the Pitches' lives during the past few years, especially since they became breeders of exotic Himalayan cats.

"Himalayans are still evolving," Al says. "They resemble long-haired Siamese cats with all of that breed's color points, but with many of the Persian's genetic characteristics.

"We breed Persians to Himalayans to acquire cats with the solid color of the Persian. These are called Himalayan Hybrids. When bred back into the Himalayan, we produce litters with Himalayan colors in points (nose, feet, tail and ear tips) but they are more like Persians in hair texture and in other ways," Al explains. To compete in cat shows, Himalayans must have a broad head, small ears, and short, flat noses with a dent, called a "break." Their body should be short and stocky and they must have very short tails."

Al says that she and Mike have been interested in cats for a long time. They were one of the organizers of the Society for the Prevention of Cruelty to Animals (SPCA) in the Martinsville, Va., area in 1974 and they organized a foster home program for animals.

Their interest in Himalayans blossomed about three years ago, however, when they adopted one. "We thought they were very pretty and we decided breeding and showing them would be a great hobby," she says.

"From a breeder, we acquired a Himalayan, a Persian and a Hybrid and started showing. We were for-



Alvina "Al" Pitches holds "Levi", a male blue Persian cat, while her son, Eric, holds "Nova", a female blue point Himalayan cat (and his favorite). They are in front of a fireplace display of ribbons won by another of their exotic cats.

tunate to have acquired a very good kitten. In the first show we entered he took Best Kitten in two of four rings. 'Hey,' we said, 'this is great!'" That kitten, named Paddington, is now grown and needs only two more wins to become a Grand Champion in one of the three cat fanciers associations with which the Pitches are involved.

While all the Pitches are engrossed in their feline hobby to one degree or another, Al and their eldest son, Travis, 14, usually attend the six to eight cat shows a year in which they compete. Mike stays home with the two younger boys — Bryan, 7, and Eric, 5 — and the remaining cats. The boys, Al says, have their own favorites who are their "bed buddies."

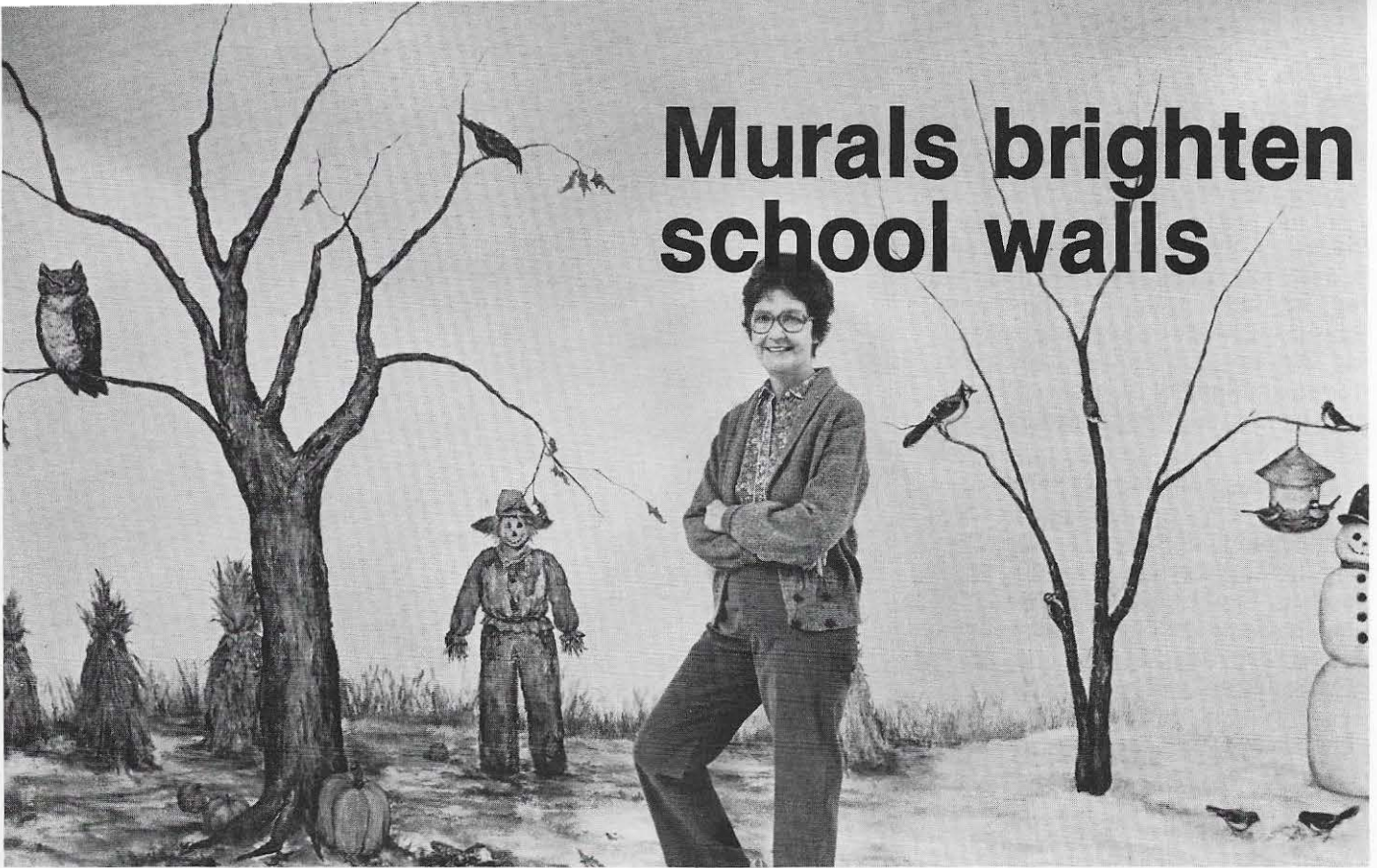
Since taking up their cat rearing hobby, the Pitches have built their own cattery in their fenced back yard and have registered it as the "Lazi Daze" cattery.

To help support their hobby — veterinary fees, grooming supplies and equipment, entry fees and other costs

take their toll — and to perpetuate and extend the Himalayan breed, the Pitches sell kittens in three categories: pets, breeders and show. While "pets" go for as little as \$125, a good show cat can cost \$400 and up, Al explains.

As to the future, Al says they look forward to creating new genetic breakthroughs, such as the rare Lynx point Himalayan they are trying to breed, and to other successful shows.

"We feel we found a great hobby. We're doing what we enjoy doing and we intend to keep at it," she says. □



Murals brighten school walls

Betty Woody painted this mural on the entrance hall at Chesapeake Elementary School, Photo courtesy Charleston Gazette-Mail

If a student were caught drawing pictures on the wall at school, there's a good possibility he or she would end up in the principal's office.

When Betty Woody drew pictures on the walls of the Chesapeake (W.Va.) Elementary School, however, she won praises from both the faculty and the students.

Betty, the wife of Gordon Woody, maintenance mechanic C at Kanawha River Plant, is a former teacher's aide at Chesapeake. Thanks to her artistic ability, the hallways and rooms at Chesapeake are colorfully decorated. Once when Sharon Rockefeller, the wife of West Virginia's governor, visited the school, she called it the most distinctive school in the state and credited Betty for making it that way.

Betty started with painting storybook characters on the library wall about three years ago. It was former principal Betty Murray's idea to paint the library, and the children were involved in selecting the right characters for the wall. Next she painted some forest scenes and a picture of the state capitol and coal miners in the hallways. In the school's multi-purpose room, she brightened the walls with clowns, aided by some sixth-graders. The principal's office is decorated

with frogs, turtles and ferns, and wildflowers are growing on the wall in the ladies' lounge.

"I was real happy working with the children," Betty says, "but I decided to try my hand at doing some writing and illustrating." So in October 1980 she left Chesapeake to devote full time to that project. "I still feel like I am working with the children," Betty adds, "because the books I am working on are for children.

"I started right to work on my books when I left Chesapeake, and they didn't take long to write. But I spent about a year on the sketches and paintings.

"When I worked at school, Betty Murray was real encouraging to me. I showed her some of my work and she helped me along. She introduced me to David Bias, who is with Jalamap Publishing in Charleston. I showed him some of my work, and he liked it so we drew up a contract."

Betty's books will be published soon. The first one, "Jack Mouse in the Big Woods," has four stories in it — one about seasons, one about birds, another about animals and the fourth about wildflowers. "Jack Mouse is aimed about the third grade level," Betty says. "If the book goes well, Jack Mouse could be a series."

The other book, "Colors and Numbers" is written with the pre-schoolers in mind. It illustrates several different colors and the numbers from one to ten.

Betty will dedicate Jack Mouse to her late aunt, Esther Lavender. "The dedication page was real important to me," Betty notes. "My aunt was a librarian at Chesapeake before she died, and we were real close."

Time will tell how well Betty's books will be received. In the meantime, however, she plans to continue writing. "I have already written a rhyming story and an alphabet story that could follow the Colors and Numbers book. And I have a lot of different ideas about what Jack Mouse could do. Maybe I'll have him travel to different places — even space.

"What I would really like to do," Betty confides, "is have a Christmas shop. I love to make Christmas ornaments. My daughter-in-law is an artist, too, and we have a big Christmas sale together. I did very little this past Christmas because I was so busy on the books, but I have some new ideas for ornaments and plan to make them throughout the year. Hopefully, we can be in the craft show at Charleston civic center this year." □

They saved Pappa

"They Saved Pappa," said the headline over a letter to the editor of **The Lynchburg Daily Advance**. Members of the Randolph Trent family had written to express their appreciation to neighbors and the Lynchburg Life Saving Crew for their efforts on June 28, 1981, when Mr. Trent was revived from a heart attack.

One of the Life Saving Crew members who answered that call was David Crews, son of Lynchburg Division personnel supervisor Dave Crews. David is a 22-year-old senior at Virginia Tech, majoring in biology.

"Mr. Trent was in full cardiac arrest when we arrived on the scene, no breathing or pulse," David said. "My partner and I started CPR (cardiopulmonary resuscitation). Then some additional help came. Through the use of our Advanced Life Support Cardiac Training we were able to defibrillate, start IV's and administer various drugs to the patient. We were able to get a pulse, and he started breathing on the scene. But he was still unconscious.

"I'm not out here for glory, but it does make you feel good when someone writes a letter to thank you. From what I understand, the man is up and going about his normal business."

It was two years ago that David got involved with the Lynchburg Crew, which will observe its 48th year of operation on March 26, making it one of the oldest rescue squads in the country.

"It's something that I've always

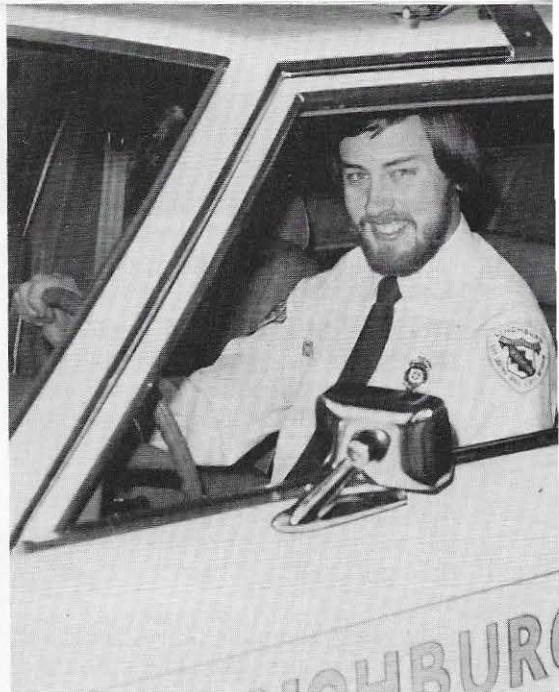
wanted to do. That's about it," he said. "I took the advanced first aid class in Blacksburg during my freshman year at Tech, before I got in the crew. That really solidified my interest in life saving. I had already planned on joining the Lynchburg Crew before I took it, but it helped me along."

"Also, I plan on getting into some form of medicine. That's probably another reason for getting into this. After advanced first aid, I took EMT, emergency medical technician. From that I took cardiac EMT. And I've had EVOC, Emergency Vehicle Operators Course. That's the driving course. The cardiac training includes learning to start IVs (intravenous injections), reading electrocardiograms, defibrillating (shocking to get the heart back into a normal rhythm), giving drugs, and EOAs, which is a tube that goes in the esophagus to prevent aspiration of food into the lungs."

Much of David's vacation time from school is consumed by life saving duty. "We are assigned three 12-hour shifts per month. Three is the minimum. I'm really on a leave of absence while I'm in college. Yet I end up pulling duty whenever I'm at home," he said.

In fact, he was pulling day duty, 6 a.m. to 6 p.m., during the Christmas holidays when this interview took place. During the interview he was called out to two emergencies, neither of which were serious.

"I've been out on everything from getting old ladies out of the bath tub to



David Crews, Jr.

multiple-injury car wrecks. Some of the calls you have to bite your lip to keep from laughing. It's just unreal. Some, of course, are really tragic."

"One thing about our organization that is good is that we keep monitors at home and radios in our private vehicles. A big call recently involved a bank robber who got shot at the shopping mall. I was in my private car when the call came over, and I was the second one on the scene. We all have kits in our vehicles, and we can maintain a patient until advanced help arrives. The victim had been shot twice and was in full arrest when I arrived. CPR was initiated, but despite all efforts including Advanced Life Support, the patient did not make it."

Emergency medical technology has advanced to the point that personnel and equipment on the scene can keep in constant contact with emergency room staffs.

"The two main pieces of "ALS" equipment consists of a portable EKG monitor/defibrillator, and a "Med" radio with which we can communicate directly to the hospital and the physicians and send EKG strips. These two pieces of equipment together are worth \$12,000.

"We had a case at the Plaza Theatre. An 18-year old girl, who was a dialysis patient, arrested and was lying in the aisle. We were able to bring her back. On that call we were able to start IV and to give drugs."

Before David could finish his story, he left on the run. Extended good-byes are for the slower paced. □

The two main pieces of advanced life support equipment are a "Med" radio and a portable EKG monitor/defibrillator.



WHO'S NEWS

Beckley

Woody Holbrook, customer services supervisor, was elected to the board of directors of Southern West Virginia Home Builders Association of Beckley.

Dave Kendrick, customer services manager, was elected president of the board of directors of the Beckley-Raleigh County Chamber of Commerce.

Ray Vest, administrative assistant, was elected president of the board of directors of the Beckley-Raleigh County YMCA. Bob McGinnis, division superintendent, was elected to a three-year term on the board.

Mike, son of Ray Vest, was elected vice president of the seventh grade class at Shady Spring Junior High School. □

Bluefield

Jim Bailey, meter electrician A, was installed as a director of the Green Valley-Glenwood Ruritan Club for a three-year period.

Frances Keller, personnel assistant, was appointed to the board of directors of the Princeton Quota Club.

Pat, wife of Ted White, Princeton area supervisor, was installed as secretary of program resources for the Trinity United Methodist Women.

Ken Roberts, Welch power engineer, was elected to a one-year term on the board of directors of the Welch Chamber of Commerce. □

Charleston

Cal Carlini, division manager, was elected president of the United Way of Kanawha Valley. He has also been elected to the board of directors of the community-owned Charleston Charlies, a class AAA farm baseball team of the International League's Cleveland Indians. In his capacity as chairman of the Charleston Regional Chamber of Com-



merce and Development, Cal served as the Charlies' organizational president. A successful fund drive raised \$100,000 to purchase the Charlies from a private owner, thereby keeping the farm team in Charleston. A membership drive brought in 2,000 persons who paid a minimum of \$25 each for membership in the Charlies.

Donald, son of Bob Griffith, division superintendent, was named editor of the West Virginia Chess Association Bulletin.

Jack Shaver, administrative assistant, was elected vice chairman of the First Presbyterian Church personnel division. □

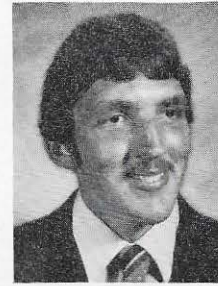
Clinch River

Mark, son of George Briers, plant manager, was selected to join the West Virginia University Chapter of Tau Beta Pi National Engineering Society. He is also a member of Pi Tau Sigma Mechanical Engineering Society. He will graduate cum laude from WVU in May. □

Mountaineer

Dave Martin, personnel assistant, was elected treasurer of the Mid-Ohio Valley Industrial Emergency Planning Council.

Gerry, son of Jim Straight, maintenance mechanic B, was a member of

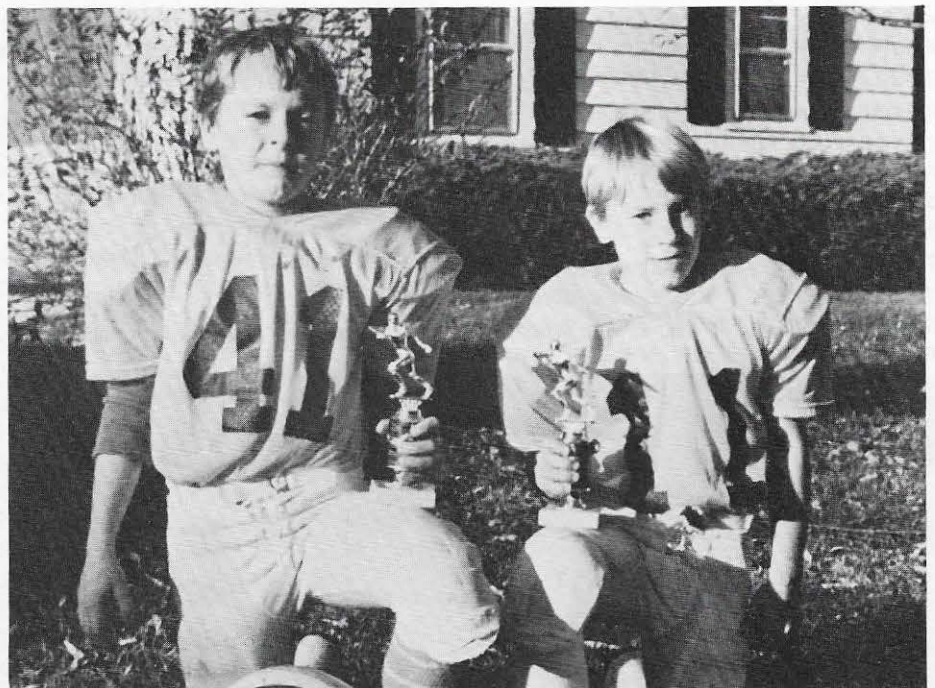


the W.Va. State AAU basketball team which played in the National Junior Olympic Tournament at Wake Forest University. The team lost the first game to New York, won

the next six games, and defeated St. Louis in the consolidation finals. Gerry is a senior at Ripley High School. □

Logan-Williamson

Greg Clark, Madison area supervisor, was elected secretary-treasurer of the Boone County Chamber of Commerce. □



Jim Surface, relay specialist, GO T&D Station, Bluefield, was assistant offensive coach of the Abbs Valley Electric football team (Chargers), which had a 11-0 season to clinch the Bluefield, Va., Pee Wee championship. His son, Chad, played defensive safety and right halfback on offense, scoring over 120 points. His son, Brent, played outside linebacker on defense and acquired the nickname of "Dynamite". Last fall the boys competed in the Southwest five-mile fun run in Bluefield, Va. Chad finished in first place and Brent in third place in the 7-10 year-old group. In this photo Chad (left) and Brent show off their trophies.

Lynchburg



Betty Wilkins, customer services representative, was presented a plaque in recognition of meritorious service to 4-H by the Campbell County 4-H Club. She was also appointed by the Amherst County School Board to serve on the vocational advisory council.

J. Robert Davenport, division manager, was appointed to serve on the field division committee of the Public Utilities Association of the Virginias. □

Philip Sporn



Chris, son of Mike Stewart, maintenance mechanic C, placed first in the

fourth grade class at the Meigs County Punt, Pass and Kick Contest. He is a student at Syracuse Elementary School.

Several members of the Sporn Bowling League have rolled 600 series recently. They are: **Tony Fields**, maintenance mechanic A (613 and 607); **Harold Russell**, assistant yard superintendent (612 and 610); **John Davis**, plant staff accountant junior (613); **Carl Tennant**, maintenance supervisor (604); and **Charles Yeager**, maintenance supervisor (614). □

Pulaski

Scott, son of Bob Kilgore, division superintendent, was selected for recognition in the 1981-82 edition of "Who's Who Among Students in American Universities and Colleges". An AEP Educational Award winner, Scott is a senior economics major at Virginia Tech.



Martha Ann, daughter of Sebert Sisson, Hillsville customer services representative, was selected for recognition in the 1981-82 edition of "Who's Who Among Students in American Universities and Colleges." She will graduate from Westhampton College, University of Richmond, with bachelor of arts degrees in English, sociology and women's studies.



New officers of the Galax Volunteer Fire Department include Meter Reader **Charles Burnette**, lieutenant of the rescue squad.

Gleaves Shrader, meter supervisor nonexempt, was installed as a director of the Dublin Ruritan Club for a three-year term.

Fred Bennington, retired residential representative, was named chairman of the legislative affairs committee and co-chairman of the agriculture committee for the Galax-Carroll-Grayson Chamber of Commerce. □



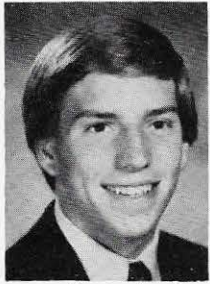
Mason County's first baby of the year was born to Jamie McClanahan, Mountaineer Plant utility worker, and his wife Shawn. Sarah Daniele arrived at 5:41 AM on January 2. Gifts from Point Pleasant merchants included eleven \$10 gift certificates; six \$5 gift certificates; a \$50 savings bond; two \$10 savings accounts and a number of other items. Photo courtesy Point Pleasant Register.

Glen Lyn

New officers of Intermont Lodge No. 269, Narrows, include: **Francis Epling**, stores attendant senior, worshipful master; **Carl Patteson**, retired shift operating engineer, senior warden; **Jackie Jessee**, maintenance mechanic B, treasurer; **Don Thompson**, assistant shift operating engineer, secretary; and **Duad Garrison**, maintenance mechanic A, chaplain. □

General Office

Philip, son of Bob Biggs, general stores supervisor, GO Purchasing, Roanoke, won the 112 lb. weight division in the Big Orange Christmas Tournament. Eight Roanoke area high schools participated in the annual event. This was the third year Philip



had won in his division, topping the 98 lb. division in 1979 and the 105 lb. division in 1980. Philip, a senior at Cave Spring High School, has been selected to receive the Good Citizen Award given by the Margaret Lynn Lewis Chapter of the Daughters of the American Revolution. He is president of the National Honor Society, was a delegate to Boys' State and received an award as the most dedicated wrestler.

A. C. Channaiah, electrical engineer, GO T&D Electrical Engineering, Roanoke, was elected to the executive committee of the India Association of Roanoke Valley. He will be secretary for cultural/entertainment programs and activity organizer.

Revonda, daughter of Shirley Bowers, secretary, GO Executive, Roanoke, was selected to receive the Good Citizen Award given by the General James Breckenridge Chapter of the Daughters of the American Revolution. A senior at Lord Botetourt High School, she was elected presi-

dent of the newly formed chapter of Botetourt Teen Democrats.

David, son of George Drewry, Jr., right of way agent, GO T&D R/e & R/w, Roanoke, played guard for the Patrick Henry Patriots this year. A senior, David was named to the First Team All Metro, First Team All District, First Team all Northwest Regional All-Stars, Second Team All-Timesland, and was also given honorable mention on the All-State Team. □



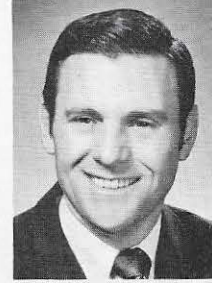
Huntington

Joe Haynes, administrative assistant, was elected to a three-year term on the board of advisors of the Huntington Salvation Army. **Carl Dunn**, retired area development consultant,

was elected chairman of the board a one-year term.

An award in memory of the late **Jack Butler**, former general serviceman, will be presented annually to the outstanding high school senior basketball player in the Greater Huntington area. The award will be sponsored by the Huntington YMCA and the YMCA Buddy Basketball Board. Before his accidental death in 1977, Jack was active both in Buddy Basketball and YMCA youth sports and was considered one of the finest basketball officials in West Virginia.

This is the second award made in Jack's honor. The Butler Memorial Scholarship, which goes to an outstanding area baseball player, is a scholarship to Marshall University. □



The Beavers won out over three other teams to take first place in the Huntington Division basketball tournament last month. The team's name was inscribed on the company trophy, which hangs in the Huntington office. Names of future winners will be added each year. Individual trophies were presented each team member. Playing for the Beavers were: front row, l. to r., Clarence Snyder, engineering technician, GO T&D Communications, and Sonny Dornon, auto mechanic A. Back row: Ewell Fykes, engineering technician, GO T&D Communications; Jim Jordan, electrical engineer; Bruce Hagley, stores attendant A; Mike Dawson, engineering technician senior; and Larry Jackson, electrical engineer.

PROMOTIONS



Draper



Tompkins



Zwart



Harris



Dickerman



Reid

Douglas Draper, maintenance engineer, was promoted to maintenance supervisor on February 1, succeeding the late Robert Lutton.

John Tompkins, engineering technologist, was promoted to maintenance engineer at Philip Sporn Plant on February 1, succeeding Douglas Draper. Tompkins holds an associate degree in electrical engineering from West Virginia Institute of Technology.

Jerrold Zwart, operations engineer, was promoted to operations engineer senior in GO Operations, Roanoke, on January 1. He holds a bachelor of science degree in civil engineering from Virginia Polytechnic Institute and State University.

James H. "Tod" Harris, line crew supervisor exempt, was promoted to Tazewell area supervisor in the Bluefield Division on December 1. He succeeds Clyde Farley, who elected early retirement.

Larry Dickerman, Roanoke electrical engineer senior, was promoted to Rocky Mount area supervisor in the Roanoke Division on February 1. He succeeds Raymond Martin, who retired. Dickerman holds a bachelor of science degree in electrical engineering from North Carolina State.

James Reid, electrical engineer senior, was promoted to distribution supervisor in GO T&D Distribution, Roanoke, on January 1. □



Creative Products, a Junior Achievement company sponsored by Appalachian Power in Roanoke, presents APCo President John W. Vaughan a lamp manufactured by the company. A kilowatt-hour meter on the lamp base registers when the light is turned on. From left, Tim Lawlor, customer services advisor; Debbie Leigh, customer services advisor; Laura Barbour, Creative Products president; John W. Vaughan, president of Appalachian; Mike Kosinski, electrical engineer; and Alexis Jones, electrical engineer. The four Roanoke Division employees serve as JA advisors.



John E. Faust, president of Kingsport Power (seated), buys a share of stock in High Voltage from its president, Joey Watson. High Voltage is the Junior Achievement company sponsored by KPCo. Looking on are, from left, JA advisors Howard Hudson, engineering technologist; Debbie Church, junior clerk; Kay Powell, customer accounts clerk B; and Eugene Fields, engineering technician senior. High Voltage, operated by 26 Achievers from seven area high schools, manufactures personalized desk pen sets and glass covered cheese boards.

WEDDINGS



Pfost-Reel

Robin Reel to **Jeffrey Pfost**, November 15. Jeffrey is the son of L.J. Pfost, Jr., fleet maintenance supervisor, GO General Services, Charleston.

April Lee Parsons to **Eric McComas**, Amos plant staff accountant junior, November 28.

Victoria Brown to **Martin Ratcliff**, GO

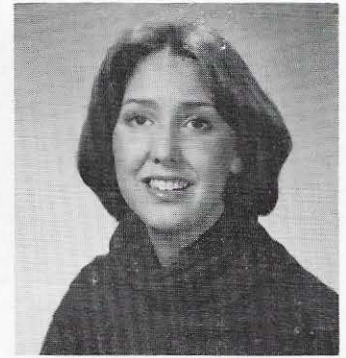


McComas-Parsons

customer services associate, GO Customer Services, Roanoke, January 2.

Esther Proffitt to **Norman Leget**, Mountaineer Plant shift operating engineer, December 10.

Karen Lacy to **Bob Sanney**, St. Albans area superintendent in the



Ratcliff-Brown

Charleston Division, December 18.

Debbie Malone to **Randy Umberger**, transportation clerk B, GO General Services, Roanoke, November 25.

Tammy Buckley to **Kelly Chapman**, Amos coal equipment operator, December 19. □

BIRTHS

Abingdon

Joshua Aaron, son of **Philip Young**, customer services advisor, December 14.

John Amos

Katherine Jean, daughter of **John Mobley, Jr.**, maintenance mechanic C, December 7.

Miranda Dawn, daughter of **David Kellar**, maintenance mechanic C, December 29.

Erica Nicole, daughter of **Cecil Brown**, coal equipment operator, January 3.

Bluefield

Kimberly Nicole, daughter of **Alfred Elliott**, line mechanic D, December 6.

Joseph Michael, son of **Joseph Turner**, tracer, January 13.

Charleston

Susan, daughter of **Charles Coleman**, auto mechanic B, January 7.

Jermaine Lee, son of **Robert Watson**, St. Albans line mechanic A, December 21.

Travis Richard, son of **Bonnie Hoylman**, St. Albans customer accounts representative B, December 19.

Clinch River

Stewart Evan, son of **Jimmy Akers**, chemist assistant, December 31.

General Office

Jennifer Lynne, daughter of **Gary Kazanjian**, video services coordinator, GO Public Affairs, Roanoke, December 29.

Wesley William, son of **Wesley von Schack**, vice president-administration, GO Executive, Roanoke, January 6.

Logan-Williamson

Matthew Joseph, son of **Fred Varney, Jr.**, Williamson meter reader, December 2.

Keri Michelle, daughter of **Judy Harvath**, Williamson junior clerk, December 31.

Mountaineer

Crystal Dawn, daughter of **Buck Johnson**, maintenance mechanic A, January 3.

Sarah Daniele, daughter of **Jamie McClanahan**, utility worker, January 2.

Jonathan, son of **Terry Smith**, coal equipment operator, November 4.

Roanoke

Elizabeth Anna, daughter of **Tom Walker**, electrical engineer, December 1.

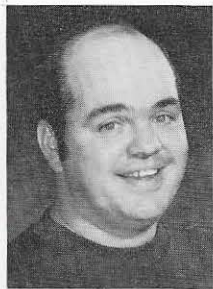
Philip Sporn

Shawn Thomas, son of **Robert Workman**, plant performance engineer, December 31. □



West Virginia Secretary of State A. James Manchin, left, presents Charleston customer services advisor Sandy Byus a certificate of appointment as a West Virginia Ambassador of Energy Awareness. He also presented a certificate to Virginia Black, Huntington customer services representative. Both were participants in a Women's Energy Forum in Charleston last October.

FRIENDS WE'LL MISS



Wolfe



Whitefield



Sink



Jewell



Gwinn

Terrance L. Wolfe, 35, Kanawha River Plant unit supervisor, died January 10 of an apparent heart attack. A native of Smithers, West Virginia, he was employed in 1969 as a laborer at Cabin Creek Plant. Wolfe is survived by his widow Beverly, 1706 Riverview Drive, Belle, W.Va.; one son and one daughter.

W.I. Whitefield, 90, retired Roanoke division manager, died December 27. A native of Danville, Virginia, he was employed in 1923 as general superintendent in Roanoke and retired January 1, 1956. Whitefield is survived by a son and a daughter. Photo courtesy Times-World Corp.

Dewey N. "Dan" Sink, 56, Roanoke line mechanic C, died December 27. A native of Roanoke, Virginia, he was hired as a laborer in 1948. Sink is survived by his widow Judith, 613 Hershberger Road, Roanoke, Va., and five sons.

Charles W. Jewell, 70, retired Point Pleasant area serviceman in the Huntington Division, died January 7. He began his career in 1947 as a lineman in Charleston and retired January 1, 1974. Jewell is survived by his widow Mildred Louise, 157 Midway Drive, New Haven, W.Va., a son and a foster daughter.

Robert Wiley Gwinn, 70, retired Kanawha River Plant unit supervisor, died January 14. A native of Russellville, West Virginia, he was employed in 1948 as a laborer at Cabin Creek Plant and retired January 1, 1975. Gwinn is survived by his widow Genevieve, P.O. Box 1083, Montgomery, W.Va.; one son; one daughter; and two stepsons. One stepson, John Jones, is a maintenance mechanic D at Kanawha. □

NEWCOMERS

Abingdon

Sharon Moore, stores attendant, Marion. Glenda Calver, junior clerk.

Kanawha River

Dennis Ferrel, performance engineer.

Mountaineer

Robert Jarrell, performance engineer.

Roanoke

Henry Sparks, electrical engineer. □

HUNTERS SCORE

Charleston

Charlie Schnell, meter reader, 200 lb., 8 point buck. Sharon Woodrum, meter reader, 125 lb., 8 point buck.

General Office

Danny Sanders, station mechanic C, GO T&D Station, Huntington, 180 lb., 8 point buck and 100 lb. doe. Dick Whitlow, transmission station supervisor, GO T&D Station, Huntington, 125 lb. doe with bow and arrow. Dwight Kirby, station mechanic A, GO T&D, Kenova Station, doe and spike buck.

Glen Lyn

Bobby Clemons, unit supervisor, doe.

Huntington

Ron White, station mechanic B, 125 lb., 4 point buck. Bill Nash, station mechanic C, 140 lb., 6 point buck. Mark Lynch, power engineer, spike buck. Judy Topping, meter electrician C, 175 lb., 6 point buck. Minnis Rowe, meter reader, 225 lb., 4 point buck. Samuel Saunders, Point Pleasant area service restorer, 200 lb., 5 point buck and 130 lb., 5 point buck. Eris Lambert, Point Pleasant area service restorer, 200 lb., 13 point buck. Estel Boggess, Point Pleasant area service restorer, 150 lb., 10 point buck. Carl Dunham, Point Pleasant area service restorer, 140 lb., 5 point buck. Ronald Kinnaid, Point Pleasant line mechanic A, 190 lb., 8 point buck. Mark Westfall, Point Pleasant line mechanic B, 140 lb., 8 point buck. Jerry Rhodes, 180 lb., 7 point buck. Karl Click, Point Pleasant meter reader, 4 point buck. Bill Baird, Point Pleasant meter reader, buck.

Logan-Williamson

John Skidmore, residential advisor, 210 lb., 8 point buck and 75 lb. doe.

Lynchburg

Jim Dalton, station supervisor nonexempt, 150 lb. doe and 130 lb., 4 point buck.

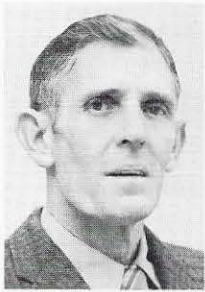
Pulaski

Benny Litteral, Byllesby maintenance mechanic A, 125 lb. spike buck and 10 lb. turkey hen.

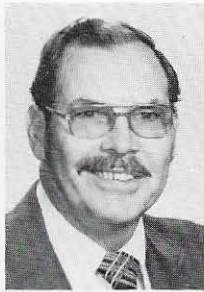
Roanoke

J.E. Nichols, Jr., Fieldale general line supervisor, 5 point buck and 4 point buck. Mike, son of J.E. Nichols, Jr., 3 point buck and turkey. Ray Parcell, Fieldale station mechanic A-division, 6 point buck. Ronnie McGhee, Fieldale line mechanic A, spike buck. Joe Frazier, Jr., Fieldale line mechanic A, 6 point buck. Jimmie Newman, Fieldale line crew supervisor, nonexempt, 8 point buck. Steve Foster, Fieldale automotive mechanic A, 8 point buck. Randy Keys, Fieldale line mechanic C, 8 point buck. Doug Cooper, Stuart line crew supervisor, spike buck and doe with bow and arrow. Gary Sheppard, Stuart line mechanic A, 8 point buck. Raiford Turman, Stuart line mechanic A, spike buck. Glenn Mullins, station mechanic B, 7 point buck. Dale Ridgeway, station mechanic C, 12 lb. turkey hen. Mike Lugar, station mechanic C, 265 lb. blue marlin, first of the season at Nags Head, N.C. Glenn Haskins, reservoir groundskeeper, 8 point buck with bow and arrow and 6 point buck. □

SERVICE ANNIVERSARIES



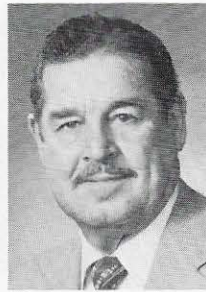
Thomas Shelton
line crew supv.
Roanoke
35 years



Sam Dunn
line crew supv.
Charleston
35 years



Donald Brown
outage coord.
Philip Sporn
35 years



Buck Fanning
building supv.
Bluefield
35 years



Doug Purvis
eng. tech. sr.
Charleston
35 years



Haskel Fogleman
sto. & gar. supv.
Abingdon
35 years



Charlie Davis
collector
Whitesville (Bk.)
35 years



Kyle Ellison
line & sta. supt.
Beckley
35 years



Jack Newland
eng. technol. supv.
Bluefield
35 years



Paul Hull
line crew supv.
Charleston
35 years



Jasper Doss
line crew supv.
Roanoke
35 years



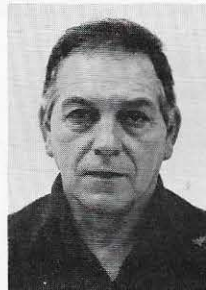
Thomas Overbay
line crew supv. NE
Abingdon
35 years



Roy Martin
line mechanic A
Roanoke
35 years



Gordon Warrick
garage supv.
Kingsport
35 years



Eugene Hesson
maint. mech. A
Philip Sporn
30 years



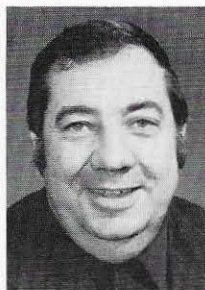
Peggy Edwards
cust. accts. rep. A
Rocky Mt. (Rke)
30 years



A. J. Davis
custodian
Lynchburg
30 years



Bobby Clemons
unit supervisor
Glen Lyn
30 years



Gerald Clark
maint. mech. A
Philip Sporn
30 years



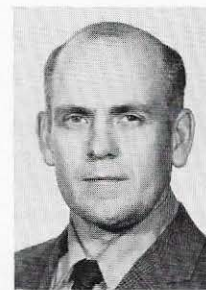
Dwight Williams
cust. serv. rep.
Beckley
30 years



Jack Farley
relay eng. sr.
GO-Bluefield
30 years



Silas Plybon
line mechanic A
Roanoke
35 years



Harold Russell
asst. yard supt.
Philip Sporn
30 years



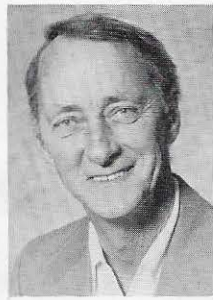
Don Hunnel
office supv.
Mountaineer
25 years



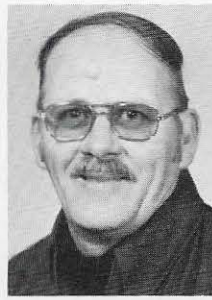
Betty Wilkins
cust. serv. rep.
Lynchburg
25 years



Dwight Meadows
general servicer
Bluefield
25 years



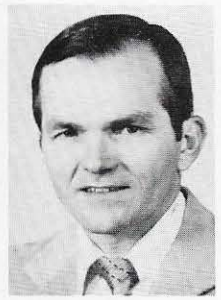
Richard Atkins
area serv. rest.
Logan-Williamson
25 years



Morris Barbour
maint. mech. A
GO-Roanoke
25 years



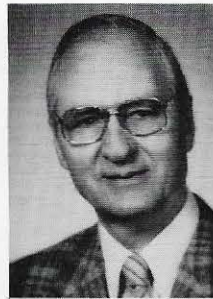
Bill Crump
asst. shift op. eng.
Mountaineer
25 years



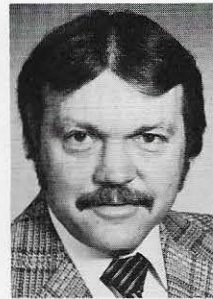
Bob Ragland
drafter A
Roanoke
25 years



Herbert Campbell
general servicer
Roanoke
25 years



Ashby Hodges, Jr.
eng. technician sr.
Lynchburg
25 years



Larry King
asst. reg. ch. disp.
GO-Huntington
25 years



Roger Law
class. & a/p supv.
GO-Roanoke
20 years



Gail Shaffer
office supervisor
Bluefield
20 years



Mary Sayre
personnel clerk B
Mountaineer
20 years



Carl Francisco
elec. test spec.
GO-Charleston
20 years



Jackie Scruggs
pvt. secretary sr.
GO-Roanoke
20 years



Naomi Sampson
T&D clerk B
Charleston
20 years

Givens, electrical engineer, GO T&D Meter-Roanoke. **Charles Drastura, III**, communications engineer, GO T&D Communications-Huntington.

Huntington

15 years: **Charles Evans**, auto mechanic A. 10 years: **Tommy Johnson**, T&D clerk C. 5 years: **Steve Chambers**, engineering technician, Point Pleasant.

Kanawha River

15 years: **Audra Pauley**, secretary. **Ronald Surbaugh**, maintenance supervisor. 10 years: **Fredrick Brown**, maintenance mechanic B.

Lynchburg

15 years: **Carolyn Hawkins**, customer accounts representative B.

Logan-Williamson

15 years: **Eugene Hatfield**, line crew supervisor. **Bobby Hatfield**, general servicer. 5 years: **Alonzo Collins**, auto mechanic A. **Samuel Day**, stores attendant.

Mountaineer

10 years: **Ron Quillen**, maintenance mechanic A. 5 years: **Bruce Adams**, stores attendant. **Rich Kent**, control technician.

Pulaski

15 years: **Benny Litteral**, Byllesby Hydro maintenance mechanic A. **Wes Eversole**, Byllesby Hydro maintenance mechanic B.

Roanoke

15 years: **Ronald Horne**, surveyor. **Jack Cummings**, customer accounts representative A. 5 years: **Wayne Sink**, electrical engineer. **Janet Craighead**, meter electrician C. □

Abingdon

5 years: **Roger Holbrook**, line mechanic B.

John Amos

10 years: **Daniel Harrison**, maintenance mechanic A. **Paul Whitt**, maintenance mechanic A. **Raymond Clark**, equipment operator. **Paul Coleman**, maintenance mechanic A.

Bluefield

15 years: **David Chumbley**, meter supervisor.

Central Machine Shop

5 years: **Ben Jackson**, power equipment mechanic 2nd class.

Charleston

15 years: **Bill Harmon**, station mechanic A. **Ron Wilson**, head meter reader. 5 years: **Denis Green**, meter reader.

Clinch River

15 years: **Alvin Harrison**, equipment operator. **Robert Mutter**, maintenance mechanic A.

General Office

30 years: **Paul Clower**, systems and procedures supervisor, GO Accounting-Roanoke. 15 years: **John Ritchie**, maintenance mechanic A, GO Hydro-Roanoke. 5 years: **Robert**

Skating keeps you fit



Jiggs Back

"Little do you know what you are going to get into at the skating rink," laughs H. L. "Jiggs" Back, Huntington division service supervisor. "That's where I met my wife Tress 34 years ago this New Year's Eve."

Jiggs' interest in skating, however, goes back to his childhood days. "We used to go skating on the sidewalks when I was a kid because there wasn't any such thing as a rink in those days. Then they built a rink called Arena Gardens and we started skating there. It cost about 25¢ for two or three hours," he recalls.

After Tress and Jiggs were married and had two boys, skating became a family pastime. "I used to be vice president of the Band Boosters at Milton and would take a group of the band members roller skating every week. After our boys graduated from school, we moved back to Huntington and the two of us were skating by ourselves again."

Jiggs enjoys skating so much that for three years he worked as a floor guard at the Whirling Wheel Rink. He explains that a floor guard assists any-

one who falls down and keeps the crowd under control. "If somebody goes too fast, you have to call them down," Jiggs says. "When you have a group of people skating continuously,

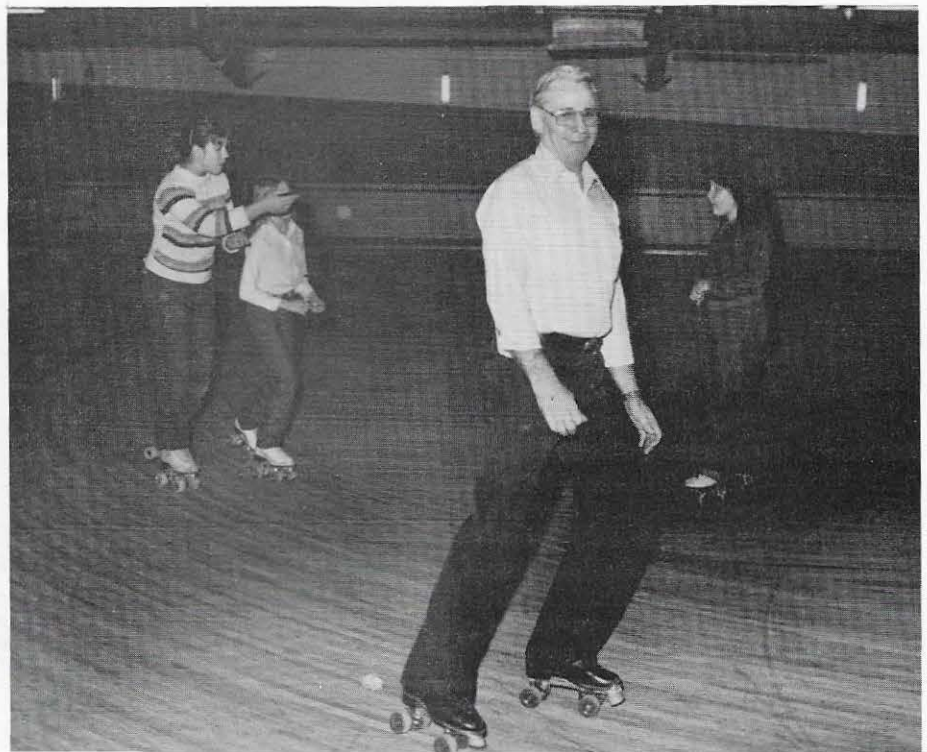
you're bound to have some racing and it makes other people fall." And Jiggs can speak from experience about falls. "Several years ago a little kid on the side of the rink stuck his feet in front of me and I jumped over him and fell 30 or 40 feet. I broke three bones in my left elbow, and I ended up having about three weeks of intense therapy before recovering.

Still, he hasn't lost his enthusiasm for the sport. "Swimming is supposed to be the best exercise you can get, and I would compare roller skating with swimming. Everything you have, you move.

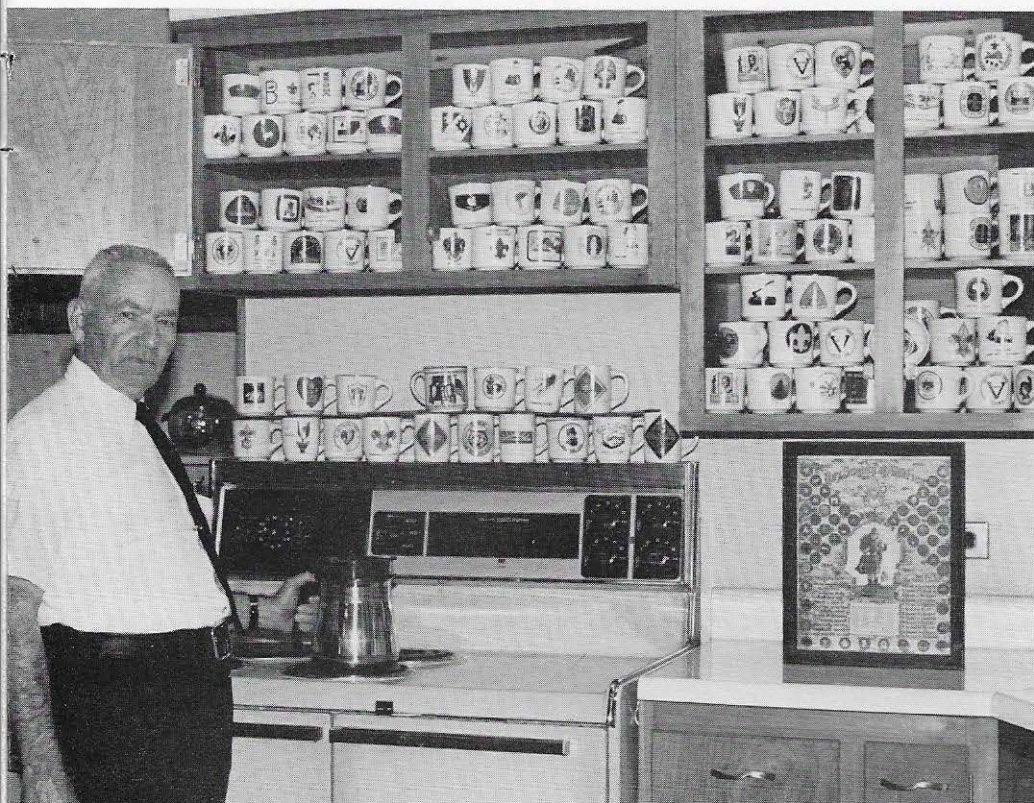
"I was 54 last month, and I am just as limber as a rag. People always talk about how well I get around. I can really tell a difference in how I feel when I skate.

"I'd like to go skating every Saturday night, but Saturday night is really a bad time to take family people to a skating rink. We used to have several people who worked here at the Huntington office who enjoyed roller skating, and every Tuesday night we would go skating at Camden Park. There were line and station people, and we'd bring our wives and all have a good time. I'd like to try to start that up again." □

Skating is fun for all ages



Quarter century of Scouting



C. L. Miller shouldn't have any trouble finding a mug for coffee. He has nearly 100 in his collection.

Twenty five years of Scouting are represented by the nearly 100 mugs which decorate the home of C. L. Miller, Williamson engineering technician. Although not prominently displayed, C. L. also has a collection of Scout badges, including all the rank badges in both Cub and Boy Scouts, and the old 12 region patches.

"I also have about six or seven scrapbooks containing pictures and articles about people in Scouting with which I have been affiliated over the last 25 years," C. L. says.

He continues, "I got started collecting mugs back in '57. Whenever I had the chance to pick up a mug somewhere, I did. Whenever you participate in a Scout fair, roundup or leadership drive, you have an opportunity to get one and several of mine are from such events.

"Someone just recently gave me a Chief Cornstalk Council 1981 Roundup mug. About two years ago I stopped at a roadside flea market and picked up three mugs for 10 cents apiece, and I found another one at a yard sale for 35 cents. So you never know where you will find them. My son was the one

who helped me accumulate much of what I have because of his being in professional Scouting. He served as a Scout executive in Richmond, Virginia, for two years and in Richmond, Kentucky, for three years.

"I have all the Cub Scout and Boy Scout rank mugs and the 12 region mugs. But the one I am most proud of is the Silver Beaver mug. When I got it, you had to have 10 years' service in Scouting in order to be considered as a candidate for the award. I got the Silver Beaver in my 11th year of Scouting in 1967.

"I first got involved in Scouting while I was president of the PTA. I was approached to organize a unit. The first night I brought it up at the PTA, we organized both a Cub Pack and a Boy Scout Troop. We recruited all leaders for these units that night, and we were off to the races. I even volunteered my wife as a den mother," C. L. recalls.

"I started out helping as an institutional representative and from there went to district extension chairman, then district commissioner, and then back to extension chairman. I felt like if you

didn't have the units, you wouldn't need the district committee so I spent the last several years organizing units.

"One of the reasons I was so active in Scouting was because we had a manager here who really encouraged employees to participate in community activities — E. E. King. He was a good morale booster for people who took part in community activities.

"You meet a lot of fine people in Scouting. One time I was in a council training session in Logan that was conducted by former Governor Underwood.

"I helped Scout executives with training sessions at both West Virginia State and Ohio State. One of my biggest thrills was having the opportunity to discuss Scouting with former Governor Smith in one of the training sessions at W. Va. State.

"For the last ten years I put most of my time in church work so I really haven't been all that active in Scouting. But I just completed organizing a troop in the Williamson Area Church of Christ, of which I am an elder."

The wife of any man involved in the Scouting program can vouch for the fact that it is a time-consuming endeavor. So the reaction of C. L.'s wife Nellie is understandable. "My wife said, 'Don't tell me you're going to get back in Scouting again!' She didn't have any answer when I told her I don't know a better group of people to train youth than Christians."

C. L. concludes, "I'm going to get involved in Scouting a little bit again because I think it is worthwhile to provide good leadership to train our youth. At the time I was active before, we had 72 units. Now in this district we have four and two of those are inactive. It's not the lack of boys. It is the lack of interest from parents. I'm a firm believer that you either give the boys something to do or they are going to find it!" □

New citizens

Alexander Anderson, machinist at Central Machine Shop, and his wife Jenny became American citizens in a naturalization ceremony in Charleston, West Virginia, on November 16.

The Charleston Exchange Club treated the new citizens to a traditional Thanksgiving dinner at the Charleston House, and the VFW gave them each an American flag. They also received small gifts from the Pilot Club and Daughters of the American Revolution.

The Andersons, from Luton, England, are the parents of a three-year-old boy, Chris, who was born in the States. □



Jenny and Alex Anderson are shown during the naturalization ceremony in Charleston, W.Va. Photo courtesy Charleston Gazette-Mail



Appalachian Power Company
Post Office Box 2021
Roanoke, Virginia 24022
ATT. POSTMASTER: DO NOT FORWARD
ADDRESS CORRECTION REQUESTED

Bulk Rate
U. S. POSTAGE
PAID
Roanoke, Virginia
Permit No. 241