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Falter Packing Co., 384 Greenlawn Ave., Columbus
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W.T.N.S. Radio Station, N. 6th St., Coshocton
Christian Church, 300 W. Lincolnway, Minerva

You be the judge, Mr. Architect. Names of additional customers — commercial and residential — available upon request. Ohio Fuel also maintains a staff of trained air conditioning experts. Contact the Gas Advisor at your local Gas Company Office for assistance in planning a Gas Air Conditioning job, or write The Ohio Fuel Gas Company, 99 N. Front Street, Columbus 15, Ohio. Attention: M. E. Pierce.
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OHIO ARCHITECT is the monthly official magazine of the Architects Society of Ohio, Inc., of the American Institute of Architects. Opinions expressed herein are not necessarily those of the Society.


OHIO ARCHITECT publishes educational articles, architectural and building news, news of persons and the activities of the Architects Society of Ohio.
The Cleveland Hopkins Airport is located eleven miles from downtown Cleveland and is served by nine airlines and three air freight lines.

Construction of the new terminal building was premised by three basic requirements: first, that the existing plan layout and function of existing runways and taxiways be kept intact and apron paving and pertinent utility installations be retained in the current development program insofar as practicable to construction; second, that the airfield and its pertinent facilities be maintained and kept in complete operation throughout the construction period; and third, that the construction program not exceed the maximum municipal bond fund available in the amount of $8,000,000.00.

These requirements made necessary a planned sequence of fifteen separate construction stages for ultimate master plan development of the terminal area. To date, work has been completed or is under construction in eight of the fifteen stages. Development beyond this point is dependent upon future needs and the availability of funds.

The step by step procedure was started with construction of the west passenger concourse providing eight plane positions. The west concourse, when completed, was attached by a temporary covered walkway to the existing administration building. Temporary access walks, roadways and additional parking facilities were provided.
ed to serve this operation.

The first and a most important prob-
lem in the design of the terminal build-
ing was the circulation pattern for
vehicles, passengers, non-flying public,
baggage handling and related services
thereof.

A system of one-way traffic direction
was adopted for all vehicular traffic
entering the airport. All cars, taxis,
limousines and public bus transportation
enter the terminal area at one point on the Airport Freeway and leave at one other exit intersection. Planning has been incorporated for
future overpass road construction at
the Freeway entrance and exit inter-
sections when funds for such construc-
tion become available. After entering
the terminal area, vehicles leave the
main road artery for various destina-
tions. The first vehicles to bleed off
the roadway are those bearing left to the
parking area. Taxis, limousines and
service trucks continue on and turn
off to the right leaving the most obvi-
ous and direct main artery to the main
public entrance of the terminal build-
ing free for city buses and visitors' cars.
The taxis, limousines and private pass-
enger vehicles are separated from the
service trucks a short distance beyond
their initial turn-off. The taxis proceed
directly to the ticketing wing or on to
the passenger pickup area at the lower
level, the trucks to the depressed ser-
vice court which surrounds the termi-
nal building on three sides. The vari-
ous separate traffic flows continue in
one direction eventually blending to-
gether onto the main exit artery.

When the passenger arrives at the
ticketing wing, he enters the door near-
est the airline he wishes to use. A short
and direct distance inside the ticketing
lobby brings him to the airline counter
where he checks in and is relieved of
his baggage. Once unencumbered he
mounts the escalator or stairs to the
main lobby where he can immediately
check his gate position and time of
departure at the master flight informa-
tion board and then proceed on his
way to the concourses and airplane
gate position via a ramp descending
approximately one-half story to the
field and concourse level.

On the way various concessions are
available. A restaurant (including
lounge bar, coffee shop and employee
cafeteria), a drugstore, two car rental
agencies, airline travel insurance agen-
cy, newstands, barber shop, gift shop
and a branch bank are now in opera-
tion.

Deplaning passengers leaving the
concourses converge on a stairway in
the main lobby area that descends
directly to the baggage claim counter.
A short walking distance brings them
to the limousine and taxi stand or to
a ramp and covered walkway into the
heart of the parking area.

The baggage handling operation
also flows in essentially one direction,
the depressed service court about the
building being used by airline baggage
trains. Short ramps lead to the field
area and aircraft positions. In the
lower level of the building itself a
separate trucking concourse was intro-
duced for the baggage train flow. As
the baggage trains enter the building,
stops can be made at the post office,
air express, baggage claim or baggage
pick-up areas behind the various air-
line ticketing operations. The one-way
horizontal flow eliminates confusion
and handling and reduces waiting time
for baggage delivery considerably.

Serious consideration was not given
to the shape and appearance of the
terminal structure itself until the cir-
culation pattern had been crystallized.

The building became a cloak or enve-
lope surrounding and protecting the
traffic flow and its related functions.

At Cleveland Hopkins all areas of
operation are expandable and schemes
for such increase in area were recorded
and made part of the planning file for
future guidance. The service area
around the building was made wide
enough to permit horizontal expansion
of the main structure in three direc-
tions. This will permit increased areas
on the ground floor for building opera-
tion space, concession receiving and
storage, kitchen, post office and air
express. On the floor above, the struc-
ture as planned will take increased
concession areas, waiting space and
dining areas when needed. On upper
floors provision has been made to en-
able CAA to triple the space now in
use.

The finger type plan for gate po-
sitions was adopted to permit ex-
pansion without expensive remodeling
of the main building. The west con-
course now in operation contains air-
line operational areas and passenger
traffic flow. The north concourse now
under construction will double the
number of available gate positions.
When additional gate positions are re-
quired, it will be possible to add a
south concourse structure in a similar
manner.

View of the Cleveland Hopkins Airport mainpassenger lobby in the Terminal Building.
The third important factor in design was flexibility. The exterior walls and interior partitions are non-bearing, permitting removal and relocation. In areas where eventual changes are anticipated, demountable interior partitions and exterior wall panels capable of being removed and interchanged were used. Some of this change has already occurred in the west concourse to meet current requirements of particular airline operations.

At the present time the passenger and airline operations function at the same level in the concourses. However, the "fingers" or concourses have been designed to take a second story permitting future loading of passengers from the upper level thereby devoting the field level entirely to airline operational space. If and when this is achieved emplaning passengers will go directly from the lobby level to the concourses in the same manner as the non-flying public now reaches the spectator deck of the west concourse.

The architects attempted to inject into the project a sense of human values and an interesting use of color and materials. An air terminal cannot be complimented by large planting materials; therefore, the only relief afforded to what could well be a stark building set in an enormous area of paving is the introduction of color through judicious selection of building materials. Self-cleaning ceramic glazed brick in shades of red, blue, gray-green and yellow were used as accents both on the exterior and the interior. Panel walls of porcelain enamel in soft shades of gray-green provide a harmony throughout the structure. Colorful furniture and drapery materials were used in the public areas.

A mural was installed above the main public entrance as a part of the contract work. It was designed by Cleveland sculptor Victor Schreckengost and executed by the Rose Iron Works of Cleveland. The mural is a contemporary abstract concept of forms which represent time and space and will remain dateless in the manner of its presentation. The twelve signs of the zodiac with their representative constellations and the three planets sun, earth and moon were used as the symbolic theme and are constructed of aluminum with brilliant colors introduced by baked porcelain enamel. The separate figures were mounted free of a backlighted corrugated glass wall by stainless steel rods and are highlighted by an additional light source in front of the mural.

Working with Architects Outcalt, Guenther and Associates as Consulting Engineers on the Cleveland Hopkins project were the following firms: Structural, Barber, Magee & Hoffman; Mechanical, John Paul Jones, Cary & Millar; and Electrical, Paul Mehnert and Charles Reid.
Colorful and modern—impressive without being ostentatious—a warm and welcoming background for meditation or worship . . . all this and more is provided by the use of exposed clay brick for church interiors.

In addition to the many practical aspects of exposed clay masonry—no painting or redecorating, reduced heating and air conditioning expense, firesafety—note, too, the architectural dignity achieved with the unusual pattern of brickwork in the wall to the left of the cross. This modern adaptation of one of nature’s oldest building materials not only reflects imaginative design in religious structures, but is another proof of the popularity of exposed brick and tile for interior walls where beauty, durability, versatility and economy are “specification musts.”

St. Stevens Episcopal Church, Columbus, Ohio
Architects: Brooks & Coddington
Photo by Jack Sterling
How much will you save by engaging an architect to plan a new building for your business — or a new home?

The American Institute of Architects says the usual architectural fee for new structures depends on the size and type of the building and usually ranges from 6 to 12 percent of the total construction cost.

You can afford it . . . because the architect saves you money in the course of his job. In fact, the money he saves you usually amounts to more than the fee you pay.

For example, when building any new structure, the architect will help you choose a desirable location . . . advise you on reality values . . . help you avoid mistakes that might affect the resale price.

He will also advise you on financing — and his counsel may help you get a mortgage loan at a better rate.

He will specify the exact materials to be used, invite various contractors to bid on them, and then make sure you get your money's worth. Savings on competitive bids alone—based on the architect's exact drawings and specifications—usually exceed his entire fee.

The architect will supervise the construction from beginning to end to assure that all drawings and specifications are faithfully carried out within the terms of your agreement with the contractors. You get what you buy!

The architect's knowledge of materials, plumbing, heating and air conditioning, lighting, and insulation will assure the lowest possible maintenance and operating costs.

Consultation, study, drafting, writing specifications, supervising building, complying with building codes and lien laws, watching expenses . . . when you consider all the services he performs for his fee, it's easy to see why engaging an architect is often a case of "spending to save."

The architect's fee will vary, of course, depending on the locality and the amount of service you require. But one thing will remain the same everywhere: the fee will be the only payment the architect will realize for his work—his code of ethics does not permit him to accept discounts or commissions from contractors or suppliers.

When you are ready to build, talk over your budget frankly with an architect. He'll welcome the opportunity of helping you get more for your building dollars and will be happy to show you samples of his work. And he will state exactly the services he will charge you for and the terms of payment.

If you don't know any architect to call on, you'll find membership in the American Institute of Architects is a good guide. It's the national association of architects, organized to maintain the highest ethical and professional standards — and there's a local chapter close to you. Insist on an AIA architect!

COLUMBUS CHAPTER CSI PROPOSED

It is contemplated that a chapter of the Construction Specifications Institute be formed in the Columbus and Central Ohio area. For those not familiar with the Construction Specifications Institute, its purpose is to promote interest in any phase of the writing, preparing, compiling and utilizing specifications in the construction and allied industries; to promote improved specification practices; to gather, compile and analyze statistics and information relating to or useful in the conduct of such activities; to engage in research and study of any and all problems and aspects of specification writing; and to establish and maintain the Institute as a clearing house of unbiased technical information on specifications for the fabrication and installation of construction materials and equipment.

It seems that the above purpose is a professional necessity to all architects, engineers, contractors and materials dealers. Since the local American Institute of Architects Chapter and the General Contractors Association have already recognized this need, there has been a great deal of stimulus given to the project.

An organization meeting for the Columbus Chapter Construction Specifications Institute will be held in September. Further information is available at the office of Richard Tully, Architect, 582 Oak Street, Columbus, Ohio and the office of David A. Pierce, Architect, 4501 North High Street, Columbus, Ohio.

THERMO-SASH APPLICATIONS DETAILED IN NEW BOOKLET

Kesko Products, Inc. of Bristol, Indiana, a division of the Aluminum Products Company of Houston, Texas, has released a booklet entitled Custom Fenestration in Aluminum and Bronze showing typical applications of Thermo-Sash, the trade-mark name for the Kesko window designed and built for custom fenestration. Detailed specifications for the Series 500 Thermo-Sash are included. For further information write to Mr. Donald M. Alexander, General Manager, Kesko Products, Inc., Bristol, Indiana.

WAGNER RETIRES FROM DAVIS PLYWOOD

E. F. Davis, President of The Davis Plywood Corporation announces the retirement of John F. Wagner, their Toledo, Ohio branch manager for the past 20 years.

Before the opening of the Davis Toledo branch in 1937, Mr. Wagner was associated with the Kelsey-Freeman Lumber Company for many years. Although he has done an excellent job for his company, John has decided to "ease up a bit" by pursuing his hobby of photography during occasional trips throughout the country. However, he will not be lost completely to his company as he will retain his Vice Presidency, being available for special assignments when needed.

L. M. "Les" Davis has been named to succeed Mr. Wagner. He is also a 20 year man with Davis, having successfully filled the positions of salesman, architectural and special service representative during this period.

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Twin Brothers Agree On Economy and Performance of Electric Heat Pump

IN THEIR OWN HOMES

ARCHITECT R. F. BEATTY, A.I.A. — HOME OF MR. AND MRS. R. F. BEATTY

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Robert F. Beatty, East Liverpool, Ohio

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Richard V. Beatty, East Liverpool, Ohio

Generally speaking, brothers frequently disagree on many, many subjects from politics to pensions. But here are twin brothers in complete agreement on the efficiency and economy of the electric Heat Pump in their own homes. It all began when Architect Bob Beatty specified an electric Heat Pump for his brother's new home and then decided he'd like to have one too.

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Brick School Classroom Withstands Atomic Blast

A full size reinforced brick school structure successfully withstood the effect of an atomic blast during the 1957 "Plumbbob" nuclear test series, the Federal Civil Defense Administration announced at a July 10 news conference. The structure, which was designed by the Structural Clay Products Research Foundation, Geneva, Illinois, research arm of the nation's brick and structural tile industry, was one of five structures under test to evaluate new reinforced brick and tile wall designs.

In the same test, two roof structures of reinforced clay tile beams were also not visibly damaged. In addition, six walls of brick and tile in two other structures were successful in developing wall arching resistance to blast pressure, the Federal Civil Defense Administration announced.

Following is the full text of the Federal Civil Defense Administration news release of July 10 announcing the test results:

"The Structural Clay Products Research Foundation had five structures under test to evaluate new reinforced brick and tile wall designs and to study wall arching resistance to atomic blast pressures.

"A full size brick structure, 32 feet by 28 feet, which could serve as a school classroom survived atomic blast forces with no apparent damage inside or out. No cracks were noted in the walls, roof, or at any joints. Large enough for a typical class of 30 pupils, the building could have provided a high degree of blast protection.

"The structure had 10 inch thick reinforced brick walls, a reinforced concrete flat roof and was windowless. The lack of windows is an important part of protecting building occupants from missiles flying through or from window openings.

"There were no cross walls within the structure. The 32 foot wall length was oriented toward ground zero and was designed and located for a predicted load of about 1500 pounds per square foot. The other three walls and roof were designed for testing at pressures of about 750 pounds per square foot. Deflection gages revealed that the front wall deflected inward about ¼ inch, and the center of the roof ¼ inch. However, all deflections were elastic and there appeared to be no permanent deflections.

"Of interest also is the fact that this type of reinforced brick structure is designed to resist the destructive forces of powerful tornados or earthquakes.

"Two roof structures of reinforced clay tile beams were not visibly damaged.

"Two wall test structures for three brick and tile walls each were successful in developing wall arching resistance to blast pressure. In each structure the two highest strength walls successfully withstood the blast. The lowest strength wall in each structure, designed to just fail at the design over-pressure, cracked as predicted and as desired to aid in the establishment of economical and sound safety factors for future engineering design purposes."
60 Pass State Exams
To Practice Architecture

The State Board of Examiners of Architects has announced that the following men, having passed the State Examinations for Certificate of Qualification, are now registered to practice the profession of architecture in the State of Ohio.

Adams, David K., 1329 N. High St., Columbus 1, Ohio; Allis, John M. II, 1433 Beal Ave., Wooster, Ohio; Andow, Roy H., 30615 Willowick Dr., Willowick, Ohio; Aras, Bruno, 2843 E. Derbyshire, Cleveland Heights 18, Ohio.

Baker, Lawrence J., Mulberry Rd., R. D. #2, Chardon, Ohio; Biddle, Ronald E., 1450 Broadview Ave., Columbus 12, Ohio; Burkett, Neal F., 1642 Elmwood Ave., Lakewood 7, Ohio.

Calvin, David P., 2845 Archwood Pl., Cuyahoga Falls, Ohio; Chapman, John G., 1863 Cadwell St., Cleveland Heights 18, Ohio; Coughen, John M., 1368 W. Sixth Ave., Columbus 12, Ohio; Cracium, Trajen, 198 Lake St., Akron 1, Ohio; Croce, Chester F. Jr., 1126-A E. 23rd Ave., Columbus 11, Ohio.

Derr, Richard H., 2622 Owassa Rd., Cuyahoga Falls, Ohio.

Ehler, Dan C., 2546 Kenilworth Rd., Cleveland Heights 6, Ohio; Erlich, Floyd O., 2785 Losantiville, Cincinnati 13, Ohio.

Frasher, Elmer L., R. D. #1, Box 516, Portsmouth, Ohio; Frost, Stephen N., 110 W. 64th St., Cincinnati 16, Ohio.

Gibboney, John P., 778 N. Cassady Ave., Columbus 19, Ohio; Giffin, Eugene B., 1291 Anderson Rd., Cuyahoga Falls, Ohio; Granzow, Ted, 141 Virginia Ave., Dayton, Ohio; Guss, Robert D. Jr., 1445 W. 6th Ave., Columbus 12, Ohio; Guthrie, George P., 1839 Ridgecliff Rd., Columbus 21, Ohio.

Hamilton, Robert S., 1599 Delba St., Akron 20, Ohio; Hardy, Theodore C., 801 Millikin St., Hamilton, Ohio.

Jencen, Richard R., 19230 Newton Ave., Cleveland 19, Ohio.


Lahm, Albert H., 3147 Kay Ave., Lorain, Ohio; Lautenbach, Walter H., 2932 McFayfey Rd., Columbus 24, Ohio.

Majdiak, Theodore R., 1713 Oakmount Rd., Cleveland 21, Ohio; Martin, George M. Jr., 4334 Oakwood, Cincinnati 36, Ohio; Martin, Harry W., 814 Northwest Blvd., Columbus 12, Ohio; Morris, William B., 4577 Emerson Rd., Cleveland 21, Ohio.

Parcell, Lon H., 605 Sharon Rd., Glendale, Ohio; Raphael, Alan H., 17864 Lake Shore Blvd., Cleveland 19, Ohio; Ratcliffe, M. J. W., 7350 Indian Hill Rd., Cincinnati 13, Ohio.

(Continued on Page 17)

OHIO ARCHITECT
The cover of this issue of Ohio Architect shows designer and sculptor Viktor Schreckengost's conception of the Sun, our source of energy and warmth, in the mural over the main entrance of the Air Terminal Building of the Cleveland Hopkins Airport.

The complete mural depicts the Zodiac. This "girdle of the Sky", with its brilliant constellations serve as signposts for the navigator as he plots his way through the night sky. These 12 signs of the Zodiac join the Sun, the Moon, and the Earth in relation to the North Star, suggesting the vast space in which we fly.

The sculptor's design was executed in aluminum and other metals by Rose Iron Works, Inc. Consultation and collaboration was provided by Anthony Gattozi, Architect of the City of Cleveland, and the Fine Arts Commission of Cleveland; William M. Milliken, chairman.

The Architects for the Air Terminal, Outcault, Guenther and Associates, created a dramatic setting for the fifty feet long and five feet high mural.
This Armco Steel Building houses the facilities of the R. L. Kuss Company, Inc. During a cold winter month, heating bill was only $91.75.

"Our Armco Steel Building Cut Our Heating Bill in Half"

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The Cleveland Gypsum Co.
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Cleveland Chapter News

The Cleveland Chapter held its annual picnic at Wiegand's Lake on July 5th. Approximately twenty-five members attended bringing with them their wives and friends. Baseball and swimming were enjoyed in the afternoon. The winning baseball team was captained by Bill Collins. Only the most hearty swimmers indulged in that sport.

A catered buffet supper was served in the evening. It was followed by a horse shoe tournament with Joe Ceruti and Howie Cain taking championship honors.

John Bonebrake again is to be congratulated for coordinating all arrangements for the picnic which was a very successful one.

Eastern Ohio Chapter, AIA Elects Officers

New officers of the Eastern Ohio Chapter, AIA, are left to right, Ralph G. Dix, Jr., Secretary; Donald L. Bostwick, Vice-President; Joseph Tuchman, President; and Joseph F. Morbito, Treasurer.

The following members of the Eastern Ohio Chapter of the American Institute of Architects were elected to the Chapter's Executive Committee on June 20: President, Joseph Tuchman, Akron; Vice-President, Donald Lloyd Bostwick, Niles; Secretary, Ralph G. Dix, Jr., Canton; and Treasurer, Joseph F. Morbito, Kent.

Directors for the year 1957-58 are P. Arthur D'Orazio, Youngstown; James F. Knapp, New Philadelphia; Donald G. Schade, Warren; and Burt V. Stevens, Akron.

NEW ARCHITECTS—Continued from page 14

Reeves, William B., 6807 Wooster Pike, Cincinnati 27, Ohio; Ross, Charles C., Jr., 2865 Fulmer Dr., Cuyahoga Falls, Ohio; Rost, Donald W., 4009 Rowan Hills Dr., Cincinnati 27, Ohio; Rush, William A., 1850 Windsor St., Cuyahoga Falls, Ohio.

Schafer, Charles W., 217 Berkshire Dr., Youngstown, 12, Ohio; Schioler, Ole T., 2901 San Rae Drive, Dayton 9, Ohio; Schwartz, Monroe, 18117 Weston Rd., Cleveland 21, Ohio; Simon, David N., 340 Indianola Rd., Youngstown 12, Ohio; Swick, Edward H., 4073 E. 66th St., Cleveland 5, Ohio.

Tiano, Herman, 722 Gholson Ave., Cincinnati 29, Ohio; Tisch, David A., 1620 Harold Dr., Dayton 6, Ohio; Toth, William A., 8102 Richard Rd., Cleveland 29, Ohio.

Vargo, John L., 3846 Mayfield Rd., Cleveland Heights 21, Ohio; Vodanoff, Nick C., 12022 Angelus Ave., Cleveland 5, Ohio.

Walters, Jack D., 2005 Ridgecliff Rd., Columbus 21, Ohio; Wasserstrom, Philip, 2331 Saybrook Rd., Cleveland 18, Ohio; Wettling, Edgar R., 2870 Blue Rock Rd., Cincinnati 24, Ohio; Williams, Robert L., 3323 Observatory Ave., Cincinnati 8, Ohio; Wilson, Joseph Q., 1886 Lancaster St., Cuyahoga Falls, Ohio; Woelfel, Bruce E., 463 King Ave., Columbus 1, Ohio; Wykoff, David F., 645 Patterson Ave., Akron 10, Ohio.

AUGUST, 1957
ARCHITECT-ENGINEER JOINT COMMITTEE SOLVES MANY PROBLEMS

The Architect-Engineer Joint Committee was organized in 1952 under the auspices and by the authority of the Architects Society of Ohio and the Ohio Society of Professional Engineers.

During the five years of its existence much has been accomplished through committee cooperative effort and work.

The primary objectives of this committee are to foster mutual good will and confidence among members of the professions of architecture and engineering; to cooperate in activities which will enhance the position of the two professions in the public mind; to cooperate in activities which will stimulate and protect the two professions in the proper performance of their duties; to support each other in activities which may benefit one or both; and, to reduce annoying friction in the border of over-lapping activities.

The roster of members for the year 1957 is as follows: Architects—Charles J. Marr, Vice-Chairman, New Philadelphia; Charles Barber, Toledo; Hermon Brodrick, Dayton; George M. Martin, Cincinnati; George S. Voinovich, Cleveland; and H. James Holroyd, Columbus. Engineers—Paul A. Harl evident, Chairman, Cleveland; Harold Mace, Cincinnati; Bruce Weaver, Warren; Ben Bare, Columbus; Alfred H. Samborn, Toledo; and Stephen W. Kuhner, Marion.

Clifford E. Sapp, Executive Secretary, Architects Society of Ohio, serves as Secretary of the committee. Lloyd A. Chacey, Executive Secretary, Ohio Society of Professional Engineers, is Assistant Secretary.

POSITION OPEN

FIELD SUPERVISOR: For Psychiatric Hospital Construction Program. Qualified in architectural and engineering field. Should have experience in hospital Management and Function. Immediate opening. Salary open, dependent upon experience and qualifications. Address: Department of Mental Hygiene and Correction, State Office Building, Columbus 16, Ohio. Attention: Dr. C. Earl Albrecht, Acting Director.

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