

# ARCHITECTS' REPORT

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CONFERENCE REPORT • MASS TRANSIT AND THE AIA  
INNER HARBOR & MUNICIPAL CENTER STUDY



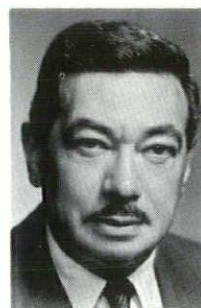
## PEOPLE IN ARCHITECTURE

Edward S. King, Director of The Walters Art Gallery, has had a close affiliation with architecture since his graduation from Princeton in 1922. As an instructor in the Department of Fine Arts, Bryn Mawr College, 1924-26 and again in 1930-32, he gave courses in medieval, renaissance and modern architecture in addition to various art courses. During the period 1926-30 and from 1932 to 1934, Mr. King was engaged in advanced art, research and instruction. In 1934, he became Curator of Paintings and Far Eastern Art of The Walters Art Gallery. After serving in several intermediate posts, he became Director of The Walters Art Gallery in 1951. A prolific author in his field, Mr. King has been published in Collier's Encyclopedia and periodicals of the art world here and abroad.



John Downing Wright, a recent appointee to the Architectural Commission of the City of Baltimore, is a principal of the Baltimore law firm of Wright, Robertson and Dowell. His concern for the metropolitan area environment is further evidenced by his membership on the Planning Board of Baltimore County. Mr. Wright is a native of Baltimore and his deep interest in this region is shown in his work as Director of the Heart Association of Maryland; as former President of the Baltimore Symphony Orchestra Association; his membership on the Board of Overseers of Goucher College. The author of several books on the subject, Mr. Wright brings to the Architectural Commission a wealth of background in the intricacies of tax law and a firm ground in many of Baltimore's problem areas.

Edwin Castagna, Director of the Enoch Pratt Free Library since 1960, heads one of the nation's most extensive library systems and one engaged in a major construction program. Mr. Castagna gained his professional experience as city librarian of Ukiah, Glendale and Long Beach Public Libraries in California, and as director of Washoe County Library, Reno, Nevada. He is the author of the "History of the 771st Tank Battalion," and numerous professional articles. Currently, he is vice-president and president-elect of the American Library Association. As director of a rapidly expanding system, Mr. Castagna is responsible for the supervision of construction of the Enoch Pratt's new branch libraries as well as planning for future demands on the main building.



Leon H. A. Pierson, recent appointee to the Architectural Commission of Baltimore City, is a member of the Baltimore law firm of Pierson & Pierson. A prominent attorney, Mr. Pierson is a member of the American, Maryland State, Federal and Baltimore City Bar Associations, and currently is president of the Bar Association of Baltimore. Mr. Pierson is a native of Baltimore and a graduate of the University of Maryland. He has served as General Counsel to the States Attorney General for the District of Maryland. His interest in civic affairs is shown by his membership on the boards of the Jewish Welfare Fund, the Maryland Association for Mental Health and the Baltimore Foundation for Psychoanalysis.



The Advisory Board shall screen all exhibit and advertising material intended for publication.

When sitting as a screening jury, the Advisory Board will have as its special Chairman an out-of-state architect. The jury shall identify material acceptable for publication on the basis of both architectural and photographic quality, bearing in mind the intent to display varying categories of work from differing parts of the Chesapeake area. Acceptance by the jury will in no way imply premiation of material. The screening jury will be empowered to make recommendations modifying exhibit material if, in its opinion, such modification will improve the standard.

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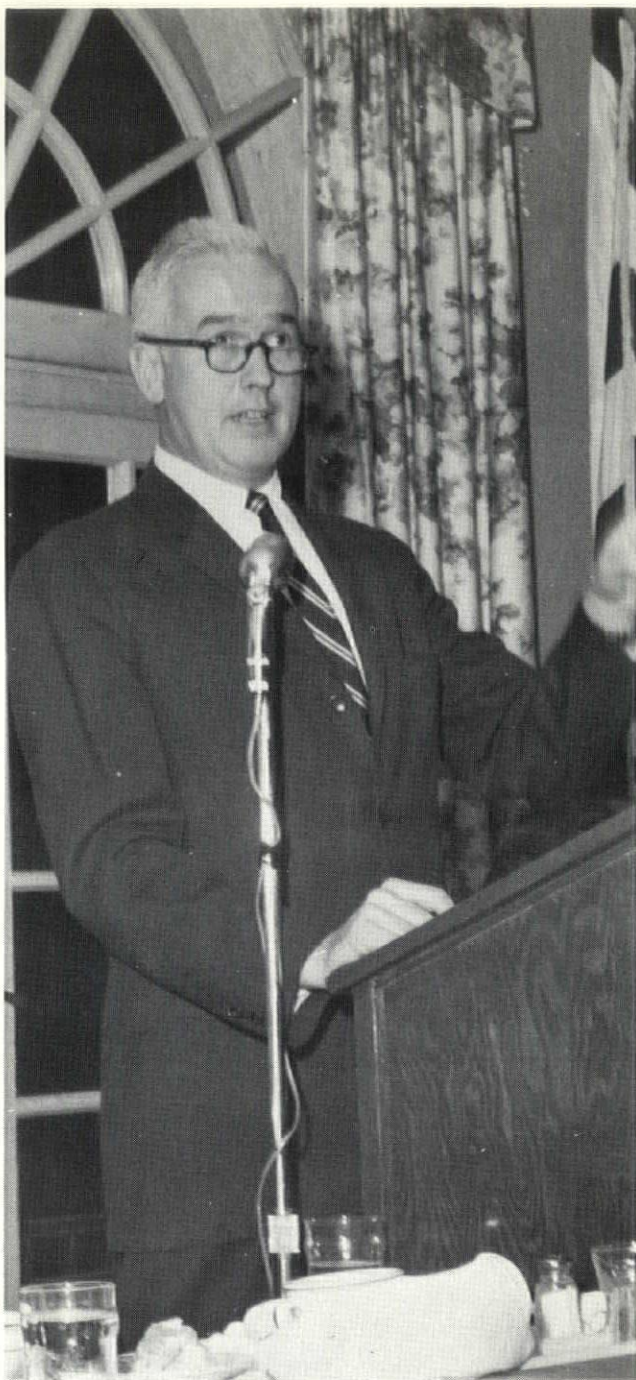
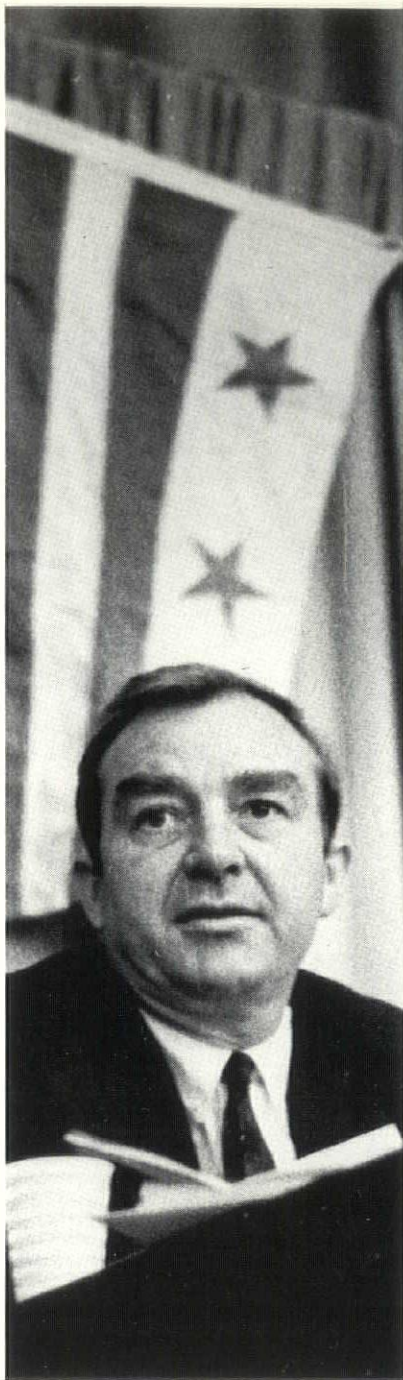
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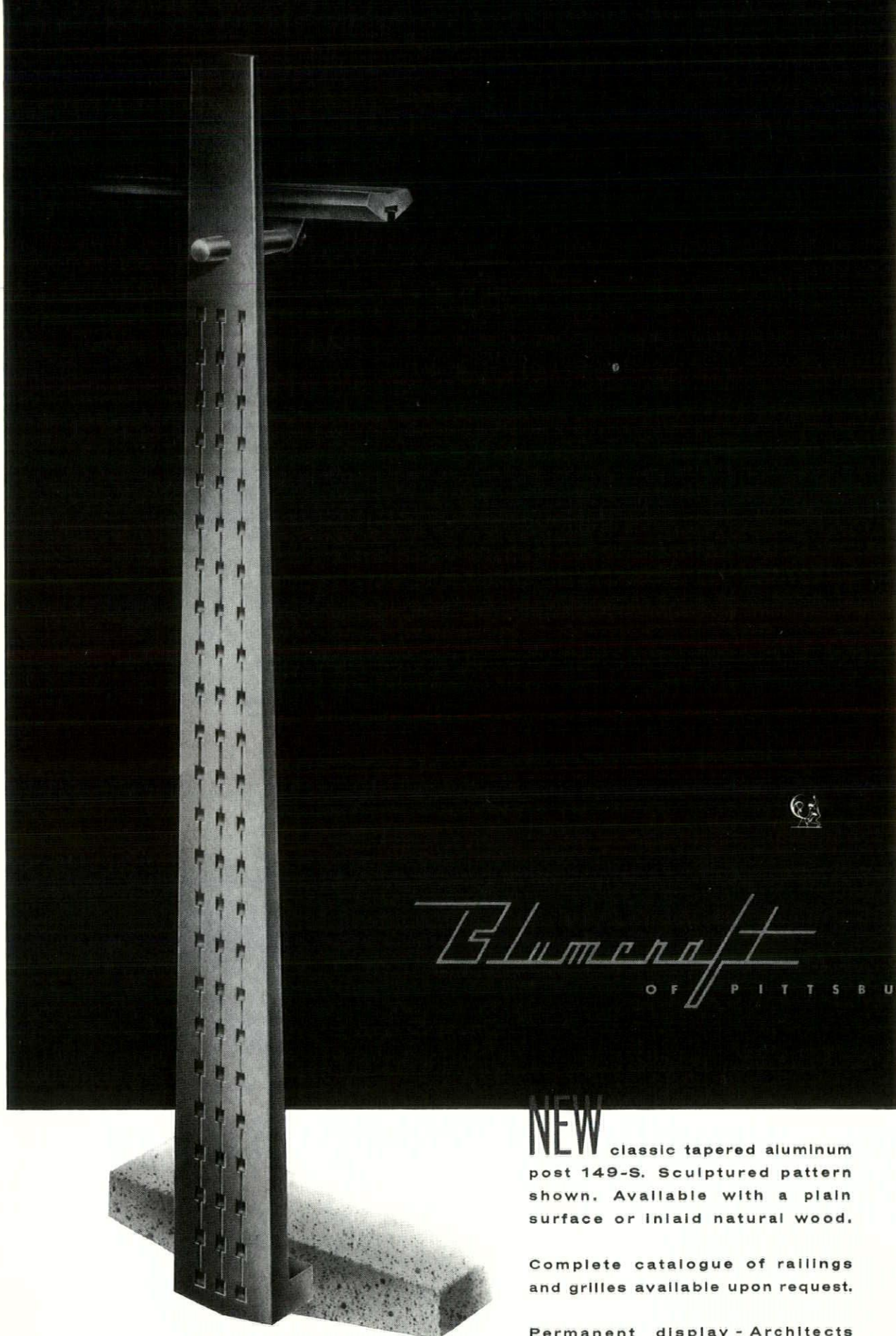
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Number 2

Winter 1964

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## EDITORIAL

*Baltimore is one of the major cities of the United States. What is happening in Baltimore is also happening in other cities across the country. Slowly the city, the heart of a much larger metropolitan area, is beginning to rejuvenate itself. All about us are signs of a city in transition, signs of awakening, of the realization of the necessity for an urban spirit.*

*Yet who is responsible for the reshaping of Baltimore? Who are the people who are imposing their political, sociological and architectural philosophies on the outline of the city? We have BURHA, the City Planning Commission, the Department of Traffic and Transit, highway planners, plus private planning agencies and consultants and a myriad of others.*

*Are there so many fragmented agencies and departments that no one is responsible for the final decision? Will the city lose its special and unique flavor because there are too many hands and no one hand to give direction?*

*The Civic Center, Charles Center, new parks by the Court House, the question of the lower end of Jones Falls Expressway and the route of the East-West Highway, the lack of trees along downtown streets and lack of fountains—all these reflect the philosophies of the agencies responsible for the rebuilding of our city.*

*The European term "Urbanist" for the American term "City Planner" is, perhaps, more expressive of the quality of thought a planner should have. (It has been said that no planner should consider his education complete until he has spent at least two years in Rome.) The agencies and departments responsible for Baltimore's growth must strive to have that quality in their staffs, their ideas and their goals.—M.F.T.*

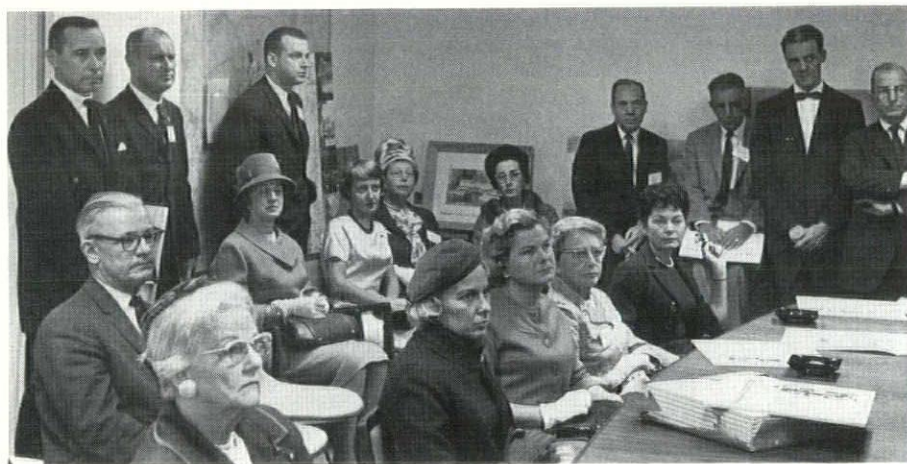




Panel, Friday session. Left to right. Charles M. Nes, Jr. FAIA introducing Richard W. Snibbe, Moderator; Dean Thomas F. Fitzpatrick, Univ. of Va.; Mrs. Anne St. Clair Wright, Pres. Historic Annapolis; Bartlett Hayes, Addison Gallery of American Art; Robert D. Angstadt, Avon Products—Wilmington, Del.; Louis Azrael, Baltimore News Post.



Registration Desk Mrs. Frances Noland Mrs. Agnes M. Preston  
Miss Fran Woodworth signing in. Mrs. William Ilmanen Mrs. Allen C. Hopkins



L. to R. front row: Mrs. Preston, Mrs. C. M. Nes, Jr., Mrs. David H. Wilson, Mrs. James R. Edmunds, Jr., at Planning Council exhibit in Charles Center.



ARCHITECTURAL EXHIBIT Francis Scott Key Auditorium

## AESTHETIC RESPONSIBILITY CONFERENCE REPORT

Last Fall the Baltimore Chapter made a major effort to awaken the community to a new and necessary responsibility — Aesthetic Responsibility. With the open countryside being desecrated and our cities decaying, the aesthetics of our man-made surroundings become even more important.

Seldom has hindsight been more rewarding than looking back on the Middle Atlantic Regional Conference 1963, revealing as it does, an event well staged and well received and producing excellent results. Aesthetics weren't exactly defined nor was Responsibility established, but both were so thoroughly aired and discussed that everybody came away with a greater awareness and concern. The press, radio and TV caught the message and we have now established a foundation upon which to build—a greater public understanding of the need for better aesthetics and better design in our environment.

Educators, politicians, consultants, journalists, public officials, bankers, industrialists, school girls and historians joined the architects and participated and expressed themselves from the stage and from the audience, some to cajole, some to defend, others to philosophise or pontificate, and finally some to summarize but all concerned about the ugliness (banality was the preferred word) and lack of beauty in our surroundings.

Indication of the respect accorded the Conference was evidenced when Chief Judge Roszel Thomsen of the Federal District Court of Maryland and President of the Board of Trustees of Goucher College, stood in for Dr. Otto Kraushaar at the Awards Dinner. Similarly, former Governor Cecil Underwood of West Virginia received Mr. Raymond Salvati's Award.

For this occasion the speaker was the president-designate of The American Institute of Architects, Arthur S.





Odell, FAIA. His description of the Institute's present programs and activities indicated how we, as architects, must become involved in environmental design. Representative Frank Thompson, Jr. of New Jersey, in accepting the Layman's Award of the Washington-Metropolitan Chapter showed that he is possibly more observant and more concerned than most of us about the ugliness around us and is also doing something about it.

With 230 laymen and 120 architects in attendance from New Jersey, Delaware, Maryland, Virginia, West Virginia and the District of Columbia it was every bit as successful as anticipated. Whether this success is significant is entirely dependent on the enthusiasm with which we as architects assume this roll of leadership.

## NOTES

The historic and beautiful architecture of Annapolis, particularly in the clear October sunshine, made a perfect setting for such a seminar. As everything was within walking distance there were plenty of opportunities to observe the architecture and planning of our ancestors.

The material exhibits of the Producers' Council and the architectural exhibits of the various chapters were well presented and well patronized. The award for the best booth went to the Aluminum Company of America. Added attractions were boat rides in the harbor, tours of the Naval Academy, Historic Annapolis, Charles Center, and all events were over-subscribed.

The Committee for The Conference and particularly its chairman, Allen Hopkins, deserves our warmest thanks and heartiest congratulations for a job well-done, as do the ladies of The Women's Architectural League and Mrs. Preston, all of whom worked to make this project such a success.

We are grateful to Mr. & Mrs. Archibald C. Rogers for the use of their beautiful home for the opening luncheon and to President Weigle of St.

(Continued on page 19)



*Standing L. to R. A. G. Odell, President Elect A.I.A.; G. W. Locke, presenting Certificate of Award to Allen C. Hopkins, Conference chairman.*



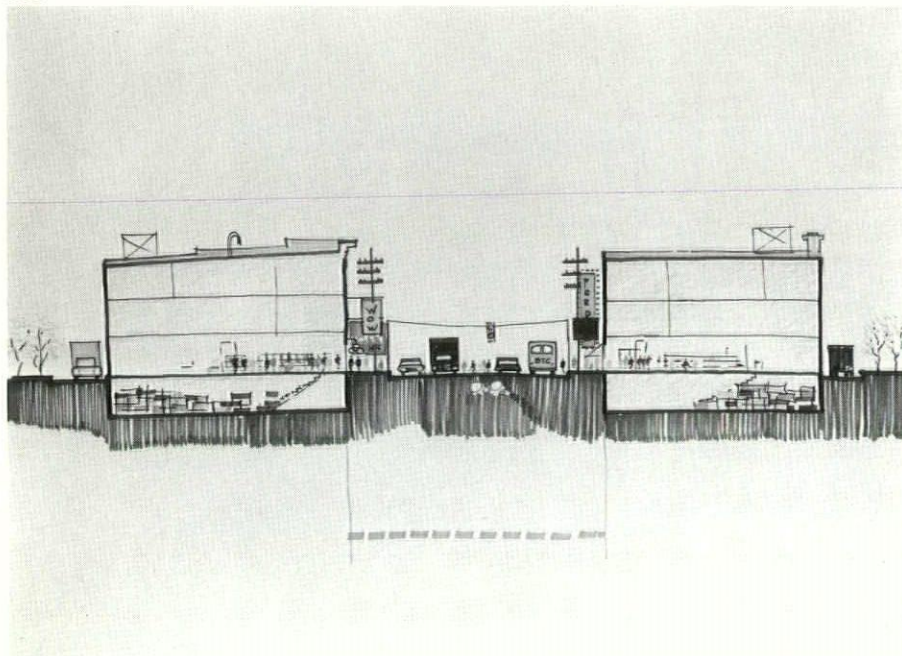
*L. to R. at Banquet — Friday night. Thomas D'Alesandro III, Pres. Baltimore City Council; Mrs. G. W. Locke; Mayor Griscom of Annapolis; Albert P. Backhaus, Director of Public Works, State of Maryland; Richard W. Snibbe, Moderator.*



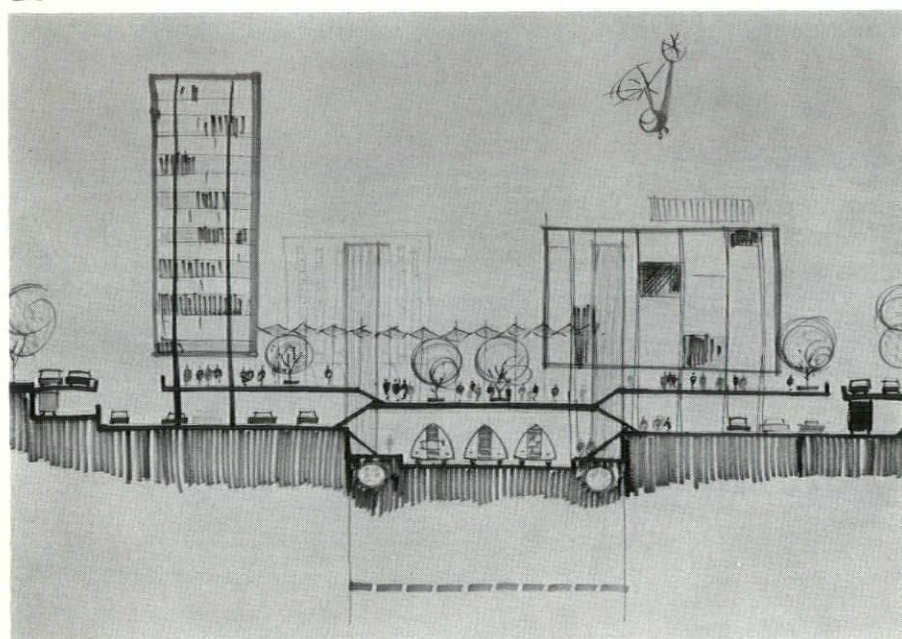
*Aluminum Co. of America Prize Winning Exhibit*



**a.**



**b.**



## MASS TRANSIT AND THE AIA

W. Boulton Kelly, Jr., AIA

In the past few years the Civic Design Committee has grappled with all the major planning problems of Baltimore City in an effort to help effect some kind of order and environment sanity. Previously our efforts were largely directed towards creating some sort of official City Commission sitting on all problems of City Design (growth) and also to issue official editorial comments from the AIA on each planning problem as it arose.

This summer, the committee was extremely discouraged at progress to date and initiated one further step in the direction of solving these problems. The committee met once a week during the entire summer inviting various people to discuss as many of these areas as possible (including such subjects as the historic growth patterns of Baltimore). The rest of the time was spent actively trying to structure a conceptual plan for the whole city and environs. In the meantime, such events as a comprehensive plan for the Inner Harbor and a true Civic Center were announced and effectuated, all of which had a high priority on our list. In any event, we rapidly became aware that all plans were relatively unimportant compared to the conceptual solution of the movement of people, goods and services to and from our center city; and it was here that we directed our attention.

A special subcommittee (Russell Marcks, Lawrence Menefee, Jr., Robert Patton, Kent Rayburn and myself) prepared a plan and presentation for the City Council subcommittee on Public Transportation (chaired by Thomas Ward, Prucha, Parks, Pica, Schaefer, Soypher, Duffy, Edelman and Leone). This plan follows and is in the form of a



**a. existing clutter of all types of traffic.**

**b. proposal for orderly separation of  
various types of traffic.**



direct quote from City Council Resolution #225, now pending.

"On November 7, 1963, the American Institute of Architects Committee of Public Transportation chaired by Mr. W. Boulton Kelly, Jr., presented a brilliant outline of proper mass transportation planning to the Committee. The five major points covered by the architects include:

1. Is the mass transit planning total planning?—does it provide for local and rapid transit, vehicular transit, does it respect neighborhood and existing institutions, does it transport goods and services, etc.
2. Does it give primary emphasis to the City core?—a city cannot exist without a healthy core; subsidization may be necessary.
3. Does it have a strong concept?—does the plan water down the concept, but does the concept remain. A discussion followed and included what is meant by a concept.
4. Can a rapid transit system be the bones and structure of the City's basis for growth?
5. How do you want your City to grow, and you should plan your concept accordingly. —transit routes will actually determine growth.

"The architects then developed their five points by showing what other cities were doing including Cincinnati, Cleveland, San Francisco, Atlanta, Chicago, Washington and Philadelphia. The architects pointed out that there must be a systematic coordination of all transit loads, and that no transportation artery should be aimed at the core of the city without understanding what you are

going to do with the people when you get them there.

"An interesting and graphic system of charts and visual aides were used in showing how the city and metropolitan areas have grown along its historic routes and lines of movement. The demonstrations graphically proved that the growth has been centered from the core of the city outward on radial spokes. They pointed out that too much building (of roads) in circles creates circular travel patterns. And they concluded that a central traffic concept is necessary and should relate to all the building projects in the center of the city.

"The architects further demonstrated by visual aides possible new forms of transportation, showing growth level movement, underground movement and combined over and under on the ground movement.

"In summary to the presentation, the architects stated that the principal of historic city growth is that a city grows on its traditional transportation routes and that modern planning and transportation development must think in terms of transit on these traditional routes. They pointed out that the existence of these routes creates higher values, higher use of land, and higher potential use of land along these corridors where you find all major modes of movement. The architects say that it must be recognized that any decent system of transportation for the future that automobile traffic must decline in its movement toward the city core. Transportation is the essential part of the development of a healthy core and that subsidization of such a transportation system may be necessary.

"Extensive questioning of the archi-

tects by the Committee revealed that they felt that the total concept of City planning, including public transportation has never been provided for. The architects clearly stated that they felt that the present highway system, including in the east-west expressway, is not related to a total plan. They pointed out in questioning that highways are built on vacant land where people aren't. They said this is a bad concept and that such highways are difficult to integrate with rapid transit. Although such highways touch population centers, they don't feed them. On the same subject, the architects expressed the fact that express buses are not the answer unless they are on a different level (underground or something similar), and can move more freely.

"They expressed the viewpoint that the east-west expressway plans have been in existence for so many years and have not been considered by anyone other than automobile traffic engineers. They said that the total concept of public transportation should be applied to the east-west expressway and that it was wrong for any one concept of transportation to dominate the scene. The architects recommended that the east-west expressway be studied with regard to a total concept of public transportation, immediately."

The work of this subcommittee has just begun, but we have reason to be encouraged by this beginning. We are the first to recognize that no one in his spare time can adequately solve the whole problem of transportation for Baltimore City; however, anything we can do now to force a concept of transportation, we will do. We also have left a yardstick for the Council to measure any future transportation plans.





# BALTIMORE'S INNER HARBOR AND MUNICIPAL CENTER: A STUDY OUTLINE

David A. Wallace, AIA, AIP, Planning Dept., Univ. of Pennsylvania.

*"In my inaugural address I stated that it was my desire to see the redevelopment of our center city which was begun in the Mt. Royal Plaza area, which has continued so magnificently with the Charles Center, be extended to the Inner Harbor and the area surrounding City Hall. It gives me great pleasure and satisfaction to announce that the unique partnership of public and private interests working together that produced the Charles Center Plan and the Plan for the Central Business District will devote their talents and energies to these areas thus assuring continuity and consistency in planning for our entire downtown area."*—Mayor Theodore R. McKeldin

The study to which the mayor refers, and which is now in its early stages, is the Inner Harbor and Municipal Center study. Actually, it is viewed as two separate but closely related programs. Proximity and allied functions make them a logical single planning and design undertaking.

## THE INNER HARBOR

Baltimore's Inner Harbor poses a wide variety of problems regarding its optimum development. Historically the nerve center and a major reason for Baltimore's being, the harbor's recent history has been one of neglect and disuse. Bothered by floods, too small for large shipping, surrounded by obsolete structures, it has not lent itself easily to planning in the past. Expressway locations have been problematical, the investment thrust of the region has been in other directions and the area has defied the many people interested in its potential.

In contrast to earlier efforts, the present program is not only timely but urgent. New investment paced by Charles Center is increasing at a rapid rate in the Central Business District, and interest in the harbor is growing. Adjacent renewal areas are well under way and do not appear competitive. Expressway planning is reaching its critical stage and points up the negative as well as positive impact that these great ribbons of concrete can generate.

## APPROACH TO PLANNING

The basic approach to planning of this area is to explore all feasible alternatives. By discovering the full implications of alternate solutions, the client—in the final analysis the citizens of Baltimore—can decide on the course of action that most suits the city's needs, desires and capabilities.

The Inner Harbor area must perform four essential roles. It must serve both symbolic and useful functions in relation to downtown, in relation to the port, in rela-

tion to the region, and for the people who are in it and of it. The task is to seek out and express these functions as an integrated whole.

## THE MUNICIPAL CENTER

While the Inner Harbor Study seeks to reestablish a natural as well as man-made order, the Municipal Center Study must deal with the intimate workings of government. Again the need is to explore all feasible alternatives in sufficient depth and breadth to trace their full implications. New alternatives related to the Inner Harbor Study will also be analysed, and intangible as well as tangible costs and benefits of the symbolic and historic aspects considered.

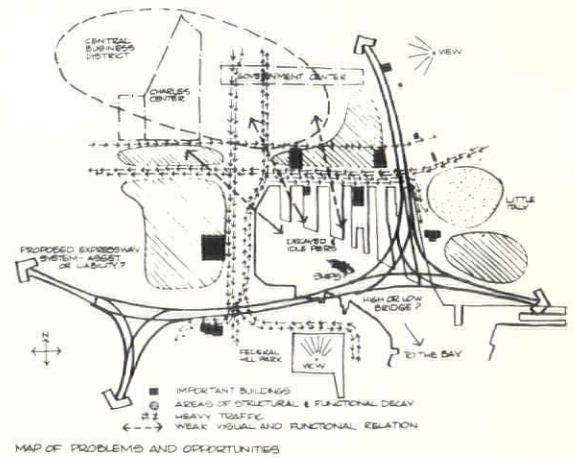
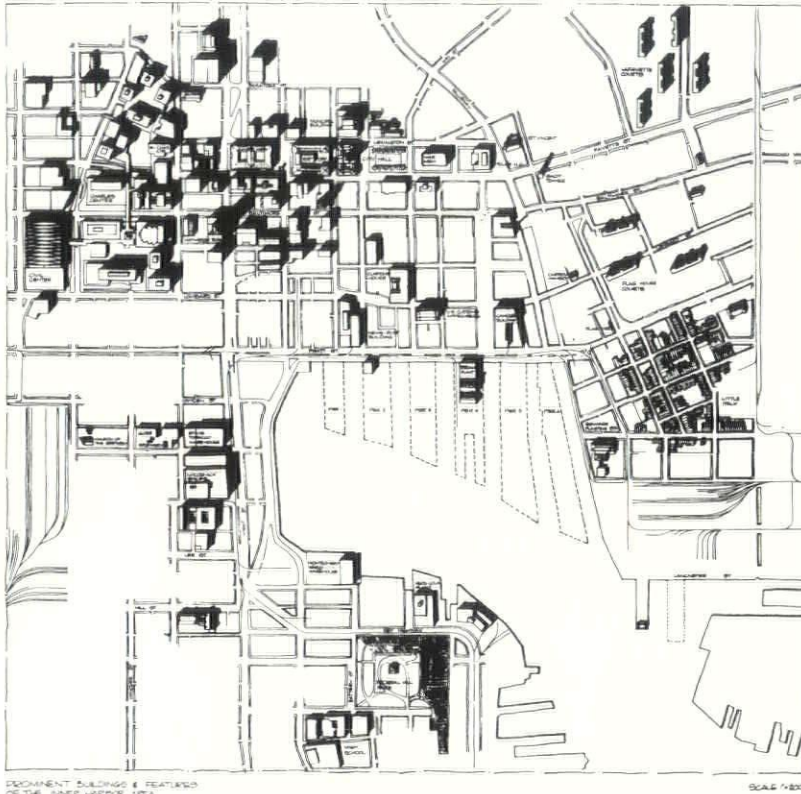
## THE WORK PROGRAM

The following special studies represent in summary form the content of the work program leading to the Plans.

1. *Urban Renewal Eligibility—Private and Public.*  
The present condition of structures, their possible potential and suitability for current or future use will be studied.
2. *Space, Use and Property Analysis.*  
Functional areas will be established, trends in assessed values determined and the linkage of present to possible future uses in the areas will be evaluated.
3. *Government Functions Analysis.*  
Functional interrelations among government departments, and between them and the public, will be established. Their relation to other CBD functions will be analysed and principles of location and service needs developed. These will serve as the basis for developing alternative proposals to include, among others, the remodeling of the present City Hall, its demolition and replacement, or modifications of the present and future space allocation of government activity.
4. *Historical Study.*  
The physical, social, and economic history of the study area will be examined to ensure a full understanding and protection of vital historic landmarks.
5. *Space Requirements of New Uses and Interrelationship of Special Functions.*  
Possible new uses will be analysed in terms of their space and locational requirements and interrelationships to each other and to existing functions to remain. Special attention will be given to the requirements of the Maryland Port Authority and to water-related activities.







#### 6. Engineering Study of Hydrology and Drainage.

This special study will explore feasible means of dealing with flooding, flushing of the harbor, and other problems connected with the tide, storm drainage, water conditions and the sub-surface requirements of water connected activities.

#### 7. Previous Public and Private Planning Proposals.

Various public and private documents will be examined to evaluate the multitude of proposals that have been made over the years for various parts of the area.

#### 8. Transportation Study.

The implications for the area and possible functions in it of specific traffic and other transportation proposals and plans, most particularly the East-West Expressway, will be examined. Studies leading to traffic and transit proposals related to all of downtown and to the traffic generating characteristics of alternative new uses for the area will be made.

#### 9. Design Analysis and Proposals.

The design character of the area's structures, intensity, vistas, pedestrian patterns and other design

elements will be carried out. Design principles will be evolved as the basis for preparation of the development of programs for alternative plans.

#### 10. Parking Study.

Special studies of the parking need and demand generated by existing and proposed uses will be made.

#### 11. Development of Alternative Proposals.

Based on economic forecasts, and the foregoing background and design studies, alternative plans for the Inner Harbor and Municipal Center will be developed in sufficient detail to permit review and evaluation through cost-benefit analysis.

*"The Planning Council of the Greater Baltimore Committee welcomes the opportunity to continue the partnership with the City and the Committee for Downtown which brought forth the Charles Center plan. It is our opinion that the inner harbor of Baltimore is a great untapped resource which through the development of a proper plan can make this area a jewel in downtown Baltimore."*—John E. Motz, President of the Mercantile-Safe Deposit & Trust Co.; Chairman of the Planning Council of the Greater Baltimore Committee.





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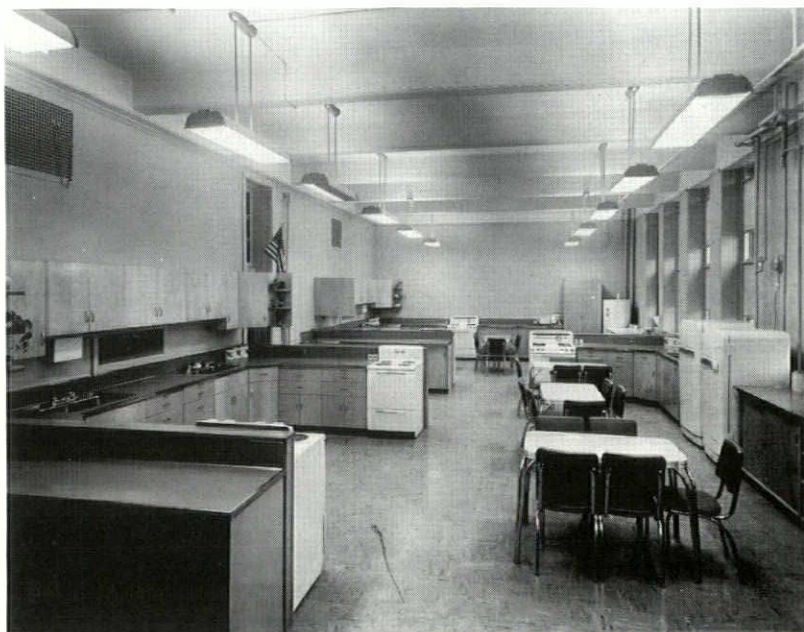
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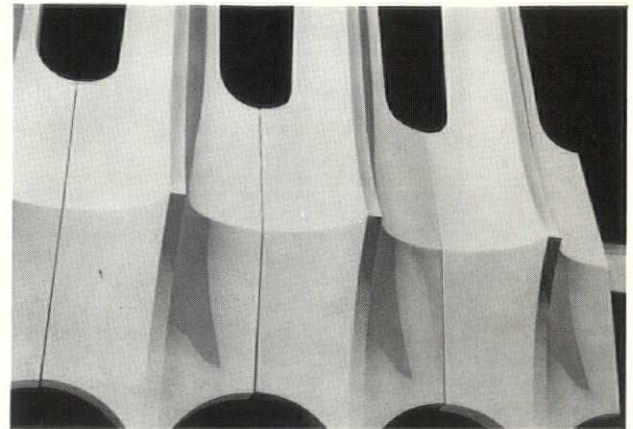
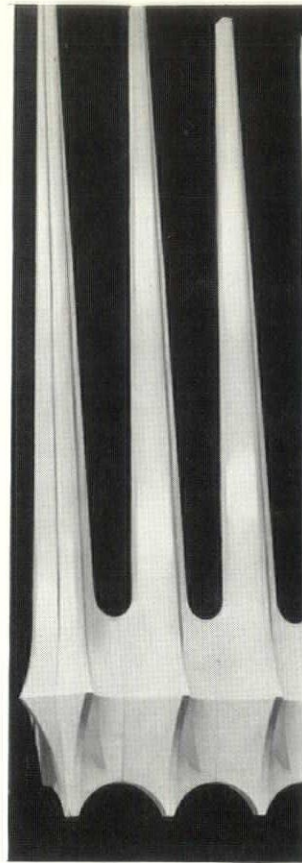
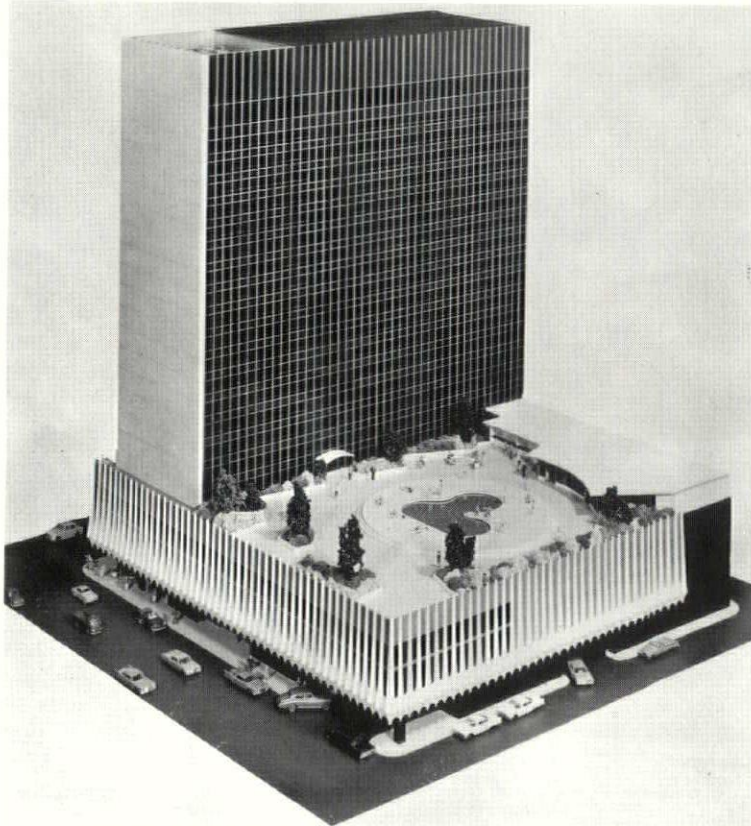
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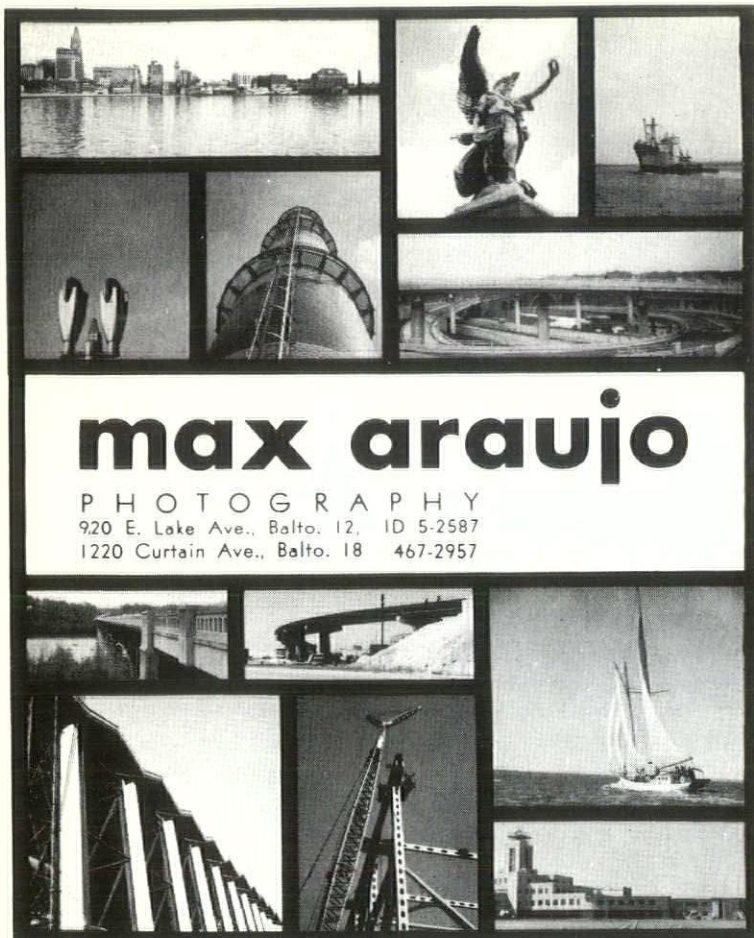
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Noxzema Chemical Co.  
Architect: Skidmore, Owings & Merrill



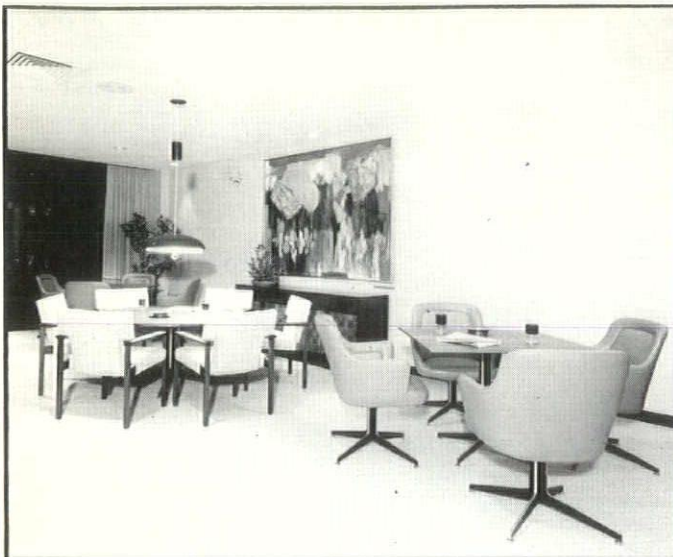
Landsdowne Senior High School  
Architect: Hopkins & Pfeiffer

*Henry A.*

# KNOTT

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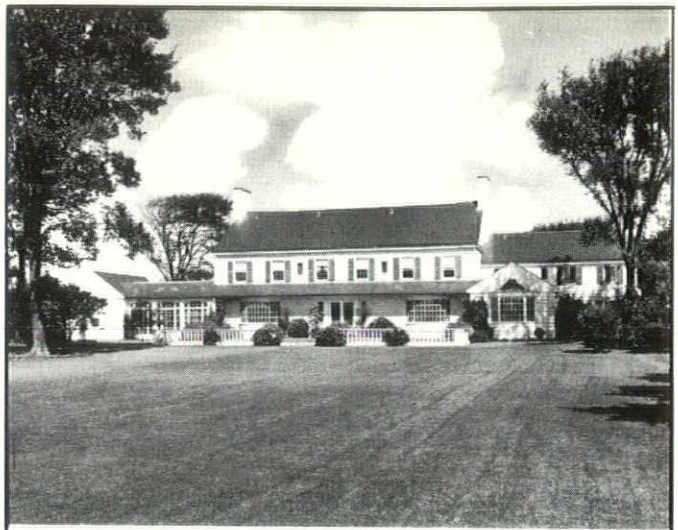
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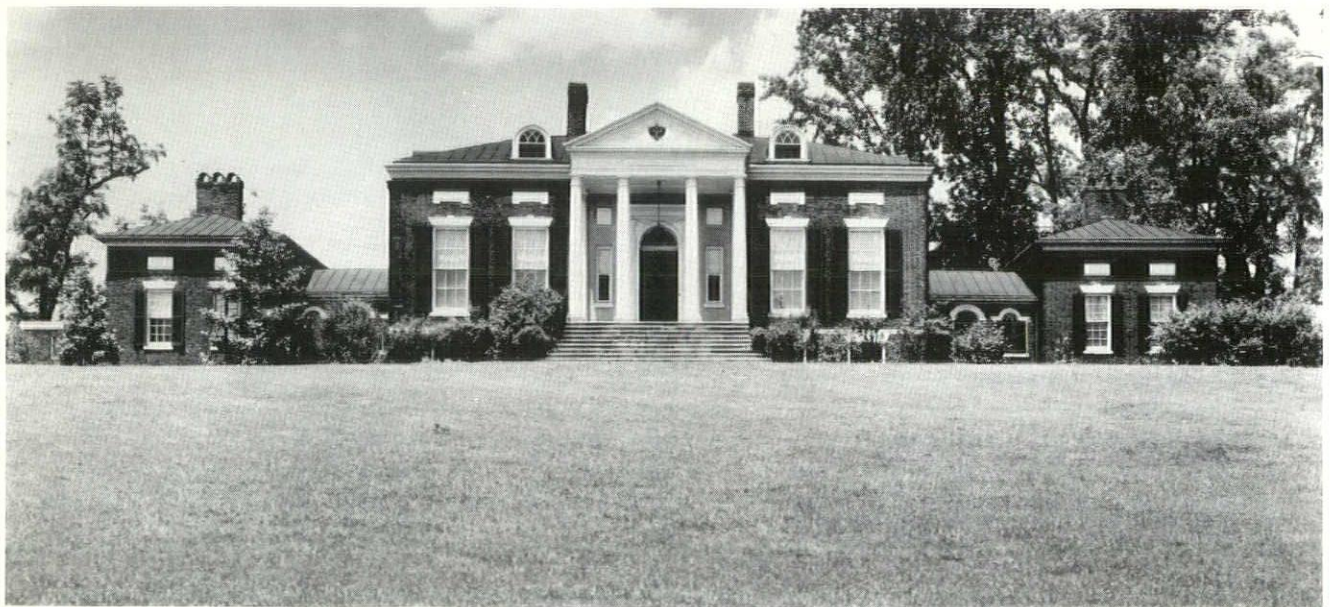


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## CONFERENCE REPORT

(Continued from page 7)

John's College for the use of the Francis Scott Key Auditorium for the Seminars.

### QUOTES

*"Real ugliness is just as hard to achieve as real beauty . . ."*

Dr. Albert Bush-Brown, President of the Rhode Island School of Design

*"Can we tell an individual what he can do with his property? I believe we can and that we will have to . . ."*

Thomas F. Fitzpatrick, Dean of the School of Architecture of the University of Virginia

*"My own experience has proved the value of good design in industrial buildings . . ."*

Robert D. Angstadt, Industrialist

*"Our schools should put more emphasis on the training of our visual senses . . ."*

Bartlett Hayes, Director of the Addison Gallery of American Art, Andover, Massachusetts

*"Architects must assume the leadership in efforts to create a better environment for their communities . . ."*

Mr. Patrick Hays, Washington, Cultural Advisor to the late President Kennedy

*"Our public is beginning to achieve a sensitivity which makes it want the elimination of ugliness . . . but we must attack first those things which are so obviously ugly that everybody knows they are ugly . . ."*

Louis Azrael, Columnist, Baltimore News Post & American

*"Ugliness is wasteful and ruinous. It deflates the community pocketbook and it depresses the Community Spirit . . ."*

A. G. Odell, President-Designate American Institute of Architects

*"The government must take the lead in correcting architectural problems, particularly in Washington . . ."*

*"I am sure the architects can provide the imagination and perspective . . ."*

Honorable Frank Thompson, Jr., New Jersey

## MRS. PRESTON RESIGNS

With the resignation on December 31, 1963, of Mrs. Agnes Preston as Executive Secretary, the Baltimore Chapter, AIA, has lost not only a loyal and dedicated servant, but also a friend and counselor. With her intimate knowledge of the Chapter's affairs and its members, she has provided invaluable assistance and advice to its officers. Sympathetic, yet firm and outspoken when she deemed it necessary, she has been the strength behind many of the Chapter's administrations.

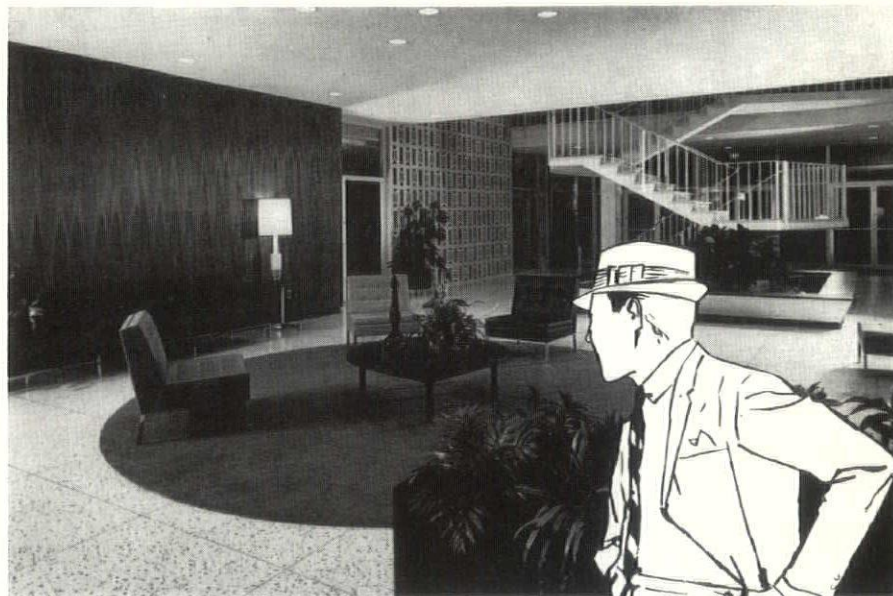
Her interest in and assistance to many younger members has stimulated, to a high degree, their contributions to the Chapter, profession and community.

She has proven an able recruiter and a capable guardian of the Chapter's treasury and reputation. Indeed, it would be difficult to enumerate the many, many ways in which she has served us. The Chapter has been her life. It owes her a real debt of gratitude.

The staff of *Architects' Report* Magazine expresses to Agnes Preston its own sincere appreciation for her conscientious work in the traditionally thankless—and endless—task of managing our circulation department; for her accurate maintenance of our accounting procedures; for her assistance in advertising sales; most of all, for the pleasure of working with her.



Mrs. Agnes M. Preston



In this case — a lobby for WMAR-TV. The man from LDG is now on his way to design an executive office, reception room, general office, a banking area and a conference room for other important clients. May he next serve you?





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## SCORE 4 FOR FLEXICORE

### IN DELL HOUSE CONSTRUCTION

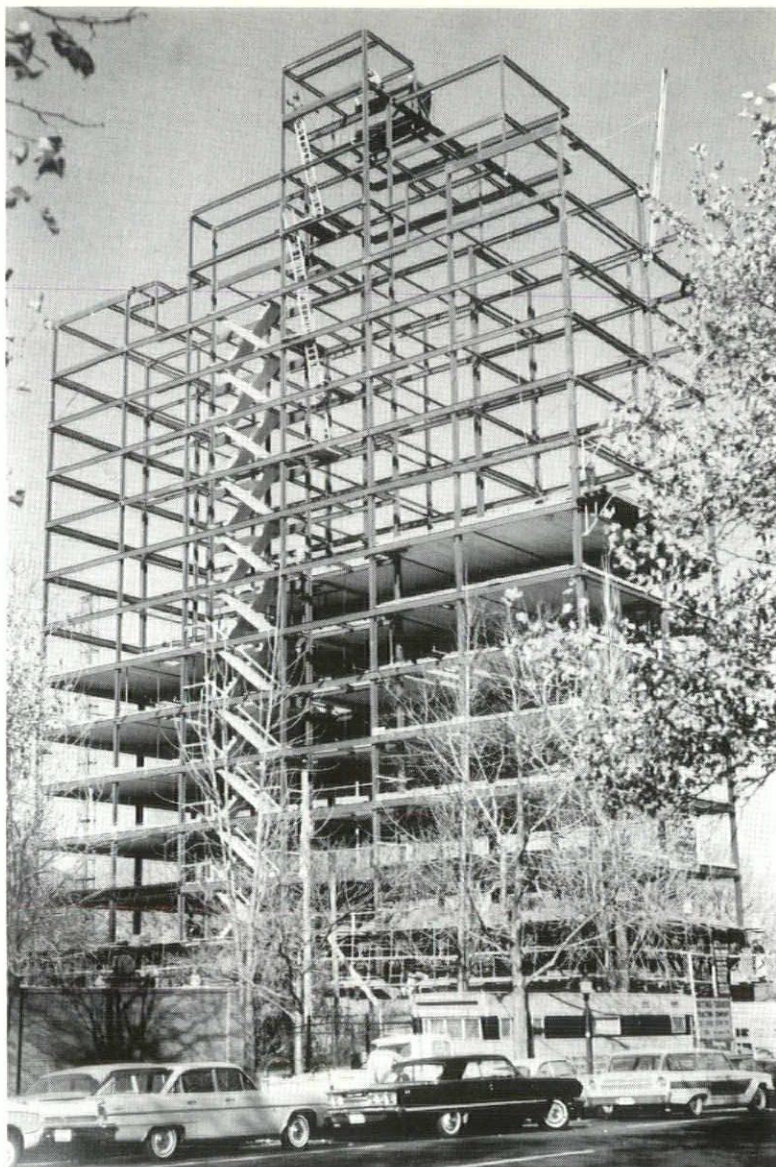
Flexicore precast concrete slabs by Strescon Industries scored high in four important areas in the construction of Dell House.

**ECONOMY:** Flexicore's use in Dell House allowed the architect and engineer to use only 6.2 pounds of structural steel per sq. ft. / Ceiling plaster is eliminated, reducing finishing costs and job time. / Building height reduced by 8" per story. / Reduces contractor's overhead because the job can be completed sooner — less supervisory expense; lower job financing costs.

**SPEED OF CONSTRUCTION:** Flexicore saves on-the-job labor and job-time: no lengthy pours, no wait for curing, no forest of shores. / Flexicore installation at the rate of 4000 sq. ft. a day per crew. / Deck becomes immediately available for other trades.

**CONTROL OF COST:** Flexicore allows the architect to accurately estimate a major portion of the building cost (framing and floor).

**SOUNDPROOFING:** Flexicore construction reduces noise transmission between floors. Hospitals, apartments, office buildings, retirement homes, educational facilities, churches, and other construction have benefited from the quiet of Flexicore.



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This fireproof (another Flexicore advantage), 40-unit structure, named after **The Dell** across from which it stands, is located at Charles and 29th Streets in Baltimore. Each of the 13 floors contains 3 apartments, with a two-story apartment in the penthouse. Underground parking is provided. Saxe clips were used in the erection of the steel frame. Pre-cast concrete stairs by **Strescon** were used (see photo) which proved to be more economical and faster. Distance floor to floor: 8' 10". Ceiling height: 8' 2".

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## BALTIMORE CHAPTER NEWS AND NOTES

At a meeting of the Chapter in December, the following officers and directors were elected for the coming year:

President .....	James R. Edmunds, III
Vice President .....	Kelsey Y. Saint
Treasurer .....	John L. McShane
Secretary .....	Merle W. Shockey, Jr.
Directors .....	Grinnell W. Locke
	Wm. Boulton Kelly, Jr.
	Francis T. Taliaferro

*James R. Edmunds, III*, is a partner in the Office of James R. Edmunds, Jr. He has served several terms on the Regional Judiciary Committee, AIA; on the National Board of Directors of CSI; as Chairman of the Membership Committee of the Baltimore Chapter, AIA; and as a Director of the Chapter.

*Kelsey Saint* is a partner in the firm of Meyer and Ayers. He has served the Chapter on the Regional Conference Committees in 1958 and 1963; as program chairman for three years; and as Chapter Secretary in 1958. Mr. Saint is a charter member of the Baltimore Chapter, CSI, of which he was president in 1960-62.

*John L. McShane*, after working in several offices here and in New York, established his own firm in 1961. He has recently served the Chapter as Secretary of the Regional Conference Committee; on the Program Committee with a year as its Chairman; and served as liaison with the Producers' Council.

*Merle W. Shockey, Jr.*, has been a member of the firm of Wheeler, Bonn, Shockey & Associates since 1957, has served the Chapter as Chairman of the Program Committee, and is currently a member of the Civic Design Committee.

*Francis T. Taliaferro* is a partner in the firm of Rogers, Taliaferro, Kostritsky, Lamb, and is in charge of school design. He is currently serving as a member of the Mount Vernon Place Advisory Committee and has served on the State Architectural Review Board.

*William Boulton Kelly, Jr.*, formed in 1959 with Seymour Tatar and Shanti Singh Sukthankar the firm of TSK Associates, now Tatar & Kelly. He has served as AIA representative on the Governor's Committee for the New York World's Fair; on the Joint Advisory Committee to BURHA; and in 1963 on the Chapter's Executive Committee.

*Grinnell W. Locke* is retiring as President of the Chapter.

## NEWS BRIEFS

*Alexander H. Russell*, president of the Burns & Russell Company, Baltimore, has announced a franchise by his company for the manufacture of Spectra-Glaze Concrete Units in Italy. A newly formed corporation, Vetroblock, S.p.A., will produce the glazed concrete units under license in the most completely automated operation of its type in the world. Annual production capacity in the plant 22 miles south of Rome will be in excess of 2 million units.

## JOHN F. KENNEDY, 1917-1963

*"You, sir, are the first President of the United States—except, possibly, the first and third ones—who has had a vision of what architecture and its allied arts can mean to the people of the nation."*

—J. Roy Carroll, Jr., President, AIA  
May, 1963

*"I look forward to an America which will not be afraid of grace and beauty, which will protect the beauty of our national environment, which will preserve the great old American houses and squares and parks of our national past, and which will build handsome and balanced cities for our future."*

—John Fitzgerald Kennedy, 1963

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