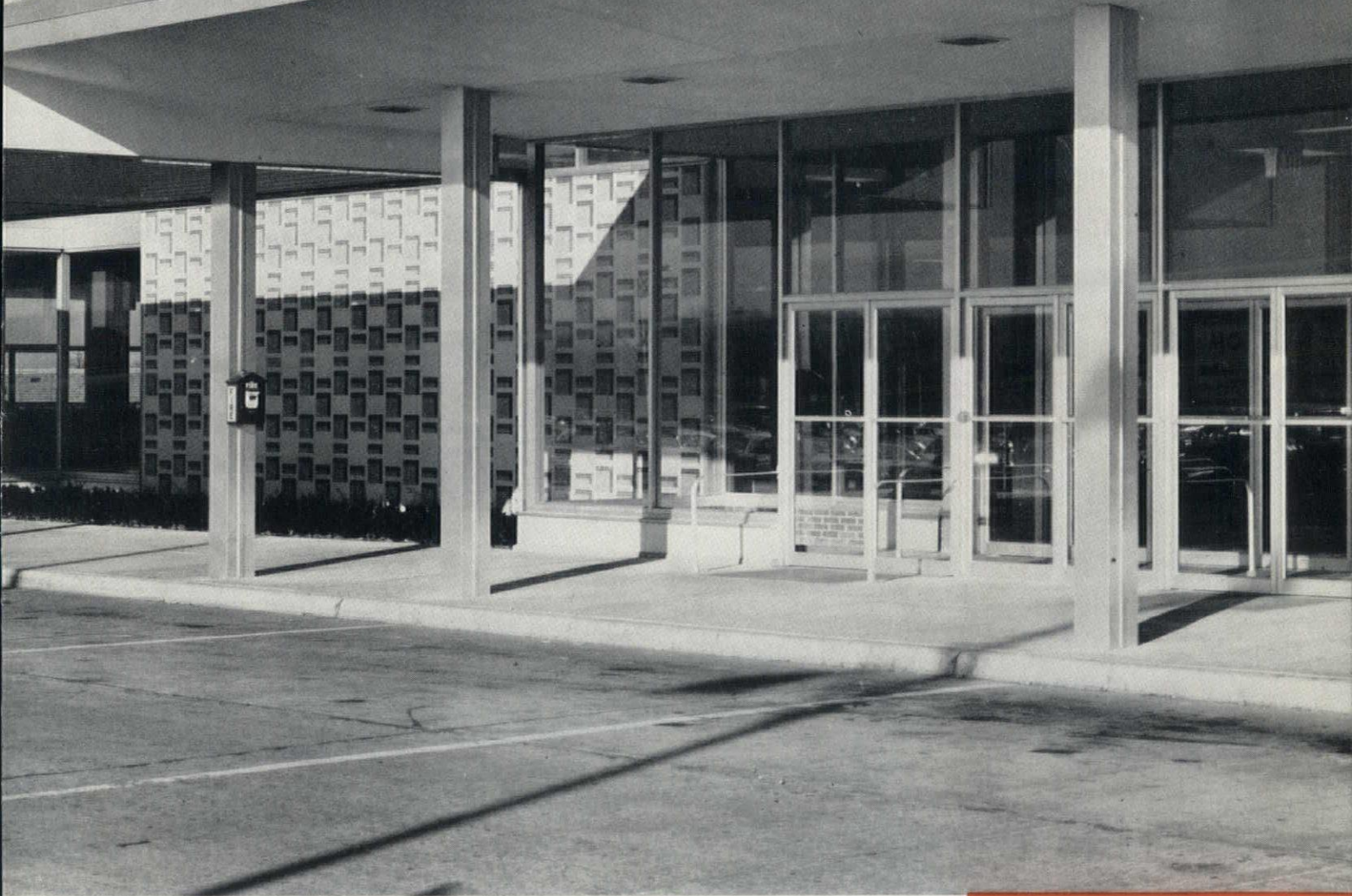


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OHIO ARCHITECT

OFFICIAL PUBLICATION OF THE ARCHITECTS SOCIETY OF OHIO
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1962



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JANUARY, 1962

Volume XX

Number 1

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COVER AND FEATURE MATERIAL

This month's cover displays the entrance of the James M. Cox Dayton Municipal Airport, Dayton, Ohio, by Yount, Sullivan and Lecklider, Architects & Engineers.

The cover and feature material were under the direction of Robert J. Makarius, Jr., AIA, Associate Editor of the Dayton Chapter of the American Institute of Architects.



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BROOK PARK VILLAGE CENTER



OUT ON CLEVELAND'S southwest side in a community known as Brook Park village, an eye-stopping municipal building, complete with jail cells, administrative and executive offices and a recreation hall, is located which was designed by Dalton & Dalton, Architects. Set back some 200 feet at 6161 Engle Road, the building's scalloped roofs of thin shell concrete barrel vaults present an exquisite structural silhouette. To the right of a covered entrance court, these vaults rise above clerestory windows which illuminate a public lobby and meeting hall.

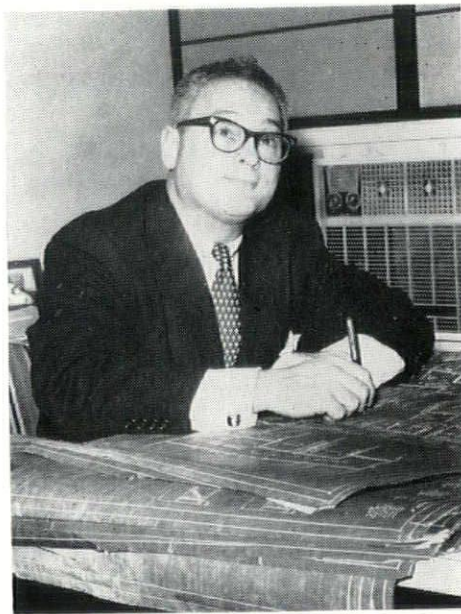
The hall, in turn, is flanked on one side by an administrative wing with ultra-modern offices, on the other by a police department with its own two-cell jail.

On the opposite side of the entrance court, separated so that it can function independently from morning until late evening, is a 42 x 70 foot community recreation hall equipped with its own utilities, kitchen and stage.

Brook Park village hall covers 17,965 square feet and was constructed at a total cost of \$438,816.74. It is proving to be an extremely functional building requiring an absolute minimum of maintenance.

Traffic through the Brook Park municipal building reaches as high as 300 people a night when there are activities in the recreation hall. For the most part, however, administrative and executive sections probably average closer to 100 people each day.

The principle problem faced by Dalton & Dalton in planning the building was to integrate three dissimilar facilities so that they would add up to



James Dalton, Architect

a community building that was unified enough to be a focal point of the village.

The village of Brook Park numbers some 7,000 inhabitants. But the Village Hall was designed with an eye to a projected population of some 20,000 by 1965. Through the use of unit wall and allied products, the building is so designed that it can be expanded in the future quite simply.

End walls of both the administration and the police wing can be removed and additions built without greatly disturbing any of the functions inside the building.

Layout and design of this building, aided by the simplicity of curtain walls, allows for a maximum of control since it confines the public to the council and lobby room areas. Through the strategic placement of walls, individuals having business within the building must check in either at the general office window or the police window before being admitted to any of the private offices in either wing.

Still another advantage of having the council chamber between the police and administration wings is that it can be used for court and has been so planned with a private corridor directly from the police cells into the court room area.

On the other side in the administration wing, the council chamber opens into a private conference room connected with the mayor's office. Councilmen are, therefore, not required to walk through any public area to get into the council chamber.

The buildings, however, appear to be one single unit since the construction has been followed through and the large entrance canopy ties two separate buildings together into a single unit.

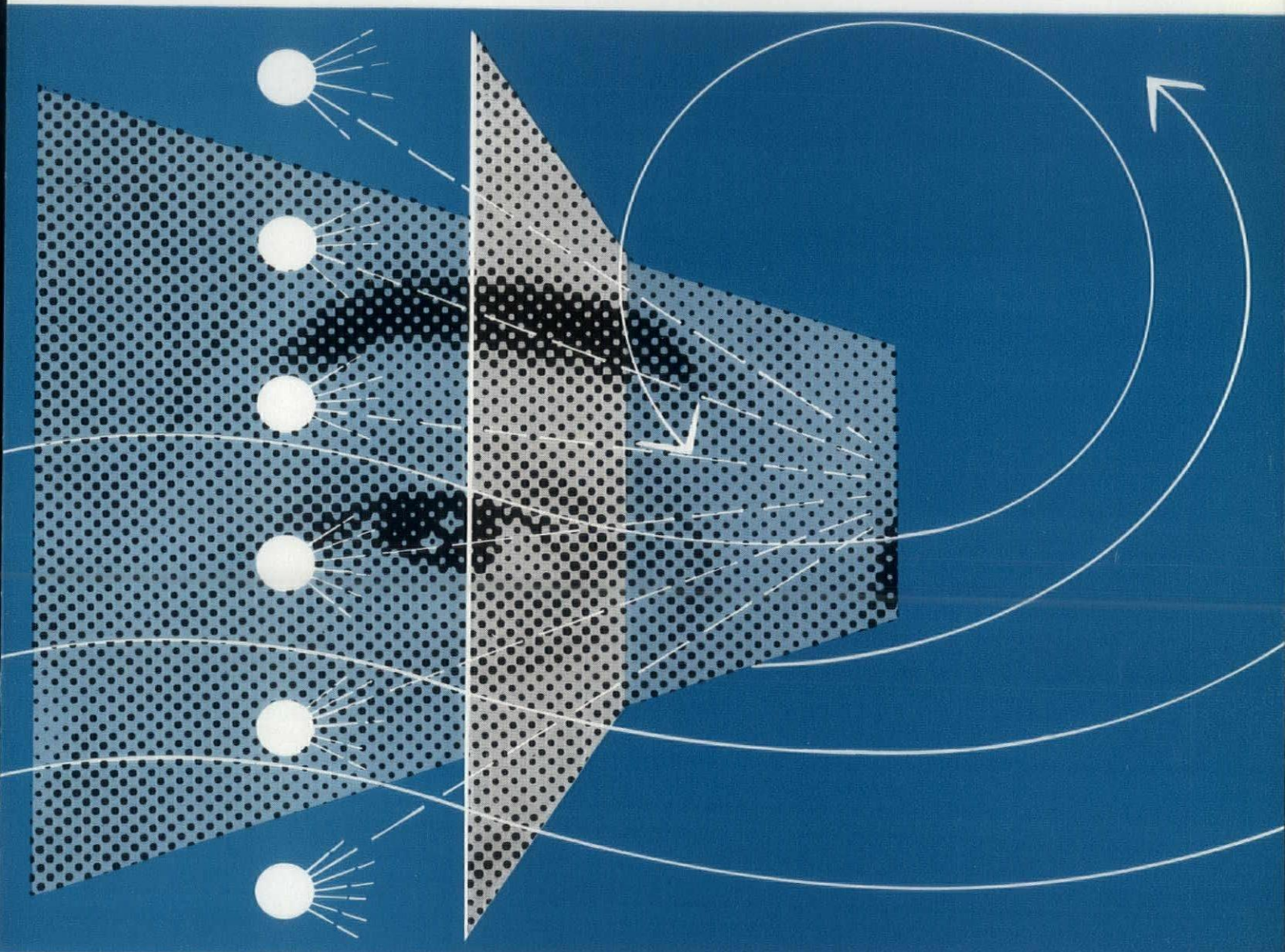
Exposed concrete and economical brick were used but by proper selection of colors an effective contrast was obtained. Main entrances to both buildings are aluminum and glass with narrow stile Kawneer doors and hardware.

On the interior the treatments of the floor, ceilings and lights and the exterior curtain wall virtually wipe out the realization that one is surrounded by concrete block walls.

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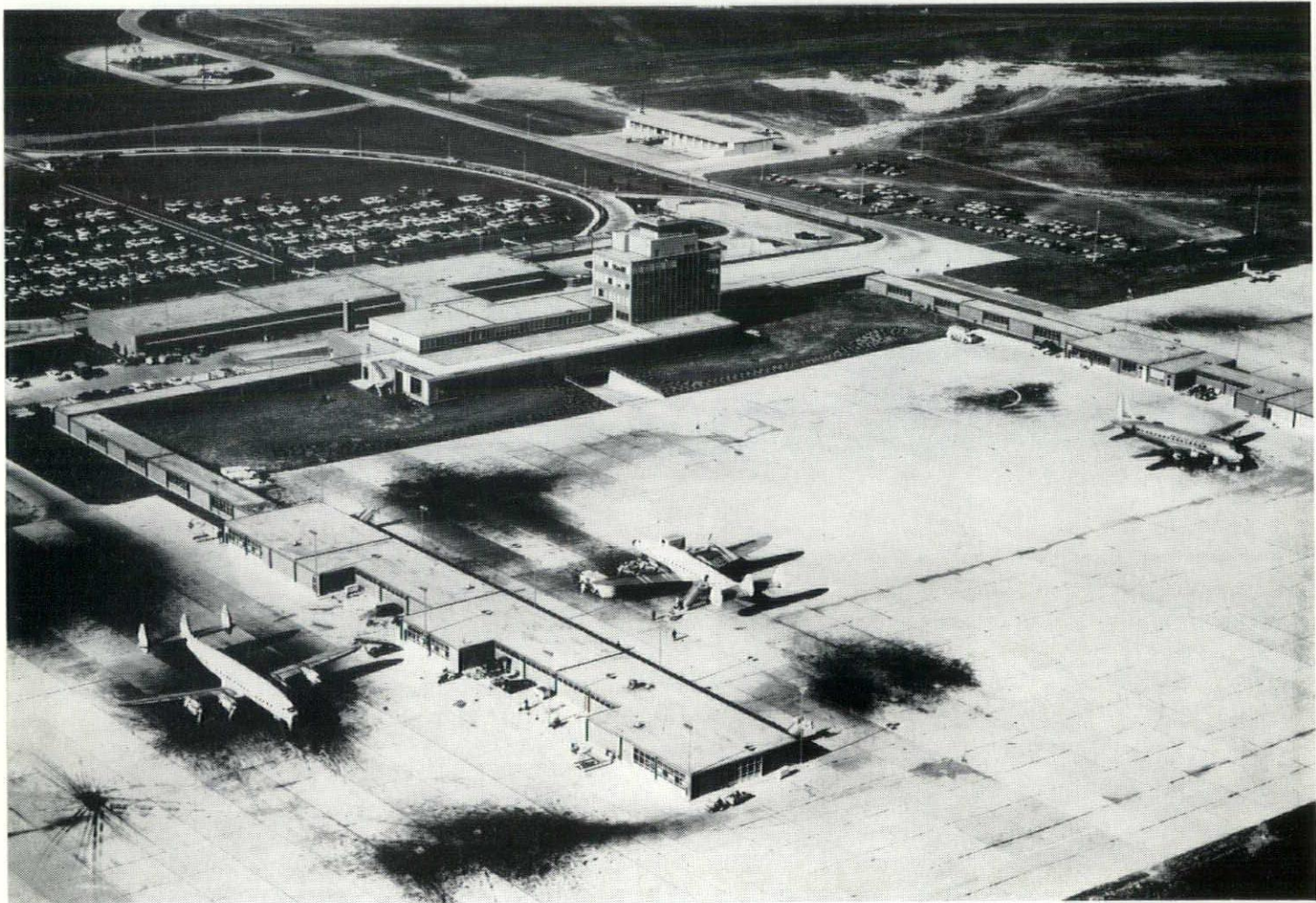
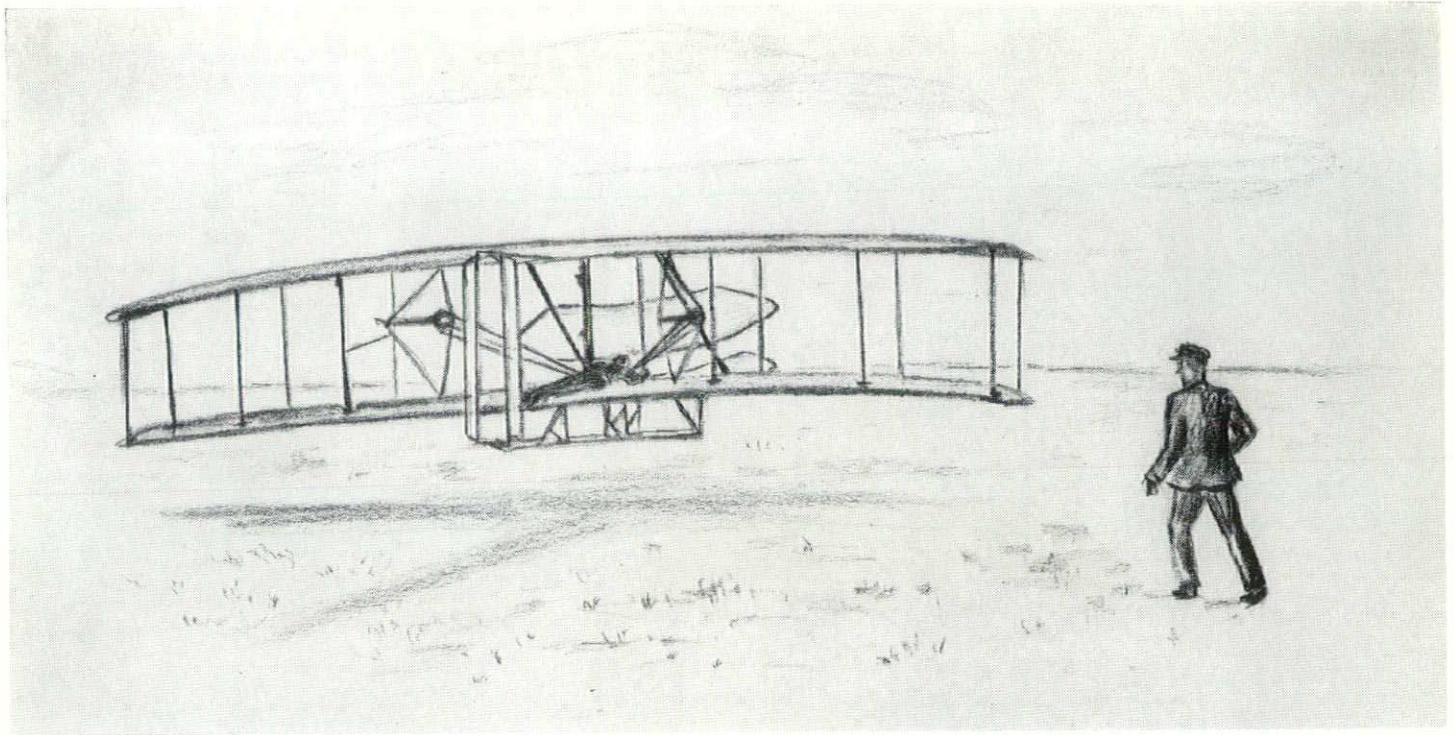
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James M. Cox

Dayton Municipal Airport

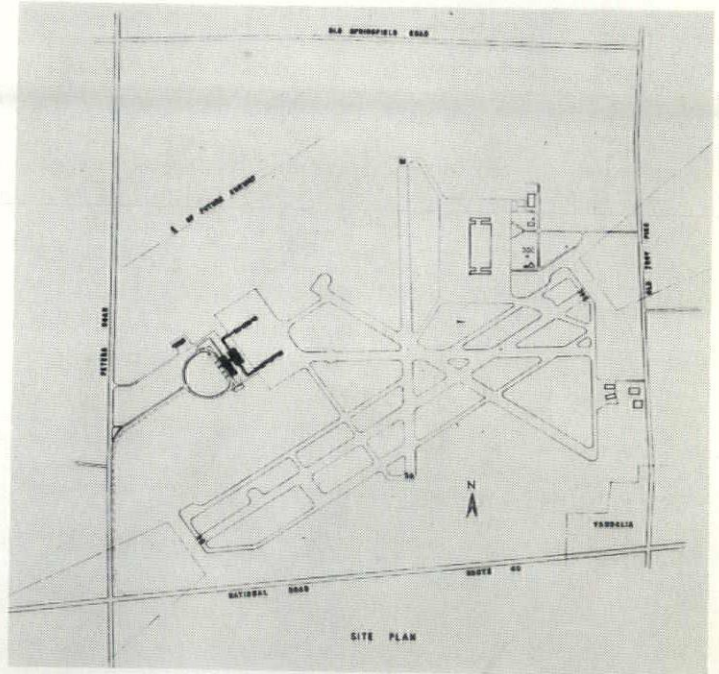
Yount, Sullivan and Lecklider, Architects & Engineers

"AT LONG LAST, Dayton the Home of Aviation, will have a decent front door", stated a Dayton City Commissioner in October, 1956, after three years of economic studies and proposals for a new Dayton Municipal Airport.

Dayton's obsolete airport terminal building, a temporary war time structure built in 1942 with a life expectancy of five years, had survived thirteen years under deficit operation with high maintenance cost and low air traffic and commercial revenues.

The 1952 to 1956 studies provided substantiating evidence that a "requirement study" was essential. The firm of Leign Fisher and Associates, airport consultants, was contracted to establish projected needs for space and facilities. A definition of mission, traffic fore-casts, space uses and potential revenues were predicted. Projected increases to the year 1970 anticipated passenger traffic increases by 300%, tonnage of mail 500%, air cargo 400% and aircraft operation 130%. An operational plan having been established, economic feasibility was further studied. A financial scheme was devised, sharing equally the program between federal aid and general obligation bonds on a self liquidating basis through anticipated revenues.

An attitude of tolerance is basic for the architect when coordinating the aims and desires of the Air Lines, City Officials and Planning Consultants and the Federal Agencies at this step of the evolution of a master plan. The architects consolidated the ideas of clients and planners who expressed diversity of opinions. The difficulties of planning were further complicated for a period of time when Federal financing was considered a loss due to congressional cuts in federal spending.



STATISTICS

188,000 square feet
2,392,443 cubic feet
\$4,379,572.00 Complete Construction Cost

AIR LINE FLIGHTS PER DAY: eleven American Airlines, six Delta Airlines, twenty-two Lake Central Airlines, twenty-eight Trans World Airlines, six United Airlines.

STRUCTURE: Structural steel frame and reinforced concrete flat slab
Roof: Steel joists, metal roof deck.

FINISHES: Floors — terrazzo in public areas, resilient floor tile in offices, concrete in traffic areas. Walls — plaster, concrete block, brick. Ceilings — metal and acoustical tile and plaster.

HEATING AND AIR CONDITIONING SYSTEM: Forced hot air and circulating hot water system. 400 ton chilled water with central air handling units.

However, in mid 1958 a compatible program was established with a centralized plan resulting, which would serve all the needs deemed necessary for an improved operation originally visualized. The interim period between the "requirement study" when forecasts were predicted and the final presentation of the preliminary plan complex had proven that the forecasts were all too true and concessions could not be made if Dayton was to keep pace with the challenge of the air age.

A site relationship to existing facilities which would not restrict operations during construction, but one that would be adaptable to an expansion program for jet air traffic through improvement of existing runways and the addition of a new 10,000 ft. runway was a basic step in establishing a criteria for the master plan. The site was further complicated by automotive access to the terminal and a tie-in to the municipal expressway system and the east-west and north-south major interstate arteries close to the site. The Dayton facility, although operated under a branch of the Municipal government, a newly created Director of Aviation, has a regional aspect in its operation. Dayton Air Terminal is one



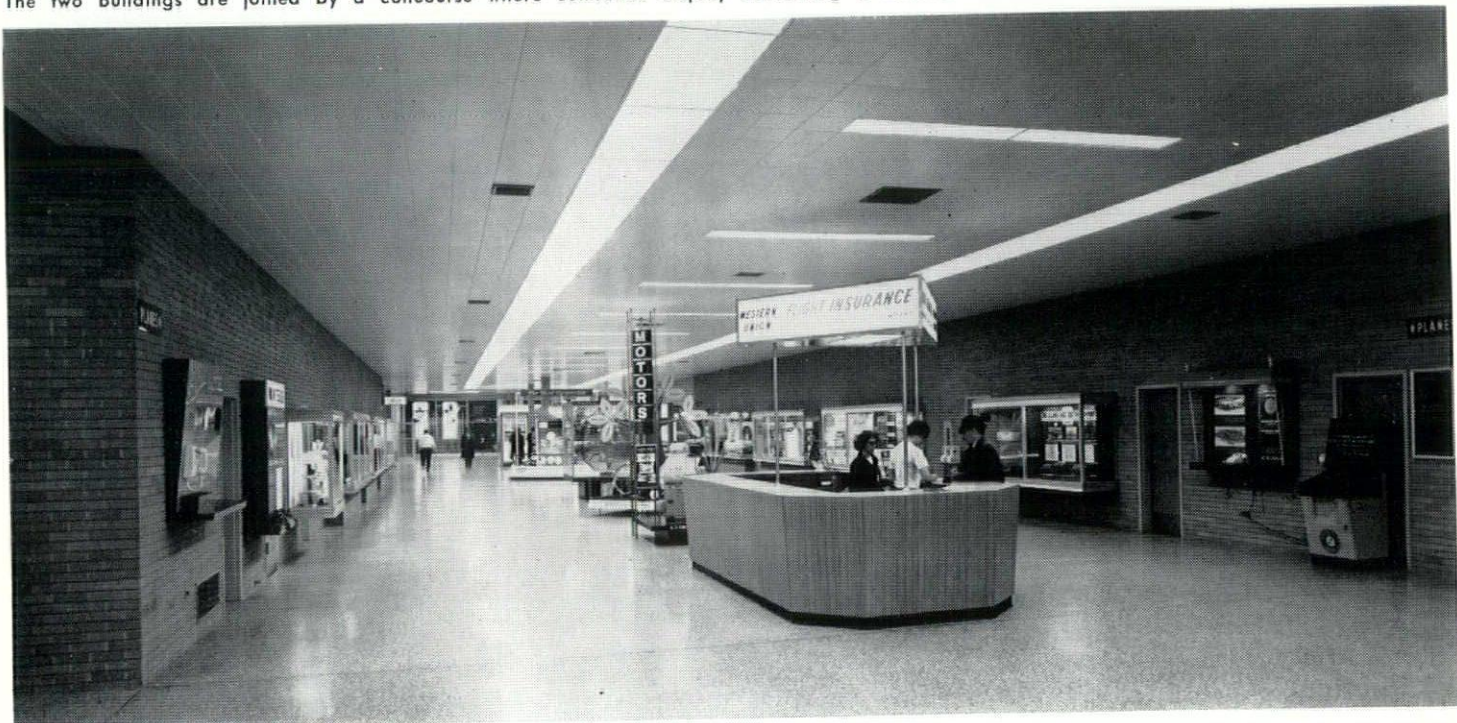
The first division is a single story unit housing ticket and incoming baggage service for five airlines.

of several in the tri-state area of Ohio, Indiana and Kentucky, servicing short-hop feeder service as well as non-stop jet travel.

The new James M. Cox Dayton Municipal Airport began operation

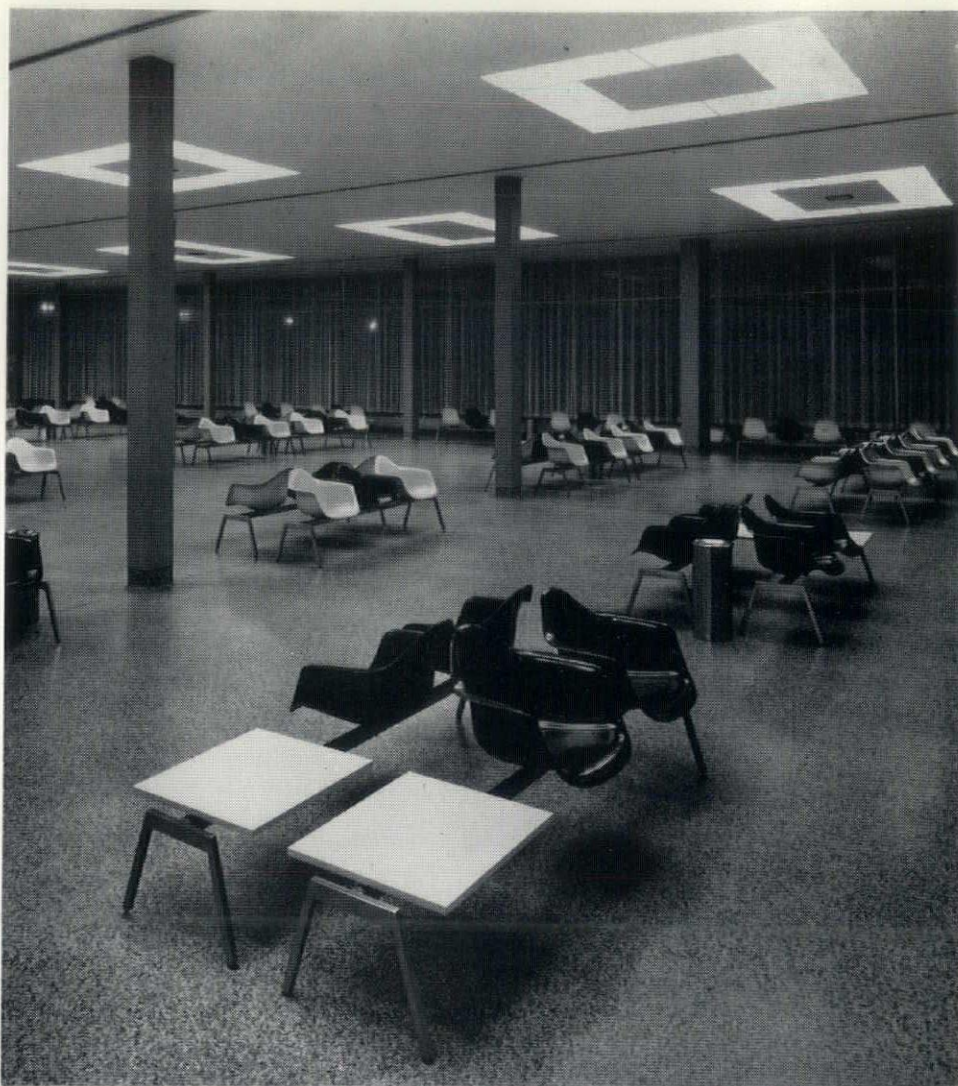
May 1, 1961. The facility is a centralized structure with a satellite air freight cargo building. The main structure is in two divisions; the first, adjacent to public parking and access is a single story unit which houses ticket and in-

The two buildings are joined by a concourse where controlled display advertising is located.



coming baggage service for five airlines and a baggage claim service for outgoing traffic. Provisions have been made for future expansion to accommodate additional airline ticket counter and passenger-baggage areas. This first building division is joined to the second by a concourse designed to handle the full flow of incoming and outgoing traffic estimated at two million passengers and visitors annually. It is within this concourse area that controlled display advertising has been located. The second division houses waiting areas, dining rooms, cocktail lounge and food services. This division is the hub from which passengers enter the two fingers, housing the twelve gate positions and airline passenger lounges which are designed for expansion to 28 gate and lounge positions. Both operational fingers have been structurally designed for a future second floor. Passengers will reach future second floor airline lounges by escalators and will enter airplanes by means of telescoping bridge tunnels. Above the second division of the main structure rises a seven-story tower and a second floor administration department for airline offices. The Tower houses the terminal administration and Federal Agency offices with control cab facilities. A basement under the second division with access from three ramps to the aircraft gate positions provides baggage handling areas, in-flight kitchen, employee facilities, storage and mechanical equipment. At no time does passenger and baggage traffic cross. The two Federal agencies and 27 private companies operating at the facility employ more than 500 persons. In addition to 70 scheduled airline flights daily, nearly 150 private and corporation aircraft are regularly based at the terminal throughout the year.

Apart from the internal functions of the terminal building, solutions for the public approach to the terminal, large parking areas with short direct access to the building and the handling of limousine service was given extensive study. The quarter mile entrance drive on axis with the terminal building terminates at a 900 car parking lot with circumferential one-way traffic. Thus, entering traffic travels the approach



The second division houses waiting areas, dining rooms, cocktail lounge, and food services.

drive and around the parking lot to the building. A 450 foot canopy provides protection for the passengers entering at any point along the building. The low silhouette of the building with the contrasting tower has been accentuated with the use of an earthen-color brick used throughout the low line buildings and white brick on the tower at the approach, and peacock blue, procelain panel curtain wall on the flight sides. Flanking the primary and three secondary entrances to the building are ceramic mosaic panels of white, terracotta and gray tiles in a shadow pattern. The combined efforts of the architects, landscape architect and engineers through the employment of color and composition, planting and dramatic lighting were concentrated at the approach and entrance to the terminal.

The sense of excitement associated with air travel and the necessity for clarity in purpose provide the foundation for the aesthetic approach and counterparts of functional use to an air terminal design.

A substantial increase in revenues following the new terminal's opening has substantiated the view of optimism for this venture, evident from the beginning. Moreover, the flexible design for future expansion required by the growth of the aviation industry should meet Dayton's municipal airport needs for years to come.

Consulting Engineers for the project were Helmig Lienesh and Associates. Professional Engineers were Clyde E. Williams and Associates. The Landscape Architect was Frits Loonsteen.

Fourth Annual Architects' Competition

Seeks New Ideas

Urban Renewal, the nationwide program of municipal rejuvenation on which the development of future generations depends, is destined for a major assist from the architectural profession. The Ruberoid Co. has announced that the 1962 Ruberoid/Matico Annual Architects' Competition will be devoted to the vital theme: "Improved Human Environment Through Urban Renewal." The \$25,000 design competition, the fourth under the Ruberoid sponsorship, is open to all registered architects, architectural assistants and students of schools which are members or associate members of the Association of Collegiate School of Architecture.

Striking a sharp departure from the three preceding competitions which sought to develop adequate housing, educational, recreational and hospital facilities for a new, rapidly growing suburban community, the 1962 design competition recognizes the serious problem now faced by many of the nation's cities as emphasized by Dr. Robert C. Weaver, Administrator of the Housing and Home Finance Agency: "In the next 15 years, our population will rise to 235 million, with most of the increase in and around urban areas. We must act now to assure the kind of improved human environment we need and want for the future."

The intent of the new competition is to bring into focus three major challenges that must be met with imagination, skill and realism if the urban renewal program is not to result in slums of the future. At the *human level*, the challenge is to conceive the city where "every process and function will be evaluated and approved just to the extent that it furthers human development while the city itself provides a vivid theatre for the spontaneous encounters and challenges and embraces of daily life." At the *design level*, the challenge is to design a city which provides in close proximity the intense variety of living, working, recreation and cultural activities in a way which will enhance rather than submerge human stature. At the *economic level*, the challenge is to plan in such a way that private investment will be encouraged to build what is in the long range public interest; to design structures practical in cost as well as being imaginative and highly livable.

Site of the 1962 Competition is a theoretical city whose former reason for growth, namely textile mills along the river bank, has vanished. It now finds on its hands a blighted area of mixed factory and residential structures and a growing population based economically upon a new

industry-electronics. It is located at the center of an expanding area, of which, due to historical importance as well as the presence of many popular shopping centers, this city is expected to become the heart. The growth of the city has recently been taking place in the outer areas where new shopping centers, subdivisions and the usual appurtenances of urban sprawl are being established. A master development plan for the entire community has been prepared.

Rather than stipulate, as is generally done, a list of quantitative land uses and controls, the Ruberoid/Matico Competition frees the architect-planner to create his own program and design. Entries must have as their goal the development of the site area into the "heart of the city" by providing all major facilities and appropriate environment for living, working, culture and recreation in balanced quantities for the people who will reside within its boundaries and, in addition, provide a variety of activities which will benefit people throughout the region as a whole. In creating permanent human, social and economic values to the city, the entries must provide residences for at least 5,000 families, including housing for the elderly, offices, shopping areas, a community college, expansion of an existing hospital and full recreational facilities.

The 1962 Ruberoid/Matico Competition will be judged by a distinguished panel of architects, planners and administrators, each of whom has been closely associated with urban renewal and municipal planning. The jury is headed by Edmund N. Bacon, Executive Director of the Philadelphia City Planning Commission. Other members are: Vernon Demars, Chairman of the Department of Architecture at the University of California; James H. Scheuer, President of Renewal and Development Corporation, New York City; William L. Slayton, Commissioner, Urban Renewal Administration, Housing and Home Finance Agency, Washington, D. C.; and Minoru Yamasaki of Minoru Yamasaki and Associates, Birmingham, Michigan. B. Sumner Gruzen of Kelly & Gruzen, Architects-Engineers, New York, is serving as professional advisor to the sponsor.

Registration forms with complete details of the 1962 Competition will be available after January 1, 1962, directly from The Ruberoid Co., 733 Third Avenue, New York 17, N. Y., or from any of the company's sales representatives or distributors. All entries are to be in the hands of the Architectural League of New York, 115 East 40th Street, New York 16, New York, not later than June 29, 1962.

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Architects Tibbals, Crumley & Musson

Consulting Engineers Drake & Ford

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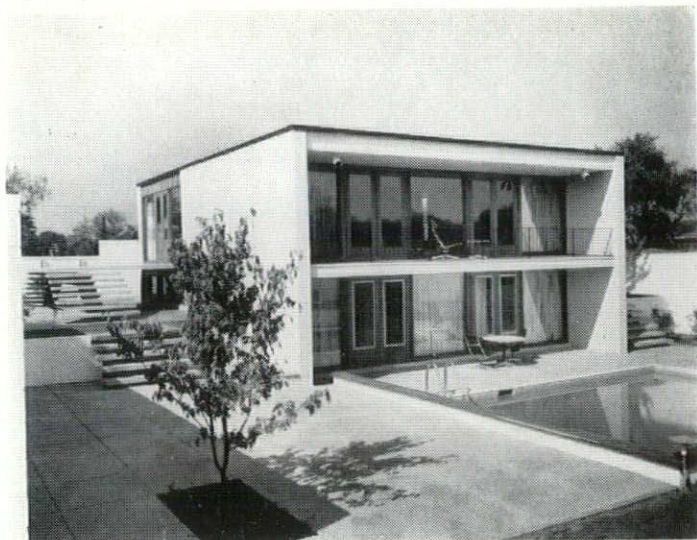
1100 East Broad
Columbus' First Cooperative Apartments



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AWARD WINNERS ANNOUNCED



Architectural award winners have been announced for the first annual Concrete Industries' *Horizon Homes* Program—a national design awards program involving all branches of the concrete industry for promoting the design, construction and ownership of new homes.

The first place national prize, a trip for two to any- place in the world, went to Architects Jean Henry Kuhn and Peter Woodhall Drake who designed a *Horizon Home* in South Plainfield, N. J. Seven regional runner-up prizes in the design category also were presented.

Some eighty *Horizon Homes* participated in the pro- gram and were seen by more than two million open-house visitors during National Home Week festivities this past September.

The first continuing home promotion effort of its kind, the *Horizon Homes* Program is sponsored by the National Concrete Masonry Association, National Ready Mixed Concrete Association and the Portland Cement Association. Cooperating organizations include the National Association of Home Builders and the American In- stitute of Architects.

Regional winners in the 1961 design competition are:

Eastern Region: Mashpee, Mass.; Robert Damora, architect.

Midwestern Region: Rockford, Ill.; C. Edward Ware, architect.

Rocky Mountain Region: Lehi, Utah; Dixon, Knell and Long, architects.

South Central Region: Odessa, Tex.; Peters and Fields, architects.

Southeastern Region: Winston-Salem, N. Car.; Don Hines, Stinson-Hall Associates, architects.

West Central Region: Hutchinson, Kan.; Miller, Hiatt, Hockett, Dronberger & Arbuckle, architects.

Western Region: Lynnwood, Wash.; Dan F. Miller, architects.

A unique feature of the *Horizon Homes* Program is the formation of architect-builder teams which are responsible for the design and construction of all the model homes. In an effort to bring the houses within the price range of most families, none costs more than \$20,000, exclusive of the lot.

The *Horizon Homes* Program has been developed as part of an industry-wide move to encourage architects to express their creative talents in new design concepts which will result in more imaginative construction and livability in merchant builder homes. At the same time, it enables the architect to gain national recognition by becoming identified with a major design program.

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NECROLOGY

Harry A. Fulton, known as the dean of school archi- tects in the Cleveland area, died December 10, at his winter home in Leesburg, Fla. He was 77.

In practice here since 1914, he was the architect for the Cleveland Board of Education's \$4,500,000 building program in the days of the Works Progress Administration.

Mr. Fulton designed a number of structures on the Kent State University campus. He also drew the plans for the Euclid Senior High and Rocky River High Schools and participated in the designing of the new Valley Forge High School in Parma Heights and the Admiral King High School in Lorain.

He was senior partner in the architectural firm of Fulton, DelaMotte, Larson, Nassau & Associates. The firm has offices at 6014 Euclid Avenue.

OHIO ARCHITECT

NECROLOGY (Continued)

Mr. Fulton started his practice in Cleveland after graduation from the University of Pennsylvania. He was a partner in Fulton & Taylor for 28 years and later engaged in general architecture under his own name before helping to establish his present firm in 1957.

He was a member of the American Institute of Architects and the Architects Society of Ohio. He was past president of the University of Pennsylvania Alumni Association of Cleveland and was a member of the Acacia Country Club. He was a 32d-degree Mason.

Surviving Mr. Fulton are his wife, Minnie B., and two daughters, Mrs. Delbert Russell of Elyria and Mrs. Grover Hinebaugh of Leesburg. The Fulton residence here is at 19600 Upper Valley Drive, Euclid.

Services and burial were held in Leesburg.

1962 Reynolds Aluminum Student Competition

The appointment of a jury for the 1962 second annual Reynolds Aluminum Prize for Architectural Students was announced today by the American Institute of Architects, which administers the competition.

The jury members are: Olindo Grossi, FAIA, dean of the School of Architecture, Pratt Institute, New York City. A graduate of Columbia University's School of Architecture, Dean Grossi has been in private practice in New York since 1945.

Linn Smith, AIA, Birmingham, Mich., director of the American Institute of Architects' Great Lakes Region. A graduate of the University of Michigan's College of Architecture and Design, Mr. Smith is well known as a designer of school structures.

Harold Spitznagel, FAIA, a prominent architect of Sioux Falls, South Dakota. A graduate of the University of Pennsylvania's School of Fine Arts, Mr. Spitznagel is a past regional director of the AIA.

To date 37 collegiate schools of architecture have notified the AIA of plans to participate in the 1962 Student Prize.

The Reynolds competition offers a national prize of \$5,000 for "the best original design for a building component in aluminum." This top prize is divided equally between the winning school and the student or student group submitting the design. The design winner in each participating college is awarded \$200, and the collegiate winners are entered in the national competition.

The national prize will be presented during the AIA student convention in Dallas May 7-11.

The 1961 prize was won by John Dewey, a student at the University of Cincinnati.

The national competition is open to all students in participating schools who have completed at least two years of an architectural design curriculum. Eligible schools are those in the United States which are members or associate members of the American Association of Collegiate Schools of Architecture, or which have a Student Chapter of the American Institute of Architects.

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Accept Two Designs by Sidells Firm

Two school building designs by Arthur F. Sidells, architectural firm, have been accepted for display in the 1962 School Building Architectural Exhibit at the national convention of the American Assn., of School Administrators to be held in Atlantic City, N. J., Feb. 17 to 21, 1962.

Dr. Shirley Cooper, director of the exhibit, advised that entries for Leavitt Elementary School in Warren Twp., and the H. C. Mines Elementary School in Howland Twp., were both accepted by the Exhibit Jury.

It met in Washington, D. C. Nov. 9-11, to select the best examples of modern school buildings constructed during 1961.

Because of the great number of entries submitted by hundreds of offices throughout the country, it is unusual when more than one entry is accepted from any architectural firm.

Previous school buildings exhibited at the AASA Conventions by the office of Arthur F. Sidells, architect, include Jefferson and McGuffey Schools and the School Administration Bldg., Warren; Bascom Elementary, Warren Twp., and Maple Elementary, Chardon, O.

The Warren City Schools Administration Bldg., and Bascom Elementary, both accepted for display in 1957, were also included in the U.S. Exhibit at the 20th International Conference on Public Education in Geneva, Switzerland.

NEW PARTNERSHIP ANNOUNCED

Will Eesley and Frank Lee, registered architects, announce the formation of a partnership to engage in the practice of architecture under the firm name of Eesley and Lee, Architects.

Offices of the newly-formed partnership are located currently at 219 Second Street. Eesley has had offices at

this address for the past 12 years. Future plans call for construction of an office building for the firm, tentatively scheduled for the coming year, at a site as yet undetermined.

Both men are registered in Ohio by the State Board of Examiners of Architects. Eesley, who resides with his wife and four children at 631 Sixth Street, is a graduate of Ohio State University's School of Architecture. He has been engaged in the practice of architecture for the past 22 years. Prior to establishing his practice in Marietta 12 years ago, he was associated with the University Architect's Office at Ohio State University, designing campus buildings, and with the U.S. Veterans Administration, where he specialized in VA hospital design. During World War II he was an aircraft designer with Curtis-Wright.

Lee is a graduate of Ohio University's School of Architecture. He has been associated with Eesley since 1955, with the exception of three years military service as a Lieutenant in the U.S. Air Force. He resides at 113 Michigan Avenue, Devola, with his wife and two children.

Architectural assignments handled by the firm include design and remodeling of schools, college buildings, hospitals, churches, as well as commercial, industrial and residential work.

Among its current projects, the firm is planning the conversion of the old Marietta College Library into a new Administration Building, designing additions to Selby General Hospital, handling governmental survey work and designing additions for the Fort Frye and Lowell schools.

Major construction projects for which the firm has been serving as supervising architects include Marietta College Library, Selby Chemistry Building, New Men's Dormitory and Marietta Memorial Hospital.

The firm employs mechanical and electrical engineers on a direct contract basis to provide clients with engineering experts in their respective fields.

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NEW FIRMS ESTABLISHED

William H. Brown, AIA, has established offices at 1350 West Fifth Avenue in Columbus, Ohio. Mr. Brown formerly was a partner of the firm, Brown, Brubaker and Brandt, Architects.

John A. Williams, AIA, announced lately the formation of the new firm, John Williams and Associates, Architects. The offices are located in the Tudor Arms, Carnegie Avenue at East 107th, Cleveland, Ohio.

LETTER TO THE EDITOR

I feel that proper credit should be given to architectural students for work that is published in our professional magazine, so I am writing to ask that credit be given for the material appearing in the OHIO ARCHITECT November issue to the students of the junior class of the Department of Architecture, Kent State University, who prepared as a short design program, last winter quarter, an article and cover for the magazine.

The subject chosen and illustrated was to be of their own choice.

Mr. Paul Shuler photographed a street in Kent, Ohio, which is the cover feature. The editorial-type articles were selected at random from those submitted.

Thank you.

Very truly yours,
Clyde A. Patterson, Jr.
Associate Professor
Department of Architecture
Kent State University

ASM MATERIALS CONFERENCE

Free, eight-page folder from American Society for Metals describes its regional conference and exhibition on "Materials and Materials Processing for the Petroleum, Petrochemical and Chemical Industries," April 17, 18, 19, 1962, Shamrock-Hilton Hotel, Houston, Texas. The folder includes advance information on the conference program and directory of exhibits. Contact William J. Hilty, exposition manager, ASM, Metals Park, Ohio. The folder will be available after February 23.

JANUARY, 1962

NEW BROCHURE OFFERS TIPS ON ORDERING WALNUT

A new six-page informational brochure, "The Many Faces and Moods of Walnut," is now available without charge from the American Walnut Manufacturers' Association.

The booklet answers many questions about walnut which may arise among architects and other specifiers and us-

ers of the wood.

It tells, for example, what is available in walnut lumber and walnut veneer, gives suggestions for ordering lumber, matched panels and matched doors, and describes four systems for finishing walnut.

Copies of the brochure may be obtained by writing the American Walnut Manufacturers' Association, 666 Lake Shore Drive, Chicago 11, Illinois.



Colonel Crawford High School, North Robinson, Ohio
Architects: Edwards and Burris, Marion, Ohio

For Ohio's finest schools the choice is modern concrete

Communities all over Ohio are finding that modern uses of concrete give more school per dollar.

The Colonel Crawford High School, pictured above, is a good example. For the gymnasium, a clear span of 95 feet was achieved quickly and easily with a "folded plate" roof of prestressed concrete. Much of the forming material used for the roof was re-used to build the concrete canopy over the walkways. Along

with money savings, the community got a beautiful structure—and most important of all it obtained the positive fire-safety of concrete that's such a vital consideration in all school construction.

If there is a new school in your community's future, get all the reasons why everyone concerned—parents, teachers and students—will benefit with durable, low-cost, low-upkeep concrete. Write for details.

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A national organization to improve and extend the uses of concrete

THE STEEL-FRAMED HOUSE

A new 32-page booklet, "The Steel-Framed House," illustrates and describes how architects are making imaginative use of light-steel framing in residential dwellings.

Color photos show how the substitution of structural steel for the wood skeleton of a house results in greater

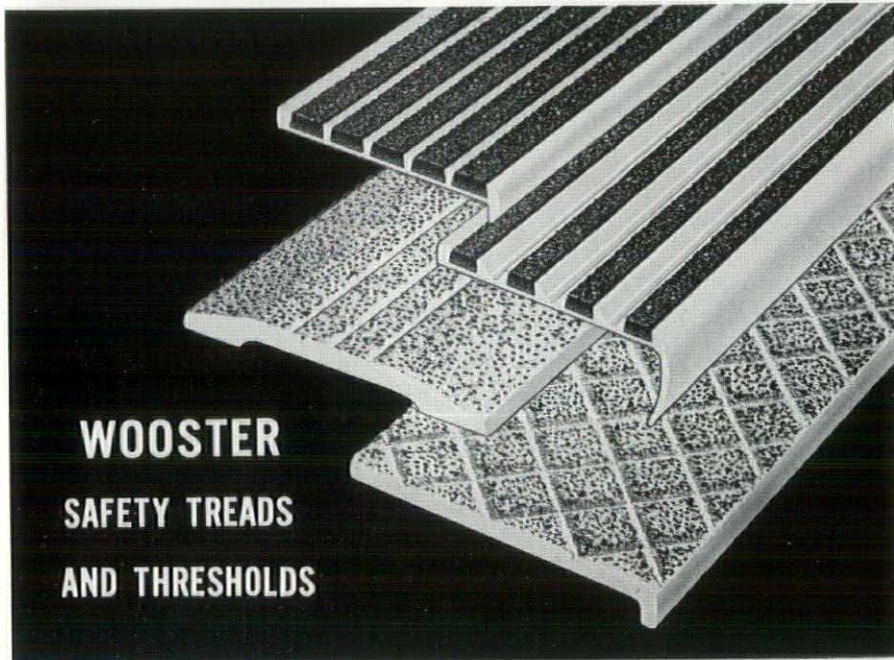
design freedom for the architect and a more handsome structure for the home owner. Because of steel's great strength, it is possible to frame a house with fewer members, permitting longer spans uninterrupted by columns, the booklet points out. Furthermore, the members can remain slender, and pleasing to the eye when left exposed.

The booklet also illustrates how

structural steel can solve site problems—steep slopes, rocky terrain, narrow frontage, etc.—yet provide uncluttered interiors, permanence, quick completion, and economy.

For a free copy of Booklet 1802, write to Publications Dept., Bethlehem Steel Company, Bethlehem, Pa.

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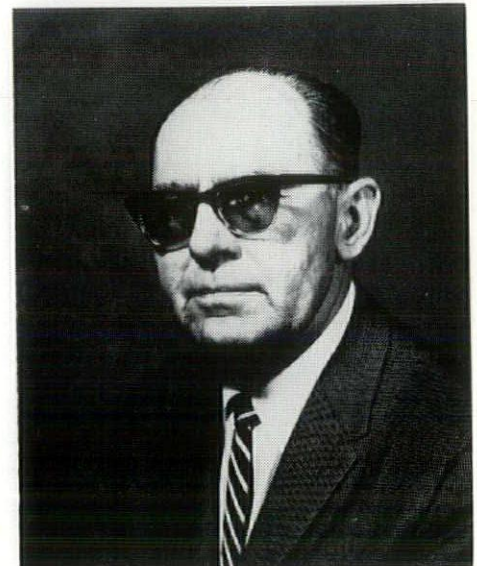
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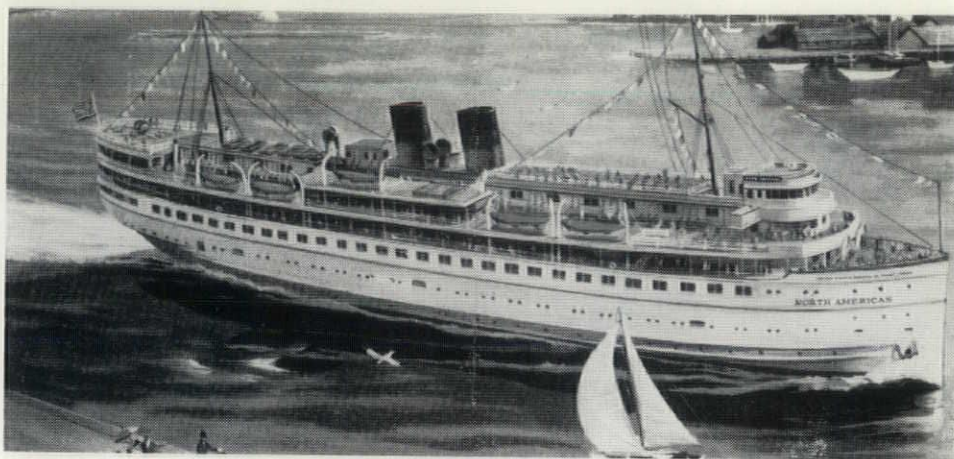
Ohio Department of Health Adds Architect to Staff



Edward E. Rosendahl, of 1352 Goshen Road, Route 3, Loveland, Ohio, who had been in private practice as an architect and consulting engineer in Cincinnati for the last 20 years, has been added to the staff of the Division of Sanitary Engineering of the Ohio Department of Health, with office at 101 North High Street, Columbus. Mr. Rosendahl will work in the field of general engineering in environmental health, which includes such specialties as community planning, trailer park sanitation, sanitary aspects of fall-out shelters, sanitation of swimming pools and other recreational facilities. He also has been named to serve as secretary of the Plumbing Advisory Board of the Ohio Department of Health. He has been a member of the Plumbing Advisory Board since its creation two years ago, serving as the representative of the Architects Society of Ohio. Mr. Rosendahl is a graduate of the University of Cincinnati. He retired last year from the Army Reserves, Engineers Corps, with the rank of colonel.

OHIO ARCHITECT

1962 ASO CONVENTION SET FOR CRUISE OF GREAT LAKES



After more than a year of intensive study and re-evaluation of the Society's Annual Meetings, the Convention Study Committee, spearheaded by Orville H. Bauer, AIA, recommended to the ASO Board of Trustees that the 1962 Annual Meeting be held aboard the Georgian Bay Line's SS North American on September 7, 8, and 9.

The ASO Board accepted this recommendation and the membership confirmed this action at the October, 1961 Annual Meeting in Cleveland.

Tentative arrangements have the cruise ship leaving Detroit the afternoon of September 7, steaming up the Detroit River, and north on Lake Huron to Mackinac Island arriving Saturday afternoon, where the Annual Banquet will take place at the Grand Hotel. Saturday evening members will reboard for the return trip to Detroit, arriving late Sunday afternoon. The SS North American can accommodate only 400 people and berths will be at

a premium. ASO members can attend the Convention for only \$75.00 each.

This price includes the cost of a berth, all food and beverages, as well as the Annual Banquet.

It is expected that architects' wives and exhibitors desiring to take this annual Meeting cruise will far exceed the 400-passenger capacity.

Do not fail to reserve these dates on your calendar, NOW!

NEW DOUBLE-HUNG WINDOW BY ANDERSEN FEATURES

Narroline, new double-hung window unit to be marketed soon by the Andersen Corporation, is described as "the most weathertight and easy operating double-hung window in the country today," by the Bayport, Minnesota, window firm.

Insulating glass or single glazing will be available for all sizes—all glazing will be grove glazing. Sash balances are individually adjusted to accommodate sash glazed with either welded insulating glass or single glazing. Units furnished with welded insulating glass can be equipped with a half screen (lower sash) which rests in a polyvinyl chloride (PVC) channel mounted on the blind stop.

The Narroline will feature two grill layouts. One will have a single horizontal bar reinforced by a 3/16 inch steel rod.

The other is designed for a "spoke" layout that allows the consumer a choice of a 4, 6, 8, 9, or 12 light effect.

All sash will have factory-installed grommets to receive grills. The grommets will have a thin membrane covering each opening that can be painted to become inconspicuous for two-light windows or simply punched out when grills are desired.

The Narroline will be sold as a complete unit, squared and cross-braced at the factory and all units will be available with combination storm and screen.



Side jams are covered with PVC which has an integral rib weather-stripping that fits into a mohair pile-lined channel in the sash. The sash run area will never require painting, which is also true of the grills and the PVC interior trim. Paint priming will be optional on all Narroline units.

For further information about the new Narroline unit, which will reach the market in February, 1962, contact Harold Mattlin, Andersen Corporation, Bayport, Minnesota.

The Architects Society-1962

by Howard B. Cain, AIA

President, Architects Society of Ohio

Architects are problem-solvers by definition and by experience. We solve other people's problems, that is, not our own.

We hold regular meetings for the purpose of improving our professional skills, which is fine. Never do we take the leisurely time that is required to sit down together and calmly work out solutions to our mutual professional problems.

This is not criticism in the unpleasant sense, but simply an observation of a prevailing fact of life among architects.

This observation, nevertheless, provides a basis upon which your state society can approach its duties. To me it means that the ASO Board of Trustees has a responsibility to provide solutions to pressing problems without benefit of extensive discussion of these problems and proposed solutions with the membership at large.

We shall trust that our judgments are in the best interests of the profession and the general public.

The first order of business of the 1962 Board relates to organizing Ohio as an efficient "region" of the national

AIA. This status, granted at last year's national convention, establishes Ohio as one of seventeen regions of the AIA. Regional committee communications will now be shorter and more direct. Our ASO headquarters staff can now serve to coordinate regional *and* state activities since the two will now be synonymous.

In this connection, your Board has prepared the adjacent organizational chart which illustrates the structure of the ASO and its major areas of concern.

We have attempted to reduce the number of committees to a minimum in the belief that by doing fewer things we can do each thing better.

Our 1962 Annual Meeting and Products Exhibit deserves special comment. This year it will be held aboard the beautiful steamship South American, sailing from Detroit to Mackinac Island on September 7. Toledo, the host chapter, suggests that you make early reservations for this three-day affair so as to avoid being left behind when they hoist the anchor in September.

At our 1961 annual meeting in Cleveland the membership voted to establish a continuing reserve fund for the purpose of employing legal counsel in support of our complex administrative duties. This year our "Principles Committee" will be asked to contact all Ohio architectural offices for contributions to this special ASO Legal Fund.

Our Legislative and Registration Law Committee, also, has an especially difficult assignment for 1962. In exercising our duty to protect the public interest, this committee must again attack the problem of strengthening our registration law. Our primary concern is to prepare an amendment to the existing law that will require at least three years experience on the part of applicants who wish to be licensed to practice architecture. Further, we should clearly establish appropriate legal means whereby unlicensed persons are prevented from practicing architecture. In this endeavor we will need, and will count upon, the support of our friends in OSPE.

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The above are the newly elected officers of the Columbus Chapter, AIA. Top left and right are: Robert E. Cassell, Treasurer, and Robert H. Myers, Secretary. Seated left is Richard H. Eiselt, President, and right is Dan A. Carmichael, Jr., Vice President. Thomas G. Zaugg, new Director, is not shown. These officers elect will begin their terms of office in April, 1962.

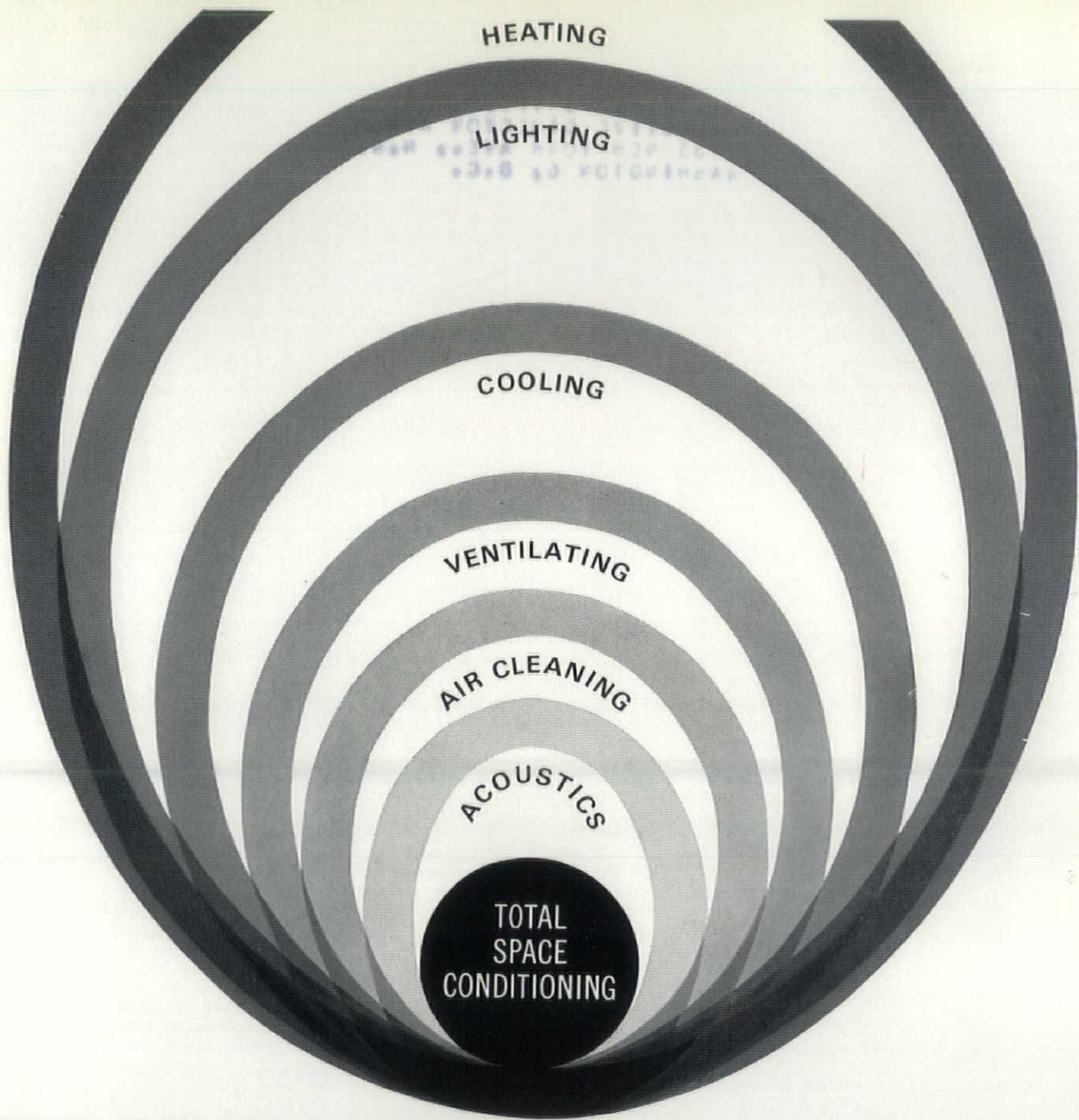
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