

KENNESAW STATE UNIVERSITY ORAL HISTORY PROJECT

INTERVIEW WITH CHARLES T. (HAP) HOLLADAY

CONDUCTED, EDITED, AND INDEXED BY THOMAS A. SCOTT

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Interview with Charles T. (Hap) Holladay
Conducted, edited, and indexed by Thomas A. Scott
Tuesday, January 13, 2015
Location: Telephone interview

TS: The interview today is over the telephone with Charles T. Holladay. He goes by Hap, and in 1948 he became a charter faculty member of Southern Technical Institute. After a leave of absence for military duty during the Korean War era, he returned to Southern Tech as department chair of the Civil Engineering Technology Department from 1951 until 1982. Mr. Holladay, why don't you begin by talking about your background? I think I saw where you got a bachelor's degree from Tennessee Tech, if I'm not mistaken.

CH: Yes, correct.

TS: Could you talk about your background and how you got into civil engineering?

CH: Well, in school at that time they had general engineering. Most of it was civil. There was a lot of surveying and that sort of thing in it. After I got out of college, I went to work for the Tennessee Valley Authority, TVA, in the Maps and Surveys Division. We were out doing various and sundry surveys where I got a lot more engineering knowledge on the job than I had in the school, of course. TVA was building dams, and we were on the survey crew for them. One day it was six inches of snow on the ground, and it never got above freezing all day long. Our boss said, "What are you guys doing sitting around the office here? Go out and go to work." We went out and took cross sections all day long up and down the sides of a large hill or mountain, whatever you want to call it. When I got in that night, I started looking at my *Engineering News-Record* magazine to find out who had what to get out of this kind of work.

I answered an advertisement for teachers. I never had been a teacher, but I had been to enough school. I answered that and finally ended up with Georgia Tech. Georgia Tech was setting up a new division. They called it The Technical Institute. It was a two-year program. I ended up in it. I actually had never had a civil program written about what you do. So I had to design one that I thought would [cover] what surveying I had done. Then that materialized into a more elaborate [course] on construction and so forth as well as surveying. We had what they called a civil engineering technology two-year program. This was right after World War II, and a lot of these guys were coming back from the military and going back to school. Some of them didn't want to go four years to college, so we put together courses for them. We had elementary surveying, route surveying, topographic surveying, and construction surveying, all those courses. We did that, and I was the department head there because I was the only guy in the beginning in charge of it. That's the way I got into teaching, and we were on the faculty of Georgia Tech.

Later on we got Bob Hays, who was in the English Department. He kept agitating for us to get away from Georgia Tech and be on our own. We finally split off [in 1980]. They called it The Technical Institute [in 1948]. Later on [in 1949] the name was changed to Southern Technical Institute or Southern Tech. It was a few years before we set up a

four-year program [in 1970], and then I stayed there until I retired. Then I was working on the side with a company that had airplanes, doing area mapping. I set up a course in photogrammetry. That's what we were doing working outside with weather folks. We made maps from aerial photography that we took. We were corrected. You got ground control to correct it to a good scale, and we ended up with a course in photogrammetry. At that time I think there was one other course, and it was in a place called Stout up in [Ohio]. They had a course in it, and the only textbook in that was just a little brief text. So we went from that. Along with that job I was doing sales work to engineers. Anytime you have a construction project, you have to have a map plot. So we were using that kind of photogrammetry as a map use for engineers. So that's the way I got into photogrammetry. Other than that, I retired from Southern Tech . . .

TS: Was it 1982 that you retired?

CH: I worked there thirty-six years. I went there in 1948, so let's see, 1984, maybe. I don't remember exactly. [Editor's note: The student newspaper, *The Sting*, carried a story about his retirement in the 12 October 1984 issue.]

TS: Thirty-six years would be 1984. I noticed that you were department chair until 1982, so were there a few years that you were just on the faculty after you were department chair?

CH: No, I was department head the whole time. I take that back. I was getting ready to retire, and I turned it over to another fellow. What was his name?

TS: Was it Robert Myatt?

CH: Yes, Bob Myatt, I had hired him. Later when a position in the architectural program became vacant, he took that, so he would be that department head.

TS: I have you down as chair from '51 to '82, and then Robert Myatt from '82 to '84, and then Dave Hornbeck.

CH: You're right. That's when I retired. Bob Myatt took it over, yes. He was head of the Architectural Division.

TS: I noticed that civil engineering and architecture got merged together into one Civil and Architectural Engineering Department in 1982.

CH: It really didn't [work]; they were two separate divisions.

TS: So in 1984 it reverted to the Civil Engineering Technology Department again with Dr. David Hornbeck as chairman from 1984 to 1989.

CH: Who was the guy that was there, before Dave Hornbeck? I wanted him to take it over, and he didn't want it. I turned it over to him, and he gave it back to Dave.

TS: I have Boyce Tate after Hornbeck from 1989 to 1996.

CH: That was probably after I left. Really, I have not kept up with those people

TS: Tell me about Lawrence V. Johnson.

CH: Yes, it was L. V. Johnson. We all called him L. V.

TS: Tell me about him.

CH: Well, he was in the Physics Department at Georgia Tech when they decided to set up what they called The Technical Institute for us. They made him the director, and without him we would have fallen flat on our faces because he knew everybody at Georgia Tech. When you needed something, he could scratch around somewhere and get it. He was very good. We did a lot of sales also. We would go to high schools and give a little program about what we were teaching and all. He was good at that. He also was a good manager, and he got things done. A funny story about him is he and George Carroll, who was in the English Department, and George Crawford, who was the head of Physics, were riding in the car. L. V. was driving. After World War II some new cars came out, and one of them was a Hudson. A truck stopped right in front of him, and there was a filling station there. He drove right through the filling station and around to the front of the truck and kept going. They just about wet their pants, I think. Anyhow . . .

TS: So he keeps driving.

CH: Yes, he just kept going. While we were here we were heading to Athens to the University of Georgia. We had some conference or meeting or something. He was a go-getter. If he told you he was going to do something for you or he wanted you to do it for him, he meant for it to be done. And it got done. I've got a bunch of names that I've written down here that were on the faculty at about the time we started it. Do you want to hear them?

TS: Sure.

CH: Okay. They're not going to be in any order particularly, but there's L. V. Johnson, who was the director. George Carroll was the head of the English Department. George Crawford was head of the Physics Department. [C. V.] Cy Maddox was head of the Math Department. C. R. Orvold was head of the Architectural Department. [L. Y.] Loy Bryant taught English, and he was one of the deans [and registrar]. Bryant was the head of the social department, and that was the people that taught English and social studies. [F. Z.] Floyd Geeslin was manager of our cafeteria. Frank Johnson was head of the Industrial Department. [E. J.] Eddie Muller was head of the Drawing [Department].

TS: Tell me a little about some of those guys. Did you all get along well together?

CH: We worked fine, yes. We sure did. There was no bickering except once in a while you would want something, and the other guy would want something else, and we had to work that out between us. But most of the time Mr. Johnson, or L. V., kept his finger on everything. We also had a Buildings and Grounds guy [J. M. Davis], and he took care of the building that we were in. I guess you know about the buildings that we were in at the Naval Air Station in Atlanta.

TS: Right, I want you to tell me about that. The facilities weren't the greatest in the world, I guess.

CH: Well, [De Kalb] County had a municipal airport [now known as De Kalb Peachtree Airport] out there in Chamblee, Georgia [that was leased by the Atlanta Naval Air Station from 1943 to 1959]. We took over an administration building and [maybe] four of the

buildings that had been other ancillary buildings with the Naval Air Station. They still kept it going, so we built a fence around us and them. My guys in surveying laid that out for them. In those days you did everything. We didn't even have a secretary to make out tests for us. You typed them up, doing the figures or whatever it was going to be. Then you took it to a copy machine.

TS: Like a mimeograph machine?

CH: Well, it was the one before that [a spirit duplicator or Ditto machine]. Where were we? In Chamblee from time to time during the day you couldn't even teach or talk because there would be airplanes taking off or landing [at the Atlanta Naval Air Station]. You had to wait for them to get gone before we could ever go on with what we were doing.

TS: Did your fence circle the school or did the fence divide you from the airport?

CH: The fence divided us from there. The airport was its own, and we were on our own. There wasn't even a gate between the two.

TS: You were talking about the facilities. The walls weren't insulated were they? They were pretty paper thin, weren't they?

CH: If you've ever been in one of these old army installations, they weren't insulated. You're correct there. The ones that we were teaching in, they modified them. They had been barracks for people that were at the Naval Air Station. Our Buildings and Grounds supervisor [J. M. Davis] put up the fence and all of that. If you needed anything done, he took care of it. Many buildings had to be modified. They just took out the walls for partitions and put in a bigger rooms and made classrooms out of them.

TS: Were the floors strong enough for all the lab equipment that you had?

CH: We didn't have a lot of lab equipment. In the very beginning, usually a civil program had a testing machine and that sort of thing, but we didn't have those. We got some surplus stuff that was somewhat about what you could do for testing—mostly concrete cylinders that you mixed up and set for fourteen days and checked it out for strength and that sort of thing. But Bob Myatt was the one that more or less handled that. We surveyed around the campus. We had put in a line of pins for us for teaching surveying.

TS: How big was the campus? How many acres did you have?

CH: Probably not more than about five or six.

TS: Okay, it wasn't very big then.

CH: No. We did have two buildings that were actually outside the fence. They had been barracks, and we made them dormitories for the students.

TS: I see. Oh, I didn't know anybody was actually living on campus.

CH: Yes. After World War II a lot of the veterans came home. That's who we were serving, those people. We had one building that was for married students. They had men in there. There was only girl in the school. They had it all written up in the newspaper and all about a girl. At that time I don't think Georgia Tech even had girls.

TS: Is that right?

CH: That's right.

TS: Was she in any of your classes?

CH: She was in the architectural. In those days they called it Building Construction. She was in that department.

TS: So she never took any of your classes then, I guess?

CH: Yes, all the people in building construction took elementary surveying. If you're building a building, you've got to lay it out so it's square. I set up just one lab a week and one lecture a week for a quarter for them only. For the civil program I had three-hour labs a week and three hours of lecture a week. There was an industrial department that Frank Johnson [headed], who had come to us from one of the mills in North Carolina.

TS: Tell me a little bit about your relationship with Georgia Tech. I know it's 1980 before you formally split away, but I have the feeling that maybe all along there was some tension between Southern Tech and Georgia Tech. Could you talk a little bit about that?

CH: I didn't have any tension. I got along with people down in the civil engineering department [at Georgia Tech], and they were the same staff. I'd go down there and talk to Professor [James H.] Lucas. The students called him Filthy Lucas because he never had a tie on and walked around in shoes that were just like house shoes. The other people, George [F.] Sowers and Charles Mann, a lot of those guys, all they'd do was they would beg. They set up the program, laid out the courses, a summary of what you would be covering for each course. We got along with them fine. Now, maybe somebody else didn't, but they were a big help to me. I'd been out in the field as a surveyor, so I pretty well knew what I needed to know and put my programs accordingly.

We had one course in what you call heavy construction. That's with bulldozers, and stuff like that. We had a three-hour course and one lab with it where I took everybody to a field place where something was going on. At that time they were building the Buford Dam. We'd go up there and watch them, and when they came back they'd write a report on what they found out. Or we'd go all the way over into South Carolina for I don't even remember what now. That [took] all day to get there and back. But we had field trips to various construction sites. Atlanta at the time was growing in leaps and bounds, and we could just about go to anywhere we wanted to and see something being built.

Later on somebody had an accident. They'd go in their own cars. They'd have a carload. Somebody had an accident, and the insurance company was about to eat us alive, so we did cut back on those field trips. Then we showed movies. In those days I had movies of building the Hoover Dam and some of the construction on the San Francisco Bridge. Somebody had a faculty facility where they had it all in one place. I could [find one] on bridge building or dam construction or whatever. They got some experience of actually seeing what was going on.

We had five faculty [in the department] that I got along very well with. Once every so often we'd have a faculty party. At that time some of the kids were not old enough to drink, but anyhow we had beer with that. We just all got along very well.

TS: Most of the students were veterans, I guess, weren't they?

CH: Right. They were in the beginning. Then after about three or four years we started getting some guys just out of high school. We had people like Bob Hays in particular who would go out from time to time to the high schools and talk about the programs and the school and try to get the high school kids to come to us instead of somewhere else. Some of them, of course, would never go any farther than high school, but we got the ones that wanted to go on. We started out in Chamblee at that Naval Air Station, and then De Kalb County decided they wanted to expand the airport and get us out. So Cobb County wanted a college, and they gave us the land that Southern Tech is on today. I'm trying to remember, something like 100-and some odd acres if I'm not mistaken. That was when they were building it, and we had my guys doing the surveying, the streets and all, the campus streets.

TS: Oh, your students did that?

CH: Yes. Bob Hays' father bought a big chunk of land around Oglethorpe University, and he needed it surveyed. I did try to do practical work, so [the students] would know what to do when they got out in the field. We surveyed that parcel. Then one or two of the guys had built houses out around near the campus. We'd go out over there and survey those lots for them. I built a house, and they helped me survey my property for that.

TS: Right. What did you think about the move to Marietta from Chamblee? Were you happy to move?

CH: Yes, yes. We were very pleased to have something—see we were in those old surplus buildings of the Naval Air Station, and we got new buildings, built from scratch, and two guys were architects, and I can't remember their names now, but they were in business, and they had a contract to do the campus and do the buildings and all. We were very close with them. They would supervise us. So that was our first buildings. The administration building, a classroom building we called it, another building that was mechanical, and then civil and architectural. That was about all the buildings we had. Then we added on from time to time as we got more students. For a while there it was almost push and you go because we weren't getting too many students. Nobody knew anything about us for a while there.

TS: Are you talking about in Chamblee or in Marietta?

CH: Well, in Chamblee. L. V. went down to Georgia Tech and talked to them about keeping us open. That was after we started losing veterans. Half of our student body had shrunk, so we had to try to get people from high school. Carroll and Crawford and Orvold—we'd all go out to the high schools, and we'd see these counselors at the high school, trying to get the kids to go somewhere of quality. We'd go in to meet with them, and then they'd let us come in and make a presentation about our school in their classes. So that's when we started getting built back up from the veterans.

TS: Right. Tell me about the growth of the civil engineering technology program. You started out doing certificates, then you go to associate degrees, then you go to bachelor's degrees. Why don't you talk about how that program grew and evolved over the years?

CH: Well, at the time that the federal highway department designed the interstates and all, the reason we really moved quickly was because they had that program. I already had set up a co-op program with the Georgia Highway Department, where a student would come to school for two quarters, and then they'd go out and work a quarter, and then alternate until they finished their school program. The coordinator between the Georgia Highway Department and us would come out, and he sent students to us. At one time the civil department was bigger than any of the others. Later on, of course, the electrical took over. They had a lot more students than the rest of us did. But at one time the civil program [sent] fifteen guys to the Georgia DOT, working on those interstate highways.

It was very far-sighted, you might say. The roads had been just two-lane highways. They had already drawn up plans for four-laning back roads before the interstate system ever came into existence. The program furnished most of the people that eventually became department heads in the DOT. We had a lot more than Georgia Tech had. One time I remember driving through South Georgia for something, and I heard a horn blowing and lights flashing right behind me. I pulled over, and it was one of our students. He was working on a project down there with the DOT. He saw me driving down the road, and he turned around in his truck and came back and chatted with me for a few minutes. We had a pretty good relationship with our students.

TS: Did you get very many students from outside the Atlanta area that came to Southern Tech?

CH: Yes. There were people like George Carroll and L. V. and our assistant director who went out all over the State of Georgia. One of the guys in our first class was from Savannah. We had people from down there all over South Georgia places. These people would go to the high schools and make presentations because a lot of our students were just by sales, talking to the counselors, and they were feeding people to us. As far as I know, we never had any animosity between us and Georgia Tech. Every once in a while when I could go down there, and I'd say, "How about we have a piece of equipment?" And if they had an old one, and they were giving it away or something, I'd get it. In those days they had war surplus places—in Forest Park I think it was. L. V. would go out there, and he'd come back with whatever he could find that he thought we could use. We got a lot of our equipment that way.

TS: Well, they had a lot of World War II machine tools stored in the Bell Aircraft plant in Marietta before Lockheed came in.

CH: Right. But now we did not have that available to us at the time though. They called it the Bell Bomber plant then. Later on when World War II comes along, they opened that back up and started it as Lockheed.

TS: Right, yes, with the Korean War.

CH: Yes, you're right, the Korean War. I was thinking about World War II because I was in that.

- TS: Right. Was it a big deal when you got a four-year program at Southern Tech when you went from two-year to four-year degrees?
- CH: Well, not particularly. I think Bob Hays had pushed that more than anybody else. We had to do it over night almost. We took the courses that I was teaching and cut maybe from a six-hour credit course to a four-hour or something like that, and we made some courses out of that. In my department all I was teaching was how to go out and do surveying and construction work. We had to add core courses of a higher nature. We just worked into it. If I'm not mistaken the industrial was the first one to convert. We all went at one time, but the industrial did it more quickly than some of the rest of us. We had to rewrite core courses and things that usually come into a four-year program instead of two. We still had the two-year program. We had very little in the way of people courses, economics and so on. We were basically [preparing students] to have a skill you can take right out into a job. That was the beginning of the two-year program.
- TS: So you didn't have any trouble placing your students in the work force did you?
- CH: Not in my division—I don't know quite about the others, but in my division the Georgia DOT would take them if nobody else would. I had a good relationship. At one time I had about two hundred guys that were co-ops with the Georgia DOT. One group of them was going through school this quarter while the other one was out working and then vice versa—they swapped quarters. At one time the Georgia DOT didn't know how to do a spiral curve on the highway. The guys came in bragging about, "Well, we had to show them how to do one"—because I had already taught it to them. Of course, then I'm sure the other departments were making the same thing. I had a good relationship with the DOT. I could walk in down there, and everybody would say hello and help me for anything I needed.
- TS: That's great.
- CH: They took our graduates right off the bat.
- TS: That's good. Tell me about Hoyt McClure. I know he was there for a long time. Don't know a whole lot about him though.
- CH: Well, he was in the industrial department. I don't know where he came from in industry, but I'm sure he was in someplace working. One day L. V. came and said, "Hap, I want you to come down and talk to somebody." I went down there, and he said, "I'm going back to Georgia Tech, and here's going to be your new boss." It was Hoyt McClure. He was very good. We had picnics occasionally, at least once a quarter there for a while, but when we got to Marietta we didn't do much of that. But we were a close-knit group of people. If one department needed something, and you could furnish it, they got it. Hoyt had a background in industrial, and as far as I know he did a good job. I know one guy that worked for him was running a mill on the side up in North Georgia in Rossville. He had a cotton mill up there, and Hoyt hired him. He was a good guy. He had two girls, and we would see them at the picnics and stuff like that, and he would know everybody, not just the industrial. As far as I know nobody would fuss about him. He knew what was going on. He had his finger on everything.

TS: Do you remember the integration of Southern Tech when you started getting some black students to go to school there?

CH: I never had one.

TS: Really?

CH: Yes. Some of the others, but nobody seemed to want to be a surveyor that was black. The first integration was our first girl. I never did have many blacks. There weren't many in Cobb County.

TS: There still weren't a lot in 1982?

CH: No, we didn't have too many.

TS: So it wasn't that big a deal on campus when a few black students started showing up there?

CH: I don't know of anything like that. We were up in Marietta by then, and I just never really saw very many of them.

TS: I think the first black student [in 1964] was named Willie Hope, and he was in electrical engineering technology. [He received an associate degree in 1967].

CH: See, they were in a different building completely, and we didn't have any black ones in Chamblee.

TS: No, there weren't any down there. It was in 1964. Of course, there are not a whole lot of female students on campus even today [1303 of 6202 students (21 percent) in fall 2012, according to the *SPSU Fact Book 2012-13*]. But I guess even less while you were there.

CH: Well, there's that one girl, and she was in my department. I think in the industrial they had several girls, but she was the only girl that I ever had in classes.

TS: Did they fit in all right?

CH: Yes, she cussed worse than a sailor. I had survey parties all the way around the campus. I had them doing something, and I walked around between there, pointing out what to do and what not to do and all. One time I was standing there, and somebody said something to her. She let forth the cuss words of a sailor, talking back at him. She showed him up real quick. I don't know about the industrial or other people, but that was my reaction to her in shock because she threw some words back at that boy about something, I don't know what now. She let him have it.

TS: All right. So let's see, you spent 34 years at Southern Tech is that right?

CH: Thirty-six. I say 36, but that includes Korea. I was in the reserves, so I [was called up]. [While I was gone someone who] had had some surveying took over the elementary surveying. When I got back, they had them piled up, all the advanced courses that we were teaching. I had them right straight down the line. [There wasn't] anything that they taught except that elementary survey, so a lot of people wanted to get the courses and get out and graduate. At that time, we had something called equivalent hours of teaching. I don't know if they still do or not. You got three hours credit for a lecture, five hours for a

lab. Well that one quarter there I had 65 quarter-hours to teach so I could catch up with those guys.

TS: Oh my goodness.

CH: I was a little busy.

TS: So you were on active duty for a year and a half, is that right?

CH: Yes.

TS: Wow.

CH: I thought they were sending me to Japan. I had a car. We were married by then. I got it to San Francisco and had it [ready] to send it overseas. I got overseas, and what it was, I was there for two weeks. My car was en route there. I had a buddy that was in Japan there. I had him pick my car up for me, and we sold it. In those days an American car would be worth a few dollars there, but they had to pay me in yen. What I did was that anybody in the outfit that would go on R&R, rest and relaxation they called it, would come to me, and they'd give me some American money, and I'd give them the equivalent in yen, so I got my money back eventually that way, but it took a while.

TS: So how long were you in Japan?

CH: About another two weeks. Then I went to Korea. I was in Korea when they called it the surge. We were pushed back, you might say. In the military they had put me through a meteorology school, so I was a weather forecaster. We had the equipment and all. These guys that came through going back south, I said, "Stay here." They said, "Hell no, they're about forty miles behind me right now. I'm going south."

TS: Right, this is when the Chinese came into the war, right?

CH: I don't know who was there; it was just [the Koreans] as far as I know.

TS: So at any rate the American troops were retreating?

CH: Right. They got down to Pusan [following the North Korean invasion of South Korea in June and July of 1950] and started back north again. Pusan is the south end of Korea.

TS: Yes, this is where MacArthur has his amphibious landing, I guess.

CH: No, it was up north at [Inchon].

TS: Oh, that's right.

CH: He said, "I have returned," or what have you. Well, I had been there all along because the weather people had to send out weather reports.

TS: Yes. So you got plenty of military experience in the Korean War then?

CH: I was there. I had World War II also.

TS: Oh, you were in World War II?

CH: Yes. I was there for three and a half years. [After World War II], I stayed in the reserves. I didn't make enough money teaching, and so I got paid for that, and that was extra money to get by on.

TS: Where were you stationed during World War II?

CH: All over. I was in the Pacific. I went from island to island. I started out in Brisbane, Australia, went north to New Guinea and Leyte and others all up the line. As we took out [one island], we would have to move up.

TS: Were you in the Marines at that time?

CH: No, I was in the Air Force. For the engineer corps, I guess it was, we would take some lines out the area. They would build an airstrip there, and we moved into there, and we just kept moving north, pushing them back there.

TS: So you were using your engineering skills?

CH: I had ten and a half years. I was active duty in the Air Force. See, I'm 93 now. I'll be 94 next month.

TS: Right. I'm trying to do my math real quick, so I guess by the time you got to Southern Tech, you were still in your twenties, like late twenties, maybe?

CH: I'm trying to think backwards. About twenty-eight, I believe.

TS: That sounds about right. So you'd had plenty of military experience by that time though.

CH: Right, I'd had my fill of it.

TS: I guess so.

CH: Actually, after they recalled me for Korea, they made me a sales pitch, "We'll give you this and this and all, promote you and everything, if you'll just stay in." I said, "Hell, no." Not no, but hell no.

TS: Right. I can understand that. Why don't we just kind of wind up by letting me ask you what are you proudest of about your experience with Southern Tech?

CH: Well, I feel like that I made several people, quite a few in fact, a living by teaching them what they needed to know to go out and do it on the job. I'm just proud of the abilities of my boys as students. They got out and did the work. They in turn would be put in charge because of their knowledge. They had some experience out there, and they had their schooling, and they went right on up. Several of them were presidents or vice presidents in firms or owners. A lot of them went into business by themselves in the surveying business. There's a lot of guys used to be scattered all over Georgia. Every once in a while I'd go by and visit with them a little bit and see how they were doing. They were all making a good living. So I think I was able to give them a good background so they could make a good living.

TS: That's certainly something to be proud of. What kept you at Southern Tech all those years, for 36 years for a career? Did you ever think about going somewhere else?

CH: Well, at one time I thought about going into business for myself, and then I decided, no, I like teaching the students. I enjoyed it. So I just stuck with it you might say through hard times and good times. Again, we didn't make much salary. A governor came in. I can't remember who it was now, but somewhere or other I just about doubled my salary when he came in. He gave us more money, and we got a lot of new equipment and everything. I didn't make a million dollars, but the reason that I kept there too is I had a sideline. I represented a survey company out of Pittsburgh who did aerial photography and mapmaking for them. In the summertime I didn't teach at all. I worked with them on the road getting jobs for people in the engineering country. See, I had all of the states of Georgia, Alabama, Mississippi, North Carolina, South Carolina, Tennessee, and Louisiana to cover. I met a lot of guys there in a part-time job. During the [academic] year I was in charge of the department, and I could arrange my classes so that I never had a class on Fridays. I left Marietta at 5:00 o'clock in the afternoon and drove to Memphis that night to see somebody in Memphis the next day, so I was all over the country driving. So I had a sideline in the aerial survey business.

TS: What was the name of the company?

CH: It was American Air Surveys. But they finally petered out, but there's a company now called Kucera International [headquarters Willoughby, Ohio]. That's the people who took over American Air at the time. I just quit them about four or five years ago. I was still on the road working.

TS: Okay, so you continued to work?

CH: Eighty years old and going and driving. There were a lot of people in the Southeast in the engineering business that I knew. I called a friend. I walked into his office, and he'd tell his secretary, "I'll see you in the morning." And he'd take me out to the golf course, and we'd play golf. I carried my clubs with me all the time when I'd travel. I'd check into a motel and find a local golf course somewhere, go pay the fees, and play golf until dark. I've been out and around still working all the time.

TS: Well, Mr. Holladay, I've really enjoyed talking to you this morning.

CH: Well, thank you for calling, and I just hope I helped you some in your work.

TS: This has been very helpful.

CH: Thank you for calling, and good luck to you.

TS: Well, thank you very much.

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