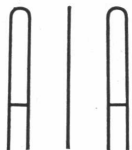


SOUTHERN ARCHITECT

DECEMBER 1955



Official Publication
North Carolina Chapter

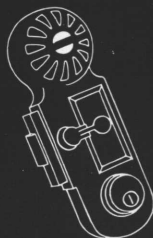


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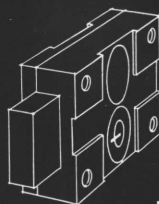


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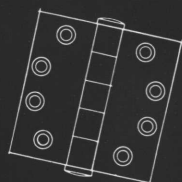
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PRISON
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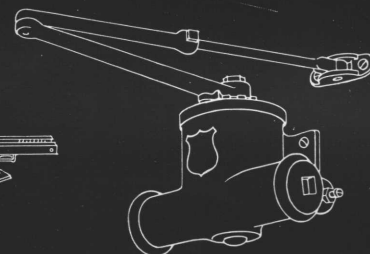
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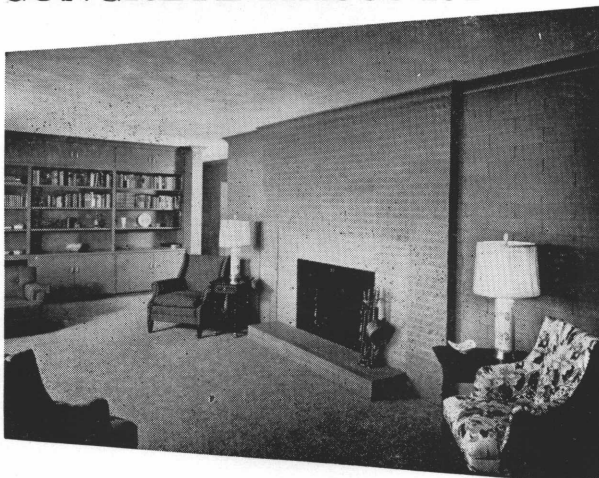
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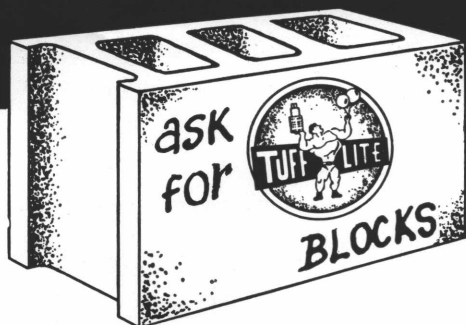
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ARCHITECTURAL CALENDAR

JAN. 3: Winston-Salem Council of Architects. El-Cam-Rey Restaurant, Winston-Salem.

JAN. 4: Charlotte Council of Architects. Thackers Restaurant, Charlotte.

JAN. 5: Raleigh Council of Architects. S & W Cafeteria, Raleigh.

JAN. 5: Producers Council. Caravan of Building Products. Radio Center, Charlotte.

JAN. 6: Guilford Council of Architects. Bliss Restaurant, Greensboro.

JAN. 19: Raleigh Council of Architects. S & W Cafeteria, Raleigh.

JAN. 20-21: Carolina Chapter, Painting and Decorating Contractors of America. Annual convention, Robert E. Lee Hotel, Winston-Salem.

JAN. 26-28: North Carolina Chapter, American Institute of Architects. Annual Meeting. Carolina Inn, Chapel Hill.

FEB. 13-17: National Sand and Gravel Association and Ready-Mixed Concrete Association. 1956 joint convention and biennial show. Conrad Hilton Hotel, Chicago, Illinois.

APRIL 12-13-14: South Atlantic District Regional Conference, American Institute of Architects. Washington Duke Hotel, Durham.

APRIL 21-28: Historic Garden Week in Virginia. Headquarters, Jefferson Hotel, Richmond, Va.

MAY 14-17: Design Engineering Show. Convention Hall, Philadelphia, Pa.

MAY 15-18: 88th Convention, American Institute of Architects. Hotel Biltmore, Los Angeles, Calif.

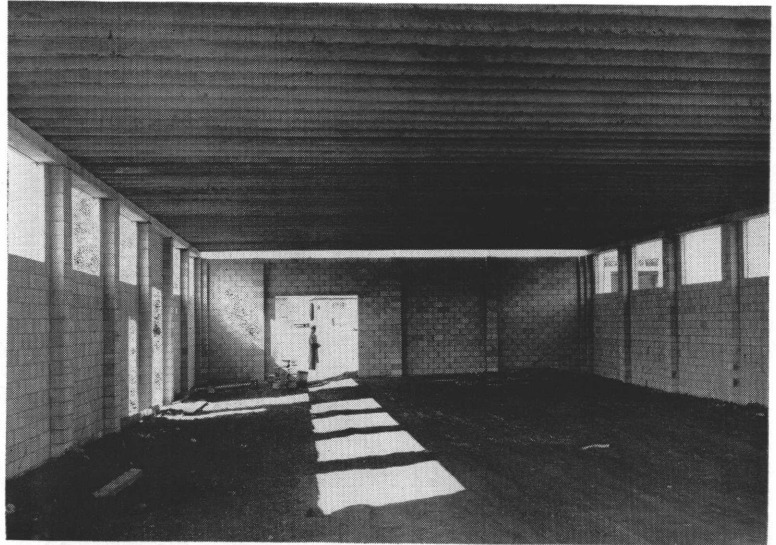
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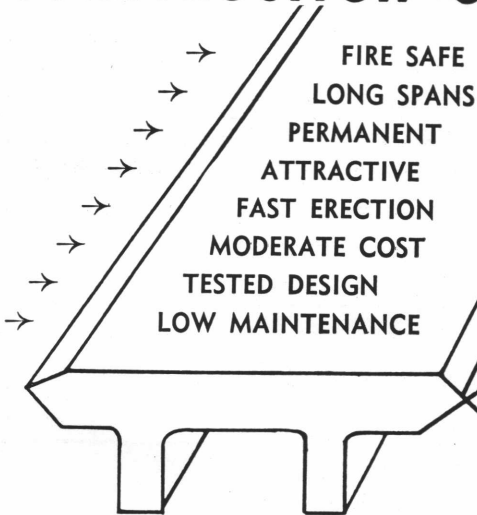
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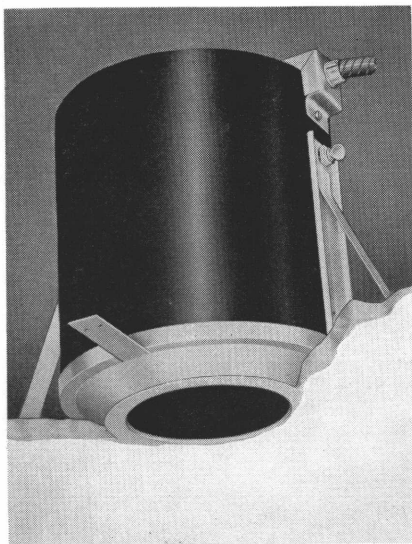
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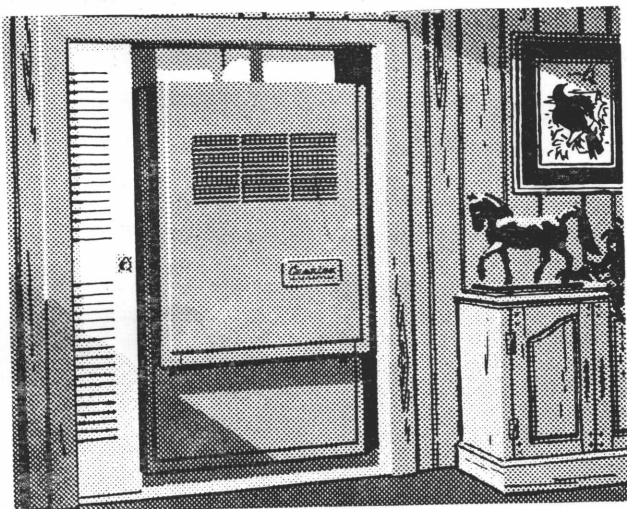
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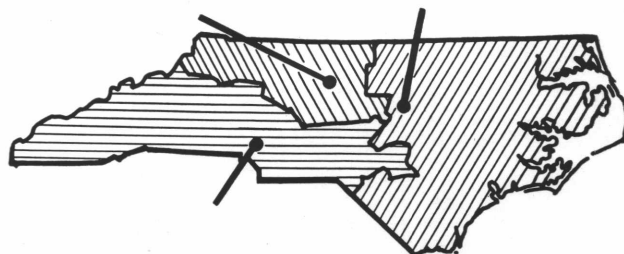
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Southern Architect

Volume 2

December 1955

Number 8

Publisher

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COVER PHOTO

Raleigh-Durham Airport Administration Building
H. Raymond Weeks, AIA, Durham, Architect

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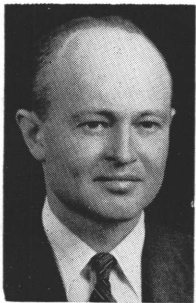
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❖ PRESIDENT'S MESSAGE ❖

An organization recently submitted to contractors for bids, unsigned, inadequate and illegal plans for a building. It was eventually disclosed that the plans and specifications were prepared by an employee of a steel fabricator in another city.



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None of those responsible would have thought of trying to take bids from surgeons for the performance of an operation based on the diagnosis of a pharmacist; but in a building program involving great cost and obligations to many people, a course of action equally as ridiculous and potentially tragic was undertaken.

Our concern is not this particular project, but that a procedure like this could have appeared acceptable to anyone capable of assuming serious responsibilities. The only comforting aspect is the rarity of such an occurrence on important building. More generally, those who serve better are consulted.

It is the Architect's function to coordinate and unite in useful and beautiful design the elements of a building program. The structural engineer, the mechanical engineer, the electrical engineer, and all other engineers make their indispensable contributions to a successful project.

If any of us who serves professionally in the business of building fails to receive the opportunity to use his talents on a project, we lose a client, temporarily. He loses a better building, forever. Most of the time this kind of experiment is not repeated.

The training, registration and licensing of Architects; the training, registration and licensing of Engineers; and our related laws are for the protection of the health and safety and promotion of the welfare of the public we serve. If these are ignored or avoided in some way—who can help?

We hope that turning for professional services to those who are qualified for the particular job will become as natural as breathing for everyone.

Our appropriate activity is a preparation for that time.

❖ Letters ❖

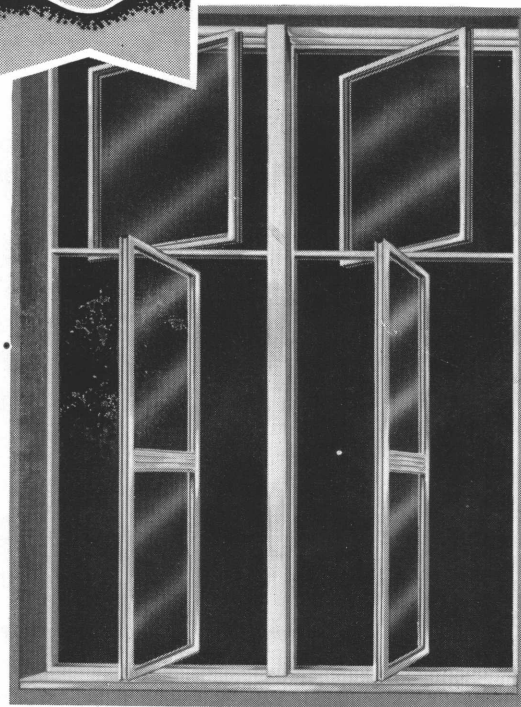
"I should like to secure ten additional copies of the August, 1955, issue of SOUTHERN ARCHITECT, and ask that you have these sent to me . . . The Chowan County Courthouse on the front cover is really lovely and I have always enjoyed seeing it. The pictures and the article covering the Barker House by Elizabeth Vann Moore on pages 13, 14 and 15 are of special interest to me, since Thomas Barker was my great, great great grandfather."

F. Graham Williams

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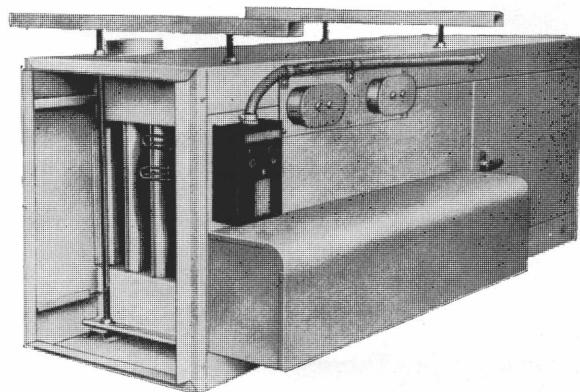
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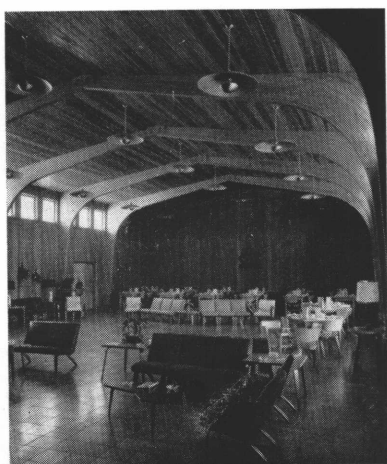
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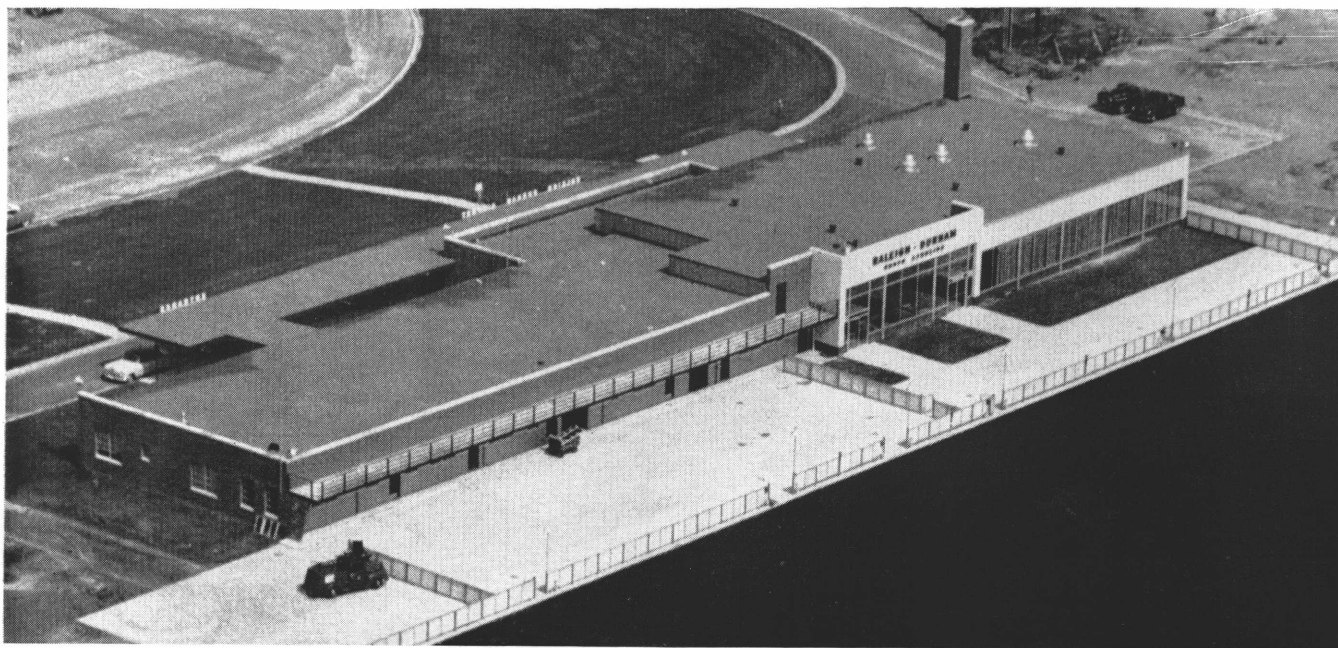
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Aerial View Raleigh-Durham Airport.

AIRPORT ADMINISTRATION BUILDING

RALEIGH-DURHAM, N. C.

H. Raymond Weeks, AIA

DURHAM, N. C.

The Raleigh-Durham Airport Administration Building presented its designers with several unusual requirements.

The recently opened structure was designed by H. Raymond Weeks, AIA, of Durham, with William C. Olsen & Associates of Raleigh as Consulting Engineers. C. T. Wilson Construction Company of Durham was the general contractor.

The first and major requirements was the necessity for providing adequate facilities for the

present and, for a limited future expansion, within a very limited budget. A special bond issue was not considered feasible, and no federal assistance was available. The greater part of the money available was savings which the Raleigh-Durham Airport Authority had made over a period of years in their operating expenses, deferred maintenance, and a current annual contribution of \$40,000 each from the four participating local governments, the City of Durham, Durham County, Raleigh, and Wake County. The total cost of the administration building and necessary approaches and ramps was well under \$500,000.

With this limited amount, the architect and engineer were required to provide for public facilities for 85,000 passengers per year, with an estimated peak-hour load of 300. Three airlines serve the terminal, of which Eastern Air Lines provides by far the greater number of flights, but with Capital Airlines and Piedmont Air Lines both rapidly growing in number of flights and passengers. In addition, the possibility of additional air lines serving the airport had to be kept constantly in mind, as well as expansion of services by the present air lines.

Since federal funds were not available for administration building construction, it was decided to postpone the construction of the control tower, weather station, and CAA facilities: and the building was designed so that a future second floor and



Entrance from Field Side



Architect's Sketch Showing Future Second Floor and Control Tower

control tower can be added. The present control tower is located about 1,000 feet from the new terminal building.

It was decided early in the planning stage that a one-level operation with in-line plane stations was by far the most practical solution for an airport of this size. The one-level operation means that enplaning passengers and baggage must enter the building and leave for the planes all on the same level, and that deplaning passengers and baggage must enter the building, collect their baggage and leave by means of limousine or private car on the same level. Most large airports have split-level or multi-level operation.

Obviously, the ramps and steps for passengers and baggage should be kept to a minimum in this type of operation, and this has been done in the Raleigh-Durham airport. There are no steps up or down, and there is a maximum slope of only 6 inches between the passenger and plane in either direction. This naturally facilitates baggage handling, also contributing to efficiency and economy for the carriers.

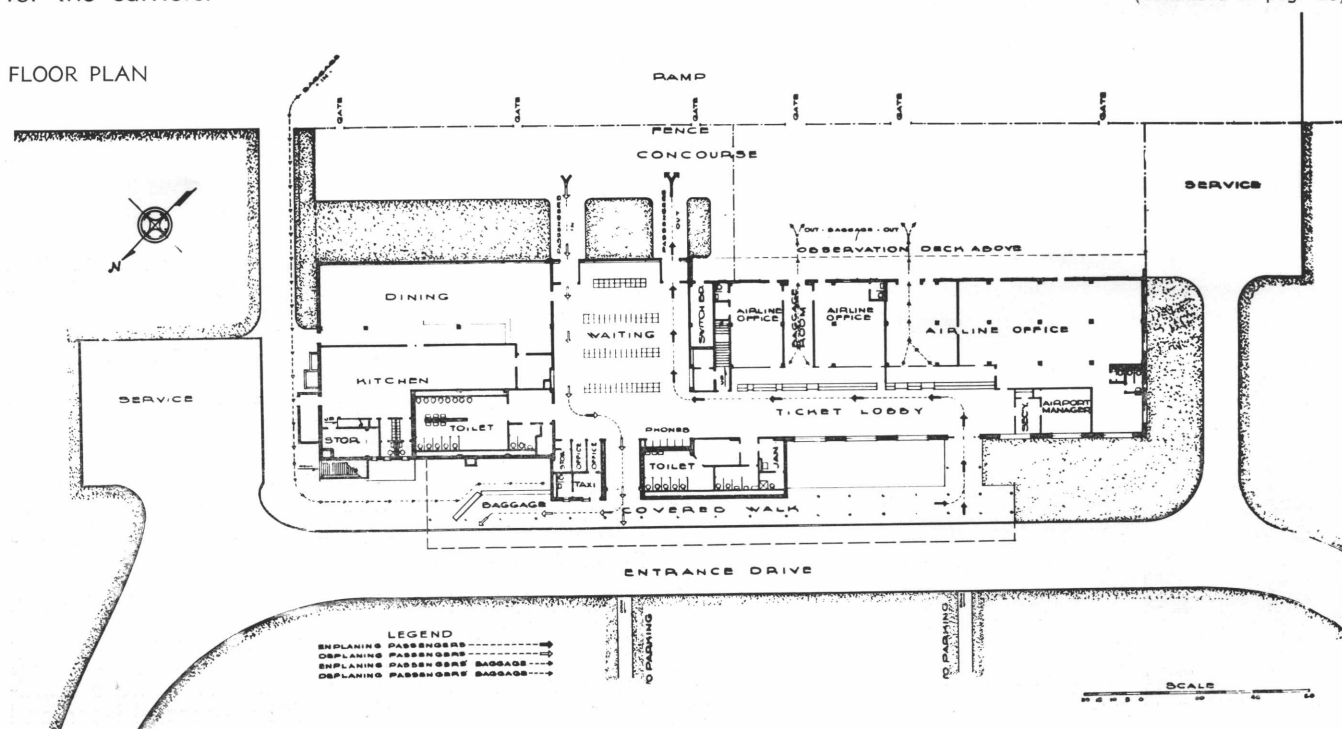
The problem of separating the "flow-lines" of passengers traffic and baggage handling is always present in one-level operations, and in this case the solution is nearly perfect, as there is no cross traffic. The deplaning baggage does not ever enter the building, but is distributed to the deplaning passengers under a covered shed on the approach or street side of the terminal. This also eliminates the necessity of the passenger carrying his baggage through any part of the building.

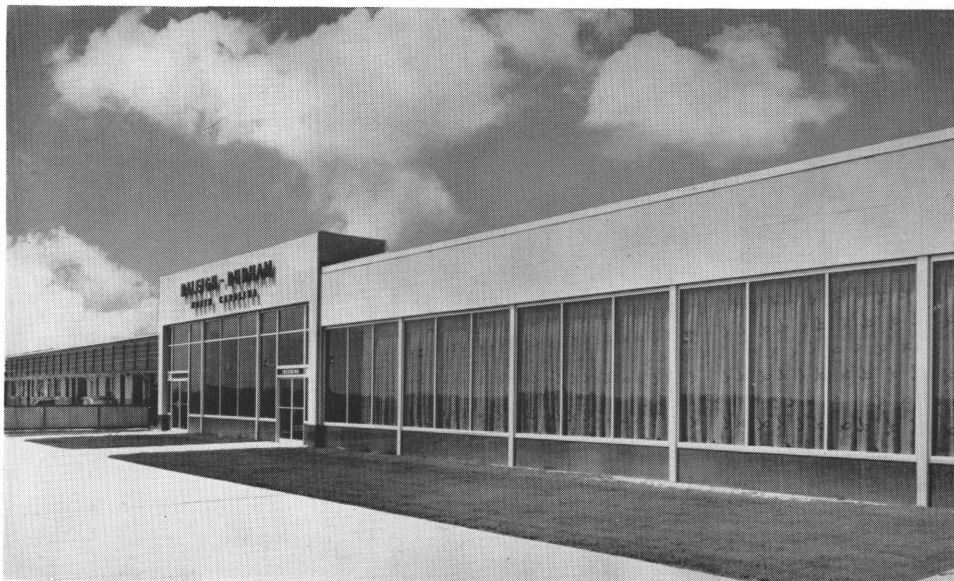
The ramp area is separated from the plane stations and from the air line work areas by solid railings of steel and corrugated asbestos, and the passenger gates to the plane stations are clearly marked and well lighted.

The ticket concourse required a straight-line solution with the three air-line ticket counters in line and toward the wide passenger concourse, and with the air lines work spaces immediately behind the ticket counters, and extending through to the airfield side and opening onto the ramp. This permits baggage to flow easily from ticket counter to plane without crossing the passenger traffic lines.

(Continued on page 23)

FLOOR PLAN





FIELD FACADE



LOUNGE AREA



TICKET CONCOURSE

STREET FACADE FROM RIGHT





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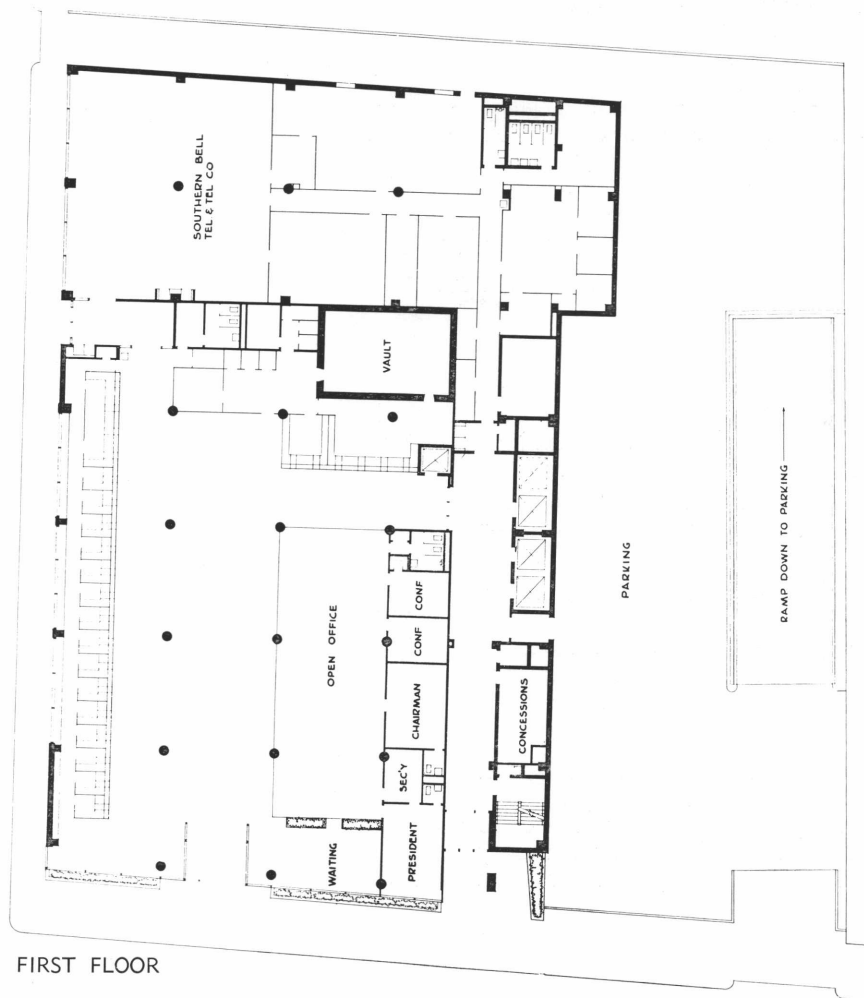
The Jefferson Standard Life Building is North Carolina's newest large office building, having been formally opened to the public this year.

The design of this building presented several problems of architectural interest, not the least being the fact that construction was started before the plans were drawn. Another controlling factor was the fact that the nine-story building was actually designed for 12 floors in order that additional floors may be added in the future. In addition, the parking area adjoining the building, which includes underground parking, was built for 12 floors and all services in the building were placed along the blank wall adjoining the parking area to facilitate the construction of a 12-story addition when such expansion becomes necessary.

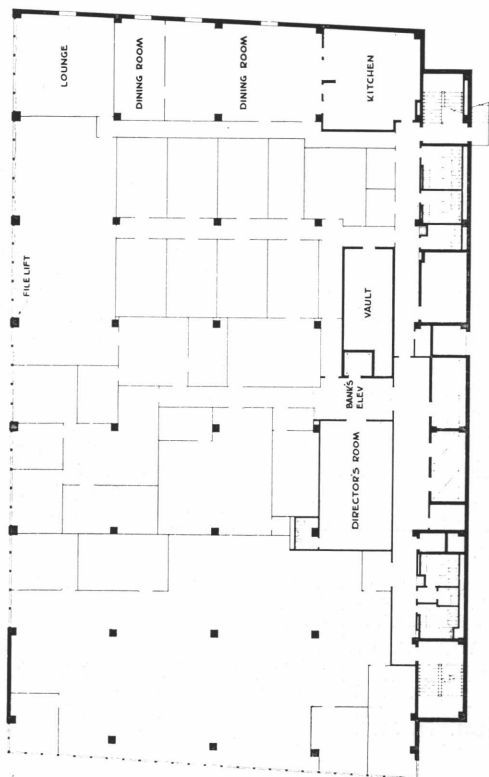
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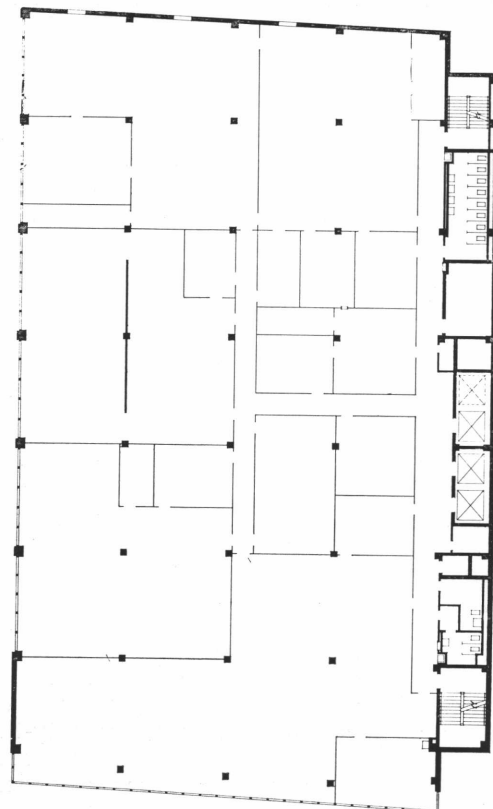
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IS THERE A PLACE FOR STOCK PLANS?

By WALTER D. COCKING

Editor, *The School Executive*

Every community seemingly is engaged in a desperate search for ways to buy more school building for less money, to reduce the time and trouble involved and to get buildings up more quickly. The situation is made to order for the quack remedy man.

Proposed "remedies" often receive far more attention than they deserve, and yet at first blush many of them are appealing and seem to have some merit. School administrators and their school boards must be constantly on the alert to avoid these pitfalls.

The so-called "stock plan" is one such quack remedy. Various defined, the chief emphasis in a stock plan is that the plan or design when once devised can be used again and again with only minor adaptations. As Stanley Sharp, a New York architect, points out, stock plans are based on the assumptions that the needs of all schools and communities are the same, but some group could agree on one program for all communities, that some planning team could design a plan in which both program and design would be so perfect that they could remain static, that communities do not change, that site conditions are all similar, that building codes are the same, that local material and labor situations would not influence the choice of structural systems, that all building materials and equipment would work with the structure. Of course it is inconceivable that these conditions could be met everywhere with a single plan.

The stock plan proposal is based on the hypothesis that once a good school plan is devised it can be used for all school building. Arguments advanced for stock plans are that they save most, if not all, of the architectural fee, save time and trouble, and theoretically seem the best design by the best architect. Some also advocate stock plans as a way of securing desirable controls over the planning and design of school buildings.

As I see it, all arguments advanced for stock plans are wrong. It is a hopeful sign that where formerly many states had regulations permitting their use, today most of these have been repealed or are not being used. In a study made by the AIA Committee on School Buildings and reported in January, 1953, it was found that ten states had limited stock plans available (mostly for the construction of very small buildings), twenty-three states had never used stock plans and fifteen states which formerly used them had now abandoned their use.

It must be pointed out, however, that some architectural firms who are retained to design school buildings actually repeat plans with minor alterations made for other buildings. These firms give validity to the saying "one building design repeated 100 times." Such practice should be abolished. Not only is the firm engaged in a doubtful ethical practice, the community in question is not receiving the service for which it contracted. The architectural profession must police its own ranks.

As I see it, a good building is one that is designed for a particular group of occupants, engaged in particular activities, in a particular community, on a particular piece of ground. To the extent that such a definition has merit, it can serve as a criterion by which to judge stock plans. When so used, it is evident that stock plans cannot possibly give us good school buildings.

Communities differ. Each has unique features in topography, people, mores, ideals. Schools exist to meet the individual needs of these communities. School buildings are important tools in carrying out accepted purposes. Climatic factors such as wind, rain, snow, heat and cold affect the nature and characteristics of buildings. Educational programs differ from one school to another and must, if they are to meet the needs of the people they serve. The sites on which the buildings are constructed vary from one to another in size, soil, topography, moisture and relation to surrounding area. All these differing conditions make it mandatory, as I see it, to design each particular school building in accordance with its particular purpose and environment. Stock plans forbid it.

There is also the constant search in the design of school buildings which gives us better answers than we have yet. Stock plans are based on the assumption that no better answers are needed. They deny to communities and their people the creativeness of man, the experiment for improvement, the use of skilled imagination in obtaining from buildings the intrinsic values which man seeks.

As we design school buildings for the present and the future in this world of rapid change, let's plan for our children, and our children's children, school buildings which are the best that creative man can produce in his constant search for perfection. In such a conception there is no place for stock plans.—Reprinted from the November, 1955, *The School Executive*, by permission.



EXTERIOR

AMERICAN BANK & TRUST CO.

MONROE, N. C.

Beemer Harrell, AIA

HICKORY, N. C.

The renovation and modernization of an existing installment loan branch of the American Bank & Trust Company of Monroe was the problem faced by the architect. The old building consisted of three different floor levels on the ground floor and a portion of the ground floor was two stories high. The first step taken by the architect in developing his solution was to remove everything, leaving only the walls and roof as a shell of the original building.

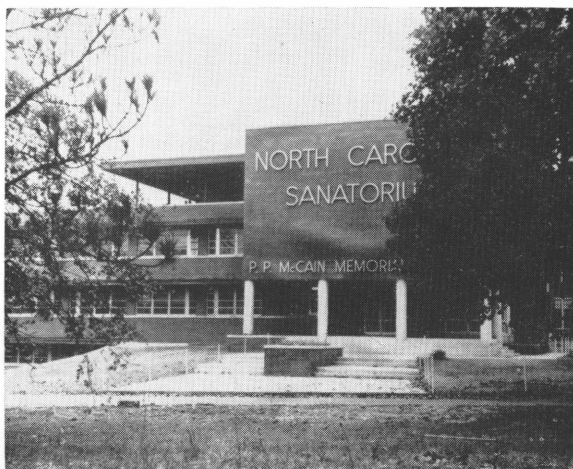
The new first floor was given over to facilities for meeting and serving the public, work space behind the counters, and two vaults. The second floor is devoted entirely to another vault, book-keeping, and rest rooms.



INTERIOR

In the public area, the floor is Surco, put down partially on wood and partially on concrete. The walls, counters and railings are covered with white, perforated hardboard with mineral wool insulation behind. The luminous ceiling has acoustical baffles. End walls are plastered and painted a brilliant blue. The exterior of white limestone was merely sand blasted and the wood windows were replaced with aluminum framed, tinted, insulating glass. Vertical venetian blinds were used at all windows. A heat pump provides heating and cooling.

The color scheme of white, grey, and blue, with the luminous ceiling, makes it a bright and cheerful place.



F. Carter Williams, AIA

RALEIGH, N. C.

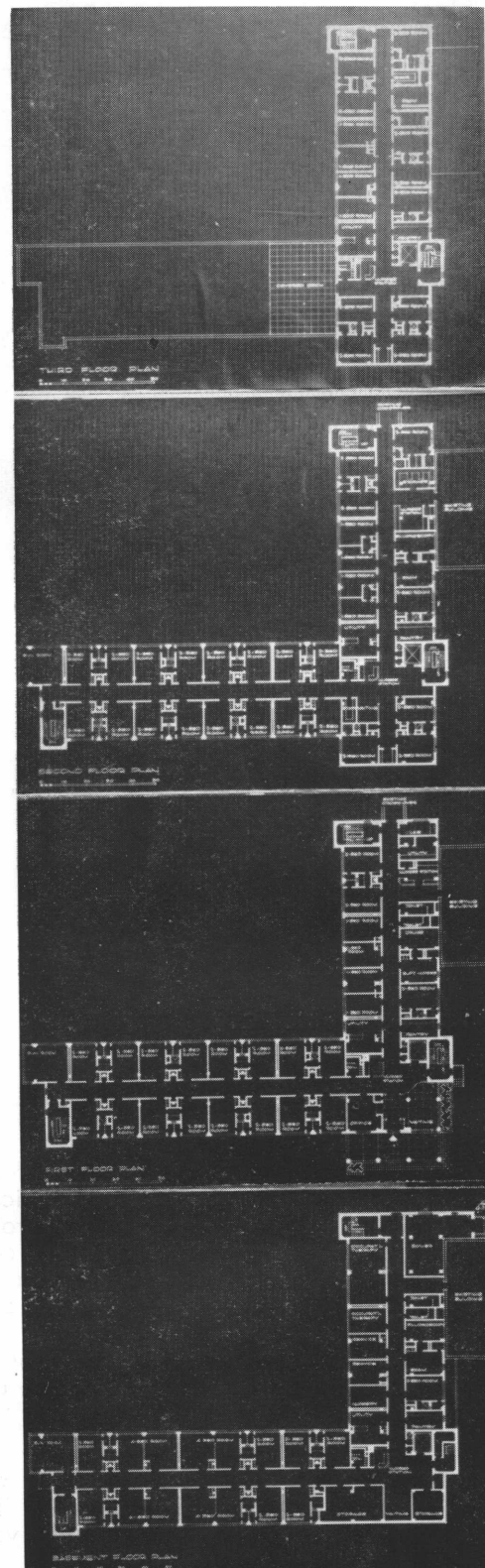
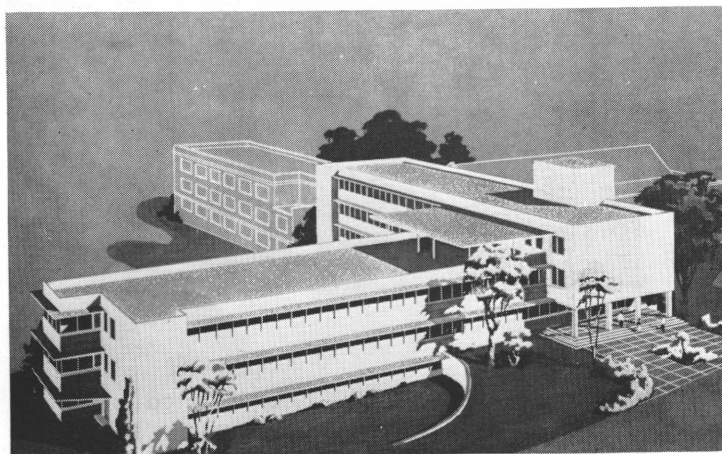
NORTH CAROLINA SANATORIUM

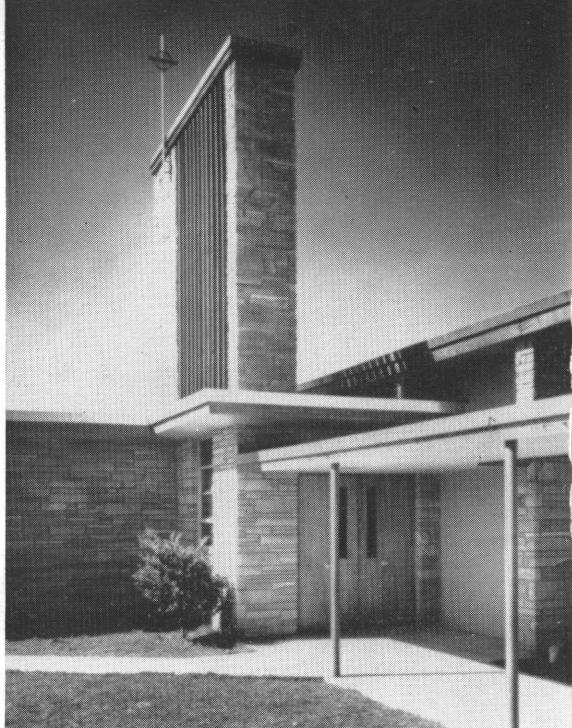
McCAIN, N. C.

1955 NCAIA AWARD OF MERIT

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Dickerson, Inc.
Monroe—Contractor





Leslie N. Boney, AIA

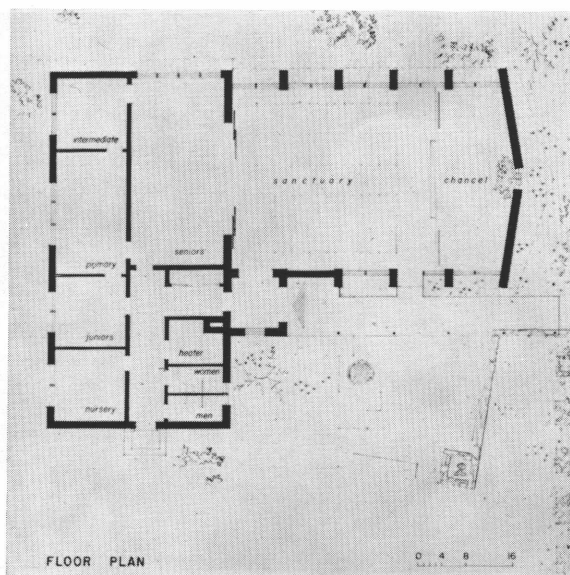
WILMINGTON, N. C.

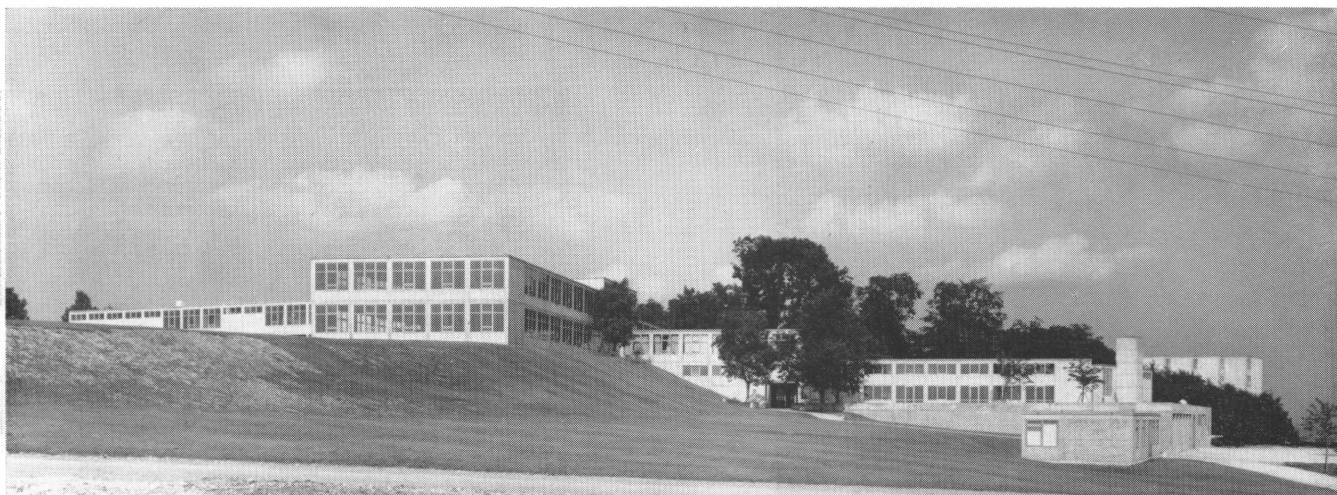
LITTLE CHURCH ON THE BOARDWALK

WRIGHTSVILLE BEACH, N. C.

1955 NCAIA AWARD OF MERIT
WITH SPECIAL COMMENDATION

J. Fred Murray
Wilmington—Contractor





Panorama of the Recently Inaugurated School of Design at ULM.

NEW SCHOOL OF DESIGN AT ULM, GERMANY

SUCCESSORS TO BAUHAUS TRADITION



Mrs. Inge Aicher-Scholl delivering a speech during the opening ceremonies.

"Training people who will try to make culture an intrinsic part of everyday life—not its appendage" is the aim of the Hochschule für Gestaltung at Ulm, as expressed by the school's Swiss rector, Dr. Max Bill, at the opening ceremony on October 2, 1955. By the wish of its founders and sponsors, this school will carry on the tradition of the Bauhaus school that was closed in 1933 by the Hitler regime. It will "seek to regain the lost unity of art and technique," said Dr. Walter Gropius, Harvard professor and founder of the original Bauhaus architectural group, when he spoke to an audience of 500 foreign and German guests of the opening. Carl Zuckmayer has called this inauguration "one of the most significant events of post-war German history."

The initiative for founding the new school was taken primarily by Inge Aicher-Scholl, sister of Hans and Sophie Scholl who were executed by the Gestapo for participating in the resistance movement against Hitler. After the war, Inge Aicher-Scholl founded an adult-education school in Ulm and in 1947 conceived the idea of reviving the Bauhaus tradition. By 1950, after she had taken

up contact with Professor Max Bill, her plans began to take shape. However, another two years of uphill work were needed to win the German authorities and the American High Commissioner's Office for the project. In July, 1952, John J. McCloy handed her a U. S. State Department check for one million marks; a similar amount came from German federal, state and municipal funds. The new building was designed by Max Bill. Instruction was taken up in temporary quarters; the students—from many countries—helped with construction.

The institution differs from the Bauhaus chiefly in that it wishes to limit its activity to applied art. The school's aim—in the simplified definition of a German newspaper—is "to make practical things more beautiful." However, the Bauhaus idea of creative activity in every branch of art has not been ignored—as the curriculum demonstrates.

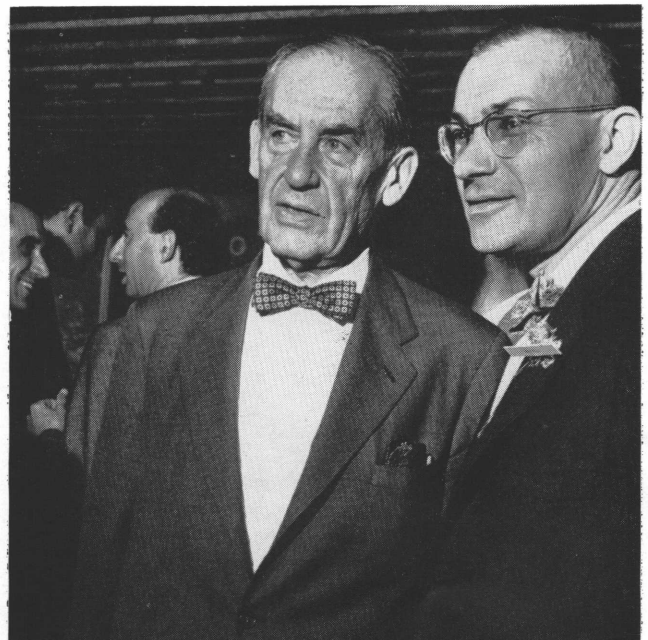
Every student must first take a "basic course" of one year before entering one of the five departments of special training. The "basic course" includes four fields of study:

1. Introductory training of the perceptive faculty in terms of colour, form and area;
2. Elementary exercises in methods of expression by photography, script and drawing;
3. Practical craft work in wood, metal and plastics; "cultural integration"—that is, lectures and discussions on current history, modern art, philosophy, psychology, sociology and political science. (This part of the basic course is continued afterwards.)

The five departments are called: "Production Forms", "Architecture", "Town-Planning", "Information" and "Visual Communication". They have in common that small groups of students under the guidance of experts work at tasks taken from practical affairs. The Production Forms department may be regarded as the hub of the school's work. Though the American concept of "industrial design" is not used at Ulm, the work of this department with its divers workshops is best defined by that expression. For enrollment in the departments of architecture and town-planning, a previously completed course of study in the respective fields is required, since the training at this school is concerned rather with overall concepts than with technical detail. The department called "Information" provides instruction on mass media—press, radio, television—and "Visual Communication" is concerned with such things as composition in individual works of graphic art as well as in the arrangement of exhibitions, and with problems of photography, filming and television.

Typical of the school's close cooperation with the practical work of the world is the fact that it carried out jobs of designing for industry while still in the process of construction and that it will continue doing so in the future. Some furniture and toy designs that were created at Ulm are already on the market. Also, a German radio firm has just put out a receiving-set which was planned at Ulm according to entirely new concepts of technical beauty.

The echo of the press has demonstrated how great are the expectations of the public for the future of this new school. That those who will guide its work are earnestly aware of their task has been illustrated by Max Bill's warning to avoid "outward brilliance" and easy success. The school's staff knows that it may be many years before its concept of "team design—creative cooperation between artists, scientists and businessmen," of which Dr. Gropius spoke, can become a widespread influence in mass production.



WALTER GROPIUS, AIA, AND MAX BILL
One-time Bauhaus Director and present Director of the School of Design at Ulm chatting together at the opening ceremony of the new school.

At present there are 75 students from many countries at the school; the maximum number is to be 150. As international as the student body is the staff; besides Max Bill (Switzerland) it includes Hans Gugelot and Friedrich Vordemberge-Gildewart, both from The Netherlands, Walter Zeischegg (Austria), Tomas Maldonado (Argentina) and the Germans Otl Aicher, Max Bense and Fritz Pfeil.

SUBMISSION OF HONOR AWARDS ENTRIES URGED

Entries in the second annual program of honor awards by the North Carolina Chapter of the American Institute of Architects should be submitted as early as possible, Mangum W. Sloan, AIA, Chairman of the Chapter Committee on Exhibitions and Awards, stated recently in urging Chapter members to make early submissions to facilitate the work of the committee.

As of December 10, 11 projects have been submitted by Chapter members for the consideration of the honor awards jury. All entries must be shipped prepaid not later than January 19, 1956, or delivered in person not later than January 23, 1956, to North Carolina Chapter AIA, Honor Award Program, C/o Mr. John Allcott, Head, Department of Art, University of North Carolina, Chapel Hill, N. C.

Serving as members of the honor awards jury will be Douglas Haskell, AIA, of New York, N. Y., Editor of the Architectural Forum, Chairman; Paul Heffernan, AIA, of Atlanta, Ga., Professor of

Architecture and senior design critic of the Georgia Institute of Technology; and Robert M. Little, AIA, of Miami, Fla., practicing architect. The award jury is composed of an architectural journalist, an architectural educator, and a practicing architect.

The annual program of honor awards, which was inaugurated at the 1955 annual meeting, is being presented by the North Carolina Chapter, AIA, to encourage the appreciation of excellence in architecture and to afford recognition of exceptional merit in recently completed buildings. Awards will be made for distinguished accomplishment in architecture for any building completed since January 1, 1947, in North Carolina by members of the American Institute of Architects.

The program will be open to buildings of all classifications and separation of entries into the following general classifications will be done by the Chapter in order to aid in the judging: residential, commercial, industrial, public, educational, monumental, and religious.



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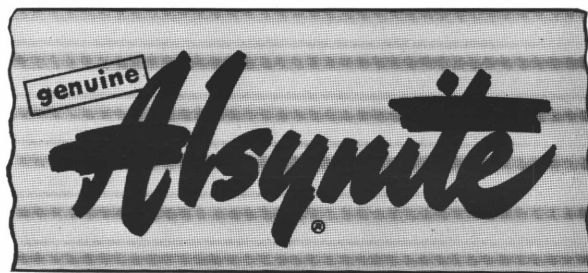
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AIRPORT ADMINISTRATION BUILDING

(Continued from page 12)

The arrangement of the airport manager's offices at the far end of the ticket concourse is temporary, and can be removed and the ticket concourse extended to the south as far as necessary.

In fact, all of the partitions in the air lines work spaces and the airport manager's suite, are unit removable type, and the ceiling in this area is a suspended metal grid with removable acoustical panels giving access to wiring and ductwork, so that future changes in work areas and additions to the building, can be handled with a minimum of alteration costs.

The main waiting room and lounge facilities were made larger than required at the present as this part of the building will be somewhat more difficult to expand, as it is the central unit with air line spaces to the south and the catering facilities on the north. Only a portion of the toilet fixtures were installed at the present time, but there is room, and plumbing has been roughed-in for a 100 per cent expansion.

The restaurant and catering facilities occupy the area north of the main waiting room, and are all on the same level as the main waiting room. It was decided after considerable investigation of airport experience elsewhere that second floor restaurants and dining rooms rarely paid satisfactory returns, and as this concession is expected to be the most profitable at the terminal, the authority was anxious to spend its available funds to best

advantage. The restaurant and coffee shop is therefore right next to the ramp, with continuous glazing looking out toward the busy field and with glass walls between it and the main waiting room. The dining facilities are arranged for easy expansion toward the north, both seating space and kitchen area. Folding partitions permit the restaurant to provide private dining rooms for parties when desirable. Catering to the airlines for in-flight meals provides considerable additional income to the restaurant concession.

Separate concession space for air-taxi, limousine, and "u-drive" rentals are provided off the waiting room and adjacent to the covered walkway on the approach side.

A reinforced concrete observation deck overlooking the landing field along the full length of the air lines work spaces, cantilevered out from the building, provides a canopy for the baggage trucks and entrances for air line personnel, and at the same time provides a source of income for the management by means of a one way turn-stile entrance.

The entire building is air conditioned for summer and winter, including airline work spaces. Ductwork is installed for future expansion of the building. Mechanical services are installed for future addition of the second floor, control tower, and expansion of the north and south wings.

The building was constructed at a cost of \$447,743.54, of which \$84,895.75 is for paving and outside work in connection with the ramp and approach road, leaving \$380,990.18 as the cost



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of the building and equipment. The area of the building is 22,024 square feet, making the cost per square foot \$17.28, and the cubage is 342,029 with a cubic foot cost of \$1.11. These figures include air conditioning and all fees.

The expert and patient assistance of Arven H. Saunders, Airport Manager, was of exceptional help in the planning, and the architect and engineer also received valuable help and cooperation

in the planning of the airlines facilities, baggage handling, etc., from the property engineers of the airlines using the terminal, F. M. Moss of Capital, H. E. Eads of Eastern and C. C. Brown of Piedmont.

JEFFERSON STANDARD LIFE BUILDING

(Continued from page 14)

The reinforced concrete structure has a Georgia marble front, with a gang-sawn finish. The side walls and rear are of Etowah buff brick. The elevator lobby has black marble from floor to ceiling. The ceiling itself is luminous.

The front wall is cantilevered from the columns and all windows are free of the columns. Heat absorbing glass was used with translucent drapes over the windows to reduce heat and glare from the outside while leaving a wide open spacious feeling for those working inside. The interior of the bank section is left illuminated at night with the drapes open.

The air conditioned building has dining and kitchen facilities on the third floor and the entire nine-story building has only three occupants. The Union National Bank occupies the front of the first floor and the third floor. The Southern Bell Telephone & Telegraph Company occupies the rear of the first floor, the rear of the second floor, part of the basement and the entire building above the third floor. The Jefferson Standard Life Insurance Company occupies the front of the second floor. The bank area has a private elevator and file lift from the first floor to the third floor offices.

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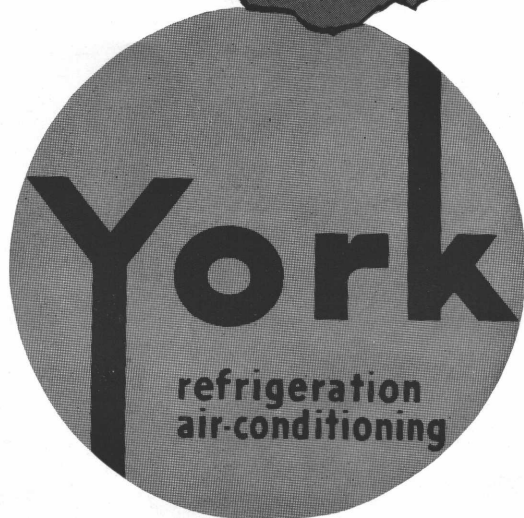
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CONSTRUCTION GROUPS OPPOSE REGULATION

Opposition to the fixing of wages and working conditions by the federal government was expressed by the National Council of Construction Associations, which held its organizational meeting in Charlotte December 1.

Robert Patten, Managing Director of the Carolinas Branch of the Associated General Contractors of America, was elected President of the Council at the meeting, which heard an address by J. George Robinson, Manager of the Associated General Contractors of Missouri. The Council is composed of representatives of state highway departments, branches of the Associated General Contractors, branches of the American Road Builders Association, and industry groups.

The Council adopted a formal resolution opposing the fixing of wages and working conditions, which reads as follows:

WHEREAS, the fixing of wages and working conditions by the federal government is considered to be detrimental for the following reasons:

1. Inflates the cost of highway construction because administrative expenditures would be increased in the Department of Labor, the Bureau of Public Roads, the various State highway departments, as well as county and local governments.
2. The right of collective bargaining would be seriously abridged.

3. It would upset wage agreements due to improper assignment of jurisdiction, and by improper and unrealistic wages being specified.

4. States rights—a long-established and highly successful precedent—that highway construction shall be carried out under state law and that the states shall have the sole responsibility for the operation and maintenance of highways—would be taken away.

5. No right of judicial review of the decisions of the Secretary of Labor, no matter how unfair. This imposes on those regulated a law with which they have no sympathy, control or appellate recourse.

6. Past experience with federal predetermination of wage rates indicates too much danger of maladministration. Previous instances of poor administration of the Davis-Bacon Act have repeatedly established minimum wages greatly in excess of the wages actually prevailing, resulting in construction costs 30 per cent or more higher than other comparable construction.

7. There is already the Fair Labor Standards Act with minimum wage and overtime after 40 hours provisions.

8. The Davis-Bacon Act is probably unconstitutional because it is not possible to determine with certainty what sum constitutes a correct or pre-

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vailing wage in any locality and the term locality is also vague and uncertain.

9. Most officials of State highway departments and those who are concerned with designing, planning and building roads feel that the inclusion of wage-fixing provisions in federal highway legislation would not be in the best interest of the general public.

10. The proposed federal interstate highway program is an undertaking of immense proportions, and there are few Congressional Districts in the country that will not be involved. The pre-determination of wages and working conditions by the Federal Government, in many instances more than 1000 miles away, is highly impracticable and will in many cases result in economic inequities and untold damage to the country by disturbing all segments of the economy.

Now therefore, be it resolved, by the National Council of Construction Associations, representing numerous State Highway Departments, AGC Chapters and Branches, American Road Builder Chapters, individual highway contractors and other industry groups, in session at the Barringer Hotel, Charlotte, North Carolina, December 1, 1955, that their Congressional delegations be strongly urged to oppose the enactment of federal highway legislation containing wage-fixing provisions, and

Be it further resolved, that this resolution, unanimously adopted, be given wide publicity and that the chairman of the group be instructed to solicit the support and aid of all other industries interested in the orderly economy of this nation.

BOOK REVIEW

By HENRY L. KAMPHOEFLER, AIA

BEHIND THE PICTURE WINDOW

By BERNARD RUDOLFSKY

Oxford University Press, New York, 1955.

201 Pages, \$4.00

Originally, the title of this book, so the author says, was intended to be "Uncle Sam's Cabin". Those three words describe the content somewhat better than the four words finally selected.

"Behind the Picture Window" is a conventional, unconventional book on the design, the prejudices, the good and bad taste, the crazy, imaginative and unimaginative practices that shape the houses where we live. Its tongue-in-cheek humor is sometimes amusing, sometimes cute and, in the many digressions and irrelevancies, a few times banal.

The rooms, or as the modern architects say—spaces, and our behavior in those spaces are taken chapter by chapter, analyzed, discussed and reflected upon. The veil is pulled off the absurdities of the traditional sentimentalities in an honest effort to make the potential home builder conscious that he is denying himself many physical comforts and aesthetic pleasures by uncritically accepting the standard present-day limitations and shortcomings of residential design.

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RALEIGH COUNCIL STUDIES MINIMUM STANDARDS ACT

The Raleigh Council of Architects endorsed in principle the establishment of a minimum housing standards ordinance for the City of Raleigh at its regular November meeting. The action of the Raleigh group followed a discussion of several Raleigh housing problems.

President Henry L. Kamphoefner, AIA, named a committee composed of Owen F. Smith, AIA, Chairman; Richard L. Rice, AIA, and G. Milton Small, AIA, which will make a study of minimum housing standards and submit a report for consideration by the group. The committee is currently studying a preliminary draft of the minimum housing standards ordinance as prepared by the Department of Planning of the City of Raleigh. Recommendations will be made to the Council after the study.

The Raleigh Council also passed a motion approving in principle a Land Redevelopment Commission for the City of Raleigh and authorized the establishment of a committee to study needed changes in the state's laws necessary before such a commission can operate successfully. Since this measure affects other North Carolina cities, the cooperation of the North Carolina Chapter of the American Institute of Architects will be sought.



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Representatives of member firms of the Carolinas Branch of the Associated General Contractors of America are pictured above as they received 1954-55 accident prevention awards at the recent AGC convention in the AGC sponsored second annual accident prevention program. Receiving awards are: Front row, left to right—G. E. Moore, President, G. E. Moore Company, Inc., Greenwood, S. C.; L. D. Patterson, Safety Director, Boyle Construction Company, Sumter, S. C.; H. R. Glover, Secretary-Treasurer, A. B. Burton Company, Inc., Lynchburg, Va.; W. W. Brittain, T. C. Brittain Company, Decatur, Ga.; W. Harry Vander Linden, Jr., Vice-President, Midstate Contractors, Inc., Hickory; M. R. Cowper, Vice-President, Barrus Construction Company, Kinston; A. T. Sistare, President, A. T. Sistare Construction Company, Inc., Spartanburg, S. C.; and William Muirhead, William Muirhead Construction Company, Durham. Back row, left to right—Ernest M. Spong, Jr., Spong Construction Company, Columbia, S. C.; John H. Marshall, Assistant Vice-President, J. A. Jones Construction Company, Charlotte; Carl A. Propst, Propst Construction Company, Inc., Concord; W. E. Smith, Vice-President, T. A. Loving & Company, Goldsboro; Richard A. Bradshaw, L. S. Bradshaw & Sons, Salisbury; Elmer R. Baker, W. E. Baker & Son, Whitmire, S. C.; and Luther M. Richey, Jr., Richey Construction Company, Seneca, S. C.

AGC MEMBERS HAVE BROAD SAFETY PROGRAM

The accident prevention program of the Carolinas Branch of the Associated General Contractors of America has resulted in a reduced accident rate for participating contractors, with a reduction of 3.5 for 1954-55 as compared with 1953-54.

The Carolinas Branch of AGC recently completed its second annual accident prevention program. This program has been highly successful during the past year, with 137 general contractor members participating as compared with 91 who completed reports in 1953-54.

During the 1954-55 year, the 137 firms completing reports worked 35,722,150 man-hours, with 1,038 lost-time accidents and 63,813 days lost. The average frequency rate was 29.06 and the average severity rate was 1786.36. The combined rate was 51.91 as compared with 55.41 last year. The national AGC average combined rate was 76.57 for 1953-54. The Bureau of Labor Statistics' corresponding rating for all general contractors for 1953 was 105.

Twenty-seven firms received awards in accident prevention while 35 contracting companies were presented certificates of commendation for no lost time accidents.

Award winners all had outstanding combined ratings and in many cases the award winners were decided by a fraction of a decimal point. For this reason a large number of firms with outstanding records were not among the top three in each man-hour group.

Firms winning awards in accident prevention included:

BUILDING DIVISION

Over 500,000 Man-Hours. First Place—J. A. Jones Construction Company, Charlotte; Second Place—McKoy-Helgeron Company, Greenville, S. C.; Third Place—T. A. Loving & Company, Goldsboro.

200,000 to 500,000 Man-Hours. First Place—Cecil's, Inc., Spartanburg, S. C.; Second Place—Wm. Muirhead Construction Company, Durham; Third Place—P. S. West Construction Company, Inc., Statesville.

100,000 to 200,000 Man-Hours. First Place—L. S. Bradshaw & Sons, Salisbury; Second Place—Player Realty & Construction Company, Fayetteville; Third Place—York Building Company, Raleigh.

50,000 to 100,000 Man-Hours. First Place—Cole & Crumpacker, Durham; Second Place—W. E. Baker & Son, Whitmire, S. C.; Third Place—T. C. Brittain Company, Decatur, Georgia.

50,000 Man-Hours or Under. First Place—Fulk & Needham, Pilot Mountain; Second Place—Ernest Foard, Charlotte; Third Place—G. E. Vinroot Construction Company, Charlotte.

HIGHWAY AND HEAVY DIVISION

Over 500,000 Man-Hours. First Place—Barrus Construction Company, Kinston; Second Place—Nello L. Teer Company, Durham; Third Place—W. E. Graham & Sons, Cleveland.

200,000 to 500,000 Man-Hours. First Place—Boyle Construction Company, Sumter, S. C.; Second Place—A. B. Burton Company, Inc., Lynchburg, Va.; Third Place—Macon Construction Company, Franklin.

100,000 to 200,000 Man-Hours. First Place—Midstate Contractors, Inc., Hickory; Second Place—Propst Construction Company, Inc., Concord; Third Place—A. T. Sistare Construction Company, Inc., Spartanburg, S. C.

100,000 Man-Hours or Under. First Place—R. T. Burney, General Contractor, Wilmington; Second Place—D. W. Winkelman Carolina Company, Greensboro; Third Place—Meeks Construction Company, Belton, S. C.

Firms receiving Certificates of Commendation for no lost time accidents included:

BUILDING DIVISION

Ten to 50 Thousand Man-Hours—G. E. Vinroot Construction Company, Charlotte; R. D. McClure Construction Company, Columbia, S. C.; Terry Construction Company, Greenville, S. C.; Ernest Foard, Charlotte; C. E. Reeves & Sons, Fayetteville; G. E. Moore Company, Inc., Greenwood, S. C.; Abrams Construction Company, Greensboro; A. T. Sistare Construction Company, Inc., Spartanburg, S. C.; T. W. Poe & Sons, Inc., Durham; C. A. Herrin, General Contractor, Durham; E. E. Younts, Inc., High Point; Phillips Construction Company, Lancaster, S. C.; S. O. Gantt & Son, Inc., Durham; C. C. Woods Construction Company, Durham; J. R. Waddell & Sons, Inc., Charlotte; Fulk & Needham, Pilot Mountain; O. O. Harper Construction Company, Anderson, S. C.; Greene & Colclough Company, Charleston, S. C.

Fifty to 100 Thousand Man-Hours—W. E. Baker & Son, Whitmire, S. C.; Cole & Crumpacker, Durham; Crosland-Roof Construction Company, Columbia, S. C.; Elmore Construction & Supply Company, Inc., Catawba; Spong Construction Company, Columbia, S. C.; T. C. Brittain Company, Decatur, Ga.; McElveen Construction Company, Florence, S. C.

100 to 200 Thousand Man-Hours—Player Realty & Construction Company, Fayetteville; L. S. Bradshaw & Sons, Salisbury.

HIGHWAY AND HEAVY DIVISION

Ten to 50 Thousand Man-Hours—Theo Brothers, Woodruff, S. C.; Richey Construction Company, Seneca, S. C.; Aumon-Robertson Construction Company, Inc., Asheboro; R. T. Burney, General Contractor, Wilmington; D. W. Winkelman Carolina Company, Greensboro; Meeks Construction Company, Belton, South Carolina.

HIGHWAY AND HEAVY DIVISION

100 to 200 Thousand Man-Hours—Midstate Contractors, Inc., Hickory.

200 to 500 Thousand Man-Hours—Boyle Construction Company, Sumter, S. C.

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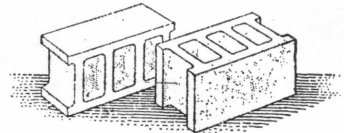
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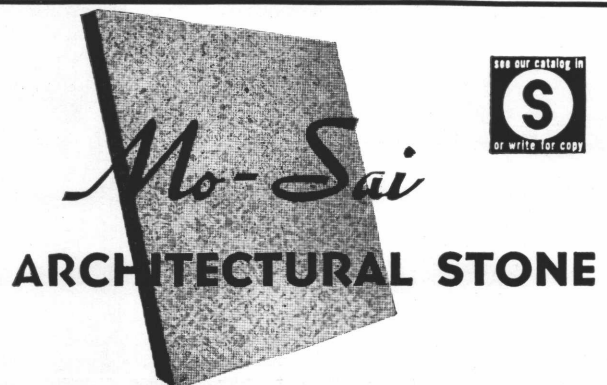
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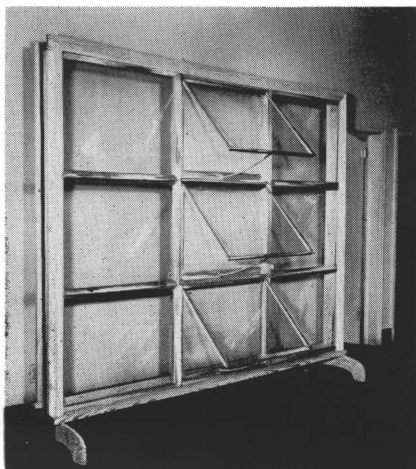


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NEW PRODUCTS



The all-new modern Altex **FLEX-A-LITE** aluminum window has been of major interest to architects, builders, and homeowners throughout the country. This window may be used in walls of windows, in ribbons of windows, for single openings or conventional size openings. The versatility of **FLEX-A-LITE** with unlimited arrangements makes this product an extremely valuable one in today's rapidly expanding markets. Vented or fixed units may be located as desired and the window is completely weatherstripped for maximum efficiency. Because the Altex unit is made in one basic size and four variations—only a

minimum stock is required to fill all window needs, which is particularly appealing to building supply houses. Altex Engineering Company, Summerville, S. C.

BONDWOOD flooring is a beautifully parquet floor that can be quickly and easily laid over concrete, plywood or wood floors. This type of flooring has been used in Europe for some 20 years, but until the establishment of an American license, no American source existed. One of the most unusual aspects of **BONDWOOD** flooring is the extreme ease of laying the units which make up the parquet design. Each of these units measures 5/16" x 19" x 19" (2½ sq. ft.) made up of 16 squares 4¾" x 4¾", consisting of several small hardwood slats. Units are held intact by paper glued to face. After laying the square in place on a special adhesive base, the paper is easily removed and squares are eased into place, seated and finished according to color desired.

BONDWOOD has a greater wearing surface than any type of standard flooring, either wood or composition and is available in oak, walnut, maple or beech. Harris Manufacturing Company, 432 E. Walnut St., Johnson City, Tenn.

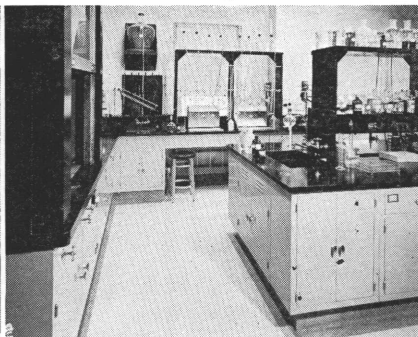
An entirely new, light weight, fully automatic and self-adjusting air filter designed for industrial use has just been

announced. It is called the "**EMCO JET**" air filter. The new, compact, completely automatic unit weighs only 12 ounces. The major parts are made of light weight aluminum instead of brass and requires no manual adjustment. Although the exterior appearance of the two units are similar, the internal mechanism in the new, fully automatic, light weight unit has been radically improved.

The advantage of the lighter weight model, the company reports, is in its "point-of-use" application. The **EMCO JET L200-A** eliminates sludge, abrasive substances, rust, scale and moisture from entering air operated tools. It saves frequent tool replacements and reduces maintenance costs to a minimum. Aluminum parts are treated with a chromate coating to surpass a 100 hour salt water spray test. Emco Pneumatic Corporation, 1317 Locust Street, Des Moines, Iowa.

Whenever seams cannot be avoided in counter tops formed from Formica plastic laminates, they can be hidden by a filling of **SEAMFIL**. A 12-tube kit contains a matching color for nearly any of the Formica patterns. The plastic compound is merely squeezed from the tube and worked into the joint with a putty knife. Any excess can be wiped off with a solvent included in the kit. The material dries for normal use in 20 minutes and offers the same color fastness and resistance to damage as the Formica itself. The Formica Company, 4613 Spring Grove, Cincinnati 32, Ohio.

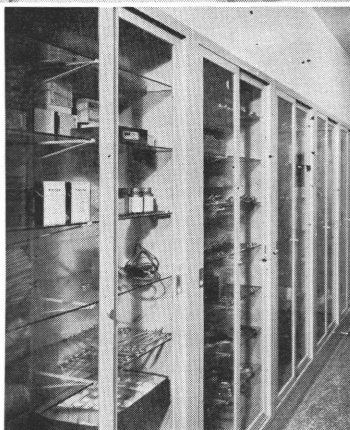
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The development of a new fire alarm system that is designed to give the utmost in protection while reducing service headaches for the installers has been announced.

The manufacturer also claims that this packaged fire alarm system includes everything required to positively protect a 5 to 7-room house with rooms up to 20,000 square feet. The system consists of: A heavy-duty control panel with battery testing meter and 9-volt battery; 6-inch inside alarm; 10-inch outside gong in weatherproof cabinet; 8 combination rate of rise and fixed temperature UL approved detectors. Fire-Lite Alarm Systems, Inc., New Haven 2, Connecticut.

Two floor boxes in new shallow dimensions to meet the below-floor wiring of modern shallow floor constructions used in industrial, commercial and institutional buildings have been announced. The new floor boxes are: rectangular, (2 $\frac{7}{8}$ " minimum height) and round, (3" minimum height). The combination of these shallow floor boxes with the modern floor construction methods is expected to result in considerable savings in electrical installation and building costs. These shallow floor boxes also feature: recessed cover flanges; interchangeable round or rectangular covers; adjustable leveling screws (which also gives positive ground); heavy, water-tight gaskets and plenty of wiring room. Russell & Stoll Company, Inc., 125 Barclay Street, New York 7, N. Y.

A new line of built-in oven and burner units will be introduced in December. The built-in group will feature a heavily insulated 16" oven and swing-out broiler—the only built-in swing-out broiler in the industry. The oven will fit into stan-

dard 24" cabinet sizes, and is made to fit into cutout opening in the cabinet of 22" by 38", the recommended standard opening. The first models will be made with all chromium fronts, and an oven-door window. Top burner units are double duty, lighted by low BTU pilot lights. They are built with a drip tray for spillovers, and have a small splash-back to protect cabinets. In pairs, the burners are made to fit into standard 36" cabinets. Magic Chef, Inc., St. Louis 10, Mo.

Modern store fronts pull more customers, even where businesses have long operated in the same location.

Sufficiently attractive and informative to qualify for permanent filing (it's provided with an AIA file number), the new store fronts folder shows several examples of stores that have achieved new traffic-stopping glamour with facades of architectural porcelain. Before-and-after pictures are shown and detail drawings of the porcelain panel installations are included.

Copies of the folder, titled "The Most Important Display of All," are available on request. Davidson Enamel Products, Inc., 1113 E. Kibby St., Lima, Ohio.

POPPET, a new pen-type adhesive applicator is a very handy aid for anyone who has use for mucilage or paste. This pliable plastic pen ejects a dot of rubber cement each time it is tapped where cement is desired. It comes equipped with a cap.

Architects, engineers, artists, printers and students will find it far superior to the messy use of a paste brush applicator. **POPPET** is also ideal for such uses in the home as mounting photos in albums, scrap book entries, or for sealing small parcels. In the office it serves to fasten checks to remittance slips, eliminates clips or staples to make more

room in the files, and serves the smart secretary who wishes to improve appearance of outgoing mail.

POPPET holds enough adhesive to make about 500 dots. Refills are available in throw away plastic ampoules at 10c each. To refill, the top is simply unscrewed and the adhesive is poured in. The rubber cement can be rubbed off easily from any surface where it is not wanted and will not soil the fingers. The manufacturer guarantees that the **POPPET** will not clog. Poppet Corp., North Bergen, N. J.

A new two-color, 52-page stainless fastener data book is available to architects. Thumb-indexed for easy reference, it is considered to be one of the most comprehensive volumes on the subject.

The first part of the book includes illustration, thread and size specifications, and availability in a variety of corrosion resistant metals of forty basic fastening devices (screws, bolts, nuts, washers, rivets, etc.). The second part consists of engineering data relating to the composition, properties, applications, and weights of stainless steels, as well as other tables of interest to those concerned with fasteners. Allmetal Screw Products Company, Inc., Garden City, New York.

"PAN-L-WALL" insulated metal side-walls are fully described and illustrated in a new 4-page bulletin just released. Available in various widths and in lengths up to 35 feet in a variety of metals and finishes, **PAN-L-WALL** is an attractive, low cost construction material for all types of commercial and industrial buildings.

Included in this new bulletin are outstanding features of this product, exterior section properties, erection details and specifications. Copies of this new Pan-L-Wall bulletin are available on request. American Steel Band Company, Box 565, Pittsburgh 30, Pa.

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ARCHITECTS AND BUILDERS IN THE NEWS

VISITING CRITIC

A. G. Odell, Jr., AIA, of Charlotte will serve as visiting critic for the senior class of Cornell University's School of Architecture during the current academic year. Mr. Odell, a graduate of Cornell University, will visit Cornell for three weeks in December

and two weeks in January. Other visiting critics include Joseph Amisano, AIA, of Atlanta, Ga.; Jens Risom, AIA, of New York, N. Y.; Enslie O. Oglesby, Jr., AIA, of Dallas, Texas; Lawrence B. Perkins, AIA, and Phillip Will, Jr., AIA, of Chicago, Ill.; and Donn E. Emmons, AIA, of San Francisco, Cal.

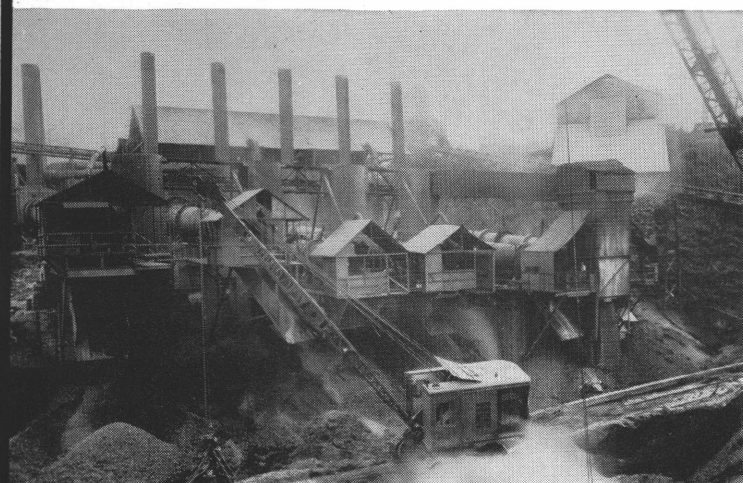
FOUNDATION OFFICERS

The North Carolina Engineering Foundation recently elected officers to serve during 1956, with George P. Geoghegan Jr., of Raleigh, being renamed President. Other officers include Maurice Hill of Drexel, Thomas A. Morgan of New York City, and M. R. Cowper of Kinston, Vice-Presidents; L. L. Ray of Raleigh, Secretary; and J. G. Vann of Raleigh, Treasurer.

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OFFICERS CHOSEN

George S. Sinnicks was elected President of the Charlotte Lumber & Building Materials Dealers Association at the annual meeting of the group recently. Named to serve with President Sinnicks were William McMillan, Vice-President, and John Barber, Secretary-Treasurer.

REED HEADS CHAPTER

Frederick J. Reed of the Duke University College of Engineering has been elected President of the Central Carolina Chapter of the Professional Engineers of North Carolina for 1956. Named to serve with President Reed were C. L. Mann, Jr., of Raleigh, Vice-President, and M. Ray Harden of Durham, Secretary-Treasurer.

TAKEN BY DEATH

Marion Benoit Halsey, AIA, of Charleston, S. C., died November 15 in a Charleston hospital after a short illness. Mr. Halsey was a member of the firm of Halsey & Cummings, AIA, and had a part in designing a large number of school buildings in the state as well as numerous projects for the military services. He was also an associate architect in designing several housing projects.

Among projects designed by Halsey & Cummings are the Johnson Hagood Stadium, Oak Grove Orphanage, and many residential and commercial buildings.

SECRETARY-TREASURER

J. H. Heston, Jr., of the Delph Hardware & Specialty Company, has been elected Secretary-Treasurer of the Charlotte Chapter of the Producers Council. Mr. Heston succeeds Buck Holton, who was recently transferred by his company.

DIRECTORS MEET

The Board of Directors of the North Carolina Chapter of the American Institute of Architects met in Charlotte Saturday, November 19, with President F. Carter Williams, AIA, presiding.

Plans for the South Atlantic District Conference in Durham in April were discussed at the meeting, which was one of many held by the Chapter offices throughout the year to direct the affairs of the Chapter.

NAMED REPRESENTATIVE

Arthur C. York has been appointed representative for the National Electric Products Corporation in the North Carolina district.

NEW OFFICERS

New officers of the Home Builders Association of Charlotte include: John R. Broadway, President; Gordon P. Cherry, Vice-President; Charles B. Martin, Secretary-Treasurer; and G. L. Goodson, Charles C. Lucas, Fred J. Wiggins, W. M. Spurrier, and James J. Sheehan, Directors.

DISTRICT MANAGER

W. W. Pruitt has been named General Manager for North Carolina for the Cannon Distributing Company.

ELECTED PRESIDENT

George Corn, President of Shelby Concrete Products, Inc., has been elected President of the Shelby Chamber of Commerce.

NAMED PRESIDENT

Orton A. Boren, President of Boren Clay Products Company, was recently elected President of the Greensboro Chamber of Commerce.

CONVENTION PLANS

The Carolina Chapter of the Painting and Decorating Contractors of America will hold its annual convention at the Robert E. Lee Hotel in Winston-Salem January 20-21. L. D. Bass of Charlotte is State President, with B. J. Herring of Winston-Salem being named program chairman for the convention.

HEAD ENGINEERS

New officers of the Charlotte Engineers Club include John L. Rosenblatt, President; Seth M. Snyder, Vice-President; Walter H. McKinnon, Secretary; and Joseph S. Ford, Treasurer.

SELECTING A CONTRACTOR



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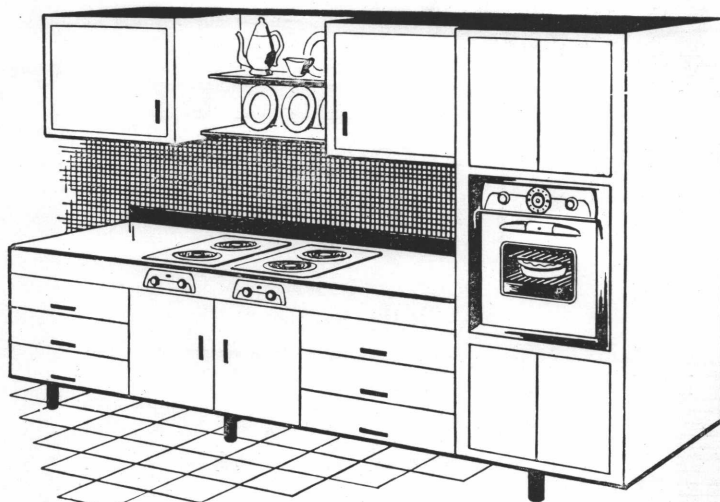
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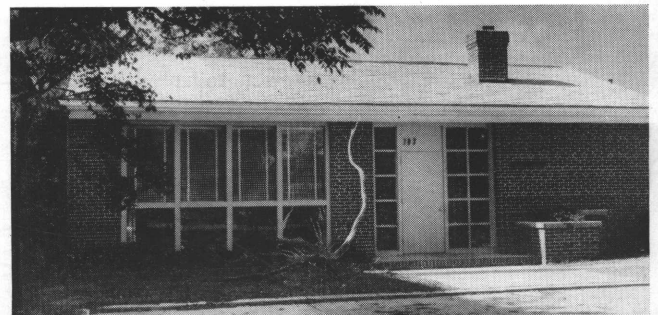
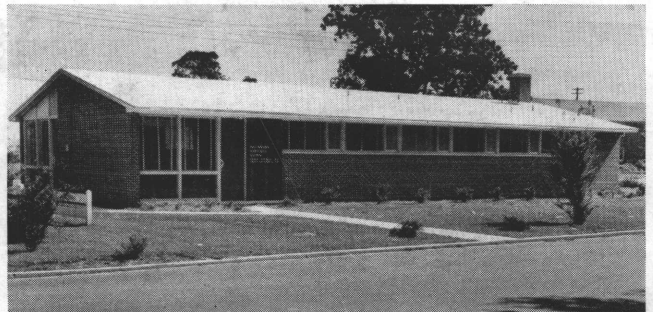


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