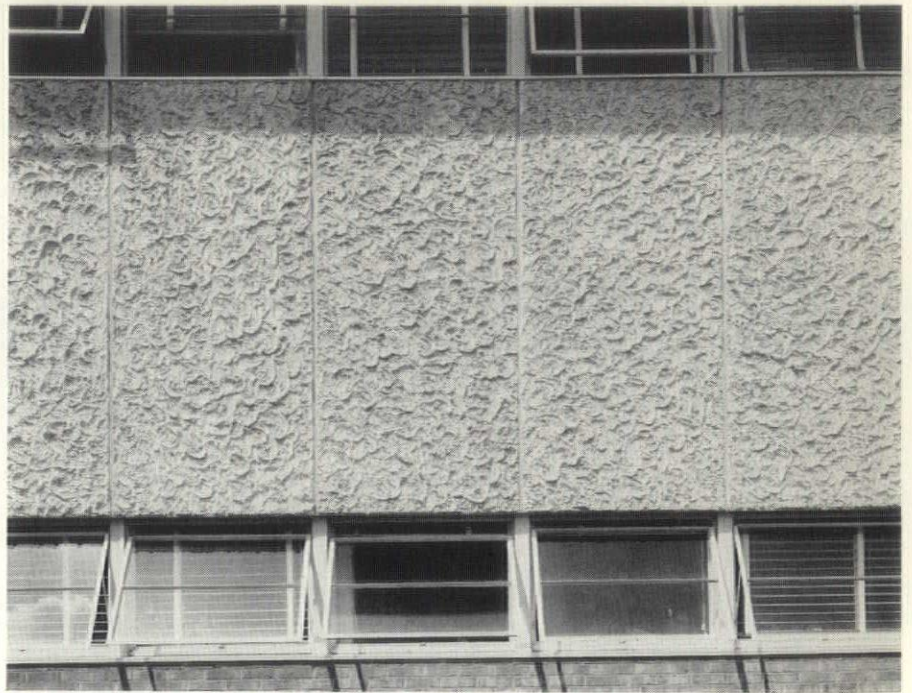


*right:*

FRANK HUDSON  
Prefabricated Stucco Panels  
Thomas W. Pyle Jr. High School  
STANLEY ARTHUR, AIA,  
Architect



# CRAFTSMANSHIP AWARDS





# POTOMAC VALLEY CHAPTER DRAFTSMEN'S COMPETITION

Award winners in the Potomac Valley Chapter were honored at a dinner at the University Park Motel in College Park on July 10th. The competition was designed to encourage interest and pride in the production of working drawings. The surprising number of entries and the overall quality of the drawings showed that the old professional is not as dead as supposed. Awards were given in two categories. Class A was for draftsmen with over five years experience, class B less than five years experience.

Winners in class A were:

## FIRST AWARD

Frank A. Endo of Walton & Madden  
Charles G. Slife of Duane & Lawrence

## SECOND AWARD

Turgut Karabekir of Cohen, Haft & Associates  
Wayne Balderson, Jr. of Cohen, Haft & Associates

## HONORABLE MENTION

Hans Prauser of Cohen, Haft & Associates  
Martin J. Van Camfort of Johannes & Murray  
Gerald C. Scott of Walton & Madden  
Emil Jettmar of Johannes & Murray  
Charles H. Hopwood of Ronald S. Senseman  
Yettekov Wilson of Cohen, Haft & Associates

Class B Winners were:

## AWARD OF MERIT

Harry P. Williams of Cohen, Haft & Associates  
Madis Valge of Duane & Lawrence  
Richard M. Astarb of Ronald S. Senseman  
Ira B. Oliver of Ronald S. Senseman

Jurors were Frank J. Duane, Sr., AIA, chairman, Louis Justement, FAIA, and John B. Hill of Hill & Kimmel. The competition committee consisted of John S. Samperton, AIA, chairman, and Aron Miller.

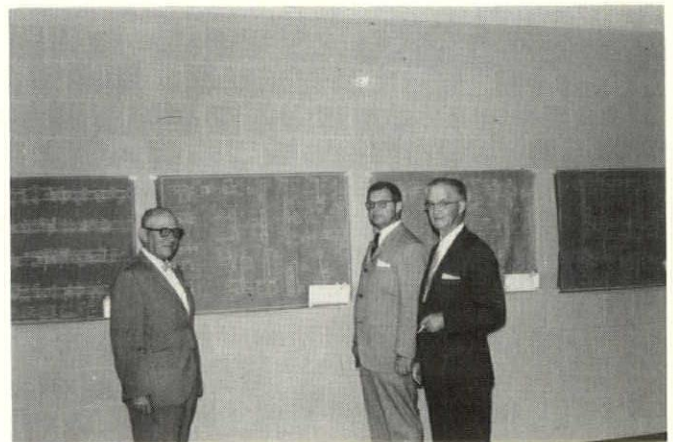
Some excerpts from the Jury Report follow:

Those drawings selected for award were effective, neat and easily readable, and had an orderly sheet composition with lettering of good character appropriately placed. We noticed and approve of the use of



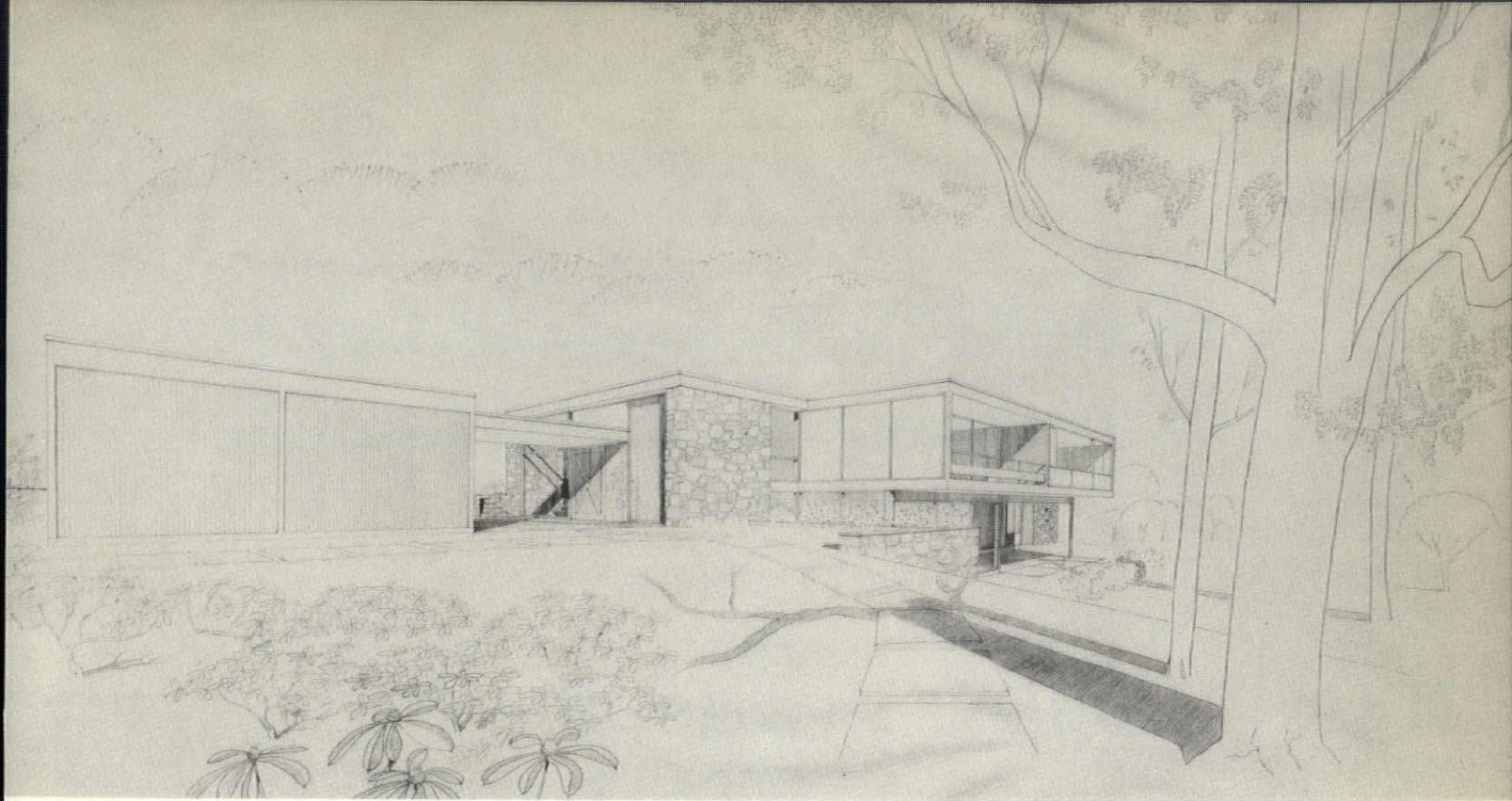
*Winners pictured at the Awards Dinner. Front row l. to r.: Messrs. Karabekir, Endo, Wilson, Astarb, Van Camfort, Prauser. Back row l. to r.: Messrs. Scott, Balderson, Hopwood, Jettmar, Williams and Valge*

varying thickness of lines to emphasize the total detail or to help frame it . . . Some of the faults which lost or reduced the awards were: faint lettering, clear but carelessly composed lettering, repetitive or indiscriminately placed notes, and wiggly arrowhead lines from notes . . . We noted several drawings which showed numerous individual large detail sections keyed directly to an assembled small scale section or elevation on the same drawing. To an Architect and a Builder this is good practice since it makes the drawing easily readable and understood.



*Committee member Aron Miller, Committee Chairman John Samperton, Jury Chairman Frank J. Duane, Sr.*



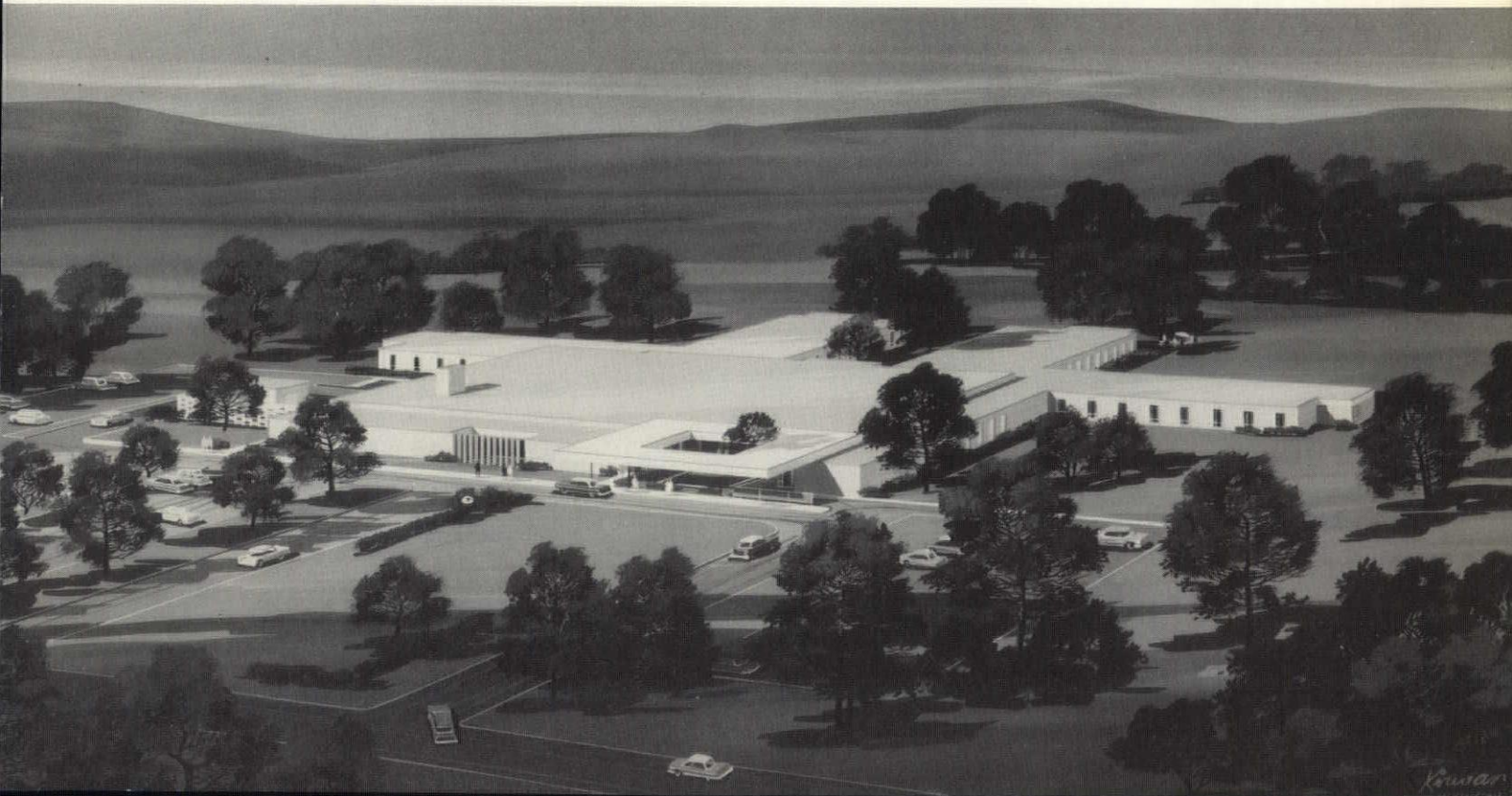


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HAROLD LIONEL ESTEN, AIA, Architect

# CHAPTER WORK

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EDWARD H. NOAKES & ASSOCIATES, Architects





The NCTA Transportation Plan has recently been approved by the President and now awaits action by Congress. The nature of that action will shape the Washington of the future.

The plan has the backing of almost every board, council, association, federation, planning organization and citizens group in the Metropolitan area. Certainly a rapid transit system will be no cure-all for Washington's planning problems. The main springs of urban growth, and the influences of transportation patterns are still imperfectly understood. Changes in present population trends, and advances in technology may someday force a complete rethinking of our transportation ideas. The immediate need is clear, however. A mass transit system of some sort seems the only workable alternative to an ever increasing deadly glut of automobiles in the streets of the Capital.

A brief description of the plan follows. We urge Congress to study it carefully, and to act favorably and quickly.

# The NCTA Transportation Plan

Congress established the National Capital Transportation Agency in 1960 to prepare a transportation program for the National Capital region and, subject to Congressional approval, to construct and provide for the operation of mass transit facilities.

An improved transportation system, Congress stated, "... requires the planning on a regional basis of a unified system of freeways, parkways, express transit service on exclusive rights-of-way, and other major transportation facilities . . ."

The NCTA has drawn up its recommendations after extensive study. In submitting them, the Agency's administrator wrote to the President:

"The programs recommended in this report strike a sound balance between highways and mass transportation . . . These facilities are essential to solving the region's severe transportation problem and to preserving and enhancing the vitality and appearance of the Nation's Capital.

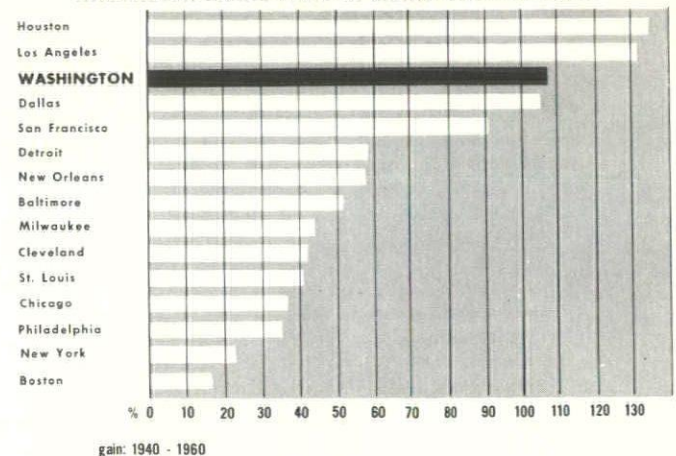
"The total program will require between now and 1980 a capital outlay of \$826 million for new highway construction and \$793 million for the rapid transit system. It makes possible a substantial saving over the cost of completing the 1959 mass transportation survey plan. . . . The capital cost of the rapid transit system can be fully repaid from revenues within less than forty years . . ."

## THIRD FASTEST GROWING CITY IN U.S.

The National Capital region is large and growing rapidly. Between 1940 and 1960 the population of the metropolitan area more than doubled and Washington ranked third in the Nation in metropolitan growth. In 1960 the region had 2.2 million people.

In 1980, estimates based on studies by area planning bodies and economic consultants show, it will have 3.4 million. By the end of the century it will have 5 million.

## WASHINGTON RANKS THIRD IN METROPOLITAN GROWTH

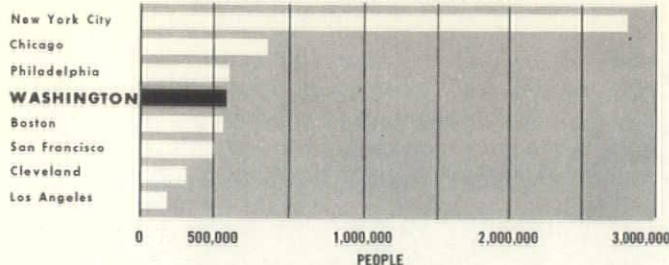


In the number of people downtown in the daytime, and these are rapid transit's best customers, Washington ranks ahead of Boston and Cleveland, which have rapid transit, and of San Francisco and Los Angeles, which are planning rapid transit. It is almost even with Philadelphia, which has had rapid transit for years.

As further evidence that the Washington area needs and can support rapid transit, its suburbs are populated more thickly than those of almost every other major American city.



## WASHINGTON RANKS FOURTH IN DOWNTOWN DAYTIME POPULATION



### IMPORTANT NEW HIGHWAYS

The National Capital region now has 140 miles of freeways and express parkways. Under construction or otherwise committed are 65 more miles. The Agency proposes that still another 50 miles of freeways be constructed. And it recommends improvements in many of our present highways and arterials — through streets, or roads, that carry fairly heavy traffic.

All parts of the road system — freeways, arterials, major streets — are planned so that they will work together and meet the expected 1980 traffic needs.

### HIGHWAYS ARE NOT ENOUGH

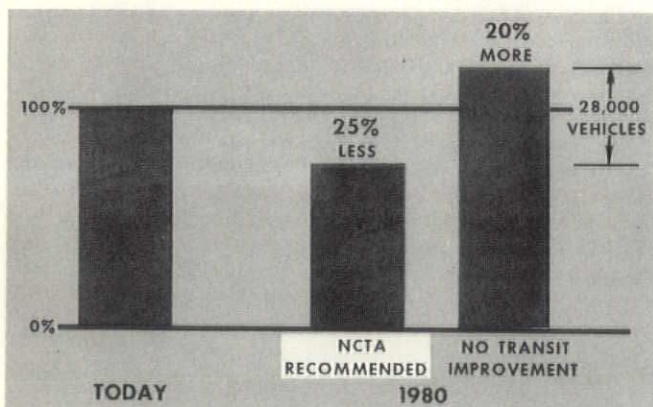
The region's basic transportation problem is how to move people into and through downtown Washington, and back home again.

For people whose trips within the region do not take them to downtown Washington, existing or planned roads will provide traffic-jam-proof service.

But the Agency finds, as the Mass Transportation Survey found in 1959, that no system of highways can, by itself, meet the transportation problems of those who commute to or through the heart of Washington.

Commuters are increasing. On a typical day in 1980, as many as 254,000 people will want to travel to or through downtown Washington in one hour — the day's peak travel hour — a 44 percent increase in 25 years.

### PEAK HOUR VEHICLES TO DOWNTOWN



To accommodate all these travelers, the Agency proposes to give them a choice between using automobiles and public transportation — new, fast, convenient, and economical public transportation; rail rapid transit.

## A BALANCED PLAN

The Agency's plan for more freeways, better roads, new express bus service, and rail rapid transit is balanced because it uses each transportation element to do what it can do best.

The plan is also balanced in the sense that it gives the residents of the region a choice between using automobiles and using public transportation to get to or through downtown Washington.

### MOVE PEOPLE FAST AND COMFORTABLY

Washington's rapid transit system has been designed to:

1. Carry people quickly and comfortably from all over the region into and out of downtown Washington.
2. Distribute these people where they want to go downtown — offices, stores, institutions.
3. Move people quickly from one place downtown to another.

Rapid transit trains will carry passengers downtown — and home again — at speeds averaging between 45 and 50 miles an hour. Service on the seven new rapid transit lines, and on a line using the electrified tracks of the Pennsylvania Railroad, will be frequent, and the high-speed electric vehicles will be among the world's most modern. They will be air-conditioned, well-lighted, pleasing to the eye, and quiet. The ride will be smooth. And the system will operate — without traffic jams — in all sorts of weather.

Thus the person who travels by rapid transit will make his trips much faster and much more comfortably than he can possibly do so today by bus. He will also make them more comfortably and in most cases much faster than he can today by automobile.

This will be true no matter how he gets to the rapid transit line because facilities in the suburbs have been planned to meet the needs of all types of travelers.

Other cities — Boston, Cleveland, and Chicago in particular — are using with great success one or more such ways of serving rail transit passengers. But Washington is fortunate in being able to plan from the beginning a system tailored to fit modern living patterns.

### FASTER EXPRESS BUS SERVICE

On several of the freeways and express parkways planned for the region, the NCTA recommends express bus service. At convenient intervals there will be stations — with parking areas for those driving to the bus line. Existing bus service will cover areas not served by rapid transit.

Among the new express bus routes recommended are: GEORGE WASHINGTON MEMORIAL PARKWAY, SUITLAND PARKWAY, SHIRLEY HIGHWAY, ANACOSTIA-BOLLING.



## RAPID TRANSIT FARES WILL BE CHEAPER

The rapid transit fare in the District of Columbia, all of Arlington, and much of Alexandria will be 25 cents. Beyond, there will be a simple zone system that will make most long trips cheaper than they are today. For example, a trip from Rockville to downtown costs 83 cents today; the same trip by rapid transit will cost 55 cents.

## TRAVEL FOUR TIMES FASTER

FROM	To 12th & G, N.W.	To the Capitol
Bethesda	15	20
Rockville	27	23
Silver Spring	16	12
Queen's Chapel	14	10
Bowie	31	27
Springfield	19	23
Alexandria	13	17
Fairfax City	24	28
East Falls Church	13	17
Anacostia	9	5
New Hampshire and Georgia	8	13

## SAVE TIME, MONEY, HOMES, BUSINESSES

As compared with the proposals of the Mass Transportation Survey in 1959, the recommended plan will:

1. Cost \$367 million less to put into effect.
2. Save \$2.6 million a year in highway operating costs.
3. Save \$1.4 million a year in tax losses to the District of Columbia (resulting from the taking of taxable land for freeways).
4. Save the homes and relocation costs of 27,000 people in the District.

There are many other benefits:

- Commuters to or through downtown Washington will save time or money, often both.
- Many housewives will have greater use of the family car.
- Driving to downtown Washington by those who must or prefer to use their cars will be more pleasurable. In spite of the continuing increase in population, there will be less congestion downtown even during the peak travel hour.
- Business and property values will increase.
- The beauty and attractiveness of the National Capital region will be preserved.

## SUBURBAN STATIONS FOR THE MOTOR AGE

In the outlying areas, facilities have been planned so that anyone, near or far, can travel to and from downtown by rapid transit. These facilities will serve four general groups:

1. Passengers who drive.

The NCTA proposes a total of 55,000 parking places at suburban stations throughout the region.

2. Passengers who walk to the station.

Many in the suburbs will be able to do so.

3. Passengers who are driven.

These will step into the station or onto the platform from a "kiss'n'ride" automobile ramp.

4. Passengers who take a bus.

These, too, will be dropped directly at the station or alongside the train platform. And in areas where good bus service to and from the station doesn't exist, it will be developed.

## A REALITY CONGRESS CAN BRING

The Agency is asking for authorization from Congress to proceed immediately with construction of a major part of the downtown subway and several of its extensions.

It is also recommending that the funds be appropriated and authorization granted for the District Department of Highways to proceed immediately with the downtown freeway and the B&O route bringing two freeways from Maryland into the city.

It is also recommending legislation under which Virginia and Maryland jurisdictions and the District of Columbia could make contributions to the Agency in return for construction and provision of public transportation services.

## THE DOWNTOWN SUBWAY DISTRIBUTOR WILL SERVE ALL MAJOR POINTS OF ACTIVITY

Out of every 100 persons with downtown jobs, 94 will be able to walk from a subway station to work within 8 minutes — and 77 within 5 minutes.

The subway stations will be pleasingly designed, clean, well-lighted. They will be served by escalators or moving ramps. Passengers at many stations will be able to enter office buildings or stores directly.

Service will be fast. The trip from the State Department to the Capitol, for example, will be made in 5 1/2 minutes; from the Federal Triangle to Dupont Circle, in 4 minutes, station to station. During the rush hours, trains will operate a minute and a half apart.

## BUILDING AND MANAGING RAPID TRANSIT

Under the Agency's recommendations, construction of the first part of the system would be undertaken by the Agency itself.

Meanwhile, negotiations looking toward an interstate organization — Maryland, Virginia, and the District of Columbia — to be concerned with transportation as well as other regional development problems will continue.

If no interstate organization is established before the system goes into operation, a Federal corporation would take over. This corporation would continue developing the system, provide for its operation, and market the bonds.

## THE START OF SERVICE

If Congress recognizes its obligation now, they can campaign by train in 1968.



A panel exhibition of photographs, plans, and perspectives, illustrating many recent examples of design by prominent American landscape architects, will be open at The National Housing Center on August 6th. It was planned and is sponsored by the Hubbard Educational Trust of

Brookline, Massachusetts and was organized by the American Society of Landscape Architects, Washington, D. C. The national tour of the show is under the auspices of the Smithsonian Institution Traveling Exhibition Service.

# CONTEMPORARY AMERICAN LANDSCAPE ARCHITECTURE

SANDPIPER COOPERATIVE APARTMENTS Palm Desert, California

William Krisel, Landscape Architect  
Palmer & Krisel, Architects

*photograph by Julius Shulman*

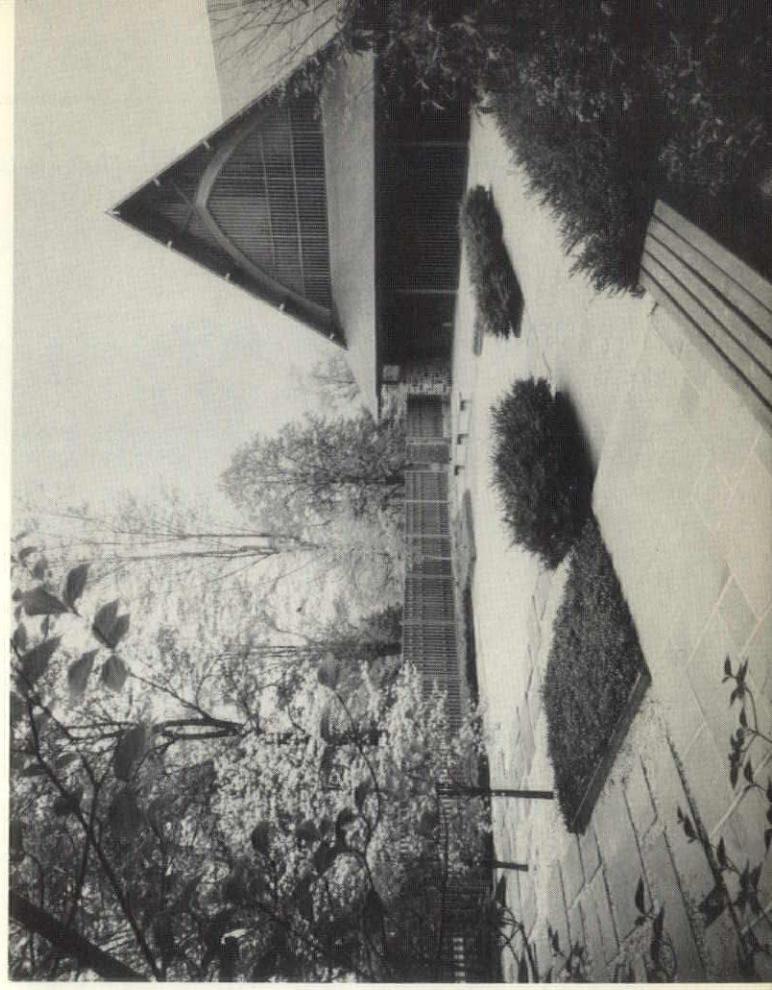


CHURCH OF THE REDEEMER, Baltimore, Maryland.

E. Bruce Baetjer, Landscape Architect

Pietro Belluschi and Rogers, Taliaferro, & Lamb, Architects

*photograph by M. E. Warren*





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