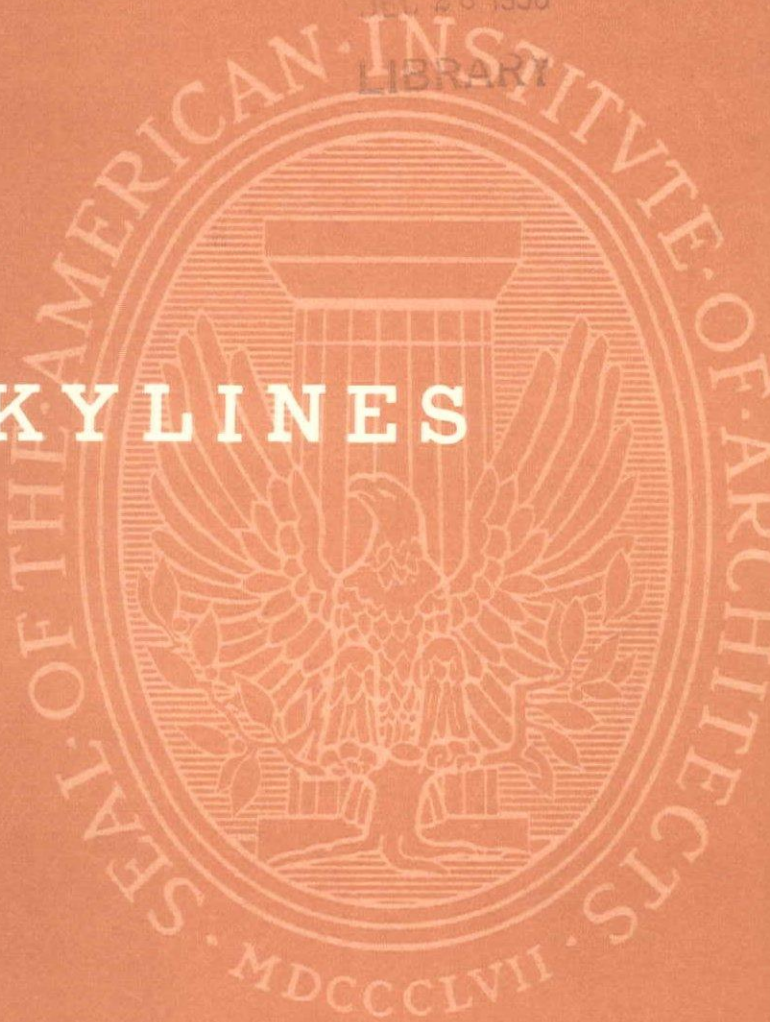


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NOVEMBER 1958



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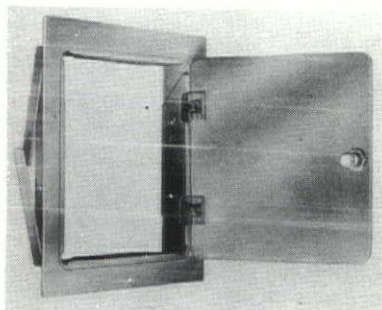
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SKYLINES

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SKYLINES is the monthly publication of the Kansas City
Chapter of the American Institute of Architects, and mailed
without charge.

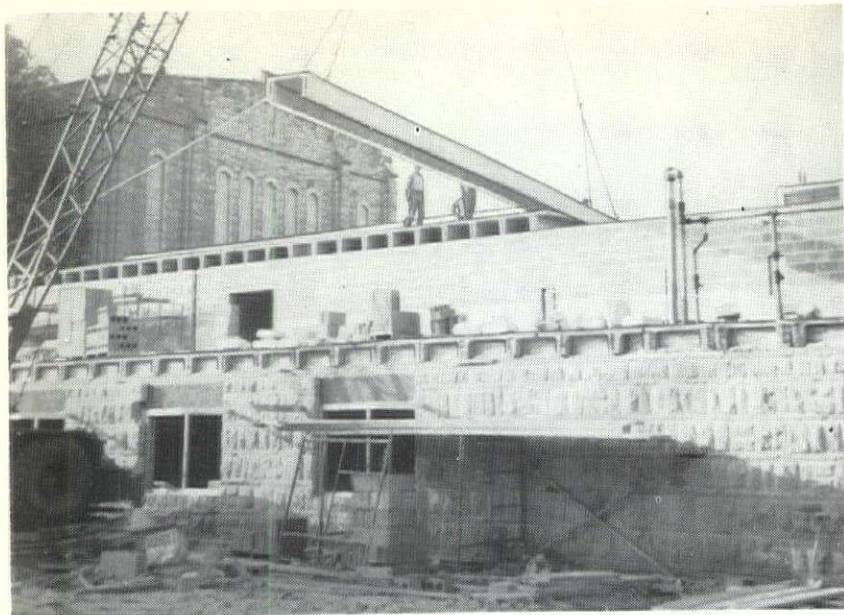
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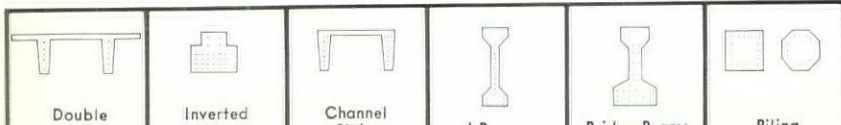
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CONFERENCE REPORT

1958 CENTRAL STATES REGIONAL CONFERENCE

KANSAS CITY

It takes about six words to summarize the Conference—Kansas City has done it again! With another large attendance, the Conference was lively, timely, and diversified.

The "Space, Man, and Architecture" theme was put in orbit with a roar by Thursday Opening Luncheon speaker, His Lordship, the Honorable Mayor H. Roe Bartle. No one in the room could deny that he had "blasted off". The Ceremony of Keys alone, as pictured below, was worth the price of admission.

Daniel Schwartzman, Keynote Speaker, gave a thoughtful preview of the architectural field during the next decade. (His talk will appear later in SKYLINES.)

The afternoon Photographic Panel started off with Bill Crick emphasizing the value of record photographs during construction and the great help they can serve during remodeling operations and in tracing mechanical difficulties after piping and conduit are encased in slabs or walls. He also briefly outlined the entire field of camera types, their uses and ease of operation. A significant development, he pointed out, is the new 35 mm Kodacolor film, from which either transparencies or direct color enlargements can be made.

Julius Shulman finished off the afternoon with excerpts from a paper he had prepared for the AIA JOURNAL and which was supposed to have been presented at the Conference but which he apparently preferred to give piecemeal so that Conference members might be able to get the content later when the paper was printed. His talk consisted in-the-main of ad lib comments on subjects from poor tract builders to the grayness of photographs on the Kansas City Chapter Honor Award mounts. On the good side of the ledger, his display of

superb photographs and many-times humorous remarks added interest to the Conference.

The Theater Party at the Resident Theater was a grand success and everyone seemed to enjoy the comedy, "A Visit to a Small Planet" and the Buffet Dinner afterwards. The play was light hearted and the transportation was efficient.

Friday morning ran smoothly and proved to be probably the most productive time during the whole Conference. AIA Veteran, William Stanley Parker, started the proceedings with a discussion of the history of and new developments in Standard AIA Contract Documents. The six workshops which followed were well attended and covered the meat of Institute affairs: Office Practice, Chapter Affairs, Research, Education, Schools, and Public



photo—Kansas Construction Magazine

Mayor H. Roe Bartle conferring a Key to the City upon Julius Shulman as Daniel Schwartzman, AIA, looks on, awaiting his turn.

Relations. SKYLINES hopes to summarize the material covered in some of these Workshops in future issues.

It was a distinct honor to have Edward L. Wilson, AIA, present at the Friday Luncheon and his sincere interest in the Central States Region was appreciated by the audience. His efficient and calm handling of the National AIA Secretary office is a constant cause for amazement by all Institute members.

The Friday afternoon Community Development Seminar was highlighted by Henry S. Churchill's talk which appears in this issue of SKYLINES. The study which Mr. Churchill gave to the KC/80 plan in the preparation of his talk was sincerely appreciated by the Chapter. The response from Wichita and Little Rock by having their Downtown Redevelopment Plans on display added scope and value to the Seminar. City Manager Cookingham



photo—Kansas Construction Magazine

Ted R. Griest, FAIA and Mr. and Mrs. John Brown (all of Topeka) receiving registration badges and tickets from Mrs. I. Lloyd Roark.

took time from his busy schedule on a City Council meeting afternoon to participate. Dr. W. D. Bryant, of Community Studies, injected some provocative thoughts on the Community of the future patterned around a four-day work week.

The Friday Evening activities included a Cocktail Hour sponsored by Carthage Marble, Cold Spring Granite, and Indiana Limestone. The Annual Dinner was well attended and featured Dr. Everett T. Welmers of Bell Aircraft,



Edward L. Wilson, AIA Secretary being welcomed to the Conference by I. Lloyd Roark, Central States Director.

who was a welcomed substitute speaker in Dr. Dornberger's illness. An American (with no accent), and a scientist of great skill, coupled with a developed speaking ability, his timely talk centered around many of the experiments leading to outer space and of the projected events which the next few years will hold. His ability to reduce what must be a very specialized language of specialized scientific terms into a language so readily understood by the layman is an example many of us Architects should take note of.

The Saturday events were what might be termed "a warm social afterglow" for the Conference. The Midwest Research Institute was classified "off limits" because of some Top Secret Research underway for the Government, but the last minute substitution of Linda Hall Library on the tour agenda by Program Chairman Grimaldi proved to be a rewarding experience. The Milles Fountain performed nobly. (That was before the angel fell.) It was fortunate that the Gallery was featuring a display of Pablo Picasso and that the visitors (and residents alike) were treated to a live Museum for a change.



*Mrs. John Hines, John Hines, A.I.A.
(Wichita), Mrs. I. Lloyd Roark, and
Henry S. Churchill, F.A.I.A., with the
Carl Milles Fountain in the background.*

The Pre-Luncheon Cocktail Party at the Rockhill Tennis Club was a lively and intimate event. Held in a crowded paneled room with russet ivy still clinging to the vines outside the windows in the later morning sunlight, gaiety and the warmth of friendship were elements used to fuse the experiences of the entire Conference together.

After Luncheon at the Art Institute, Charlie Eames brought the Conference to a close with a casual but pertinent talk on many subjects and a terrific movie which he has recently produced for IBM. The emphasis of his talk was the "panic for creativity" which is demanding su-



photo—St. Louis Construction Record

Gerhardt Kramer, St. Louis Chapter President; Senator A. L. McCawley, Counsel for the M.A.R.A.; Edward L. Wilson, National A.I.A. Secretary from Fort Worth, Texas; John C. Monroe, Jr., M.A.R.A. President; and John T. Murphy, K. C. Chapter President (l. to r.)

perior means of collecting and processing current information—in order to survive by coming up with new things and new ideas. He described the good Architect as a “professional-amateur” by pointing out the approach of Eero Saarinen to the design of the TWA Terminal in New York. Since Eero had not designed an air terminal before, his approach without pre-conceived ideas produced a fresh outlook—which quite possibly would not have existed after the sixth or seventh terminal and after “specialization” (like rigor mortis) had set in. Charlie has grown a lot since he was here at the last Kansas City Conference. Occasionally, during his talk, he would leave some in the audience behind, but always, somehow, managed to retrace his steps enough to allow them to catch up—and grasp the significance of his words.

The Ladies Events were well-planned and of sufficient interest to make our guests feel welcomed.

A full measure of thanks is due the Producers’ Council for their help with the Thursday night event and all Exhibitors who displayed.

The Chapter can well be proud of the program and indebted to all the Speakers and participants who gave so generously of their time to make the 1958 Central States Conference a success. ●

CRITIQUE AND COMMENTARY
COMMUNITY DEVELOPMENT SEMINAR
1958 CENTRAL STATES REGIONAL CONFERENCE



Henry S. Churchill, F.A.I.A.

The theme of this afternoon's session is "Community Development," and in thinking over what I could say about it that would justify my saying anything at all, I found that I didn't really know what it meant. So I mentally reviewed, rather carefully, the various interpretations that have been given to those words, so common in the jargon of planning. I finally decided that to Develop a Community did not mean just to build a place for people to live in, as in the real estate sense of the words, but to make the place one in which the people had a community of interest. This is a sociological enterprise characteristic of the Anglo-Saxon world of worry and dissatisfaction. In Europe generally there is little concern with social attitudes or intra-family tensions. The concern is with providing enough places for the families to live in, preferably physically better than the ones they live in now. Buildings are built, with stores and other

necessary accessories. Either a "community" emerges or it does not: there is no worry about whether the A's back door is so placed that the missis can yak with Mrs. B without upsetting Mrs. C. There is no attempt at measuring the effect of enclosed courts on the percent of adultery. Nor is there, in parallel fashion, much interest in Kinsey because everything he had to say was said long ago, and better, by the great novelists.

All this is not entirely beside the point, which is, that for architects the important aspect of community development is not so much the community as the development. It is helpful to have thoughtful social scientists point up the needs of groups of people. A city, after all, is made up of groups of people with a common interest in their immediate welfare. When the numbers of groups get large enough to have statistical value, the common interest can be identified. It is, usually something, or rather somethings, that can be identified anyway, like taxes, transportation, sanitation and so on. An interest in housing and better planned cities is among them, too. But here the issue is doubly confused because while they want better transportation, for example, they are not concerned with the what and how of getting it. That is left to the technical experts in transportation, finance, and politics. But in housing and city planning there has been a mistaken notion that the technical experts should consult the people about what it is they want in detail, with the result that no real progress has been possible. People do not comprehend progress, which consists of something they have not seen, so that to most people progress only means what the Joneses already have.

Take, for example, the Central Business District. It is assumed that the group of groups called The City has a common compelling interest in it. This Central Business District, or Downtown as it used to be called, is threatened as a real estate venture by the competition of other merchandising efforts located more conveniently for the automobile trade. Is it further assumed that the people of the city look on this with alarm and want to do something about it.

Probably nothing could be further from the truth. The concern with the C.B.D. is a purely special interest concern of property holders who see in Redevelopment an opportunity to retrieve some present, and possibly more serious, future losses. There is nothing at all wrong with this, but to give the redevelopment of the C.B.D. the status of total community interest is to overstate the fact and confuse the issue.

It apparently does not occur to anyone to see if the C.B.D. is really worth saving, in terms of the community as a whole. Obviously it is worth saving in terms of the investors if the balance of the community can be made to pay for it. But I have yet to see, in any Re-development proposal, any serious consideration of whether the C.B.D. in terms of present-day communications and merchandising, still serves its ancient functions or has become, in those terms, inefficient and obsolescent. In other words, how much is it worth saving, for of course it does serve a function and of course it cannot be abandoned.

The C.B.D.'s of most of our cities are where they are because they were conveniently located to the railroad stations and, in the case of river cities like this one, to the wharves and docks. Industry expanded along the railroad yards and the waterfront, and the residential areas developed in a semi-circular pattern around them. Generally the growth was one-sided, sometimes for geographical reasons, sometimes for psychological ones. The advent of the trolley car increased and the residential radius, and smaller commercial centers grew up at transfer points, and the streets on which the trolleys ran tended to become linear shopping streets with stores along the entire frontage and flats above. Thus the current form of transportation gave our cities shape. Everything tended towards "downtown", and the economics of real estate, both speculative and fiscal, derived from this necessity for concentration which the technic of the skyscraper emphasized.

We now have to face a different set of conditions. The railroad and the barge are no longer important forms of passenger transportation. The automobile and the truck have no fixed terminal to which they must go. The airport is an appendage to the city, connected with it but not of it. The residential areas have exploded into the country-side, and with the failure of mass transportation the logical locations for neighborhood shopping have also changed. "Downtown" continues to be "Downtown" not so much because it has to be there as because it has always been there.

I have gone into this at some length because the C.B.D. is not a thing by itself, but is part of the city and important to it, not only as representing capital investment but much more importantly as a symbol of enterprise and success. It will without doubt continue to be a center for civic administration, and financial and professional activity. But it is as a symbol that it has its principal

value to the community, and it is as symbol that it is worth preserving.

Commercially the new shopping centers are going to continue to influence the pattern of the city. The small ones started, of course, as substitutes for the old transfer-point stores, many of them at similar locations simply rearranged to provide parking. From these grew the idea of the big centers which are the indicators of what is to come: not just shopping-centers of sufficient magnitude to compete with the old Downtown stores, but centers of other civic activity as well. They are becoming nuclei for office space, for medical care, administrative sub-centers. It means, I believe, that the old C.B.D. will become only one of several centers of high concentration. It will no longer be **the** C.B.D., but just another center, retaining a certain priority by virtue of its being, traditionally and sentimentally the site of the city hall, the county court house, and other important civic functions. To try to reinforce this priority by enhancing the attractiveness of the area is of course right and proper. KC/80 is a fine job for the architects to have done; it will be a still finer thing if it gets built, for it then will indeed serve as a symbol of the city's vitality.

What, however, is going to happen to the rest of the city?

Besides business centers a community has industrial areas and residential areas, all of equal importance to it. You are fortunate here in Kansas City in having some fine examples of both to serve as starting points. I mean, of course, your planned Industrial Districts and the Country Club District. The success of the Country Club District as a wisely planned development must have stimulated the planned industrial experiments here. Be that as it may, I am sure that the Country Club historically shares honors with Radburn as having had the greatest influence on residential area design of anything built in the United States. Kansas City owes a considerable debt to the far-sightedness of J. C. Nichols.

So the architects of Kansas City have quite a tradition to continue. The new problems you will be faced with will naturally be different from those of the Country Club planners. They built on open land under the stimulus, on the whole, of a rising market and were well established before the hand of F.H.A. became dead and clammy.

Your new problems will be fascinating because they will, I believe, involve doing what has never been done before; the rebuilding of existing cities without—let us

hope! prior destruction by war or catastrophe. It will be done—let us hope! better than London did it after the Great Fire or than San Francisco did it after the Great Earthquake, simply because neither of those places did anything except to rebuild according to the old pattern. The same thing has been true of most—but not of all—the war destroyed cities of Europe. It seems that of all earthly things apparently it is real estate deeds that have the greatest tenacity to life.

One of the purposes of our Redevelopment laws is to remove that barrier by the process of land assemblage, so that old property lines can be wiped out. There is, therefore, the possibility of deliberate change in the city pattern, should it be found desirable to make a change.

What are some of the changes that should, or might, be brought about? What is it that must be thought about it? Please note that I am saying, not what must be done, but what must be thought about. It takes a long time and lots of thought for ideas to reach the **doing** point.

It was over thirty years ago that Henry Wright and a few others published studies showing those advantages of the row house and cul-de-sac over the scattered single family detached house that have only just reached acceptance in the pages of Life by way of Ed Stone's publicity man.

It might also be noted that the major forces which dictate growth and decay in cities, the major forces for change, are not susceptible to the whims of planners, even when fortified by the observations of the social scientist. The pressure of economics, and technics, the effects of social moves can be analyzed and, for the short range, plotted. The planner can use these analyses to show the direction of short-run growth and provide orderly procedure for it. He is like a pilot steering a ship up a channel; the channel, with the port at the end of it, is there, the pilot knows the marks and buoys, the shoals and reefs. He neither makes the channel, nor does he design the ship. A good pilot will propose ways to improve the channel, but knowing nothing about ships he leaves their design to others.

All during this century, there have been two great tides at work in the urban channels. The first, and the one that is continuing unabated, is the massive growth of all urban areas. The second tide has been a flow of people from the central cities to suburbs, the growth of scattering. It would seem reasonable to expect that in time

this current would reverse itself and that a counter-flow back to the city would occur.

This assumption seems on the verge of coming about, and there have been clappings of hands and little cries of joy by the redevelopment enthusiasts every time a guided survey turns up a middle-aged couple in an apartment house who say they just hated it in Swampy Heights and love it back in Willy-Nilly Village. And it probably is true that all the awful things that are said about Swampy Heights are true, and so are all the awful things that are said about Main Street. (Remember that book? Ever hear of Mr. Babbitt? or only Peyton Place?) It all depends on your point of view, your likes, your social status, your income, the stage your family is at, your job resources, and a few other things including what alternatives are offered you. This last is important, very.

For if there are thousands of families disillusioned with suburban-type living do not forget that the reason they went to the suburbs in the first place was that they were fed to the teeth with urban living. In other words there would appear to be thousands of families that can find satisfactory living neither in the city nor the suburbs. Which, if it is true, is a pretty sad commentary on planners, architects, and builders.

This would seem to indicate that if Redevelopment is to do a good job it must provide a physical environment that will permit people to live the kind of life people are looking for—and that, quite obviously, is not just one kind of life. It must be the kind of environment in which, although not **everybody** would want to live in it, **anybody** could. After all a community—which is what we are talking about—is made up of all kinds of people, including those who dislike each other. The essence of community, oddly enough, is diversity.

Lack of diversity is one of the reasons for disillusionment with the suburbs. It results in just plain old-fashioned boredom. The people are boring, the streets are boring, the routine of the grass-plot is boring. There is no particular reason to expand the list, or repeat the indictments, from aseptic surroundings to zoned conformity. What is odd about it all is that actually it is the American Dream come true! Life in a home of one's own, with you and the Joneses all on the same level. Somehow it has proven not quite enough.

The city street may not be much to look at, but at least there is some life on it and there is no grass to cut. There

is a bar within walking distance, and the density of population is such that there are plenty of choices possible in the way of friends, acquaintances and people to quarrel with. So why not move back?

Well, the city as at present constructed, is ugly, dirty, and the schools are generally pretty poor and there are no play spaces, or at least not enough. Quarters are cramped, and it is noisy and hot in summer. Also the city officials are more remote, the cops are nastier, and one's sense of importance is less because participation in civic affairs is so difficult. These indictments too are commonplace.

If I have recited, even thus briefly, the sources of the double disillusionment of urban and suburban living as proclaimed by the Beat Generation of Social Scientists, it is to place before the architects the essential paradoxes which they will be called upon to resolve. Clearly, now is the time to start thinking about these things, before there is such imperative need for action that no thought is possible, and before F.H.A. has adopted a conventional pattern to meet not needs but finance. Just as in the case of KC/80 you have sought the architectural expression by which the revitalization of a commercial area can be accomplished, so also must such an expression be sought for the residential counterpart.

But obviously, before the architectural expression can be found there must come thinking about how to resolve the paradoxes previously discussed. How are peace and quiet to be achieved, on the one hand, and vitality, stimulation and discord on the other? How can the density necessary for gregariousness and anonymity be fitted to open space and dubious group activities? Is there any foreseeable solution to the conflict between the moving machine and men? Particularly when you reflect, rather sullenly as I do, that pretty soon the automobile is going to be joined by the flying bedstead and you will have to look not only left, right, front, and behind, but also **up** before you set one foot before another?

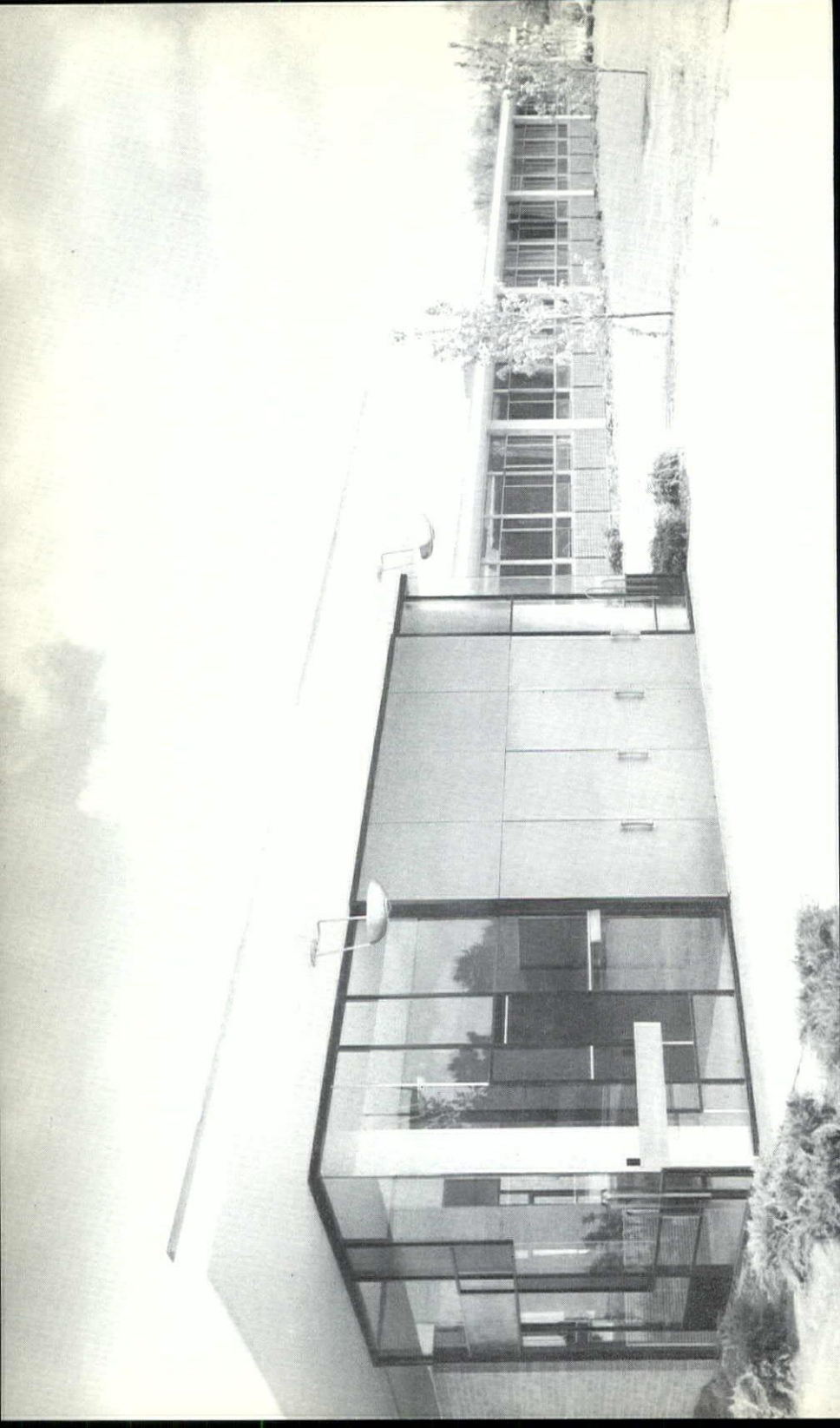
Solutions, or partial solutions, to some of these difficult contradictions exist or have been proposed. A surprising number of answers may be found in Europe, such as the inward looking superblock, the distribution of small open areas, the mixture of land uses and building types so that all kinds of diversity, living and esthetic, are the result. Other examples are to be found here at home, such as Baldwin-Hills Village for instance, and in the interesting studies by such thoughtful students as Henry Whitney and Pei and others for redevelopment projects

that have not yet been built. But little or none of it has been systematically applied to a large city area, to a definite, understood area such as KC/80, to see how it could all go together in the larger context of an existing city.

As I said before, studies for living in 1980 should be started now in an effort to establish a sound theoretical base for eventual practice. A program, or rather a series of programs, should be written which will try to set down the conditions which will apply to the planning of shelter twenty years from now. These programs should omit all so-called practical limitations, by which I mean such things as present building and zoning codes, F.H.A. requirements, taxation gimmicks. These are all of the moment, and will certainly be different in the future. The real limitations are those imposed by a reasonable application of common sense to the question of how people will want to live. When they will presumably have two cars, only four work days a week, ample schools for the kids and no particular purpose in life unless the arts and crafts and satisfactions of the mind are to play a much greater part than they do now. And I think we must assume that, together with a much wider range of active recreation.

More leisure, however distributed, will mean more time to look at things, and the esthetic quality of the physical environment will again become important. It is already becoming more important, as your beautiful new Milles Fountain proves. Part of the problem of future architectural design will be to provide, on the one hand, the type of intimacy that goes with leisurely contemplation, and on the other hand, to provide the big-scale massiveness and quick comprehensibility that is required in a world of high-speed travel. We have even today plenty of examples of both kinds, but they are not deliberate efforts. Again, designs which are conscious attempts at the solution of these esthetic precepts are as necessary as are the plans for living.

Probably, in the **last** analysis, all the analysis and statistics and soul-searching can be brought back to the simple exhortation: build as amply, openly, and beautifully as you can. The "community" will take care of itself. The lesson of all the fine old cities that have survived is simply that given space, inside and out, the space and structures so arranged that they are something always to wonder at because they are so lovely, people will want to live there. It is only when you try to see how little you can do, and how meanly, that you need the aid of experts in miserable living to guide you. It is really as simple as that, as you will see if you look around when you are where you like to be. ●



TEMPLE B'NAI JEHUDAH

69th and Holmes
Kansas City, Missouri

Kivett and Myers and McCallum
ARCHITECTS

Built for a Reformed Jewish Congregation of 3000 adults and 900 children, this Religious School and Chapel contains 32 Classrooms, a circular Chapel and a large Social Hall. The Social Hall serves as temporary Sanctuary until a permanent Sanctuary can be built. Seating 1000 in chairs and 500 at tables the Social Hall is also used for concerts and community functions.

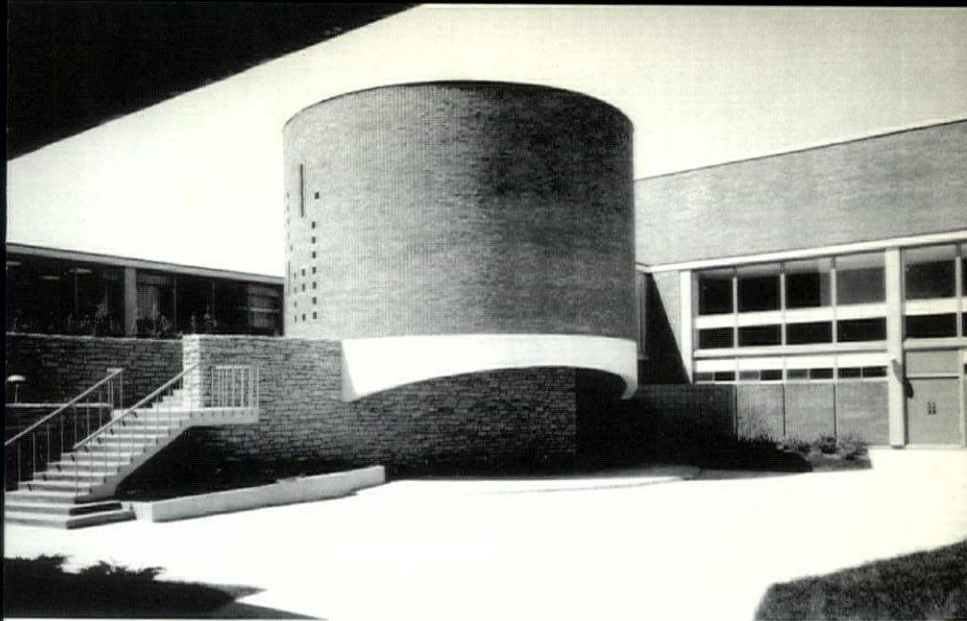


L. D. Jones

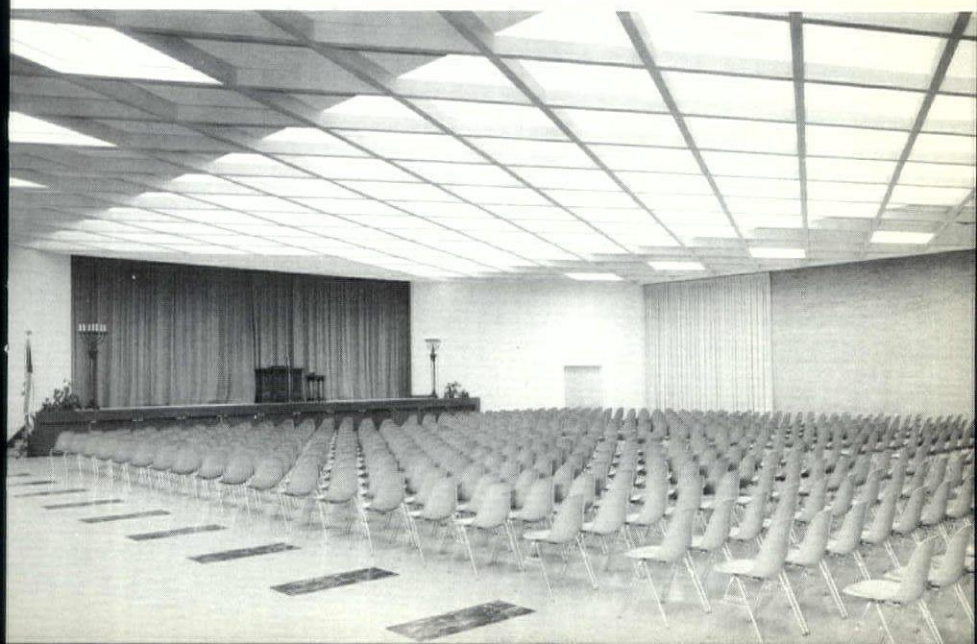
Chapel Entrance



L. D. Jones



The small, cylindrical brick chapel, seating approximately 100, is the Spiritual center of the over-all concept—which dictated its shape and position—a cylinder in the square courtyard; the circular form symbolizing the nucleus, with the various administrative, educational and social components forming the sides of the square. The courtyard is used for outdoor theater and musical programs, for meetings, receptions and dances; and provides light, air and restful, serene view to those areas surrounding it.



CHAPTER NEWS

● The Executive Committee has been informed that starting with January, a job of opportunity within the Chapter is open for the asking — SKYLINES Editor. With increasing duties leaving less time to do the job as he feels is necessary, your present Editor would enthusiastically welcome anyone interested in his job. The satisfactions of the job are many, and the chance to become acquainted (not only within the Chapter, but all over the country), is a pleasant by-product. Please contact Dave Miller at NI. 2-6111 if you are interested.

● The Chapter has been recently honored by **David Mackie's** appointment by John Richards, AIA President, to serve on the National Committee on Preservation of Historic Buildings. We also will not soon forget the services of Ernie Brostrom, our retired Chairman of the local Preservation Committee, whose activity has received a great deal of national recognition.

● **Earl H. Reed, F.A.I.A.**, of the Chicago Chapter and National Chairman of the Committee of Historic Buildings spoke at the Truman Library in Independence on Friday, October 3rd. The meeting was jointly sponsored by the Jackson County Historical Society and this Chapter. Poorly attended by Chapter members, the meeting was a success, thanks to the many lay people interested in this vital work of Preservation and Restoration of outstanding historic architectural accomplishments.

● Included in the world travelers this past summer are: the **Joseph B. Shaughnessys** (Europe), the **David Mackies** (Orient), and the **Bob Everetts** (Europe).

● The November Chapter Meeting program was presented by **Frank McArthur** with slides of his recent trip to Europe—from Brussels to Follies Bergiere. Cursed with foul, rainy weather most of the time, but blessed with an accurate light meter, a Leica, and practiced skill, his slide collection has a most unusual clarity and a realism which the Chapter screen has seldom witnessed.

● Not really Chapter news, but two items which are of interest to many Chapter members are: (1) **Bill Elder** has returned to Kansas City after several years in the Southwest, now as Architectural Representative of Kansas City Natural Slate. Well known for his active support of Producers' Council here, we wish him success in his new job and heartily welcome him back to Kansas City. (2) **Jim Cowan** of the Koppers Company has been stricken with a heart attack from which recovery, fortunately, is rapidly being made. We hope that very soon he will resume his command on the pitch-bitumen battlefield.

● **Alden Krider**, Professor of Architecture at Kansas State and friend of this Chapter for many years presented the September Chapter program. Having completed a thorough and intensive study of Mexican Mosaics this

summer, his interesting group of slides traced the subject from early Mexican culture to the logical, if sometimes bizarre, mosaic-smothered buildings of Modern Mexico. His explanations and illustrations of actual mosaic manufacture gave those present a new appreciation of the unique Mexican application of this old art.

● On the 13th of September, **John T. Murphy** spoke in Lincoln to the Nebraska Chapter about KC/80 and Community Planning. The honorarium of \$50.00 which they graciously insisted upon sending has been ear-marked, at John's request, for adding to the Chapter Collegiate Student Award Fund.

● The Sixth Annual Architects' Conference will be held at Kansas University March 18th and 19th. Theme of the Conference will be "Facilities for the Aging."

● We're glad to see **Lou Geis** up again after his recent critical illness. In fact, at the Regional Conference he was so much up, he couldn't have possibly been much higher.

● **I. Lloyd Roark** met with **J. W. Rankin**, Octagon Convention Manager and **Gerhardt Kramer**, St. Louis Chapter President (right to left, below) on September 26th to discuss plans for the 1964 National Convention in St. Louis. The picture is taken on the Riverfront site of the Jefferson National Expansion Memorial. It is hoped that the Memorial, including Saarinen's Arch, will be completed in time for the Convention. 1964 also marks the 200th anniversary of the founding of the City of St. Louis.

● Max Sanford's Education Committee has held another successful Refresher Course for State Registration Examinations. The following Chapter Members participated as instructors for the course: **Dick Gyllenborg**, **Herman Scharhag**, **Ken Coombs**, **Ken McCall**, and "**Doc**" **Watson**. Also the Chapter appreciates the efforts of two non-Chapter members who gave so generously of their time to make this important program a success: Structural Engineer, **Charles Henggeler** and Mechanical Engineer, **John Fasnacht**.



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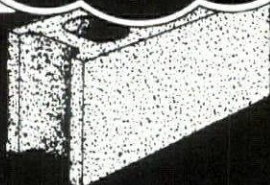
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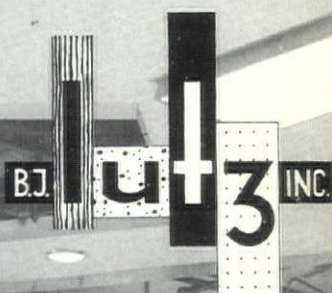
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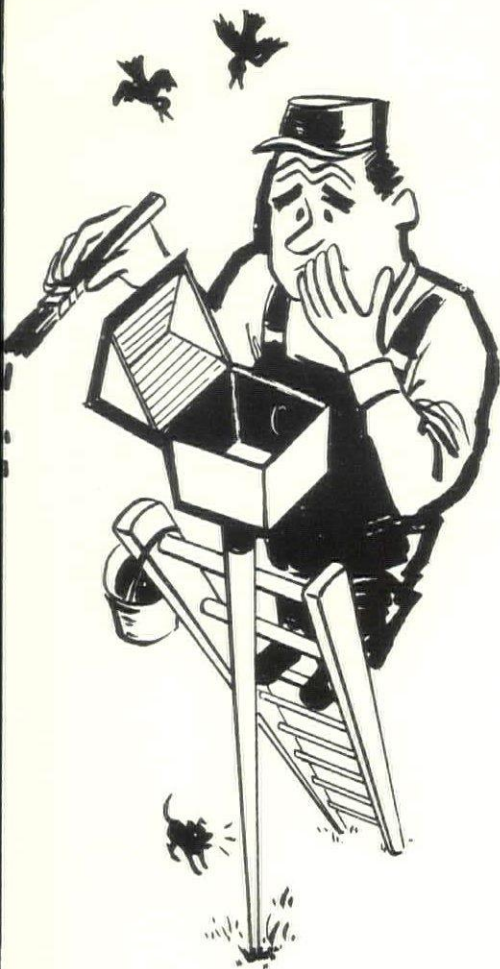
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