



## RESEARCH CHEMIST OF 1960

Test tubes will take the place of her toys. Her childish curiosity will grow into a zeal for knowledge. We know, for we have a scientific viewpoint ourselves. We have sought, we have found, but we shall never stop seeking.

Gyproc technicians have already made discoveries which should transform conditions under which the children of today will live and work when *their* time comes to take control of the great experiment.

**GYPROC PRODUCTS LIMITED**

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to 70 per cent. in steel. After the war, industry will require the construction of additional warehouses as well as the reconstruction of many existing buildings. For every branch of industry, reinforced concrete will provide the best building medium.

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Telephone: Whitehall 9936.



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## BUILD FOR POSTERITY

Wren, after the fire of 1666, had visions of a purer, cleaner, better London. Although petty officialdom and self-seeking merchants thwarted his dreams, many of his buildings were planned as he envisaged. Let us not commit the same crimes against the visionaries who desire to reconstruct Britain after the war. It must be a better land . . . the highest authorities in Britain and in the U.S.A. have determined that this shall be so.

Often courageous plans for a better world have been ruined in the past by the cost of pulling down before building up. This will not deter us this time.

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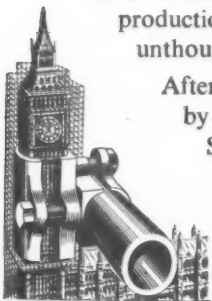
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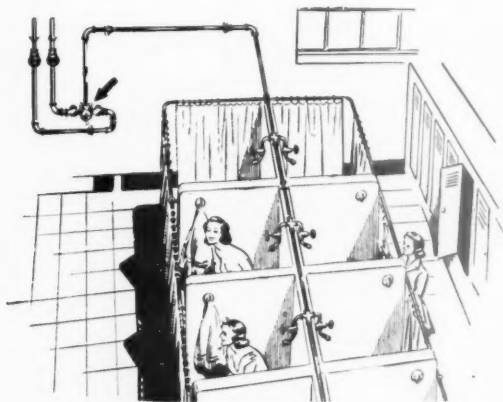
After the war, the new Building Programme! A new and fairer Britain will rise, story by story, amidst the strong slender standards, ledgers and putlogs of Big Ben Steel Scaffolding—the modern scaffolding, simple, safe and strong with strength of steel.



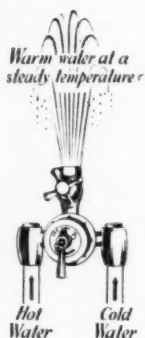
**The STEEL SCAFFOLDING COMPANY Ltd**

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*Specify*

*Leonard-Thermostatic*

*hot and cold*

**WATER MIXING VALVES**

*for group washing equipment*

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*Quiet...*

*Ensure quiet in the buildings  
you design by specifying*

**NEW WALLS**

*asbestos*

*acoustic*

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BRAND  
PRODUCTS**

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pre-eminent

yesterday in housing

today in vital work

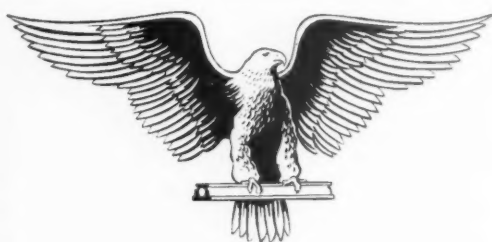
tomorrow in the

programme of reconstruction

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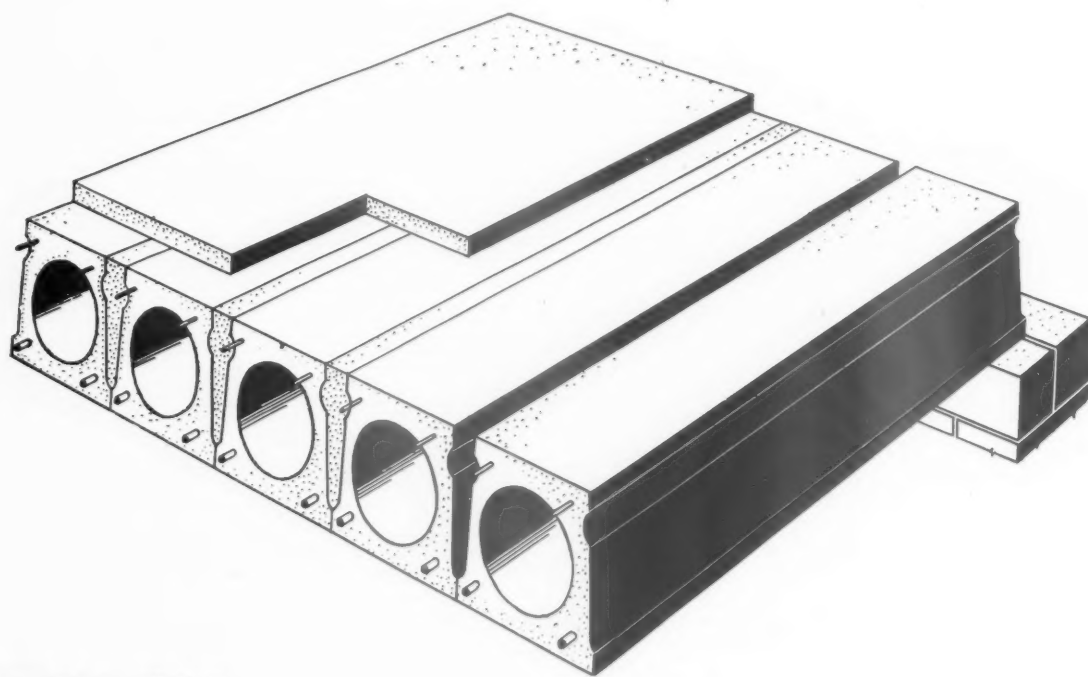
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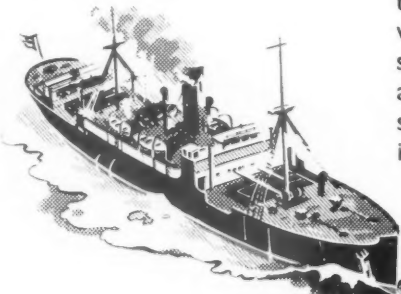
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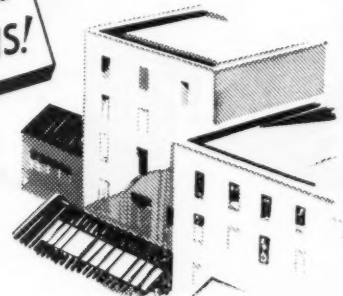
its components are native to this country and supplies are unlimited.

At a time when every inch of timber is precious, it is important that every man and woman engaged in urgent building work should know that "PLYDEK" is now available and that it has been tested by The Building Research Station. "PLYDEK" is waterproof, jointless, resilient and quiet to the tread, non-

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Telephone: Newcastle 28792 Telegrams: "Bowran" Newcastle-on-Tyne  
Send for copy of Report by The Building Research Station Department of Scientific and Industrial Research





**W**

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Board — easy to apply, absolutely permanent

— means *equal* heat for less fuel. A phrase we cannot repeat too often. The subject is of pressing importance. The help and advice of Celotex upon the supply and installation of Insulation Board is yours upon request.

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guvnor, it don't give  
Britain more coal'*







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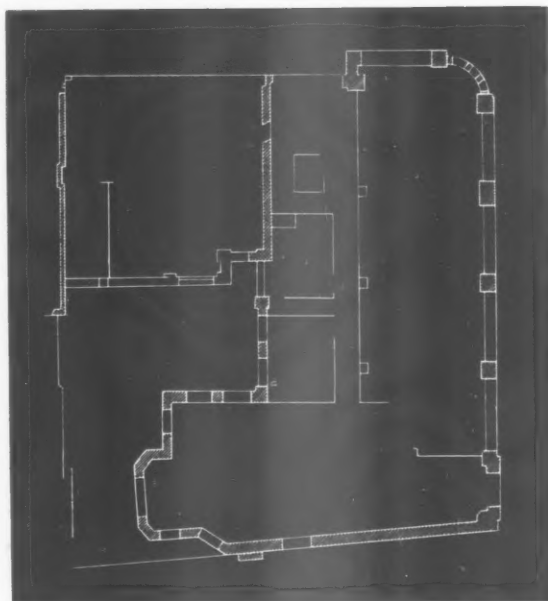
**Brass and Bronze Stampings,  
Gun Metal and Phosphor  
Bronze Ingots,**

**Chill Cast Gunmetal and  
Phosphor Bronze Bars, and**

**Terne Metal and Cupro Nickel  
Ingots and Granules,**

*regret their inability to satisfy all the  
requirements of clients for their products for  
the time being.*

*When Peace returns to the World again,  
however, they look forward to being in a  
position to supply their old and new friends  
with all their needs of the Non-Ferrous  
Metal Alloys they produce and to be able  
to prove once again that "McKECHNIE"  
products are second to none and that clients'  
complete satisfaction is their chief concern.  
In the meantime, they crave the indulgence  
of their friends and thank them for the  
understanding and the forbearance already  
extended to them.*



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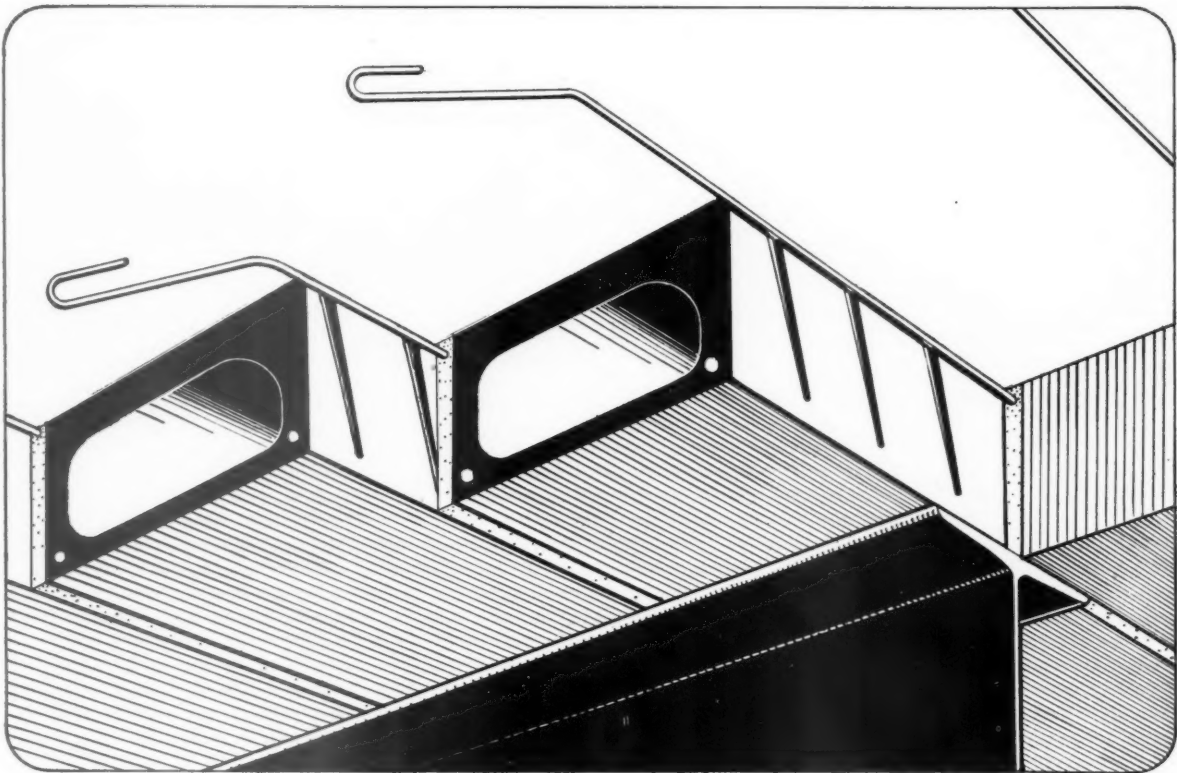
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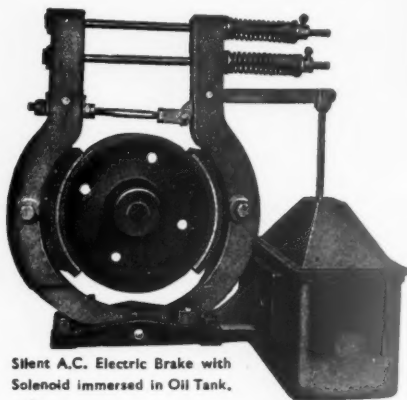
Croxley Green, Rickmansworth, Herts. Tel.: Rickmansworth 2268/9

Branches: BIRMINGHAM, LEICESTER, MANCHESTER, GLASGOW

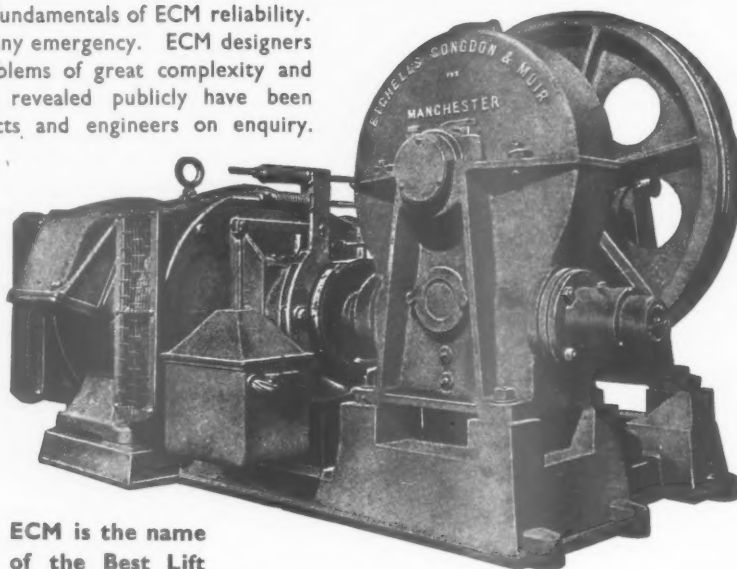
# E·C·M·WINDING GEAR

**T**HIS winding gear and brake are the fundamentals of ECM reliability. Their immense strength is equal to any emergency. ECM designers are now engaged on war-time problems of great complexity and many new ideas which may not be revealed publicly have been perfected and are available to architects and engineers on enquiry.

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ECM is the name  
of the Best Lift

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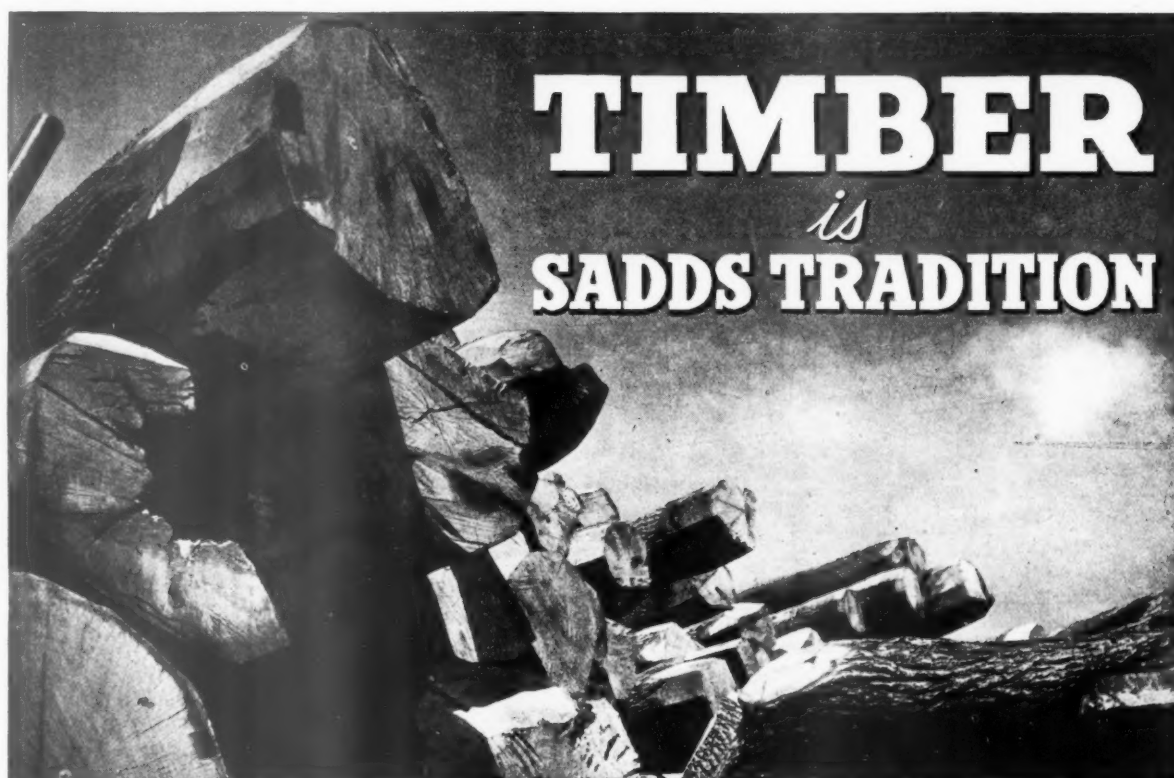
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BRICK WALL  
REINFORCEMENT  
FOR STRENGTHENING &  
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REINFORCED CONCRETE ENG. CO., LTD.  
Artillery House, Artillery Row, S.W.1  
Abbey 2648/9

This is greatly superior to the old-fashioned hoop iron bond, because the mortar is embedded in the meshes and gives it the characteristics of reinforced concrete.



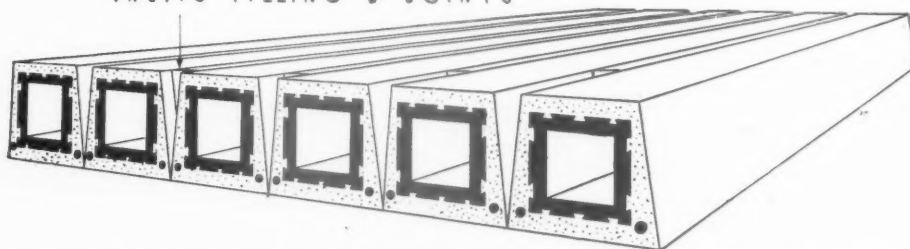
Hair of spunyarn, blood of Stockholm tar and every finger a marlinespike, described the old-time sailorman. But it was adaptability that enabled a shellback to turn his hand to anything aboard a ship. And it is adaptability that has kept Sadds abreast—and often ahead—of the changing days which call for new ways, new products, in unfamiliar materials, and new production records.

Anything in Wood or Wood associated with another material.

**JOHN SADD & SONS LTD.**  
MALDON (Telephone : Maldon 131) ESSEX

# FRAZZI

INSITU FILLING V JOINTS



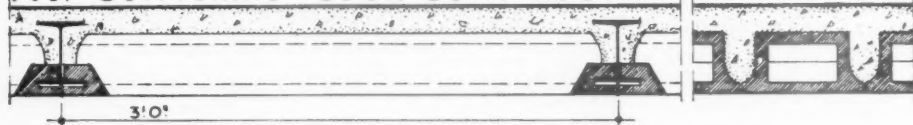
CONCRETE SLAB FLOOR CONSTRUCTION (reinforcement not shown)



HOLLOW BLOCK FLOOR CONSTRUCTION (reinforcement not shown)



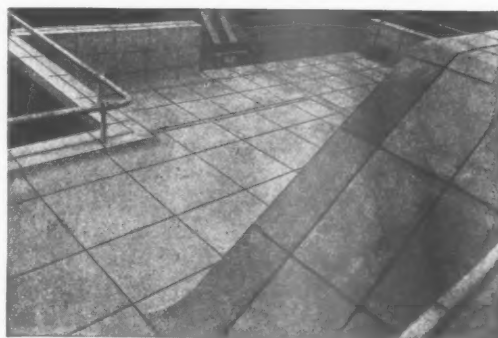
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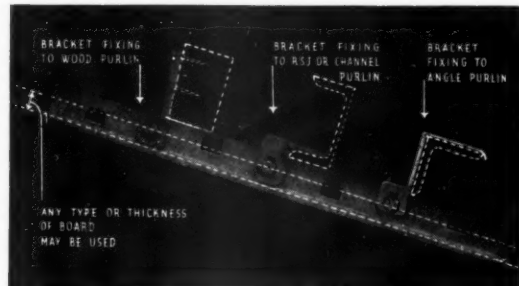
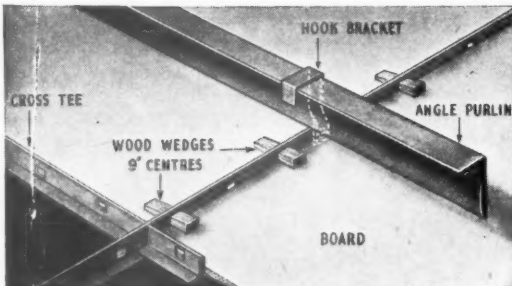
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2. Assures the insulating value of air-space between roof and underside of purlins. No dust or dirt.
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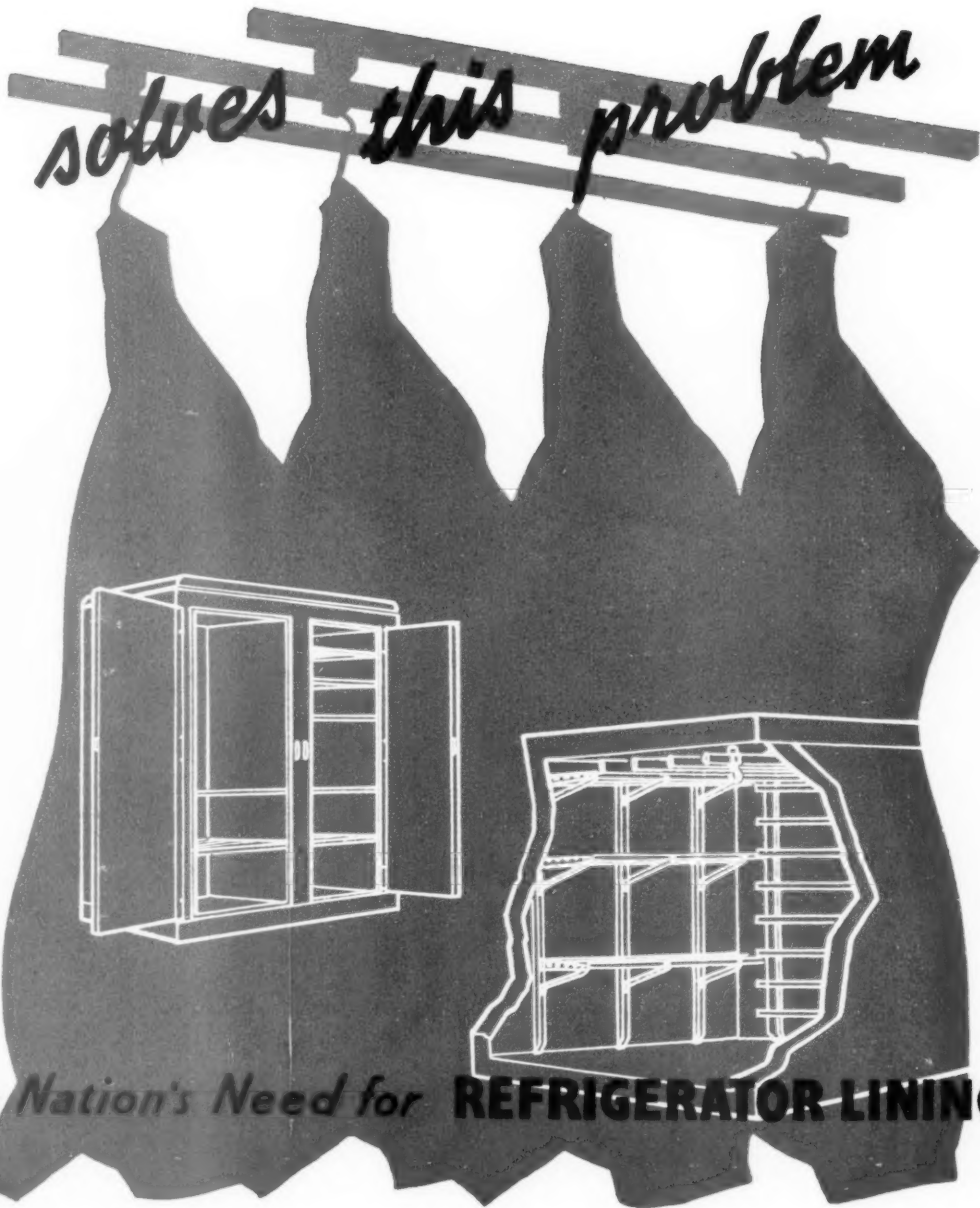
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Sheets for Refrigerator and Cold  
Storage Chamber Lining.

# THE ARCHITECTS'



## JOURNAL

THE ARCHITECTS' JOURNAL WITH WHICH IS INCORPORATED THE BUILDERS' JOURNAL AND THE ARCHITECTURAL ENGINEER IS PUBLISHED EVERY THURSDAY BY THE ARCHITECTURAL PRESS (PUBLISHERS OF THE ARCHITECTS' JOURNAL, THE ARCHITECTURAL REVIEW, SPECIFICATION, AND WHO'S WHO IN ARCHITECTURE) FROM 45 THE AVENUE, CHEAM, SURREY.

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The Editor will be glad to receive MS. articles and also illustrations of current architecture in this country and abroad with a view to publication. Though every care will be taken, the Editor cannot hold himself responsible for material sent him.

THURSDAY, JULY 9, 1942.

NUMBER 2476: VOLUME 96

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The fact that goods made of raw materials in short supply owing to war conditions are advertised in this JOURNAL should not be taken as an indication that they are necessarily available for export.

Owing to the paper shortage the JOURNAL, in common with all other papers, is now only supplied to newsagents on a "firm order" basis. This means that newsagents are now unable to supply the JOURNAL except to a client's definite order.



## *Goodrich Castle . . .*

on the Wye, was built early in the 12th century and remains today in fairly perfect condition, showing some fine walls and towers. A most notable feature in the external defences is the finishing off of corner towers with projecting triangular buttresses to give extra strength to the most exposed angles. Goodrich withstood many assaults and saw the glitter and colour of grand pageantry in times of peace, but its greatest days were its last—when it resisted the Parliamentarians in the Civil Wars 1642-46.

There are new trials for strength in buildings today—traffic vibrations, and the endless throb of fast-held massive machinery, to mention but two—and the modern architect's translation of feet thick walls and buttresses is a framework of *steel*.

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In common with every other periodical and newspaper in the country, this JOURNAL is rationed to a small proportion of its peace-time requirements of paper. This means that it is no longer a free agent printing as many pages as it thinks fit and selling to as many readers as wish to buy it. Instead a balance has to be struck between circulation and number of pages. A batch of new readers may mean that a page has to be struck off, and conversely a page added may mean that a number of readers have to go short of their copy. Thus in everyone's interest, including the reader's, it is



important that the utmost economy of paper should be practised, and unless a reader is a subscriber he cannot be sure of getting a copy of the JOURNAL. We are sorry for this but it is a necessity imposed by the war on all newspapers. The subscription is £1 3s. 10d. per annum.

from AN ARCHITECT'S *Commonplace Book*

"How soon I was cut down  
When innocent at play,  
The wind it blew a ladder down  
And took my life away."

18th Century Epitaph: From Baldock

## NEWS

★ Mr. Clough Williams-Ellis has been appointed a member of the Government's Advisory Council on Welsh Reconstruction Problems - - - page 17

★ The report of Lord Justice Scott's Committee will probably be published within the next fortnight - page 17

★ Conditions of the Ilkley post-war planning scheme are now available page xxxvi.

### PLANNING UTTOXETER

The Uttoxeter Urban District Council, after giving consideration to the matter of town planning, has decided to call in Mr. W. Dobson Chapman, M.T.P.I., to make a comprehensive survey of the area, and to advise in conjunction with the Council's Surveyor, Mr. S. S. Proud, on the plan for the future development and re-development of Uttoxeter in order that the Council is ready to control and encourage development of the Urban District in the immediate post war period.

### LONDON TO NORWICH

Two hundred London builders left Liverpool Station on Tuesday of last week for Norwich to assist local men to carry out first aid repairs to buildings damaged in the recent blitz. Immediately after this blitz the Emergency Works Department in the area warned the London Works and Buildings Emergency Organisation that approximately 250 men might be required by noon on Tuesday. Contractors were at once asked to obtain volunteers—who came forward readily and arrived in Norwich by special train at 11.30 a.m. Tuesday. Lorries with all building tackle

necessary—ladders, etc.—left at 6 a.m. that morning.

Firms from seven London areas contributed to the party.

### MEETINGS

Thursday, July 9.—Town and Country Planning Association. Lunch-time meeting on Post-war Reconstruction. At Dickens and Jones, 224, Regent Street, W.1. "As the Operatives See It." By Richard Coppock. Lunch 12.45.

Saturday, July 11.—A.A.S.T.A. At the London School of Hygiene, Keppel Street, W.C. 2.30 p.m. Debate on: "Reconstruction: Has the Time Come for Preparing Plans?"

Tuesday, July 14.—Housing Centre, 13, Suffolk Street, S.W.1. "The New Plan for Southampton." By Professor S. D. Adshead. 1.25 p.m.

Friday, July 17.—International Arts Centre, 22, St. Petersburg Place, W.2. "Politics and the Artist." By Arthur Koestler. 7.45 p.m.

### EXHIBITIONS

Geffrye Museum, Kingsland Road, E.2. Exhibition of Design in Everyday Life. Organized for the C.E.M.A. by the British Industrial Institute of Adult Education in co-operation with the L.C.C. Until July 25, 11—7 weekdays (except Mondays), 2.30—6 Sundays.

Royal Society of British Artists and Royal Institute of Oil Painters. Combined Exhibition at the Suffolk Street Galleries, Pall Mall, S.W.1. Until August 1, 10 to 6.

### IN PARLIAMENT

Regional Controllers. — Mr. Lyttelton, Minister of Production, announced his list of Regional Controllers; the list includes Mr. Percy E. Thomas, O.B.E., F.R.I.B.A., for Wales.

Welsh Reconstruction Committee. — Sir William Jowitt, Paymaster-General, announced that the Government had decided to appoint an Advisory Council on Welsh Reconstruction Problems with the following terms of reference: "To survey, in conformity with the general examination of reconstruction problems now being conducted by the Government, those problems of reconstruction which are of special application to Wales and Monmouthshire, and to advise on them." The constitution of the Committee is as follows: Principal J. F. Rees, M.A. (Chairman); D. M. Evans Bevan; Mrs. Clement Davies; James Griffiths, M.P.; F. W. R. Harris, B.Sc.; J. Lloyd Humphreys; Dr. T. J. Jenkin, D.Sc.; William Jones, C.B.E.; David Lewis; Herbert Henry Merrett; Professor D. Hughes Parry, M.A.; Dr. Laura G. Rees; Sir Robert J. Webb; Evan Williams; Professor W. M. Williams, M.A.; Clough Williams-Ellis, F.R.I.B.A.; and William Thomas (Secretary).

Building Industry, U.S.A.—Mr. Bossom asked the Parliamentary Secretary to MOWP whether a copy of the Jellicoe report upon conditions of the building industry in the United States of America could be placed in the Library for the use of Members before the summer Recess?

Captain McEwen said that Mr. Jellicoe was sent to the United States to secure for the Central Council for Works and Buildings information regarding training and education in the building industry there. It would be quite outside the scope of Mr. Jellicoe's instructions to submit a report on conditions of the building industry in the United States, and the question of placing such a report in the Library did not therefore arise.

Post-War Planning.—Mr. Bossom asked the Parliamentary Secretary to the Ministry of Works and Planning whether Mr. Justice Uthwatt's and Lord Justice Scott's reports would be issued before the Recess?

Captain McEwen replied that no assurance could be given that the report of either of these committees would be received by the Minister before the Recess.

(We understand that it is probable that the Scott Report will be published within the next fortnight.—Ed., A.J.)



## *first minister of planning*

*At midnight on Tuesday of last week, Lord Portal, Minister of Works and Buildings, and his two Parliamentary Secretaries, resigned their Ministerial positions—for twelve hours only. They did so because the Ministry of Works and Buildings ceased to exist. For twelve hours Lord Portal and his two secretaries became back*

*benchers and then providence ordained that a new Ministry should come into being, the Ministry of Works and Planning. On the following day an announcement from No. 10 Downing Street stated that they had been appointed to their new offices. Lord Portal is thus the first Minister of Planning in the history of England.*

### HOUSING IN BERLIN

In a lecture to the German Academy for Housing, Stadtrat Pfeil spoke on the Berlin housing situation. He said: "Post-war social building schemes will take some time before they can be put into operation, and that critical period will have to be bridged. Therefore, all houses which have been converted into offices, will have to be re-converted to their original purpose. Large dwellings

will have to be split up into smaller ones. Good results have already been obtained in dividing up 12,000 Berlin dwellings. Turning two dwellings into one should not be allowed. Double dwellings should be forbidden. The parish authorities should have the right to intervene. In the first place dwellings should be made available for families with children and for young married couples and, of course, for soldiers returning from the war. The building of homes for the aged is one way of relieving

the strain on the housing situation; old and childless people should be taken from their larger homes and be made to live in old people's homes specially built for that purpose."

### BRICKS

In the second report of the Committee on the Brick Industry, reviewed in last week's issue, it is stated that 164 brickworks were closed

under MOWP's "care and maintenance" scheme. We understand that, at June 25, the areas in which these brickworks have been closed or have been transferred to drain tiles are:—

Region	Closed under Scheme	Transferred to Drain Tiles	Total
Scotland ..	13	3	16
Northern ..	12	1	13
North Eastern ..	26	2	28
North Western ..	39	—	41
East Midlands ..	15	—	15
West Midlands ..	18	—	18
Eastern ..	21	2	23
Southern ..	19	—	19
South Western ..	18	3	21
South Wales ..	6	—	6
	187	13	200

#### MOWP

The following notice was issued from 10, Downing Street, last week: "The King has been pleased to approve that the Right Honourable Lord Portal, D.S.O., M.V.O., be appointed Minister of Works and Planning, and that Mr. George Hicks, M.P. and Mr. H. G. Strauss, M.P., be appointed Joint Parliamentary Secretaries to the Ministry of Works and Planning." Lord Portal continues to hold office as First Commissioner of Works and Public Buildings. The powers and duties of the Minister of Health under the Town and Country Planning Act, 1932, have been transferred to the Minister of Works and Planning.

#### R.I.B.A.

Nearly 3,000 members and students of the R.I.B.A. are now serving with the Forces. The roll of honour contains the names of 53. Names published in the twenty-sixth list of R.I.B.A. members serving with the Forces are printed below: *Killed*: Coles, R. H. (A.R.I.B.A.), A.C.2 R.A.F.; Connelly, W. G. (Student, R.I.B.A.), Bdr., R.A.; Fox, H. Leslie (F.R.I.B.A.), Lieut., R.E. *Missing*: Bird, G. V. (A.R.I.B.A.), Capt., R.E.; Coulton, R. T. (Student, R.I.B.A.), Lieut., R.N.V.R.; MacAlister, Donald (L.R.I.B.A.), 2nd Lieut., R.E.; Middlemiss, C. O. (A.R.I.B.A.); Smart, G. D. (A.R.I.B.A.). *Prisoner of War*: Stacy, E. F. (A.R.I.B.A.), Lieut., R.E. *Distinction*: Roberts, W. J. (A.R.I.B.A.), Temp. Major, S. Rhodesian M.F., awarded the O.B.E.

The following members have been elected:

*As Fellows* (5).—Edmunds, Edwyn Emrys (Swansea); McDermott, Leonard Hugh (Rochester); Scherrer, Emil Cyril (London); Thomas, Mark Hartland, M.A. (London); Thomson, John Stewart (London).

*As Associates* (5).—Browning, Ronald Henry (University of Liverpool) (Liverpool); Clifford, Miss Patience Lisa (Architectural Association) (Beaford, North Devon); Craig, Mrs. Margaret Alleyne (Architectural Association) (Prah Sands, nr. Marazion, Cornwall); Hunt, Roy Arthur (The Polytechnic, Regent Street, London) (Harrow, Middlesex); Oliver, Douglas John (The Polytechnic, Regent Street, London) (Stafford).

*As Licentiate* (25).—Anderson, John Coster (London); Ashbey, Harry Wallington (Reading); Bakewell, John Laurence (Derby); Brown, Edwin Herbert (London); Carr, Walter Louis (Northwood, Middlesex); Crumpton, Cyril Robins (Wellingborough); Dacombe, Walter John (Bournemouth); Eley, Edward Henry, Colonel (retd.), C.M.G., C.B.E., D.S.O., D.L., A.D.C. (London); Garton, Cyril William (Stammore, Middlesex); Gosling, James Kenneth (Ewell, Surrey); Hardinge, Godfrey George Harold (Grimsby, Lincs.); Kettlewell, Ronald Arthur (West Harrow, Middlesex); Killick, Reginald John (London); Maltby, Charles Burton (Watford, Herts); Milligan, Robert Walther (Liverpool); Parkin, George Herbert (Wellingborough); Pipe, Alan William (London); Planck, Charles Digby (London); Squire, Sydney John (London); Stengelhofen, Franz Albert Peter (London); Temple, Peter (London); Vevers, John Patrick (Pangbourne, Berks); Williams, Hugh Finch (London); Willis, Frank Henry (Portsmouth); Yarnold, Arthur Frederick (Ince, Cheshire).

## MARS PLAN FOR LONDON

THE July issue of THE ARCHITECTURAL REVIEW contains a master plan for London based on research work carried out by MARS. As becomes a modern Architects Research Society MARS have ignored the existing mess and refused to be limited or conditioned by it, preferring instead to work out from first principles what a plan for reconstructing London should seek to provide.

They have chosen to concentrate on communications as the most fundamental Town Planning problem. Time-distance, one can agree, ought to be a major factor in determining how all the different types of building known to be needed for various purposes, are grouped in relation to each other. Approaching the problem from this point of view, they have worked out a plan based on the fact that the best way to provide rapid transport is to canalize traffic, and ruthlessly eliminate crossings. The plan divides the metropolis into sixteen separate districts, each of which is in fact a linear town about two miles wide and eight miles long, containing 600,000 inhabitants, arranged along a traffic artery (for public transport vehicles only) running North and South. These districts are linked together by a super traffic artery running this time from East to West and serving two vast trading estates, in which heavy industry for the whole region is concentrated, also a shopping and an administrative centre lying between them. Considered as a traffic diagram the plan is extraordinarily interesting. The principle of speeding up transport by eliminating crossings is undoubtedly sound. The shape of the sixteen districts is disconcerting at first sight to people accustomed to thinking in terms of proceeding at equal speed in any direction. But if one takes into account the fact that the MARS plan, by canalizing North-South traffic in each unit, makes it possible to travel in these directions at a greatly increased speed, the shape is less disconcerting. MARS contend that if time is included in the equation the districts are in fact approximately square—an exceedingly interesting point that is worth serious attention.

Even allowing for this, however, it does appear that the linear principle has been rather overworked, even from the traffic point of view. It is possible to design crossings on two levels in such a way that they do not interrupt the flow of traffic, provided that there are not too many of them. The lines of the London Underground cross: so do the lines of German Autostrasse. There seems no point in reducing crossings below the number which makes this possible. One feels that to provide public transport facilities for passengers travelling from East to West along one route only, in a town the size of London, is to exaggerate the truth of the saying that the longest way round is the shortest way home.\*

\*The plan provides for a number of East-West roads, but they are for private cars only.

The plan also appears to overlook the desirability of planning to avoid peak traffic. It can be argued that linear development, by providing for a tremendous increase in speed, would make it possible to handle large volumes of traffic very much more efficiently than it is possible to do at present. But it remains a fact that if everybody wants to travel in the same direction at the same time, twice as many buses, lifts or trains are needed to carry them as would be needed if one-half are moving from B to A while the other half are moving from A to B. Maybe we can afford to provide double the number, but is there any point in doing so? Since the plan apparently envisages the complete rebuilding of London, why concentrate industry along the East-West axis where shopping and recreational facilities are also concentrated?

The argument for doing so is that great economies are secured by concentrating industry. Again, is not this overworking a good principle? Trafford Park Estate, by far the largest of its kind in the country, accommodates 200 large factories and gives employment to 50,000 people. On this basis a project for concentrating the employment of 680,000 and 759,000 in the East and West industrial area respectively seems to savour of megalomania, particularly in view of the fact that the same East-West traffic artery has to take 864,000 people to the administrative area, 300,000 and 124,000 to the shopping and cultural areas, and also transport the materials required by the industries concerned. These criticisms are criticisms of detail. Some people might agree with them, other people might not. There is, however, a more serious criticism which raises an issue of an entirely different kind. The plan, which is really no more than a diagram illustrating certain principles on which the design of a transport system might be based, is called a plan for London, though in the interests of simplicity almost every feature that makes London recognizable has been wiped out.

Assuming that the principles on which the MARS plan is based are fundamentally sound, this way of presenting them is not likely to convert the public. The majority of Londoners are anxious to see big changes made, but, as Mr. Lionel Brett points out on another page, they want to see London *grow more like London*; they do not want to be left without landmarks in an "ideal" town. This being so it is important to make the public understand very clearly the distinction between plans drawn up for propaganda purposes, which must oversimplify every issue, in order to emphasise the particular point they are intended to make, and real plans for real towns which are necessarily much more personal.

The MARS plan is a fine diagram but unless it is made clear to the public that it is not intended to be more than this, it may have the unfortunate effect of creating a popular prejudice against the ideas it is intended to promote.



*The Architects' Journal*

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## NOTES & TOPICS

### COMMITTEE ON THE BRICK INDUSTRY —SECOND REPORT

The first point which strikes one about the Second Report of the Committee on the Brick Industry, is that committees set up to deal with *ad hoc* economic problems clearly have great difficulty at present in formulating a coherent policy in the national interest. The Committee on Bricks has no doubt tried hard but its task has bristled with difficulties which one feels should not exist after three years of so-called total war.

★

The report begins by stating that the committee consulted the Ministry of Transport, the Ministry of Labour and the Ministry of Mines to find out what importance should be attached to securing economy of movement, labour and fuel. It continues, "the information and advice we have received have not given us any broad overriding principles which could be adopted on a national scale, though perhaps the necessity of reducing the length of hauls has been most pressed on us by the Ministry of Transport." (i.e. that ministry has the best propaganda department).

★

The committee, however, does not come to the conclusion that transport should be the determining factor—because in the absence of any coherent building programme nobody knows when bricks are likely to be needed. "The Director of



Bricks . . . reports that departments of State are unable to forecast their brick requirements even where building programmes are already drawn up." The committee comments, "while the difficulties of estimating future requirements amid the uncertainties of war are fully appreciated we view the situation with some disquiet, not only from the point of view of the brick manufacturer but also from wider considerations of national economy. A more complete indication of brick requirements, on a geographical basis, would prevent wastage of money and man-power which in the aggregate may have an appreciable effect on the national war effort."

Having said as much the committee turns, with a sigh of relief, to the more manageable task of scaling down production in a way that suits the manufacturers of bricks. To use its own words, "We recommend . . . sharing the contraction of output in *as equitable a manner as the national interests and the exigencies of war permit.*" As the Government seems incapable of working out a policy or making up its mind, it can scarcely be blamed for treating the exigencies of war as a limiting rather than as a determining factor.

The method suggested for sharing the contraction of output is a quota system, based on production in the year 1938. The country would be divided into ten districts, each of which would have its quota and within which each firm would have its quota, also based on the 1938 figure. In order to prevent the system from stereotyping the pattern of the industry, the controller of the quota should, it is suggested, have power to decrease or increase the aggregate quota for each district by as much as 25 per cent. below or above the proportion to which it would be entitled on the 1938 basis, to meet changing circumstances.

If and when the demand for bricks falls so that output in individual works is reduced below an economic level on the quota basis, it is recommended that the Director of Bricks should have power to select indi-

vidual works for closure and that their case, if they desire to appeal, should be heard by a tribunal comprising an independent chairman, representatives of the Ministry of Labour, the Ministry of War Transport, and the Mines Department, and two members drawn from a panel representing the industry.

The principle of equalizing loss is carried to its logical conclusion by a suggestion that sales by individual firms in excess of quota should be taxed to compensate firms whose sales were below the quota allowed.

Arrangements for financing the maintenance of works completely closed is already in operation as the result of recommendations made in the committee's first report. A tax of 3s. per 1,000 has been levied on all brick sales since the spring of this year.

The committee draws attention to the fact that a quota scheme will be difficult to operate unless there is a standard price for bricks. Also that it is impossible to arrange for manufacturers to pay a share of the cost of maintaining closed works (see above) without some form of price control. Rather surprisingly it concludes that it is desirable to establish a minimum price for common bricks in different parts of the country but unnecessary to establish a maximum.

Instead it recommends that the upward trend of prices should be watched by a National Building Brick Council consisting of (a) manufacturers; (b) representatives of research organizations; and (c) operatives. This National Building Brick Council should administer the care and maintenance scheme and advise on all matters relating to the industry; in conjunction with the Director of Bricks it should operate the quota plan. The right to vote would be restricted to manufacturers.

The underlying assumption that the brick industry should be run to suit the brick industry is again apparent.

#### NATIONAL BUILDINGS RECORD

The National Buildings Record was formed at the end of 1940 and

started work in February of last year, with W. H. Godfrey as Director and John Summerson as Assistant Director. It set out to do three things: 1, to make a central index of buildings preserved in England and Wales; 2, to record buildings of architectural importance, especially those in vulnerable areas; 3, to document war damage to buildings of historic, artistic and scientific value. The Committee's first annual report has just been issued.

On the active recording side the Committee has had some disappointments, but some successes, too. It started too late to obtain the kind of records it would have liked of the City churches. On the other hand, Georgian Exeter was photographed in some detail before it was raided; so also were certain buildings at Canterbury and Norwich.

Actually, I believe, the Committee's best work has been in co-ordinating the existing collections, public and private, including the Courtauld's Conway Collection, the Victoria and Albert Museum, *Country Life*, Bedford Lemere and several others. It has taken photographic prints from some, indexed others, and in some cases acquired negatives by purchase or gift.

The Committee has also organized a scheme for collating measured drawings.\* The generosity of one of the members of the Council has made it possible to work out an organization for centralizing the results of student measuring activities so that a national collection of graphic records of buildings can be built up, and students encouraged to persevere in the gentle art of measuring up buildings.

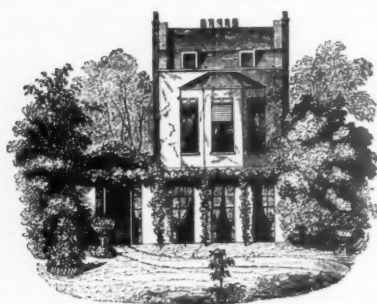
#### APPOINTMENTS

Important appointments have been given to two architects this week. Percy Thomas has been appointed by the Minister of Production as Regional Controller of Wales; and another Welsh architect, Clough Williams-Ellis, has been made a member of the Advisory Council on Welsh Reconstruction Problems.

ASTRAGAL

\* Full details of the scheme were printed on page 15 of last week's issue.—Ed. A. J.





## LETTERS

GEORGE C. OLDHAM, L.R.I.B.A.

Major G. B. J. ATHOE,  
(General Secretary, I.A.A.S.)

### *Unity in the Architectural Profession*

Sir,—Does the R.I.B.A. exist for Architecture, or does Architecture exist for the R.I.B.A.?

This is the question which comes to mind after reading F.R.I.B.A.'s letter.

If the seats of the mighty are to be reserved only for those who have been judged solely on examination work (which, in effect, is what your correspondent advocates) then Architecture is going to suffer.

At the present time a Licentiate is elected to the R.I.B.A. on the quality of the work he has actually done, and on his years of experience—both proof, far more practical than examination, of his ability.

Were the R.I.B.A. to allow all remaining registered architects to become Licentiates in the way your correspondent suggests, without careful consideration of each individual's work, then Architecture would suffer even more. For the strength of a chain is its weakest link. Why then ask the R.I.B.A. to forge a whole collection of weak new links to its, at present, strong chain?

One cannot believe, however, that the R.I.B.A. would entertain, for one moment, F.R.I.B.A.'s ill-considered suggestion.

GEORGE C. OLDHAM

Poole

Sir,—In the JOURNAL for June 25 there is a letter from a correspondent signing himself "F.R.I.B.A." In it he refers to his previous letter which appeared some weeks ago in your journal and suggests that, as no reply has been forthcoming from the unnamed societies which he impugns,

his "speculations" were not ill-founded. His letters might have been more convincing if he had attached his name and address to them.

Our attention was called to the original letter of your anonymous correspondent as containing an indirect reflection on, amongst others, this Association, but we decided to treat the contribution with the contempt which anonymity nearly always deserves.

Since, however, your correspondent, who is apparently afraid to disclose his name, has taken further advantage of the generosity of a reputable journal to repeat his attack and, as failure on this Association's part to reply might be misunderstood, the following observations are made not by way of reply to your correspondent, but for the consideration of your readers who may have read his drivel and have been deceived by it.

On your correspondent's first question whether an architect would join an alternative society if he could just as easily gain admission to the R.I.B.A., I should say the answer is "Yes," judging by the number of I.A.A.S. members who are also members of the R.I.B.A. and its Allied Societies. These people seem "wise in their generation"; they have joined the I.A.A.S. because they recognize its "live-wire" policy and the good work it has done and is doing for the architectural profession. Indeed, I am prepared to wager that the R.I.B.A. would welcome to membership any of the I.A.A.S. architect members who are not already connected with the R.I.B.A., and that not one of them would be refused.

I am unaware that the I.A.A.S. is striving hard to attract "registered architects" to its membership. I know, however, that a large number of such persons who have applied for membership have been refused, and I would like to add that although we have nearly two hundred purely surveyor members who are registered architects they are not included in the Architects' Section of the I.A.A.S.

The policy of the I.A.A.S. in regard to membership appears to differ very little from that of the R.I.B.A. In both cases some members are admitted on proven practice qualifications, and others by examination. But, whilst it is common knowledge that any bona fide architect, or architectural assistant (provided he be registered) has no difficulty in obtaining—if he thinks it worth it—an L.R.I.B.A., it is a very different thing to propose—as your anonymous correspondent does—that the R.I.B.A. should invite and be prepared to elect any registered architect to membership. I can imagine that such a proposal would be deeply resented by bona fide architect members of the R.I.B.A., and especially those

members who have qualified by examination, and that your columns would be taxed by letters of protest from such people, who would have no diffidence about giving their names and addresses with the courage of which your correspondent "F.R.I.B.A." seems devoid.

As I see it—assuming the Institute accepted "F.R.I.B.A.'s" scheme—any "registered architect" could obtain a Licentiate. There is little doubt that the value of the letters "L.R.I.B.A." has become less in recent years, and "F.R.I.B.A.'s" proposals, if applied, would lower it still more. Indeed his scheme would create a class of "untouchables," labelled as the "also rans" of the architectural profession, who could never rise to the status of a Fellow. The genuine "unattached" are hardly likely to be caught by that sort of bait.

The Institute should be jealous of its Charter. The temptation may be there, but if the Institute attempts to bump up its membership by preferring quantity to quality, its status will suffer accordingly, and the public will view it with suspicion.

Perhaps I am wrong, but I was under the impression that with the advent of the Registration Act, 1938, the R.I.B.A. would close its doors to membership except by examination. To indulge in wholesale admission would mean the beginning (or should I say the middle?) of the end of the R.I.B.A. I submit there is room for both the R.I.B.A. and the I.A.A.S. in the post-war era, and, in conclusion, let me warn "F.R.I.B.A." that unity in the profession cannot be brought about by sabotage, and, even if it could be, the saboteur would need to possess the courage and intelligence which your correspondent quite definitely lacks.

G. B. J. ATHOE,  
General Secretary, I.A.A.S.

London

## SURVEYORS

The ballot of members qualified as quantity surveyors, which takes place in May each year, for the election of the Quantity Surveyors' Committee of the Chartered Surveyors' Institution, has resulted this year in the election, in addition to the retiring members who stood for re-election, of Mr. D. C. Carter, F.S.I. (of Messrs. John Watson & Carter, Hull), Lt.-Col. J. B. Marks, O.B.E., R.E., F.S.I. (Chief Surveyor of Works, War Office) and Mr. W. James, P.A.S.I. (Messrs. Crosher & James, London). Mr. Alan W. Davson, F.S.I., has been elected as Chairman of the Committee in succession to Colonel F. N. Falkner, O.B.E., F.S.I., who has held that office for the past two years. Mr. R. H. Francis, F.S.I., has been elected as Vice-Chairman in succession to Mr. Davson and Mr. H. J. Venning, F.S.I., has been re-elected as Honorary Secretary.

*Product of deep research and high ingenuity the MARS plan for London is criticized in the following article by one who far from being hostile is himself actually a member of MARS, the Hon. Lionel Brett. He criticizes it for certain glaring limitations which make it, as it stands, a dangerous document to put before the public.*

## D O U B T S on the MARS PLAN for London

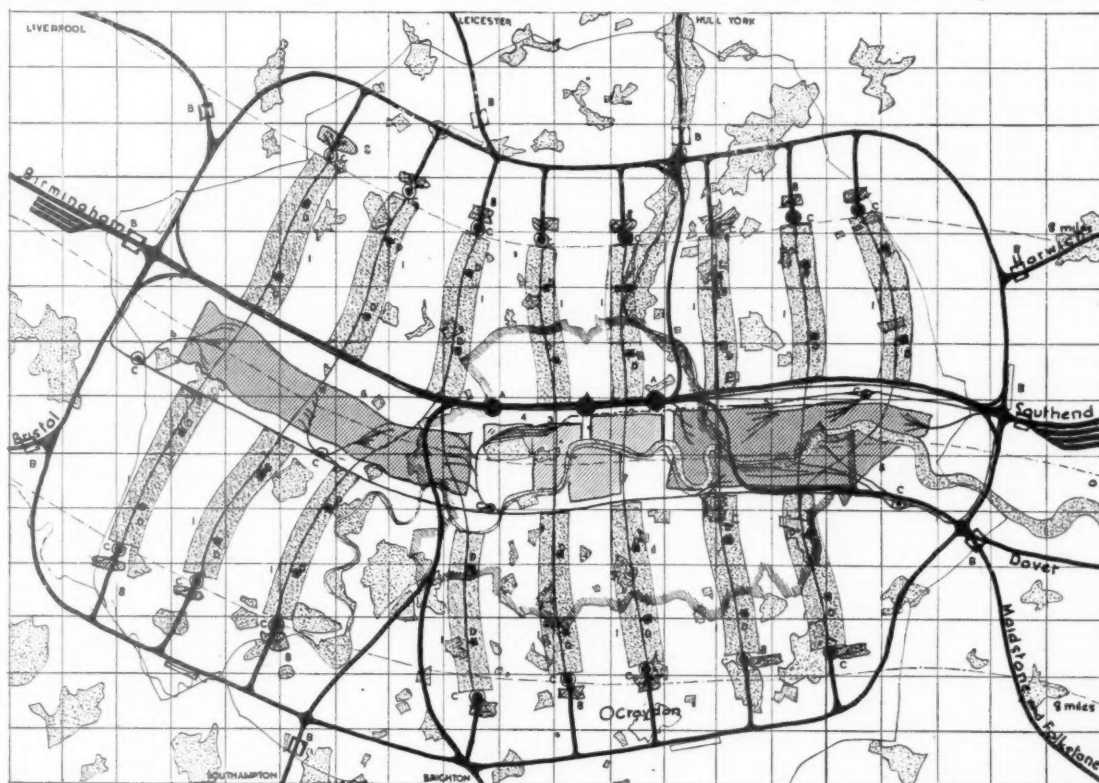
[BY LIONEL BRETTE]

It is a fascinating document, this MARS plan for London, and characteristic of the simplicities as well as the complexities of our time. One has no doubt that many lay eyes will be opened by the vast pretensions of modern architects, their mild request for £1,200,000,000 and 20 years to spend it in. Is it possible that the little

man in the rather shabby blue suit, the little man in the Morris, who was so clever when we converted that barn, and who handled the district surveyor so tactfully, is it possible that he thought this out? No, not he. But there is this other kind of architect, the kind that Wells and Mumford have postulated, indicating colossal possi-

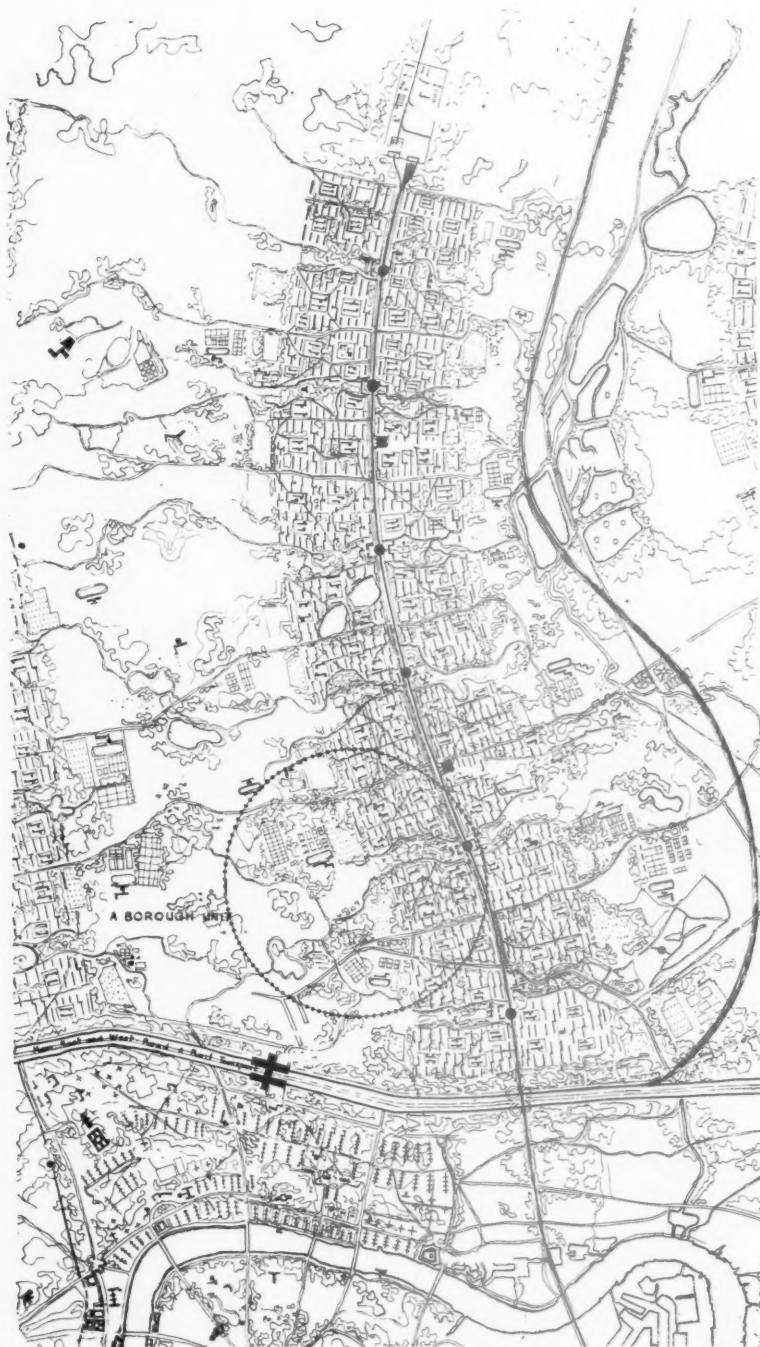
bilities, demanding faith.

The thing can be done. And yet . . . and yet . . . doubts assail the most stout-hearted, and I think that doubts must be brought out into daylight before we go, as it were, to the country with these ideas. Let us begin with the more superficial: Drawings. All of us have been guilty of those pleasant squiggles which, contrasting with the geometrical blacks of our plan shapes, indicate vaguely to the outsider vegetation already existing, or vegetation to be. The MARS plan is freely decorated in this way. Now this might be mile on mile of Christopher Tunnard; but equally it might be mile on mile of Paddington Recreation Ground, in which case we should regret Bedford Square. Again, the plan indicates buildings by simple linear forms which immediately call to mind Highpoint and Bexhill. But one must anticipate a much weirder collection. War has intensified our native romanticism, and Mr. Osbert Lancaster will surely be kept as busy as ever he was. So that a large question suggests itself. Aesthetically (not practically) is this the best moment, when modern architecture is manifestly in its primitive period and has not yet achieved real authority, to knock down London and rebuild? But let us imagine that the



The MARS Plan. Area of Greater London, 443,450 acres. With average density of 75 per acre, for 8,655,000 people 115,500 acres are required; for industry, 20,480 acres; for administration, shopping, etc., 3,840 acres. The remainder, 303,630 acres or 68.4 per cent. of the total, can be made to serve leisure and become an inestimable resource of public health and culture. (1) Residential districts; (2) Commercial administration (City); (3) Political administration; (4) Shopping centre. (The goods rails shown are underground); (5) Cultural centre and park; (6) Western industries; (7) Eastern industries and Port of London; (8) Local industries, possibly combined with satellite towns. A. Main passenger station; B. Main goods stations; C. Secondary goods stations; D. Market halls. The map shows railway connections, but all roads are omitted.

## DISTRICT UNIT



This particular drawing shows a flat development, but the principles remain the same with dwelling houses. The district shown has been assumed six miles long, allowing about 100 persons per acre, while generally a strip of eight miles length was taken as a basis. The sample district shown here would stretch from the area at present occupied by Shoreditch and Hackney towards Edmonton (west of the Lea Valley). Observe the main station, approximately where King's Cross now is, and the parks extending down to it, combining Finsbury Park, Alexandra Park and Hampstead Heath with other existing open spaces and replacing the present sidings and slums of Camden Town, etc. The railway on the right would be the main line to Yorkshire and eastern Scotland (see drawing on page 23). The intermediate road is omitted here.

MARS group get the whole job. I do not think that such enormous areas, all built up in twenty years in a uniform style, can be anything but dull. This is no question of period. If Bernini, or Gabriel, or Wren had covered the same colossal spaces, the result would have been dull too; because, of course, a city is a creative evolution, not a spontaneous creation. And MARS, I think, overdo the cleaning of the slate. I do not know if their sketch plan is merely diagrammatic. But of original London it shows only the Tower, St. Paul's, the British Museum, London University, Whitehall and (unexpectedly) Aldwych standing up rather forlornly in a tempestuous sea of squiggles.

Now London had character and despite its elephantiasis it had a certain unity. It had its colours, black relieved by sulphur yellow (like the trunks of the planes) and scarlet accent of bus, pillarbox and guardsman. The black brick terraces, the squares of lawn, of dirty privet and enormous trees, the black and white of Portland Stone, soot-encrusted and rain-washed, the fine din and confusion of the big streets, the Whistler glooms and spaces of the river, with tugs and seagulls . . . not a gay capital, nor a pompous one; but how solid it was, with its steady rhythm of stucco porches, milk bottles, rectangles of pavement, its great black arches and prickly melancholy steeples. The artist and the writer are to blame for this nostalgia; but it exists, it has to be reckoned with. And no plan will be acceptable which ignores it, technically and economically immaculate though that plan may be.

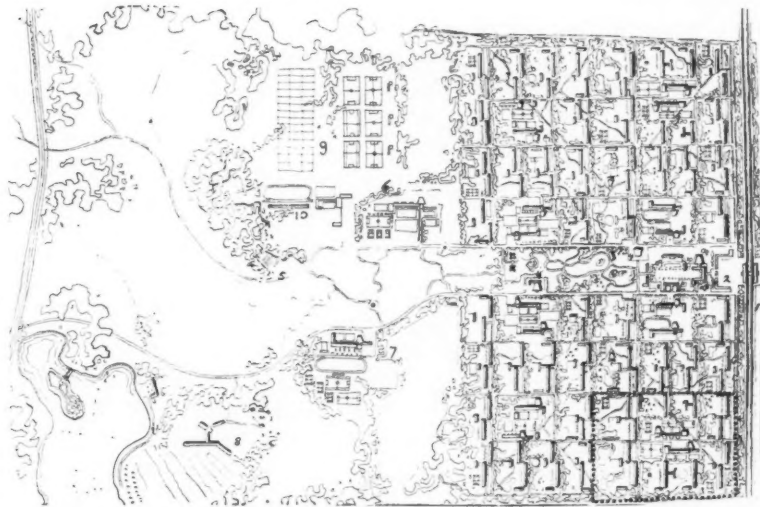
Bemused by the general's bold arrows on the map, deafened by his barrage of statistics, we all begin to cheer. But the map is put aside, the barrage dies away, and we are left feeling the battle has yet to be fought. And we ask ourselves whether with these weapons it can be won. Can the economic argument alone (assuming it entirely sound) defeat Sentiment, Laziness and Parsimony. Sentiment has spoken. Laziness will complain that the thing has never been done before, and will go on to point out (quoting, I think, Mr. Goodhart-Rendel) that if you do what nobody has done before, you may do what nobody has been fool enough to do before. And Parsimony turns on its dreary old gramophone record. And, of course, there is some sense in what they all say. The problem of London is an extremely subtle one. In the field of aesthetics, the character of London, lately dissipated, must be rescued and re-emphasized—not murdered. In the field of transport, we have chiefly to loosen up, to simplify and to segregate. In the field of planning, we have to re-integrate communities and functions much as MARS proposes, but making, I suggest, a much more sensitive use of what exists. (Here, perhaps, it is still



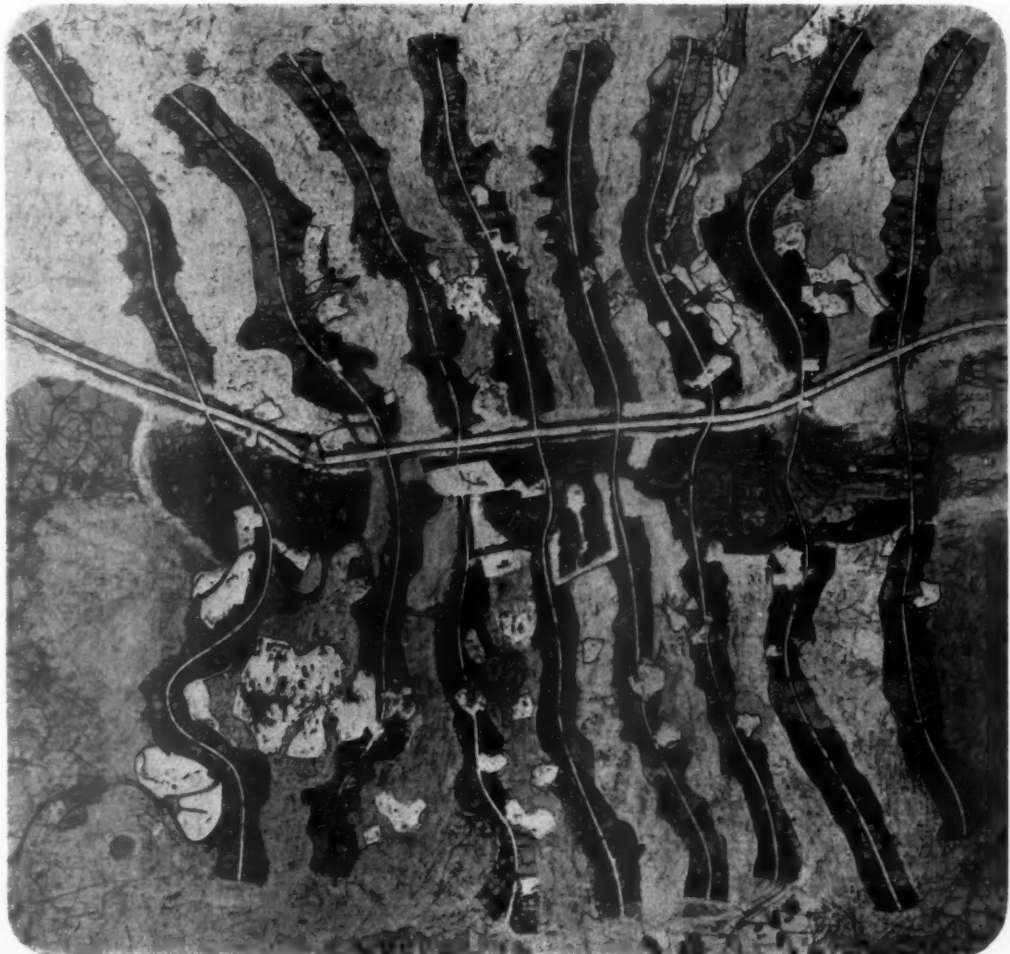
## B O R O U G H U N I T

necessary to make a disclaimer. I do not advocate neo-anything. The "international style," as some people called it before the war, suited traditional London well—better, oddly enough, than it suited Paris. And we can improve on it.) The nuclei are there. The port; the eastern and western industries; centres of local life, some pleasant and worth reviving (Dulwich, Hampstead, Blackheath, Richmond), some unpleasant and worth replacing; the central shopping district east of Hyde Park; the university quarter; the ceremonial and administrative strip from Westminster to St. Paul's; and south of the river bend, obviously, the great new business district, displaced from the strangled city. How much richer the mind's life in an old city thus purged and renewed than in the Martian utopia.

This is not a rival plan. One can only propound principles and hope for general acceptance. What matters, if we are to win this battle, is that we should agree. Can we not therefore, before some of the best architectural brains go reaching for their geometrical stars, grab their coat-tails and induce them to tackle the far subtler problems which in their absence, as so often before, lesser men may mishandle?



**MARS Plan : The Borough Unit (50,000 inhabitants).** (1) Secondary artery—station in centre; (2) Shopping street; (3) Town hall, library, etc.; (4) Cinema; (5) Open-air theatre; (6) Boys' secondary School; (7) Girls' secondary school; (8) Hospital; (9) Sport fields; (10) Swimming bath; (11) Intermediate road, for private car traffic. All the area to the left of the secondary schools is common. A similar unit is arranged on the other side of the artery. Below: Draught plan giving a rough impression of what the map of London would look like after completion of the MARS replanning scheme; ribbons of open country penetrate into the city between the main roads.



# C H U R C H

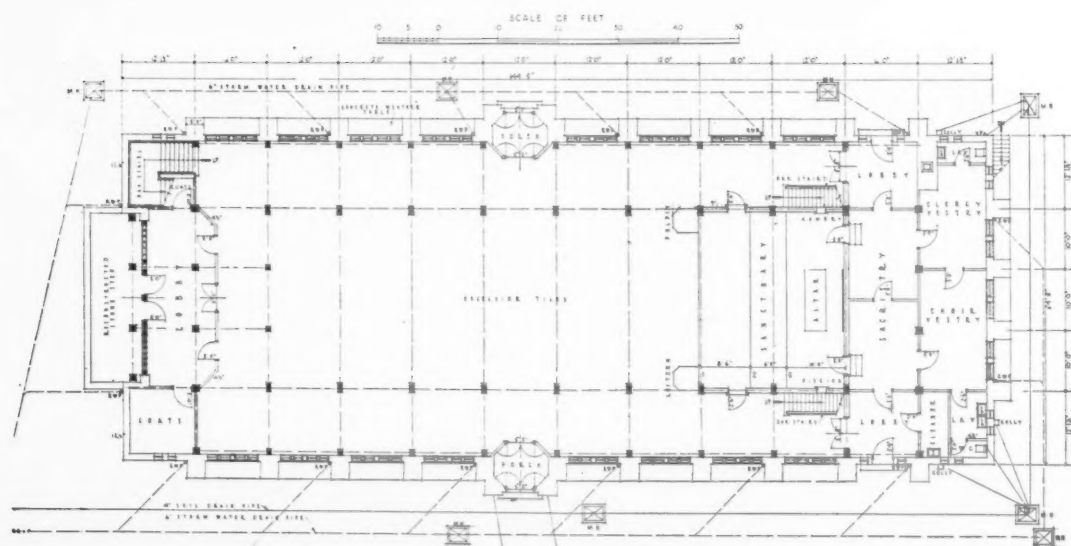
## HOLY CROSS, GREENFORD, MIDDLESEX

DESIGNED BY  
A. E. RICHARDSON



GENERAL—The Church of the Holy Cross, Greenford, Middlesex, has been built by special licence during the war. It is designed to meet the needs of a new industrial area, and the whole of the drawings for the church have been made during the war; many of the drawings were drawn personally by the architect, Professor A. E. Richardson, A.R.A. The main scheme has been to preserve the character of the original parish church, which is left standing, and to erect an entirely new building in the churchyard which should harmonize with the silhouette of the existing church.

PLAN—The church is 144 feet long and 54 feet wide and there



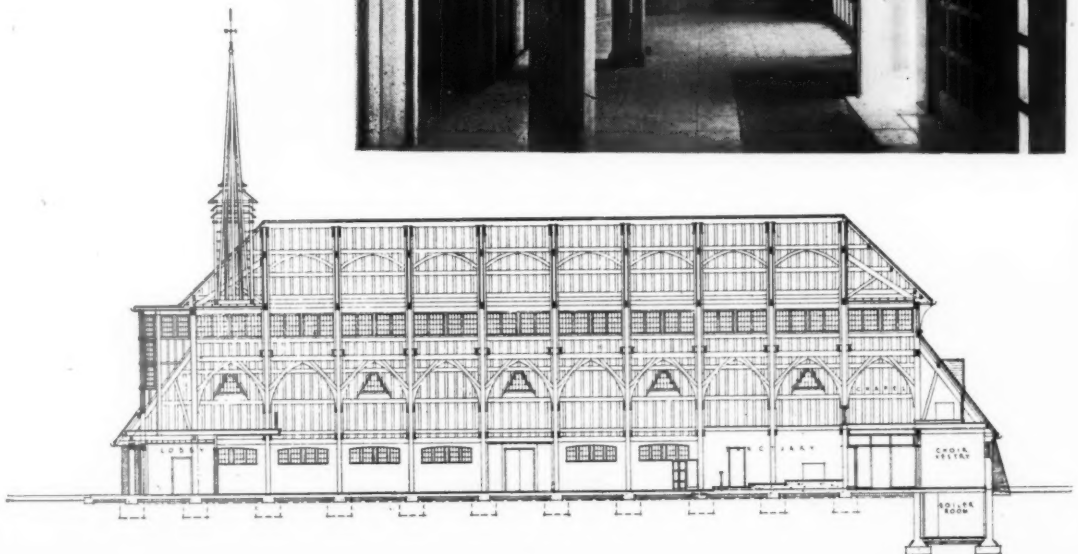
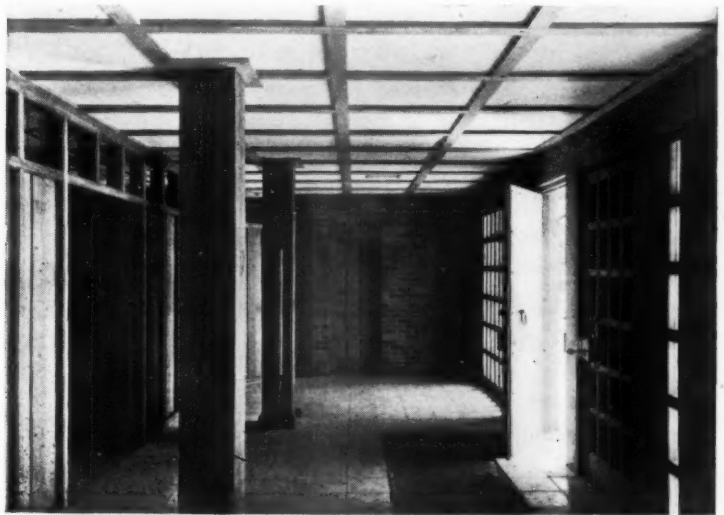
GROUND FLOOR PLAN





*The photographs show : facing page, detail of the entrance front ; above, view showing the relationship to the old church, seen on the right ; below, the entrance lobby.*

are three entrances. The principal entrance leads into a small lobby which is flanked by the "cloaks" and the staircase leading up to the gallery. The minor entrances are on the two side elevations. In addition to the staircase adjacent to the main entrance lobby there are two other staircases placed on either side of the High Altar, which lead up to the Lady Chapel at gallery level. Accommodation consists of a "hall" type of nave with

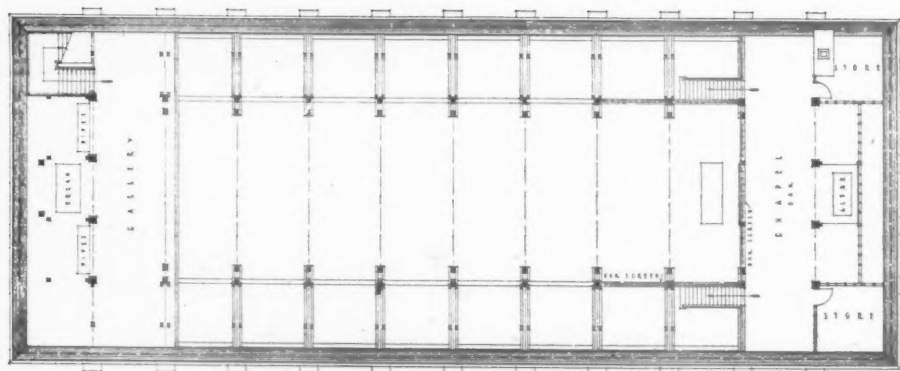


LONGITUDINAL SECTION

wide aisles. Seating accommodation is provided for 650 persons. Behind the Sanctuary are the sacristy and choir vestries. Access to these is obtained by two doors, one on either side of the High Altar. There are three chapels, including the Lady Chapel, which is planned at gallery level imme-

diately behind the Sanctuary and above the sacristy and vestries; part of this Chapel can be seen in the illustration of the interior shown on page 29. At the western end of the church, above the entrance lobby, is the gallery for the choir and organ. The boiler room is planned beneath the choir vestry.

**EXTERNAL FINISHES.** The entrance steps are of reconstructed stone and the external walls are of Stamford bricks. The roofs are covered with Stamford tiles. The flashings, down-pipes and gutters are of copper and lead glazing has been used for the windows. Doors are of English oak and the door furnishings were specially made.



PLAN AT GALLERY LEVEL

## CHURCH AT GREENFORD, MIDDLESEX

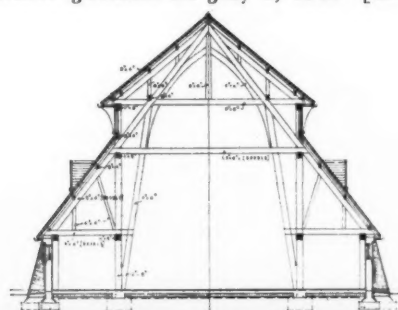
**INTERNAL FINISHES.** Oregon pine has been used throughout the interior for timbers. The floor is covered with Finedon purpose-made tiles. The staircases throughout the building are of oak.

**LIGHTING**—The natural lighting consists of a clerestory which is carried between the junction of the roof slopes completely round the building. Artificial lighting is

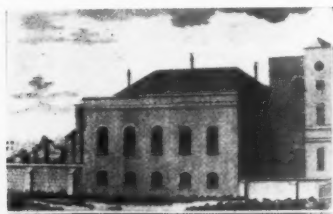
by means of lamps suspended on chains from the ceiling.

The general contractor was Mr. Robert Marriott; for list of sub-contractors and suppliers, see page 32.

*Below, the interior, looking towards the High Altar. Facing page: another view of the interior looking towards the main entrance.*



DESIGNED BY PROFESSOR A. E. RICHARDSON



—The LLOYDS CHAPEL, near North Dock, London, when it was a chapel. It is now a school for the Boys' Education Commission.

## SOCIETIES and INSTITUTIONS

*At recent meetings of the Town and Country Planning Association papers were read by Mr. Clough Williams-Ellis and Sir Charles Bressey. Extracts from these papers are printed on this and the next page.*

## PLAN FOR LIVING

[BY CLOUGH WILLIAMS-ELLIS]

I was asked to say my say under this heading which is as good as any other—being indeed the title of a recent squib of mine that you may have seen which bore as its motto (attributed to Julian Huxley), “we do not live in a world that has begun to go down hill, but in a world in which it takes all the misguided political ingenuity of foolish and bad men to prevent our going upward.” Hence planning!—to confound and dish the foolish and the bad, and to make smooth the way of the deserving. Apart from title, my only guidance from on high was an expressed hope that I would commend to your notice the National Planning Basis the “N.P.B.” of the Town and Country Planning Association.

That I do, immediately and wholeheartedly, as it seems to me an entirely commonsensical formula containing the essential minimum to which all who profess and call themselves planners can, and indeed must, subscribe, without reservation of any kind.

God knows we may—and no doubt shall, argue like anything about *how* its seven points can best be implemented—give our own interpretations to certain necessarily inexact and therefore dangerous words like “sufficiency,” “necessary” and “reasonable”—have our own individual ideas as to what in fact constitutes “good design” and which are—or should be—“approved positions.” I quote of course from the text of the said “Basis” as this educated gathering will instantly recognize. What I am saying is really this: Here we have an admirable and ably drafted Charter that could scarcely be altered without thereby becoming contentious, and therefore, for its purpose, obviously worse and not better. So let us accept it, I say, *all* of us, who seriously mean business.

If planning in our sense is ever going to get anywhere—it must have a Popular Front—a hard core of predetermined agreed policy, or the opposition—and there will be opposition you can bet your life—will say “Just look at this bickering rabble, they are all at sixes and sevens—a Babel of conflicting irrecon-

cilable views—no fixed objectives—no damned good to anyone. Cut the whole gabbling lot right out, and let’s get on with the job like sensible business men without all this distracting ‘planning’ nonsense, as we always have.”

As they always have. . . . As they always will—*unless* we are ready and fore-armed to repel their attacks and infiltrations, in a strong prepared defensive position that we are all prepared to hold, come what may. Some good planners are also good Conservatives—of the modern sort. I’m not—of any sort.

Some of us are Liberals, some Socialists. Our several political outlooks will certainly greatly affect the scope of what we may propose to do, even more the means whereby we shall seek to do it. But surely all of us, unless there is some strangely surviving Feudal Party still alive in some outlandish place that I have never heard of—surely I say, we can all agree this general programme. If you should say it is too general to be of any use I must beg to think you wrong. Look at the Atlantic Charter. That was as void of all detail as the Atlantic itself and yet . . . for that very reason indeed . . . it was accepted, not merely as a pious incantation, but as the as yet pretty shapeless lump of rock that was to be shaped into the foundation stone that would ultimately carry a vast and highly elaborate building.

Already, as we suddenly discovered, the work of raising the great superstructure was actually in hand—begun, as it were, by a secret nightshift! Molotof—and all that. But enough of the National Planning Basis—the Tablets of Stone providentially brought down from Mount Sinai by this Association. Most wisely (because it is so very contentious, so highly inflammable a subject), nothing was inscribed on those tablets about the *ownership of land*.

Few if any of us here, I imagine, have any clear or fixed conviction for or against Land Nationalization as a principle. All of us, I hope, are resolved to consider the question dispassionately and scientifically in the light of whatever credible evidence may present itself—*whether* for or against. Looking at it solely from the point of view of physical planning we might well vote “Aye”; from the angle of the ordinary citizen we might doubtfully abstain from voting at all, whilst from that of the landowner, who is both active and interested, we might very well register an emphatic “No.” Both technically and economically, public ownership might be entirely right and justified, yet psychologically and therefore sociologically a great mistake.

Yet it is an absolutely fundamental question to which a clear answer of some sort has simply got to be found before we can really start doing anything at all about implementing the seven points of the Planning Basis, or indeed getting anywhere with anything. In the name of common sense and for mercy’s sake, do let us realistically face the fact that until we dispose of this basic question one way or the other, the wider policy of our planning can have no sure or valid foundation at all. Let us drag the thing out boldly to the very front and spotlight it, empanel the jury, hear the evidence and the expert witnesses, and judge accordingly without fear or favour and at last get quit of this inhibiting question-mark.

You probably noticed the singular unanimity of the Civic heads of the blitzed cities of Birmingham, Glasgow, Bristol, Plymouth, Portsmouth, York, Coventry and Exeter in interviews published in a recent Sunday’s *Observer*. These experienced and practical representative citizens—Mayors, Lord Mayors, or Provost, all were clear and emphatic that only through the Municipal Ownership of urban land would it be possible for them to do an efficient, gracious and creditable replanning and reconstruction job.

Now that is what I call fully credible expert evidence, not the technically partisan testimony of a professional planner but that of the responsible citizen who is simply out to get for his own particular town those conditions that seem to him most likely to promote the

successful creation of a fully civilized city.

I must say that that evidence has greatly fortified my own views and I hope it has also impressed the government. Now, with our own oft-expressed convictions thus suddenly reinforced by this solid civic backing, ought not we planners to cross the t’s and dot the i’s and make a formal pronouncement so authoritative and clear that, whatever means be needed to achieve it, every municipality, at any rate, shall be empowered henceforth to subordinate private property rights to the public well-being, the compensation payable in every case being rationed to accord with such realistic total as the city can afford without harmful over-capitalization and undue debt—a figure awarded by an independent panel of economists. Personally I have learnt to wince at that doleful inhibiting word “compensation”—what planner has not?—and I should like to substitute another without its rather sinister associations. My word would be, not “compensation” but “consolation”—meaning not necessarily the full cash equivalent but something sufficiently substantial to (perhaps) reconcile the recipient to the fact that what he may be losing on his private swings is going into the public roundabouts in which after all he is also a shareholder.

Rural land is really a different and a separate problem, and I am much less sure about the answer. In a way it is a minority question. Directly it only affects about 15 per cent. of us as against 85 per cent. or so who are townsmen.

It might well emerge that there was a psychological case for Nationalization (or its equivalent) and a practical case *against* it—or the other way round. Now—just to conclude with something positive and concrete even if hazardous, indeed perhaps shocking. What is wanted, as it seems to me, is this. (1) A free and unimpeded field for well-considered State planning, essential public works and services, and community enterprises generally. (2) The optimum conditions for well-directed *private* enterprise and perhaps ownership too, with individual holdings rationed accordingly.

Is that agreed?—Very well then. Now what about this as a method of attaining those desirable ends?

Suppose the State or the Crown or the Nation or the Public or what you will announces that on such and such a day it will assume the direct ownership of all the land in the Kingdom, paying out so many millions in I.O.U.’s in return to the several owners. These I.O.U.’s would be for “Land Pounds” their precise value depending on the next phase of the operation, the *aim* being Par, but the forcibility being a limited gamble, as, say, between extremes of 15s. and 25s. It then decides what part of the land shall be permanently reserved to the Crown for public or quasi public purposes—a tenth maybe—and proceeds to auction the remaining nine-tenths back to private citizens—but with such restrictions, reservations, obligations and re-groupings as it may seem wise to impose in the common interest.

In fact the government would be acting the familiar part of the common land-jobber the estate-butcher—but with a difference. Largely through the activities of land speculators, as well as through blind chance, the real-estate of this country has been gradually hacked up into a quite crazy jig-saw with ownership only here and there still corresponding intelligently and intelligibly with convenient, compact, economic and efficiently usable units. At an ordinary auction you buy whatever may happen to be offered in one lot, not because it is necessarily what you want, or what, for highest efficiency, it ought to be—but just because that’s how it happened to come into the market, and for no better reason.

Of course farms have to be kept in some sort of balance, or you could not work them at all—but as farming technique and conditions have altered quite a piece since Doomsday Book—still to adhere to the old boundaries of the Conquest—well, it may be piously antiquarian but agriculturally scarcely realistic. Well, having intelligently regrouped and rationalized



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## POST - WAR BUILDING

the land parcels wherever necessary, the Grand National Auction is held, and back into the Treasury pour millions of I.O.U.'s—great and small. The total proceeds are compared with the total I.O.U.'s previously handed out by the Treasury—not that it really matters *practically*, but just out of academic interest. For the Exchequer will pay out just exactly what is paid in, paying also of course for such land as is retained at the thus ascertained prices—their actual market values.

In fact the land of England will have been painlessly bought and sold at the people's own valuation through the medium of the National Pool. Those who most desire the land and are therefore by presumption its best users, will have got what they want in optimum working units, but under covenant that prevent abuses and safeguard public interests, including amenities, and we town planners shall at last know roughly where we are—which should be a very heaven of relative certitude and commonsense, with all values automatically ascertained, all needless restrictions swept away.

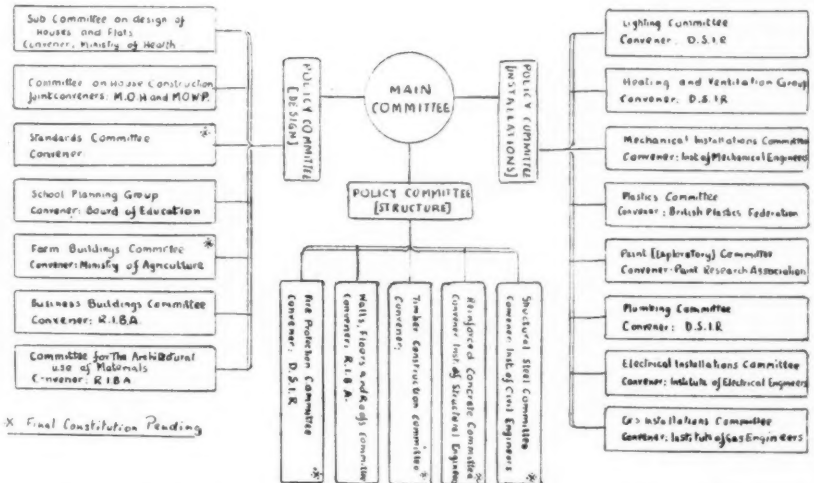
You may say that this is all "hobbyhorses" nonsense. Maybe it is. But if I can thus provoke you into concocting a really adequate land policy, I shall have deserved more than derision. I do insist that it's high time that the Land Question was dragged fearlessly out into stark daylight and kept no longer furtively in the background like some guilty secret—some obscenity that nice people never mention at conferences as I have noticed. As for me—I have never even wished that I were nice!

## THE SILENT PARTNER

[BY SIR CHARLES BRESSEY]

It is to be hoped that Town Planners, having now benevolently taken the country under their wing, would sometimes seek the advice of the genuine, taciturn, hobnailed countryman. Instead of the mincing London accent, we needed occasionally to hear the blunt Saxon speech of the villager, such as the homely lass who rebuked an over-dainty town girl with the words: "I doant clem my guts to gawd my back." It has been said that some of the worst offenders in permitting the misuse of rural land have been Town and Country Planners, with the powerful Corporations behind them. Certainly the Cockney has a warped judgment. At the sight of a wide expanse of well-tilled farms, a town-bred lad was heard to exclaim: "Look at all this wasted land." Another urchin, when reproved for trampling across a potato field and tearing off the blossom, retorted: "Ain't this a public orchard, and ain't them bluebells?"

For the success of country planning it is essential that the omniscient townsman should acquire a first-hand knowledge of the land, preferably on foot in the winter months, firmly dismissing all those poetical impostures, garnished with "Hey nonny nonny," and the shaggy sketches of picturesquely tottering cottages. There are many hints we might gain from the man on the land. Thatched roofs, so admired by the artists, have the disadvantage of absorbing rain showers, whereas every drop of rain falling on a corrugated iron roof runs off and is available for storage—an important consideration in droughty seasons. The horseman is not yet extinct, cattle and pigs are still driven to market, and accordingly roadside wastes cannot be lightly sacrificed for the widening of carriageways. Town and country should be served as separate and distinct dishes, and not indiscriminately mashed into a nondescript pulp, like the minced compound that can be bought from the butcher without coupons; there is no general desire for a "bubble and



The first report of the Directorate of Post-War Building of the Ministry of Works and Planning was issued last March. The work of the Directorate is being done through groups and committees. The above chart shows the structure of the Directorate at June 12.

squeak" landscape, in which stale scraps of town potato are mingled with faded leaves of country cabbage. Haphazard ragged development on the fringes of great cities cannot be tolerated; towns should be surrounded by an inviolate belt of farm lands or parkway. The claims of town and country must be scrupulously balanced, with a bias in favour of the country, now that a steadily falling birth-rate shows a red light to any impetuous estate developer. Just as town and country should be clearly distinguished, so should also the network of rural lanes and village streets be plainly and rigorously differentiated from the arterial roads and busy main roads. Our Saxon forefathers acted wisely in choosing sites for their villages a mile or two away from the ruthless Roman highways, so that the native homesteads might nestle quietly in the shelter of well-watered valleys and be served by shady lanes following the winding course of the brook. It is a heart-rending task to widen these village streets by cutting back the village green, felling immemorial elms and whittling away the cottagers' front gardens. No human effort can convert these by-ways into satisfactory main roads. The havoc can be spared by giving the village a modern by-pass, or better still, by constructing a longer relief road, by-passing in one operation a whole chain of villages and hamlets. As a further extension of the same principle, the countryman's advice might be sought as to the merits of a few carefully planned motor-ways, which would pass over or under all cross roads and would traverse land permanently reserved for agricultural use, so as to preclude any form of ribbon development, save for rest houses, filling stations, etc. A valuable part might be played by motor-ways in securing rapid transit for agricultural produce from the farm to the great urban markets. At the other end of the traffic scale, the subject of field paths needed debate, in the hope that the countryman might be led to the conclusion that field paths, when clearly sign-posted, would reduce the prevalence of random trespass by straying wayfarers.

Finally, the cautious and patient countryman, our Silent Partner, might dissuade us from ambitious attempts to peer too far into the future, or to prophesy with too great assurance. When Kent, Surrey and Sussex formed the "Black Country," where all available streams were dammed to provide "hammer ponds" for the forge, did any wizard arise to predict that this basic industry would flit to Staffordshire and cover the Midlands with a pall of smoke?

When our ancestors were yet unwashed, who would have dreamed that George III would extend royal patronage to a bathing machine on Weymouth beach, and so forge the first link in that endless chain of coastal resorts which now encircles the United Kingdom and blocks the countryman's view of the sea?

Below is a review of the progress made by the Committee for the Industrial and Scientific Provision of Housing since its formation. The review was given by Mr. Wort at a general meeting of the Committee.

## HOUSING

Some present will remember the meeting held on November 12, to consider proposals which, after discussion, were adopted in the following form: "It appears desirable for social, technical, aesthetic and economic reasons that an independent body should be created to enquire into the industrial and scientific production of housing, and to explore the Governmental, commercial, and professional activities involved."

Our investigations have indicated that, without any doubt, there is room for such a body as originally envisaged, for although there are many committees, both Governmental and otherwise, considering housing, none offers to the building industry, its allied professions and technicians, industrialists and manufacturers, and most important of all, the consumer, a common meeting ground, nor is any direct approach being made to the investigation and application of mass production methods to building, both traditional and modern.

In describing the work carried out to date, the main point to be stressed is that this Committee is still in a formative stage. It set out with the idea of establishing a framework within which all interested in the industrial and scientific provision of housing

could work together and progress in erecting this framework, but before describing the extent of progress, I would stress the point that this Committee is envisaged as representing all the various categories of personnel now in the building industry and likely to be drawn into it after the war—for it must essentially be a joint Committee representative of the professions: architects, engineers, surveyors, manufacturers of materials, of the distributing merchants, of the builders and contractors and the building operatives, for we are only too appreciative of the importance of their co-operation in connection with this investigation.

While these points were receiving attention the work of the Executive Committee and the Committee as a whole has also progressed. At the first meeting of the latter, it was resolved that we should expand by additional members from industrial and professional fields, other, for the moment, than architectural. The original Committee consisted of ten members. Since then, the membership has increased to twenty-seven, ten of whom are architects, the remainder being from industry and other professions. We are aiming at a further expansion amongst the industrialists and non-architectural professions, but again I stress the point that we must aim at the incorporation of the contractor and the operatives.

The second item has been the establishment of friendly relations with trade associations and professional bodies. The list of those that have consented to observe, or with whom negotiations are in process to do so, is rather too long to detail, and it is continually expanding. Informal contact has been established with various Government Departments and it is hoped in due course that these contacts will be formalized.

My remarks, I think, cover generally the work carried out following the foundation proposal and show that there is room for the creation of the independent body which the original Committee attempted to set up. From there I will pass to some of the other work carried out to date. We have set up several sub-committees and on the first of these the whole of our work may well rest—the investigation of the history of prefabrication, for here we shall find the groundwork of relevant facts and how to deal with them. This, the Building Technique Sub-Committee, working under the direction of Mr. Clarke Hall, is doing excellent work under its terms of reference, i.e. to prepare an historic survey of methods of rationalizing house construction, in particular those methods suited to factory production. The survey to include the reasons which have led to the adoption or discontinuation of these methods and to indicate lines along which further development should proceed.

I think this report makes it clear that the terms of reference of the first committee were rather wider than imagined at the time. We have not yet fully achieved the objective but we are well on the way.

## CHURCH, GREENFORD

Church of the Holy Cross, Greenford (pages 26–29), the general contractor was Mr. Robert Marriott, of Rushden, Northampton. Sub-contractors and suppliers included: Electric lighting by A. W. Slater & Son, Ltd.; church furniture, candlesticks, cross, etc., by John White, of Bedford; hangings, tester and carpets by Lenygton & Morant, Ltd., W.I.

## WASTE PAPER

The Waste Paper Recovery Association, of 154, Fleet Street, E.C.4, has prepared a circular on the use of paper in the office, and a copy will be sent to any reader on receipt of a stamped addressed envelope.

★ *I understand that there is an educational organization which deals with the continuation of studies for men in the Forces at a general fee of ten shillings per year. Is this correct?*

Q 932

★ *What are the regulations relating to factory maintenance, alterations and adaptations to be carried out in a privately owned factory that is engaged on a small proportion of Government contracts?*

Q 934

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Q 933

ARCHITECT, WARWICKSHIRE. — *I have been asked whether disinfectants should be used in the water closets and whether these chemicals when carried through the drains into the SEPTIC TANK will be likely to disturb the production and activity of the anaerobic bacteria necessary to the proper functioning of such a tank. What is your opinion?*

Disinfectants, other than Condys Fluid or a dilute solution of permanganate of potash, should not be used at a house having its own sewage purification installation. Other good strong disinfectants, such as Jeyes Fluid, kill anaerobic bacteria and stop the plant from functioning. After continual use the coke beds would become completely clogged.

Q 934

ENQUIRER, OXFORD. — *What are the REGULATIONS relating to factory maintenance, alterations and adaptations to be carried out in a privately owned factory that is engaged on a small proportion of Government contracts?*

Your enquiry is a little vague as there are, of course, a very large number of regulations relating to factory buildings in local bye-laws, Town Planning Act and Factory Act, etc., etc.

As you refer to maintenance as well as alterations we assume that you are primarily interested in the question of obtaining a licence. The position is that no work (maintenance or otherwise) can be carried out on any one property if the total costs exceed £100, unless a licence has been obtained and, further, that no work may be carried out on any one property if the cost, together with the cost of any other work carried out on that property during the twelve months immediately preceding, exceeds the sum

THE Information Centre answers any question about architecture, building, or the professions and trades within the building industry. It does so free of charge, and its help is available to any member of the industry.

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Q 932

ENQUIRER, LANCS.—*Before I was called up for service in the Royal Navy, I was TRAINING at the Northern Polytechnic for an examination. Now that I have finished my training in this service as a radio mechanic and will be shortly going to sea, I wish to continue my studies on building. I understand that there is an educational organization which deals with the continuation of studies for men in the Forces at a general fee of ten shillings per year. Is this correct?*

Although there is an Educational Service for the Navy, not many subjects mainly connected with building are dealt with. There is, however, Elementary Building Construction and subjects connected with estate management, civil engineering and surveying.

You can obtain detailed information about the particular subjects you require from the Education Department, Admiralty, London, S.W.1. When you have decided upon a course you should

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## PATENT WELDED TUBULAR CONSTRUCTION

Data Sheet No. 4

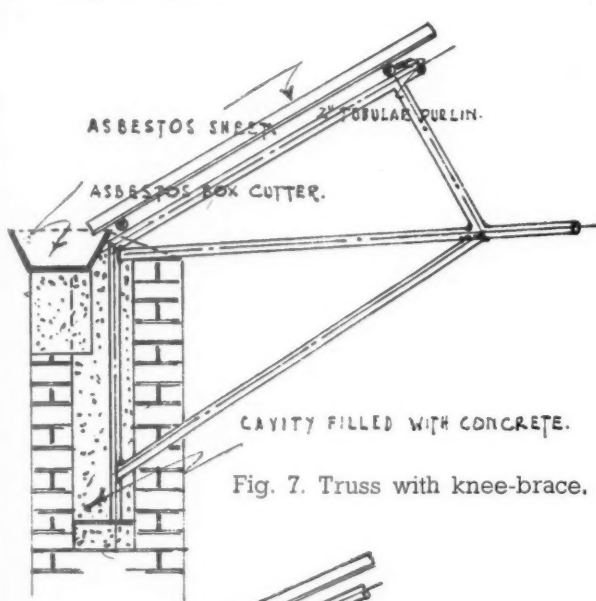


Fig. 7. Truss with knee-brace.

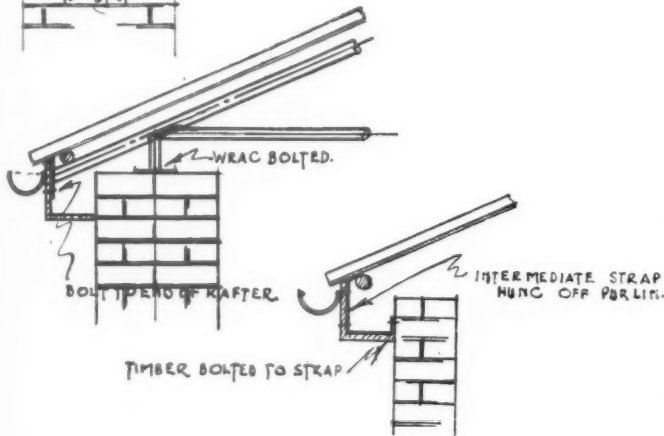


Fig. 9. Truss wrag bolted and with gutter strap suspended from purlin.

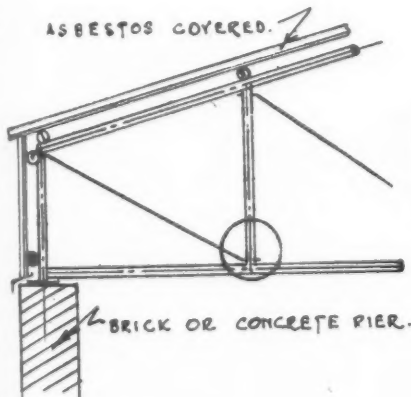


Fig. 10. Girder type roof principle as applied to brick or concrete construction.

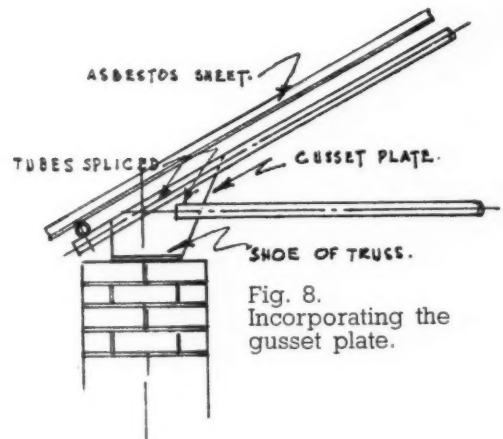


Fig. 8. Incorporating the gusset plate.

## WITH BRICK OR REINFORCED CONCRETE CONSTRUCTION

The sections detailed in this Data Sheet shew the application of welded tubular trusses to brick or reinforced concrete construction (see also Data Sheet No. 11). The detail in Fig. 7, shewing truss with knee-brace, is not considered advantageous in brick or concrete construction since the incorporation of the knee-brace only effects a lowering of the support by one or two feet; the constructional methods detailed in Figs. 8 and 9 are more generally to be recommended. In Fig. 9 it will be noted that the purlin has been fixed at the lower end of the rafter member and affords a convenient attachment for the gutter straps. In all-steel frame construction, when steel columns are utilised in place of brick or concrete piers, knee-braces can be incorporated with practical advantage. Where the gable ends of the building are to be in brick or concrete, the roof purlins supplied are attached to the brick or reinforced concrete piers; alternatively, the gable ends can be carried out in welded tubular frame construction, and the tubular sections for assembly are supplied complete with the necessary wind braces, etc.

Fig. 10 shews girder type roof principle, as applied to brick or concrete construction.

A standard range of welded tubular roof trusses are available from spans of 15 ft., increasing by multiples of 5 ft., up to 120 ft.—they may be factory fabricated and delivered to the site in composite form ready for final assembly or, as is sometimes more advantageous, they can be delivered in smaller prefabricated sections to be welded on the site; a special mobile welding plant and mobile units of skilled welders is available for this purpose. (Site welding is more fully dealt with in Data Sheet No. 6).

**NOTE.**—These data sheets are appearing weekly in THE ARCHITECTS' JOURNAL—they will be available shortly in complete Folder form and application for these Folders should be addressed to Scaffolding [Great Britain] Limited, 77, Easton Street, High Wycombe, Buckinghamshire.



of £100, unless a licence has been obtained.

There is little doubt that you would be able to obtain a licence for necessary maintenance work providing this was not out of proportion to the work carried out in preceding years, but we cannot give any opinion as to the possibility of obtaining a licence for alterations if the factory is only engaged to a small extent on Government contracts. We should point out that a licence to build, if obtained, does not give any guarantee that licences will be granted for materials which are in short supply.

For a building licence you should apply to the Licensing Officer, Ministry of Works and Planning, 171, King's Road, Reading.

### Q 935

ENQUIRER, LONDON.—*I am 25 and I have a B.Sc. degree in Civil Engineering from Birmingham (covering the analysis of determinate and indeterminate structures). I also have some qualifications in mathematics. I am interested in the preparation of complete working drawings for blocks of flats and I wish to QUALIFY AS AN ARCHITECT. If an architect or a structural engineer gives me a chance, I am prepared to work for nothing as his assistant. I would like to know what is the best qualification for me to obtain, also*

*how to get in touch with a suitable man.*

There are a number of courses open to you, and we suggest the following :

1. Apply to the Royal Institute of British Architects, 66, Portland Place, London, W.1, for inclusion in the Employment Register. (It is not necessary to be a member of the R.I.B.A.)
2. Apply to the Central Register, Queen Anne's Chambers, London, S.W.1, for enrolment, and if you are not accepted apply to the Supplementary Register, 4, Great Marlborough Street, London.
3. Advertise in the architectural papers, such as THE ARCHITECTS' JOURNAL, 45, The Avenue, Cheam, Surrey; *The Builder*, 4, Catherine Street, London, W.C.2; *The Architect and Building News*, 2, Breems Buildings, London, E.C.4.

You will appreciate that the mere fact that you are employed in an architect's office would not give you any qualifications. A person can only call himself an architect after passing one of the qualifying examinations of the Architects' Registration Council of the United Kingdom, 68, Portland Place, London, W.1. A full list can be obtained from the Secretary. One of the qualifying examinations is the

Final of the R.I.B.A., on passing which you would be elected an Associate and would be entitled to the letters A.R.I.B.A. after your name. Full particulars can be obtained from the Royal Institute of British Architects.


### Q 936

ARCHITECTS, HANTS.—*ESSENTIAL TRADES such as food shops require to be quickly re-housed. Can licences be obtained for this class of erection, and can prefabricated one-storey shop blocks be obtained?*

Building licences cannot normally be obtained for the erection of shops but, of course, special consideration would be given to badly bombed areas if the number of shops available had fallen below a reasonable minimum.

No prefabricated buildings have been developed specifically for shops since the war, but any of the well-known forms of construction in common usage for huts, etc., could be adapted for this purpose. We would also draw your attention to the shops which were put up at Coventry, illustrations of which can be seen in the ARCHITECTS' JOURNAL of July 24, 1941, pp. 62-64; particulars can be obtained from Messrs. Turners Asbestos Cement Co., Trafford Park, Manchester 17.

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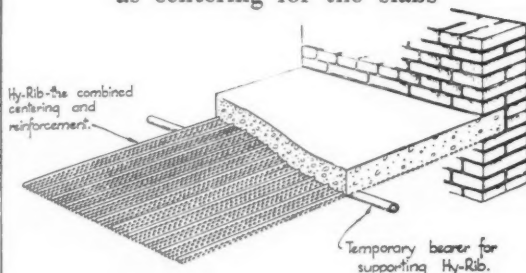
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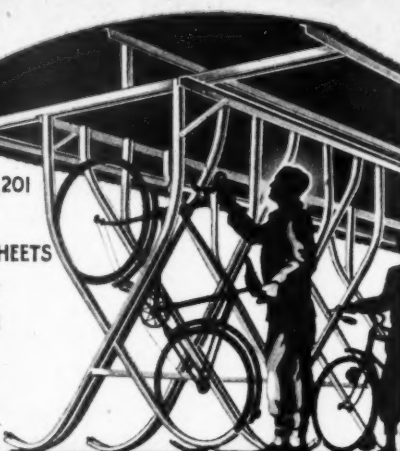
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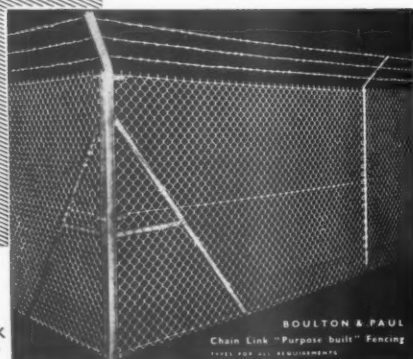
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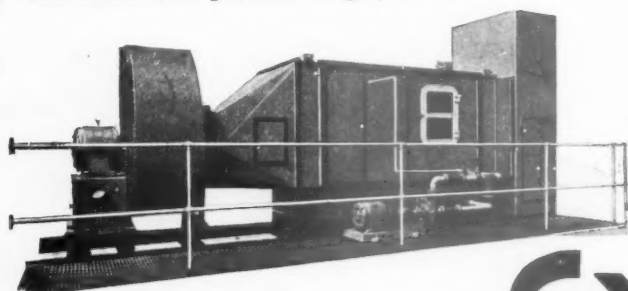
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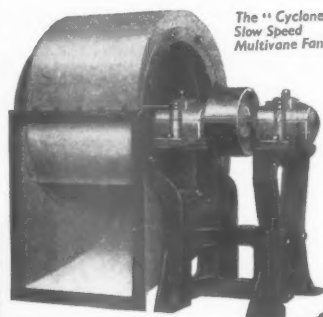
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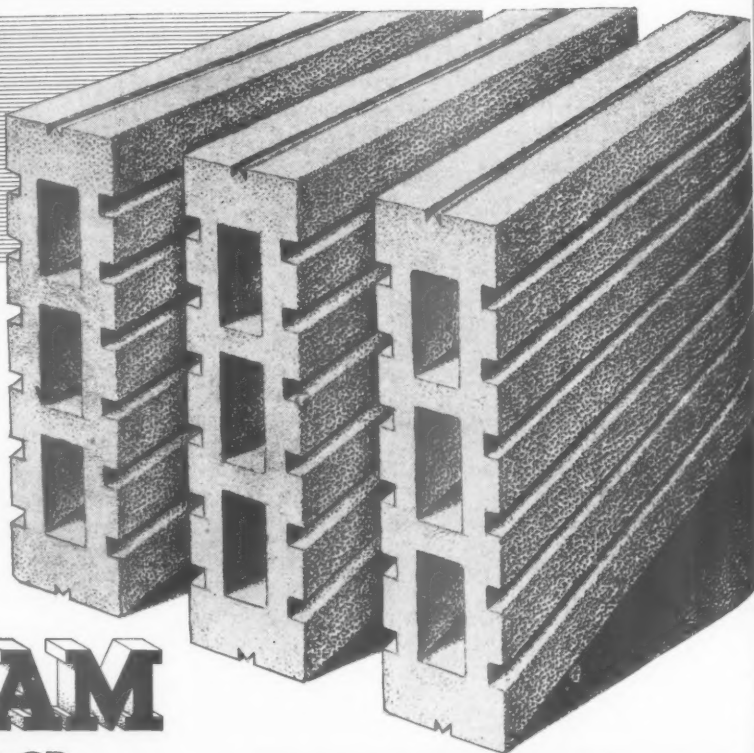
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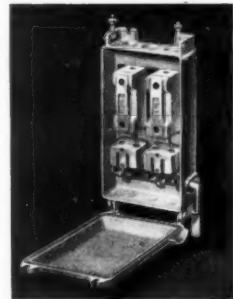
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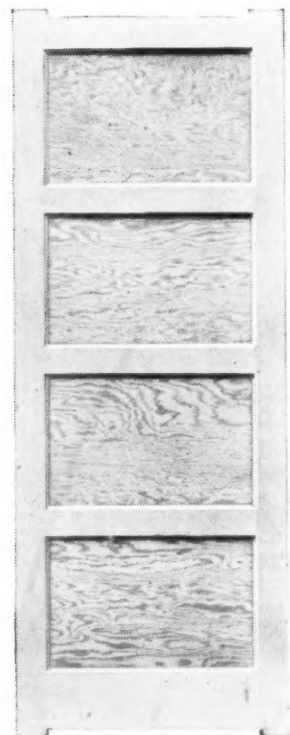


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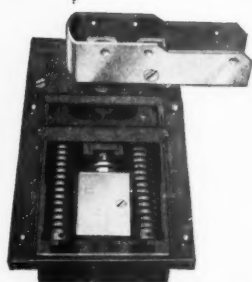
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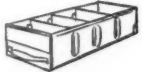
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