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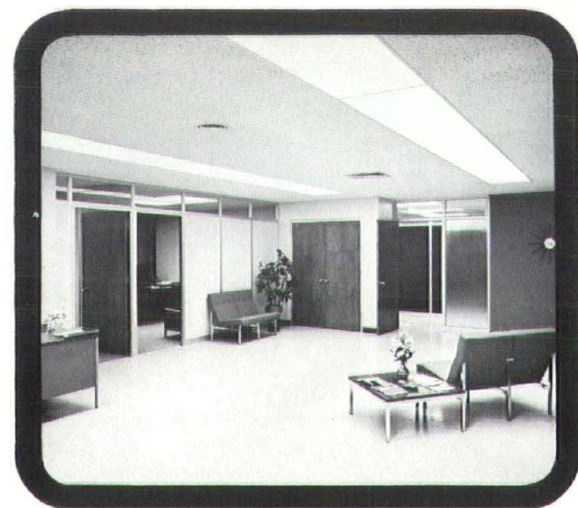
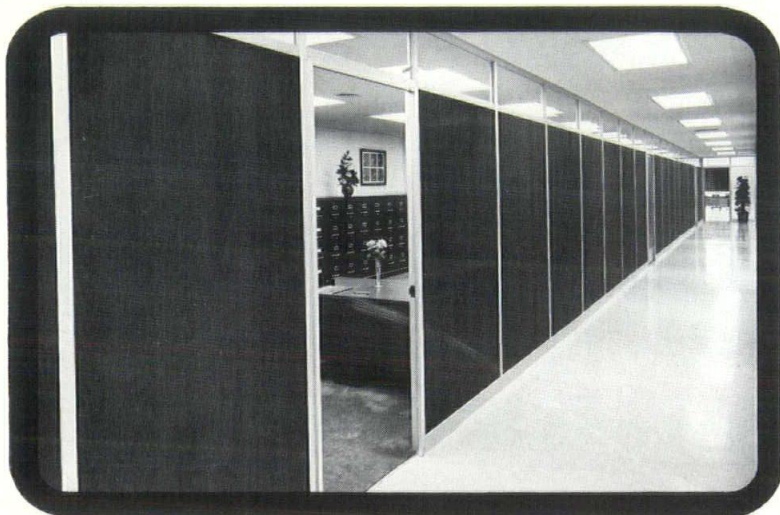
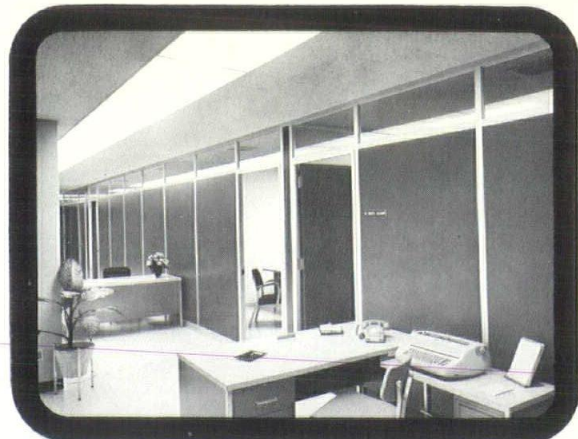
REPORT:

## *MID-CONTINENT INTERNATIONAL AIRPORT*





**TRANSFORMATION:** A former manufacturing plant was recently REMODELED—creating the quietly efficient and strikingly beautiful national offices of United Telephone System. Photos illustrate how GLEN O'BRIEN MOVABLE PARTITIONS were utilized in varied designs, using combinations of glass, aluminum, woodgrains and decorators' colors to achieve office layout objectives. Modular units enable such custom-designing with mass-production economy.



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*Photographs:  
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**VOLUME 16 / NUMBER 3 / APRIL MAY 1966**

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SKYLINES is the official publication of, and is published bi-monthly by the Kansas City Chapter of the American Institute of Architects at 800 West 47th Street, Kansas City, Missouri 64112. Telephone (816) Plaza 3-8567. Subscriptions for A.I.A. members are included with A.I.A. memberships. Subscriptions for non-members, \$3.00 per year; \$8.00 for three years. Single copies 50c, special roster directory issue \$1.50.

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# REPORT: *MID-CONTINENT INTERNATIONAL AIRPORT*

The introduction of commercial jet aircraft in 1958 and the subsequent rapid increase in air travel has necessitated drastic changes in air terminal design concepts. The physical size of the jet, the landing space requirements, and the ever increasing emphasis on operational efficiency and passenger convenience have combined to set new guidelines for airport planning.

In the more recently constructed air terminals, the passenger has no stairs or ramps to climb, he is protected from the sound and fumes of jet engines, and is often at claim areas after his luggage has arrived on high speed conveyors. As planes have become larger and passenger numbers increase, new concepts such as the decentralized and stellite plan have evolved. These concepts, together with many others, are solutions to the specific requirements of today's air age. However different they may be, each has been developed as the best means possible of performing the basic function of a commercial airport complex. This function is simply to accommodate air traffic and expedite the flow of passengers and baggage from surface vehicles to designated aircraft.

Beginning with the basic limitations of design imposed by the airplane itself (size, noise, fumes, landing requirements, etc.) there are other important variables that must be considered in any airport complex plan. They are:

- 1) The volume of passengers to be serviced and the percentage of them who are originating, terminating, intransit, or transferring.
- 2) The expected range of flights, which determines the volume of baggage and the number of visitors accompanying or meeting passengers.
- 3) The type of aircraft and their mode of operation on the apron.
- 4) The climate range and especially the severity of the weather.
- 5) The probable requirements for expansion.

In considering any airport concept, the answers to these variables must be a basic part of the plan . . . as they were with Mid-Continent International.

It is almost universally agreed in the world's aeronautical system that it is the airport and terminal complex which threatens to retard the march of technology. Various authorities on airport terminal problems throughout the world have expressed the opinion that huge terminals which passengers are forced to pass through, either arriving or departing, are completely out of date with progressive thinking; this is even more





true in view of the fact the Airlines and Aircraft Manufacturers are preparing themselves to provide a transport capacity for twice as many passengers within five years and possibly four times as many within ten years.

Most new terminals and facilities have reached their capacity by the time they are completed. This is generally due to an inadequate functional layout rather than a deficiency in building volume.

Airline executives and others also have indicated a strong preference for the "gate arrival" or "gate check-in" system on the basis that central check-in and waiting areas are one of the principal reasons for congestion and confusion in today's airports and that future traffic growth can best be met by providing decentralized terminal systems which allow for all handling activities to be close to each aircraft group. In this more progressive approach to terminal planning, a gate waiting room or gate hold room actually becomes the terminal proper and in the concept to be provided by Mid-Continent International Airport in Kansas City, this basic decentralization approach is fully exploited.

The M-CI concept produces the capability of delivering the passenger virtually to the door of the aircraft; in its most intensive and broadest use, each gate should become essentially a complete terminal in itself providing 100% decentralization of facilities. As presently planned, the ultimate development would consist of four 15-gate modules, 60 gates presently considered the ultimate for 1985. First stage development would provide two to three modules depending upon airline requirements, funding capability and other factors. Each of the four modules consists of a slightly closed horseshoe which in turn surrounds more than 75% of the required parking at ground level; the balance of the parking is provided adjacent to and directly across a circular roadway. Obviously ground level parking is only a first stage development in this vital factor of air terminal design. Complete structural parking, at least doubling capacities, is provided for and planned in the future stages. Aircraft positions and apron circulation areas are readily accessible to the runway complex and all aircraft support vehicles also use the apron for circulation. This decentralization of all facilities allows passenger vehicle circulation along the inner-face of the buildings in each unit terminal which is the same level as the aircraft floor, so that no vertical passenger traffic is required. Passengers who drive to the airport and wish to park their cars have the ability of parking opposite the gate of the airplane.

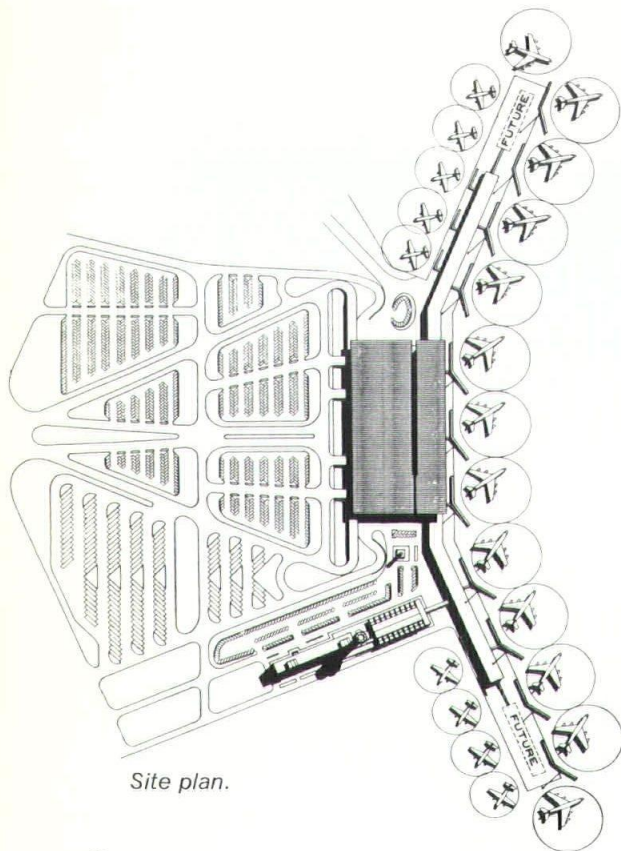
In this concept the walking distances for all but a small percentage of the passengers are the least of any airport design known. Food, beverage and other concession areas are likewise decentralized and are therefore more readily available to a far greater percentage of the passengers; this is achieved by having in each of the arms of the horseshoe; these smaller ones may be quick service facilities. Again in this regard, it must be recalled that coin-operated devices of various kinds are coming into general use.

For Kansas City the geometry necessary to accommodate at least 60 airplanes in 200 feet minimum diameter parking positions at the terminal, resulting in the four clusters of at least 15 aircraft positions each, is most provocative and dynamic in the evolvement of the thousands of acres that make up the total airport and terminal complex. This basic terminal concept, therefore, will result in far more intensive earth and landscape planning. Eventually, earth forms and architecture which together with proper integration of resultant roads, parking pathways, buildings, airplane positions, etc., will provide at M-CI the great image for the long-term future which is essential, and still retain the greatest tributes of flexibility for expansion to take care of aircraft presently only in the dreaming stage.



# COMPARATIVE WALKING DISTANCES AT MAJOR U.S. AIRPORTS

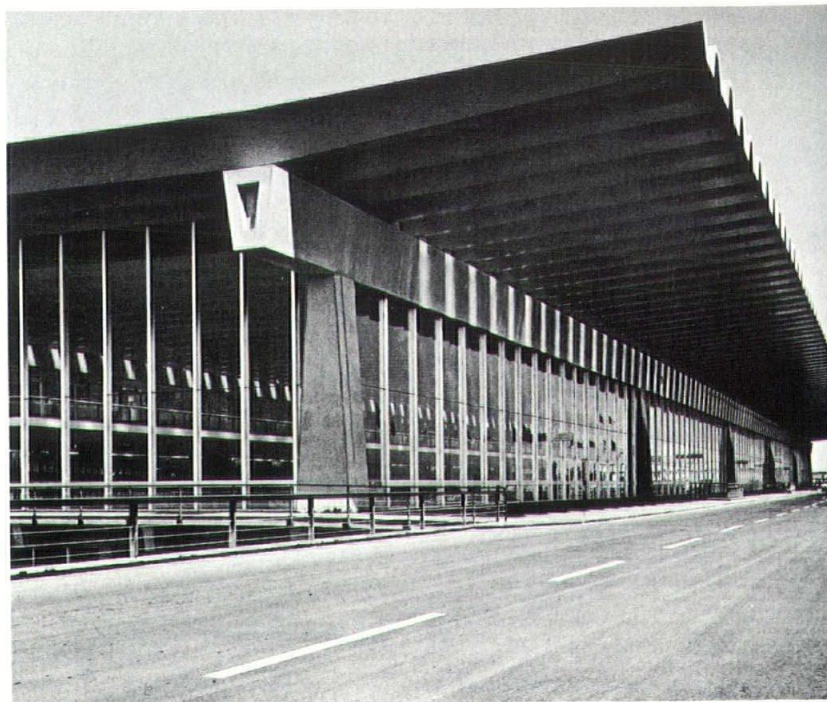
TERMINAL	NO. GATES	AVERAGE WALKING DISTANCE (ENPLANE CURB TO GATE)					
		200	400	600	800	1000	2000
Dallas	26						
Atlanta	56						
Chicago O'Hare	72						
New York LaGuardia	36						
Tampa International	18						
Los Angeles International	64						
San Francisco International	56						
Milwaukee	18						
Newark	24						
Philadelphia	25						
Detroit	47						
Minneapolis / St. Paul	26						
Cleveland Hopkins	17						
Miami International	74						
Denver	32						
St. Louis	16						
New York Kennedy	104						
Indianapolis	16						
New Orleans International	18						
Pittsburgh	19						
Dulles	40						
Mid-Continent International (concept no. 7 gate arrival)	60						



Site plan.

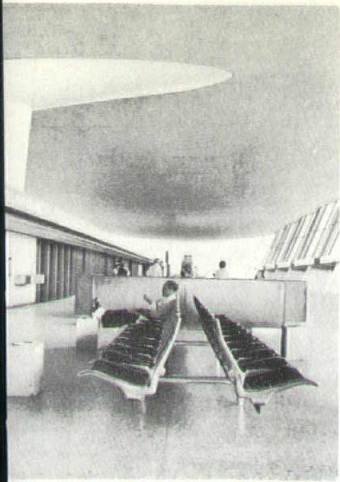
Rome International Airport Terminal Building,  
Fiumicino, Italy.

Luccichenti, Monaco, Morandi & Zavitteri  
Associated Architects and Engineers



Terminal entrance.

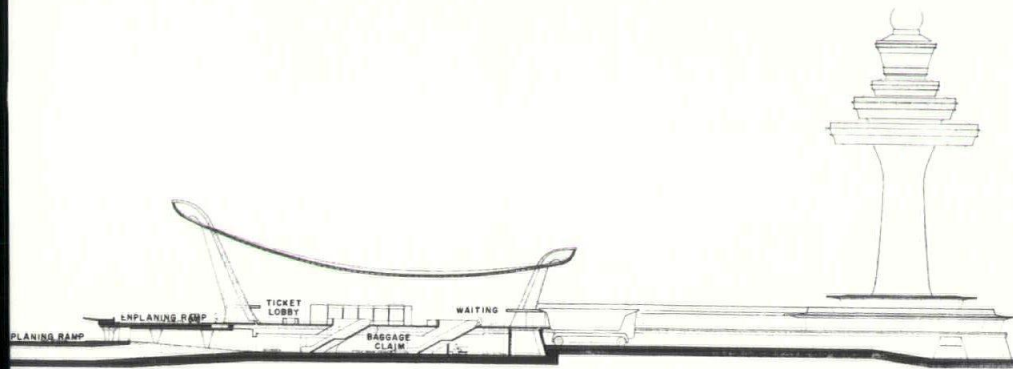




Terminal lobby.



Airport terminal.

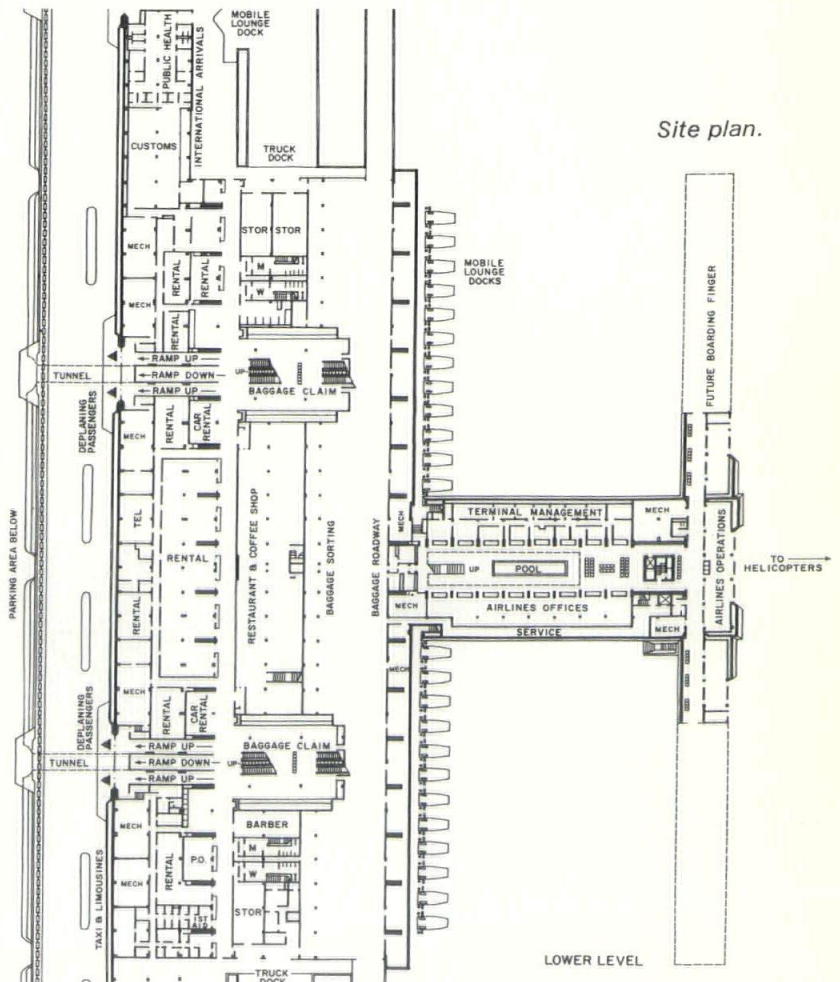


Elevation.

*Dulles International Airport Terminal,  
Chantilly, Virginia.*

Eero Saarinen & Associates,  
Architects.

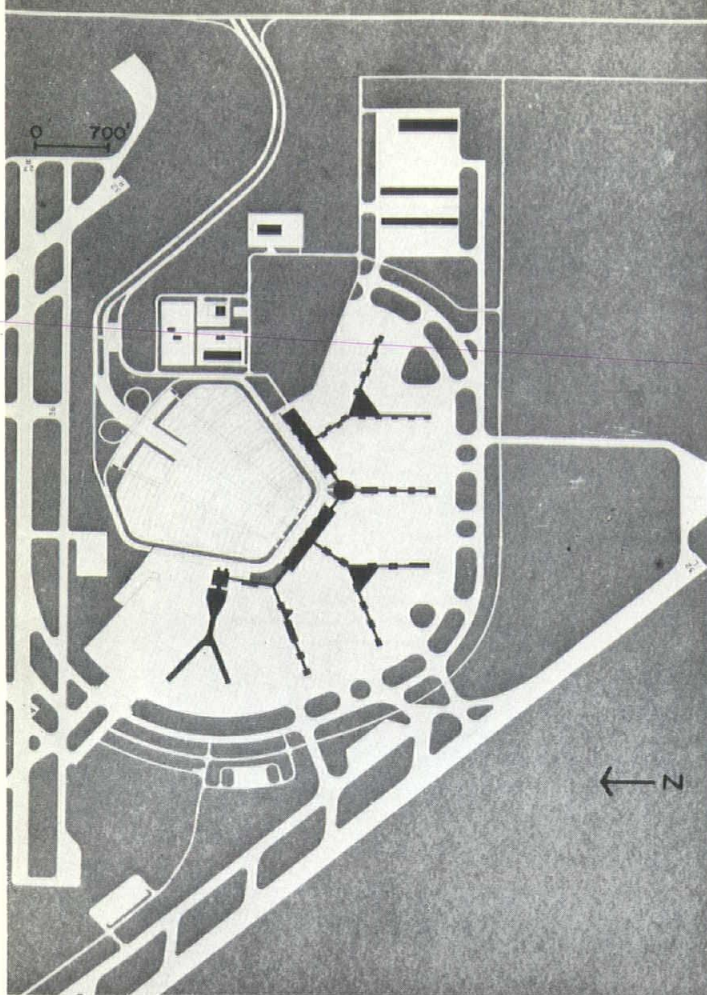
The mobile-lounge concept used in the design of the Dulles International Airport Terminal results in a compact design that provides for 100 percent expansion by extending the main terminal structure at both ends symmetrically. Future extensions are intended to serve smaller aircraft that are not adaptable to service by mobile lounge units.



Site plan.

LOWER LEVEL





Site plan.

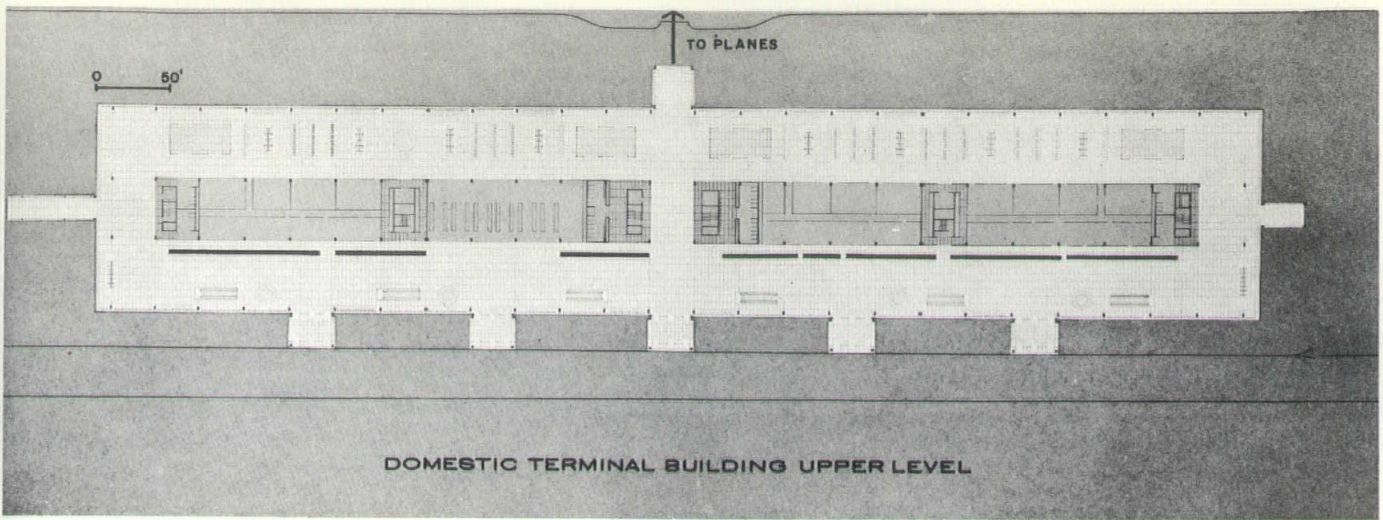
O'Hare International Airport,  
Chicago, Illinois.

C. F. Murphy Associates,  
Architects.

Panoramic view of the terminal and parking area.

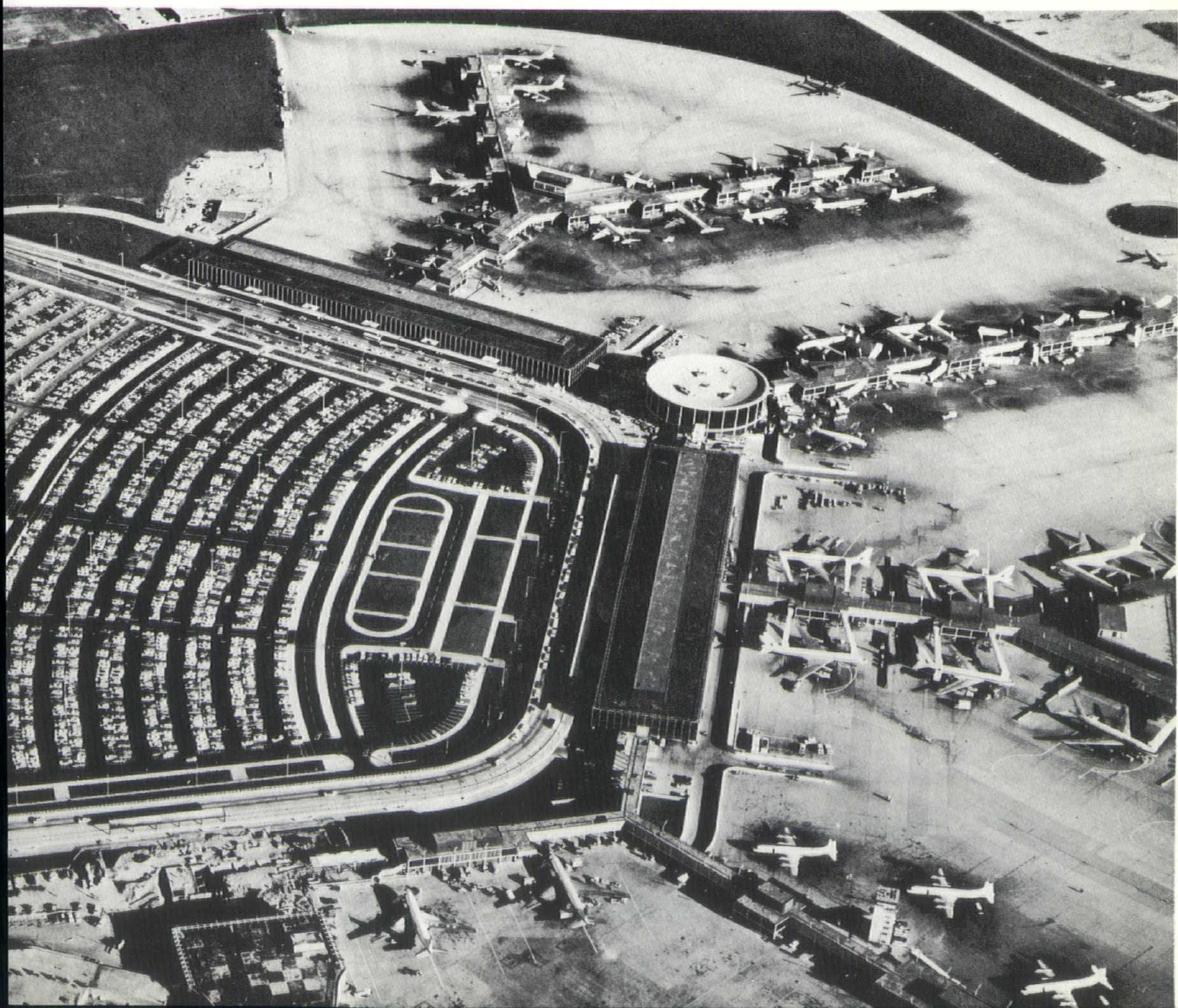






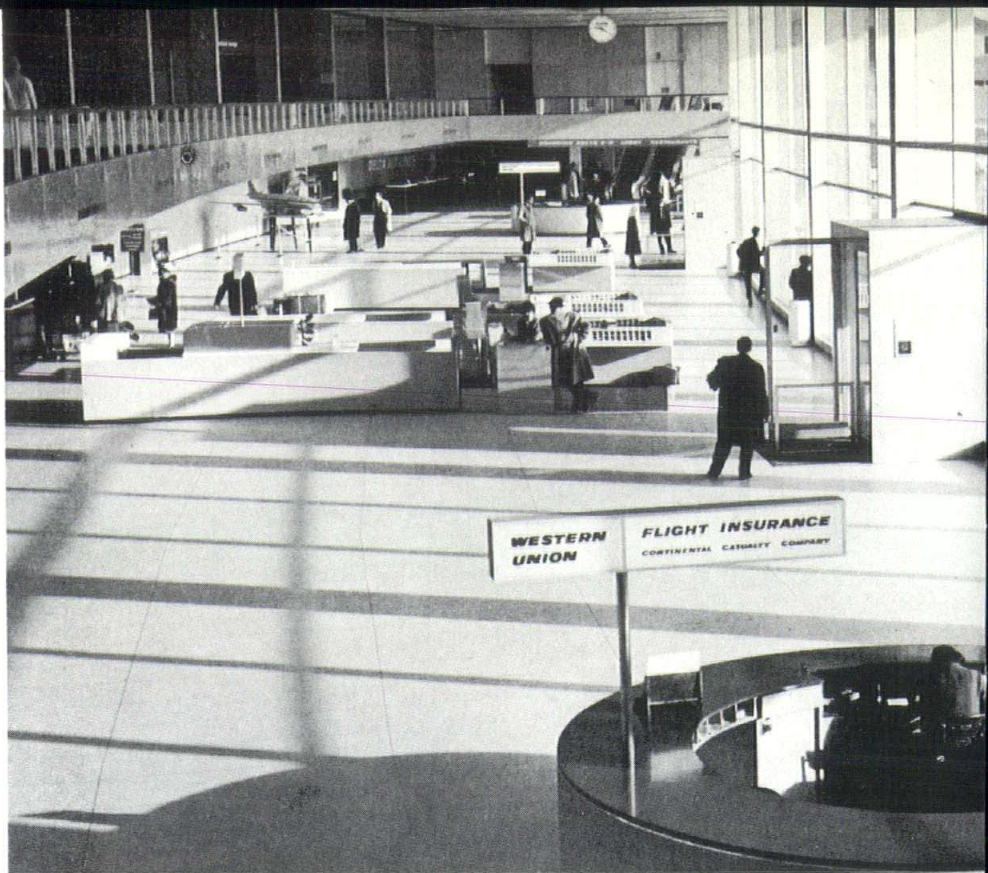
DOMESTIC TERMINAL BUILDING UPPER LEVEL

*Upper level plan.*





*United Airlines terminal lobby.*



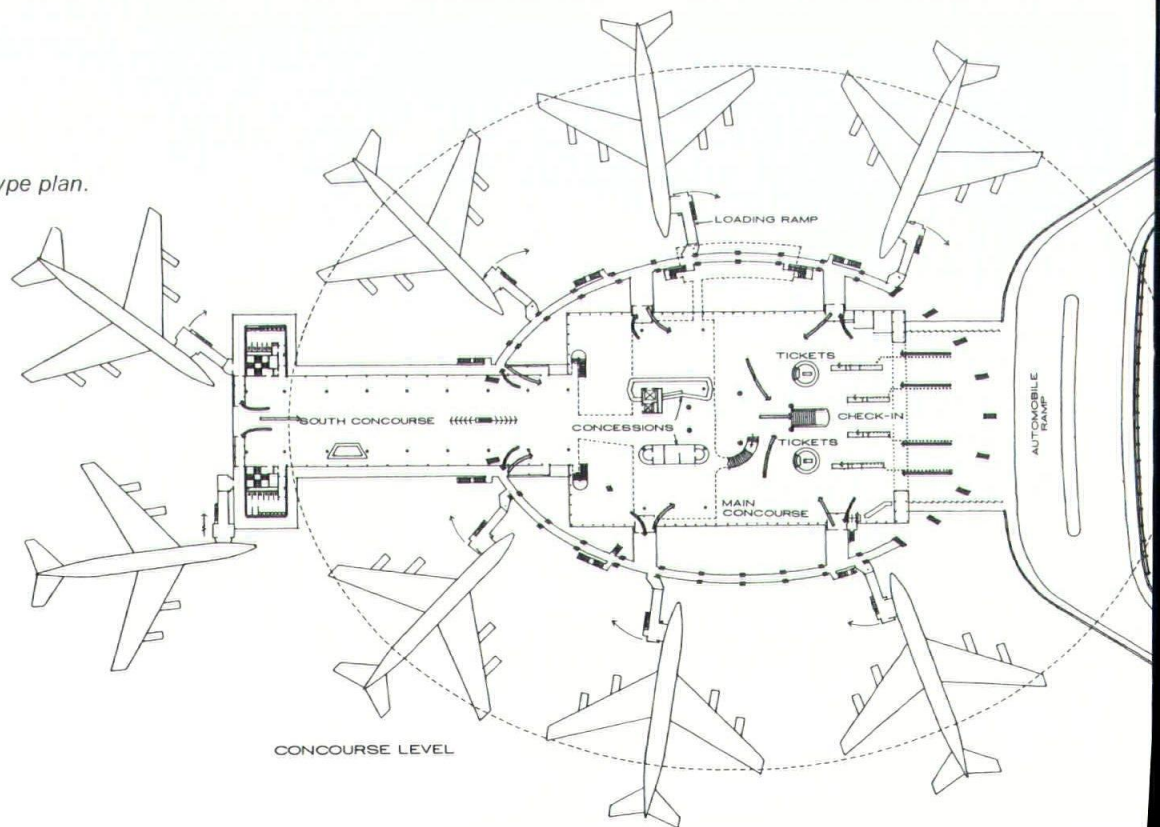
*United Airlines / Delta Airlines terminal.*

*New York International Airport,  
outside New York City.*

Skidmore, Owings & Merrill, Architects.



*Domestic unit terminal type plan.*





## NOTES FROM THE PRESIDENT

*Herbert E. Duncan, Jr.  
President  
Kansas City Chapter  
American Institute of Architects*



My sister is living in Durham, North Carolina where her husband is completing his residency in surgery at Duke University. He has been asked to stay at the University, to choose a specialty in one phase of surgery, and to plan a seven year program of concentrated study in this specialty. He will then be expected to join the hospital staff as an expert in his field. He would never know the trials of a practicing physician.

The profession of Architecture also develops specialists in design, in detailing, and in countless other areas related to the science of building. Such men are needed in all offices and the sum of their knowledge is the measure of the buildings which are designed and built.

We need the specialist. Many persons find a particular interest or talent while in school, and direct their education towards structure or mechanical design, or such fields as landscape architecture. These men often become consultants in their chosen field. They are a respected and necessary part of a design team.

The Psychologist may already be a necessary consultant to the urban renewal Architect. The design of housing in slum areas requires a special knowledge of living patterns and many of the old rules of design do not apply. Our educators realize this problem and our schools of Architecture are often called schools of environmental design.

The Midwest Research Institute has recently organized an Economic Development Division. This Department is developing capabilities to program any type of project. They can provide the necessary research to predict the income of a proposed lake resort, or establish the unit ratio of an apartment project in a given area.

The program consultant is impressive in his qualifications and has a useful service to offer. The Psychologist has a special knowledge of people and how they live. Environmental design is a new word with a new importance. The concept is good and the new consultants are welcome.

The Program Consultant and the Psychologist join the design team with the Mechanical Engineer, the Electrical Engineer, the Structural Engineer, the Traffic Engineer, the Interior Designer, the Site Planner, and Landscape Designer.

The Architect has an education which encompasses each of these fields. He must know enough of each to successfully coordinate the work of all. A new building is usually dependent on the ability of the Architect to design a pleasing exterior and a workable interior. He must maintain a high level of technical competence.

The Architect is the traditional leader in planning a building. His aesthetic knowledge can make a building distinctive rather than a routine answer to a textbook structural problem. An Architect such as Yamasaki is a structural master with the delicate touch of an artist. The lacy screens of Ed Stone have given charm to many a rectangle. His design touch gave a last minute breath of life to the structural dominance of the new stadium in St. Louis.

The combining of talents to produce taste and workability in a project is the specialty of the Architect. The fine touch that distinguishes a building or a city. The Program Consultant cannot design the structure of a building and the Structural Engineer is seldom trained in building aesthetics.

I would remind each Chapter member that professional leadership requires hard work and a constant appraisal of the current situation. The design talent of the Architect can help make our future cities attractive and comfortable. We must never forget our unique capabilities to be artist, engineer, and planner, or our responsibility to represent the profession to the limits of our particular abilities.



# MID-AMERICA CONFERENCE ON URBAN DESIGN

*The conference was held March 30 and 31 at the Kansas City Art Institute under the sponsorship of the Municipal Art Commission, Kansas City Association of Trusts and Foundations, Committee for Economic Development, Midwest Research Institute and Kansas City Art Institute. Many conferees were designers, technological and social scientists, while others were state and municipal officials, business and civic leaders. The following report is a condensation of the comments made by conference speakers.*

## THE PROBLEM AND THE POTENTIAL

### "Urban Design—A Definition"

*John O. Merrill, Jr.*

*Skidmore, Owings & Merrill, San Francisco*

In the largest sense, the concern for urban design must be a concern for the total surroundings of urban man. These surroundings include man's cultural, sociological, economic and political environment as well as the visual and functional amenities. Architects and planners cannot provide the answers alone. Neither can politicians, sociologists, developers or businessmen. There must be a sympathetic, consistent and unrelenting joint effort on the part of all these people. Along with urban design improvement, rehabilitation has become a highly significant factor in recent attempts to elevate the quality of the urban fabric and must continue to be in future programs.

### "The Future of the City"

*Werner Z. Hirsch*

*Institute of Government and Public Affairs, UCLA.*

The elemental factors which are shaping the city of the future include a growing desire for privacy caused by an ever increasing density, projected population increases and longevity, a traditional desire for private ownership, a new emphasis on residential mobility, and planned obsolescence. The question of how many and how large cities should be will have to be answered as will the development of specific images for each city. The ability to provide a variety of opportunities is the real strength of a city. Choice and variations in all things must be available. It is the exchange and frequent clash of opinions which enlivens the city.

### "The City as a System"

*John P. Eberhard*

*Institute for Applied Technology*

*National Bureau of Standards, Washington, D.C.*

The design of an urban area should be approached by considering the city as an organism which daily consumes vast quantities of raw materials and disgorges mountains of waste products. This process involves transportation systems, both

horizontal and vertical, which are constantly transporting material, people and wastes. Control over the system is exerted through various channels of communication. Buildings should be considered an end product of the production system while also being regarded as part of the other systems. Existing building technology tends to produce static solutions to contemporary functional requirements, but their requirements are constantly changing with the rate of change accelerating as never before in history.

### "The Potential of Technology and Materials"

*Harold A. Edlund*

*Butler Manufacturing Company, Kansas City*

A great many of the technological and material advances achieved since the beginning of the Industrial Revolution have been channeled into efforts on the part of today's building manufacturers to better our urban surroundings.

### "The Urban Man of the Future"

*Richard E. Farson*

*Western Behavioral Sciences Institute*

*La Jolla, California*

The well established trend toward a shorter work week with the consequence of greater time and energy for recreational pursuits will increase the significance of leisure time activities. It will be necessary for future man to devise means of expending time and energy no longer required for pursuing a livelihood. Consequently entire new patterns of recreational involvement must be devised. The desires of minority and special interest groups will never be satisfied, as the desire for both more creative comforts and social standing is an open end phenomena. One success tends to generate even greater desires.

## CASE STUDIES OF URBAN DESIGN

### "Renewal and Reconstruction in the City"

*Lewis E. Kitchen*

*City Reconstruction Corporation, Kansas City*

### "Reston, A Partial Solution"

*James B. Selonick*

*Simon Enterprises, Inc., Reston, Virginia*

### "Community Development—An American Experience"

*Raymond L. Watson*

*The Irvine Company, Irvine, California*

### "The Pei Plan—Total Downtown Renewal"

*Honorable George H. Shirk*

*Mayor of Oklahoma City*

Both the Irvine Ranch experience and the development of Reston are well documented experiments in suburban design. The other two studies dealt with core redevelopment in major cities where residential units in magnitude were introduced







near central business districts. The need for full time residents near the city core was emphasized as necessary for a revitalization of downtown. For a city center of optimum use, benefit and financial return, it is a necessity to have a combined hotel and recreation center, and adjacent retail district, a center of government and an office/financial district.

## MECHANISMS FOR URBAN DESIGN

### "The Role of Private Leadership"

*Leland Hazard*

*Carnegie Institute of Technology, Pittsburgh*

The suburbanite, who enjoys a great share of the earnings and benefits of the central city, as a class is very little concerned with, or feels no responsibility for the problems of the city. This is a fairly recent phenomena, perhaps resulting from the increased mobility due to widespread ownership of private automobiles. This lack of sense of belonging must be overcome, or a substitute leadership provided in order to secure the direction necessary to cope with poverty, design, rehabilitation, education and integration problems facing most cities.

### "Citizen Government Cooperation—The Philadelphia Story"

*William L. Rafsky*

*Old Philadelphia Development Corporation*

The past World War II contributions of private individuals and organizations have resulted in the preservation and redevelopment of one of our great American cities. The constructive influence of cooperative business organizations able to see beyond immediate self-interest has been of prime importance in rejuvenating the whole city. Citizen cooperation has become traditional in Philadelphia with civic pride becoming a very personal thing.

### "Intergovernmental Relations in Urban Affairs"

*William G. Colman*

*Advisory Commission on Intergovernmental Relations  
Washington, D.C.*

Regional and metropolitan area planning today encounters problems never faced before because these areas have outgrown their constructed political units which were once adequate for the conduct of government affairs. Each unit pyramids the agencies concerned with government affairs and unduly hampers both concerted design and administrative efforts which must be conducted on a much broader scale than in the past.

### "The Role of Planning"

*Charles A. Blessing*

*Detroit Planning Commission*

Goals for the urban design effort must be established since urban design is not only a legitimate but an indispensable element in the comprehensive city plan. Many significant reasons can be cited for the failure to achieve beauty in cities, but the basic problem results from a lack of a total sense of what a beautiful city is or might be. In light of the great destruction of historically significant works—parks as well as buildings—within the last ten years, and the pro-

jected building needs and goals for urban designs must be set up now. In Detroit a design framework has been devised which consists of three essential elements—the circulation pattern, the open space pattern, and the architectural pattern.

### "The Artist in Urban Design"

*Andrew Morgan*

*President, Kansas City Art Institute*

The magnitude of the task of urban design requires the interdependence of all community interests—interests which comprise the systems that order or destroy the liveable qualities of our cities. Artists, individually and through institutions of higher learning in the visual arts, are one interdependent force prepared and providing their talents toward the creation of a new and more amenable environment. Planners are encouraged to accept the artist's participation on the many levels of visual and socially conscious design that requires remedy . . . or a new focus in today's technologically oriented cities.

## IMPLICATIONS FOR KANSAS CITY

### "Panel Discussion"

Moderator: Honorable Ilus W. Davis  
Mayor of Kansas City

James C. Downs, Jr.  
Real Estate Research Corporation  
Chicago, Illinois

Wilbur S. Smith  
Wilbur Smith & Associates  
Columbia, South Carolina

Felix M. Warburg  
Lawrence Halprin & Associates  
San Francisco, California

Maurice D. S. Johnson  
Redevelopment Council  
Greater Kansas City Chamber of Commerce

Miller Nichols  
J. C. Nichols Company  
Kansas City

Homer C. Wadsworth  
Kansas City Association of Trusts and Foundations

Most private and public renewal efforts to date have been marked failures in attracting family units back into the central city. This problem must be overcome to rebuild a stable and vital urban population. A curtailment in automobile property rights in some areas may be necessary to develop more significant areas of urban amenity. This should not be looked upon as any different than restrictions placed upon the use of other types of property during the past half century. Perhaps the ultimate solution to the traffic problems created by private automobiles is no solution at all. A traffic jam can do wonders toward creating an appreciation for other modes of transportation, including walking. This seems already to have been a common experience in several impacted areas in Chicago and elsewhere. With proper maintenance coupled with a continuous private renewal effort the obsolescence of buildings can practically be eliminated.





## KANSAS CITY'S TOP BRICKLAYER APPRENTICES PRESENTED AWARDS.

The 1966 apprenticeship contest sponsored by the Masonry Advancement Program of the Builders' Association of Kansas City at the Home Show was climaxed by awards to the apprentices. Herbert Duncan, Jr. (left), president, Kansas City Chapter of AIA, is shown presenting the awards to Bob Dailey, 1st place, 2nd year division; Les Jacoby, 1st place, 3rd year division; Victor Zalor, 1st place, 4th year division; Joe Angell, 2nd place, 2nd year division; Don Neece, 2nd place, 1st year division; Kenneth Routh, 1st place, 1st year division. Two winners not present: Ed McKenna, 2nd place, 3rd year division and Max Eberts, 2nd place, 4th year division. In the other photograph, Mr. Duncan is being presented the 1966 Masonry Award of Appreciation by Mr. Don Wilkerson, Director of Masonry for the Builders' Association of Kansas City.

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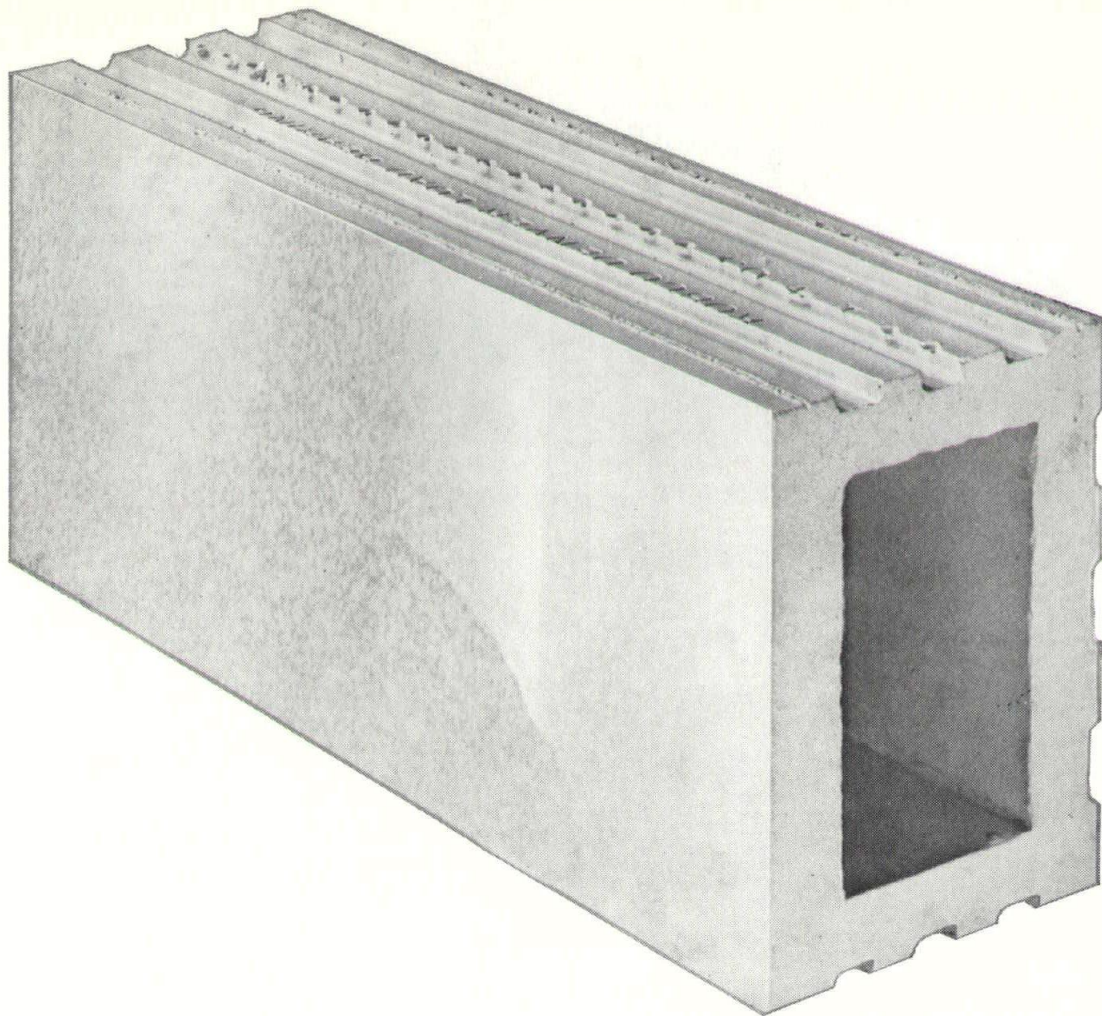
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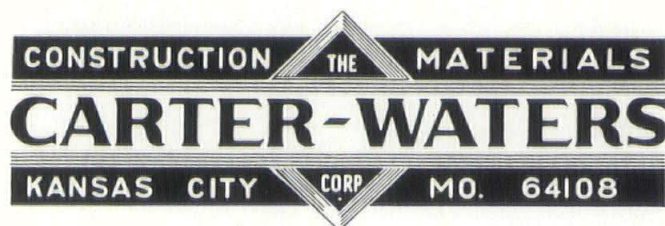




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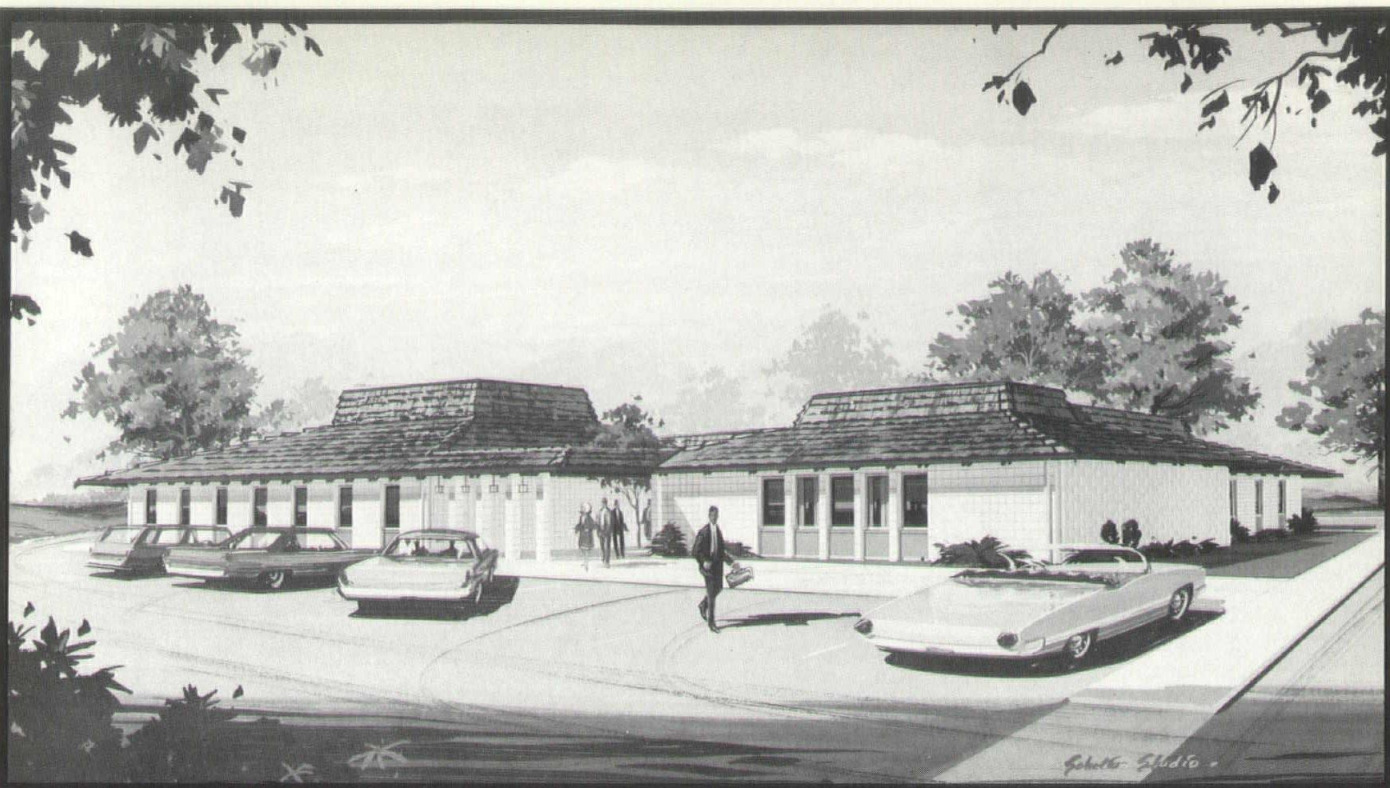
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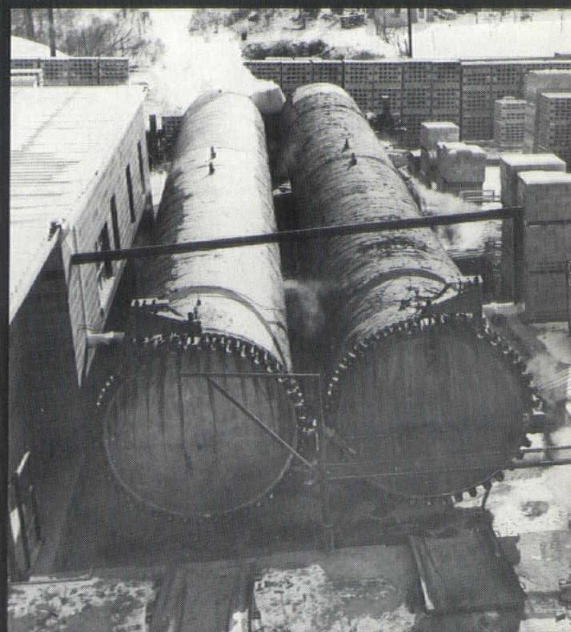
**CITY BLOCK** pre-shrunk masonry units were specified in the 6025 Martway Office Building, Mission, Kansas. Architect: Morley & Geraughty; Owner: Westagard Brothers, Inc.

## **CITY BLOCK'S PRE-SHRUNK MASONRY UNITS ELIMINATE "AFTER BUILDING" SHRINKAGE!**

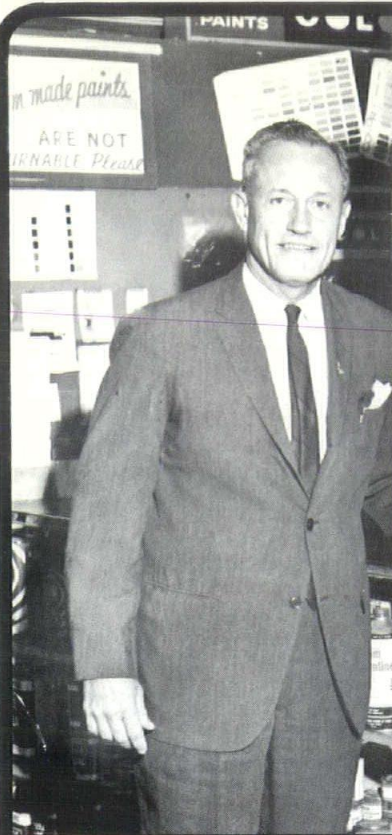
High pressure steam cured for eight hours, CITY BLOCK'S pre-shrunk masonry units have a maximum moisture content of 30% with maximum linear shrinkage .030. These are specifications you can count on... and the blocks can be delivered in one day's time! CITY BLOCK'S remarkable new 80 foot long dual high pressure steam curing vessels cure blocks at a temperature of 360° F under pressure of 150 lbs. P. S. I. for consistent product uniformity and building reliability.

For more information contact  
**CITY BLOCK  
AND PRODUCTS  
COMPANY**  
1212 West 24 Highway /  
Independence /  
Missouri 64050  
Telephone (816) Clifton 2-8760

**CITY  
BLOCK  
AND  
PRODUCTS  
COMPANY**



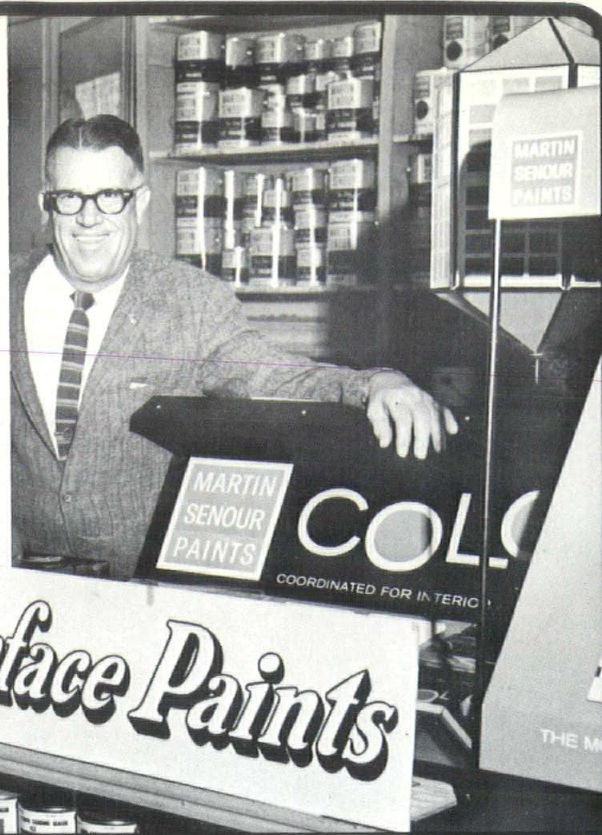




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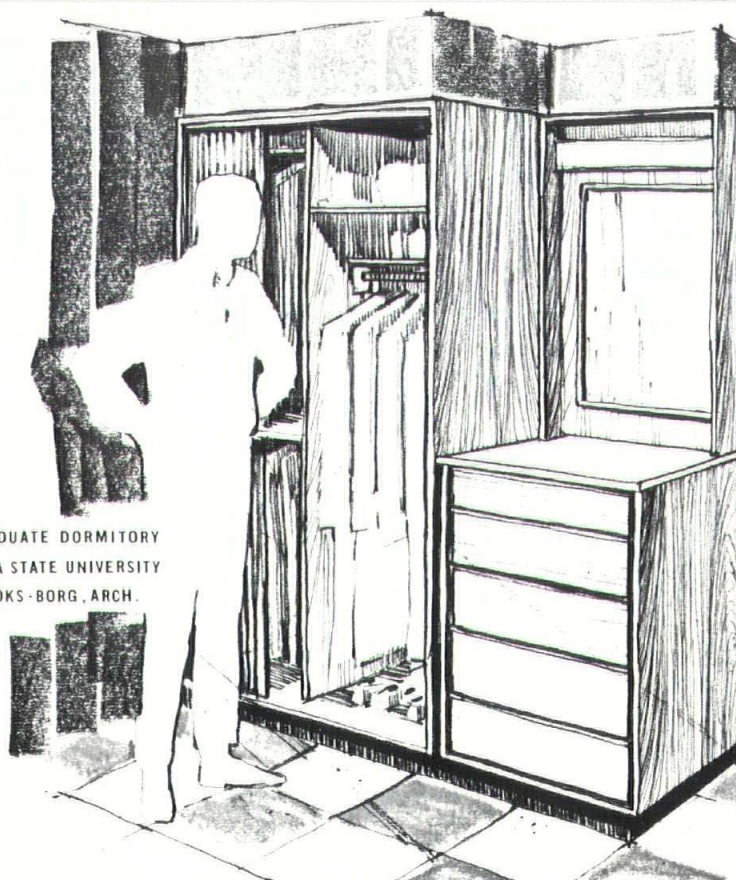


# Surface Paints

## Surface Paints

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- MEADOW LAKE: 7712 State Line / Andrew 9-4222
- OVERLAND PARK: 7217 W. 80th Street / Dupont 1-4910
- INDEPENDENCE: 11716 E. 23rd Street / Clifton 4-4911

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A contractor found that a double wall of Acme King Size brick cost 10.1% less than the same wall with an exterior of brick and an interior of concrete block. Added to this initial saving are operating and maintenance savings. You don't need to paint the interior brick wall - - - ever. And because you use one material, with one coefficient of expansion and contraction, the possibility of cracking is reduced. Not only is cracking unsightly, repairs are costly.

Other architects and contractors have found the same average 10% savings. Worth investigating? . . . if you think so ask us to show you these and other cost studies.

In the highly competitive apartment field it's important to have a luxury look. Operational costs are important, too. This apartment building in Houston achieved beauty and low maintenance with Acme Brick Double Walls. A duplicate twelve story structure is now being built. Proof enough?



Acme King Size Brick makes the luxury of brick possible . . . for less money . . . on the inside as well as the exterior.

### **ACME BRICK COMPANY**

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Please send me your full color brochure on Acme Brick Double Wall systems. Prove to me they will save me approximately 10% over brick and concrete block . . . and even more on other wall systems.

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City/State/Zip \_\_\_\_\_

☐ Check here if you or your group would like to see a 20 minute slide film on this subject.



\*Cost Studies are available from your Acme Brick representative.



## CONTROL TECHNIQUE

# Lightweight

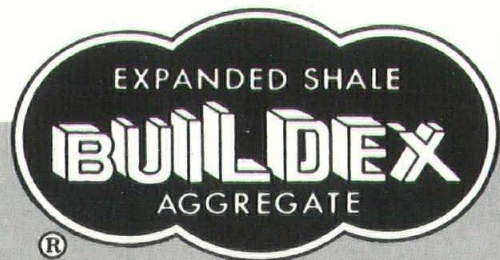
## AGGREGATE FOR STRUCTURAL CONCRETE

### A YARD OF CONCRETE

$$\frac{\text{Total wt. of all ingredients}}{\text{Actual wt. of concrete in lbs./cu. ft.}} = \text{Actual yield}$$

Regular yield determinations of fresh concrete should be made to:

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a.i.a.  
notes

**ANGUS McCALLUM ELEVATED TO COLLEGE OF FELLOWS.** Mr. McCallum is one of 60 American Institute of Architects honored by advancement to the lifetime rank of Fellow. This brings the total membership of the College of Fellows to 688, representing 3.8% of the corporate membership of the 18,000 member Institute. Investiture of Fellows will take place at the A.I.A. annual dinner July 1, climaxing the annual convention in Denver. Widely known for his civic activities, and his service as A.I.A. Central States Regional Director, Mr. McCallum heads up his own architectural organization. His elevation to the rank of Fellows was for his public service activities.

**AWARDS FOR GOOD DESIGN** announced by Municipal Art Commission. Mayor Ilus Davis presented the awards on behalf of the judging committee, Ralph T. Coe, curator, William Rockhill Nelson Gallery of Art; Frederick James, artist; and Herbert E. Duncan, Jr., president, Kansas City Chapter, American Institute of Architects. Awards were based on the factors of "use, siting, relationship and planning which had appropriate relevancy to good design," and are made annually to encourage good design in all facets of city planning, design and construction. The awards went to the Commerce Tower Sunken Garden (John T. Murphy, FAIA, Keene, Simpson & Murphy, project architect), Avila College Campus (Angus McCallum, AIA, architect).

**LUND AND BALDERSON FORM NEW FIRM.** George Whiting Lund and C. James Balderson, both corporate members of the Kansas City Chapter, American Institute of Architects, have formed their own firm, Lund/Balderson Architects, with offices in the Lenexa Professional Building, 13001 West 95th Street. Lund, presently chairman of AIA Skylines Committee, was formerly with Kivett and Myers and Balderson, Kansas City Chapter Director, has been associated with Angus McCallum. Lund, his wife, Jann, and two children, Jennifer and Kevin, make their home at 8324 High Drive, Leawood. Balderson, his wife, Jo Anne, and daughters, Jill and Joy, live at 7751 Canterbury Road, Prairie Village.





**NAME:**

Lumen Cordium High School for Girls  
Bedford, Ohio

**ARCHITECT:**

John F. Lipaj and Associates  
Cleveland, Ohio

**MARBLE CONTRACTOR:**

Winterich's, Bedford, Ohio

**MARBLE:**

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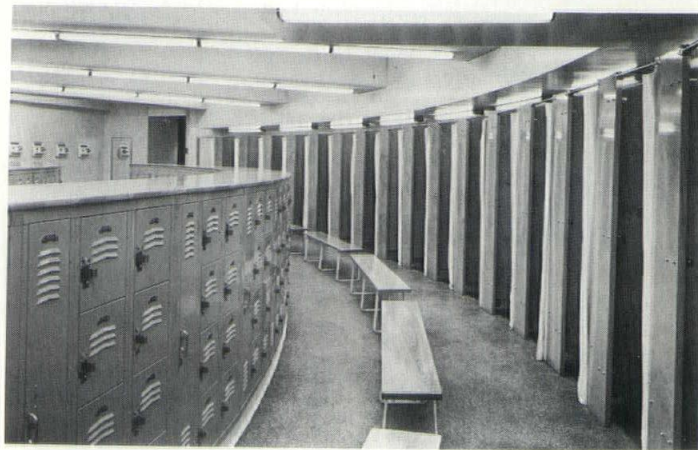
Econopack is the easiest way to specify long-lasting, trouble-free marble for combination dressing room and shower units in schools, dormitories, bathhouses, hospitals and other institutions.

Everything is included in Econopack's standard package — marble stiles, partitions and seats, 10 ounce white duck shower curtains and a complete set of chrome-plated brass hardware. One specification does the job of supplying the best in multi-unit showers for your building!

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## CENTER for FINE ARTS-KNOX COLLEGE

Architect: Perkins and Will, Chicago, Illinois  
General Contractor: Kraus-Anderson of  
Minneapolis, Inc., Minneapolis, Minnesota



The Center for the Fine Arts at Knox College, Galesburg, Illinois, completed in 1965 at a cost of more than \$2,750,000.00. Most notable of its many features is the Otto Harbach Theatre, which, by means of a huge turntable, can be transformed in minutes from a conventional proscenium theatre into an intimate open theatre. The Center includes the Sebastian S. Kresge Recital Hall, large rehearsal hall, a studio theatre, art galleries, classrooms, art studios and music practice rooms.

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## Producers' Council notes

**45TH ANNUAL MEETING SEPTEMBER 27-30.** "Our Changing Industry - Its Challenges - Its Problems - Its Opportunities" is the theme for the Producers' Council meeting scheduled to be held in the Waldorf-Astoria. The program chairman is M. P. Komar, general sales manager of Inland Steel Products Company.

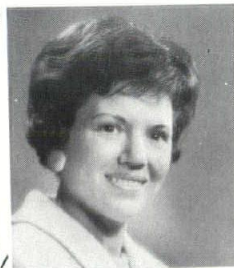
## Construction Memo

**DENNIS WOOLMAN NEW BUILDEX, INC. VICE PRESIDENT.** Recently elected to the Buildex, Inc. board of directors, Mr. Woolman also will serve as vice president in charge of sales. He joined the company in 1964 after serving as manager of Associated Laboratories in Kansas City for four years, and prior to that as laboratory manager at Warren Air Force Base where his work included missile site construction materials testing. He was born in Afton, Oklahoma, and graduated from Oklahoma State University in 1956.



Woolman

Granger



**WOMEN IN CONSTRUCTION ORGANIZATION CELEBRATES FIRST ANNIVERSARY.** Chapter #100 of the National Association of Women in Construction is headed by Bonnie Granger, president; Peggy De Moss, vice president; Judy Clark, recording secretary; Martha Vogel, corresponding secretary; and Mary Brown, treasurer. The main project of the organization is to sponsor scholarships for merit scholars in some phase of the industry. This year three students are being sponsored in architecture.



Miller

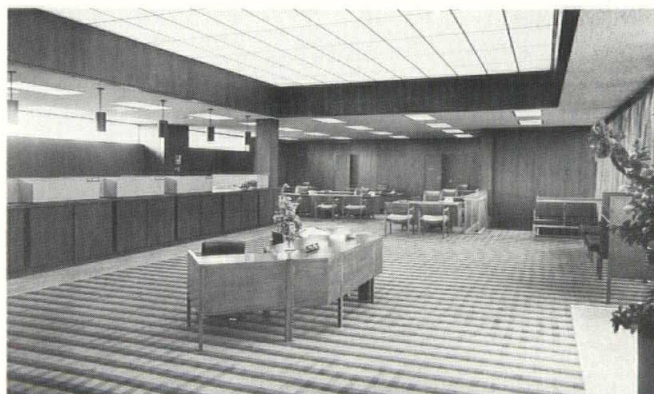
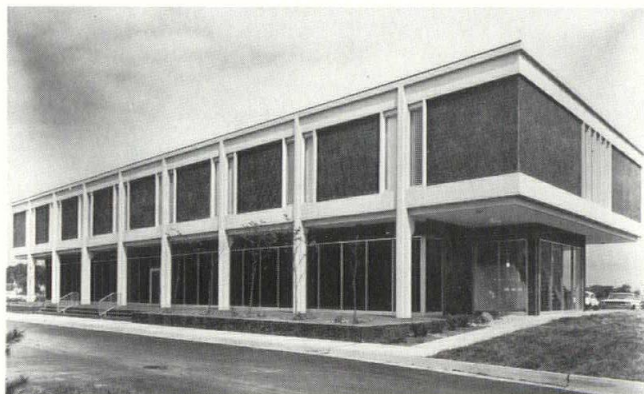
**MIDLAND BRICK REPRESENTATIVE IS FIRST WOMAN GRADUATE** from Sales Engineering Training Course of the Structural Clay Products Institute, Washington, D.C. The five week course includes masonry technology, construction methods, design trends, and the physical properties of brick and tile. Mrs. Blondena Miller was the graduate.

**ALL BRICK HOMES ACCOUNT FOR 22% OF HOME MARKET IN KANSAS CITY AREA.** According to results of a recent survey of homebuilders, the trend to all brick home construction is continuing at a rapidly increasing rate. 1965 brick homes increased 6.38% over 1964, a record high.





Architect: Morley & Geraughty, AIA / Interior Designer: Robert G. Endres, AID / Sales Representative: Jack B. Nichols



## WHATEVER THE DECORATING MOOD, **BAUMAN** CAN ACHIEVE IT . . . TASTEFULLY!

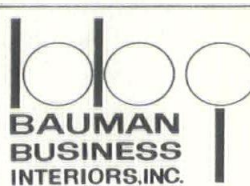
Interior business design must be functional . . . but it can still tastefully reflect the client's decorating preference, while maintaining the proper interior/exterior design relationship. A case in point is the interior of the new Roeland Park State Bank. The clean, contemporary design of the exterior has been carried throughout the interior to create a decorating mood that is in perfect harmony with the spirit of the building itself. Next time you want interior design assistance, call Jefferson 1-1600 and see how Bauman can work with you and your clients.



### SHOWROOMS:

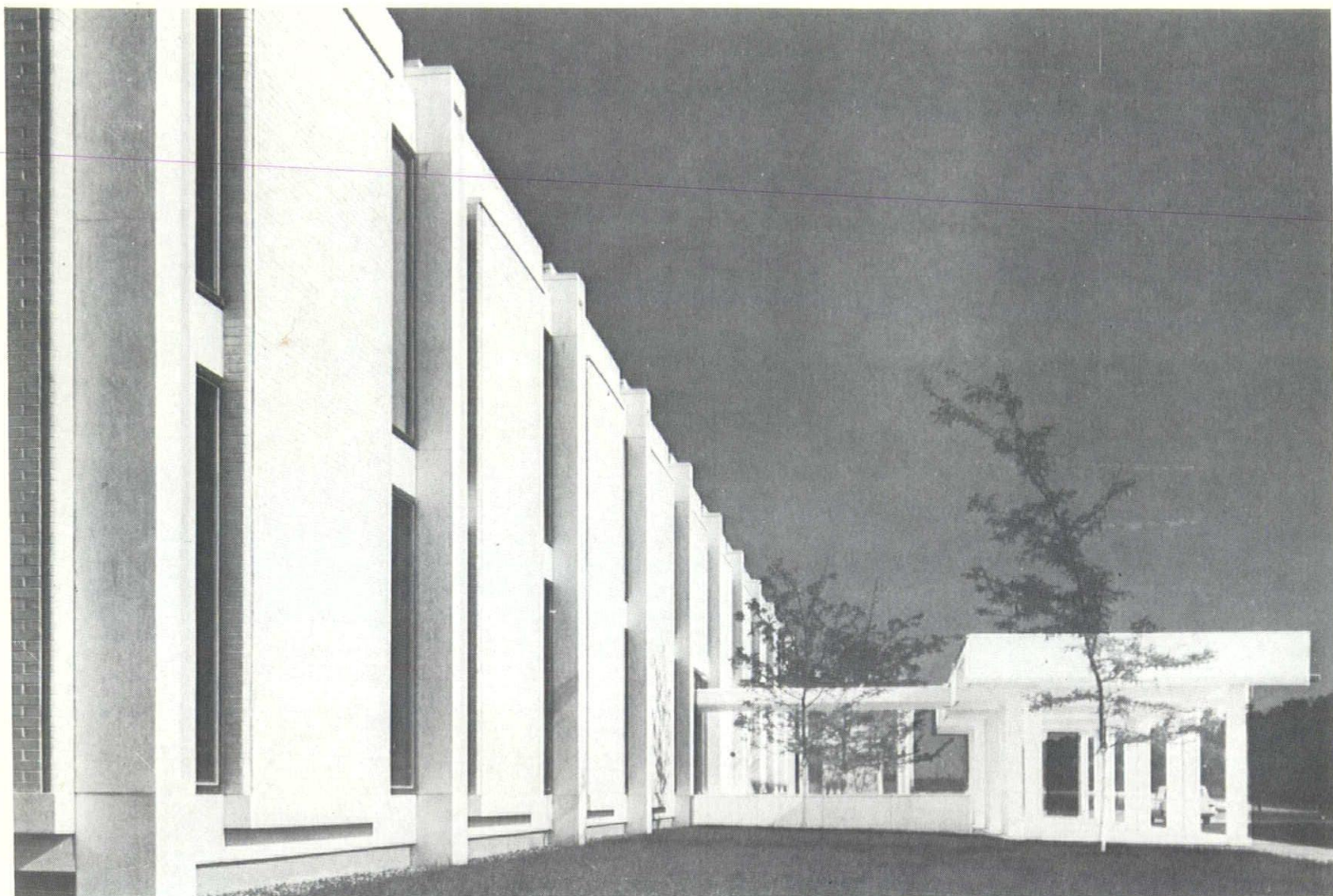
2940 Main Street  
Kansas City, Missouri  
JE 1-1600

221 North Main Street  
Wichita, Kansas  
AM 5-2688





*This handsome structure is the administration building of the new McNeil Laboratories in Fort Washington, Pa. Off-white brick panels soften and beautify the classic lines of the building, one of three combined in an "integrated functional unit," a modern architectural concept. Under the plan, the major functions of the company—administration, research and manufacturing—are housed in buildings designed specifically to meet the needs of the occupants. All three have homogeneous proportions and materials designed to give them unity as a group. Brick is used dramatically in strong vertical panels that appear to float above the ground. The architect is Vincent G. Kling of Philadelphia.*



## LET'S CONSIDER MAINTENANCE

\$40,000 each year to wash the windows in a building? Sounds ridiculous? I agree—but the statement is true. The U. N. Secretariat spends \$40,000 each year to wash its windows every six weeks. The building you are planning probably isn't as large as the U. N. building, but percentage-wise the cost of maintaining it may take as large a share of anticipated profits. This fact points out the necessity of considering anticipated maintenance when cost is important.

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