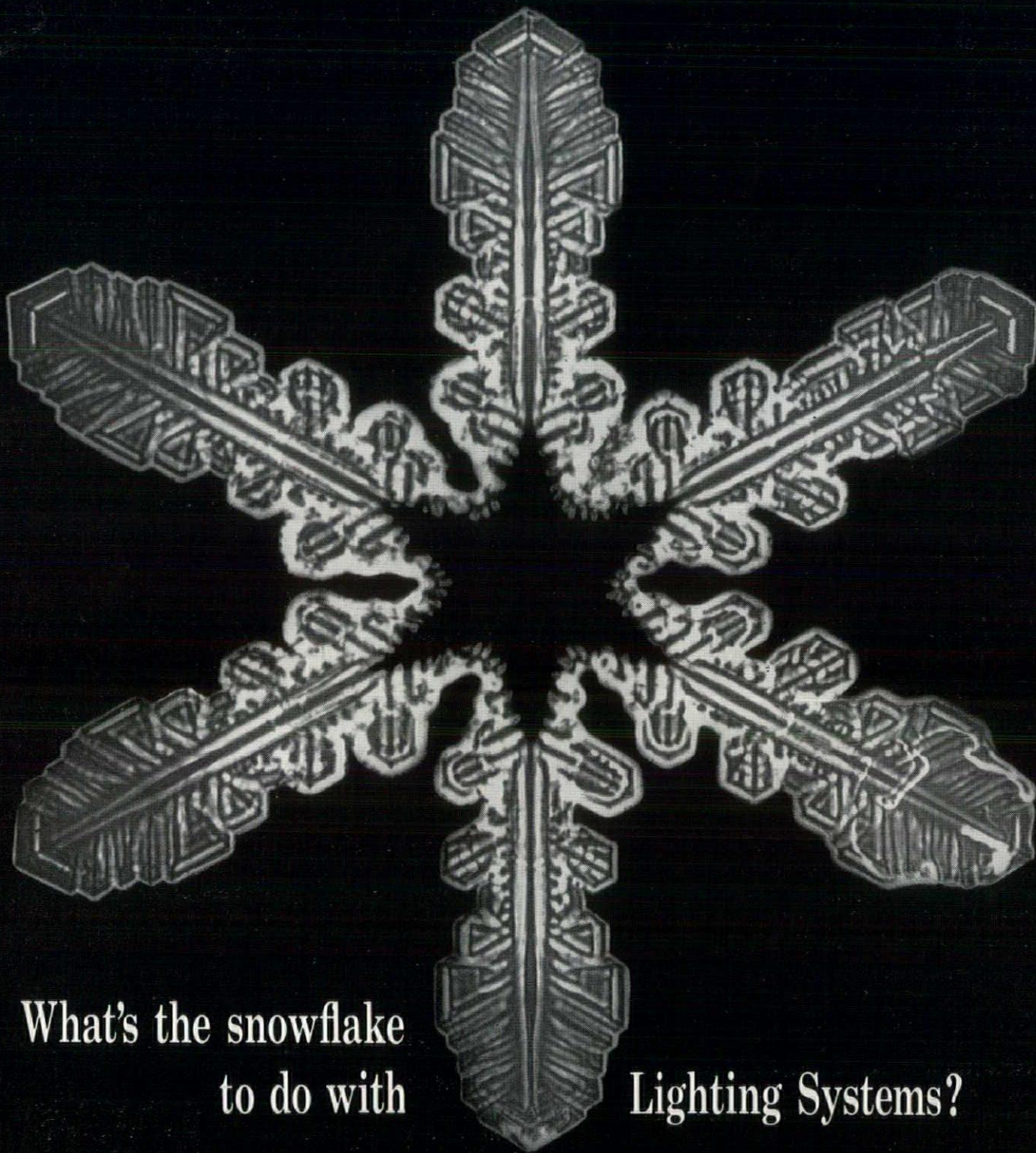




OFFICIAL PUBLICATION OF THE ARCHITECTS SOCIETY OF OHIO
OF THE AMERICAN INSTITUTE OF ARCHITECTS, INC.

may
1962



What's the snowflake to do with Lighting Systems?

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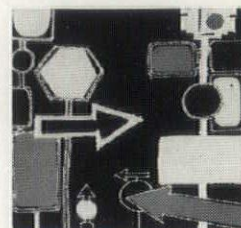
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COVER AND FEATURE MATERIAL

This month's cover was designed by William Hess, Architectural Design student at the University of Cincinnati. The feature material for this issue was prepared under the supervision of Associate Editor Alfred W. Ambrosius with the cooperation of the University of Cincinnati.



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The Activities Of The AIA Committee on Professional Practice

Reported by Ronald A. Spahn, Chairman

Because of the vertical structure of the Committee on Professional Practice, its membership now totals eighteen as a result of the recent increase in the number of AIA Regions. As a large committee it operates effectively through its organization of a Steering Committee of five members and member task forces. Its Chairman is Daniel Schwartzman and the staff representative is Robert Piper, Head of the Department of Professional Practice at the Octagon. The entire Committee meets semi-annually, and the Steering Committee quarterly.

This Committee assumes that one man can best prepare a study task with whatever help is readily available from other members of the Committee or specially qualified practitioners in his own region; it is then submitted to the Committee for criticism, reworked by the individual and finalized for report and possible publication.

One matter currently being studied by the Committee has to do with the Owner-Architect forms of agreement. There have been numerous inquiries recently in question of the discontinuance of the B-121 form. It has been reported that the Board considered multiplicity of forms to be undesirable and favored the newer B-131 form as a more adequate statement of the Architect's services.

The Committee is making an analysis to determine whether this document is as short a form as would be advisable today. The B-131 recognizes two important considerations: (1) that the knowledgeable owner expects an adequate statement of services to be rendered, and (2) that the Architect's responsibility in regard to cost estimates and construction supervision be carefully defined. It is anticipated that there will be a polling of the membership for an opinion on this matter. The B-131 form was developed as a result of the 1956 Survey, which indicated considerable preference for a more definitive statement of services.

The fifth printing of the 1958 edition of the Handbook of Architectural Practice is now under way as an interim publication to meet the needs of schools. This printing will contain the revised 1961 documents. As a major project the Committee on Professional Practice has in process a study for a new 1963 edition of the Handbook. The entire membership of the AIA is urged to submit its suggestions for revisions in organization and content for the new book.

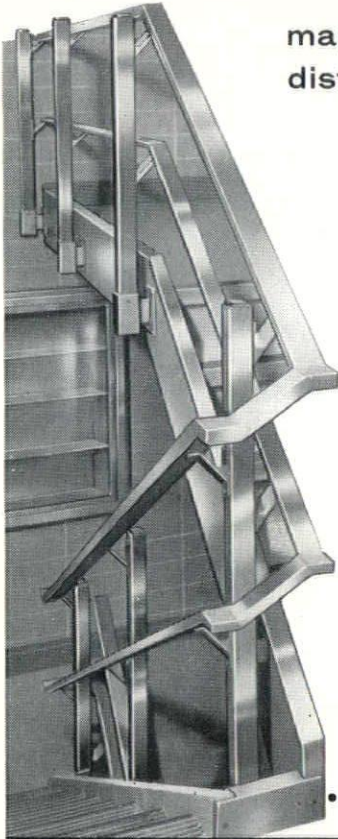
The Committee has taken action in the controversy over Article 38 of the General Conditions by way of expressing that it believes:

- (1) that the proposed revisions to Article 38, including a reconsideration of the word "supervision" and the parallel phrasing of Article 38 and the Owner-Architect Agreement is in order;
- (2) that the AIA documents must be reviewed in every respect to integrate all phrasings and stipulations;
- (3) that the findings of the original study committees, as discussed in the Clark article, are of utmost importance and must be considered in any document review;
- (4) that the Professional Practice Committee will have referred to it for study all practice documents so revised prior to their final consideration by the Documents Review Committee and the Board of Directors.

High in priority on the year's agenda is the problem of definition of Architect and Architectural Practice. This is the assigned task of the writer. In recent years, and particularly in recent months, there have been requests from all parts of the nation for a definitive statement of the Architect's practice. The first step will be to identify the various approaches and then to proceed with the one that appears most likely to achieve results. Suggestions from the membership will receive full consideration.

The above-mentioned projects represent those of perhaps greatest interest to the AIA membership. Many others are in process and will be reported from various sources from time to time. It should be known that the Committee membership reflects most size offices and all areas of the United States which makes the Committee unusually aware of and sympathetic to every practice situation. However, other committees are also concerned with documents and practice procedures, and occasionally there is some overlapping of common interests.

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CAN THE AUTOMOBILE BE CIVILIZED

Photo by Robert Smith

"There are many uses for the automobile, but one place where **it** has been clearly shown to be useless is in moving a great number of **people** from out of town into the town." J. M. Fitch



The influence of the automobile on man's changing pattern of living is the theme for a current series of lectures which is sponsored by the Contemporary Arts Center of Cincinnati and the University of Cincinnati College of Design, Architecture and Art. Among the leading designers and cultural historians discussing the question: "Can the Automobile be Civilized?", are James Marston Fitch, Professor of Architecture at Columbia University, and August deBelmont Hollingshead, Professor of Sociology at Yale University. Reproduced here are excerpts from the lectures of professors Fitch ("The City — for Automobile or Man") and Hollingshead ("The Automobile as a Symbol").

James Marston Fitch, Professor of Architectural Theory and History at Columbia University, is not only widely known as an authority on American architecture of the past but also is respected as a keen observer of the contemporary scene. He received his degree from the University of Alabama (1926), Tulane (1928), and Columbia University (1952). He is a former associate editor of *House Beautiful Magazine* and the author of "American Building — The Forces that Shaped It" and "Architecture and the Esthetics of Plenty."

The City — for Automobile or Man?

"The issue is really not whether we have to share the city with automobiles, but rather whether we can make cities fit to live in with or without automobiles.

"We live in the most completely urbanized country on earth. Many of our troubles spring from this fact. We are an urban people, and all of our treasures are due to the fact that we do live in an urbanized culture. Despite this, American thought has been characterized almost from the start by certain important intellectuals who have distrusted the city, disliked the city, written and preached against the city. The roster of Americans who have taken this position is really astonishing; most of our great men have disliked urban life. Beginning with Jefferson through the great writers, James Fenimore Cooper, Emerson, Hawthorne, Edgar Allen Poe, even our greatest architects, Sullivan and Wright, have expressed misgivings about the city. This is a very odd situation because each of these men without exception was a product of an urban society; their audience was from the city. Fenimore Cooper could write eloquently about the frontiers, but he spent most of his time in Paris or New York. It is one of the paradoxes of Wright's life that he distrusted and disliked the city. Yet as you

walk through his own house, every object in it speaks of the great cities of the world.

"Important sections of our thinking population have distrusted the city. European experience does not parallel this exactly. If you would read Voltaire, for example, you will find that as far as he was concerned the city was the only habitat of man; all concepts of freedom, all concepts of liberty, of man standing up on his hind legs, were generated in the city, and could only be imagined in the city. Voltaire would have seen the city as Jerusalem, as the promised land of mankind. Ruskin, on the other hand, who was urban and lived in the city, nevertheless chose to write against the city and would have described it as the Whore of Babylon.

"Today you have this really odd situation: Americans do not think the city amounts to anything anymore. This is especially true of people like ourselves. I do not suppose many of us are really important in the sense that we run any big banks or life insurance companies, but we do belong to the decision-making section of the population. This includes the college professors, pastors, teachers, just as much as it does the bankers and industrialists.

"Tonight we should ask ourselves what do we really think of the city. If, for example, you ask yourself frankly: What do I think of Cincinnati? you will be forced to admit that you often act as though it were a piece of disposable tissue — really not important in your life. I think, that you act, just as I act, as most middleclass people act, as if the city were not important in your future.

"First of all, let us ask ourselves some questions. What sort of people think about the city or don't think about the city? What sort of people think of it only as a disposable tissue? Can't wait to get out of it after the job is over? Americans and only Americans act this way. You won't find this attitude in Europe or Asia. On the contrary, the city there is everybody's goal.

"Why do we act this way? We live in the suburbs, go to school in the suburbs, shop in the suburbs and die in the suburbs. This leads us to a remarkable position, without precedent in human history. We do not care about the city. We do not feel that it is an important factor in our lives anymore. We live in a kind of suburban dream world, which seems to afford all the amenities that make life pleasant for a civilized person. Hitherto these could only be found in the city. But today, thanks to our technology, this is no longer the case. Obviously these amenities are just as accessible to suburban people as to urban people. And this is the fact which permits us to feel the city is no longer important.

"It is often very pleasant to live in the suburbs, but the people who live in the suburbs depend on the city for their livelihood. The suburbs never have, and never will generate culture. The city is the generator of culture. And when we allow our cities to decline as we are now doing

all over America the whole level of our culture drops.

"This is the first step we must take in order to discuss what is happening to cities today, and what automobiles are doing to our cities and what role do they play in our cities.

"Cincinnati is very lucky to have all the downtown parks and squares. I hear you're going to rip them up and

put in garages there. There's one way — and only one way — you could do that, and that would be to put the cars in conduits on the edge of town and bring them in underground to these garages. But if you think that there will be anything left of Fountain Square if you let these cars come in above ground, on the surrounding streets, you've got another guess coming.

"We live in the most completely urbanized country on earth. Many of our troubles spring from this fact." J. M. Fitch

Photo by D. Ransohoff



"If we must spend our whole lives in these privatized means of transportation then we'd better build our cities in two layers, give the first layer over to automobiles and then build a second terra firma over that and give it to the people. This is a perfectly practical proposition; it will cost a lot less than building a new Cincinnati. If we could really compute what it costs to operate cars, the way we operate them, I mean in social terms, not just in private terms, it would be perfectly apparent that even a country of fabulous wealth, such as ours, cannot afford it. One of the steps we would have to take to make the city a place again fit to live in would be to take the cars off the streets. There are many uses for the automobile, but the one place where they have been clearly shown to be useless is in moving a great number of people from out of town into the town. The virtue of a car is that it permits eccentric action. It permits the individual to go from here to there, without depending on anyone else. When 50,000 individuals, however, have to go from here to there at the same time, obviously the automobile is nonsense. What you need then is some kind of socialized transportation (public transportation).

"This public transportation could be any of a wide range of things — gondolas, if you had the canals. They could be subways, surface cars, street cars, interurbans, elevateds, aerial trams, etc. One of the fantastic myths around today is that the streetcar is old-fashioned. If we had stopped designing automobiles in 1925, they'd be old-fashioned too. A technology that can get to the moon can certainly produce an up-to-date streetcar.

"A whole generation of Americans has grown up with no knowledge whatever of what common carriers could

be like. I think that you'd really have to go to Europe to see what really top-flight common carriers can be.

"It's a very simple problem, technologically, if we decide that we want to save the cities. There are many, many ways in which you move people around more pleasantly than in automobiles. The same thing applies to trucks in the movement of freight. It is absurd that we allow the railroads to go bankrupt while subsidizing the trucking industry. You could easily move all freight by pneumatic tubes. It could all be subterranean and it wouldn't cost more than the price of one good rocket to the moon. We flinch, however, at the small cost of building a modern transportation system.

"What I have said has no direct or immediate utility. It has taken us thirty years to wreck the transportation system we had, and it is nonsense to think it can be replaced overnight. The people themselves have to be convinced that the present system is not going to work. It'll take time and much argument to decide what we're going to do. The next thing to remember is that we shouldn't do anything unrelatedly and that any new plan we have should be comprehensive in scope, and that it'll have to be done by degrees.

"You can't outlaw automobiles in the central city unless you offer supplementary or complementary transport. The city traffic department, instead of making it easier for cars to enter the streets should make it more difficult.

"To recapitulate then, I would like to urge at the very least that you accept my definition of the city as being very important to your future. Whether you live and vote in one or not, you should take a much more serious interest in them. The city is really the source of all your sustenance, material and spiritual; without it our cultural efficiency will drop. We will run the risk, in fact, of becoming a second class nation."



August deBelmont Hollingshead, Chairman of the Department of Sociology of Yale University, is noted for his extensive research in social patterns. He received degrees from the University of California (1931, 1933), and the University of Nebraska (1935). His published works include "New Outline of the Principles of Sociology" (published first in 1946), "Democracy in Jonesville" (1949), "Elmtown's Youth: the Impact of Social Classes on Adolescents" (1949), and "Mental Illness and Social Class" (1958), which was co-authored by Dr. Frederick C. Redlick, Chairman of the Yale University Department of Psychiatry.

The Automobile as a Symbol

In spite of the research that has been published on the subject, the phrase "social status" is an emotionally provoking symbol to Americans. In other areas of our life, we face facts. We do not deny the principles of capillary attraction, the force of gravity, or the laws of the lever, but the idea that people are unequal socially is resisted strongly. When Americans privately "draw the line" between one another in subtle ways, they do not like to admit it in public. Publicly we talk about equality; privately we practice inequality. One consequence is this: The most highly charged emotional issues facing our society revolve around the everyday practices of some members of our society who behave toward other members in invidious ways. Incongruity between our public protestations and our private acts presents us with strongly felt moral issues. No matter how we try to gloss over the issue, it is impossible to escape the implications of status in our society.

Today the old European status system, based upon the inequality of individuals, does not exist officially in our society. This is why one often hears the statement, "There are no classes in America." Nevertheless, residual elements of the traditional European status system are a vital part of our private culture.

Dimensions of Social Status

Viewed analytically, social status may be defined as the differential ranking of people within a society. The most extreme form of status stratification is found in a caste system, where an individual's rank is determined on the basis of his birth and cannot be changed during his lifetime. Our status system is less rigid than a caste system, for an individual can change his status through his own efforts with a few exceptions. The structuring of race relations is one of these exceptions.

While race is one of the most important criteria of status in the United States, other criteria — such as occupation, income, education, religion, ethnic origin, and personal associations — specifically determine one's "place" in the community.

Two aspects of American culture particularly relevant to status are economic power and cohesive group life. Economic power and cohesive group life are related closely to one another.

Economic Power

I want to make three points about the relationship economic power bears to status in American society: *First*, economic power is a product of the values that are associated with the maintenance functions individuals perform in the society. In America, differential social and pecuniary rewards are assigned to specific occupational functions. The most highly valued occupations are associated with financial, legal, managerial, and medical functions. Consequently — the banker, the corporation executive, the corporation lawyer, and the medical specialist is rewarded most highly socially and pecuniarily for the functions he performs. Teaching, selling, and clerical work carry lower pecuniary and social rewards. Such functions as shining shoes and field labor carry the lowest pecuniary and social rewards. There are many gradations between these examples.

The *second* point I want to make about economic power is that individuals are identified with their occupational pursuits. In this process, the prestige value associated with the occupational function is transferred directly to the

"One measure of success in our culture is gauged by the home and car one owns." August deBelmont Hollingshead



Photo by Goetzman

individual who performs it. Indirectly, the identification of the individual with the occupation is carried over to the members of his immediate family — especially to his wife and children.

The *third* point relative to economic power is this: Money derived from the job, for the mass of men, is used to buy goods and services. A simple way to express this principle is to say that our elaborate system of pecuniary rewards grades the quantity and quality of goods and services individuals buy into levels of living. As a rule, individuals — who perform different occupational functions and receive different incomes — occupy different positions in the social system. In this sense, status is purchasable by those who have the money to pay for a way of life. The genetic relationship between occupation, pecuniary reward, and level of living results in the socio-economic groups so widely recognized in our society.

Group Life

The members of a status group share a pattern of life that holds them together psychologically. Individuals have most of their meaningful, intimate, social relation within their own status group. Members of a given social stratum have intimate personal ties with one another; they have few close personal associations with people outside of their status level. Viewed in this way, status groups constitute effective social systems within a community.

Status System and the Automobile

We may ask: What does this have to do with the automobile? One measure of success in our culture is gauged by the home in which one lives; another is the car one drives. A person's automobile is identified with him more than his home, because he goes with the car — or, more accurately, he takes the car with him. In this sense, the car is a tangible measure of a family's general position in the social system. This is understood well by automobile manufacturers, advertising firms, and automobile salesman. However, it is only one aspect of status in our society. The value of the automobile as a vehicle of transportation outweighs its value as a status symbol.

The position I have taken is that status is a function of the value system prevailing in American society. Americans differentially evaluate cultural objects, ideas, and persons in relation to other objects, ideas, and persons. The evaluation associated with a given object tends to be graded in relation to similar objects. Specifically, automobiles possess status values that are independent of their function as vehicles of transportation. Cadillacs, Lincolns, and Imperials are highly esteemed; Falcons, Ramblers, Chevrolets, and Plymouths carry a different and lower status value. Henry Ford understood this when he allegedly said, "A Ford will take you any place but into Society."

The status values — automobiles, houses, jewelry, and

clothes — to name a few, become symbolized in the society. As this occurs, the status value of the cultural object tends to be associated with its owner. Americans tend to react to the prestige value of the stimulus and assign to an individual a status position on the basis of their evaluation of the symbol. Thus, for example, a man may have prestige ascribed to him because he owns a Cadillac. The symbolic value assigned to a Cadillac in our society acts as a status stimulus to many people. If the owner has other cultural attributes associated with the Cadillac symbol, he will occupy a high "station" in the community. That is, the Cadillac stands symbolically for the cultural configuration we assume its owner represents.

The American dream that all men are equal does not square with the facts of status inequalities. This is understood by most Americans from childhood on into old age. Status striving is one of the consequences of recognized social difference in our society. In the great American game of climbing the social ladder, the automobile is used effectively as a status symbol by automobile manufacturers, advertising firms, newspapers, magazines, and broadcasting companies. National advertising campaigns are built upon it. What is more to the point: Many Americans — as individuals, as members of families and as members of other social groups — accept the automobile as a symbol of a person's position in the community. In some national corporations, the automobile an officer is expected to drive is articulated with his position in the company hierarchy. Senior vice-presidents drive Cadillacs; vice-presidents drive Lincolns, Chryslers, Buicks, or Oldsmobiles; divisional managers drive Mercuries, Dodges, and Pontiacs; department heads drive Plymouths, Fords, Chevrolets, and Ramblers. Men on the executive ladder are careful to see that they do not violate the working rules of the corporation, which indicate what make and model of car they are expected to drive.

Status striving is commonly referred to as, "keeping up with the Joneses." What if you are not a Jones, but a Sowinski or an Aarhus?

Members of ethnic groups often find it necessary to catch up with the Joneses in self-esteem, before they can compete with them effectively for social esteem. Sometimes, felt ethnic-status is so humiliating to an individual who desires to achieve success — that he turns his back upon his ethnic heritage and — like Alice, in Wonderland — walks through the looking glass. He then tries to rebuild his life in the image of the status symbols he admires. In such a case, the individual makes a choice between his past and his aspirations for the future. In doing so, he sacrifices his heritage in his needs for a future. Like a second marriage, hope triumphs over experience! The automobile as a status symbol has more meaning to an upward-mobile family than it does to a family who has stabilized its social position.

(Dr. Hollingshead follows with a true story outlining

the career of a man extremely conscious of his inferior social background — of Ukranian immigrant parentage — but ambitious to improve his status. A parallel is drawn between the man's rise in the community and his automobile ownership. After driving two second-hand automobiles as a young married man) . . . in 1951 he bought his first new car — a Plymouth coach. This, too, was for business and family use. In 1953, this car was traded in for an Oldsmobile "88." In 1954, the family acquired a second car for the wife's use. This car was a one year old Ford. In 1955, the husband bought a new Buick "Roadmaster." The next year the wife's car became a Dodge convertible. It was one-year old when the family bought it.

In the spring of 1957, the husband was made a Regional Manager of his firm. One month later he bought his first Cadillac. He was defensive about it, but it gave him pride and self-satisfaction. His young son was ecstatic. The boy told a playmate, "Dad says we have arrived!"

Today the family has more than arrived. Two Cadillacs roll in and out of the driveway of their gracious, suburban home. Currently, they are building a new home. This home will have some 4,000 square-feet of living space and an attached, "three Cadillac lounge." The "three Cadillac lounge" is the wife's pride. She confided to a friend, "It makes me secure to have all this luxury around me."

The end of it all.



Photo by George S. Rosenthal

ASO PRESIDENT ADDRESSES CSI

The prepared remarks of Howard B. Cain, A.I.A. delivered before a session of the Sixth Annual Convention of The Construction Specifications Institute Monday, April 23, 1962 — Biltmore Hotel, Atlanta, Georgia.

The remarks that I will make are not the handiwork of a national A.I.A. committee. Rather, they represent my personal observations as a current member of the National A.I.A. Committee on Specifications, and as President of the Architects Society of Ohio, a geographical region of the American Institute of Architects. The A.I.A. has, at the C. S. I.'s request, asked that I present my observations in the form of a challenge to the C. S. I.

An occasional challenge serves to remind the officers and members of an organization of their long-range objectives, just at a time when they may have become bogged down with many months of detailed committee work. And it should be said at this point that the men in C. S. I. have good reason to be proud of the accomplishments of their committees. They have produced an incredible volume of excellent specifications material, with the result that it would be presumptuous on the part of the A.I.A. to challenge C.S.I. in this regard.

Most organizations *should* be challenged from time to time. If the A.I.A. had been properly challenged about 10 years ago to develop a grass-roots specifications improvement program, and if the A.I.A. had responded to such challenge, the C.S.I. probably would have remained a relatively obscure activity.

This is not to imply that the architectural profession had lost interest in specifications writing, as some people would have us believe, for in reality the A.I.A. has developed a wealth of material over the years, including such items as: The Standard "General Conditions," Ben Dyer's Specification Work Sheets including a revision which is currently underway, its instructional books on specifications writing, its many standard forms, its filing system, and its Building Products Registry. Furthermore, a new specifications

check-list and numbering system is now being formulated — with C.S.I.'s cooperation — that will standardize the internal arrangement of specifications, as well as the arrangement of all construction reference material.

If anyone thinks A.I.A. is indifferent toward specifications, you should have witnessed the recent national furor over a change in Article 38 of the General Conditions. Basically, this change substituted the word "observe" for the word "supervise," as applied to the function of the architect during the construction period. Needless to say, the practicing architects, who had not generally approved this change, violently objected to any revision to the General Conditions that did not completely and properly describe the critical responsibility that is held by the architect during the construction of his building project.

Such controversies are indicative of the new vitality that is pervading the architectural profession. Actually, it is a vitality that had to assert itself if the profession was to meet the keen competitive climate that is so characteristic of the American business scene of today. We could not possibly continue to revel in our inherited prestige while the package-type building corporations blatantly advertised their way into a growing share of the total construction dollar.

This competitive struggle for new business, then, is the context in which architects must approach and evaluate individual aspects of their service, such as specifications writing; this is the context in which A.I.A. must approach C.S.I.

My first challenge relates to this context: Is C.S.I. simply devoted to creating and improving the specifications specialist — building a specialized empire, so to speak, or is it willing to submit to integration, with consequent loss of independence, within the context of the architect's overall practice? For instance, is there some element of membership in C.S.I. that is promoting the need to abbreviate specifications — to make them utterly concise and quickly readable? Or is there an element seek-

ing to devise more effective ways to avoid the costly duplication of information in the specifications *and* the construction drawings? These are requisites of specifications that would occur to the time-conscious general practitioner, or to the harrassed bidders, but are the specialists in C.S.I. sincerely motivated in this direction?

Needless to say, the growth of C.S.I. has not gone unnoticed by the A.I.A.; in fact, I am sure that the A.I.A. nurtured this growth. Certainly many of A.I.A.'s leading writers of specifications are members and directors of C.S.I. Furthermore, the very specifications that C.S.I. is devoted to improving are a fundamental aspect of service of the practicing architect and it is therefore inconceivable that the A.I.A. should be a silent partner in the direction of C.S.I. activities. About 95 per cent of the material being developed by C.S.I. relates directly to the practice of architects and the professional services rendered by architects. The word "architect" is used repeatedly throughout these documents. Under these circumstances it is impossible to isolate the objectives of C.S.I. from those of the A.I.A., for they are in fact quite similar.

My second challenge to C.S.I. would be this: Since you share our interest in promoting the writing of better architectural specifications, will you agree that the widest dissemination of your current and future specs information is essential?

You will probably agree with such a proposal, and this leads us to the next question: How can you best disseminate specifications information and recommended practices to the greatest number of practitioners? Must all architects become members of C.S.I. in order to receive the material which you have developed? Must all architects attend the national convention of C.S.I. in order to benefit from the specifications forums that you present at these conventions? Needless to say, I do not feel that most architects will respond to such an idea for very practical reasons.

(Continued on page 14)

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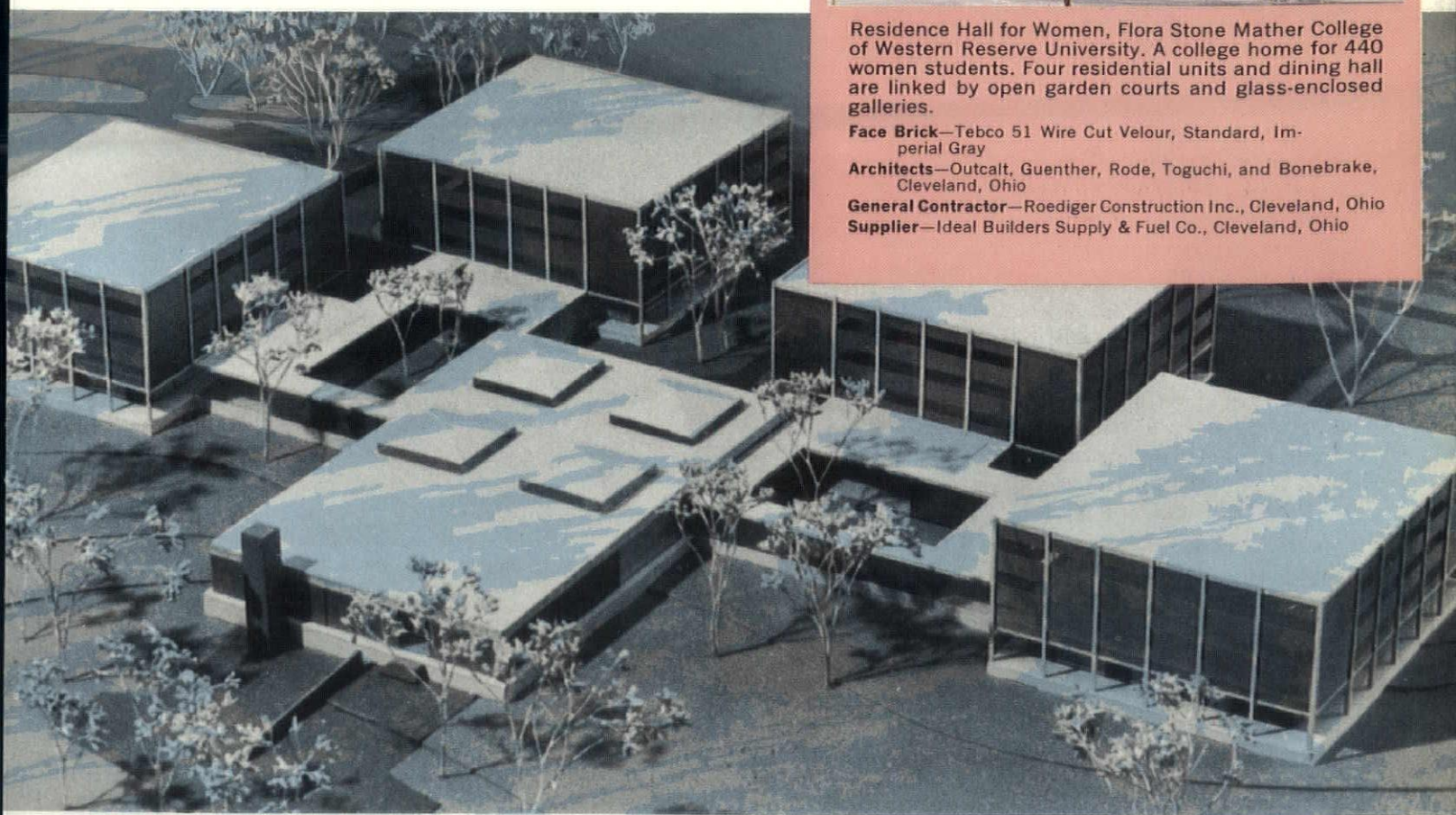
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(Continued from page 12)

We must recognize that the practice of architecture must be always considered in its fullest sense; mainly, that our services are many. They include conception and design, preparation of detailed construction drawings and specifications, and finally supervision and coordination of construction. It is therefore often impractical for an architect who is engaged in rendering these many services to belong to another organization, outside of his professional organization, in order to keep abreast of current practices in any of the several fields of specialty mentioned above. If you disagree with me then you are saying that it is practical for an architect to belong to some future "Institute of Working Drawings," or a yet-to-be-formed "Institute of Delineators."

Gentlemen, the professional organization that represents the architect's broad interests, namely, the A.I.A., should give that architect a complete package with respect to data relating to each aspect of his professional service. The A.I.A. must continue to serve the interest of the architect in the fullest sense of the word and not simply the specialist in design, or environmental planning, or any other specialized area of service.

Does this mean that C.S.I. will represent the specialist in specifications writing and that the A.I.A. will continue its activities in the field of architectural specifications writing on a completely independent basis? The answer appears to be "yes, temporarily".

The thing that bothers me most about the design professions related to the construction industry is that they are so thoroughly fragmented. This situation is deplorable, and I believe we will see efforts made to correct the situation. The spectacle of the consulting engineers, the architects, the specs writers, and the landscape architects all pursuing their separate professional ways, is somewhat ridiculous. We must find the time and interest to form a many-faceted organization that will tie these design professions together once and for all. The A.I.A. has the broad underlying mission that could encompass all of these fields, but in the

past, it has not demonstrated interest and vitality in the technical aspects of practice. This indifference to technical competence, however, is changing. It is changing because we, the practicing members, are making it change to fulfill our practical needs. Whether the A.I.A. is the broad umbrella for these groups remains to be seen. Personally, I would favor it.

We are all interested in promoting the competence of the professional consultant in the construction field; therefore, I would like to voice my final challenge to C.S.I. Will you people, through your Board of Directors, review the desirability of uniting the construction design team under a single coordinating body, to be formed for the express purpose of unifying and making more effective our individual efforts. And if you agree that such a body is desirable, will you help to establish such a body?

The design professions can do many things to improve their own welfare, as well as that of the general public. Individually, we do not seem to be able to muster the resources necessary to adequately describe and promote our services to our would-be market. Without such a public informational campaign to constantly advance the interests of the design consultants in this country, we can expect that the public will find other avenues for satisfying its need for new structures. Good specifications writing practices will thrive only as long as we have a solid public demand for good architectural services. In this sense C.S.I. and A.I.A. have a very real need for each other's support. Collectively, we can inform the public of the nature of our services and their value in the construction process.

And finally, and returning to the working level—by working as a team we can effectively institute many standards of practice similar to the very fine "Manual of Practice for Specification Writing Methods" that your organization is now developing. To truly become standards of practice, this information must be distributed to *all* architects, as well as to *all* consulting engineers in the construction field, under the formal auspices of their professional organizations. In addition to distribu-

tion, the material must be explained and discussed at our regular A.I.A. Chapter meetings. In this regard, you have my personal assurance that the Ohio component of the A.I.A. will actively sponsor such educational programs and it will continue its recent emphasis on improved specifications-writing techniques. I might add with some pride that what we do in Ohio often sets a pattern of action for our national organization.

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CORRECTION PLEASE

Small world isn't it!

It has been called to the attention of the OHIO ARCHITECT staff that the 3,000 mile trip around the world, reported by C. Melvin Frank in the April issue is a travel phenomenon. Our apologies, Mr. Frank, for eliminating 27,000 miles of your cruise.

State Board of Examiners Of Architects Revise Rules

(Revised - 4-19-62 —
Effective 5-15-62)

(Pursuant to the Provisions of
Section 119.03, R. C.)

RULES — RELATIVE TO FILING APPLICATIONS

A-1—Applications will be received at all times at the Office of the Board, but applications for written examination shall be filed at least two weeks prior to the opening date of the examination.

A-2—The application fee and the certificate fee shall accompany the application. The application fee will not be refunded for any cause. The certificate fee will be refunded upon request, if the applicant does not qualify for registration.

A-3—(a) Each applicant shall submit, with the formal application, authentic proof of the statements made therein, by attaching such documentary evidence, affidavits, registrar's statements, diplomas, published data, photographs, photostats (all 8½" by 11" where possible) or any other sworn or proven evidence as, in the discretion of the Board, may be sufficient to show the Board that the applicant is clearly eligible under the section of the law

upon which the application is based.

(b) The Board reserves the right to retain, as a permanent part of the application, any or all documents submitted, which shall be properly marked for identification and ownership. Original documents may be replaced by photostatic copies of such documents, at the request and expense of the applicant.

(c) Personal appearance before the Board, if required, shall be at the time and place designated by the Board.

(d) Failure to comply, within ninety days from date of written request from the Board, for additional evidence or information, or to appear before the Board, when such an appearance is deemed necessary by the Board, may be considered as just and sufficient cause for disapproval of the application.

A-4—In the consideration of applications for registration by exemption under Section 4703.08, of the Revised Code, the Board reserves the right to exercise the discretion provided therein, by requiring the applicant to qualify by passing the regular written examinations, or to have a satisfactory examination record from another state.

A-5—(a) The Non-Resident Applicant, claiming reciprocal consideration, shall submit satisfactory proof of registration in good standing in his home state and shall state whether registration was obtained on the basis of exemption or examination, including date registration was granted.

(b) Reciprocal registration will be granted only on the basis of evidence that the applicant has passed the written or oral examination in another state where the qualifications are equal to those required in this state at date of application.

(c) The non-resident applicant shall be required to pass such additional examinations as, in the opinion of the Board, may be necessary to bring the applicant's record up to the existing requirements in the State of Ohio.

RULES — PROCEDURE RELATIVE TO APPLICATIONS

B-1—(a) All applications shall be considered individually and passed or rejected on a roll call vote.

(b) The action taken on each application shall be recorded in the minutes.

(c) An outline of the action taken shall be placed with the application.



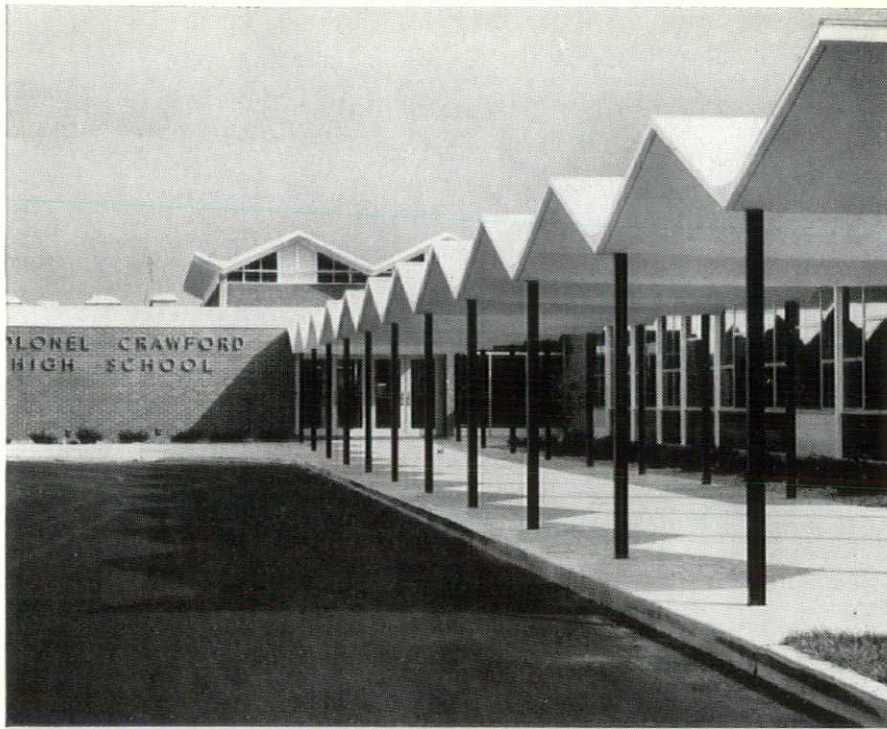
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B-2—The Board reserves the right to establish or change the classification under which the applicant is claiming eligibility.

B-3—A certificate of qualification shall be granted under only one classification.

B-4—Unless otherwise provided by law, any appeal from the action of the Board shall be filed within thirty days from date of mailing of notice containing a copy of such decision.

RULES — RELATIVE TO ADMINISTRATION

C-1—(a) Certificate of Qualification. Pending the preparation and completion of the engrossed certificate as provided in Section 4703.10 R.C., the Board shall issue an Interim Certificate to the applicant who has established that he is eligible to receive such certificate of qualification.

(b) This Interim Certificate shall

be returned to the Board immediately upon receipt of the Engrossed Certificate of Qualification.

(c) Only one Certificate of Qualification shall be issued to a Registered Architect, except as provided in the third paragraph of Section 4703.16, Revised Code.

C-2—(a) Seal. For the purpose of properly signing the drawings, specifications, and contract documents as required by Section 4703.12 of the Revised Code, each Architect shall provide himself with an individual seal (not less than 2" in diameter), of design approved by the Board, and a rubber stamp (a facsimile of the seal) to be used as hereinafter directed in paragraphs (b) and (c), on all documents prepared by him or under his supervision for use in the State of Ohio. Firms consisting of more than one Registered Architect may use a single seal identifying each principal in a manner approved by the Board.

(b) The application of the seal impression, to the first sheet of bound sets of drawings (with index of drawings included), title page of specifications, and to other drawings and contract documents required for official filing and use,—shall constitute the signature required by Section 4703.12 of the Revised Code.

(c) The rubber stamp shall be applied on all tracings to produce legible reproduction on all copies or prints made from said tracings. This provision does not modify in any manner the mandatory use of the seal as required in above paragraph (b).

C-3—Expired certificates. Application for the restoration of an expired certificate, which has been allowed to lapse for more than one year, shall be accompanied by a brief outline setting forth the professional activities of the applicant during the lapsed period.

C-4—No architect or group of architects shall use the terms, "Incor-

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porated" or "company," in connection with the practice of the profession of architecture in the State of Ohio.

C-5—After the expiration of two years from date of death of a member of a firm, the name of such deceased member may not be continued or used as a part of the firm name.

C-6—No firm, practicing architecture in the State of Ohio, may continue to use or to include, as a part of the firm name, the name of any member whose official status as a bona fide member of such firm has been severed for more than two years.

C-7—Prior to the adoption, amendment or rescission of any rule by this Board, public notice thereof shall be given in a newspaper of general circulation in the State of Ohio, at least thirty days prior to the date set for a hearing on said rule as provided in Section 119.03 of the Revised Code.

RULES — DEFINITIONS

D-1—Definition of the Title "Architect": A person skilled in the art of building; a professional student of architecture, or one who makes it his occupation to form plans and designs of, and to draw up specifications for, buildings and to superintend their execution.

D-2—Definition of the Term "Practice of Architecture". The practice of architecture as a profession, within the meaning and intent of this act, consists of rendering or offering to render service to clients, including any one or any combination of the following practices or professional services, such as advice, consultation, evaluation, planning, design, including aesthetic and structural design, or responsible supervision of construction, wherein expert knowledge and skill are required in connection with the erection, enlargement or alteration of any building or buildings, or the equipment, or utilities thereof, or the accessories thereto, wherein

the safeguarding of life, health, or property is concerned or involved. The term "building" as used in this act shall mean a structure intended for use as shelter for man and/or his possessions.

D-3—Definition of the Term "Evidence." Acceptable and usable evidence, required as a part of any consideration or action on the part of the Board, may consist of any document or record of any kind, such as drawings, specifications, photographs, news items, advertisements, listings, diplomas, awards, certificates, contracts, agreements, letters, letterheads, invoices, signs, rental agreements and certified personal statements. Each item of evidence shall be clearly marked to insure positive and certain identification. It shall be the entire responsibility of the applicant to satisfy the Board as to the sufficiency of the record and/or the evidence.

D-4—Definition of the term "Practice". Ample proof of financial, executive and professional responsibility shall be a part of the evidence necessary to establish record of professional practice. The rendering of architectural services as hereinbefore defined, as a principal, shall have been the chief occupation of the applicant if said practice is used as a basis for claiming a record of architectural practice.

D-5—Definitions of the terms "Experience" and "Training". The terms "experience" and "training" are interchangeable and mean full-time employment in architectural work under the direct supervision of an individual registered or licensed to practice architecture under the laws of the state or country in which the work is performed.

RULES — RELATIVE TO EXAMINATIONS

E-1—Applicants shall be classified for examination according to their technical and practical qualifica-

tions. Examinations are divided into two classifications and shall be known respectively as the written examination and the oral examination.

E-2—(a) The Oral Examination: Under this classification, the applicant shall have had not less than ten years of lawful, architectural practice as a principal, satisfactory to the Board.

(b) Applicants are required to submit plans, specifications and photographs, beginning with preliminary sketches, general drawings and working drawings, or any other pertinent data or information for the purpose of

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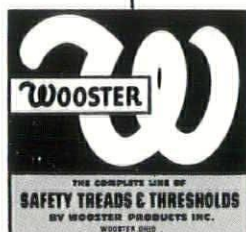
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E-3—(a) The Written Examination will be given to all applicants qualifying under Section 4703.07 and Section 4703.08 (D), with less than ten years of acceptable practice as a principal.

(b) An applicant qualifying under Section 4703.07 of the Revised Code is eligible to take the regular written examination con-

sisting of not less than 36 hours, at the next regular examination period, or at a later period as approved by the Board. Said applicant may elect to take the regular examination as a single-stage examination or the two-stage examination as hereinafter outlined.

(c) Upon election by the applicant to take either the single-stage examination or the two-stage examination, it is required that

he continue with the type of examination selected until satisfactory completion, unless special authorization to the contrary is granted by the Board.

(d) The following form shall be included as a part of the original application and shall be signed by the applicants in making the election provided for in paragraph (b) above:

"I hereby elect to take —
the () single-stage (written) exam.

the () two-stage (written) exam.

and do hereby accept and agree to abide by all the conditions pertaining to the election as made."

(e) The single-stage examination is an examination covering all subjects and given during a single examination over a five-day period.

(f) The two-stage examination will cover the same subjects as the single-stage examination, but will be given in two parts or stages during two separate examination periods.

(g) The first stage of the two-stage examination will cover those subjects as selected by the Board and will be given during a single examination period, over a three-day period.

(h) Upon satisfactory completion of the first stage of the two-stage examination, the applicant will be eligible, after a training period of three years, to continue with the second stage of the two-stage examination.

(i) The three-year training period shall consist of thirty-six months of actual work in a Registered Architect's office, or similar work in one of the allied fields of architecture, where the applicant will receive training in the areas of architecture in which he will be examined in the second stage of the two-stage examination.

(j) No single period of employment under two months of duration with one employer, except as hereinafter set forth, will be con-

OHIO ARCHITECT

sidered as a part of the thirty-six months' requirement, and all training and preparation shall meet the approval of the Board. Actual work as a cooperative student in a School of Architecture may be accepted; however, not more than twelve months of this training will be considered as a part of the three-year training period.

(k) The second stage of the two-stage examination will cover those subjects classified by the Board as the practical subjects requiring actual experience in these areas of architectural endeavor. This second stage of the examination will be given during a single examination over a three-day period.

(l) The fees to be paid to the Board by an applicant for the original application and complete written examination shall be the same for both the single- and the two-stage examinations.

(m) Applicants shall take the full examination originally, or all the subjects required to be — taken, or retaken, at one examination period. This same requirement shall also apply to the two-stage examination.

(n) Absence from any part of a required examination period may be grounds for the Board to void all examinations taken in said period.

E-4—(a) The scope of the Written Examinations, as may be established by the Board, shall be such as to determine the qualifications of the applicant to practice architecture and shall cover such technical, professional, and practical subjects as relate to the practice of the profession of architecture and the basic arts and sciences, a knowledge of which is material and necessary to the proper understanding, application and qualification for practice of the profession of architecture.

(b) The subjects of the Written Examination shall be determined by the Board and may be com-

bined, revised, or eliminated, or the time allotted or altered at the discretion of the Board.

(c) The complete examination, either the single-stage or the two-stage examination, shall cover a period of not less than 36 hours, allocated to the various subjects as the Board may determine.

E-5—(2)a) The regular written examinations for both the single-stage and the two-stage examinations will be given not less than twice in each calendar year. The dates, time, and place of the examinations shall be determined by the Board.

(b) The written examinations shall be conducted in accordance with the instructions issued by the Board. A copy of these instructions shall be furnished to each applicant with the application forms.

E-6—Review of Questions. The applicant for examination may review the character and content of examinations, upon request made to a Member of the Board or the Executive Secretary.

E-7—Evidence of Preparation for Retakes. Applicants, who are required to retake certain subjects of the written examination, may be required to furnish evidence of satisfactory study before the subjects are retaken.

E-8—(a) The minimum passing grade in all subjects of the written examination shall be seventy-five (75).

(b) If an applicant fails to receive a grade of seventy-five (75) or more in a specific subject in three (3) consecutive examinations, the Board may require that he retake the entire examination. Prior to re-examination under this rule, the applicant shall be required to have a personal interview with the Board to show evidence of satisfactory preparation and to receive permission to retake the examinations.

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ADDENDUM TO APRIL 1962 ROSTER ISSUE

Following are corrections and additions to, and deletions from the Roster printed in the April 1962 issue of OHIO ARCHITECT.

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Bryar, Norman L. 3494½ N. High St. Columbus	Danszin, Kenneth H. 5637 Orchard Hill Dr. N. Canton	Higgins, Laurence S. 626 108th St., S.E. Bellevue, Wash.	Moneypenny, Wm. Russell 309 Commerce Union Annex Nashville 3, Tenn.	Stedman, Claude W. 10 Robinhead Dr. Hinsdale, Ill.
Davidson, Aaron W. 5357 Laured Pl. Cincinnati	Dreyer, Rudolph S. 878 Lafayette Cincinnati 20	Hills, Clark H. 5118 Hampden Lane Bethesda 14, Md.	Morgan, George W. 2917 Brandon Rd. Columbus	Stevens, Preston S. 157 Luckie St. N.W. Atlanta 3, Ga.
Eller, Ned B. 3494½ N. High St. Columbus	Eterovich, James A. 294 E. 262 Cleveland 32	Hoyle, Alexander E. 248 Boylston St. Boston 16, Mass.	Mull, Melvin Henry Toledo Edison Co. 420 Madison Ave. Toledo 4	Stewart, James R. 3631 Pape Ave. Cincinnati 8
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Zimmerman, Ralph W. 3107 Carskaddon Ave. Toledo 6	Guelnan, Dennis Box 5676 W. Branch Toledo 13	King, James B. 56 Park Lane Ave. Orlando, Fla.	Prack, Arthur E. 119 Federal St. Pittsburgh 12, Pa.	Uhlmann, Lee F. 718 Linden Allentown, Pa.

ADDITIONS

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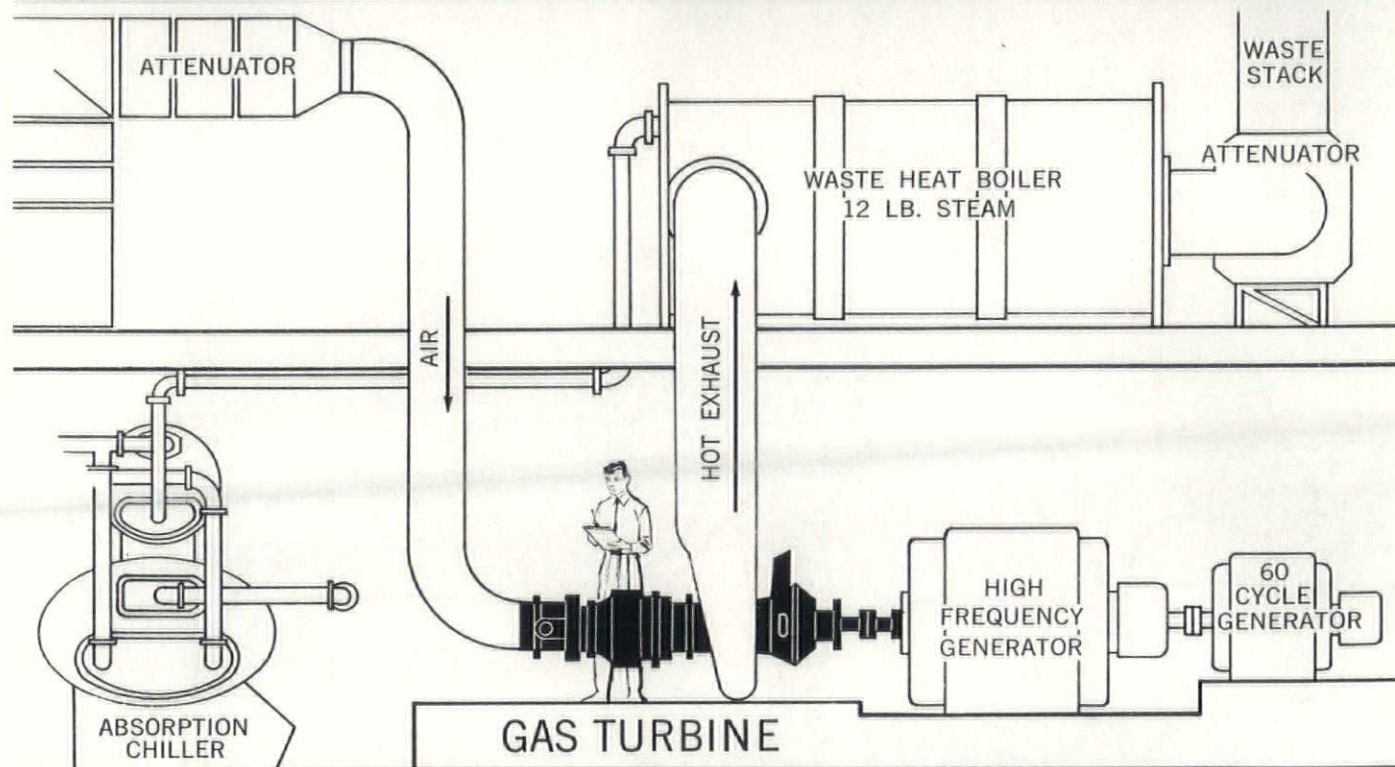
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