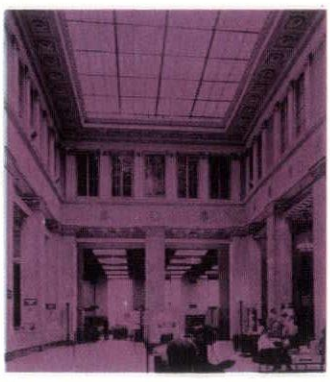
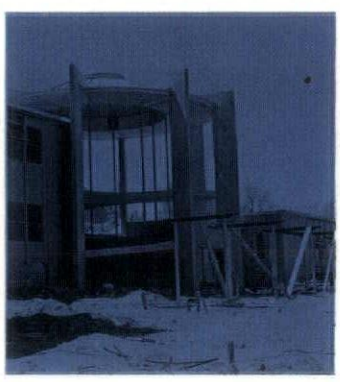
ARCHITECTS' REPORT

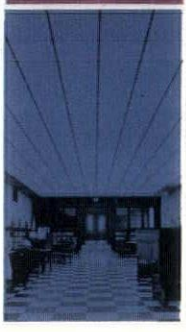
CHESAPEAKE BAY REGION

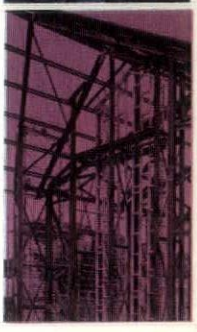
WINTER 1963

THE CONSULTING ENGINEER IN ARCHITECTURE







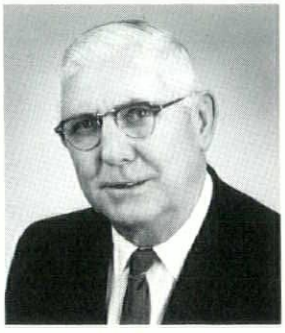


ALBERT B. GIPE, PE, president of the Consulting Engineers Council of Maryland, Inc., is one of Baltimore's most active spokesmen for the engineering profession. He is chairman of the CEC's National Education Committee and a member of the CEC's National Committee on Relations with Architects. A graduate of Marquette University, Wisconsin, he is a partner in the Baltimore consulting engineering firm of Miller, Schuerholz and Gipe. He is chairman of the Registration Committee of the Maryland Society of Professional Engineers, a member of the Executive Committee of the Maryland section of the American Institute of Electrical Engineers; a member of the AIEE National Industrial Power Systems Committee.

STEWART W. PARKER, executive director of the Building Congress & Exchange of Baltimore has just completed his 40th year with that organization. Beginning as office boy at $6 per 52-hour week in 1922, he was appointed assistant secretary in 1929 and executive officer in 1933. He served as executive secretary of the Maryland Society of Professional Engineers from 1947 to 1958, was one of the organizers of the International Builders Exchange Executives and served as its president in 1952 and 1953. He is a member of the Advisory Committee, Jr. Construction Engineering Course, Baltimore Junior College. The Building Congress has, under Mr. Parker's stewardship, become a purposeful, effective construction industry voice.

THEODORE R. CROMAR, JR., AIA, president of the Potomac Valley Chapter, American Institute of Architects, heads a chapter influential in the architecture and planning of the Maryland suburbs of Washington, D.C. A native of Richmond, Virginia, he has been a principal in the Silver Spring, Maryland, firm of Thomen & Cromar since 1957. Mr. Cromar attended the University of Maryland and the University of Virginia. He is a participating fan of sports car racing, and, by way of contrast, has an equally compelling interest in Civil War history. Active in Silver Spring civic organizations, he served the Potomac Valley Chapter in several official capacities before becoming its president in mid-1962.

HERMAN W. BERGER, SR., vice-president of the Consolidated Engineering Company, Inc., is the newly elected president of the Building Congress & Exchange of Baltimore. Mr. Berger was educated in city schools and graduated from Maryland Institute. He has been in the construction field for 54 years. Associated with Consolidated Engineering Company since September of 1919, he has to his credit the construction of many monumental, commercial and industrial buildings in Baltimore, • Washington and other U.S. cities. A Building Congress & Exchange officer for many years before his election to the presidency, Mr. Berger brings highly capable leadership to that important Baltimore construction industry organization.



PEOPLE IN ARCHITECTURE

E ARCHITECT'S REPORT, official publication of the timore Chapter of the Amer- Institute of Architects, is published quarterly. SINESS OFFICE: 1025 St. l St., Baltimore 2. Entered 3rd Class matter August 8 at the Post Office at timore, Md. SUBSCRIP-N RATE: $3.00 per year. GLE COPY PRICE: $1.00

THE CONSULTING ENGINEER

Down through the ages the basic premise for almost every building—and almost all architecture—has been to shelter the occupants from the elements; be it a mud hut in darkest Africa standing against the rain and sun or a medieval castle defending its duke from his enemies as well as the weather.

Until comparatively recently, this shelter was a holding operation dependent for effectiveness on the thickness of its walls with a slight assist against the cold and damp from an open fire.

Through the fantastic technology of our time, our whole contemporary approach to building is greatly extended. We seek not only to protect ourselves but to create our own climate as well. In the face of wind, rain, sun and snow we have come to expect a standard temperature within our buildings. Now we are striving also for controlled levels of light, sound, humidity and dust as well as instant communication. The technology of building has become so complex and so sensitive that the architect turns to the consulting engineer for the accurate design of these specialties.

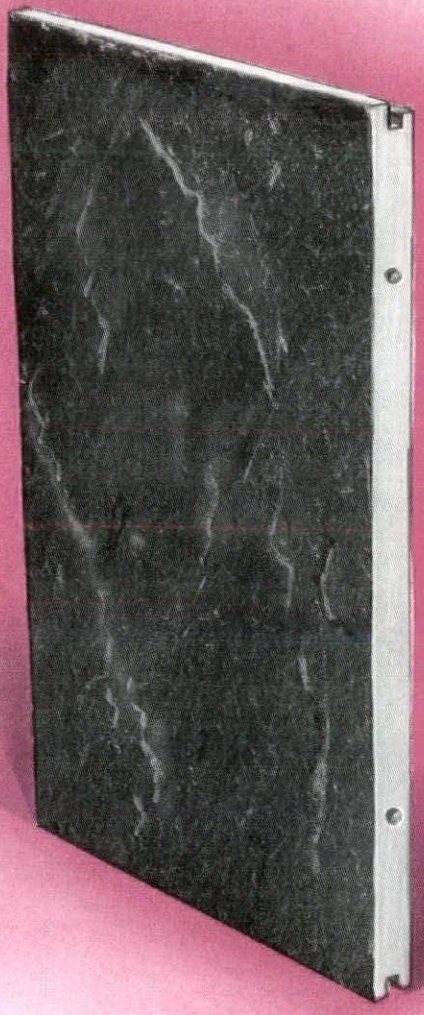
We welcome this opportunity to familiarize our readers with the work of Baltimore area consulting engineers. We salute these fellow professionals who not only share our problems but who also contribute so much to their successful solutions.

ARCHITECTS' REPORT

VOLUME 5 NUMBER 2 WINTER 1963

Buckingham STRUCTURAL Slate

INTERIOR OR EXTERIOR



* INTERESTING TEXTURE AND NATURAL CHARM * HARMONIOUS DIGNIFIED COLOR
* NON-FADING - NON-DISINTEGRATING * ABSORPTION .02% * HARDNESS (HA) 11

for use as: Column Facing • Wall Facing • Spandrels • Mullions • Panels • Paving & Flooring

by WEAVER STONE

TE. 3-0717
A.S.D. TE. 3-0718
BOX 96, REISTERSTOWN, MD.

A MATTER OF CONCERN

HOWARD WAUGH, JR., P.E.,
VICE-PRESIDENT, J. L. FAISANT & ASSOCS.
CONSULTING ENGINEERS

The Civic Center, Blaustein Building and One Charles Center have been widely acclaimed as symbolic of a revitalizing spirit at work in Baltimore. These imposing structures inspire civic pride and promote a good share of confidence in Baltimore as a progressive center of the Chesapeake region. As the initial projects in a massive reconstruction effort, they will inevitably set the pattern for future developments.

Maryland engineers and architects, vitally interested in these buildings both as professionals and as businessmen, find it a matter of serious concern that the owners in all three cases sought design services from outside sources. This has been the situation for other projects here as well.

Local practicing engineers and architects working under highly competitive conditions are forced to combat this disturbingly frequent use of out-of-town designers.

Among the possible motivations for such employment of outside services instead of locally available talent are these:

1. Baltimore financial interests appear conservative to the point that out-of-town financing is required to get major projects underway.
2. Maryland businesses are to an important degree controlled by out-of-town corporations.
3. Maryland architects and engineers have failed to "sell" themselves to potential clients as highly qualified competition to outside design services.

The first two of these points are, of course, beyond the scope of the architect and engineer. But point 3 is highly pertinent. If local architects and engineers are to attain the stature needed to be automatically considered for major local projects, a critical examination of existing public relations, customs and conditions of practice is required. Before criticising conservatism on the part of financial interests, the design professional must be certain that he himself is prepared to render first rate service.

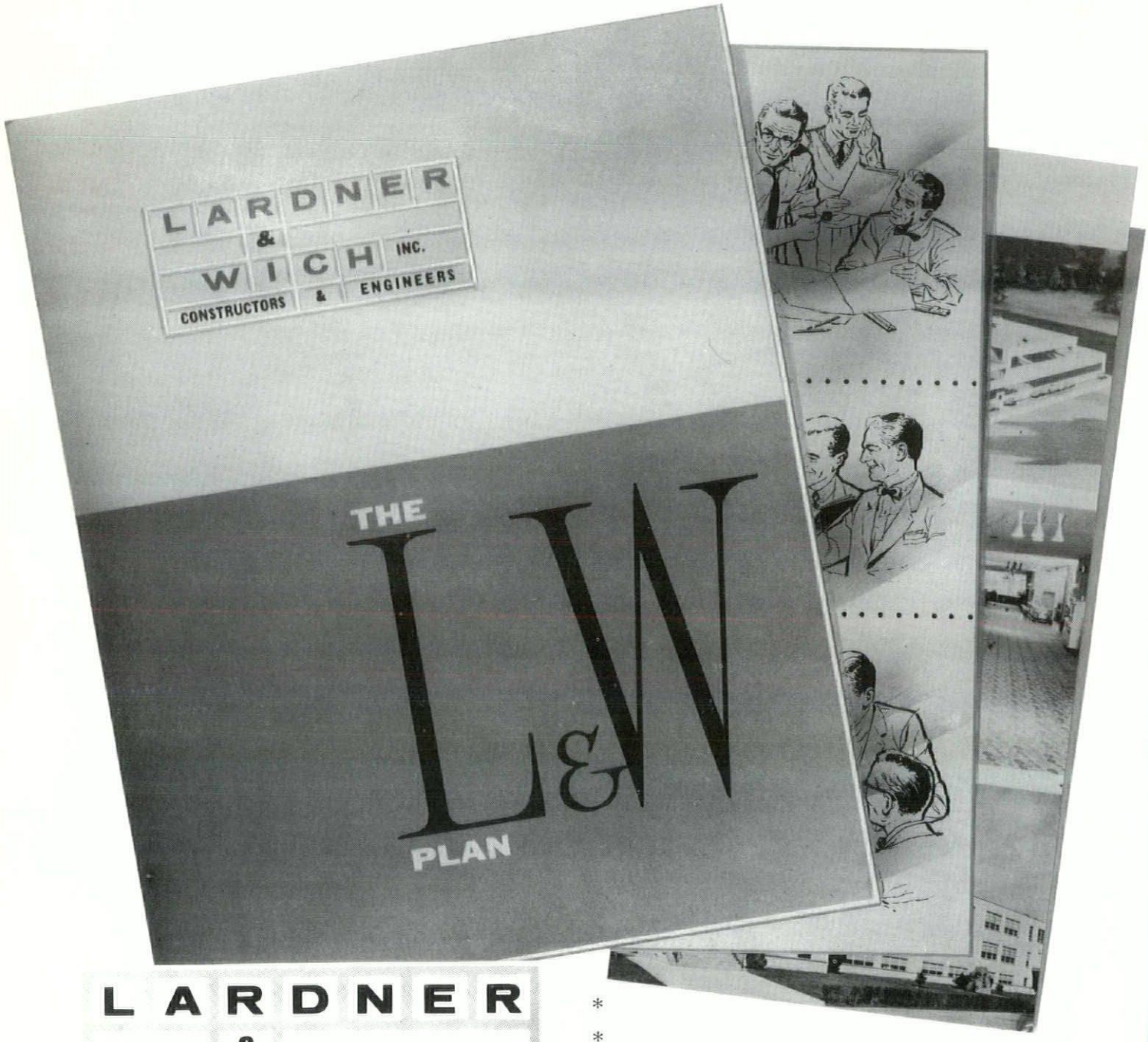
The engineer, for example, works in association with architects and other engineers in building design. He must be familiar with a wide range of materials and techniques. He must be prepared to select, combine and modify conventional methods as well as to apply the latest developments when the occasion demands. This is required not only for the safety and economy of the building involved, but also to permit architectural and engineering work of the widest range.

Unfortunately, local practice can be at extreme variance with this ideal. Architects are sometimes reluctant for various reasons to turn to the consulting engineer at the outset of a project when certain phases of engineering would be most effective. In some instances, even the structural engineer is not appointed until the main outline of the project has been determined. At this stage, the engineer can only take the easy way out and see to it that the building is at least as safe and as economical as the already prescribed conditions permit. Meanwhile, the owner and user of the building have been deprived of much of the value of the service which the engineer is prepared to offer.

Traveling through other parts of the U.S., one can easily perceive that Baltimore is not at the forefront in using certain recent design developments. An outstanding example is that of thin shell structures. This form of design is often both economical and attractive in roof construction, and it has been widely used elsewhere for several years. Local uses are almost non-existent. Tradition indeed has its place, but to compete nationally, local designers must become conversant with innovation—perhaps even gain reputations as pioneers.

These remarks apply in varying degrees to all who are involved in Baltimore's construction professions. A concerted effort is sorely needed of both the architect and the engineer to uphold conscientiously the quality of local design service in his own field; to cooperate wholeheartedly with those in other phases of design; to strive for an excellence that will in the future make the use of outside design services actually impractical.

TO TELL A STORY...



LARDNER & WICH INC.
CONSTRUCTORS & ENGINEERS

"OUR BUSINESS IS BUILDING"

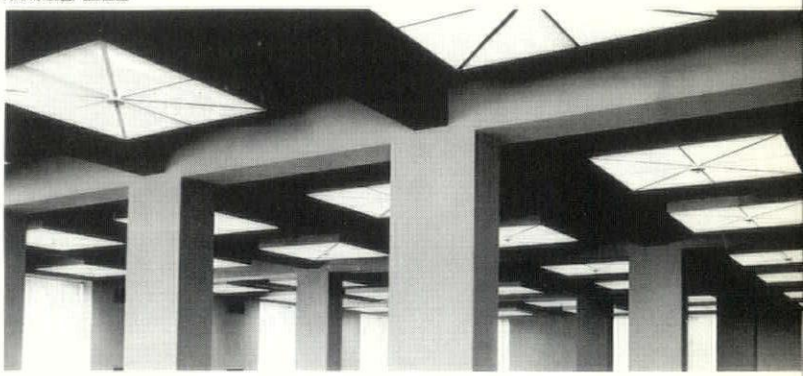
*
*
*
* about our company
* about our wide variety of construction experience
* and about our people who make us what we are . . .
*
*
*

LARDNER & WICH, INC. offers a quick reading, illustrated brochure. Write or call for "THE L&W PLAN," our story which explains and supports our claim that we build better, faster, more economically.
LARDNER & WICH, INC., DEPARTMENT A, 915 STERRETT STREET, BALTIMORE 30, MARYLAND

CHILDREN'S ROOM

MAIN LOBBY

READING AREA



LIGHTING THE ENOCH PRATT LIBRARY

REFERENCE AREA

The recent lighting improvement of the Main Branch of Baltimore's nationally famed Enoch Pratt Library presented the engineer with the problem of providing modern illumination to recommended IES levels and harmonizing the work with the building's highly valued interior architecture.

To meet this requirement, special fixtures were designed of aluminum with an anodized gold finish. Where fluorescent lighting is used, warm white tubes provide a relaxed atmosphere and enhance the beige and pale ochre color schemes.

Banks of incandescent down lights in the main lobby highlight counters. Decorative pendant fixtures and the illuminated skylight supply general illumination.

In the reading areas, ceilings were "painted out" to conceal exposed beams, and large fluorescent fixtures were suspended just below beam level. Each fixture has two circuits for flexibility in selecting illumination levels.

Similar fluorescent fixtures are used in reference areas with the additional provision of "up" light to illuminate the elaborate ceiling. Incandescent down lights provide illumination over balconies.

In the Children's Room, an unbroken luminous ceiling supplies a high-level glare free illumination, while the Fine Arts Department employs separated flush fixtures.

Where construction did not permit recessing in this area, two surface-mounted units were used. Over a section of shelving in the Fine Arts Department, recessed obscure down lights were worked into the existing decorative ceiling pattern.

Mechanical engineer for the project was HENRY ADAMS, INC., Baltimore. Lighting consultant was nationally known RICHARD KELLY, New York, and the interior designer was THE H. CHAMBERS COMPANY, Baltimore. Contractor for the work was CROWN ELECTRIC COMPANY, Baltimore.

BALTIMORE FIRE ALARM SYSTEM

A current engineering project of vital importance to every Baltimorean is the modification and expansion of the entire central station fire alarm receiving and dispatching system.

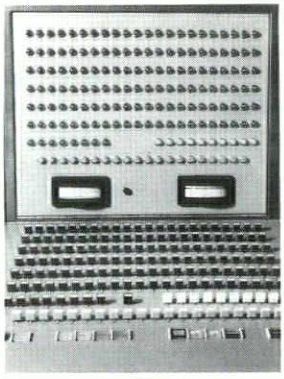
The new design introduces the most modern concepts in fire alarm receiving and apparatus dispatching. In all existing municipal systems, fire alarms which are transmitted over the familiar street box are received at headquarters by means of either a flashing light or a bell. In the new design, the box signals are received, decoded and displayed in digital or numerical form.

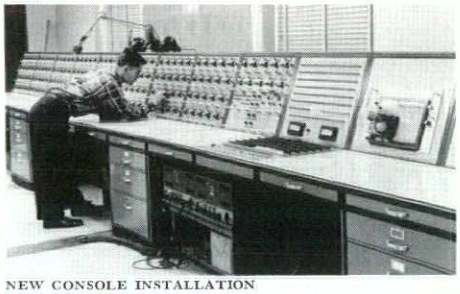
Facilities for the receipt of alarms by telephone have been expanded by the addition of call director units and other facilities for faster receipt and retransmission of alarms. Visual display boards are provided for both fire apparatus and ambulances which show the status of every piece of equipment at all times. Almost 30 miles of multi-conductor cable were installed through the city streets to improve and extend the system's coverage.

The existing central station equipment was installed in about 1923 and has been in continuous operation since then. The contract for the new installation includes rehabilitation and new architectural treatment of the fire department offices and provision for storage and repair facilities.

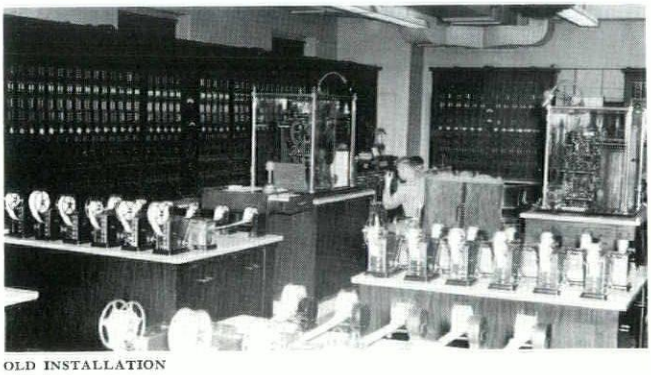
Consulting engineers, designers of the system improvements and supervisors of construction were MILLER, SCHUERHOLZ & GIPE, Baltimore. LOCKE & JACKSON, Baltimore, were consulting architects. The contractor was the GENERAL RAILWAY SIGNAL CO., Rochester, N.Y., with BLUMENTHAL KAHN ELECTRIC CO., Owings Mills, Md., electrical subcontractors, and YOUNG & ADAMS, INC., Baltimore, subcontractors for building alteration work. The project was under the direction of Vernon Bolte, Superintendent of Fire Alarms, City of Baltimore.

TEST CONSOLE





NEW CONSOLE INSTALLATION



OLD INSTALLATION

INTERRELATIONSHIP OF THE DESIGN PROFESSIONS

ALBERT B. GIPE, P.E., PRESIDENT, CONSULTING ENGINEERS COUNCIL OF MARYLAND, INC.

The design professions continually seek to impress upon their potential clients the need for great care in the selection of an architect or consulting engineer. No less care should be exercised in the selection of a consulting engineer or architect for interprofessional services.

Ideally, the consulting engineer is the prime professional for projects in which the majority of the work is of an engineering nature, and the architect is the prime professional for projects principally architectural in nature. The architect or engineer retained for design services by the prime professional then becomes the professional associate.

This general rule should be adhered to by both the engineering and architectural professions unless there are occasional extenuating circumstances. For the engineer to offer or perform primarily architectural services (or vice versa) may not be within the intent of the registration laws in some states and could well exceed professional capabilities.

A consulting firm may offer design services in varied fields: civil, sanitary, structural, electrical and mechanical work. Some firms may offer all these services while others specialize in particular fields.

The selection of a consulting engineer on an architectural project is the responsibility of the architect to the owner. More often than not, it requires the negotiation of a satisfactory contract with the engineer before the architect can complete his contract with the owner. This is a point too often overlooked by many architects, the engineer then being expected to perform his services at a portion of the architectural fee regardless of the size or complexity of the engineering work. In the interest of his client, the architect should select the engineer most qualified for the work and then negotiate the fees.

When a consulting engineer is selected by an architect, he should assume the role of the professional associate. His rights, duties and responsibilities should be recognized and respected by all members of the design team. He bears the responsibility of designing an economical installation consistent with the intended project use. He should apprise both the architect and the owner when estimated costs may exceed budget allocations. Above all, the engineer must provide services of the highest caliber and on a professional plane. Though the engineer, like the architect, cannot "guarantee" his work, he assumes certain responsibilities in the furnishing of professional design services.

The architect must also accept his share of responsibility in respect to the engineer's work. If he designs a "glass" house, he must expect the heating system to be more costly than that for conventional construction. The engineer is responsible for apprising the architect of such conditions affecting the engineering design. The architect in turn must recognize the design limitations imposed by these conditions.

Both engineer and architect bear the basic responsibility of providing the owner a facility not only adequate for its purpose but also one representative of original design and of esthetic quality. To accomplish this, the professions must work harmoniously. This applies to individual project endeavors and to the broader scope of civic and cultural activities. There is a great need for closer coordination of and cooperation between the engineering and architectural professions. An effort to encourage this is being undertaken by a joint committee of the National Consulting Engineers Council and National Headquarters, American Institute of Architects.

On the local level, we must have closer liaison between organizations. To work together with true effectiveness, each of the design professions must fully recognize and appreciate the role of the other.

AIR CONDITIONING
MARYLAND NATIONAL BANK

Built in 1929, the Maryland National Bank Building (formerly the Mathieson Building) was completely air conditioned in 1962. Located at Baltimore and Light Streets in Baltimore's financial district, the city's tallest building is keeping pace with the spirit of rebirth now inspiring much of the central city area.

Here the engineer and architect were challenged with the design and installation of five major systems in an existing structure. A high pressure system was selected to heat and cool the perimeter offices. From central equipment, the induction type air conditioning units under each window are supplied with chilled or warm water and conditioned ventilation air. These units are equipped with individual temperature controls and are handsomely inclosed in walnut grained plastic cabinets.

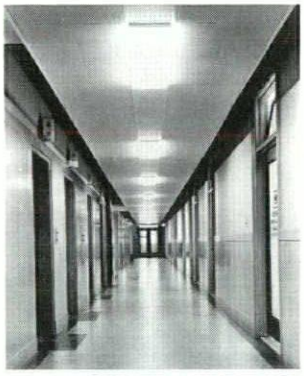
A high velocity air system distributes conditioned air to the interior offices throughout most of the building. New corridor ceilings with recessed lighting conceal overhead conditioning ducts, and an open margin along each side of the new ceiling eliminates the need for transom and elevator light modifications.

Loss of revenue producing office space was avoided by the installation of all vertical ductwork for this system in either existing shafts or through non-rentable areas.

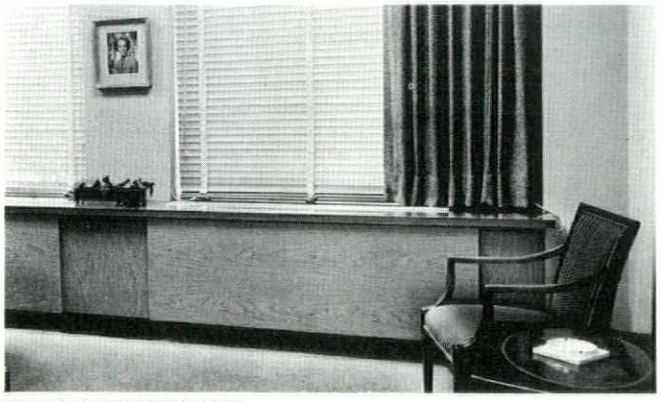
Three other air systems provide conditioning for the banking areas on the lower floors, including a special system for the bank's new electronic data processing center.

To house the new air handling equipment, two rooftop penthouses were constructed at the 5th and 22nd floor levels. These machinery penthouses utilize prefabricated aluminum wall panels and their lightness made reinforcement of the existing structure unnecessary. A refrigeration plant including two 700-ton centrifugal machines handles the cooling load.

Much of the installation work was performed during hours of building occupancy, but tenancy interference was held to a minimum through careful scheduling. Mechanical engineer for the work was HENRY ADAMS, INC., Baltimore, and the architect was TAYLOR & FISHER, Baltimore. Structural engineer was CROUT, SNYDER & CRANDALL, Baltimore; electrical engineer: WILLIAM C. FEIGE, JR., & CO., Baltimore. General contractor was THE POOLE & KENT CO., Baltimore.

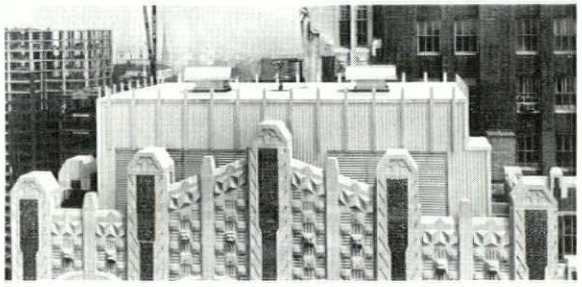


CORRIDOR INSTALLATION



OFFICE DISTRIBUTION UNIT

MECHANICAL PENTHOUSE



ARCHITECT, ENGINEER AND DESIGN LEADERSHIP

VAN FOSSEN SCHWAB, AIA,
CHAIRMAN, CIVIC DESIGN COMMITTEE,
BALTIMORE CHAPTER,
AMERICAN INSTITUTE OF ARCHITECTS

The need for design oriented leadership in both the professional and the political fields is crucial to the future development of Baltimore. Design consciousness is a prime requisite to improvement of our visual environment and one that developers, economists and public administrators should be quick to appreciate. Architects, engineers, planners and discerning politicians offer the most immediate hope of fulfilling this goal.

When visual design is a secondary criterion—or none at all—the results can be appallingly evident. A case in point is the southern leg of the Jones Falls Expressway design.

The current plan for this structure is perhaps commendable if economy were the only criterion to be considered. We assume it to be a sound plan structurally, meeting all the engineering requirements of a high-speed, double deck freeway, but does it only represent a sound engineering solution to a complex problem?

To ignore the visual effect of this huge structure can well be tragic. It will be the most prominent element in the townscape. Those who conceived it perhaps didn't consider its appearance in a semi-industrial area to be of prime importance. Actually, treatment of that area demands exactly the opposite approach. Its upgrading should be of paramount concern to the city. Only one block from the Mount Vernon renewal project with its residential buildings and immediately adjacent to our most important governmental center, this elevated roadway will form a visual barrier slicing the city in two.

If it is actually needed as an elevated two-level structure, then we must make every effort to make it as attractive as possible. A more sensitive design approach is in order and it requires the talents of an esthetically oriented designer. Will this construction be an asset to the area? Have the engineers asked for thorough studies of its relationship to adjacent properties and its long range effect on them? Has the project been studied in three dimensions through the use of scale models, sketches and superimposed photos?

A design oriented approach would, as a matter of course, have covered these logical steps to the creation of the best possible design. Why haven't we, as private citizens, civic minded architects and engineers and public officials demanded such an approach? The answer is tragically simple. The very nature of the problem is not recognized as one of design, but rather as only a practical engineering problem involving the movement of motor vehicles. We must be aware that such structures are a vital part of the over-all visual environment and are capable of destroying any hope for real progress in the esthetic improvement of our city if poorly designed.

How do we educate for design leadership in the future? G. Holmes Perkins, dean of the school of fine arts (architecture, landscape architecture and city planning) at the University of Pennsylvania and chairman of the planning commission of Philadelphia recently suggested the training of engineers for building design by an architectural faculty:

"All those contributing to the design of the urban environment should be educated by a single faculty embracing all the needed skills. Under such a design oriented faculty, the planner, the architect, landscape architect, artist and those structural and mechanical engineers who are concerned with buildings can receive a sounder and more mutually rewarding education."

VIEW EAST ON LEXINGTON ST.

PROPOSED STRUCTURE (LATE 1962) IS SUPERIMPOSED ON PHOTOS

VIEW WEST ON ORLEANS ST. VIADUCT

concrete slab design

a.i.a. file: 4-a

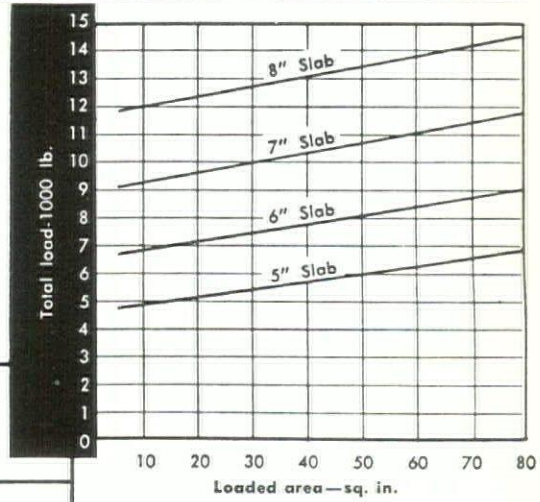
Prepared as a service to architects by Portland Cement Association

Clip along dotted line

Concrete slab design for long-service floors. Example: assume that a slab is to be designed of 5,000 psi concrete for an industrial plant floor. There will be considerable traffic with trucks having loads of 10,000 lb. per wheel. Each wheel has a contact area of about 30 sq. in. Assume that operating conditions are such that impact will be equivalent to about 25 per cent of the load. The equivalent static load will then be 12,500 lb. An approximate formula for the allowable flexural tensile stress of concrete is $4.6\sqrt{f'_c}$ (in which f'_c = 28-day cylinder strength). For 5,000 psi concrete, the allowable strength is then:

$$4.6\sqrt{5{,}000} = 325 \text{ psi.}$$

The allowable loads in chart at right are based on a stress of 300 psi, so the design load must be corrected by $300 \div 325$ which gives 11,500 lb. From chart a load of 11,500 lb. on an area of 30 sq. in. requires a slab about 7½ in. thick.



requirements for floors on ground

	BUILDING TYPE	TRAFFIC		MIX DESIGN DATA FOR ORDERING CONCRETE: W/C in gal. per bag	28 day cylinder strength (psi)	Slump (in.)	Air content (%)*	Min. cement content in bags per cu. yd.	CONCRETE FINISH
SINGLE COURSE	Offices, schools, churches, hospitals, commercial bldgs.: where floor will be covered with tile, linoleum, etc.	Predominantly foot traffic.		5½-6½	3500-4500	2-4	5±1 or 6±1	5½	Steel trowel
SINGLE COURSE	Same as above except concrete is wearing surface. Also for service in light industrial buildings.	Foot traffic and pneumatic tired vehicles.		4-5½	4500-7000	1-3	5±1 or 6±1	6	Hard steel trowel by power and hand equipment.
SINGLE COURSE	Industrial or commercial buildings subject to heavy or abrasive use.	Foot traffic and pneumatic tired vehicles.		4-5½	4500-7000	1-3	5±1 or 6±1	6	Dry shake of extra hard aggregate added to surface immediately before power floating begins.
TWO COURSE HEAVY DUTY	Heavy industry such as foundries, steel mills, heavy manufacturing, also any industrial or commercial building with highly abrasive conditions.	Steel wheeled vehicles. Heavy abrasive use.	BASE COURSE	5½-6½	3500-4500	2-3	5±1 or 6±1	5½	Surface leveled by floating, but textured to insure bond to topping.
TWO COURSE HEAVY DUTY			TOPPING**	3½-4	8000-12000	Zero	Not required	7½	Special power floats, repeated hand troweling for smooth, dense abrasive resistant surface. Special extra hard aggregates are used.

*For concrete with 1½ in. max. aggregate use 5±1% air content; for ¾ in. max. aggregate use 6±1%.
**Topping mix must be mixed in paddle type mixer—generally not available from ready-mix plants.

Maximum Wheel Loads for Industrial Floors

The chart above is based on flexural tensile stress of 300 psi. For other stresses multiply loads by ratio of 300 to stress used. For an allowable tensile stress of 300 psi, compressive strength of about 4,300 psi is generally required.

For additional literature on design of concrete slab floors, or other concrete construction, just send a request on your letterhead.

PORTLAND CEMENT ASSOCIATION

512 Keyser Bldg., Baltimore 2, Md.

A national organization to improve and extend the uses of concrete

ENVIRONMENTAL TEST FACILITY, IZATNAGAR, INDIA

Designed, engineered and constructed entirely through the office of a Baltimore consultant, the environmental test facility at Izatnagar, U.P., India, is an interesting representation of the versatility often required of an engineer.

The installation is used to test various breeds of Indian cattle under different climatic conditions to determine in which parts of the country they are best suited for milk production or draft purposes. As no suitable equipment for the close control of temperatures and humidity in the test room was available in India, the control unit was completely assembled in Baltimore. It was required to maintain wide ranges of temperature and humidity in the 30-foot-square control room within an accuracy limit of ½-degree and 2%, to be easily operable and maintained by unskilled Indian pesonnel. All functions of the equipment had to be achieved through the use of electricity and water in decidedly short supply.

The control building was constructed by Indian labor who also installed the duct work, electrical and water services. The control equipment, tested in Baltimore under the observation of a representative of the Indian Ministry of Agriculture, was shipped in a unit then installed by Indian personnel. The engineer traveled to India to place the equipment in operation and complete the organization of the laboratory, and some months later made a return trip to adjust the equipment under actual test conditions and further train operating personnel, including veterinarians performing test work.

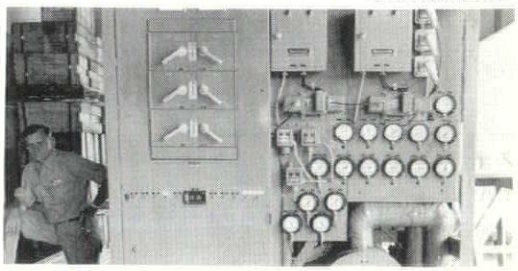
Dr. James Johnson, professor of veterinary medicine at LSU, has recently returned from a year's leave of absence spent working at the test facility, and he reports highly satisfactory operation of the laboratory.

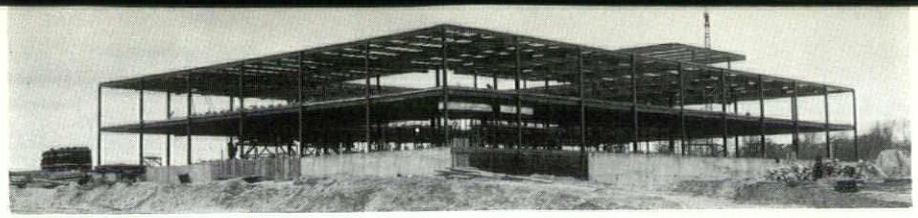
The engineer for the project was S. YEARDLEY SMITH, Baltimore, and it was jointly sponsored by the Indian Ministry of Agriculture, the Food and Agriculture Organization of the UN, and the United States Department of Agriculture.

TEST CATTLE

LABORATORY BUILDING

CONTROL UNIT





STEEL FRAME

ELEVATION

CORPORATE HEADQUARTERS

MARTIN COMPANY

OFFICE AREA

"Executive Bullpen" is Business Week Magazine's term for the design concept of the new headquarters building of the Aerospace Division of the Martin-Marietta Company. Located at Baltimore's Friendship International Airport, the 2-story structure is basically a rectangle of open office areas surrounding a central core of library, conference, wash and file rooms, a 70-seat auditorium and a landscaped interior courtyard.

The construction, completed in only 6 months, is steel frame with the exterior members of the frame sheathed in precast concrete and left outside the main body of the building to form a terrace and balcony around the entire structure. This design represented one of the first uses of A-36 structural steel in the Baltimore area, replacing the A-7 steel until recently in more common use. Flexicore precast structural floor units were used to provide raceways for electrical wiring, and another unique facet of the design is found in the thin shelled concrete hyperbolic paraboloid entrance canopy. The two 24-foot-square units of 3-inch concrete rest upon two central columns through which the canopy area drain.

The elimination of office walls is an interesting arrangement for this major industrial headquarters. The intention is to remove barriers to the free exchange of ideas and information among executive personnel. All desks are alike, and all are identified with a simple nameplate lacking any rank designation. The office area is carpeted wall-to-wall, has acoustical tile ceilings and off-white window curtaining.

Structural engineers were J. L. FAISANT & ASSOCIATES, Baltimore; architect was DONALD B. RATCLIFFE, Baltimore; mechanical & electrical engineers were EGLI & GOMPF, Baltimore. JOHN MCSHAIN, INC., Baltimore, was general contractor.

SOCIAL SECURITY BUILDING

Said to be the largest federal building under one roof outside metropolitan Washington, the Social Security Building just west of Baltimore houses 10,000 employees. The complex consists of a 10-story administration wing and a 4-story operations wing connected by a 4-story link. Recently added was a 4-story annex, and currently an addition to the annex is underway. The total complex contains 1,750,000 square feet gross space.

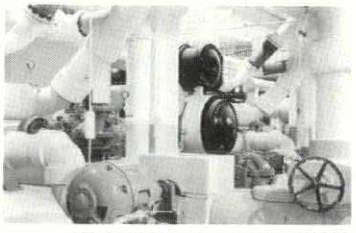
The construction cost of the original building and annexes was $30 million, of which $13,800,000 was required for mechanical, electrical and civil engineering. There are some 40,000 lighting fixtures, of which 32,000 are parabolic, 5-foot, recessed aluminum troffers without louvers with T17 low brightness tubes. This fixture was specified after mockup panels were subjected to 2,000 hours of trial use in the old Candler Building Social Security installation. In general accounting and operational areas of the building the foot-candle level is 75; in the small office areas, 85-90.

The building is fed by dual 33.0 kv overhead lines brought underground through the property to a master substation. This was the second installation of 33.0 kv indoor switchgear used in Baltimore, and there are few such primary indoor substations in the eastern U.S.

Individual power connections are provided for over 1200 sorters, key punch machines, tabulators, collators and other data processing equipment.

The air conditioning system is the largest in metropolitan Baltimore under one roof. Its capacity is 5700 tons. The building is fully air conditioned, utilizing high pressure induction water coil units at exterior walls and low pressure induction and diffuser systems for the exterior.

The entire project represents one of this area's largest and most complex consulting engineering accomplishments. Engineers for mechanical, electrical and civil phases of the work were WHITMAN, REQUARDT AND ASSOCIATES, Baltimore; FISHER, NES, CAMPBELL & ASSOCIATES, Baltimore, and MYER & AYRES, Baltimore, were associated architects. Structural engineer was VAN RENSSALAER P. SAXE, Baltimore, and the general contractor was the PIRACCI CONSTRUCTION COMPANY, INC., Baltimore.



AIR CONDITIONING COMPRESSORS

ELEVATION

OFFICE AREA

AIR CONDITIONING
BASILICA OF THE ASSUMPTION

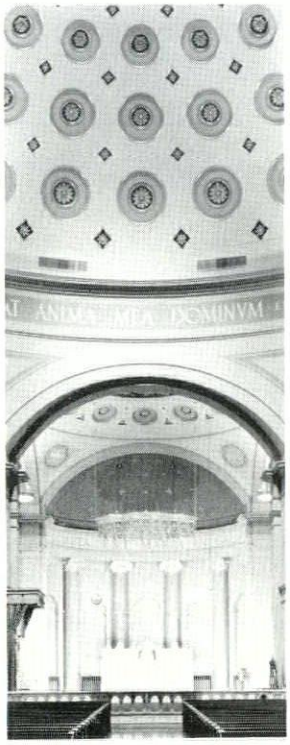
In the design of this project, the engineer and architect were required to avoid any compromise with the interior architecture. For the Basilica of the Assumption of the Blessed Virgin Mary is one of the country's great buildings—the first Roman Catholic cathedral in the U.S. and the birthplace of America's Roman Catholic hierarchy.

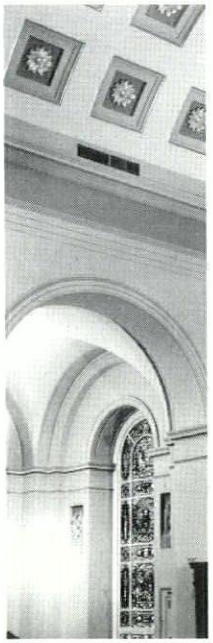
All ducts are above the ceiling vaulting. The air supply outlets are located above the cornice members of the entablature and below the spring line of the arches to gain maximum concealment from below. Return air grilles are near the floor level and concealed by altars.

Virtually every opening for air outlets or ducts had to be cut through stout masonry walls three to six feet thick. The drilling and cutting operations in finished areas were conducted with utmost care to avoid the need for any visible patching in this venerated building.

The mechanical engineer was HENRY ADAMS, INC., Baltimore. Consulting architect was COCHRAN, STEPHENSON & WING, Baltimore, and PAUL-RICE ENGINEERING COMPANY was the contractor.

RETURNS BEHIND ALTAR





INSTALLATIONS ABOVE ENTABLATURE

CENTRAL TOWER
LIDA LEE TALL SCHOOL

Although some features of this school have been previously presented in ARCHITECTS' REPORT, one of its most interesting structural components —the central ramp tower—has not been discussed.

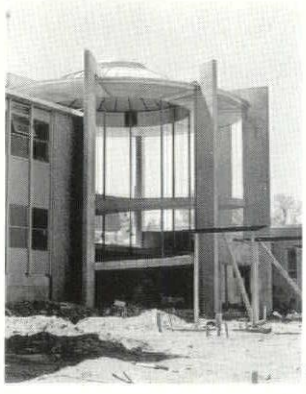
The school is a demonstration elementary school staffed and operated by the adjacent State Teachers College in Towson, Maryland. Its oversized teaching areas accommodate as many as 30 observers. The hillside plot is accessible to the public only on the lower level, some 30 feet below the top of the slope. The school's arcing plan follows the brow of the hill and leaves sufficient playground area on the hilltop. The kindergarten is placed on the lower level easily accessible to the driveway as are the more public functions of the assembly room.

The central tower houses a spiral ramp connecting the units vertically and horizontally and serving all floor levels. The basic structure of the tower is formed of eight precast upright L-shaped supports 40 feet in height. These members support the 38-foot-diameter tower roof and its domed skylight. Additional natural light enters through a window area facing the entrance and rising from the second floor level to the tower roof line. The tower is sheathed with insulated porcelain enameled steel long length panels.

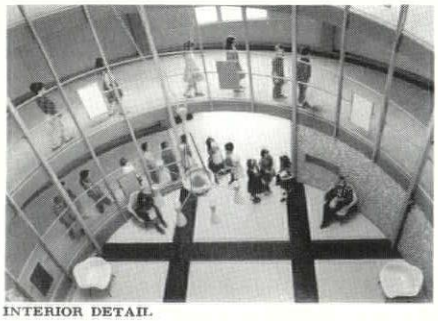
The reinforced ramp rises in a gentle spiral from the ground floor display area to the upper floors, fenced along the inside edge by a 54-inch-high wire mesh with decorative panels mounted on every third section.

Structural engineer was J. L. FAISANT & ASSOCIATES, Baltimore. Architect and mechanical engineer was DODSON, SMEALLIE, ORRICK & ASSOCIATES, Baltimore. The contractor was ANCHOR CONSTRUCTION CO., Baltimore.

ELEVATION

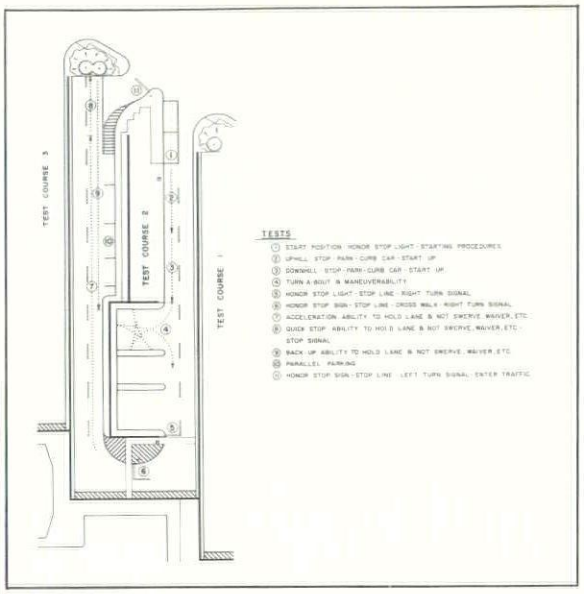


PRECAST CONCRETE FRAME

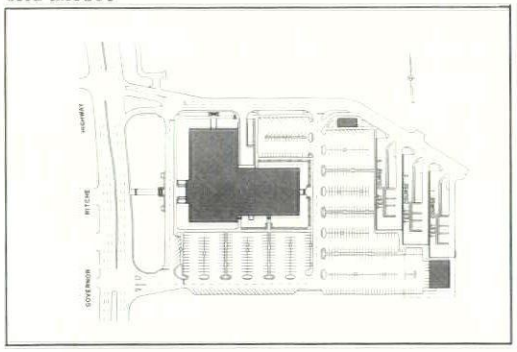


INTERIOR DETAIL

TEST COURSES



SITE LAYOUT



AERIAL VIEW OF FACILITY

DRIVER TEST COURSES

The engineer is often responsible for developing projects with unusual aspects and for which there may be little precedent. Such is the new Maryland Department of Motor Vehicles Headquarters with its Driver Test Courses.

The 214,000-square-foot building houses more than 700 employees of the Department, and adjacent parking space is provided for 590 cars. But the area behind the building is the unique feature of the project. Here are the three off-street courses for the testing of drivers without conflict with public traffic. The courses are separated by crash walls and are monitored from a control tower. Each U-shaped course is divided into two parts, permitting two drivers to be tested simultaneously on each course.

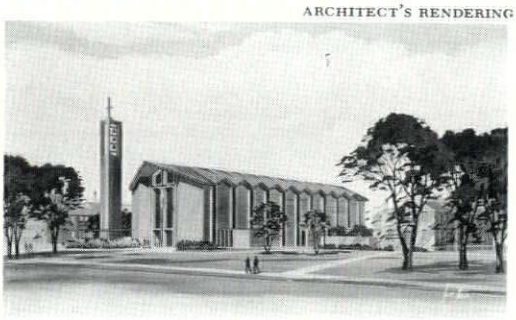
The test roadways are designed with sidewalks, curbs, grass areas, painted lanes, traffic lights and stop signs to simulate actual street conditions. The first phase of the test consists of an uphill stop and curb parking, a downhill stop and curb parking, a maneuverability test through 360 degrees, a traffic light stop and the use of turn signals. The second phase of the test involves a stop sign reaction, acceleration for ability to hold a lane, a quick stop, a backup test and curb parking.

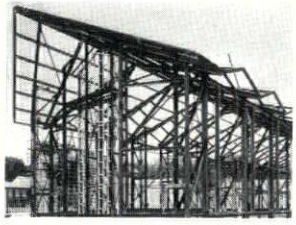
The new facility at 6503 Ritchie Highway, Glen Burnie, Maryland, was built for the DMV, John R. Jewell, Commissioner, under the supervision of the Department of Public Improvements, Albert P. Backhaus, Director.

The engineering firm of RUMMEL, KLEPPER & KAHL, Baltimore, was responsible for site planning, soils engineering, and the design and development of the test courses. The architect was FLETCHER & FLETCHER, Baltimore; structural engineer: VAN RENSSALAER P. SAXE, Baltimore; mechanical engineer: EGLI & GOMPF, INC., Baltimore. The general contractor was JOSEPH F. HUGHES, INC., Baltimore.

ST. MATTHEW'S CHURCH

ARCHITECT'S RENDERING





STEEL FRAME

Scheduled for completion this spring, St. Matthew's Church at Loch Raven Boulevard and Woodbourne Avenue, Baltimore, is an interesting example of structural engineering.

The basic building is of two-story design, 58 feet by 190 feet, with a contiguous sacristy wing of 29 feet by 48 feet. The unusual roof framing utilizes 3-hinged arches supported on trussed columns approximately 36 feet high, tied through the first floor beams. Basement headroom was conserved through composite action of the steel beam and concrete slab.

As the focal point of the entire group of parish buildings, a 91-foot free standing bell tower flanks the church's north entrance. The brick and concrete tower is surmounted by a 16-foot mosaic concrete cross and supports three large fully exposed bells.

Over the main entrance of the red brick church is a 50-foot masonry cross with an heroic size cast concrete figure of Christ crucified. Behind the figure is a large stained glass area divided into four portions by the cross motif. Additional stained glass windows are set in deep recesses along the sides of the building and run in narrow strips to the roof line.

The folded plate roof is recalled in the interior acoustical plaster ceiling. The choir gallery is located above the entrance narthex which also serves as access to the baptistry. The sanctuary is elevated six steps above the nave floor to provide maximum visibility of the altar and baldachrin by the congregation. Two side altars, two shrines and four double confessionals are included in the upper church.

All interior walls of the 48-foot-high nave in the upper church have a combined stone and architectural concrete surface, with the lower church walls faced in warm tones of textured buff brick. All floors in the air-conditioned interior are terrazzo.

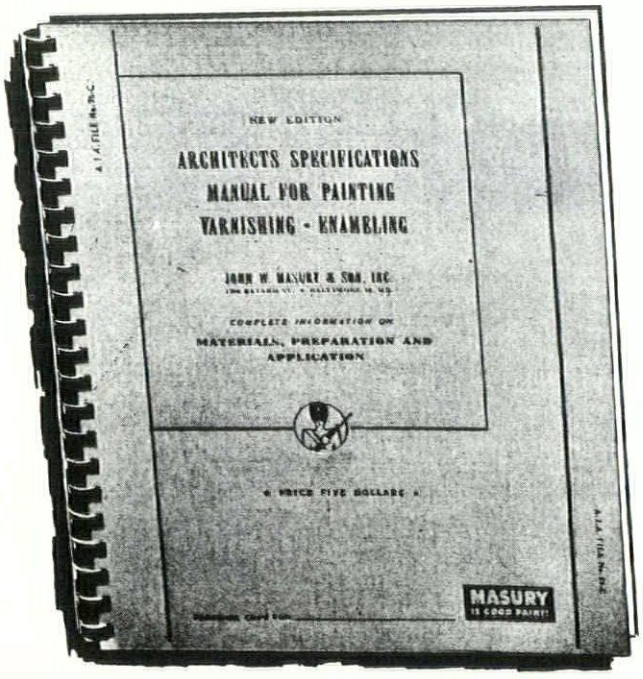
Structural engineers are J. L. FAISANT & ASSOCIATES, Baltimore. The architect is GAUDREAU & GAUDREAU, Baltimore. Mechanical engineers are EGLI & GOMPF, INC., Baltimore, and the general contractor is MORROW BROTHERS, INC., Baltimore.

FEEL DRAWN AND CORNERED ?

A sure cure for office roomatism is a little Lucas Liniment—terrific medicine for soothing aching space and a veritable balm for growing pains. The Lucas Design Group specialize in the field of interior layout, design and furnishing. They make stuffy, limp offices sing with light, space and flowing smoothness. Have your secretary make an appointment for you, soon, with one of our designers. MU 5-3000

LDG
LUCAS DESIGN GROUP

Contract Interior Planning Division of Lucas Brothers, Inc.
221 E. Baltimore Street • Attractive Purchase or Lease Plans



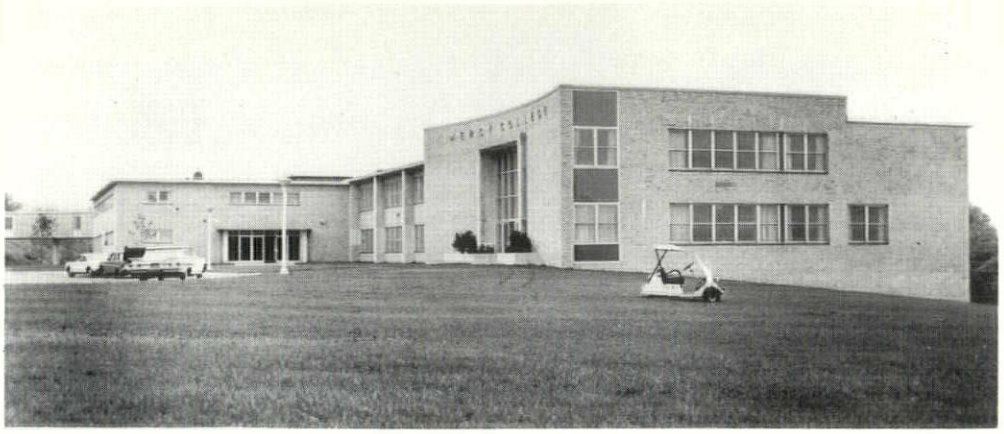
ARCHITECTS SPEC BOOK

Upon request we will be happy to present you with your individual copy of Masury's Architects Specification Manual. We are sure you will find one of these modern books an invaluable aid in choosing and specifying finishes.

"FOR THE FINISHING TOUCH"

MASURY
IS GOOD PAINT!

John W. Masury & Son, Inc., P.O. Box 778 Baltimore 3, Md.



MOUNT MERCY

Sisters of Mercy, Dobbs Ferry, New York

Architects:
Kiff, Colean, Voss & Souder
The Office of York & Sawyer

General Contractor:
Stewart M. Muller Construction Co., Inc.

Rustique Blend of Homewoods was selected to face this magnificent group of college buildings situated on a beautiful site overlooking the Hudson River. Over 800,000 Rustique bricks were supplied.

BALTIMORE BRICK COMPANY
3200 EAST MADISON ST. AT EDISON HWY.
BALTIMORE 5, MD. ORLEANS 5-0260

ARROW CABINET CO., INC.

Builders of Custom Kitchen Units and Cabinet Work
Shoemaker & Falls Roads
Baltimore 9, Maryland
VAlley 5-1111

PROJECT:

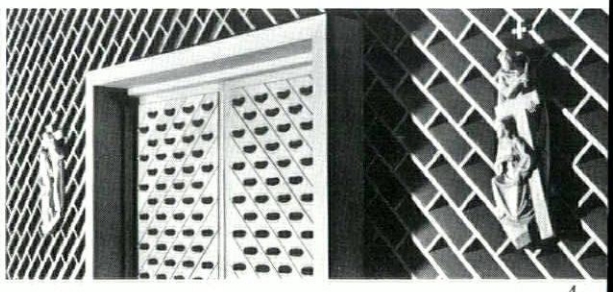
Residence of
Dr. and Mrs. E. Hoachlander,
Hagerstown, Maryland

ARCHITECT:

Wilson & Christie
Towson, Maryland

BUILDING CONGRESS & EXCHANGE OF BALTIMORE 1962 CRAFTSMANSHIP AWARDS

1. ADMINISTRATIVE HEADQUARTERS BUILDING, Friendship International Airport
   Owner—Martin-Marietta Corporation
   Archt—Donald B. Ratcliffe
   Engr—Egli & Gompf, Inc.
   Contr—John McShain, Inc.
   Awards To:
   H. E. Crook Company, Inc., for ceilings and lighting fixtures
   Overly Manufacturing Company for aluminum spandrels and column jackets
2. BASILICA OF THE ASSUMPTION OF THE BLESSED VIRGIN MARY, Cathedral and Mulberry Sts.
   Owner—Archdiocese of Baltimore
   Engr—Henry Adams, Inc.
   Contr—Paul-Rice Engineering Co.
   Award To:
   Cogswell Construction Company for cutting and patching of openings for air conditioning system
3. BROADWAY MEDICAL OFFICE BUILDING, Broadway and Jefferson Street
   Owner—Broadway Development Corporation
   Archt—Cochran, Stephenson & Wing
   Engr—Henry Adams, Inc.
   Contr—Morrow Brothers, Inc.
   Award To:
   M. Nelson Barnes & Sons, Inc., for piping and mechanical equipment installation in basement
4. CHAPEL OF CARMELITE MONASTERY, 1318



4.

10.

Dulaney Valley Road
Owner—The Carmelite Sisters of Baltimore
Archt—Edward H. Glidden, Jr.
Contr—Consolidated Engineering Co.
Awards To:
Carroll M. Elder for cylindrical aluminum lighting fixtures
Turover Mill & Lumber Co. for main entrance doors, doors between narthex and nave, and altar rail
Consolidated Engineering Co., Inc., for wood louver screens at narthex and sanctuary ends of chapel

5. CHESAPEAKE RESTAURANT, 1700 N. Charles Street
Owner—Sidney Friedman
Archt—Border & Donaldson
Contr—Travelstead & Sons Constr. Co.
Awards To:
Sorensen Construction Corporation for exterior and interior brickwork
Conrad Protzman, Inc., for cabinetry

6. CHILDREN'S VILLAGE, Dulaney Valley Road
Owner—Archdiocese of Baltimore
Archt—Edward H. Glidden, Jr.
Contr—Henry A. Knott, Inc.
Award To:
The Baker Cork & Tile Company of Baltimore, Inc., for flexwood veneer wall covering in chapel

7. HEBBVILLE ELEMENTARY SCHOOL, 3335 Washington Avenue, Baltimore County
Owner—Board of Education of Baltimore County
Archt—Border & Donaldson
Engr—Egli & Gompf, Inc.
Contr—Philip Vizzini & Son, Inc.
Award To:
A. Stewart Gamber for insulation installation in general

8. REPAIRS TO EXISTING ADMINISTRATION BUILDING DOME, 601 N. Broadway
Owner—Johns Hopkins Hospital
Archt—Office of James R. Edmunds, Jr.
Contr—Earley Studio, Inc.
Awards To:
Earley Studio, Inc., for fabrication of mosaic concrete panels to duplicate ornamental cast iron at base of dome
Albert D. Battista & Sons for erection of concrete panels at base of dome

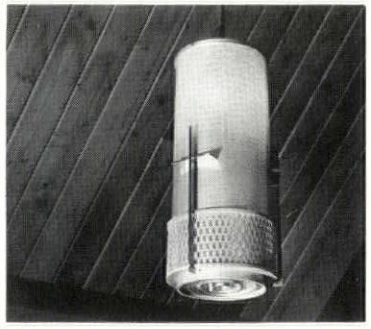
9. RESIDENCE, Hillside Road off Falls Road
Owner—Mr. and Mrs. James Price, IV
Archt—Donald B. Ratcliffe
Contr—The Andrew Building Company
Award To:
The Andrew Building Company for carpentry

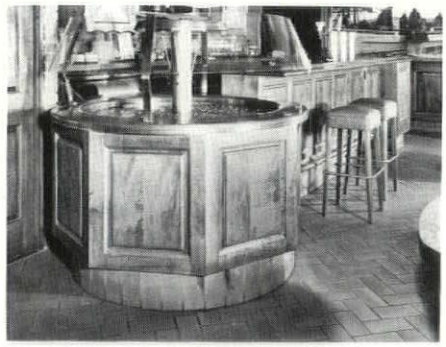
10. RESIDENCE, 917 Army Road
Owner—Donald B. Ratcliffe
Archt—Donald B. Ratcliffe
Contr—Donald B. Ratcliffe
Award To:
The Fingles Co. for copper fireplace hood

11. SANCTUARY, 8100 Stevenson Road
Owner—Chizuk Amuno Synagogue
Archt—Daniel Schwartzman
Contr—The E. Eyring & Sons Company
Awards To:
R. Russell Blizzard, Inc., for plastering of main sanctuary ceilings
The E. Eyring & Sons Company for installation of millwork

12. WINGS 7 and 8 OF BANCROFT HALL, Naval Academy, Annapolis, Md.
Owner—Department of the Navy, Bureau of Yards and Docks
Archt—George M. Ewing Co.
Contr—Baltimore Contractors, Inc.
Awards To:
J. Edward Linck Sheet Metal Works for copper roofing
General Bronze Corp. for architectural bronze metal work of the entrance marquee and the cantilever bridges
Northwest Tile & Terrazzo Co. of Montana, Inc., for plastic mosaic exposed concrete paving of formation area and sidewalks


1.


4.


5.


9.

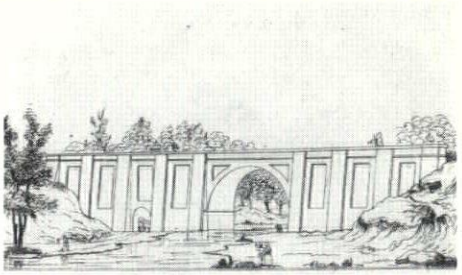
ARCHITECTS' DIRECTORY OF QUALITY PRODUCTS & SERVICES

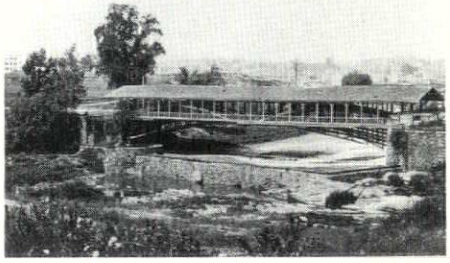
REMOVE AND RETAIN THIS PAGE FOR QUICK REFERENCE

BLEACHERS & GRANDSTANDS	**SAFWAY STEEL PRODUCTS, INC.**, 236 N. Franklintown Rd., Baltimore 23	CE 3-4900
BRICK & FACE BRICK	**BALTIMORE BRICK CO.**, 3200 E. Madison St., Baltimore 5	OR 5-0260
	UNITED CLAY & SUPPLY CORP., 3000 Druid Park Drive, Baltimore 15	LI 2-8500
	VICTOR CUSHWA & SONS, Williamsport, Md.	CA 3-2511
CABINETRY	**ARROW CABINET CO., INC.**, Shoemaker & Falls Rds., Baltimore 9	VA 5-1111
	CONRAD PROTZMAN, INC., 2325 Banger St., Baltimore 30	MI 4-3222
CERAMIC TILE	**UNITED DISTRIBUTORS, INC.**, 5710 Erdman Ave., Baltimore 5	BR 6-7300
CONCRETE PRODUCTS	**UNITED GLAZED PRODUCTS**, 506 S. Central Ave., Baltimore 2	VE 7-0720
CONCRETE TECHNICAL DATA	**PORTLAND CEMENT ASSN.**, 512 Keyser Bldg., Baltimore 2	MU 5-1958
ELECTRICAL CONTRACTORS	**BLUMENTHAL-KAHN ELECTRIC CO., INC.**, Owings Mills, Md.	HU 4-1200
FOLDING DOORS, PARTITIONS	**PELLA SALES CO.**, 5005 Harford Rd., Baltimore 14	CL 4-2190
GALVANIZING, HOT DIP	**THE SOUTHERN GALVANIZING CO.**, 1620 Bush St., Baltimore 30	VE 7-3838
GENERAL CONTRACTORS	**THOMAS HICKS & SONS, INC.**, 106 W. Madison St., Baltimore 1	MU 5-3430
	HENRY A. KNOTT, INC., 2406 Greenmount Ave., Baltimore 18	HO 7-4970
	LARDNER & WICH, INC., 915 Sterrett St., Baltimore 30	PL 2-0345
	MORROW BROTHERS, INC., 2315 N. Charles St., Baltimore 18	BE 5-8390
	PIRACCI CONSTRUCTION CO., INC., 2552 Woodbrook Ave., Baltimore 17	PA 8-0700
GLASS & ARCHITECTURAL METAL CONTRS.	**THE SOUTHERN PLATE GLASS CO.**, 2519 Pennsylvania Ave., Baltimore 17	LA 3-7200
HARDWARE	**ANDERSON & IRELAND CO.**, 111 Light St., Baltimore 2	LE 9-6390
	COMMERCIAL HARDWARE, Pier 6, Baltimore 2	685-2796
INTERIOR DESIGNERS	**THE H. CHAMBERS CO.**, 1026 N. Charles St., Baltimore 1	SA 7-4535
	INTERPLAN (Div. Baltimore Stationery Co.) Calvert & Lombard Sts., Baltimore 2	LE 9-4566
	LUCAS BROS. INC., 221 E. Baltimore St., Baltimore 2	MU 5-3000
LANDSCAPING	**TEN OAKS NURSERY & GARDENS INC.**, Clarksville, Md.	HO 5-4100
MECHANICAL, ELECTRICAL CONTRACTORS	**RIGGS DISTLER & CO.**, 216 N. Calvert St., Baltimore 2	SA 7-6543
PAINT	**DURON PAINT MFG. CO., INC.**, 10410 Trucker, Beltsville, Md.	GR 4-7400
	JOHN W. MASURY & SON, INC., 1403 Severn, Baltimore	VE 7-5150
PHOTOGRAPHERS	**MAX ARAUJO** (Colony Publishing Corp.) 1220 Curtain Ave., Baltimore 18	HO 7-2957
PRE-CAST ARCHITECTURAL CONCRETE PRODUCTS	**BOWEN COMPANY**, 1120 N. Appleton St., Baltimore 17	LO 6-9000
	TECFAB INCORPORATED, 10800 Hanna St., Beltsville, Md.	GR 4-6211
STONE PRODUCTS	**C. E. WEAVER STONE CO.**, Butler, Md.	TE 3-0717
WALL COVERINGS	**KARL LUEBBERS & CO.**, 2301 N. Charles St., Baltimore 18	BE 5-4161
WINDOWS & CURTAIN WALLS	**SOUTHERN SASH & DOOR CO.**, 2523 Pennsylvania Ave., Baltimore 17	NO 9-8555

THOMAS VIADUCT

CARROLTON VIADUCT





BELVIDERE BRIDGE

It will take a little bit of trouble to make a pilgrimage to the Carrollton Viaduct. Go down Wilkens Avenue to the 2600 block and turn south on Brunswick street into the stockyards. Walk a few feet to the railroad, and there it is.

Two young men employed by the railroad when the Carrollton Viaduct was being built became famous Baltimore engineers, Benjamin H. Latrobe II, and Wendell Bollman. Latrobe (1806-1878) was the son of the great architect who designed our old Cathedral, but turned his talents to engineering and eventually became the Chief Engineer of the B & O Railroad. His first great job was on the Thomas Viaduct of the railroad over the Patapsco River.

The original Main Line of the railroad was constructed to follow the Patapsco River valley westwards into the Frederick valley, a route still in use for freight service, but a "branch" line was also planned to Washington. This required crossing the river itself, and here at Relay in 1828 was begun a tremendous span of eight masonry arches 612 feet long and 66 feet above the water, and constructed on a curve. It was finished in 1835, and has carried B & O Railroad trains ever since. Professor Carl W. Condit says in his recent *American Building Art* (New York, 1960) "Thomas Viaduct is an architectural as well as a functional masterpiece."

It is not difficult to view the Thomas Viaduct. The best approach is from the Patapsco State Park. You can drive under it, and savor the power of the great arches and the fine texture of the masonry.

Wendell Bollman(1814-1889) began his career as an apprentice pharmacist, then turned to carpentry, but took a job in 1828 in a construction gang on the B & O Railroad. After some roving work as a carpenter, he rejoined the railroad in 1837 in the construction department and worked his way up to the post of "Master of the Road." In 1858 he went into his own business as W. Bollman and Company, later called the Patapsco Bridge & Iron Works.

Bollman's "Patent Iron Suspension Trussed Bridge" was developed in 1850, and was a simple rectangular wooden truss with wrought iron diagonal braces, and a system of radiating iron rods from the upper ends of the truss to the foot of every post. The end posts were heavy cast iron. The radiating rods transferred the deck load to the end posts, and through them as a compressive load on the top chord of the truss. It was highly successful for moderate spans, but superseded for longer spans by other systems.

Bollman was internationally famous as a bridge builder. Not many of his patent truss bridges have survived, but he built dozens of them, as well as cable suspension bridges, in South America, Cuba, and in the West. Not the least interesting of his works is the cast iron dome for Baltimore's City Hall.

—WILBUR H. HUNTER, JR.

BALTIMORE CHAPTER SEMINAR

ON JANUARY 25TH, THE BALTIMORE CHAPTER, AIA, HELD ITS SEMINAR ON COMPREHENSIVE ARCHITECTURAL SERVICES AT THE SHERATON-BELVEDERE HOTEL. THE ONE-DAY SESSION WAS LED BY PANELISTS CLINTON E. BRUSH III, AIA, NASHVILLE, TENNESSEE; ROBERT HASTINGS, FAIA, DETROIT, MICHIGAN; AND WILLIAM G. LYLES, AIA, CHARLESTON, S. CAROLINA

AT THE BANQUET FOLLOWING A COCKTAIL HOUR SPONSORED BY THE BALTIMORE CHAPTER OF THE PRODUCERS COUNCIL, NATIONALLY KNOWN ARCHITECT MORRIS KETCHUM, FAIA, WAS THE GUEST SPEAKER. HIS TALK ON THE "QUALITY OF DESIGN" DISCUSSED A SUBJECT OF PRESSING IMPORTANCE IN THIS AREA AS WELL AS NATIONALLY.

ATTENDING THE SEMINAR WERE REPRESENTATIVES OF SEVERAL OTHER AIA CHAPTERS, AND THE AFFAIR WAS OPEN TO INTERESTED MEMBERS OF THE PUBLIC.

Pictorial Credits

7 MAX ARAUJO
8 courtesy, BALTIMORE FIRE DEPARTMENT
10 MAX ARAUJO
13 S. YEARDLEY SMITH
14 courtesy, J. L. FAISANT & ASSOCIATES
15 MAX ARAUJO; Compressors, HENRY NAYLOR
16 BLAKESLEE-LANE
17 courtesy, J. L. FAISANT & ASSOCIATES
19 Photo & Drawing, courtesy, RUMMEL, KLEPPER & KAHL
21 courtesy, J. L. FAISANT & ASSOCIATES
24 MAX ARAUJO
25 1. courtesy, DONALD RATCLIFFE; 4., 5., 9. MAX ARAUJO
31 courtesy, THE PEALE MUSEUM

ACKNOWLEDGEMENT

THE STAFF OF ARCHITECT'S REPORT WISHES TO EXPRESS SINCERE THANKS TO S. YEARDLEY SMITH OF THE CONSULTING ENGINEERS COUNCIL FOR HIS KEEN INTEREST IN THIS ISSUE, FOR HIS CONSCIENTIOUS AND VERY ABLE EDITORIAL GUIDANCE AND FOR HIS HOURS OF PLAIN HARD WORK IN THE MAGAZINE'S BEHALF. WE ALSO WANT TO THANK ALL THE ENGINEERS WHO SUBMITTED EXHIBITS FOR EDITORIAL CONSIDERATION AND THOSE WHO PREPARED SPECIAL MATERIAL FOR THIS ISSUE.

BALTIMORE CHAPTER NEWS & NOTES

The Chapter pauses in sorrow and respect at the sudden taking from us of our fellow member, EDWARD YEE WING. We remember his pride and capability in the discharge of his Chapter responsibilities; his effectiveness in numerous inter-professional activities. Above all we think of him as a responsible and effective practitioner of architecture. Born in Canton, China, he was a graduate of the Unversity of Alberta, Canada, and held a master's degree in architecture from the University of Illinois and one in City Planning from M.I.T. He became a partner in the architectural firm of Cochran, Stephenson & Wing in 1947.

The newly installed members of the Chapter are: GRINNELL W. LOCKE, President; JAMES R. EDMUNDS III, Vice President; ORIN M. BULLOCK, JR., Secretary; CHARLES H. RICHTER, JR., Treasurer; ALEXANDER S. COCHRAN, WILLIAM BOULTON KELLY, JR., Directors.

GRINNELL W. LOCKE, editor of ARCHITECTS' REPORT since before it became a magazine in 1958, will become senior editor, effective with the Spring, 1963, issue. Says Grinnell: "For the last ten years I have enjoyed the anonymity customarily accorded an editor; however, the Chapter has finally smoked me out into the full glare of public view. Anything I say for the next twelve months must be said in the name of the Chapter. Thus, the time is opportune for me to turn the editorship of the ARCHITECTS' REPORT over to another member of the Chapter. MICHAEL F. TROSTEL has agreed to take on the job, and I trust that you will give him the same enthusiastic support you have given the Report since its inception."

Mike has served on the magazine's editorial board since 1961, and as chairman of the Chapter's Program Sub-Committee. He holds a masters degree in architecture from the University of Pennsylvania and is a diplomé of L'Ecole des Beaux Arts, Fontainebleau, France. He is with the Office of James R. Edmunds, Jr., and has served on the faculty of Maryland Institute.

JEAN LITTLE, art director of ARCHITECTS' REPORT since 1960, has retired from professional life to take up once again full time her private role as Mrs. William F. Hallstead. Jean saw the magazine through a trying period two years ago and was responsible for the format the publication maintained through the past very successful year. Her ability, determination and beautiful red hair will be missed.

Our new art director is DALE TOTTEN, a graduate of Kent Hill Preparatory School, Kent Hill, Maine, and Newark School of Fine and Industrial Arts, Newark, N.J. He has had supplementary training at Maryland Institute and is a talented fine artist in his own right. This Winter issue is Dale's first for ARCHITECTS' REPORT.

At the December Conference of Architectural Magazine Editors held by National Headquarters, AIA, at the Octagon, ARCHITECTS' REPORT was one of seven architectural regional magazines awarded a certificate of merit. In all, some 24 publications were judged by CHLOTHIEL W. SMITH, FAIA, nationally noted architect; THOMAS CREIGHTON, FAIA, editor of "Progressive Architecture"; and RALPH PATTERSON, art director of "Nation's Business." The award reads: "in the opinion of the Award Jury, Architects' Report exhibits an exceptionally lively concern for civic problems which affect architecture, planning and fine arts in its publishing area, thereby rendering an outstanding service to its readers and to the public." The other publications given merit citations are: "Arizona Architect," "The Charette," (Pittsburgh), "New Mexico Architect," "Potomac Valley Architect," "Southern California Architect," and "Omniart" (San Diego). We take pride in the fact that two of the seven award winners are published in the Chesapeake Bay area.

Our Fall issue continues to do very well with requests for additional copies still coming in up to Winter issue press time. Up to this writing, we have supplied requests for 330 additional copies of the magazine and 2200 additional copies of the "Breakthrough In Baltimore" insert. Copies of the insert are still available at prices ranging from 27½¢ each down to 14¢ each, depending upon the quantity ordered.

NEWS BRIEFS

Architects will remember the booklets by EDWIN BATEMAN MORRIS, SR., FAIA, using pen and ink drawings to illustrate aspects of various cities. These booklets are being collected in one volume for publication under the title, "Pen and Inklings." The book will show, in and adjacent to cities, bridges, all-window fronts, no window fronts, underrated, overrated and perforated fronts, slums, alleys and other phases of urban life. Mr. Morris states that he is sending individual notices, or "warnings," to all AIA members "deemed to have the $3.00 price." The following architects are acting as advisors to the publication: J. ROY CARROLL, JR., FAIA; JOHN NOBLE RICHARDS, FAIA; GLENN STANTON, FAIA; and LUTHER MORRIS LEISENRING, FAIA. Assistant editor is CARL EBERT. Mr. Morris' address is 5517 Grosvenor Lane, Bethesda 14, Maryland.

The JOINT ANNUAL CONFERENCE ON CHURCH ARCHITECTURE will be held at the Olympic Hotel, Seattle, Washington, March 4th-8th. The Conference is sponsored by the Department of Church Building & Architecture of the National Council of Churches of Christ in the USA, and the Church Architectural Guild of America. Speakers will include PIETRO BELLUSCHI, FAIA; DR. MARTIN E. MARTY, noted theologian and author; and THE REV. EDWARD N. WEST, distinguished authority on ecclesiastical art. The Conference will feature a national church architectural competition, ecclesiastical arts, crafts and products exhibits, and tours of outstanding Seattle churches. Those interested are invited to contact the Church Architectural Guild, DuPont Circle, Washington 6, D.C.

THE PORTLAND CEMENT ASSOCIATION has available a comprehensive hard cover book titled, "Architectural Applications of Concrete in Buildings." The volume has been prepared for the 1964-65 New York World's Fair. Largely pictorial and non-technical, it is available to architectural firms on request.

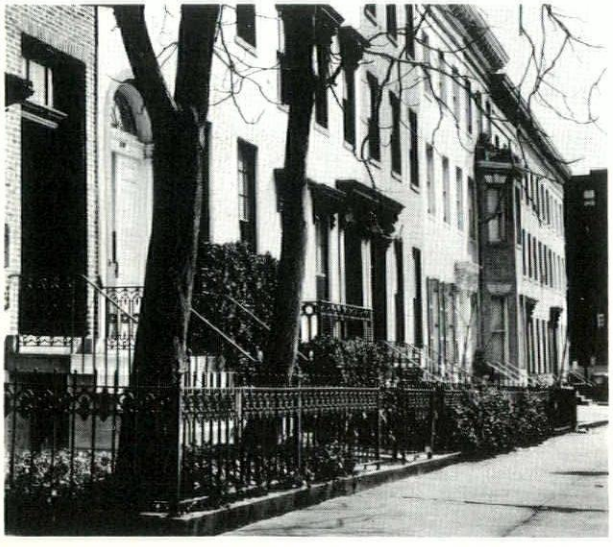
THE C. E. WEAVER STONE COMPANY announces the promotion of LARRY COUCHMAN to the position of vice president and his election to the board as Director of the Architectural Services Division. This Division, now in its third year, is devoted entirely to assisting architects in the specification and use of natural stone and natural stone products.

Return Requested
1025 St. Paul Street Baltimore 2.

NATIONAL ADVERTISING REPRESENTATIVE:
Peter Bovis & Associates,
10 WEST 45TH STREET, N.Y. 36, N.Y.
Phone 212 687-8890

Bulk Rate
U. S. POSTAGE
PAID
BALTIMORE, MD.
PERMIT NO. 1167

Mr. Walter A. Taylor
1735 New York Avenue, N.W.
Washington 6
D. C.



NEXT ISSUE

OUR ARCHITECTURAL HERITAGE

For the third successive year, our Spring issue will concern the rich architectural heritage of the Chesapeake region. Distilling facets of this inexhaustible subject will be Wilbur Hunter of the Peale Museum, Terry Morton of the National Trust for Historic Preservation, Orin Bullock, AIA, of Baltimore Urban Renewal and Housing Agency, and other Chesapeake area writers. Space for architectural exhibits is extremely limited. If you have something outstanding in rehabilitation or renewal of venerable buildings you would like to submit, please call Editor Mike Trostel, AIA, at SA 7-3944.