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The 1950

STATE CONVENTION

The following is the program for the 1950 Convention as of June 27, 1950:

**Wednesday—November 1, 1950**
3:00 - 9:00 Registration
7:00 P.M. Supper with members of Syracuse Society of Architects
Dutch Treat

**Thursday—November 2, 1950**
9:00 A.M. Registration
5:00 P.M. Opening of Commercial Exhibits
9:30 A.M. Judging
Judging of Architectural Exhibits

Jury
Bissell Alderman, Holyoke, Mass.
Kenneth J. Heidrich, State College, Pennsylvania
Edwin C. Green, Harrisburg, Pa.

10:00 A.M. Business meeting—Nominating Com.

1:00 P.M. Luncheon—Invocation
Rev. Joseph B. Toomey
Toastmaster—L. A. Waasdorp
Welcome to Guests by Mayor of Syracuse
Welcome to Guests by Pres. of Syracuse Society
Response—Henry Murphy—Pres. N. Y. S. Association
Speaker—Mr. Ralph Walker, Pres. A. I. A.

2:00 P.M. Visit Exhibits—Opening of Exhibits

2:30 P.M. Seminar—Douglas Haskell, Arch.
Editor of Architectural Forum
Traditional—Edgar Williams, New York
Modern—Philip Johnson, Museum of Modern Art

4:30 P.M. Visit Exhibits

7:30 P.M. Cocktails & Buffet—Frank Brodrick, 12:00
Host, followed by dancing—4 piece orchestra

**Friday—November 3, 1950**
9:00 A.M. Business Meeting
10:30 A.M. Report of Committees
Election of Officers
Report of Resolutions Committee

10:30 A.M. Seminar—Fire Prevention
12:00 James McElroy, Asst. Tech. Secy.
National Fire Prevention Assoc.
Trips to various construction projects for those who so desire. Trips to General Electric, Syracuse University Engineering Lab., Thompson Rd., etc.

1:00 P.M. Luncheon—Invocation—Dr. Leon Adkins, Univ. M. E. Church
Toasts by C. Storrs Barrows
Speaker—Edgar R. Arthur, Prof. of Arch., Univ. of Toronto, Editor of Journal, Royal Inst. of Arch., Canada

(Continued on page 5.)
NATURALLY, IT'S BRICK

Large housing projects demand definite and stringent qualities in construction materials. Naturally, they must be fire resistant for occupancy protection. Naturally, they must be economical to construct and economical to maintain for financial reasons, and naturally they must be colorful and pleasing in appearance for aesthetic reasons. And since these requirements are inherent qualities in the material most universally used in all types of structures, when it comes to a choice for any job, big or small, why naturally, it's brick.

STRUCTURAL CLAY PRODUCTS INSTITUTE
1949 GRAND CENTRAL TERMINAL
NEW YORK, N. Y.
Program Continued

2:30 P.M. Seminar
  Landscaping—Gilmore Clark
4:30 P.M. Visit Exhibits
8:00 P.M. Annual Banquet—Invocation — Rev.
  Arthur W. Mielke, Pastor Park
  Central Pres. Church
  Toastmaster—Henry Murphy
  Presentation of Awards — Elmer S.
  Chambers
  Guest Speaker — George Sokolsky,
  Editorial Writer
10:30 Visit Exhibits
Saturday—November 4, 1950
9:00 A.M. Business Session
  Resolutions, etc.
12:30 Luncheon—Invocation—Dr. Dahlberg,
  First Baptist Church
  Toastmaster—James Kidney
  Speaker—Gen. Lucius Clay
2:30 P.M. Organization meeting of New Officers
  Convention adjourned
  Inspection Trip of Syracuse

MEMBERS CONVENTION COMMITTEE

FRED B. O'CONNOR
Reservation, Registration
and Reception

W. DEXTER EDGARTON
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D. KENNETH SARGENT
Advisory Committee

MERTON E. GRANGER
Advisory Committee

LADIES PROGRAM
Chairman
Mrs. F. Curtis King

Wednesday—November 1, 1950
7:00 P.M. Supper with members and wives of
  Syracuse Society of Architects
  Dutch Treat

Thursday—November 2, 1950
1:00 P.M. Luncheon—Onondaga Country Club
  Welcome—Mrs. F. Curtis King
  Bridge

Friday—November 3, 1950
1:00 P.M. Luncheon—Place to be announced
  2:30 P.M. Sightseeing tours of Syracuse
  Shopping trips in and about Syracuse
  8:00 P.M. Annual Banquet

Saturday—November 4, 1950
12:30 P.M. Luncheon—With Husbands
  2:30 P.M. Inspection trip of Syracuse

EMPIRE STATE ARCHITECT
Long before World War II Joseph M. Boehm, president of Boehm Construction Company had a dream of building a group of apartment buildings along Buffalo’s waterfront on a cooperative rather than a speculative basis. Many readers of Empire State Architect may remember his “Fairhaven Village” plan designed by Green & James, Architects, which would have made a beauty spot of an area which was at that time a liability rather than an asset to the city. That plan was one of the early casualties of the war; but the dream persisted and in 1945, despite discouraging governmental restrictions on the better type of residential construction, he revived the best features of that plan—with improvements—and with the cooperation of such outstandingly public spirited citizens as Judge Joseph A. Wechter of the New York State Supreme Court and Melvin H. Baker, President of the National Gypsum Company, developed a plan of organization which was unique in local apartment house financing.
Under Tudor Plaza's proprietary lease agreement, subscribers contracted to purchase blocks of stock in the corporation substantially equal to the estimated cost of the selected apartment and received, as a consideration, a 99-year lease on the premises. Terms called for payment of 40% of the sale price on execution of the contract, an additional 40% when steel erection was completed and the final 20% when the building was ready for occupancy. Prices of individual apartments ranged from $6,800.00 to $37,800.00 and carrying charges to cover taxes, heat, light, maintenance and basic operational services ran from $26.70 to $126.00 per month.

Plans, location and proposition were so attractive that 40% of the proprietary stock was sold before construction was started and 100% before the building was completed. Each apartment owner is a voting shareholder of the Tudor Plaza Corporation. In effect, he owns his apartment, his landlord being the corporation of which he is a stockholder. As a tenant he has all the advantages of cooperative ownership while as a stockholder he shares in the deduction for maintenance and operating expense to which the landlord-corporation is entitled under Federal and State income tax laws.

Located within easy walking distance of Buffalo's business center, Tudor Plaza is completely out of the rush and roar of the city as a suburban residence. The site at 731-751 West Ferry Street is on a plot nearly 300 feet square (more than two acres). The building occupies less than one-eighth of the plot, being set back fifty feet from the building line. Many of the stately elm, beech, pine and maple trees were preserved so that the building is effectively screened from the street. It faces Tudor Place, a one-block street which still looks much as it did in the 1890's when it was—as it still is—one of the city's choicest residential streets.

The rear of the apartment opens onto a sunken garden nearly 100 feet square. The quaint wall behind the sunken garden is the wall of the garage nearly 300 feet long across the back of the lot. The garage is 60 feet wide with no columns or other obstructions throughout its entire length. The sectional overhead door at the entrance end is operated by turning a key in a lock which the driver can reach without moving from his seat. Inside the garage he closes the door, again without leaving the car. At the exit end he pulls a cord to set the door lifting mechanism in motion and outside there is a push button to close it. Spaces along either side of the garage provide unobstructed parking for 64 cars. The cost of the garage space is part of the regular monthly carrying charge on the apartment, but other services such as car washing, greasing and oil changing are provided at standard commercial rates by the service attendant who operates the garage concession under contract with the corporation.

Tudor Plaza is eight stories high with two penthouse apartments and a roof garden. Since interior decoration is the privilege and responsibility of the individual tenant-owner, there is as much individuality in the apartments as you might expect to find in individually built homes. Each apartment entrance is only a few steps from the completely automatic Haughton elevators.

Tudor Plaza architects were Backus, Crane and Love and Green and James, consulting architects. Construction was by the Boehm Construction Company. Joseph M. Boehm, President of the construction company was also first president of Tudor Plaza, Inc. President at this time is Melvin H. Baker, President of the National Gypsum Company and tenant-owner of one of the two penthouse apartments.

It was the intention when the project was started to finance construction completely on a cash basis with no mortgage whatever; but sky-rocketing labor and material costs and the addition of the garage made it necessary to secure a 3 3/4% mortgage of about $400,000.00 which will be amortized by the nominal monthly payments provided for in the contracts.

The building was originally planned to provide 100 apartments approximately equal in size, but in many instances the space allotted for two or three apartments was combined to form single larger units so that at present the building is "filled" with 68 tenant-owners. Covenant restrictions as to the sale or transfer of stock protect them against abuses which might arise from absentee ownership of any of the apartments.

WHAT THE ARCHITECT NEEDS IN HIS OFFICE

The practice of architecture has become a very complex problem because of the many technical phases of the business industry that the architect is expected to know.

This means that he should have men in his office who are qualified in some special phase of the industry, and who can carry out their particular type of work without too much guidance from the principal.

It becomes necessary, therefore, for draftsmen to learn to specialize in one of the following fields:

Plumbing  Heating and Ventilation  Air Conditioning  Steel Construction  Concrete Construction

This will help to make the draftsman more valuable to an office, and relieve the principal of time spent in going over details, allow the principal to spend more time with clients, obtain new business, and supervise the preparation of drawings and construction of the buildings.

M. W. Del Gaudio
THE SEMINAR ON PLANNING

The N.Y.S.A.A. Seminar on City Planning was opened by Assistant Dean Thomas W. Mackesey, Chairman of the Panel, College of Architecture at Cornell University.

He pointed out that the need for city planning arises from the unprecedented expansion of the economy of the United States from one predominantly rural in 1820 to its present predominantly urban status. More than half of our population now lives in cities with more than a third in or close to the metropolitan areas. Many of today's difficulties stem from the fact that most of our cities were laid out and built up before the internal combustion engine put the nation on wheels.

There is something startlingly incongruous about automobiles, sleekly designed to reduce air resistance at high speeds, crawling along bumper to bumper through crowded city streets. There's something wrong when you can fly from New York to Rochester in less time than you can travel between the airports and the business districts at either end of the line. But transportation is not the only concern of city planning. It should also eliminate such incongruities as a fine new building set in a chaotic, inefficient neighborhood, or a beautiful bungalow dropped into a neighborhood that is confused, inefficient and depressing.

The modern city planning movement is young. The first comprehensive zoning ordinance dates back only to 1916, and the earliest legislation in New York State to authorize the establishment of City Planning Boards or Commissions was not passed until 1931. But already, city planning has progressed from the phase of beautiful acquisition maps and copiously illustrated reports of dream projects to less spectacular day by day approaches through flexible plans that can adapt themselves to changing conditions.

After his brief preliminary remarks, Mr. Mackesey introduced the panel speakers, Richard Steiner, Director of the Baltimore Redevelopment Commission; Frederick P. Clark, Planning Director of the Regional Plan Association of New York City and Chairman of the Rye City Planning Board and Fred Fisch, Director of the Bureau of Highway Planning in the New York State Department of Public Works.

PLANNING IS A FULL TIME JOB

Mr. Clark emphasized that community, city or town planning must not be just a proposition of preparing a set plan. It must, rather, be a day to day proposition integrated with the ever-changing activities of the community. It requires a staff of paid employees to do the day to day work without a planning Commission is nothing more than a debating society. It requires team work on the part of the general public, the heads of all departments of the local government and representatives of all civic organizations.

As an example of the necessary integration with the work of various departments, Mr. Clark told how the Rye Planning Commission was working with the local Board of Education. Without the cooperation of the City Planning Commission, which is constantly studying and directing the city's development and growth, the Education specialists would not have the information necessary for the wisest selection of school building sites to serve future as well as immediate needs. Throughout the State of New York, in areas where such cooperation has not always applied, there are thousands of sites purchased for school use but now lying idle because the direction of home-building developments was misjudged by the school authorities.

PARKING A PUBLIC PROBLEM

Parking is a vital problem in all residential and commercial areas, and it is part of the community's responsibility to see that adequate facilities are available. In the community of Rye, the objective is to provide off-street parking for one car per family in apartment areas plus space for visitor's cars at the rate of one space for every three apartments. This calls for a certain amount of public subsidy to supplement the space provided by private interests. While this means that the general public pays, through taxation, for the extra parking facilities, it is equally true that the general public benefits through increased utility and, therefore, taxable valuation of the areas served.

It is rather easy to include adequate parking facilities in new shopping centers and it is the business of the Planning Commission to see that adequate facilities are provided by the developers. But in old established business centers, public action is the only means by which adequate facilities can be provided. Such public action is justified as part of the general tax burden, because keeping established business centers in a healthy economic condition maintains taxable property values. In industrial areas, parking should be and generally is provided as part of the development. It is, therefore, not up to the Planning Commission to provide facilities at public expense.

Very important in City Planning is the disposal of property that reverts to the City for non-payment of taxes. Under a properly operated program all such property is reviewed by the Planning Commission to determine which pieces should be sold outright, which should be sold with reservations as to use and which should be held by the city for use in its long range program for providing needed playgrounds, parks, parking spaces and for street widening, drainage or other projects. Unless the planning commission measures the value of each piece in relation to the long range plans, some properties might be sold at a sacrifice today only to be bought back later at considerably higher cost.

In the matter of housing, and of apartment dwellings in particular, the Rye Planning Commission concerns itself with seeing that poorly thought out plans
are not approved. The Commission's attitude is one of positive cooperation with speculative developers to the end that the completed projects will be assets to the community and, therefore, better investments for the builders.

Almost without exception the Commission's review of new subdivision plans results in savings of 10% or more. For example, by eliminating from plans streets which never should be built, more useful space is left in the subdivision and a continuing expense to taxpayers for street maintenance is avoided. By keeping developments in line with the long range plan a finer future community is assured and an undue rate of depreciation prevented.

A planning commission at its best is an arm of the city government through which the people of the community come together and express themselves on all matters whereby the best interests of all may be served. Of course it costs money to operate; but in the opinion of those who have lived with it the Planning Commission's operations more than justify their cost by making the community more efficient, more enjoyable to live in and immune to the value-destroying ravages of chaotic growth or hopeless degeneration.

REDEVELOPMENT UNDER THE 1949 FEDERAL HOUSING ACT

Mr. Richard L. Steiner, Director of the Baltimore Redevelopment Commission, spoke on the advantages and problems of redevelopment under Title I of the Housing Act of 1949. Under this act the Federal government provides half a billion dollars in grant money and one billion in loan money to be made available directly to local public agencies to aid them in erasing blighted areas from their communities.

Mr. Steiner urged that the architectural profession use this new tool with conscience and integrity to build works whose merits will be self-evident. He said that if we do so new vitality and livability will come to our cities and there will be no serious concern about continuing financial support of the program. He pointed out that the strength of the redevelopment idea lies in the fact that it is not founded upon a bonanza from Washington, but upon the struggle and experiment of a number of communities in their attempts to evolve satisfactory redevelopment programs.

The redevelopment idea involves the acquisition by eminent domain of relatively large tracts of deteriorated land and disposing of such land through lease or sale to public agencies or private builders at prices appropriate to their new uses. Tax concessions may be offered with the proviso that the improvements be accomplished in accordance with a plan to be approved by the appropriate public bodies.

In New York State the tax concession incentive has been used in contrast to the land value write-down plan followed in Baltimore. In some communities a combination of both incentives is used. Mr. Steiner favors the write-down incentive for these principal reasons: First, it reduces the unmortgageable portion of the new undertaking and, second, it permits the ordinary processes of building to operate in three areas in addition to projects initiated by large institutional capital.

The write-down approach points up the desirability of holding the basic title to redevelopment areas in the public agency. It accents the wisdom of long term leasing procedure, contrasted with a series of sales and repurchases with the public taking a large financial loss when the cycle is completed every several generations. Most important of all it reduces or eliminates land cost pressure as a justification for too high density.

Under the write-down plan the city planner is free to measure the advantage of openness against the desire to be close in both distance and time to other elements in the community and the relationship of both to the cost of streets and other required public utilities and services. The architect, by the same token, and livability rather than upon construction costs is free to consider density in relation to low rent and livability rather than upon construction costs alone.

Instead of asking, "What is the maximum economic potential of this piece of land?" the planners say "Let's establish standards for good living and determine reuse or disposal value accordingly." The problem, therefore, in appraising the merits of a design for housing twenty as against thirty families per acre is "What is the relative effect on rents of the cost of site preparation, landscaping, water supply and sewer lines, ground maintenance, etc." Such a study must, of course, take into consideration the effects of local building codes on rents at various densities.

To illustrate the soundness of this approach, suppose we acquired an acre of land for one hundred thousand dollars and assign a land use value of one thousand dollars for each dwelling to be provided. A density of twenty families makes land use value twenty thousand dollars per acre. By increasing the density to thirty families per acre we multiply the density by fifty per cent, yet reduce the write-down portion of the original expense by only twelve and one-half percent. By taking advantage of federal aid (about 20% of write-down expense) the locality's contribution in reducing density by fifty per cent amounts to only about four and one-sixth percent of the write-down portion of the acquisition price, hardly enough to justify the sacrifice in space per unit.

Architects, through long practice in designing separate homes for single lots, business buildings on tiny patches of land and industrial buildings in accordance with flow-chart requirements, must develop their skills in relating numerous buildings to each other and the terrain over which they are to be disposed. And there is only one way to produce a truly successful design, namely, study, study, restudy and more study.

The redevelopment opportunity is here; but its success lies in public acceptance. And that depends upon how skillfully architects blend rents, density, site planning, unit planning, appearance and livability through study, study, restudy and more study. Let us all grasp firmly the opportunity which is ours today to build a better urban life for the America of tomorrow.

NEW YORK STATE'S ARTERIAL HIGHWAY PROGRAM

Third speaker in the Seminar on Planning was Mr. Fred Fisch, Director of the Bureau of Highway Planning of New York State's Department of Public Works, head man of what Mr. Mackesy described as possibly
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the largest and most comprehensive job of highway planning ever attempted by any agency anywhere.

This motor age, according to Mr. Fischi's statistics, has come upon us rather rapidly. In the last twenty years the number of vehicles on the road has increased four hundred percent in New York State alone. The first concrete highway pavement in New York State was laid in 1913 and with a normal life expectancy of twenty years it should have been ready for replacement in 1933. You all know that there was little in the way of honest-to-goodness highway or other construction during the next seven years and then, from 1941 to 1946, everything was subordinated to the war emergency. At the end of the war most states, including New York, were ready with substantial road building programs; but the contracting and materials industries were not prepared to take on the work on a normally competitive basis. So it is only in the last year or so that we have been able to undertake the volume of road construction we would like to see each year.

The present arterial highway program, enacted into law in 1941, empowers the State for the first time to engage in highway construction within cities. Prior to that the State Department of Public Works confined its efforts to building highways in rural areas and most New York State residents remember those signs at principal city limits reading “State Highway Maintenance Ends.” The present program has been functioning since 1946. Traffic surveys have been conducted in sixty cities of the state. About a million and a half questionnaires were issued to motorists and their replies checked and classified. Reports have been completed in twenty-three cities and it is intended that all cities in the state shall have received the recommendations of the department during 1950 and 1951. Recently the Bureau of Highway Planning has been charged with the additional task of planning the entire highway system of the state, an addition of about fourteen thousand miles to our existing problems. At last, a single agency is committed to integrate the entire highway system, rural and urban, into one planning program.

Our studies show that about 85% of the state highway traffic is to city destinations and that the greater bulk of travel is within a radius of fifty to seventy-five miles of metropolitan areas. In working with the various communities we undertake to do the job very much as a consulting engineer would, with this difference, that we first obtain all the information from every source within the city so we can develop and present a plan designed to handle the traffic in and out of the city with full regard to the major elements of city planning.

Our plans are submitted to the city authorities for acceptance or rejection. If modifications are desired the entire staff of the Bureau is available for consultation with the object of arriving at a mutually satisfactory agreement. At this time (October, 1949) twenty-three cities have approved our plans without any disagreement that is halting the progress of the work. In two communities the plans are held up while local problems are resolved. Plans for the entire program in sixty cities are about 70% completed.

Ours is a double aid program. The state and federal governments match dollar for dollar the monies expended on the work. In the cities the state assumes the entire cost of construction plus one-half of the cost of all rights-of-way. The cities' only expense is for one-half of the rights-of-way cost and that is to be met only as each project is undertaken.

Once the plan is approved, there is the responsibility upon the city officials, active citizens groups and all who are interested in the development of the city to see that no barriers are placed or allowed to remain in the way of arriving at a mutual agreement on the program. Plans are based on traffic requirements; but having determined the capacity needed to serve a given sector, it is not pleasant to find areas outside a large city where a highway of the character required cannot be built without entirely disrupting the present land use. For that reason it is important for the various officials there at the time to analyze the situation and decide upon an alignment that will best serve the community as a whole.

Having decided on the alignment, it is important to protect the right-of-way in cooperation with architects and builders. In the case of Rochester, for instance, some proposed improvements in outlying areas are crowding the planned alignments. Since it is generally agreed that adequate arterial highways are essential to the best interests of the community, we must protect those alignments by properly integrating the newly planned improvements with the fifteen year State Highway Program which, with local cooperation, will go a long way towards reaching the highest objectives of both local and state-wide planners.

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THAT NECESSARY EVIL, THE ARCHITECTURAL ENGINEER

By Thomas H. McKaig

The list of notes which I started some months ago to cover the general subject of what I have termed "minor failures" has developed into a series of letters instead of a single one as I had originally intended. In my first letter I covered foundation design,—my second, structural steel design and this present letter I shall devote to troubles with masonry walls,—not necessarily the result of improper design of masonry alone but certainly troubles which have occurred in masonry walls.

I have found that it is almost impossible to build a brick wall over a long beam or series of beams (without any masonry below to prevent deflection) without cracking the brick wall. This allowable deflection factor of one three hundred and sixtieth of the span has nothing to do with it. The fact is that the beam deflects and the brick wall doesn't. This deflection is emphasized by the slope of the beam at a column so that the wall will almost invariably crack at this point. The worst instance of this I have observed was a brick penthouse wall on a school roof. The wall ran from about the center of a beam over the gymnasium to the center of a beam over the auditorium and a beautiful crack opened up over the supporting column, wider at the top than the bottom. About the only answer I could see to such a problem would be a sheet metal penthouse or something equally elastic.

There is one error in construction of masonry walls which occurs so frequently that, in my opinion, we should show the correct design on our drawings, specify it and then call it verbally to the attention of the job superintendent. Brick pads should always be provided under beam bearing plates in hollow tile or concrete block walls or backup. What good does it do to design our bearing plates for 200 or 250 pounds per square inch and then put them on a wall which the codes tell us is good for 75 or 80 pounds per square inch? I have used as a rule of thumb dimension for such pads at least twice the length of the bearing plate and a depth equal to the length of the bearing plate coursing to the nearest block course beyond this distance.

I have often wondered what percentage of the brick stacks, on school jobs for instance, are designed for safety against wind and what percentage are designed by the heating engineer on the basis of draft and drawn on the plans accordingly by the architect. Occasionally you do hear of one of them blowing over in a gale but very seldom. In my opinion it is not usually necessary to check a stack for wind until its height is over twenty-five times its least dimension.

As I look over these last three letters I wonder how many of these warnings are for you who read them (I hope) and how many are for the benefit of my own office crew!

ROOF TRUSSES

By CARTWRIGHT & MORRISON, INC.

HOLCOMB, NEW YORK

James LuValle Residence, Pittsford, N. Y.
Architect: Donald C. Hershey, Rochester, N. Y.
3300 sq. ft. roof area. No bearing partitions.
Cost in place: 61c per sq. ft. roof area.

EMPIRE STATE ARCHITECT
Excerpts by David B. Crane, A.I.A., from article entitled "Blueprint for Chicago" by Carl L. Gardner, as printed in Chicago Central Manufacturing District magazine, February, 1950.

The greatest influence on future designs for the development and redevelopment of the Chicago Metropolitan Area will be the commercial and industrial activities in this six-county region.

The official concern of the Plan Commission is to devise methods to stabilize the economic base in Chicago and to plan an environment within which a dynamic economy can operate.

Envisioned is an efficient, livable metropolis. Industries will be located in relationship to communities, so that the people who live there may get their jobs without wasteful time losses. When they enter the city core of commercial activity, people on foot will be separated from streaming vehicular traffic.

Expressways, designed to speed traffic into and out of the loop area and between various parts of the city to adjacent towns, would be related to a plan for local thoroughfares and access streets which would be able to handle local traffic efficiently. The flow of traffic in such a system would assure uncongested circulation. Ample and conveniently located terminal parking facilities in conjunction with the expressways system are an absolute necessity.

Homes would be grouped together in local communities designed so that no through streets with menacing traffic would cross the paths of the children on their way to school and the housewives on their way to the shopping districts. This is being done in some communities even today. No neighborhood would be overcrowded because care would be taken to relate density patterns to housing types and community requirements.

The population of the area ultimately will depend upon the number of jobs that the area can support. In order to determine the number of jobs that will be available in the future in each major line of activity, the Plan Commission staff will investigate past trends present status, and probable future development of each such activity.

Paralleling the analysis of employment and population potentialities is an inventory of existing land uses and of vacant land, including a determination of the most feasible use of each piece of vacant land in the metropolitan area. With a picture of the demand for land on the one hand and of the supply of land on the other for each use, it will then be possible to lay out a physical plan.

At the same time that this phase of the investigation is being carried on, studies also will be made to arrive at appropriate standards of density for residential areas which will house the expected population. Then, when areas of employment have been designated, the residential areas can be determined, and consideration given to utilities, community features and transportation. This will involve a complete origin and destination survey to determine travel patterns essential to the development of a highway and transportation plan.

One of the prime needs of the city to carry out preliminary programming for the future is an over-all framework for zoning which would be administered on a practical and equitable basis.

The Plan Commission recognizes that a certain amount of industrial decentralization is inevitable, and indeed desirable. Thus it is the object of the Metropolitan Plan for Chicago to designate adequate areas both inside and outside of the city for a wide variety of industrial developments in proper relationship to one another and to essential community services and facilities.

All this research into future development on a metropolitan basis does not mean that the Plan Commission has ignored the present problems of areas already in existence. Eight areas in a belt roughly surrounding the Central Business District of Chicago and extending about four miles in each direction are being thoroughly investigated. Each will be the subject of a report which will recommend the land use, zoning, transportation, community facilities and density patterns. Those portions of the redevelopment areas in which housing is recommended will be specifically marked, and, as the industrial studies progress, other portions will be recommended for future industrial redevelopment.

The Plan Commission will recommend areas throughout the city which it believes would be appropriate for residential use: it will show neighborhood patterns in which these areas are to be developed; it will also recommend public facilities to serve the areas, and will indicate how many people can live comfortably in such locations.
URBAN REDEVELOPMENT AND PUBLIC HOUSING

DAVID B. CRANE, A.I.A.

Excerpts from a discussion at the 1950 Annual Conference of the Middle Atlantic Regional Council of the National Association of Housing Officials, Hotel Statler, Buffalo, New York, May 4 and 5, 1950

Chairman:
Nathaniel S. Keith,
Director of Urban Redevelopment Housing and Home Finance Agency, Washington

Discussants:
Richard L. Steiner, Director Baltimore Redevelopment Commission
David Walker, Executive Director Redevelopment Authority of Philadelphia
Robert D. Sipprell, Executive Director Buffalo Municipal Housing Authority

The matter of what to do with displaced families is one of the main problems encountered in redevelopment planning. Title I of the Public Housing Act of 1949 requires that definite provision for them be clearly shown in all applications, and first preference in the new housing is reserved for the low income element from among the former tenants of a site. In Buffalo completion of redevelopment plans will have to await construction of adequate housing for displaced families.

Redevelopment does not necessarily mean housing, and if housing is decided upon, it will probably consist of more private than public low-income housing. There is much thinking yet to be done on the subject of the correct usage of land, and the proportionment of housing sites between income and sociological levels. All kinds of people must be housed, all kinds of solutions are to be had, and in many cases all kinds of uses other than housing, to which the land might better be put, can and should be found. The full cooperation of planning agencies (such as the Buffalo and Erie County Planning Association) is badly needed here.

Private capital must be encouraged to invest in redevelopment areas by guaranteeing of mortgages; and inducement of agencies such as F. H. A. to guarantee mortgages to private builders is contingent upon establishment of conditions of normalcy. New factors must be breathed into the blight, and existing populations must be sifted for proper replanning. It is surprising how many potential customers for private housing will be found to be existent in blighted areas once the causes of blight are removed.

Regardless of personal beliefs about housing, if you have any kind of interest in it whatsoever, you are strongly urged to join the National Housing Conference. This organization is a citizens committee founded on the belief that solution of the Nation's housing problem requires the responsible participation of everyone who desires to improve his own, his community's, or the Nation's living conditions. N.H.C. works in constant active partnership with national, labor, veteran, civic, welfare, religious, educational, racial, professional and consumer organizations, as well as with housing groups. Its membership dues are in three classes: an active membership of $5.00 per year, a contributing membership for those who wish to contribute up to $25.00 per year, and a sustaining membership for those giving over $25.00 per year. All dues are deductible from Federal Income Tax.

Among the services you receive into your membership are the N. H. C. monthly newsletter, legislative reports, consultation and informational service, a pamphlet series on basic housing problems, national conferences, etc. Address your application to the National Housing Conference, Inc., 1025 Vermont Ave., N. W., Washington 5, D. C.

EMPIRE STATE ARCHITECT
LOW COST HOUSES CAN HAVE CHARACTER

In A.I.A.'s awards for distinguished accomplishment in residential design, the first honors were given to a low-cost house intended for repetitive building. It was designed for construction on any lot in San Diego County, California for a cost of $8500.00. Limited to 1200 square feet of usable floor area, the winning plan was compact and workable with circulation carefully studied and the entire lot used as part of the living area. From the viewpoint of appearance the design elements were beautifully related, with details carefully worked out. All the designs submitted demonstrated that a superior product results when architects enter the low cost housing field, now served almost exclusively by speculative contractors and real estate developers, and all too often without the benefit of an architect's professional advice.

PROGRESS IN MODULAR COORDINATION

"The coordination of the dimensions of building products is one of the most fundamental projects in which government and industry can cooperate to lower building costs without loss of quality," said James M. Ashley, President of The Producers' Council, Inc., in a letter of appreciation to Raymond M. Foley, Administrator of the Housing and Home Finance Agency.

The Producers' Council, a national organization of manufacturers of building materials and equipment, announced the financing of a program by manufacturers and architects to employ a full time specialist on modular coordination to be attached to the staff of A.I.A.'s Department of Education and Research.

The Housing and Home Finance Agency's first book on modular coordination was well received by architects, builders and manufacturers. The second, planned specifically for the use of architectural draftsmen, is expected to produce even more constructive results.

The Housing and Home Finance Agency's program contemplates time studies covering the construction of a series of demonstration houses. Among the other projects planned are a modular booklet for builders and much needed lecture material for architectural schools and professional seminars.

HOUSING PLANS RECOMMENDED FOR WESTCHESTER COMMUNITIES

Speaking before a June meeting of the White Plains Men's Republican Club, State Housing Commissioner Herman T. Stichman recommended a broad plan of civic improvements. A State loan of $2,500,000.00 and annual subsidy payments of $85,000.00 were suggested to finance the building of a new public housing project for about 225 families, to be coupled with the clearance of sub-standard buildings and provision of adequate parking spaces. The White Plains Housing Authority is now completing the first 270-family section of a 450-family public housing development for which the State is lending $5,000,000.00 and providing about $160,000 in subsidies yearly.

White Plains and other Westchester County centers face a tremendous tax burden because those communities are so largely sleeping places for New York City workers. This heavy burden on residential property owners can be alleviated only by increasing the number of local industries to share the burden of providing all the services American families expect from their municipal governments. With careful traffic planning and zoning, these needed industrial areas can be screened off or buffered by open spaces such as those provided in connection with other State-aided public housing projects.

KANSAS CITY ARCHITECT WINS LE BRUN TRAVELING SCHOLARSHIP

The Le Brun Traveling Scholarship is an annual nation-wide architectural competition sponsored by the New York Chapter of the American Institute of Architects, trustees of a fund established in 1910 by Pierre Le Brun. The 1950 Scholarship has been awarded to Ralph E. Myers of the architectural firm of Kivet & Myers, Kansas City, Missouri for the submission of the most competent design for "A Suburban Railroad Station."

The winner's solution was modern in style, used modern materials and was nicely scaled for a moderate sized community. Waiting room and restaurant were well arranged and since they were located next to a small landscaped park area, they could well serve for certain community activities. Parking space was provided for 800 cars with direct access to the tracks for peak loads of commuters.

Mr. Myers, born in Kansas City, studied at the Art Institute and the University of Illinois and has been a professor at Finlay Engineering College. He was winner of the Architectural Forum competition in 1939, the Ryerson sketch problem in 1940, second prize in the Midwest Small Homes competition in 1941 and first prize in the Plym competition of 1942.

The Traveling Scholarship award won by Mr. Myers provides $2800.00 for a trip of at least six month's duration in Europe.

GLEANED FROM TECHNICAL COMMITTEE REPORTS OF THE NEW YORK CHAPTER, A.I.A.

HOW TO MAKE PRELIMINARY ESTIMATES

In answering the question, "How can architects best make preliminary estimates?" both J. P. H. Perry, vice president of the Turner Construction Company and Harry R. Dowswell, partner of Shreve, Lamb & Harmon Associates, agreed that the best way is to let a contractor or builder do it for you.

Turner supplied a check list of 18 variables frequently affecting the cost of a building. They are worth listing here.

1. USE OR TYPE. For example: a theatre, factory, office building etc.
2. LOCATION.
3. SITE CONDITION. If not vacant, what structures are on it?
4. FOUNDATION CONDITIONS. Piles, bearing rock, etc.
5. DIMENSIONS OF THE BUILDINGS.
6. NUMBER OF STORIES AND FLOOR LOADS.
7. TYPE OF CONSTRUCTION. Fireproof, steel, or concrete.
8. STORY HEIGHTS AND COLUMN SPACING.
9. EXTERIOR WALLS. Stone, brick or other.
10. INTERIOR FINISHES. Plastered, tile, etc.
11. PLUMBING. For how many people.

EMPIRE STATE ARCHITECT
12. ELECTRICAL REQUIREMENTS. Type of fixtures, etc.
13. HEATING, VENTILATING AND AIR-CONDITIONING REQUIREMENTS.
14. SPRINKLERS.
15. ELEVATORS. Number and Characteristics.
16. WHEN AND HOW FAST TO BE BUILT.
17. BASIC OR SPECIAL EQUIPMENT. Tenant changes, laboratories, acoustical treatment, etc.
18. SITE DEVELOPMENT. Work outside building lines.

Dowswell stated flatly that estimating is a function of the builder. In the estimating department of a competent builder’s organization there is a constant flow of cost and production data based on day-to-day experience on current work. The architect has neither the time nor means to gather, maintain and evaluate such data.

An architect may correctly estimate that a newly planned structure involves 10% or 20% more labor and material than one he built some years ago; but unless he devotes most of his time to details which are more properly the concern of the contractor, he is likely to overlook the effect on costs of such items as current wages, more costly materials, shorter work weeks and heavier costs for insurance, taxes, etc.

The matter of making preliminary estimates should not be taken lightly. Such an approach is almost certain to get both the contractor and the architect into hot water before the project is completed.

“THIN WALL” IDEA GATHERS STRENGTH

A report on the progress of thin curtain wall construction as against the thick masonry walls still required by outmoded building codes was brought out at a spring meeting of the New York Chapter’s Technical Committee.

The advantages of thin wall construction over conventional masonry are decreased loads, increased floor space and speed and economy of erection. Two basic thin wall systems were illustrated.

A major structure built according to the first system is the Davenport Administration Building of the Aluminum Company of America, designed by Harrison & Abramovitz. The metal skin is made of 4” x 7” aluminum castings fastened to the spandrel beams. Back-up panels are 3”-6” x 6’-8” pre-cast diacrete slabs 4” thick. The inside face of the diacrete slab is lined with an aluminum foil vapor seal. Furring channels are nailed directly to the diacrete.

An outstanding structure using the second system is the Federal Communications Laboratories designed by Giffels & Vallett, Inc. and L. Rossetti, Engineers and Architects. It employs cellular metal panels 2’ x 10’ x 3½” thick with 1½” of rigid glass fibre insulation separating the two faces. The inside face of the panels is steel, the outside aluminum, fluted for strength. These panels are field welded to horizontal structural members between the supporting columns. Since its erection in 1945 this building has given excellent performance.

The performance of pilot buildings under both systems has been very satisfactory but so far they have had to be located in the country beyond the jurisdiction of outmoded building codes. It is a fair prediction that as more performance data is available and codes modernized, our large cities will see many multi-story structures with the new thin walls.

EMPIRE STATE ARCHITECT
LETTERS

New York State Association of Architects
Attention: Mr. J. W. Briggs
311 Alexander Street
Rochester 4, New York

Good Morning, Mr. Briggs:

Frequently, we are asked for the names and addresses of architects who have built one or more tourist courts by our subscribers who are planning to build new tourist courts, make major renovations or additions to their present properties.

Would you be kind enough to forward us the names and addresses of any architects connected with your organization who have built and planned tourist courts to your certain knowledge. Any information which you would be kind enough to forward us would be placed in a permanent file so when requests come to us for such information we can pass this along to the reader making the request. In this manner, the architect with experience in the tourist court field would get an opportunity to be contacted by the prospective new builder of a tourist court.

Thank you in advance for this good cooperation and if we can serve you in any other way, do not hesitate to call on us.

Courteously yours,

TOURIST COURT JOURNAL
The Editors

P. S. We always recommend that architectural services be used in the planning of a tourist court.

1950

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FREDERICK R. LEAR

Frederick R. Lear, professor emeritus at Syracuse University, died at a private nursing home, where he had been a patient for a week, after a long illness.

Born in Corning, December 2, 1882. Prof. Lear was the son of Henry Washington and Josephine Knapp Lear. A noted architect, he was graduated from Syracuse University in 1905 with a bachelor of arts degree, and immediately joined the faculty of that school, serving until his retirement in January, 1947. In 1906 he married the former Lillian Huntley Congdon and continued his studies at the Beaux Arts School of Architecture in Paris, France, where he received a diploma.

DESIGNED MANY CHURCHES

Prof. Lear was the designer, with Prof. Fred Revels, of the University Methodist Church, the Lafayette Avenue Methodist Church and the Lutheran Church of the Atonement, all in Syracuse, and the Grace Methodist Church in Corning. He also designed the memorial for Vice-Admiral Peary in Arlington Cemetery, Arlington, Virginia.

While on the faculty at Syracuse University, he was the associate architect of Archbold Stadium and of Lyman Hall on the campus. He was color consultant for the Onondaga Litholite Co. for many years and designed several memorials throughout New York State while working for the Davis Memorial Co.

Prof. Lear was an enthusiastic butterfly collector and amassed a large collection, which he donated to the university last year.

ACTIVE IN MASONRY

He was a member of the Museum of Fine Arts, Architects of Syracuse, American Institute of Architects, Phi Kappa Phi fraternity and Tau Sigma Delta fraternity. He also belonged to the Sea and Field Lodge 983, F. & A. M., of which he was past master and the East Gate club, of which he was president for 15 years.

ON THE COVER

Colegio Provincial de Arquitectos
Havana, Cuba
Headquarters for the 7th Pan American Congress of Architects
Armando Puentes, Luis Bonich and Roberto L. Franklin—Architects
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RE THE EQUIPMENT: "The new Gas equipment is certainly up-to-the minute!" "I'm sold on flame-cookery with Gas—it's fastest, cheapest and easiest to regulate." "My new refrigerator will be run by Gas. It's noiseless—and more dependable." "I prefer Gas for everything. I've always found it completely satisfactory, because it gives uninterrupted service."

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Unusually attractive is the Amityville Marina in Amityville, L. I., N. Y. The structure features 12x8x16 hollow walls.

Equally as attractive, and providing pleasant working surroundings, are the walls of the Archer Manufacturing Co. in Rochester, N. Y.

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