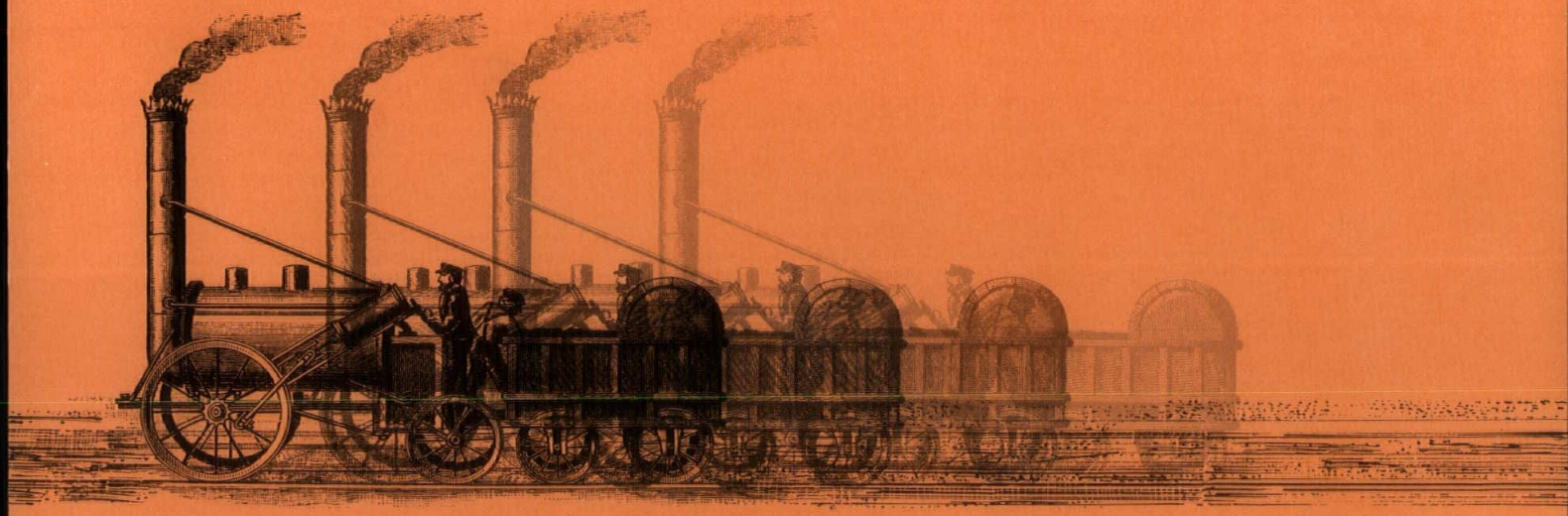
SKYLINES

MIDWEST ARCHITECT / JUNE JULY 1967

TRANSPORTATION



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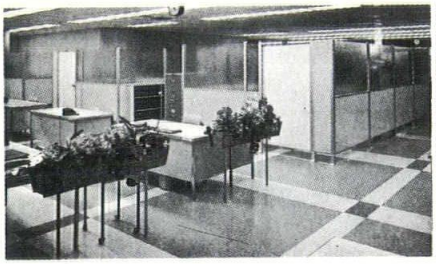
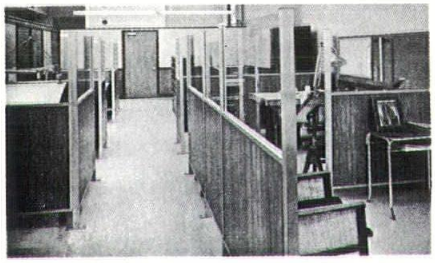
Representative partitioning examples indicate the unusual versatility of the O'BRIEN line, bringing practical interior layouts within reach of any organization. Below: Utilizing Masonite Hardcote, general office view, Clipper Manufacturing Co.

Neville, Sharp & Simon, A.I.A., Architects
Winn-Senter Construction Co.
General Contractors



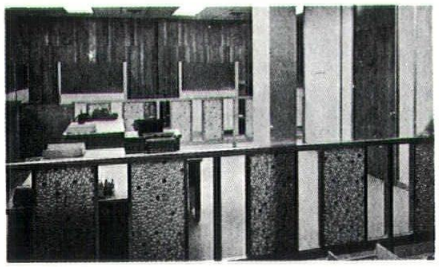
Neat and orderly individual work space for artists of Medco, Inc. is provided by maintenance-free, pre-finished Masonite Royalcote panels and anodized aluminum. (below)

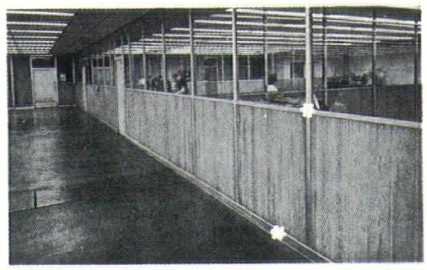
Morris Schecter, A.I.A., Architects
Masters Construction Co., Inc.
General Contractors



A Kansas City Life Insurance Co. office features railing dividers of Tropicell with aluminum; Partitions are vinyl-covered panels.

Architect for Kansas City Life Insurance Co., Earl D. Clark, Jr.
Project Architect, Herbert E. Duncan & Associates, A.I.A.
General Contractor, John M. Fogel Construction Co.

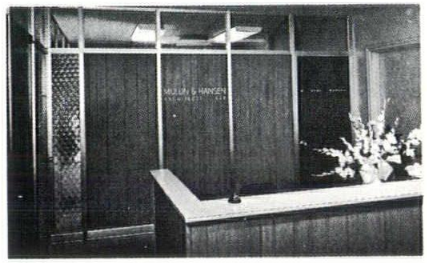




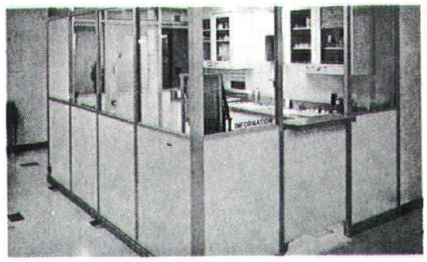
Earl D. Clark, Jr., Architect
Collins Construction Co.
General Contractors

✱ PAT. PENDING

Partitioning is ideal for production areas, too. Plant view of Electro Dynamics Corporation (above) indicates how partitioning of Masonite Royalcote adds beauty as well as efficiency.

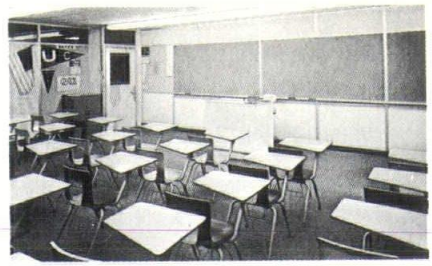


Inviting reception areas can be created within limited space, as indicated in the example above — the offices of Mullin and Hansen, A.I.A., Architects. Materials are Masonite Royalcote Panel with combinations of glass and anodized aluminum.



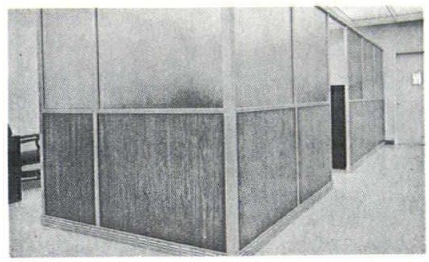
Neville, Sharp & Simon, A.I.A., Architects
Schweiger Construction Co.
General Contractors

This station at the North Plaza Hospital provides ample work space in a compact corridor. The easily-cleaned walls of Masonite Royalcote are only 1¾" thick. They may be readily re-arranged.



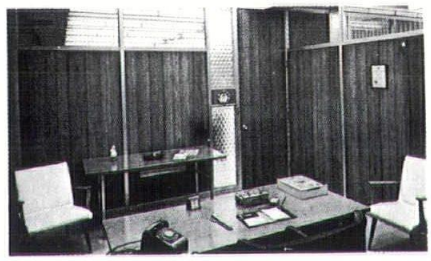
Drake-O'Meara Associates
A.I.A., Architects
Bob Eldridge Construction Co.
General Contractors

Many square feet of valuable floor space was saved by using thin, solidly-constructed partitions at O'Hara High School. Chalk, tack and pegboards are built into the movable units.



Cooper-Carlson-Robinson, A.I.A., Architects

Folger Coffee Company added 33% more desks to their general offices by efficient partitioning that improved space utilization and work flow. Paneling is beautiful Masonite Royalcote Woodgrain.



Pleasing designs in combinations of colors and materials provide ideal executive offices—the example above, utilizing Masonite Hardcote, photographed at the Glen O'Brien Movable Partition Company's general offices and plant in Kansas City, Mo.

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SKYLINES MIDWEST ARCHITECT

JUNE JULY 1967

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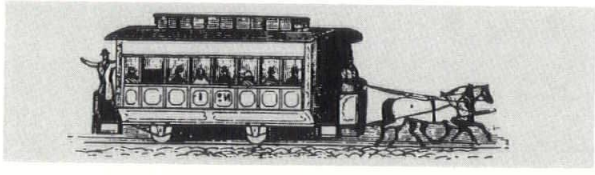

TRANSPORTATION

Elizabeth Brooker, Feature Editor

PUBLISHED BY THE KANSAS CITY CHAPTER AMERICAN INSTITUTE OF ARCHITECTS

VOLUME 17 / NUMBER 4 / JUNE JULY 1967

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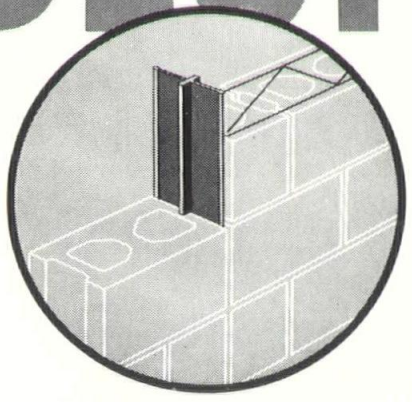

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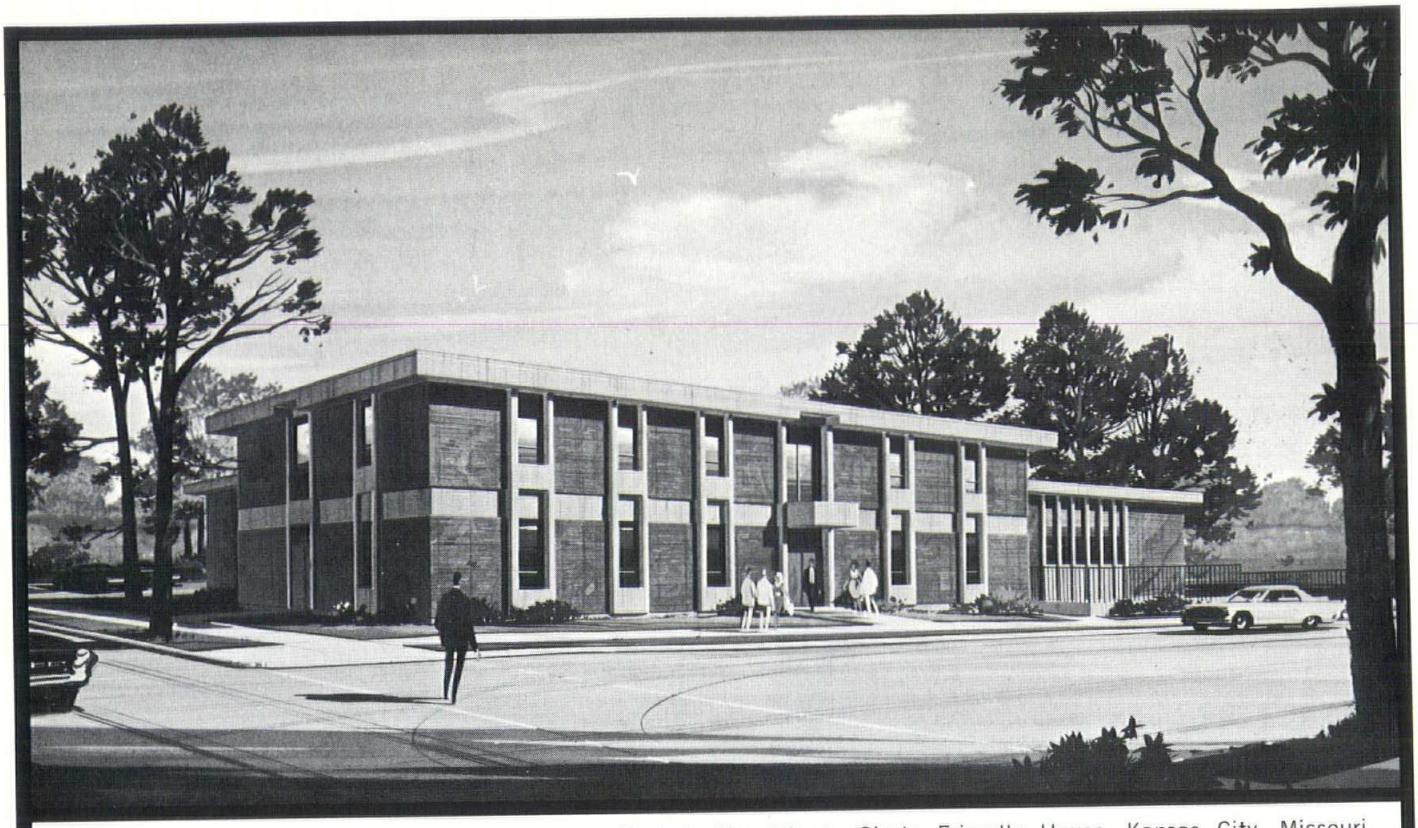

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Architect: Monroe & Lefebvre; General Contractor: Alfred Lindgren, Inc. **Masonry Contractor: Alpha Masonry.**

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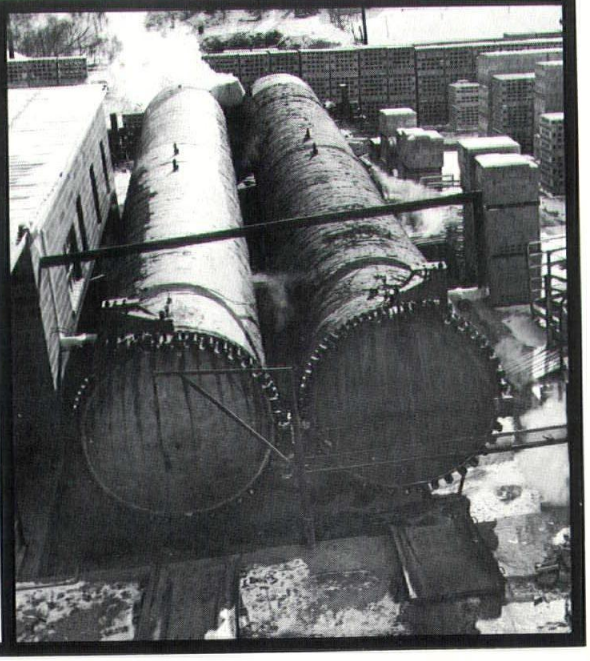


George W. Lund AIA
Chairman
SKYLINES Editorial Board

AN EDITORIAL COMMENT:

A HARD LOOK AT OUR TRANSPORTATION NETWORKS

This issue of SKYLINES concerns Transportation. This broad subject, if explored in all of its aspects, would require almost endless pages of type and illustrations. Since this is not practical for us to do, we are touching on a few locally interesting subjects—the old historical interurban line, and a particular problem: the design of an approach road to M C I.

The idea of highways and roadways as a form of art in the city or country seems to be a new one. Travelways in the past have been designed by many people with varying degrees of aptitude and different interests. Some are magnificent examples of engineering which have arisen to the stature of exciting art while many more are inept and have demeaned the cities which they were meant to serve.

After years of engineering study and numerous conferences, the International Conference in Urban Transportation held last year in Pittsburgh resulted in the conclusion that "The automobile is here to stay and the right mix of cars, buses, and trains is necessary." Better master plans, better drivers and faster transit are all needed. If this is true, what has happened to us? Getting there is not half the fun anymore! Several people, when questioned about travel, have indicated that it is even getting more difficult to read the billboards along the way at present day speeds. This very well could result in larger billboards or more accidents or both.

When roadways and highways have failed, it is because their designers have ignored their form-giving potentials and their inherent analities as works of art in and about the city. They have been thought of only as traffic carriers when, in fact, they are new forms of urban sculpture for motion. To fulfill this aim, transportation-ways must be designed by people with great sensitivity not only to structure, but also to the environment; to the affect on architecture; and to the choreography of motion.

George W. Lund

A LOOK

BACKWARDS

THE ELECTRIC INTERURBAN RAILWAYS IN THE KANSAS CITY AREA

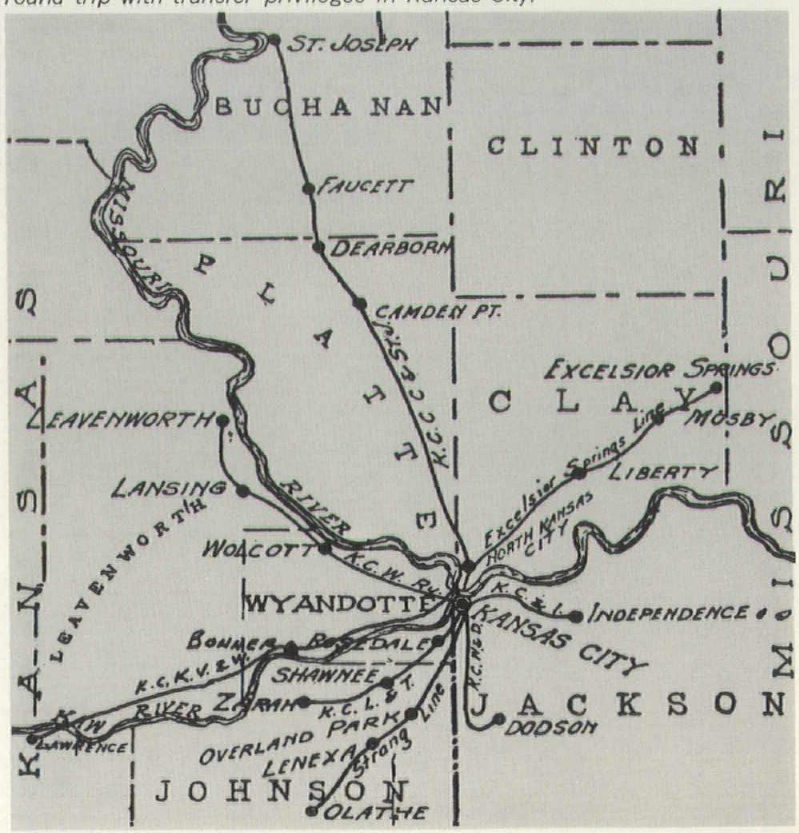
BY ELIZABETH BROOKER
FEATURE EDITOR

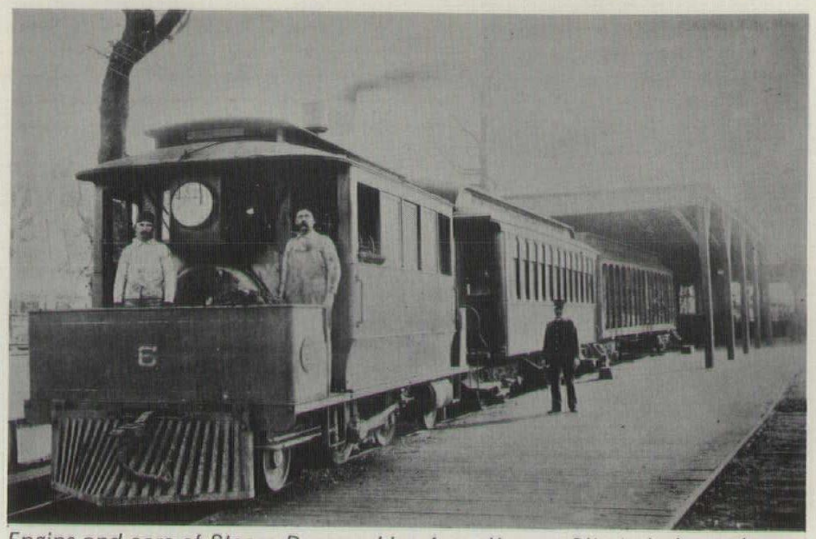
In Kansas City, as in other cities across the nation, the electric interurban railway played a major but short-lived role in the development of intercity passenger transport. Basically, it provided a transitional step from almost sole reliance upon the steam railroad to an almost equally complete dependence on the automobile. Since it offered greater convenience and flexibility for short-distance travel than the railroad, the interurban greatly increased passenger mobility in the areas that it served, but quickly gave way to the motor vehicle which offered still greater flexibility.

The interurban first appeared in the late nineteenth century, reached its peak in the first three decades of this century, then passed quickly into oblivion. The interurban was one of the most interesting forms of ground transportation, and had the development of the automobile been deterred, most interurban lines would have been as financially successful as the steam railroads. The interurban and the motor vehicle were developed in roughly the same period. Had the automobile been perfected more rapidly, the interurban would have been killed in infancy. As it was, the interurban initially far outpaced its competition, only to have the automobile surpass and eventually destroy it. The intercity electric railway was a peculiarly American institution. Substantial mileage was built in parts of continental Europe, especially in the Low Countries and Germany, but only in the United States did a widespread network develop. Part of this network was in the Kansas City area, and the growth of the city in those days followed the interurban lines.

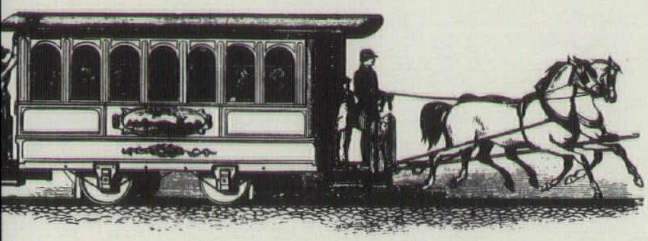
The earliest interurbans in the Kansas City area included two horse-powered lines—the Kansas City and Westport, completed in 1871, and the Kansas City and Rosedale line, which was ready for passengers ten years later. When the Kansas City and Westport line first began service, the cars traveled through nearly four miles of open country in their circuit from Fourth and Main to what is now 39th and Main, while the Rosedale line passed through several miles of open country along Southwest Boulevard. As the population boomed in the 1870's and 1880's, the first growth was along these routes. A legacy from

Kansas City's interurban railway system as it was in 1915. The 52 mile trip from Kansas City to St. Joseph took two hours and ten minutes, stopping at 26 intermediate stations. The fare was $1.30 one way, $2.40 round trip with transfer privileges in Kansas City.





Engine and cars of Steam Dummy Line from Kansas City to Independence.



the Westport line is the present Main Street route south from the Kansas City business district. The veering of Grand Avenue between 24th and 27th Streets is a reminder of the efforts of those early day railroad builders to find the easiest possible grade up the torturous hill.

In 1896, a third line, which started out as a steam dummy railroad to Independence, was converted into an electric interurban line. The wanderings of Winner Road and West Lexington show how the builders of the line solved the problem of finding the easiest grade for their right-of-way. After Kansas City and Independence grew together, this became just another line in the Kansas City streetcar system.

In this day of almost complete dependence on the automobile, it is difficult to realize the vital importance of the public transportation lines in the development and growth of Kansas City. Property values decreased sharply as the distance from the nearest public transportation line increased. Large premiums were commanded by property on or near streets with car lines.

At the peak of the interurban era, six companies operated lines out of Kansas City—one, serving Missouri points north of Kansas City; one to Dodson, Missouri; and the other four extending westward into Kansas. Passenger service to Dodson was operated by the company now known as Kansas City Transit, Inc., over tracks owned by the Kansas City & Westport Belt Railway. The original dummy steam line ran from 43rd Street in Westport, over a right-of-way that later carried the Country Club street cars, to Dodson. The line was electrified about 1910 and continued to carry passengers until long after World War II.

The other five companies were the Kansas City, Clay County & St. Joseph, with lines to St. Joseph and Excelsior Springs; the Kansas City, Leavenworth & Western, from Kansas City to Kansas City, Kansas, and Leavenworth along the west bank of the Missouri River; the Kansas City, Kaw Valley & Western, along the Kansas River to Bonner Springs and Lawrence; the Kansas City, Lawrence and Topeka, to Rosedale, Merriam, Shawnee and Zarah; and the Missouri & Kansas—usually called the Strang Line—to Olathe.

The Strang Line and the Kansas City, Lawrence & Topeka Lines started the suburban boom in Johnson County. The Strang Line spawned Overland Park. At the time the line was built in 1904, there were only two houses in Overland Park, which is now the most populous city in the county. This line, also, promoted the early growth along Highway 50 to Lenexa and Olathe.

The Kansas City, Lawrence & Topeka line was not able to get financing to build tracks the entire distance to Lawrence and Topeka, but it did reach Zarah, and was responsible for converting the small cities of Merriam and Shawnee into contiguous suburban areas, leaving few vacant lots between them.

To bolster shaky finances, this line established an amusement park, Hocker's Grove, which flourished in Merriam in the days prior to World War I.

The Kansas City, Clay County & St. Joseph line—which was the largest and most profitable of all the lines—brought suburbanites—tired of the noisy, congested city—into an area that until that time had been strictly rural. These former city dwellers flocked into the Southern Clay County area, particularly the part between Kansas City and Liberty.

The Kansas City, Kaw Valley & Western line, built in 1914, fostered the industrial growth in the Eastern Kaw Valley, particularly between Kansas City and Bonner Springs, contributing greatly to the economy of the region. In 1915, the line extended to Lawrence, and for many years provided hourly service between Kansas City and Lawrence.

The Kansas City, Leavenworth and Western Railway was the first electrified interurban to be built in the Kansas City area. Starting in 1900, this line did well financially for many years, and over nearly four decades carried more passengers than any other Kansas electric interurban. This was one of the few lines to survive the worst part of the depression. It continued to operate until 1938 when the building of the dam for Wyandotte County Lake flooded a portion of the line and funds were not available for track relocation.

As hard-surfaced roads began to appear where formerly there had been none, the increase in travel by private car was felt by the interurban. And, what the automobile had started, the depression soon finished.

One of the more successful of the Kansas City area interurbans, the Kansas City, Clay County & St. Joseph, was oddly enough one of the first to quit business. Had the owners of this road been willing to hold out a year or so, it could have lasted for many years; however, the line entered receivership in 1930 and was abandoned in 1933—one of the few cases in the entire country the owners deliberately liquidated a road early in the period of decline so as to withdraw as much money as possible.

The Kansas City to Zarah line was continually in financial difficulty, and the line was abandoned in 1927. Local interests formed a new company in 1928 for freight service to Merriam and Shawnee, but were unable to cover expenses and the line was completely abandoned in 1934.

The Kansas City, Kaw Valley line, despite the volume of business to Lawrence, was unable to cover operating expenses and was in bankruptcy by the late twenties. In 1929, it was reorganized, but all passenger service was stopped by 1935. The line did continue freight service to the cement plant east of Bonner Springs until late 1961, when part of its right-of-way was taken over by the State of Kansas for use in expanding Kansas Highway 32.

The Strang line managed to continue operations until mid-1940, but, again, competition from the automobile and faltering finances forced operations to shutdown. This ended the last independent interurban passenger service in the area.

In their time, the electric cars served well the transportation needs of a growing metropolitan area and this essential contribution cannot be overlooked.

Car of the Kansas City to Westport Interurban (eventually the Country Club line). In winter there was often a stove inside and straw on the floor to warm the feet.

Photographs courtesy The Missouri Valley Room Kansas City, Missouri Public Library.

Cars of the Kansas City, Clay County and St. Joseph Railway outside the original station at 13th and Walnut.

THE KANSAS CITY

AREA TRANSPORTATION AUTHORITY

The Kansas City Area Transportation District and the Kansas City Area Transportation Authority were created and authorized on December 28, 1965, by the signing of a Compact between Kansas and Missouri. In the 16 months since that signing, the Authority has adopted By-Laws, appointed William Icenogle to be Executive Director of the Authority and established offices at 127 West Tenth Street, Kansas City, Missouri. The Authority has plans to appraise the private transit companies in the area and, eventually, negotiate purchases. At this time, the Authority is waiting for funds to use for this purpose.

In its first Annual Report, the Authority made the following comments:

"In 1965, the Transportation Planning Commission of Greater Kansas City, Missouri, and the Johnson-Wyandotte Planning Commission contracted with W. C. Gilman & Company and Howard, Needles, Tammen & Bergendoff to conduct a study of mass transit in the Kansas City metropolitan area. This study is in two parts: (1) an inventory of existing transit facilities in the area and (2) recommendations for improvement of service in the area, for consolidating the various systems into one integrated system and recommendations as to public ownership of these systems.

Part one of this study has been completed and is now in the hands of the Commissioners. Part two is in the final stages of completion. It is expected that this study will furnish valuable information and guidance to the Commissioners.

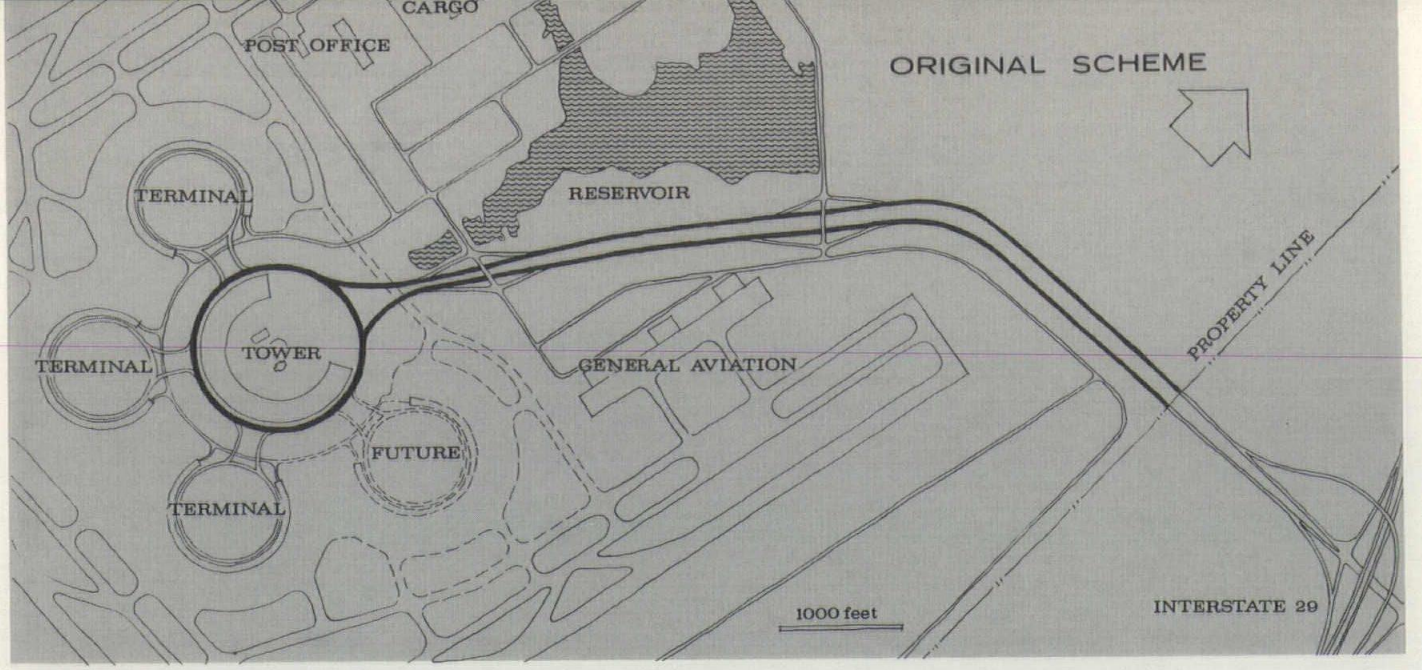
The Commissioners plan to commence negotiations in the near future for acquisition of the transit operating properties within the District and for consolidation of these properties into one unified system. The Commission is now exploring various methods of financing such acquisition.

The Commission hopes to commence an engineering study to determine the mass transportation requirements to and from Mid-Continent Airport. It is planned to examine the various systems available for this and the feasibility of each. The Commission intends to be prepared to handle this transportation by the time this Airport is opened for full operation.

The primary problem facing this Authority, like all others, is financing. As now constituted, once it becomes an operating agency, this Authority will be limited in its financial ability to render services by the monies it receives in fares from its patrons. Mass transportation of people is one of the most serious problems of this and all other metropolitan areas. Mass transit is the most efficient way to handle this problem. However, with rising costs of operation and the change in urban living patterns, experience has shown that the service required cannot be furnished by the funds available from reasonable fares alone.

The Congress, in an attempt to solve this problem, enacted the Urban Mass Transportation Act of 1964 with amendments in 1966. Under this law, funds are made available on a two for one basis to local public agencies for improvement of local mass transportation. In order to receive such aid, one-third of the net project cost must come from local matching funds from a source other than fare box revenues. Since such local funds have not been available, hardly any aid under the Urban Mass Transportation Act has been received in the States of Kansas and Missouri.

Under these circumstances, it is essential that thought be given to some plan whereby such local matching funds can be made available if we are to reach any solution to this problem of moving people within our metropolitan areas."



The approach to Mid-Continent International Airport

by Robert Berkebile

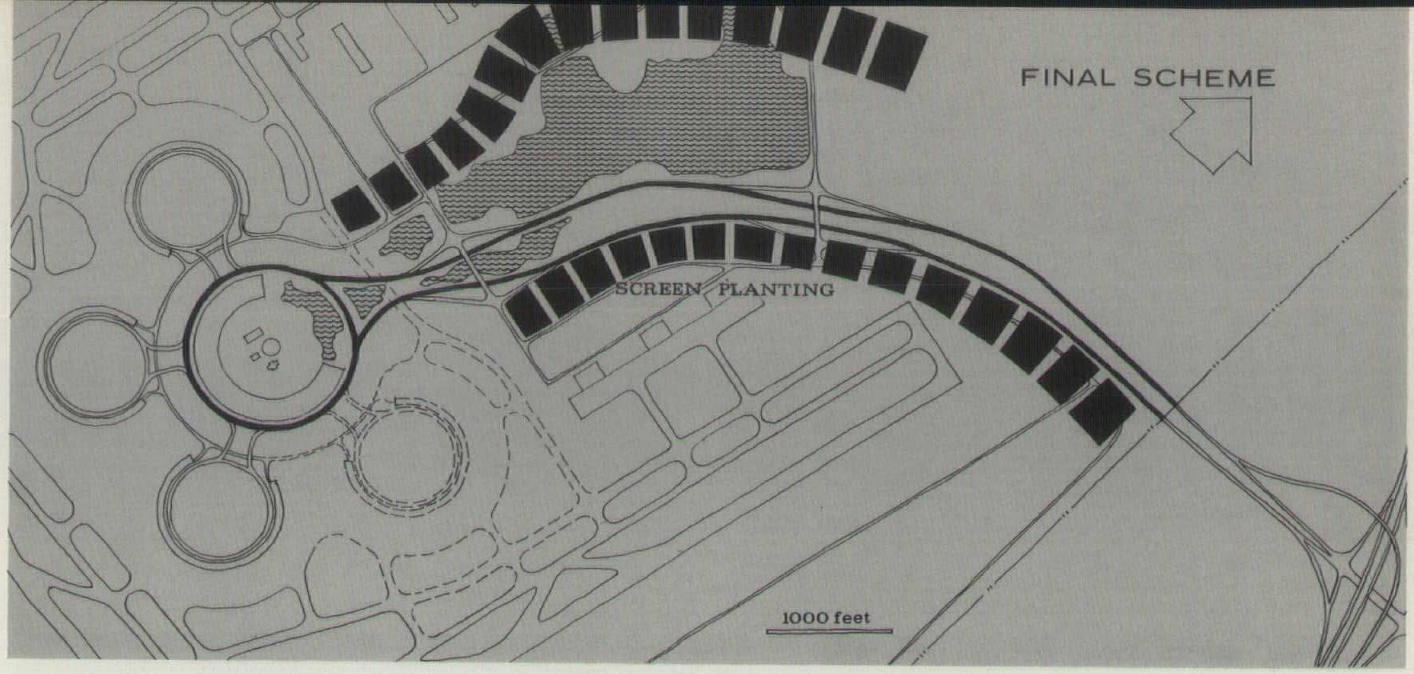
A road is an artery for moving people and goods; and more . . . Architects and Engineers typically think of roads as a necessary convenience to provide access to a building or circulation through a building complex, but rarely do we give adequate attention to the visual design of this important element, or to the contribution it can make to the environment of a project. Road alignment and elevations are commonly established in the most economical configuration in terms of land use and balanced grading without consideration of the values that treat roads as aesthetic features rather than merely traffic arteries.

The road as a design asset is long overdue for consideration. Scientifically determined functional limitations established by organizations such as the American Association of State Highway Officials leaves the designer considerable freedom to give the road intuitively a more refined and unique expression beyond minimum utilitarian standards. The moving eye perceives the form of a road not as an engineering problem, but as an aesthetic entity, a sculpture of earth, concrete, shrubs and trees.

"The joy of floating freely over the waves of the landscape was probably first experienced by man on horseback. He could dive into valleys, emerge on the crest of hills, seek the cool meadows of the forest or shoot straight through the sunlit plains."[1] The automobile and its road systems have sacrificed much of this primitive freedom to speed and efficiency. Generally, the driver and passengers become spectators and not participants in the drama, and their view is a man-made cross section of the surface of the earth. Every day we are missing opportunities to recapture this drama and freedom and to bring additional beauty into our daily lives; this is especially unfortunate when we consider the fact that earth (grading) may be the only building material that has not experienced a noticeable cost increase in the last 100 years.

As William Morgan put it recently in a "PA" discussion on the broader subject of earth in general, "We have the technological efficiency to move mountains. What we do not have is the awareness that the design potential of the earth itself has been overlooked and unexploited . . . the question is one of form, not technique. Earthmoving is a highly developed practice today. Specialists devote their entire lives to studying soil behavior, perfecting sophisticated machines for transfiguring the earth's surface and executing daring projects for one purpose or another. Techniques of molding the earth are highly developed, while our utilization of these techniques in architecture and planning is largely undeveloped. The earth walls of an expressway may be arranged to spatially define a community or they may cleave it in two. A hillside may be shaped to preserve a landmark and provide a panoramic view, or it may be flattened to a monotonous plane. Earth may guide pedestrians through a delightful sequence of interior and exterior spaces of a town quite as gracefully and conveniently as it now serves the automobile."

The design evolution of the MCI entrance road illustrates the contrast between conventional road design and proper aesthetic road design. Initially designed to meet the technically oriented criteria of freeway design, the road was sized to accommodate ultimate projected peak traffic estimates with proper horizontal and vertical alignments, spiral transitions and site distances to accommodate 70 mile per hour traffic. The shortest route



from Interstate Interchange to terminal buildings was selected consistent with land use considerations and economical grading conditions.

However, during final design review the planning team determined that though the road was technically excellent in terms of safety and convenience it was visually arbitrary, poorly integrated with the site and inappropriate as the primary access to what Braniff International President, Harding Lawrence, called "By far the most advanced concept of terminal operation in the country today."

Sasaki, Walker Associates, Landscape Architects-Planners, joined the design team as consultants to re-analyze and re-design the road and the basic design program was re-written. It was felt that as a major gateway to the City and first impression for the deplaning passenger it should become an extension of the fine Kansas City parkway system. Furthermore it should provide the Kansas Citian an opportunity to view the vastness of his City airport, its air transportation activity and aviation related industry. It was recognized that while meeting the engineering design requirements of the American Association of State Highway Officials, it should be designed from the visual viewpoint and become an integral part of the total airport development.

Scale and visual organization of the macro-spaces included in this two-mile road and 6,000 acre complex were two of many interesting problems to be considered in the design. What can be perceived at 70 miles per hour — at 30 miles per hour? What areas, textures, silhouettes, masses, voids and shapes are most effective? How can continuity and sensitivity to existing land forms be maintained? In response to such important considerations revisions were affected in the original scheme. To allow greater awareness of the landscape the design speed was reduced from 70 to 60 miles per hour and the speed limit recommendation reduced to 50 at the Interstate Interchange and 30 at the Terminal Complex. The original alignment was revised horizontally by lengthening the road slightly to bring it into close proximity with a 200 acre body of water (the drainage control reservoir) and revised vertically by increasing the elevation where necessary to open vistas of the lake and developed areas otherwise obscured.

Man-made slopes were made to conform to the character of the natural ones in the area and slope edges were rounded liberally. If an earth mound was left unnaturally between a road cut and the natural slope, it was removed or improved without removal by extensive flattening and rounding, creating the appearance of a small natural hill, rather than a shattered fragment. In some instances mounds were created with fill to provide interest, limit view or to support overpass access ramps, but in all cases fill was molded to reinforce the man-made form and make it harmonious with the existing topography. Benefits other than aesthetic resulted from this design approach as pointed out by Frank Vaydik, Superintendent of the Kansas City Park Department; flattened side slopes favor the growth of vegetation, reduce snow drifting and are easily maintained with conventional machinery. In some cases the flattened slopes made it possible to dispense with safety rails, increasing the view and reducing road clutter.

The product of this approach to design offered much more than successful solutions to the requirements established in the design program, i.e. Gateway to the City, integration with site, and safety. A strong visual confrontation with the landscape (both existing and man-made) has been created providing interest and drama to the total project and focus on the air industry and the progressive development at MCI.

Take a second look at the site plan of your current project. Is the road an integral part of the development? How does it relate to the site and your design? What are you doing with the excavated material? Is it not a valuable ingredient in the building program?

(1) "Man-Made America" by Christopher Tunnard & Boris Pushkarev, PROGRESSIVE ARCHITECTURE—April 1967

NOTES FROM THE PRESIDENT

J. David Miller AIA
President
Kansas City Chapter
American Institute of Architects

PEOPLE MOVERS

The transportation network of a city is as important as veins and arteries in sustaining life and allowing natural growth. Hardening of the arteries can choke vitality. Crowded roads and highways can make life frustrating when we expect the convenience of instant transportation in this automobile age. Among mounting concern about the population explosion we should be equally concerned about the automobile explosion, for before long there will be 80,000,000 of them.

The Depression may have killed off our interurban system. It would be expensive now to reclaim those right-of-ways. The automobile may have demanded a spaghetti network of freeways and interchanges. In few cases has this enhanced the urban landscape—a real contrast to our heritage in an excellent boulevard system! We cannot bury our heads in the sand and merely react to the ravenous demands of more cars bought (and junked, incidentally) by more people each year.

We should set about systematically and wisely to establish a true long-range and versatile transportation network. The Area Transportation Authority, the Metropolitan Area Planning Commission, the State Highway Departments and the City Planning Commissions work together to some extent, but their overlapping authorities make mutual solutions difficult. They do, however, know the problems well. They know it is increasingly difficult to build systems fast enough to keep up. They should know, too, that nothing would serve this community better in the longrun than objective and cooperative planning, so that every investment in transportation facilities fills one gap in a well-conceived Master Plan.

We challenge these groups to think ahead to the time when MCI, the Central Business District, Crown Center and the Plaza form an arc of concentrated population. This is the immediate future, and studies should go far beyond. We challenge them to search deeper for better ways to move people from one place to another. Where do the monorail, the air car, the exclusive right-of-way, and automated devices apply?

Architects do not profess to have the answer to complex transportation problems. But we do know that it takes expert engineering genius, and a creative view of future needs. It also takes a concern for the individual for whom transportation is a daily experience (or ordeal). A major transportation planning effort should be moving at full speed now.

Dave Miller

KANSAS CITY AIA AND PRODUCERS' COUNCIL CHAPTERS ESTABLISH ARCHITECTURAL LIBRARY AT UMKC

Checks representing second year donations were recently presented the University of Missouri at Kansas City Library by the Kansas City Chapters of the AIA and Producers' Council. These gifts will be used for the continuing purchase of non-technical books on architecture.

Shown receiving the checks is Dr. Kenneth J. LaBudde (center), Director of UMKC Libraries. From left to right are David Brey, Chairman of the AIA Library Committee; David Miller, AIA Chapter President; Dr. LaBudde; Gene Stanley, Producers' Council Chapter President; Charles F. Nelson, Chairman of the Council Library Committee; and Dr. George Ehrlich, Chairman of the UMKC Art and Art History Department.

Suggestions from Chapter members on new book purchases are welcome and should be directed to David Brey, Committee Chairman. AIA members, employees in AIA offices, or AIA members' families are encouraged to use the library.

Books purchased with the 1966 gift include:

CONTEMPORARY ARCHITECTS

BUILDINGS, PLANS AND DESIGNS	*Frank Lloyd Wright*
LE CORBUSIER COMPLETE WORKS VOLUMES 5, 6, 7, 1910-1960	*author unknown edited by Aline B. Saarinen*
EERO SAARINEN ON HIS WORK	

SOUTH AMERICAN ARCHITECTURE

BRASILIA	*Willy Staubli*
THE WORKS OF AFFONSO EDUARDO REIDY	*S. Gledlon*
CARLOS RAUL VILLANEUVA AND THE ARCHITECTURE OF VENEZUELA	*Sibyl Moholy-Nagy*
MODERN ARCHITECTURE IN MEXICO	*Max Cetto*

EUROPEAN ARCHITECTURE

NEW HOUSING IN FINLAND	*H. J. Becker & W. Scholte*
THE ITALIAN TOWNSCAPE	*Ivor de Wolfe*
NEW SWISS ARCHITECTURE	*edited by Alfred Altherr*

ARCHITECTURE OF THE WORLD

EXHIBITION AND DISPLAY DESIGN (AUSSTELLUNGS-STANDE), VOLUME 2	*Robert Gutmann*
NEW ARCHITECTURE IN THE WORLD	*Udo Kultermann*
ANNUAL OF ARCHITECTURE, STRUCTURE AND TOWN-PLANNING, VOLUMES 3 & 4	*Ghosh Santosh*
ARCHITECTURE OF THE WORLD (CONTEMPORARY)	*edited by Maekawa, Kunio, J. M. Jacobs, Jr., Kunihiro, Yamate and Abe Elhanani*
THE ARCHITECTURE OF TOWNS & CITIES	*Paul D. Spreiregen, AIA*
STRUCTURE AND FORM IN JAPAN	*Werner Blaser*
CHURCH BUILDINGS—KIRCHENBAU	*R. Gieselmann and W. Aebli*

Architect's Day Proclamation

In conjunction with the Missouri state-wide events centered around the Springfield Convention of the Missouri Association of Registered Architects, Mayor Davis proclaimed April 29, 1967, as "Architect's Day in Kansas City." Similar proclamations were issued by Governor Hearnes and the Mayors of St. Louis and Springfield.

It is significant that Architects were so honored, because of the energy spent in civic responsibilities devoted to making our Community a better place to live. Kansas City is on the threshold of tremendous growth and few people sense the need for constructive planning and objective goals as vividly as do the Architects. Present at the signing were: representatives of the Kansas City Chapter of the AIA: J. David Miller, (President) and Herbert E. Duncan, Jr., (past-president); and Board Members and past officers of the Missouri Association of Registered Architects: Maxwell T. Sanford, Kenneth E. Coombs, Louis H. Geis, and William M. Conrad. From left to right in the picture below are: Sanford, Duncan, Coombs, Geis, Miller, Conrad and Mayor Ilus W. Davis.

City of
KANSAS CITY, MISSOURI

ILUS W. DAVIS
MAYOR

PROCLAMATION

WHEREAS, Kansas City realizes the important role the Architect plays in the growth and enrichment of our area and wishes to encourage all such efforts that seek to improve our community; and

WHEREAS, the Architect plays a vital role in the development of our economy; and

WHEREAS, the Architect also aids in the beautification of Kansas City; and

WHEREAS, the Architect serves as a catalytic force in the business, civic and cultural affairs of our community; and

WHEREAS, the Architect also contributes to the safety, health and well-being of every citizen in Kansas City:

NOW, THEREFORE, I, ILUS W. DAVIS, Mayor of Kansas City, Missouri, do hereby proclaim April 29, 1967, as

"ARCHITECT'S DAY IN KANSAS CITY"

and urge that each and every one of my fellow citizens explore the continuing endeavors of the members of this profession as they strive to bring beauty plus practicality to all avenues of our daily life and applaud their efforts as they seek to improve Kansas City.

Done this 26th day of April, 1967.

Ilus W. Davis
Mayor

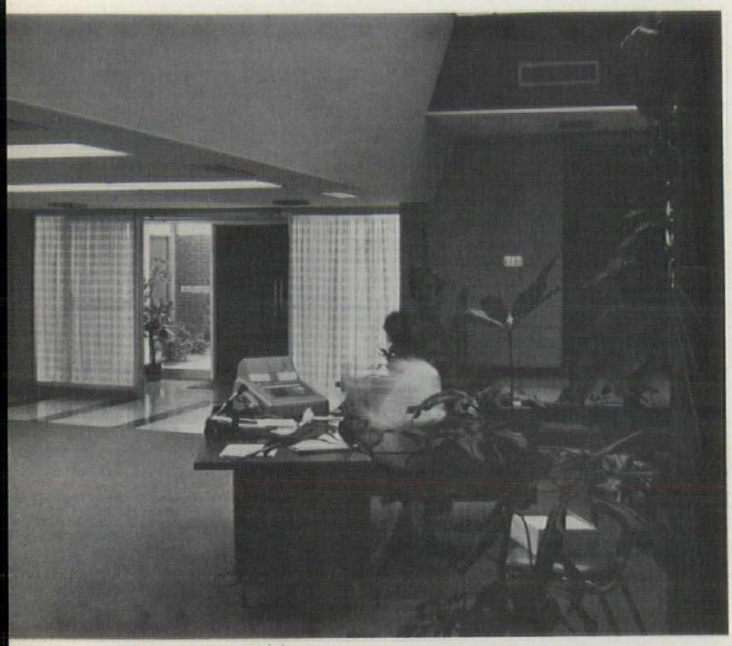
1966
HONOR
AWARD

State Farm Mutual Tornado Insurance Company office building

Mantel & Steele Architects Inc.

Given the problem of creating a commercial building that would relate to the surrounding rural countryside and provide efficient, attractive space for office workers, the architect selected forms and materials complimentary to the surroundings. The mansard form of the batten copper roofs was combined with rustic, king-size face brick to help achieve this rural area relationship in Cameron, Missouri.

Major office departments were zoned around common service areas for functional operation. Higher ceilings provided identity of these areas, both inside and outside, while the entry lobby separated executive from other departments. Various ceiling heights and floor changes, combined with a flowing plan, provide an interesting, spacious atmosphere for both office personnel and customers in the 24,000 square foot building.



Reception lobby

State Farm Mutual

Producers' Council notes

P.C. PAST PRESIDENTS TURN OVER GAVEL TO NEW PRESIDENT.

Past presidents Stanley, Vince, and Koob, extend congratulations and best wishes to the newly installed president, Jim Berg.

(Photograph left) Pictured left to right are: Jim Berg, Sargent and Company, 1967–68 President; Gene Stanley, Allied Chemical, Barrett Division, 1966–67 President; Harold Vince, Hillyard Chemical, 1965–66 President; and Bob Koob, Kentile Floors, Inc., 1964–65 President.

Gene Stanley will be the new AIA–PC Representative. Bob Koob will be the Publicity Chairman, and Harold Vince will head the Past Presidents' Advisory Committee.

SKYLINES PRESENTATION MADE TO PRODUCERS' COUNCIL.

John Lee Smith, Kansas City Chapter, AIA Executive Secretary discussed the advantages of SKYLINES advertising at the Producers' Council membership meeting June 15. His presentation was directed toward the goal of obtaining individual firm participation in SKYLINES through direct advertising and inclusion of the publication in company–wide advertising programs.

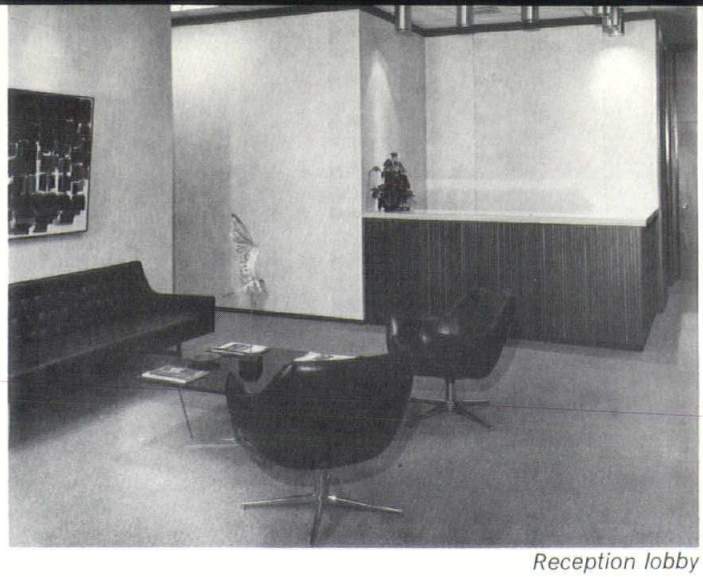
PRODUCERS' COUNCIL INSTALLS 1967-68 OFFICERS.

At a membership meeting held at the Hotel Continental on June 15, the Country Club Chapter of the Producers' Council installed their new officers. These men have the task of planning and organizing the promotion of quality building products to the construction industry in the greater Kansas City area. The local chapter is presently made up of 50 national members who have chosen to be represented in the Kansas City marketing area.

The newly elected officers and major committee chairmen held a planning conference at the Hilton Inn on June 24. Much optimism was apparent and predictions made for a very successful year.

("Photograph below") The newly installed officers are left to right: Dick Plettner, Barber–Coleman Company, First Vice President; Jim Berg, Sargent and Company, President; Glenn Jones, Pittsburgh Plate Glass Company, Second Vice President; and Bob Bailey, Dover Elevator, Secretary. Not pictured is Jim Troester, Rohm and Haas Company, Treasurer.

1966
HONOR
AWARD



Reception lobby

Truog-Nichols plant and warehouse

Tanner-Linscott & Associates, Inc.

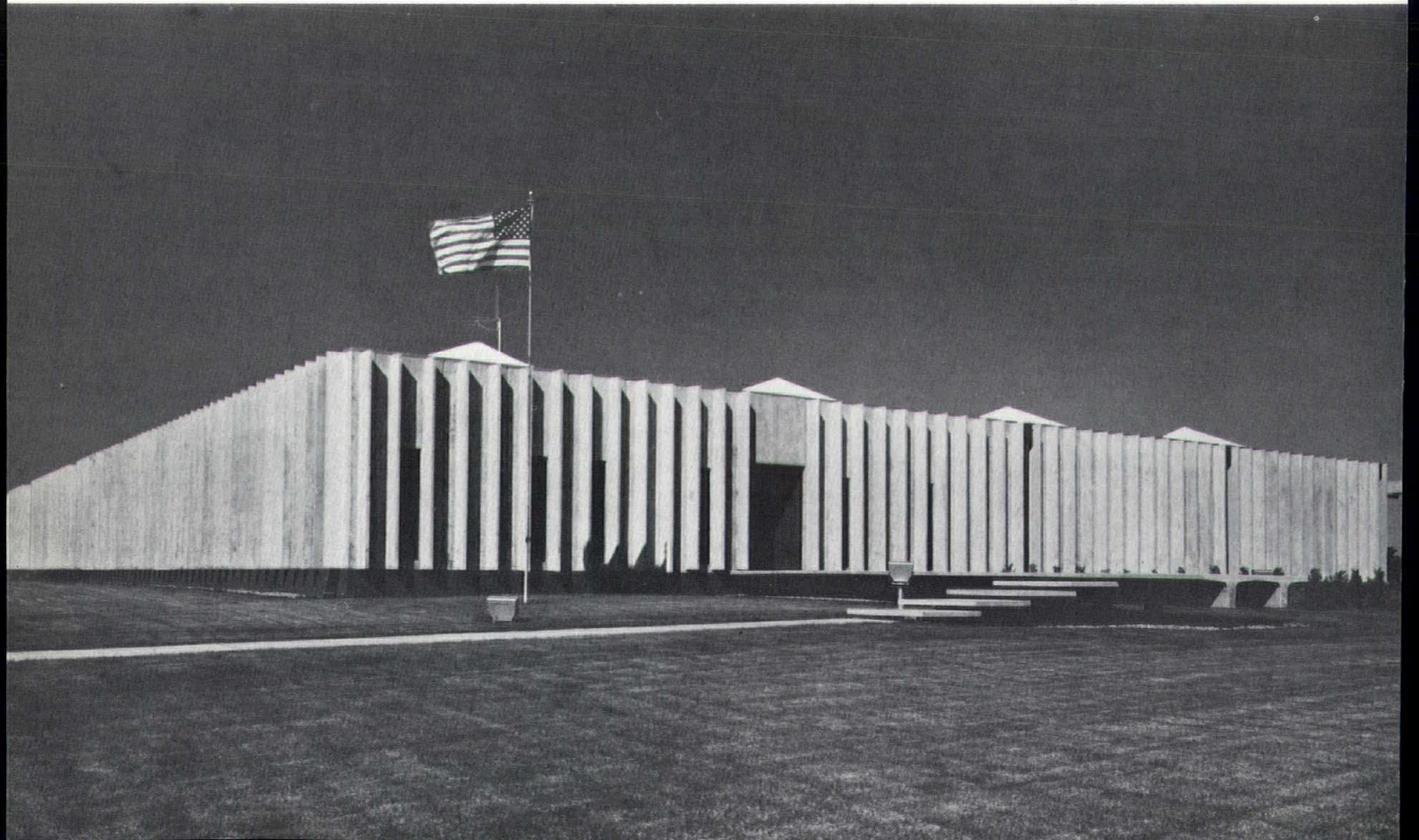
James E. Taylor AIA, Project Architect

The classic beauty of simple geometric lines and figures is evident in the Truog-Nichols building. The all concrete-and-glass structure features the straight line in its vertical rib sections of the walls and the parabola in the twenty-four roof sections.

The roof of the new building is a hyperbolic paraboloid, a curved surface with inherent ability to support relatively heavy loads with a thin shell surface. The geometric configuration of this shell allowed the supporting formwork for the concrete to be comprised of a series of straight members. This unique characteristic of the hyperbolic paraboloid provides an inexpensive method of placing concrete to form a doubly curved surface. The use of the double-tee wall panels in combination with the H/P roof provides a virtually indestructible type of construction with a very eye-appealing appearance. A "sandwiching" technique employed during the pre-casting of the wall panels placed a layer of insulating styrofoam between two layers of concrete.

The entire operation of Truog-Nichols is located in the 40,000 square foot structure which includes ten departments: executive, sales, engineering, drafting, service, pipefitting, sheetmetal, gutter, warehouse storage and wholesale operation.

Truog-Nichols plant and warehouse



Certain Kansas City architects appreciate good service and sound advice.

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For the past 30 years we've provided sound technical advice and good service for a great many St. Louis architects and for a few Kansas City architects.

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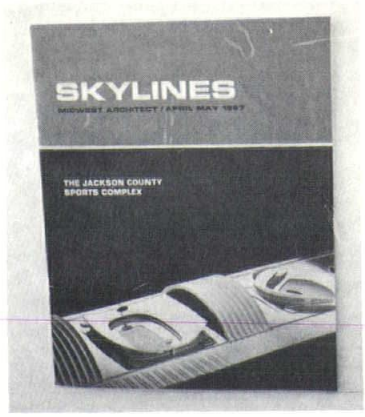

SKYLINES SPORTS COMPLEX ISSUE SELECTED AS DOCUMENT OF THE MONTH BY OCTAGON.

The Kansas City Chapter office has been notified by the Octagon that the SKYLINES Sports Complex issue (April May 1967) has been selected as the Document of the Month on the basis of positive Chapter action. Special Citations recognizing this selection, together with copies of the magazine, will be sent to the Presidents, Officers and Chapter Offices of each Chapter throughout the United States.

The April May issue was devoted exclusively to the proposed Jackson County Sports Complex and carried a firm endorsement of the project, the bonds for which were voted on June 27. The issue carried statements by the three County Judges and the Sports Authority, and was used extensively by workers to promote the bond issue. It was as the Octagon described, an outstanding example of positive Chapter action.

ROUND TRIP CHARTER FLIGHT FOR KANSAS CITY ARCHITECTS AND STRUCTURAL ENGINEERS TO INTERNATIONAL CONFERENCE ON MASONRY STRUCTURAL SYSTEMS HOSTED BY THE BRICK PEOPLE.

If a sufficient number of area architects and structural engineers are interested, the Brick People, members of Structural Clay Products Institute, Region 18, plan to host a round trip charter flight, to the 1967 International Conference on Masonry Structural Systems to be held November 30 through December 2 at the Terrace Convention Center in Austin, Texas. The program will consist of ten sessions with over forty-three papers presented by internationally outstanding authors.

Registration fee for the conference is $30.00, and includes full conference proceedings, preprints, buffet luncheons on Thursday and Friday, a reception and banquet Thursday evening, and several "coffee breaks" scheduled throughout the conference. Checks for the registration fee should be sent payable to the University of Texas at Austin, Texas.

For the convenience of area architects and engineers, The Brick People will make reservations for the conference, and round trip charter flight. Reservations and complete information are available from The Brick People at DRexel 1-7474 or by writing The Brick People, Suite 365, 745 State Avenue, Kansas City, Kansas.

STRUCTURAL CLAY PRODUCTS INSTITUTE, REGION 18, MOVES REGIONAL OFFICE TO KANSAS CITY.

Effective immediately, the new address will be: Suite 365, 745 State Avenue, Kansas City, Kansas. The telephone number is DRexel 1-7474.

The regional office co-ordinates promotional and education activities of the association in Western Missouri, Kansas and Oklahoma. The association is composed of eight brick manufacturers and distributors: Acme Brick Company; Endicott Clay Products Company; Humboldt Brick & Tile Company; Kansas Brick and Tile Company; Lusco Brick & Stone Company; Midland Brick & Tile Company; Oklahoma Brick Corporation, and Sapulpa Brick & Tile Corp.

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november 30 - december 2 — Austin, Texas

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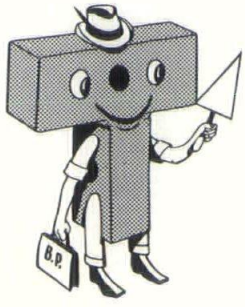
In Co-operation with: American Institute of Architects • American Society for Testing and Materials • American Society of Civil Engineers • Building Research Advisory Board, National Academy of Sciences

INTERNATIONAL MASONRY STRUCTURAL SYSTEMS CONFERENCE is an excellent opportunity to profit from an exchange of ideas on the international level—with the world's leading authorities! Conference registration fee is $30.00. Make your reservation now.



BRICK PEOPLE WILL HOST ROUND TRIP CHARTER FLIGHT TO CONFERENCE!

Reserve your seat on the Brick People's Charter Flight Now! Flight leaves Kansas City Wednesday, November 29th, returns Saturday, December 2nd. For complete information and reservations, call the Brick People, or mail this coupon!

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YES! I'm interested in attending the International Conference On Masonry Structural Systems—and Going with The Brick People's Charter Flight!

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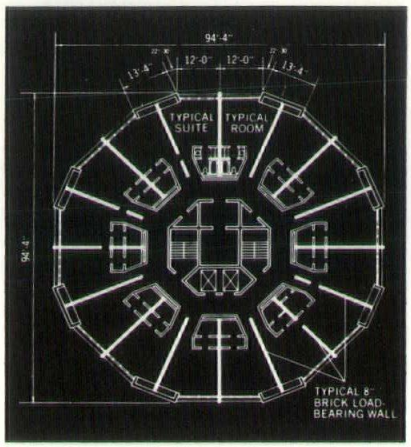

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General Contractor: Flett Construction Company

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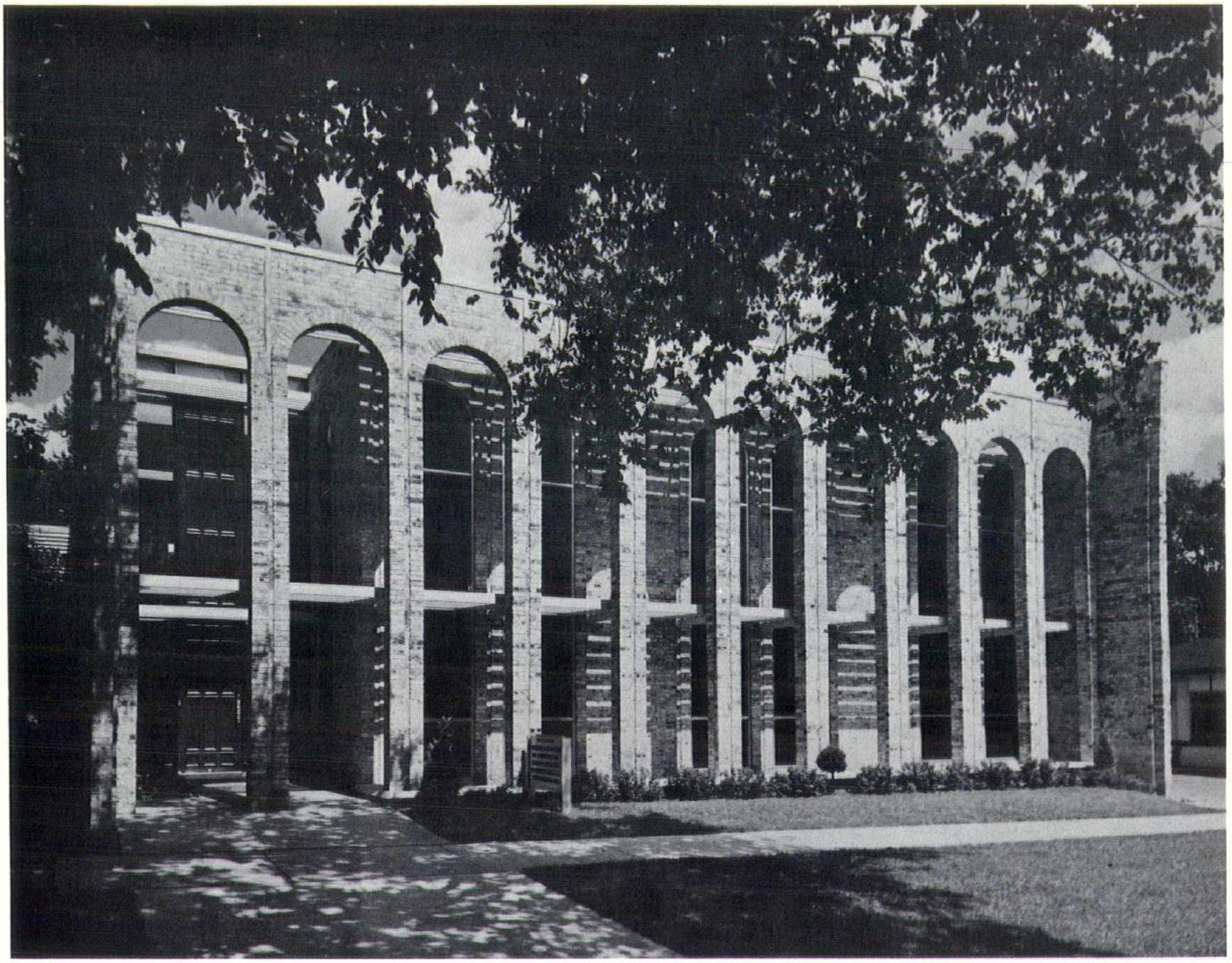

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Comment of judges, 1966 Honor Awards Presentation.

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