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December, 1970
An Editorial

What is Urban Sprawl? New Hampshire has been acquiring so much of it so fast that it's a wonder so many people still don't know what it means—even if they are peppered with it and endangered by it every day. One doesn't have to search for it with much diligence. Just look at the spreading, often jerry-built, almost invariably ugly, garishly-lighted, cluttered street and highway strips. Short-order food stands battle each other with neon lances; little flags flutter; there are piercing lights; battalions of signs advance on drivers and walkers. Does anyone want to live in a neighborhood like this? They also create genuine traffic hazards and overload pollution facilities. Just look at Route 28, around Salem, or Route 3 south of Nashua, or Route 16, below North Conway.

There are other strips, too plenteous to mention. Just think of the name of any city, or large town, with the possible single exception of Hanover. This is blight, lots of it, in a state priding itself on its quality of life and its scenery. For the ultimate in urban sprawl, visit northern New Jersey, once authentically known as "The Garden State." The hideous fingers creep ever further northward.

What's to be done about this? Towns without zoning are utterly unprotected. Communities with zoning have turned in a mixed performance, at best.

In Maine, local zoning has failed, the New Hampshire Tomorrow environmental conference was told (article in this issue). Vermont passed a tough statewide law governing signs and billboards. A comprehensive Vermont law covering land use is being phased into full effect.

Here, the Governor's Environmental Council after lengthy study has come up with proposals for much-needed changes. These proposals and a number of others framed by interested groups and individuals suggest that the 1971 Legislature may become known as 'The Environmental Session.'

Yet, in all this, there is to our knowledge no legislation planned to stem the relentless advance of Urban Sprawl—there has been much talk about regulating land use, but hardly a word on dealing with this glaring, blaring misuse of our land. Most all the services on these strips are useful. There are stretches where such development is attractive and safe, as a section of Route 3 in Merrimack, and around Hanover. It can be done, but it's obvious that state legislation is sorely needed to make sure of that, a matter for the Representatives and Senators to ponder as they drive through Urban Sprawl to Concord.

Granite State Architect
GRANITE STATE ARCHITECT

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Cover: Parking and auto access side of Dillant-Hopkins Airport Terminal, Keene. Designed by John R. Holbrook. Photo by Scotty’s Studio.

Photo credits: Pages 8-13, Scotty’s Studio; 14-19, Ralph R. Wright; 22, Jackson, Jackson & Wagner.

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Chapter in Conservation Directory

The New Hampshire Chapter, AIA, and this magazine have been included in the recently-issued "N.H. Conservation Directory," an impartial listing of more than 100 organizations directly concerned with preserving and improving the state's environment. This is the first time such a directory has been compiled, the work being done by SPACE (Statewide Program of Action to Conserve our Environment), of which Winthrop Wadeleigh, Manchester attorney, is chairman. Groups were listed by selection only; N.H. Tomorrow sponsored the publication as a demonstration project and Spaulding-Potter Charitable Trust helped underwrite the 40-page publication. It is to be kept up-to-date on a regular basis. Copies may be had by mailing 50c to SPACE, Box 757, Concord. The directory was presented at the N.H. Conservation Conference in Bedford in November (article on that meeting is printed elsewhere in this issue).

Dudley Elected

Richard H. Dudley, AIA, of Concord, partner in Isaak, Moyer, Walsh and Dudley, Manchester, was elected president of the N.H. Chapter, AIA, at the annual meeting in December. He succeeds Edward C. Lewis, AIA, of Hanover. (A more detailed report appears elsewhere in this issue.) Mr. Dudley was also named to the State Board of Registration of Architects by Governor Peterson.

AIA Officers

Robert P. Hastings, FAIA, of Detroit, was formally installed last month as

Continued to page 20
There's more to architecture than design, form and floor plans. There's the architect's concern about the liveability of his building and the long term operating costs of the structure.

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The words “airline terminal” conjure up images of sterility and emptiness. In the opening frames of the Mike Nichols movie, *The Graduate*’s progress through the Los Angeles airport is accompanied by Simon and Garfunkel sadly singing of a society incommunicado, in aimless, tormented motion.

The new Keene airport suggests not restlessness but growth. Architect John R. Holbrook and associate architect Roy M. Palhof resolved many of the complex problems involved in the design of a transportation terminal. Yet the $263,000 Dillant-Hopkins Airport Terminal, dedicated in September, has a trim simplicity complementing the Swanzey hills which cradle it. It is a pleasant gateway to New Hampshire and entirely appropriate to its setting.

The traveler turns off Route 32 and drives down a curved approach roadway into a large parking lot. He may hear flight information over the outdoor loudspeaker. Leaving his car, he faces a wide, one story brown structure. Brick piers surround steel columns. Outside wood battens cover module joints, and the soffit lies in the same plane as the terminal ceiling. Smooth, cream-colored....
The rear of the terminal, facing the parking lot, is shown in our cover photo and the architect's rendering, as photographed below. The cover's foreground has the entrance with ramp, for wheelchairs and wheeled baggage and freight; main entrance, with steps and railings, is to the left. Both shots indicate the effect of alternating brick columns and walls of blocks with an aggregate face (there is a good deal more in contrasting colors than black-and-white can show). Side facing the runways, above, has its main entrance at the mid-point. Two large doors on left facilitate baggage and freight movement. Grass plots on both sides of the terminal soften the necessarily large expanses of concrete. Windows on the right are for the restaurant.
area's best-known restaurants, it re-located at the airport last summer. The large restaurant and its partitioned lounge area have a capacity of approximately 150, and the Red Roof serves over 500 customers a day. Rheostats dim the restaurant lights, and while enjoying a specialty a diner may gaze through large windows at the airstrip.

When the passenger, having deposited his baggage indoors, walks through the vestibule and out to his plane, he is protected by an attractive blastfence to which the generator cabin was matched. Handmade wrought iron gates open to the field, and even the stone butt vases are handsome. Soon our traveler has boarded his Mohawk or Executive flight and is on his way.

Perhaps the signal achievement of the architects is what Mr. Palhof, a former pilot, calls "the shortest distance through." The configuration of parking, terminal, and boarding area is such that long treks with bulky luggage are eliminated.

The airlines also profit from the terminal's design. Gary Fluharty, Mohawk Customer Service Agent, observed: "We enjoy the operational part of it much better. The control of passengers and the baggage situation are much improved." Mohawk handles
Plan emphasizes the terminal's long, narrow outlines; it is 180 feet wide. The narrow axis from auto arrival and parking zone, bottom, to plane boarding area, top, minimizes walking. The restaurant occupies nearly half the structure, on left. Space at right includes lobby/waiting room and facilities for ticketing, baggage and freight handling for two airlines. Horizontal lines at top of the drawing represent a wall or screen 4 feet 7 inches high, with gates for passengers and freight.

December, 1970
The waiting room includes space for pay phones, baggage lockers, vending machines and wall displays.

Detail of the runway side's left end.

12,000 pounds of freight a month, and more than 1,000 passengers, most of them local businessmen and students. The installation last summer of I.L.S. was another boon: it lowered minimum ceiling from 1200 to 600 feet and minimum visibility from 1½ miles to 1, for both landing and takeoff. A new wind instrument panel on the roof will soon be moved to a 50-foot pole beside the building. And the airfield is sufficiently large so that as many as 18 small planes can be parked around its periphery while trunk-line planes taxi in.

In the future, Dillant-Hopkins is sure to grow. The region is expanding—
Brick-and-aggregate theme is repeated in the sign.

Cheshire County’s population increased by 19% in 1960-70. The building can be extended to the west so that it may continue to provide a gateway to New Hampshire and northern New England. Airport Director Theoron Fosdick said: “The terminal building is great and is going to be of even greater importance to the economic situation of Keene and the surrounding region. The airport has always served the region. It’s not uncommon to see numerous Massachusetts and Vermont, as well as New Hampshire, cars in our parking lot.”

The new airport for the City of Keene satisfies aesthetic as well as economic demands. If The Graduate could fly into the Monadnock Region instead of Southern California, he might learn that commerce and modernity do not mean only “plastics.”—Ken Paul.

December, 1970
A quarter of a century ago, the State Legislature inaugurated a vocational training program that has in recent years gained great momentum. On November 23, 100 first-year students moved from a local church and an old barn into the $1.6-million New Hampshire Vocational-Technical College at Nashua. The building is located on Route 101-A west of Everett Turnpike and is the latest of six modern facilities around the State. Each was built within the past five years.

The architect, Richard Dudley, explained the purpose of a two-year vocational training college in this way: "Educationally, a high school youngster simply needs more, and not every student should go to a liberal arts college."

To prepare skilled workmen, the six schools offer a core program in machine tools, electro-mechanical drafting, industrial electronics, and industrial electricity. Beyond this, each school has its own specialty. In Nashua an innovative

Koehler & Isaak, Architects
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Detail of the courtyard. With glass on all four sides, it provides much additional interior light. It also adds interest since it breaks up corridors to form the building's focal point and knits together the spaces for instruction, administration and relaxing.
The college building as seen from Route 101A, above. Big, square shoulder in the middle is the elevator shaft for serving the second and third floor classrooms. Main entrance is just right of the flagpoles. The middle shot is of the dining space. Vending machines on right provide snacks. Passageways along the courtyard meet here, confirming this space's role as a meeting place, an area full of changing sights and moving people. Bottom, a typical classroom.
Second floor plan, extreme left; third floor plan.

Granite State Architect
marketing and management program includes work-study training in retailing, wholesaling, and advertising. The college also offers an industrial secretary program.

To house these diverse pursuits, Mr. Dudley designed an arresting brick building featuring a three-story tower surrounded by a landscaped courtyard and a level of offices and student extracurricular areas. The courtyard lies in the center of the building near a cafeteria area providing a spatial break. Cedar benches will make it a gathering place and supply extra seating at functions in the adjacent lecture hall.

The Nashua school features load-bearing masonry wall construction. Piers and concrete beams support the roof. Mr. Dudley reported that “soil conditions necessitated pile foundations,” and the finishing is New Hampshire brick from Lebanon. The concrete floors were covered with vinyl asbestos tile. Ceilings are of mineral fiber acoustic tile. Walls are pit glazed in a bright and attractive color scheme planned in conjunction with Mrs. Genevieve S. Neale of the State Board of Education. The building uses oil-fired hot water heating.

The state spent $300,000 to furnish the building with sophisticated equip-
The courtyard in silhouette, showing construction details. Also off the court is a students' lounge.

The way design meets educational needs can be seen, for example, in the machine shop. There a raised ceiling provides ventilation. The electric and acetylene welding stations have elaborate flexible exhaust systems. A canvas curtain partition shields other areas of the shop from glare and sparks. Locating the instructor’s office in the shop assures proper supervision. The Machine shop’s size and appointments give it a thoroughly professional ambience.

Director Robert E. Bloomfield expects next year’s registration to reach 200-250 students, with a 1:10 faculty-student ratio. He said, “This is the coming thing—I predict that within a couple or four years you will see the 4-year college enrollment level off and the 2-year enrollment soaring.”

“It’s one of the best-looking buildings in the area—it will really do well by these students.”

The Nashua college serves some out-of-state students as well as commuting undergraduates from all over southern and central New Hampshire. But it was “built by public demand,” said Mr. Bloomfield; it was not in the state’s original master plan. An extensive night school program will serve the surrounding community in two ways. It may offer adult education courses on technical subjects or anything of interest to the community, even in the humanities or in non-academic areas. And programs to update skills, developed in conjunction with local industries, will help men already on the job in the Nashua area.

To accommodate hundreds of commuters, the building is surrounded by a parking lot and the state system’s only athletic field. There is plenty of room for expansion on the college’s 36-acre site, formerly the Cadorette farm. The Cadorettes sold the land to the state on condition that it be used for education. Indeed it has.—K. P.
A laboratory in operation, above; center, at the main entrance, looking east; another view of the main entrance, looking north, below.
Model of The Murdough Center to be built to link both physically and mentally Dartmouth College's Tuck School of Business Administration, top of photo, and Thayer School of Engineering, bottom. A large, five-tiered structure appearing with some black walls in the model, it will include a joint library in the management and engineering sciences; classrooms; auditorium; computer terminal room; conference/seminar rooms and study areas. Named for Thomas G. Murdough, of Chicago, an alumnus, it is the first building to be built as a result of the recent Third Century Fund campaign.

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Publications of Interest

Other recent publications of interest include: a) "Mobile Housing in the State of N.H.," a 51-page mimeo'd paper by Mitchell Wallerstein of Dartmouth College based on his survey this year. "I have attempted to document the need for housing in the state," he says in his preface, "and present one answer to that need, i.e., mobile housing, and the problems involved with it." It is primarily a report of the present situation and digest of recommendations offered by various authorities who've studied the matter. Available from N.H. Tomorrow, 5 So. State St., Concord, N.H., 35¢.
b) N.H. Tomorrow and Society for Protection of N.H. Forests have published "The Formation of Land Trusts and Watershed Associations," available from the same address as a) telling in detail how to form such tax-exempt, non-profit...
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Dozens and dozens of potent ideas, arguments, theories, facts and conclusions regarding the environment were fired off at the annual meetings of the New Hampshire Chapter AIA and the Land Use Foundation, held jointly on Dec. 10 to emphasize the interlocking role of both groups in planning and conservation.

Such thoughts popped all about the ground floor of the Hotel Carpenter, Manchester, at lunch, dinner, the meetings and a panel discussion. The 1970 Architectural Awards were presented; L.U.F. announced the encouraging results of a survey of business attitudes toward conservation in New Hampshire; the N.H. Planners Association, a new professional group, was brought to life; both organizations elected officers.

Richard Dudley, AIA, of Concord, was elected president of the architects' New Hampshire Chapter. Roy Palhof, AIA, of Keene, was named vice president; and John H. Benson, AIA, of Manchester and Donald T. Dennis, AIA, of Portsmouth, were re-elected secretary and treasurer, respectively. Mr. Dudley succeeded Edward T. Lewis, AIA, of Hanover.

Directors are Mr. Lewis; Roy Banwell, AIA, Hanover; Arthur S. Eldredge, AIA, Peterborough; and Alvin B. Corzilius, Jr., AIA, Nashua.

The Foundation, regarding New Hampshire as "a special place" and bent on balancing growth with protecting the indulgent setting here, re-elected Robert J. Hill, Concord banker, as president; Erskine White, Center Sandwich, former New England Telephone head, vice president; John R. Hardie, Concord banker, treasurer; and Robert Dunning, Concord, a professional conservationist, executive director. Members of the board represent a broad range of activities all about the state.

The burden of the discussions, the views of men of diverse fields from architecture to site planning, was the need for genuine cooperation by people from many different disciplines in the face of sweeping changes in modes of life. Too many experts, it was brought out repeatedly, still persist in marching along with their heads down, plodding grimly on with their projects without regard to the cost in human and natural resources. There is too much waste of everything; the means for making technology truly promote civilization are as yet too limited.

"It takes a form of cooperation which has never existed before," said Gerald W. Blakeley, Jr., president of Cabot, Cabot & Forbes, of Boston, developers. "We can't really get anywhere by legislation alone, or architects alone, or businessmen alone, or lawyers alone, or engineers alone."

(In light vein, he observed that architects tend to be too theoretical, businessmen can botch things and lawyers like to complicate matters.)

He traced the long battle his firm had to gain acceptance of industrial parks for one-story plants, with parking, gardens, trees and open space. "Traditional desires for prestige and privacy in autos must be eliminated," he went on. "We must also eliminate the huge car. And if we want to eliminate 68% of air pollution we must take drastic measures like outlawing the internal combustion engine by 1975."

New Hampshire is in a favorable position to preserve and improve its environment, he said, because "it has no Massachusetts politicians;" things have not been botched as in all the metropolitan areas; and businessmen appear more concerned about their surroundings. The state does need "better zoning and less complacency."

(The L.U.F. survey of business attitudes drew 209 replies from 325 varied manufacturing firms questioned by mail and interview. Mr. Hill said, "Business is surprisingly concerned with good land use . . . and believes solutions can be found . . . a great deal of professional education is needed. "Detailed summary at L.U.F., 7 So. State St., Concord."

Complementing Mr. Blakeley's remarks, Professor Carl A. Colazzi of University of Mass., who teaches resources planning, said, "The forces in..."
command are decentralizing us ... activities are exploding outward from the old centers and relocating in the suburbs— who is looking at this trend carefully? "Are we really constructively planning these changes?" he also asked. "This is a recoil from Mumford's 'urban enclosure.' Then, we imploded. Now, we are exploding outward."

"Are we making the most of an opportunity to improve the human scale of things in light of these changes? Or are we going to go along as before, willy-nilly, and let things go, so that you end up with a situation like that on Long Island Sound, particularly the Connecticut shore."

Thought is needed as to what everyday conveniences may become short and what replacements can be found, he said. For example, "in the future there will not be enough water to meet the needs of the Northeast Corridor." For those on the recycling kick, it will be immensely expensive."

The need for teamwork in planning for land development was emphasized by one participant after another in the panel moderated by Emil Hanslin, land planner/developer. Peter Gratiot, engineer of Woodstock, Vt., cited Mr. Blakeley's comments and said, "Teamwork is vital for large developments: engineers, planners, lawyers, architects, ecologists ... there are many abstract features to development ..."

John Pendleton, Concord lawyer: there's a new web of consumer protection and environmental legislation. John Carter, AIA, Nashua architect: thinking has been far too parochial; the American dream of convenience has created roads everywhere, traffic jams and in many places an intolerable environment. Rodney Cobi, Harvard School of Design: most developers are underfinanced; site selection, planning, design, feasibility studies, building locations and traffic circulation are underfunded.

James Locke, recreational developer: lack of understanding exists between developers (an unsophisticated group) and the experts, who tend to think too often in broad strokes which are often impractical.

David Patterson, Merrimack home developer: local planning boards not qualified to rule on developments and too prone to say 'No'; communities should set up total planning goals with flexible provisions. Mr. Hardie: his bank noted atrocious developments in N.H., set up 20 tough criteria, including esthetics and environment, which any developer must meet.

Panel members debated the merits of local versus regional or state control of land without resolving this prickly question. Mr. Hanslin felt "Localism is dangerous, and absolute local autonomy is the most dangerous approach ... there is no perfect answer."

The Jury for the 1970 Awards was chaired by Robert A. Burley, AIA, president of the Vermont chapter, also including John Thornleigh and Robert Hill. The Conval Regional High School, Peterborough, won the top award, being cited as an example of good work "in all phases, from site planning to the interiors ... complete and thoughtful control by the architect ... at reasonable cost." Carter & Woodruff, Nashua, were the architects; the McMillin, Co., Keene, was the general contractor.

Honorable Mention went to Koehler & Isaak, Manchester, for the housing project for married students at U.N.H., Durham. C & L Construction, Greenland, N.H., was the general contractor.

The citation noted that the design imparted "a pleasant residential feeling, fitted into a master plan and succeeded

Continued to page 35
Efforts to save four early buildings of much more than passing interest in New Hampshire have moved at varying paces as protests against demolition and fund-raising have focused wide attention on these handsome old landmarks.

The massive, three-story frame Dudley House, an excellent example of the Federal period built in 1803 in Exeter, appears to have definitely escaped the demolition ball. The Col. Joshua Wentworth House (c. 1770) in downtown Portsmouth has been donated to Strawbery Banke, which has started a drive to raise monies needed to move and restore it.

Fate of the eye-catching Bushiel and Belknap mill buildings just off Main Street in Laconia is, as this is written, still uncertain. A permanent injunction is sought by Richard Davis, Norman Weeks and Peter Karagianis, either members of or working with the Save-the-Mill Society, to prevent the City of Laconia and/or the Laconia Housing Authority from tearing down the old brick structures.

CITY HALL, PARKING PROPOSED

Laconia’s City Council voted in early December to build a new City Hall on the mills’ site; adding a parking lot would probably require demolition of both, it was explained. This legislation was hedged with certain restrictions since Federal property and Federal monies are involved in the site. Then, the three men seeking the permanent injunction secured a temporary one at the end of 1970.

Proposals have been made such as turning the Belknap mill into a textile industries museum, and converting the other mill to an office building; efforts were made to secure local as well as Federal funds to save both, and some money has been raised privately.

A bell-ringing party was held New Year’s Eve at the Belknap Mill to open a 1971 campaign by the Save-the-Mill Society. This four-story brick building, with a four-story tower topped by a cupola for a bell reportedly cast by George Holbrook, an apprentice of Paul Revere, was built in 1823. Erected at a time when mill buildings were generally wooden, it predates brick mills...
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occasions that his agency is trying but can't do the job on the monies available.

5. Forrest Bumford, of the State Health Dept., on air pollution: "The Bow Public Service Co. power plant is my cross to bear ... they are trying to correct it ... eventually they will have to correct it. If we don't do it, the U.S. will. We can't shut them down."

"Affect Your Life"

"Please support our legislative bills," he said, repeating a plea made by many other speakers. "Come to the hearings. There have been only 40 or 50 people at most at a hearing . . . there should be 500. These bills affect your life."

6. Enforcement of present laws is diluted by shortages of inspectors, according to the five principal state anti-pollution agencies. Water Pollution has 17; Air, five and one training; Water Resources, four engineers; Pesticides, one; Solid Wastes, one.

7. The public has access to but 118 of 780 great ponds (over 10 acres), Joseph Quinn, of the State Planning Office, found. Of the 118, 104 had public beaches and all had some sort of boat launching. But limited access and hazardous development of these beaches has put cruel pressure on the state's best swimming spots. Safety at many small beaches is questionable, he said.

8. Since Land Use Foundation, of Concord, found "at least half the vacation homes bought in New Hampshire have been purchased on emotional impulse," it has compiled and is issuing a 'buyer's guide' to promote intelligent selection. (More data in "Notes & Comments" in this issue.)

Vermont, Maine Reports

The experience of New Hampshire's neighbors in supervising land development and pollution abatement produced a checkered picture: a) Vermont has a sweeping new set of regulations (summarized in our Editorial in the September issue) going into effect. Experience is too limited to date to make an assessment, Robert B. Williams, Secretary of the Vt. Agency of Environmental Conservation, said.

"Our general strategy, our greatest concern," he said, "is to set up a climate to help people do things properly," rather than stressing bruising police tactics.

A less optimistic outlook was presented for Maine, by John N. Cole, Editor of "Maine Times." "There has been no environmental legislation in Maine recently that has stood up," he said, "except the water quality act. The Legislature is ineffective."

"Community zoning is not working in Maine . . . it is class legislation and you can't administer from the top down; 18 communities have recently dropped or downgraded zoning. It would be better to address ourselves to people's fears in the towns—this is a cultural-social-human problem, and you have to think of the philosophy of the Yankee small farmer, which is still widespread.

"We would do much better to work at the community instead of the state level on this . . . we need to get into the communities and create a broad base desire for land use planning."

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in Manchester and in Lowell, and Lawrence, Mass.

Robert Vogel, of the Smithsonian Institution, was quoted by the Boston Globe as calling the Belknap "The oldest standing brick textile mill building in New England that is essentially unaltered from its original construction. Richard Candee, of Old Sturbridge Village, was quoted by the Society as saying that it is "One of the best examples of brick mortared mills in New England."

MUSEUM, RESTAURANT, CLASSES

The Society was established as a non-profit organization to preserve the structures. Along with the museum plans, it would include in the Belknap Mill a restaurant and space for arts and crafts classes as well as for public meetings. In all, the effort in large part envisages making the empty mills useful and a prime attraction for vacationers in the area.

More definite news comes from Exeter, where the Dudley House, which was to be torn down to make room for a parking lot for the Rockingham National Bank, will be moved and preserved. The bank gave the house to an anonymous citizen for $1 and the latter will stand the cost of moving it to an appropriate location in the town. The bank reportedly will put up a building in keeping with the early architecture on this section of Exeter's Front St. The action followed protests including a well-publicized meeting in front of the house in December.

IN PORTSMOUTH

Portsmouth's Wentworth House would cost $70,000 to $125,000 to move to Strawbery Banke and restore, depending on the magnitude of restoration and uses for the old residence. For generations a white frame landmark on Hanover Street, it was facing demolition in an urban renewal project until Harry Winebaum, the distributor of newspapers and magazines in the coastal area, gave it to the Banke. He had used it in recent years as his office headquarters and had carefully preserved its elaborate woodwork.

Though a relative of Gov. John Wentworth, Col. Joshua Wentworth was a patriot in pre-Revolutionary days and served in Washington's army. The house joins the Benning Wentworth Mansion (c. 1750), the Wentworth-Gardner House (c. 1760) and the Gov. John Wentworth House (1763) as representing "the highest achievement of Portsmouth's craftsmen before the Revolution."

December, 1970
Thoughts on ‘Architectural Criticism’

Herewith thoughts on ‘architectural criticism,’ an immensely fatigued phrase, as advanced by Jeanne Davern, of New York, a writer on architecture and member of the jury for the 1970 AIA Publication Competition. She spoke at the competition meeting in Washington Nov. 16.

“As I am not Wolf Von Eckardt, I bring you an editor’s view of architectural criticism rather than a critic’s view, and there may be a considerable difference.

“For instance, I think ‘architectural criticism’ is vastly over-rated—especially by architects—and I think architects and architecture and the users of the built environment would all be much better off with less ‘architectural criticism’ and more architectural analysis and more architectural reporting.

“Certainly the best of what is written by the best of our architectural critics is, in fact, analysis and reporting rather than the kind of criticism I am deploring. But when we talk about ‘architectural criticism,’ it is hard to shake the old habit—for architects, generated in architecture school—of judging architecture as an object in space, independent of the processes that bring it into being and of the processes (and people) it is brought into being to serve.

“The whole theory and history of criticism conspire to make it object-oriented rather than process-oriented, and critic-oriented rather than reader-oriented. It tends to focus not on the meaning of the creation to the user, but on the achievement of the creator and its meaning to the critic. So long as architecture aspired only to be an art, it could usefully be criticized in the same context as any art.

“Now that architecture seeks to identify and define the problems as well as solve them, now that it seeks to influence the public processes from which the built environment emerges, it is patronized and denigrated by criticism which sees it only as an object.

“Mine is not a fashionable point of view, but is derived from my conviction that all editorial content should be judged in terms of how it serves the reader, and which reader, and to what purpose.

“The resources and constraints of the editors in this room vary so widely, and their purposes as well, that any blanket prescriptions about the role of architectural analysis, to use my own phrase for architectural criticism, would be virtually meaningless. Any decision about content in any of your magazines can be made only within the context of the editorial goals you set for yourself, and the goals in turn must be set within the context of the staff, budgets, and time available. As I understand very well after some 25 years of it, editorial work is very much an art of the possible.”

The Honor Award went to the “Connecticut Architect”; a Special Commendation was given “Potomac Valley Architect,” of that chapter in Maryland. “Granite State Architect” was an award winner in a recent competition.

Besides Miss Davern, the 1970 Competition jury comprised William M. Dikis, AIA, Chairman, Des Moines; Paul Grotz, AIA, Managing Editor, “Architectural Forum,” New York; and Preston Stevens, AIA, Atlanta.
AIA School Film

American Institute of Architects in December won its sixth award of 1970 for promoting concern for the environment, the latest being "A Child Went Forth," depicting conditions in an urban school and innovations to improve it. The 28-minute color film "clearly indicates the urban school does not have to be a fortress of failure," the AIA said. Free loan prints are available via Modern Talking Picture Service—details at AIA headquarters, 1735, New York Ave., Washington, D.C. Other awards, largely from the media, cover public relations and advertising efforts urging betterment of the environment.
The American Institute of Architects new officers and directors outlined in December two major objectives for 1971:

A) a research and public relations program to point out the choices, the various workable measures the country should use to stop decay of the environment.

B) steps to increase the design professions' contributions to stopping that decay and enhancing the environment.

Details of these activities, which foresee a broad program, were released by AIA headquarters in Washington following installation of Robert F. Hastings, FAIA, as president. In brief, these two major areas involve “public policy and professional performance,” the statement by Mr. Hastings said.

Specify the Choices

“With the public indicating today a greater awareness of both natural and man-made environments, the climate is right for developing a better understanding of choices to be made if progressive decay is to be arrested.

“It is the design professions' challenge to help society articulate its wants, to make a national commitment to see improvement.”

AIA forecast studies to facilitate “well-considered professional positions on public issues.” These include long-range concerns of housing, community development, urban growth patterns, and natural resources; interdisciplinary approaches are being sought.

‘Creative Economics Project’

“To find ways to make rebuilding of cities financially sound,” the statement said, “AIA is launching a ‘creative economics project’.

This will permit placing realistic price tags “on ways to change today's ground rules — financing mechanisms, zoning restrictions, speculative land use.” Other requirements for implementing changes such as means of financing and legalities will also be explored in detail.

All data derived by these investigations “will be used to stimulate national debate as a catalyst to basic change.”

The broad nature of this first objective is emphasized by a forecast of increased activity to shape national legislation. AIA noted that it testified 35 different times on measures considered by Congress in 1970. It plans closer liaison with appropriate departments as Housing & Urban Development; Health, Education & Welfare; General Services; Veterans Administration, and others concerned with design of facilities. It is also planned to improve liaison with other design professions and segments of the construction industry.

New Codes & Regs Center

An AIA Codes and Regulations Center is being created to break down certain barriers to better surroundings. Architects will be encouraged to “promote
changes in restrictive building codes and rules."

The advertising campaign aimed at heightening public awareness of the environment which started two years ago will be continued. AIA will also continue to assist the Community Development Centers (CDCs) providing professional services in 50 cities for people who can’t afford them.

From the Profession
As to contributions by the profession — the “professional performance” mentioned by the statement — AIA is setting up a Human Resources Council. Nathaniel Owings, FAIA, San Francisco, and Robert J. Nash, AIA, of Washington, a vice president, are co-chairmen. Its role is to raise money and to set in motion features of the performance program.

These include “changes in traditional methods of practice,” the statement said. In light of apparent continuing inflation, the time factor in building will become so important that professional practice must be geared to “telescope the design, decision and delivery processes of building.” AIA programs spurring accelerated design and building schedules; workshops and seminars; revising contract documents, and more use of computers will be intensified. Renewed attention will be devoted to improved construction management techniques.

1971 Measures
For 1971 AIA has budgeted “a continuing education program to prepare architects for new roles in research, housing, project management, construction management, urban and regional planning.” A study on construction management is to be published in ’71; a manual on computerized aids to practice is to be made up; contract documents will be revised; and “other publications will reflect the changing role of the architect in offering services.” An operational checklist on office procedures is also planned, as well as revised cost accounting forms, and a personnel practices document.

AIA has joined the Construction Industry Foundation to help research efforts seeking solutions to construction problems. Assistance to black schools of architecture will be continued, as will scholarships, said the statement, in detailing a large order for AIA to meet a large set of problems. 
organizations to preserve woodlands, watersheds and streams. The manual includes project ideas. Price, 35¢.

c) The Land Use Foundation, which joined the New Hampshire AIA Chapter in its annual meeting in December, is publishing the "Vacation Home Buyers Guide," a how-to-do-it book on that vexing matter. Available at the end of January, it is 50¢ at the L-U-F office, 7 South State St., Concord, N.H.

Pot Hole in the Road?
The new Federal Aid Highway Act of 1970, the definitive legislation for road planning and building for the next several years, includes new provisions for roadside beautification, new Federal-aid urban road systems, a reduced state share of primary/secondary road costs—

and a proviso which may cancel some projected Interstate mileage.

The latter is "a provision for removal of segments from the Interstate System on July 1, 1973, which have not reached a certain state of advancement," according to a summary of the legislation issued by the Highway Users Federation, Washington. This appears to enhance discretionary authority possessed by the Secretary of Transportation to halt specific Interstate projects. That power was exercised by Secretary John Volpe last June against running Interstate 93 through Franconia Notch.

Though environmental reasons were given for stopping I-93, a thoroughgoing report last June by the "Engineering News Record" and corroborating information at the time showed that the Notch and a number of other Interstate projects were held up primarily to save money. The new act sets completion of Interstate System as of June 30, 1976. The Highway Trust Fund, supported largely by U.S. motor fuel taxes, is extended to Oct. 1, 1977.

Other provisions permit construction of special lanes for buses as well as moneys for fringe parking facilities (in suburbs) "and other bus mass transit uses." Moneys from the general fund are authorized (but not appropriated) for the highway beautification program; a Commission on Highway Beautification is created. The states' share of primary/secondary road costs goes from 50-50 to 30-70 per cent in fiscal 1974. It is thought that the new Federal-aid urban system will include mileage in southern New Hampshire.
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December, 1970
The N. H. Environment:
Progress and Poverty Detailed in Largest Meeting Ever
Legislation, Beaches and Backbone

There were plenty of surprises at the largest conservation meeting in the state's history as the number of problems and their extent turn out to be much greater than residents of a state which boasts about scenery could expect.

In spite of all the appalling situations catalogued, the repeated pleas to police rascals despoiling the environment, the recurring allusions to lack of money and of laws and testimony of a gaggle of concerned state officials, the meeting also created a strong sense of hope. More than 1,000 persons attended the gathering, in Bedford. Its very size as well as the candor of many speakers indicates that public interest is greater than expected.

"New Faces"
"There were more than just the usual dedicated conservationists this time," said Richard Sheaff, projects coordinator for New Hampshire-Tomorrow, "There were a lot of new faces and they looked interested."

N.H.-Tomorrow sponsored the meeting, in November, billed as the "Conference on Environmental Quality." The organization is unique as something of a citizens' task force financed by universities, foundations and trust funds. It was created to arouse interest in the state's problems of environment and inquire into situations and solutions. (More than 60 different inquiry projects were undertaken.)

It is also unique because it will go out of existence this spring, about two years after it was formed. The information gathered is being passed on to existing private organizations, government agencies and the Legislature. A number of reports of projects and surveys are to be issued this spring by its office in Concord.

New Unified Agency
The greatest immediate attention focused on the umbrella anti-pollution state agency proposed by the State Environmental Council. This body, a broad-base group named by Gov. Walter Peterson to research and to offer legislation, unveiled its bill being introduced at the 1971 Legislature.

Described by Council chairman Richard Upton, Concord lawyer, as intended to "control and abate pollution" the measure would dump the present fragmented approach for an umbrella state agency. The Environmental Protection Commission would combine five existing agencies, the Water Supply & Pollution Control Commission; the Water Resources Board; the Pesticides Control Board; the Air Pollution Control Commission; and the solid wastes agency in the Health & Welfare Dept.

Doesn't Touch Urban Sprawl
As noted in the editorial in this issue, the proposal as presented to the meeting does nothing to stem the spread of Urban Sprawl. When we asked Mr. Upton about this he asked that it be defined. On responding briefly that it is the clusters of glaring blaring signs, badly designed eateries, ugly used car lots and other retailers plus hastily-built motels spreading steadily along the highways, he said control of this was up to the planning and zoning activities in the individual cities and towns.

"We think what we have proposed is about what would be manageable in the Legislature," Mr. Upton continued. With a noteworthy background in the Legisla-
tured he indicated that the new umbrella agency would probably be all the Environmental Council could expect to obtain.

Bears Mostly on Developers
The bill for the new department contains, as was detailed at the meeting, numerous strict criteria which land developers must meet. This is the new thrust in the plan; it would also continue and intensify existing programs of the five affected agencies. All plots of 20 acres or more would be regulated; those over 10 acres in towns lacking planning boards would also be supervised.

Fees assessed developers applying for permits would help cover costs—it was not thought that overall there would be much rise in expenses. (Duplication exists among the five agencies would be eliminated.)

“The approach is much too fragmented now,” Mr. Upton said. “I hope the 1971 Legislature will be ‘The Environmental Session.’”

That body will have plenty of other legislation to consider in the field. Mentioned at the meeting were: a) bill regulating construction of mobile home parks; b) bill regulating sale and distribution of mobile homes and recreational vehicles; c) elimination of “snob zoning” by towns, permitting creation of suitable mobile home parks; d) criteria for small water utilities’ design and industrial park design.

Also, e) wetlands preservation; f) solid waste disposal rules; g) regulations re detergents. The umbrella bill would include taking control of municipal sewage treatment plants and added state-wide regulations for septic tanks.

Some Investigations
All these items are indicative of the variety and extent of New Hampshire’s environmental problems. Some results of N.H.-Tomorrow investigations are:

1. Lake Winnisquam, the upper part, at least, is dead or just about dead, according to Dr. Donald Normandeau, of St. Anselm’s College. Laconia’s sewage discharges have spurred growth of algae and plants, cut oxygen, made it murky and heavy with sediment. Most all of Winnipesaukee and Newfound Lakes are healthy, he added, though the same eutrophication process is underway.

2. Checks of the Souhegan River, believed polluted with DDT, dieldrin and mercury and the North Branch of the Contoocook, believed unpolluted by Durwood French, of the state pesticides agency showed: “the high samples on both rivers were alarming and appalling . . .”

3. Some communities have snob zoning. Low-cost housing innovations include the New Homes of N.H. modular houses’ community planned for Milford; and a permanent revolving loan fund in Littleton to help build low-cost apartments.

Needs Reported
Some thorny matters and needs reported to the meeting included:

1. The state must buy and lay up land, for parks, for forests, for wetlands, for wildlife preserves and for open spaces, as particularly emphasized by Theodore Natti, State Forester, Bernard Corson, State Fish & Game Commissioner, and Parks Director Russell B. Tobey.

2. Roadside signs: where the state can regulate, indications of progress, according to Malcolm Chase, Special Services Engineer in the Highway Dept. On Rte. 4, Concord-Newington, it’s expected 30% of signs will be removed, and 40% off Rte. 103, Concord-Claremont. (In built-up areas, where urban sprawl thrives, present sign laws have only the most limited effect. They don’t affect building design.)

3. Who should regulate? Mrs. Jean Hennessy, moderating a discussion, said, “If we had a narcotics control agency, we should not have a pusher on it . . . manufacturers are polluters, and polluters are not always the best policemen. There is a clear conflict of interest.”

4. John Palazzi, head of the largest contracting firm in the state and chairman of the water pollution control agency, said, “We all have some conflict of interest. But industry has got to get going on pollution. If it doesn’t move fast enough, we will take it to court. And if we don’t, the U.S. will.”

“We need money,” he added, echoing just about everyone at the meeting. “We have a $200 million problem, and $7 million a year to spend—you can all add and subtract.” He has said on many

Continued to page 26

MEETING continued from page 23

in a situation where economy was paramount.”

The other Honorable Mention was awarded to the Derryfield School, Manchester, by Carter & Woodruff; Donald D. Snyder & Son, Inc., Concord, was the general contractor. “Noteworthy exteriors and interiors . . . a three-story scheme with efficient land use on a limited site.”

The Jury noted that “all submissions lacked complete background information. How does this affect the community? Does the job create any new problems? What is the relationship with land and buildings around it?”

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