

SKYLINES



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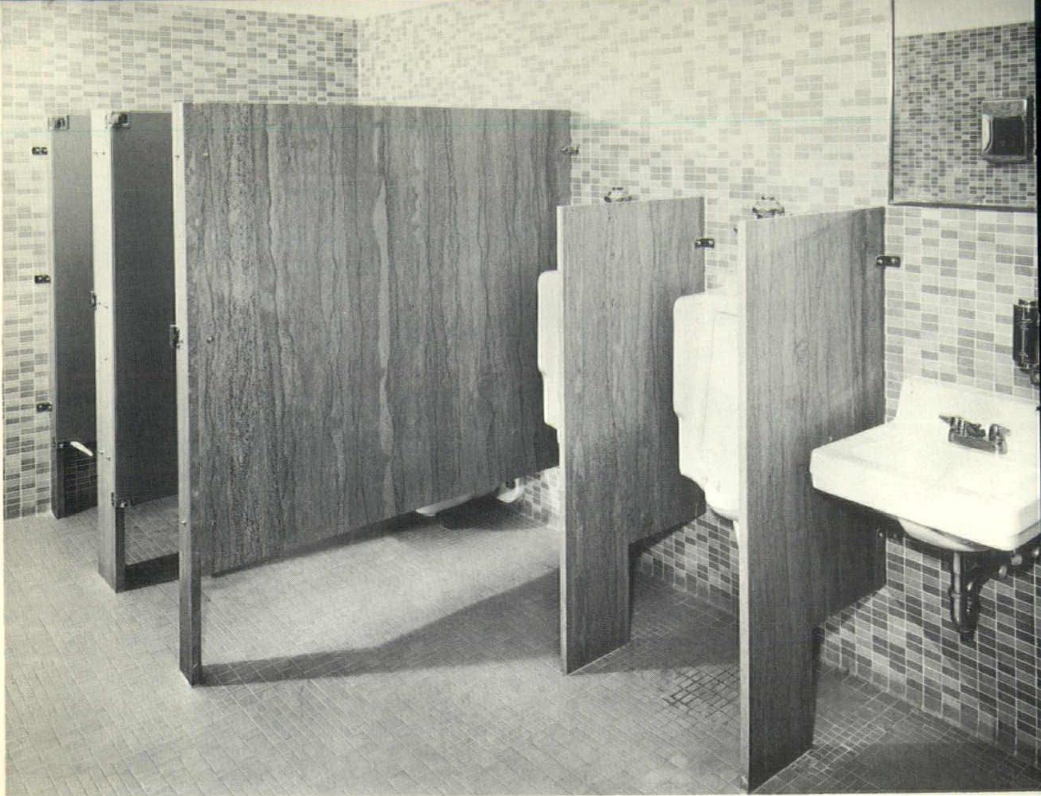
John See



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This is a Stallpack installation – clean, rustproof, and permanent. Shown here are two standard Stallpack marble enclosures and two matching urinal screens. Each stallpack includes gleaming Ozark Grey Veined marble stiles and partition, metal door with baked-on enamel finish (birch door optional), plus a complete set of quality chrome-plated hardware that will not rust or corrode. The hard, Group A Stallpack marble stays shining clean with little effort, will last for the life of your building without trouble or repair!

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¡Bienvenido A México!

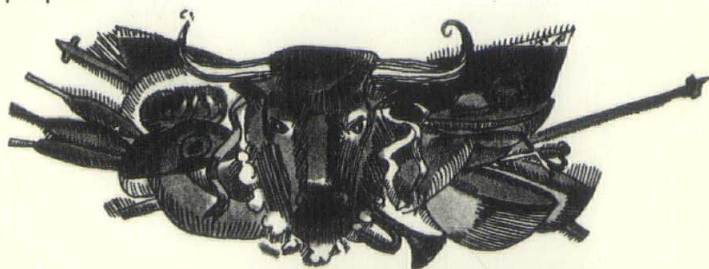


For those readers a little too long from school days and Spanish I, the above translates, "Welcome to Mexico!" And for the readers who are beginning to wonder whether they're reading SKYLINES or the National Geographic, a word of explanation. The 1962 A.I.A. national convention will be in Dallas, Texas, May 7 to 11. Dallas is about 350 miles north of Laredo on the U.S.-Mexican border and what could be more natural than a side trip to Old Mexico after the convention?

If you drive to Dallas, the roads are excellent on to Monterrey, 144 miles south of the border. From Monterrey south to Mexico City the traveler has a choice of two routes; the older, more scenic Inter-American Highway through Victoria and Valles, or the newer, faster route via Highway 57 passing through Saltillo, San Luis Potosi and Toluca. Most first-time travelers go one route, return by the other. It's about the same mileage either way - approximately 600 miles.

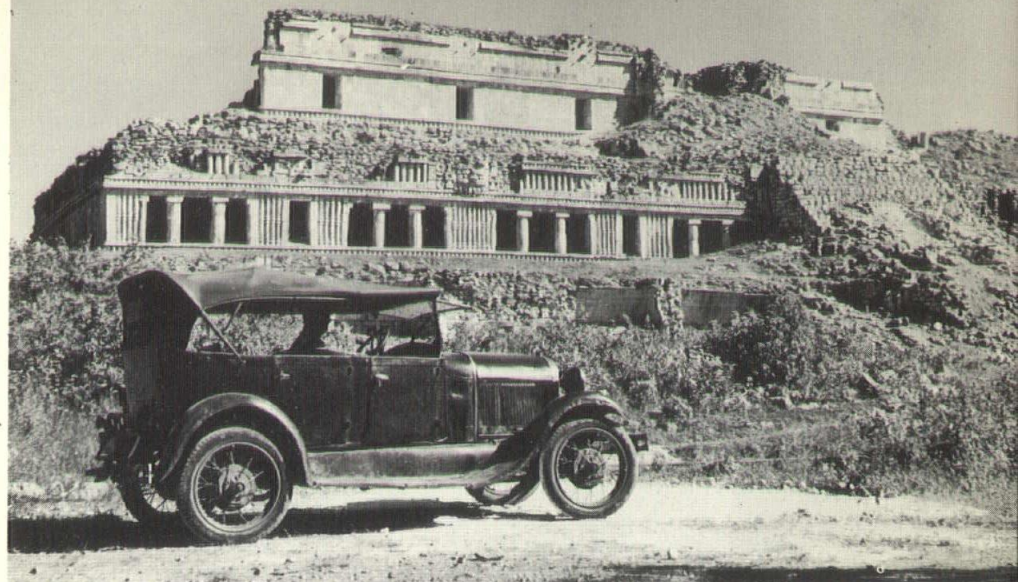
By air, Central Mexico is closer than many points in the U.S., measured by flying time. If you want to go over to the Texas Gulf Coast, you can probably book ship passage to Tampico or Veracruz.

At any rate, a record 600,000 North Americans (ole!) will go south of the border this year, as more and more of Uncle Sam's citizens discover the delights of Mexico - thanks to vacation savings, speedy modes of travel and plain curiosity about this interestingly different country and its hospitable people.





Looking east on Avenida Juárez in downtown Mexico City towards the Latin American Tower. The 42-story Tower building is the highest in Mexico. The Alameda, a park covering about six square blocks, is to the left.



This ancient automobile, conquering a makeshift road winding through thick jungle, is the way you ride to the imposing ruins of this elaborate palace in Yucatan, Mexico, one of many massive relics of the mysterious civilization created more than 1,000 years ago by the Maya Indians. This is at Sayil, once a thriving Maya city, and is within sightseeing distance of Uxmal, a partially restored Maya city, which now has a modern hotel catering to U.S. tourists tastes.

So popular has the Mexican trip become that many airlines — Air France, Pan American and Braniff, to name a few — now write jet trail signatures across Mexican skies, providing regular jet passenger flights from many U.S. cities to Mexico City and other major Mexican ports of call.

The climate in Mexico City, with its 7500 ft. altitude, is perpetually springlike. In fact, you can wear a medium-weight suit or dress here the year round (who knows? — after seeing Mexico City you may decide to stay a year!) Sport coats are the order of the day, and a top coat or wrap will do during the winter evenings.

If your knowledge of Mexico City stems from geography atlases written around 1945, you're in for an eye-opener. Mexico City is now generally ranked as the tenth largest city in the world, with a four million-plus population. In the past 20 years the city has been transformed into a metropolis of gleaming glass and steel skyscrapers, broad new avenues and ultra-modern apartments.



A day in Mexico City might go like this: In the morning you tour the National Art Palace and see paintings by Diego Rivera, then visit the Palace of Justice to view the art of Orozco. Next you take in the Museum of Flora and Fauna, filled with exotic specimens from all parts of the country. If this seems like crowding things a bit, remember that luncheon, the main meal in Mexico, is served later than in the States – between 1 and 3 in the afternoon. In Mexico City you can get any kind of food that you want, but if you want to do as the Mexicans do, you might order a famous fish dish, Red Snapper Veracruz style, sauteed with pimentos and spices. Then sample some of Mexico's delicious tropical fruits – higos rebanados (sliced fresh figs), guacamole (a mashed avocado salad), pomegranates, or the peach-like mango.

After a mid-day siesta, you may feel ready for relaxation in the fine swimming pools at the Puebla Road or you might want to tackle some inland or deep-sea fishing. Permits are obtained at the Departamento Forestal y Caza, Edison 145, or at the Secretaria de Marina, Azueta No. 9.

If you're a sports buff, you can take in the Sunday morning Charreada or rodeo at the Rancho del Charro; baseball, boxing or wrestling at the Arena Coliseo or Arena Mexico.

The photographs on these two pages show two sides of the Zocalo, an enormous open area in central Mexico City. On page 6 is a spectacular night scene of some of the government buildings on the east and south sides of the square. From left to right, the buildings are the National Palace, the Supreme Court building, and the City Hall.

The north side of the Zocalo is shown below, dominated by the Cathedral, largest church on the continent. Begun in 1573, the massive building was completed in 1813.

The photographs in this article were furnished by Pan American World Airways, Air France and the Mexican Tourist Bureau.



The bullfights are out, since they're scheduled from October to March, unless you'd be satisfied with novice bullfighters who fill most of the months when the regular season is over.

Or perhaps you'd rather spend the afternoon shopping. You'll find hand-made silver at such fashionable shops as Sanborn's, Calpini, Prieto and Vendome. Perfumes are lower priced than at home. There are also good buys in quality leather and suede articles. Be sure to visit the markets. There is one in every district and they offer a wide variety of pottery, glassware, textiles, serapes (the distinctive Mexican blanket-like capes) and jewelry. For an evening's entertainment there is vaudeville at the Lirico, Follies and the Margo. Other theaters featuring plays in Spanish are the Iris and the Ideal. Tent shows, where you pay by the act, are novel, informal and colorful. For jazz with a cool beat, there is El Eco.

Festive, informal Taxco, with its cobble streets winding up and around steep mountain slopes, is 101 miles south of Mexico City. Taxco is one of your best places to shop for silver, and at prices generally better than anywhere else in the Republic. Many years ago an American architect from New Orleans, William Spratling, revived the silver craft in Mexico, teaching local workmen how to make and shape delicate and beautiful silverware. Bring home a "Spratling" today in your suitcase and you've got something to make your neighbor's eyes light up with envy and admiration.

Thirty-seven miles south of Mexico City and about 2000 feet lower, Cuernavaca boasts handsome villas and gardens famous for their brilliant tropical flowers. A historic landmark is Cortes Palace, dating back to 1530 and one of the oldest buildings in the western world.

Acapulco, only an hour by plane from Mexico City, presents a spectacular view. It has been built around a great blue bay and is rimmed with steeply sloping mountains. Modern hotels rise tier on tier above the sea. Nearby Revolcadero Beach is famous for its superb white sand, lush tropical surroundings and heavy surf. While much of Acapulco appears spanking new, the city is actually very old. During the 17th Century Chinese ships made it a regular port of call, loaded with silks from the Orient. The rich port became a target for Dutch and English pirates, and Fort San Diego was built to defend the port. You can still see the ruins of the fort near the waterfront.

When two Mexicans meet, they don't open a restaurant — they hold a fiesta. Local celebrations run into the hundreds and may mark religious or be rooted in ancient tribal rites.

Tip in Mexico as you would at home, 10 to 20 per cent. Your travel hosts will accept you as an experienced traveler.



Right, a shoreline vendor propels himself along Caletilla Beach in Acapulco Bay, selling seashell souvenirs to visitors. Nearby reefs provide an unlimited source of supply of the shells.

Below is a view of the famous floating gardens at Xochimilco, a few miles south of Mexico City. Long flat bottomed boats are propelled by oar power through the waterways. While most of the boats are for passengers, other craft carry musicians, food and flowers. Some of the boats are large enough to accommodate a large group and Mexican families can be seen eating their Sunday dinner as they drift through the Venice of Latin America.



RELATIONSHIP BETWEEN SOIL LABORATORY AND CONSTRUCTION SITE

BY NICHOLAS CHRYSAFOPOULOS
VICE PRESIDENT
WOODWARD-CLYDE-SHERARD & ASSOCIATES

This paper was prepared by Mr. Chryssafopoulos for the recent Fifth International Soil Mechanics Conference in Paris, France. Richard Woodward, chairman of the board of Woodward-Clyde-Sherard & Associates read the paper at the conference.

In its short life, Soil Mechanics has developed from an empirical art to a more sophisticated and polished science. Undoubtedly, more progress will be made in this direction as a result of basic research now being emphasized. We believe, however, that the presence of practical problems and the need of a realistic approach toward their solution must not be forgotten in the excitement of the development of new theories. Obviously, theories must produce practical results which will be tested and proved in construction work, where, in many cases, a sound technical background and common sense is all that is needed.

In the following paragraphs, we shall try to outline the type of services a soil engineer should and is often called upon to offer to the construction industry.

Every construction project must go through a stage of preliminary studies, followed by design, construction, and post-construction performance observations. A soil and foundation engineer can, and should, play a very important role throughout these four phases of a construction project. In doing so the soil engineer has to deal with architects, other engineers, contractors, and sometimes with individuals who have no technical knowledge. It is also worth noting that a practising soil and foundation engineer quite often has to deal with routine, even trivial, problems, in addition to the more complicated and interesting situations associated with large projects.

To illustrate the above, a typical example will be used from our files; other practising soil and foundation engineers have undoubtedly had similar experiences.

One of our architect clients asked us to investigate a site on which several buildings were to be built for a new High School; the rest of the large site would be converted into playgrounds. It should be noted that the architect had already decided on the configuration of the buildings, their relative positions with respect to each other, and the grades of the playgrounds.

It was decided to carry out the work in two phases. In the first phase we proposed to determine, by means of few borings and seismic traverses, the general soil and rock profile of the site, and to come up with an evaluation of the proposed plan. As a result of this part of the investigation it was suggested to the architect that he change the location and grades of both buildings and playgrounds. The suggested changes would eliminate excessive amounts of rock excavation and would also lower the depth of the proposed cuts to create the desired playgrounds; by the same token the fill amounts and the excess cut material to be wasted would be lowered.

Following a discussion of the suggested changes with the architect a new plan was drawn. Detailed subsurface investigations were then made at the new locations of the buildings, followed by the necessary testing to determine the engineering properties of the soils and to establish criteria for foundation design. On the basis of the field and laboratory data presented to him, the architect and his structural engineer were convinced that the pier and grade-beam construction scheme they were contemplating would not be necessary and that it could be replaced by one using continuous and spread footings, with ground-floor slabs at-grade. As a result of this two-phased investigation substantial savings were realized in the otherwise modest project.

The same client has retained us to supervise the grading and construction phase of building foundations on this project. During this phase, we shall control cut excavation and supervise and control placement and compaction of fills. Should any conditions be encountered, during construction, drastically different from those disclosed by our field exploration, the necessary steps will then be taken for the revision of the proposed foundation design.

The example presented in the preceding paragraphs was purposely chosen because of its simplicity and modest size and cost. One can easily extrapolate and realize the importance and need for a similar approach to projects which are more complicated and represent considerable investments. However, an engineer in practice has, in our opinion, the duty to offer his services for

small as well as large projects, and to attain his goal which is a safe and economical design, no matter how ungratifying and dull any particular project may be.

In closing, we would like to emphasize the desirability of preliminary studies in cooperation with the architect and structural engineer. These studies should be carried out before final plans are made and should determine the best possible site available for the project in question. However, a soil and foundation engineer is quite often confronted with a predetermined situation and forced to become, to the best of his ability and resourcefulness, an accessory after the fact. This can of course, and often does, lead to very interesting and exciting moments which do not always bring the best possible technical results.



NEW MEMBERS



GIESE



MEALING



TAYLOR

A recent upsurge in new Chapter membership is evident from a look at these two pages. New ASSOCIATES pictured are Walter R. Giese, principal architect with the firm of Burns & McDonnell; E. Thorpe Mealing, architect with the St. Joseph firm of Otto Brunner; and John Taylor Martin, who has his own office in Springfield. Photographs are not avail-



BRYANT



COMBS



EGGEN

able for new ASSOCIATES Miss Ethel Sklar, Burns & McDonnell architect; Louis A. Beihl, with Neville, Sharp & Simon, and George W. Franklin, associate of Glen E. Eidson. Missouri registration is held by Geise, Taylor, Miss Sklar and Franklin. Mealing, Miss Sklar and Franklin are registered in Kansas.

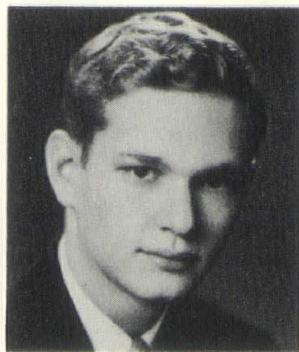
Newcomers to the Chapter as JUNIOR ASSOCIATES are Robert E. Bryant, senior architect with Burns & McDonnell; Rodger A. Wilkin, of the Neville, Sharp & Simon office; John A. Eggen, Jr., an associate of Kenneth E. Coombs; Howard Koupal, with Curtis & Cowling, and James R. Combs, also with Curtis & Cowling.

Connie Curtis, incidentally, informs us that Howard and Jim's Chapter affiliations now make Curtis & Cowling 100 percent AIA membership. C & C thus join the ranks of less than a half dozen other local architectural firms with the same record.

No photographs were available of JUNIOR ASSOCIATES John Zuck or William H. Teate. John is a designer-detailer and Bill is an assistant architect, both with the firm of Burns & McDonnell.



KOUPAL



WILKIN

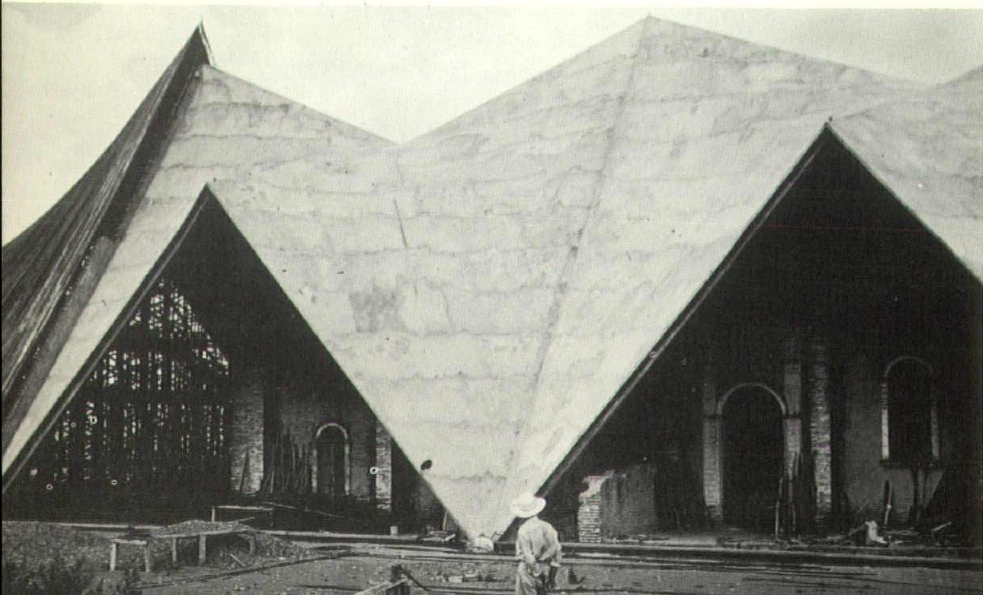
MEXICO --

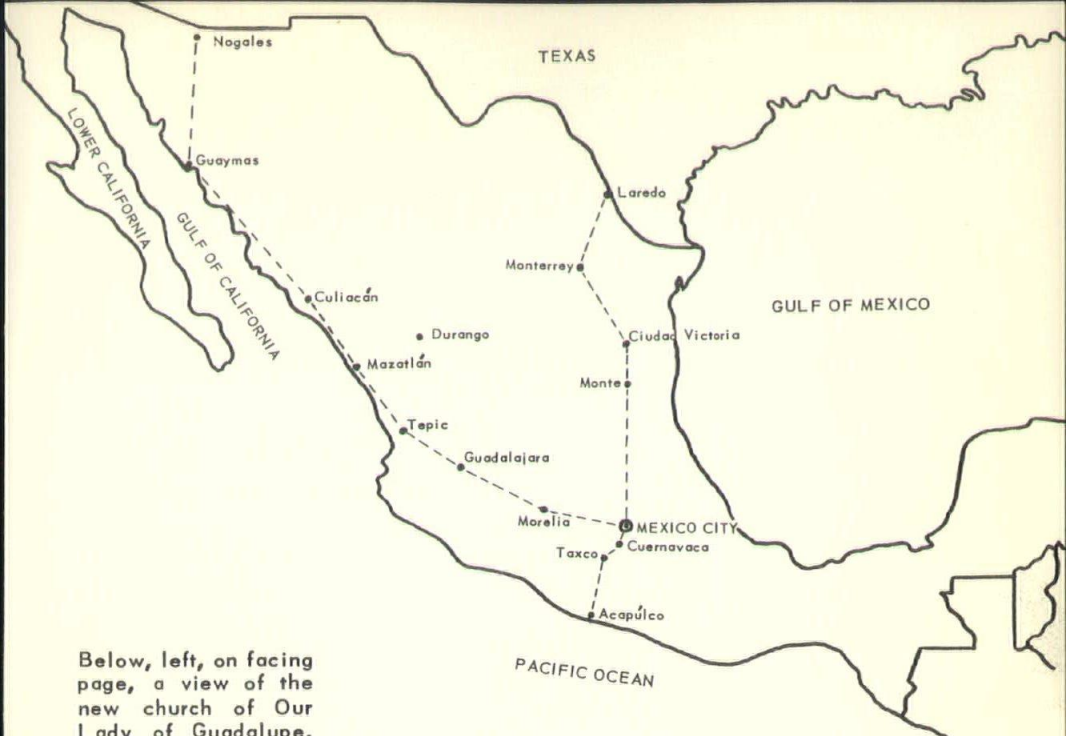
SOME PERSONAL RECOLLECTIONS

BY GERRE JONES

A little over two years ago we spent an enjoyable and memorable month touring Mexico by car. In covering some 5000 miles of roads, we entered Mexico at Nogales, Arizona, and wandered down the west coast to Tepic, where the highway turns inland through Guadalajara to Mexico City. From Mexico City we went south through Cuernavaca, Taxco, and ending up in Acapulco. This route was retraced to Mexico City and the Inter-American Highway brought us back to Laredo, Texas via Tamazunchale (Thomas and Charlie), Valles, Victoria and Monterrey. The route is roughly indicated on the map on page 11.

Since I had not been along the west coast route (Pacific Highway No. 15) before, several of the towns were especially interesting. In Guaymas, the first large city reached after leaving the border, we were reminded of the smallness of the world by a lumber dealer and his family from Jefferson City, who were in the next motel unit.





Below, left, on facing page, a view of the new church of Our Lady of Guadalupe, in Culiacan. Parts of the original building can be seen between roof supports. Above is the route taken on our trip. Main points of interest covered in the 5000-mile trek are shown on the map.

Culiacan, the next stop, was a particularly interesting study in contrasts. Our modern motel was located on a hill overlooking the city. Not over 100 feet from the motel was an ancient cathedral, Inglesia de Nuestra Señora de Guadalupe, that was in the process of giving way to an ultra-modern church structure. Architects Jorge Molina and Rafael Escalante had designed the massive concrete roof so that it enveloped the old church. The original building, as it was being enclosed, continued to serve its members.

The rough, flimsy-appearing scaffolding and bracing being used would bring tears to North American builders. Since about two-thirds of the building was completed, you had to believe the jerry-built rig worked, but it was a breath-taking sight (and site).

One sign the motorist soon learns to heed reads "Tope". It warns of a series of metal buttons about three inches high that stretch across the highway at railroad crossings, entrances to towns and some driveways. Driving over the buttons at regular speed gives about the same feeling as having all four tires blow out simultaneously. Irritating as the topes were, they were effective in slowing traffic.



The Friday market at Toluca is a frantic place. The marimba was manned by four energetic players and if one stands close enough to the instrument, he can hear the melody over all of the background noises.

We had planned to have lunch in Mazatlan and push on towards Guadalajara. Instead, we spent four days in this charming little bay city. Fishing, swimming and sight-seeing in Mazatlan offer much more to the tourist than does Acapulco, and so far there is little of the touristy, commercial atmosphere so evident in Acapulco.

This condition cannot last, since a new 12-million dollar highway link was completed between Mazatlan and Durango last year. The new road, first proposed in 1846, links Mazatlan and the west coast to all of north and central Mexico. The road ranges from an 8000-foot summit to sea level and will furnish spectacular views along most of its route.

From Mazatlan, the road leads through Tepic, Tequila (where the stuff originates), Guadalajara (probably the most modern, industrialized city in Mexico), Morelia, Toluca (where the Friday market deserves a special trip), to Mexico City.

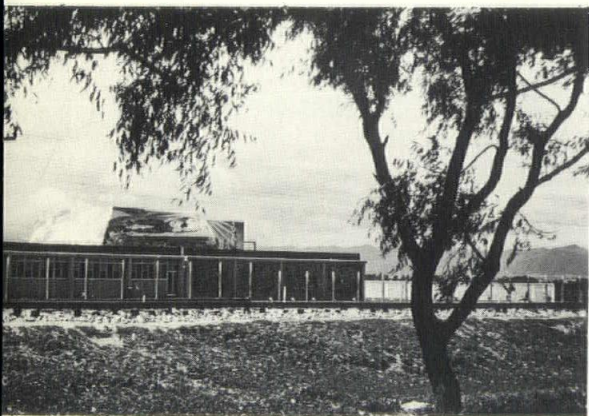


This is
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Morelia is memorable from the fact that we had a roaring fire in the fireplace on the 22nd of June — and it was very comfortable. Morelia is connected with another memorable experience that left us with the feeling we know exactly what goes through a bull fighter's mind at the moment of truth.

At the east edge of town an ancient aqueduct splits Highway 15 into a sort of divided turnpike. As we drove down our side, between the aqueduct and a row of buildings, a herd of about 20 cattle came around a corner ahead, on our side! Two of the largest, blackest bulls in the lot bore down on our small car, veering away at the last possible moment. Murmuring a weak "ole!", we drove on for several miles before nerves got back to normal.

Mexico City is simply too much to describe in anything less than 50,000 words. Besides the city itself (easily worth a couple of weeks), there are many near-by points of interest, such as the Pyramids of Teotihuacan, the University of Mexico and even Xochimilco, if you haven't seen it before.



At the right is the Pfizer Company plant just outside Toluca. A massive tiled mural, similar to those on the ultra-modern campus of the University of Mexico, dominates the drug firm's building.

view a visitor has of the Victoria Hotel. Red and the twin-towered Santa Church dominate the scene. This is probably the second source of Mexican subjects and photographers, ranker the Pyramids.



These 100-foot Stainless Steel flagpoles are the world's tallest. They stand in front of the First City National Bank Building in Houston, Texas. They were fabricated by John E. Lingo & Son, Inc., and were built to withstand sustained winds of 150 mph. Because they are Stainless, these poles won't corrode and will never need to be painted. They will stand straight and handsome for generations. Lingo metal flagpoles are available in Steel, Aluminum and Bronze, as well as Stainless Steel.



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Taxco is well worth several days. While silver is the specialty there, many other hand crafted items are available. The view of the square and Santa Prisco church from the Victoria Hotel are worth the drive over twisting, cobblestoned streets. As you may know, the whole town is officially a national monument and no outward changes are allowed.

Seeing the famous divers do their death-defying leap from Quebrada cliffs into the bay below is almost worth the trip to Acapulco. As you might imagine, friends of the divers busily take up collections in the crowd of watchers before anyone jumps.

The old road north from Mexico City, through Ciudad Victoria, is worth taking if you're not in a real hurry. Spectacular scenery and interesting little towns offer much to the tourist. The route is not too well-traveled now, since the newer, faster central route is open, so you have it more to yourself.

Monterrey deserves mention here. It's a highly industrialized, modern city of interesting architecture, both old and new.

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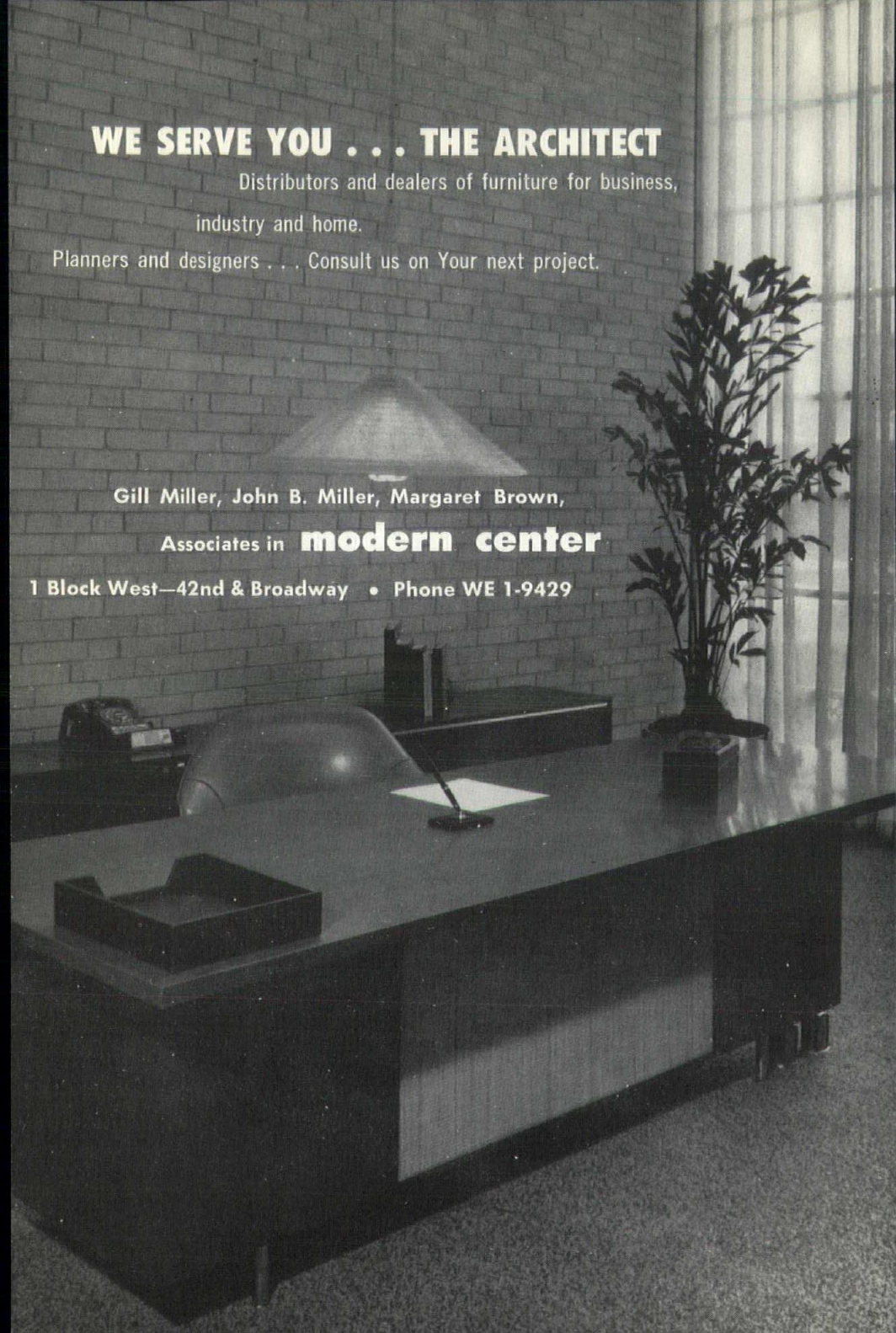
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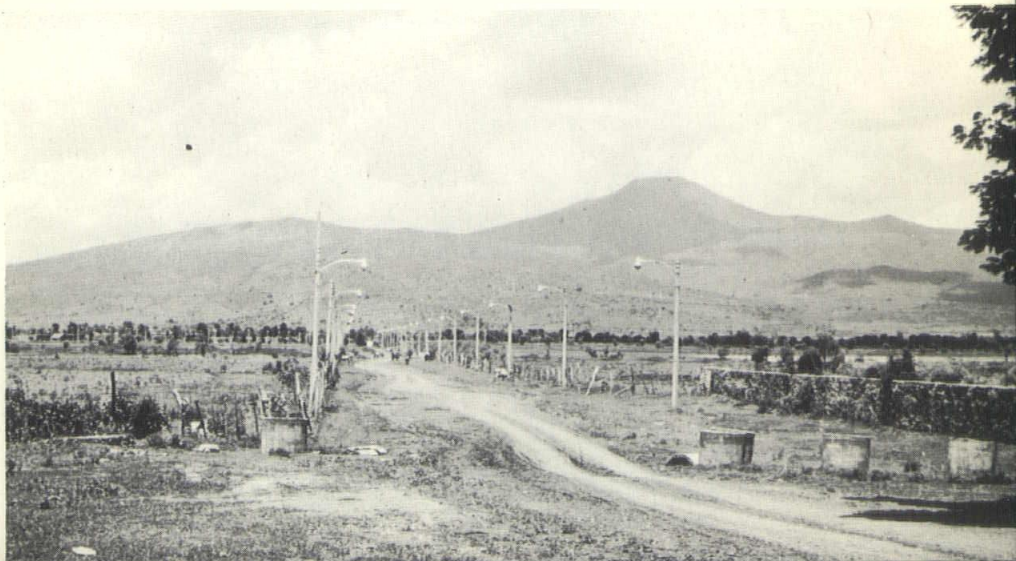




Monterrey has many examples of contemporary architecture, many of which incorporate the large exterior murals so typical of modern Mexican construction. This is a technical school on the outskirts of the city.

We found the policemen in towns of all sizes very considerate and helpful. If you don't know Spanish, asking a question of a non-English speaking officer can be quite a production — one way or another, you get an answer, if he has to climb in your car and point out the turns.

One of the most startling sights on the whole trip was this street-lighted dirt road near Zamora. The only visible traffic on the road was a small herd of cattle. One might conclude that the salesman who sold this installation has a real future in the business.



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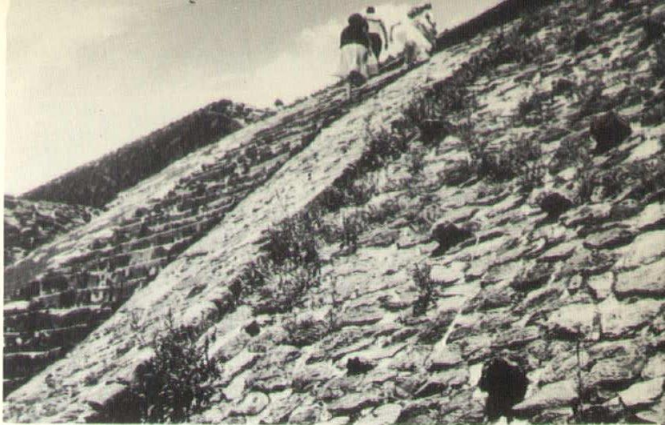
KANSAS CITY

CHICAGO



FT. SMITH

The view going up at the Pyramid of the Sun at Teotihuacan. The risers were about 14 inches and the treads around 4 inches, making for slow progress to the top.



Looking down from the top of the Pyramid of the Sun. The narrow stone steps offer a real challenge to one's sense of balance. The waving lady chose to descend sitting down, one step at a time.



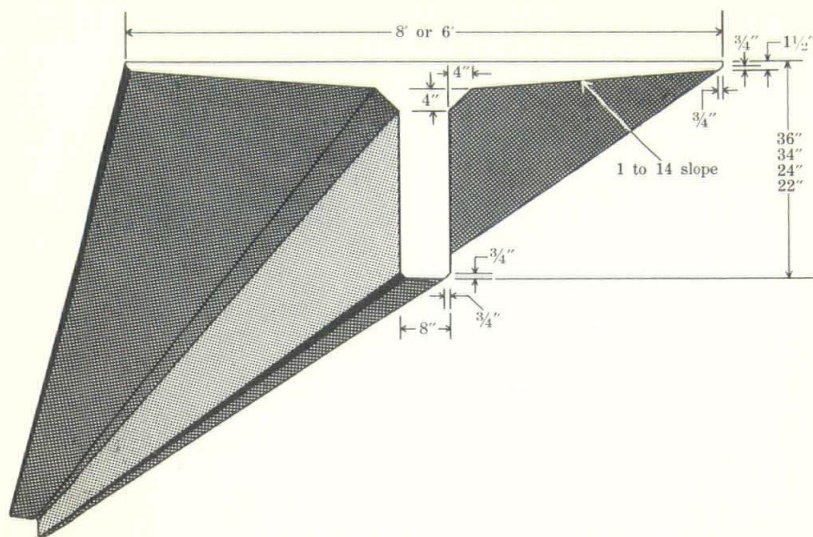
One gets the feeling, after a few days in Mexico, that the real industrial giants of the country are the soft drink companies. Prices for a bottle of soda pop and the temperature at which it is served vary considerably. We paid from 50 centavos (4 cents) to two pesos (16 cents) for bottles ranging from ice cold to more than lukewarm.

Gasoline and oil are plentiful and available everywhere. Pemex, the national oil company of Mexico, also runs a good tourist information service.

Before going to Mexico, take time to learn this one-word Spanish lesson. The word "a" (pronounced ah) in Spanish means "to". Asked as a question, followed by saying the name of the building or town you're looking for and a point in the direction you think it is, will get a "Si" or "No". If "no", the guide will usually explain how to get there and point in the right direction. Watch the finger and ignore the Spanish, if it's too much for you. This may have to be repeated a few times along the way, but it works, as "A Mexico City?"

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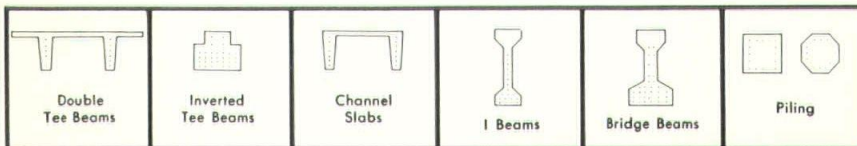
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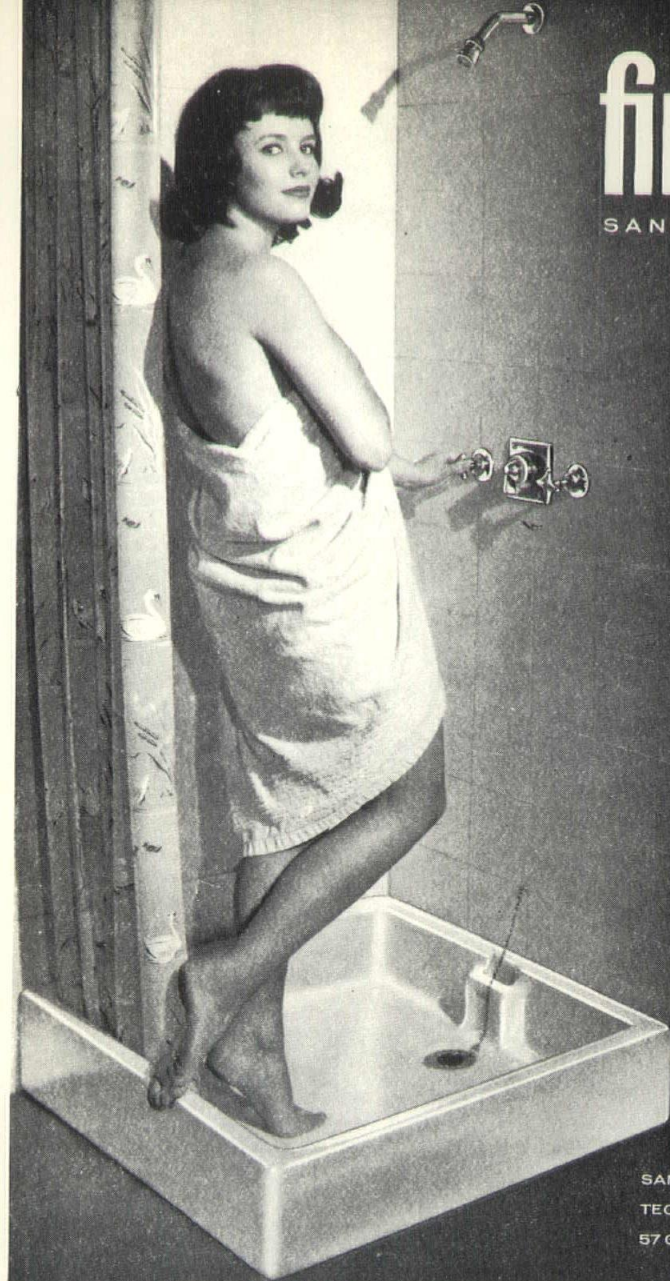
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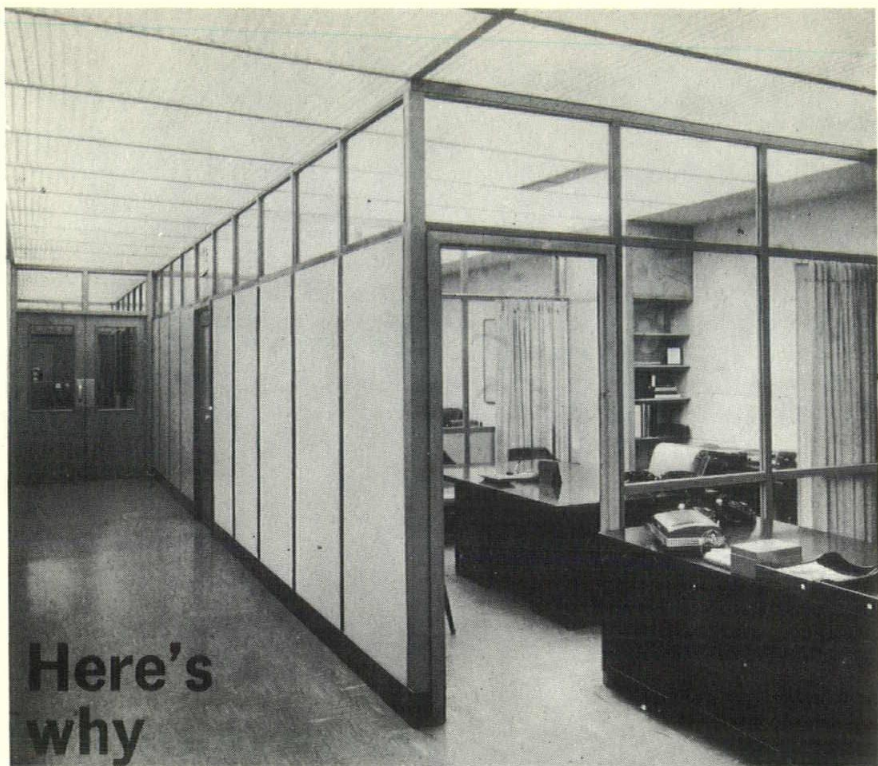


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This advertisement, from the November, 1961 Journal of the Royal Institute of British Architects, should be an eye-opener to those of us who tend to think of English advertisers as pretty conservative blokes. We don't know whether this one sold much glazed ceramic, but would be willing to wager a bob or two that it pulled more readership than the minutes of the October RIBA meeting in the same issue. FORUM, RECORD and the A.I.A. JOURNAL, please note.



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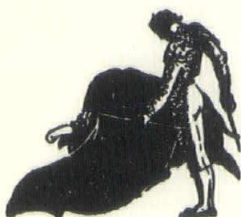


addenda

- Recommended reading is the booklet about the new group life insurance program for members of the Missouri Association of Registered Architects. The Association's Board of Directors has approved the plan and urges all M.A.R.A. members to give it serious study. As a member of the state organization you have a choice of permanent or term life insurance at group rates. All employees of a firm can be covered under the policy, as long as the registered architects and architects-in-training of the firm are members of M.A.R.A. Further information can be obtained by contacting the M.A.R.A. office in Jefferson City or the Kansas City Chapter office.

- The following is from a recent article in the WALL STREET JOURNAL; "Bank Building Corporation of America is continuing its diversification plan, according to L. J. Orabka, president. 'Within a few days we will begin construction of a high rise co-operative apartment building at St. Petersburg, Fla., our first venture in this field,' Mr. Orabka said. 'We are also considering entering other fields of construction, including urban renewal projects, where the financing is guaranteed by the Federal Housing Administration,' Mr. Orabka said. The company is curtailing activities in the highway motel building field because 'many of these projects are short on financing,' he explained.

"The company specializes in designing and erecting banks and other financial buildings, and in providing interior decorating service for financial institutions."



- We don't want to drive this "visit Mexico in May" business into the ground, but if you want information about visas, the shots required, customs regulations, recommended routes or literature about any part of Mexico, this is a good time to talk to the Mexican Consul in the Waltower Building. The red tape is nominal, but there are a few details to get out of the way.

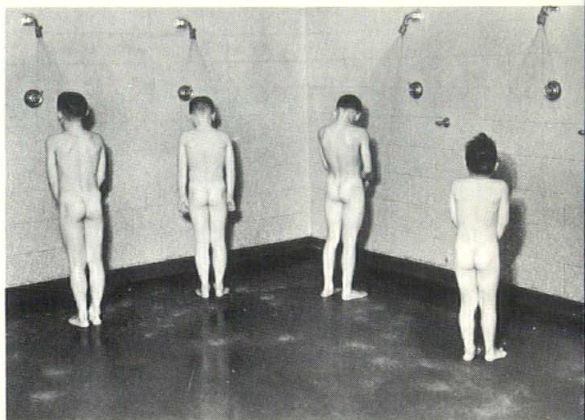
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- Any Wet Areas



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HAROLD DUBY

● A recent announcement of the Kansas City Chamber of Commerce Committees for next year showed that many architects continue to be active in the Chamber's program, especially on projects such as the Building Code. The present function of the Building Code Committee is given as "studying problems arising under the new Building Code, with the purpose of keeping the new Code up to date and to assure that it is equitably administered. Membership of the committee is:

*Raymond L. Voskamp, Vice Chairman

L. S. Anderson

F. O. Babcock

William Ball

F. V. Becklean

W. W. Bennett

Ruben N. Bergendorff

R. E. Booth

Lynn V. Bowman

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Arthur T. Brink

*M. Dwight Brown

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Karl E. Johnson

*K. C. Chapter members

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*Edward W. Tanner

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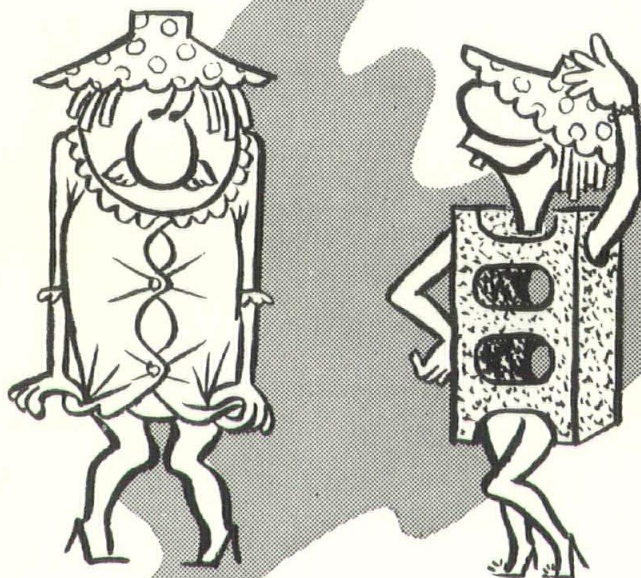
A. R. Wallace

Harry D. Woodward

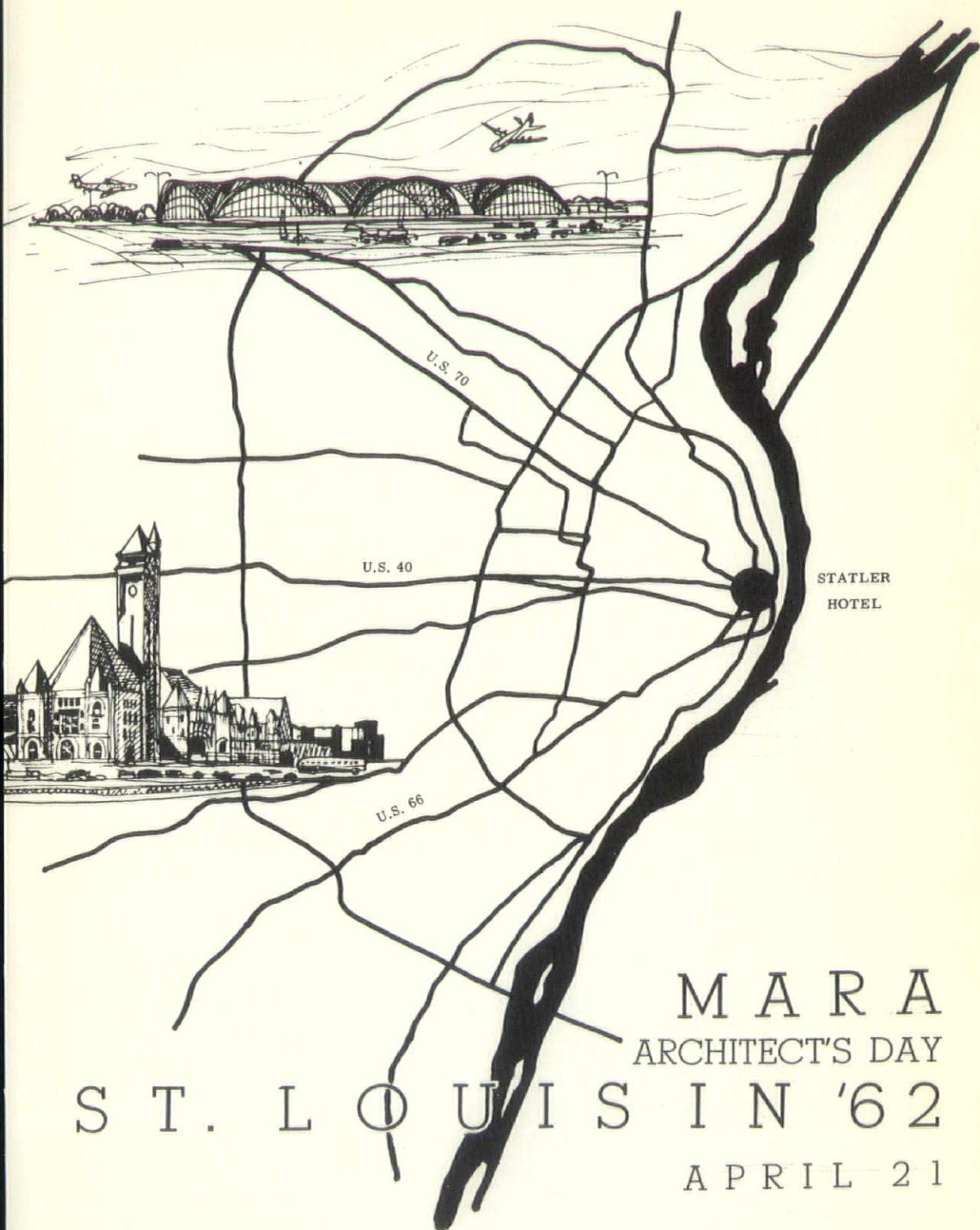
● Gerre Jones, executive secretary, addressed members of the Southwest Missouri Association of Architects at their regular monthly meeting on Wednesday, December 13 in Springfield. Jones' talk covered public relations for architectural organizations as well as techniques of public relations applicable to individual architectural firms. The SMAA is composed primarily of members of the K. C. Chapter, A.I.A.

● Through the creative work of today, the tradition of tomorrow is built.
Eliel Saarinen

MINIMUM SHRINKAGE



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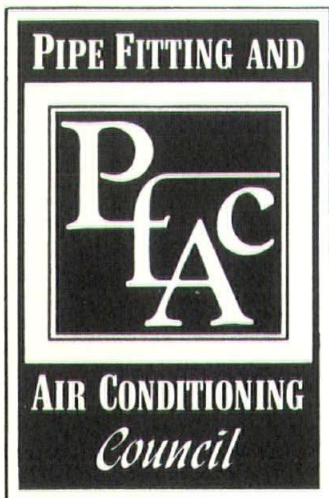
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2. The pre-qualified "Mechanical" Contractor, working with the architect and engineer, can frequently advise on minor changes which might well preclude future major problems. He is in an excellent position to co-operate in providing a good workable installation for the owner.

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