

## MEMORIAL OF VICTORY

*Blenheim Palace, Oxfordshire: England's largest country house; designed by Sir John Vanbrugh (1664-1726) on estate presented by nation to Marlborough after famous victory at Blenheim, 1704. Vanbrugh's extremely individual style, employing Palladian, baroque and medieval motifs, has provoked severe censure and inspired warm praise. His maturest design is considered to be Seaton Delaval*

**Y**EARS of effort, peril, triumph have brought Vanbrugh's work into better perspective. With all his extravagancies, he understood better than any architect since the Roman Empire, the symbolism of military achievement; and Blenheim, in its enormous scale, its defiant gestures, its triumphant array of martial emblems, its singular blend of palace and fortress, is a supreme commemoration of Victory. He saw truly and made a house for giants and heroes . . . . . In the age of the first Churchill, victory expressed itself in building — a natural sequence, to be repeated in our own time. We hope that our national rebuilding will be as worthy of our victory . . . . and count with confidence on playing a useful part in it.

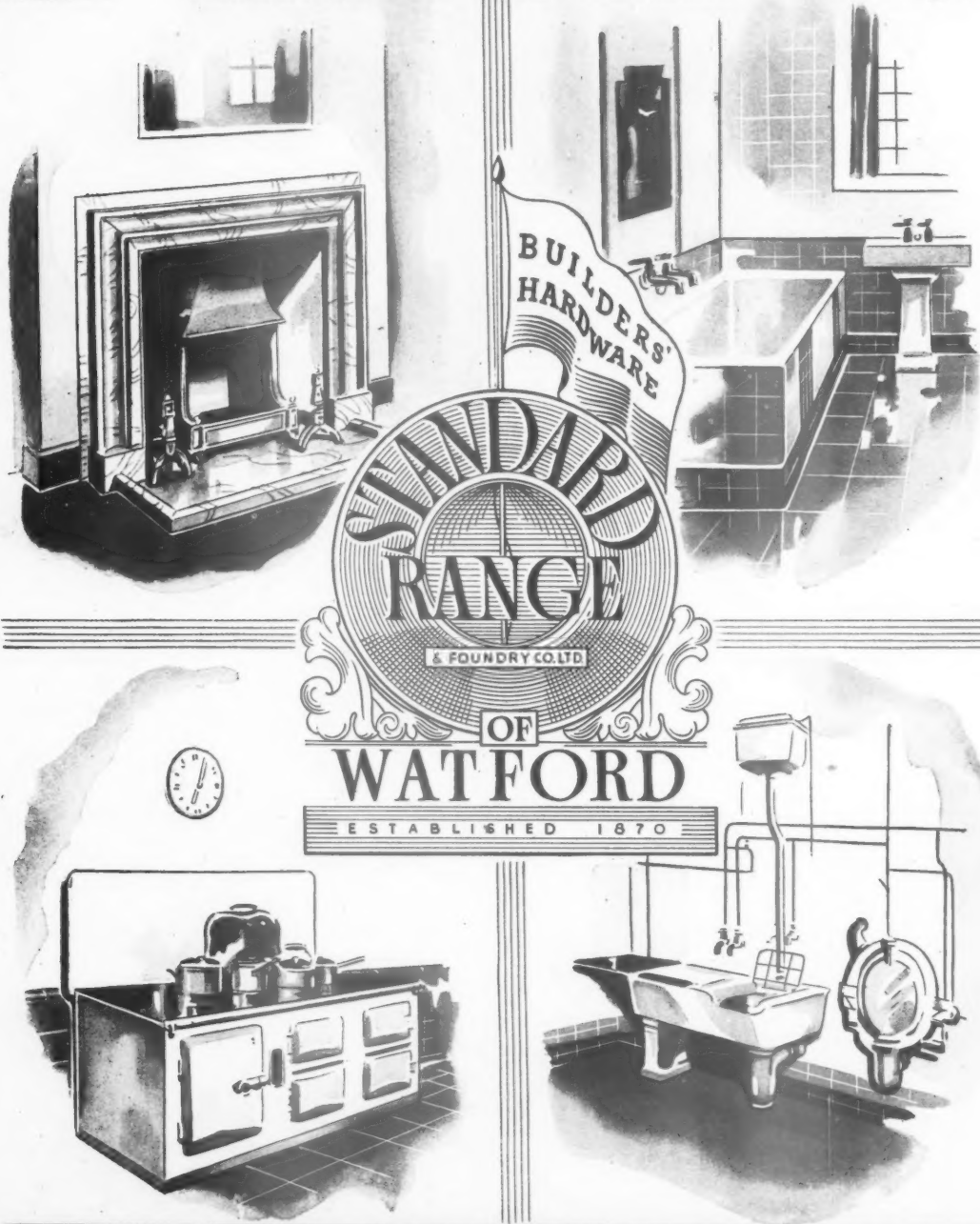
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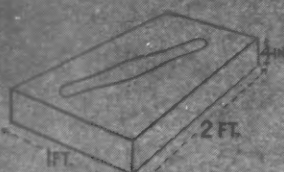
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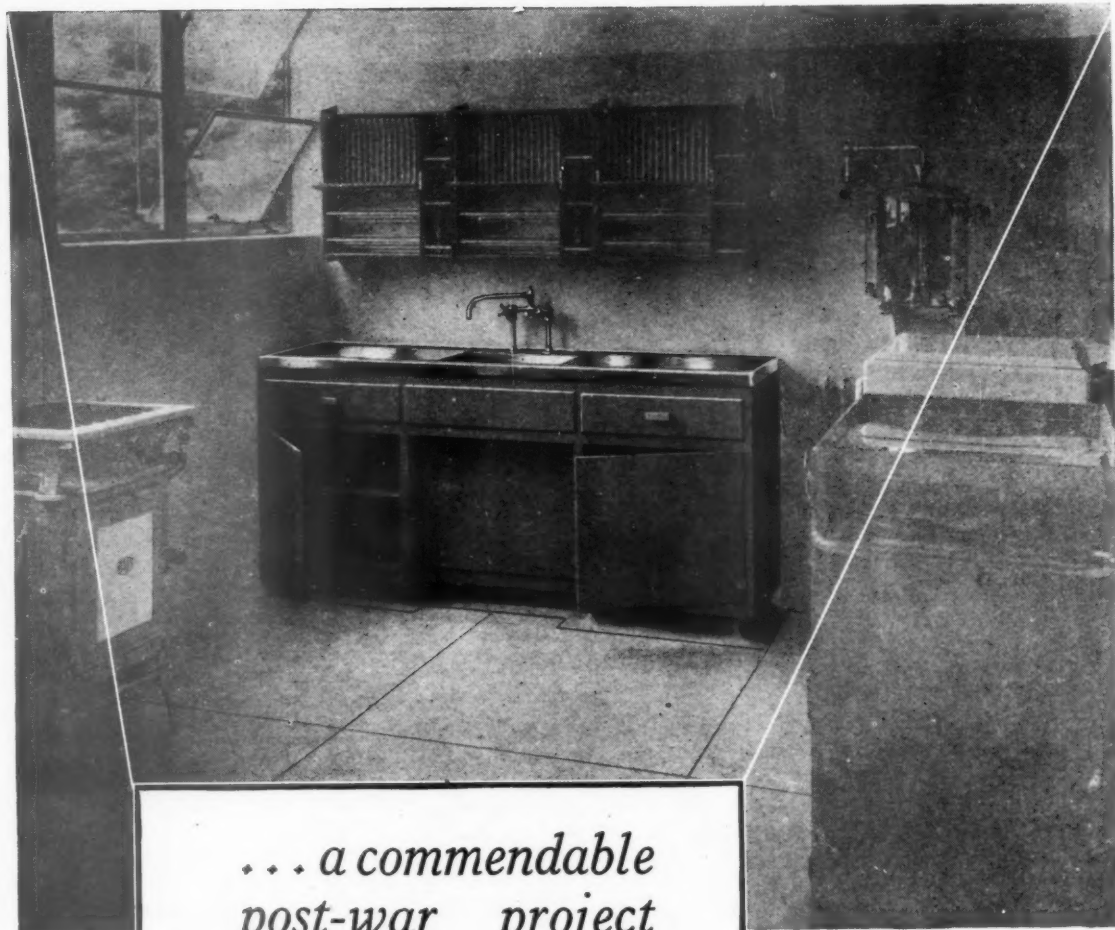
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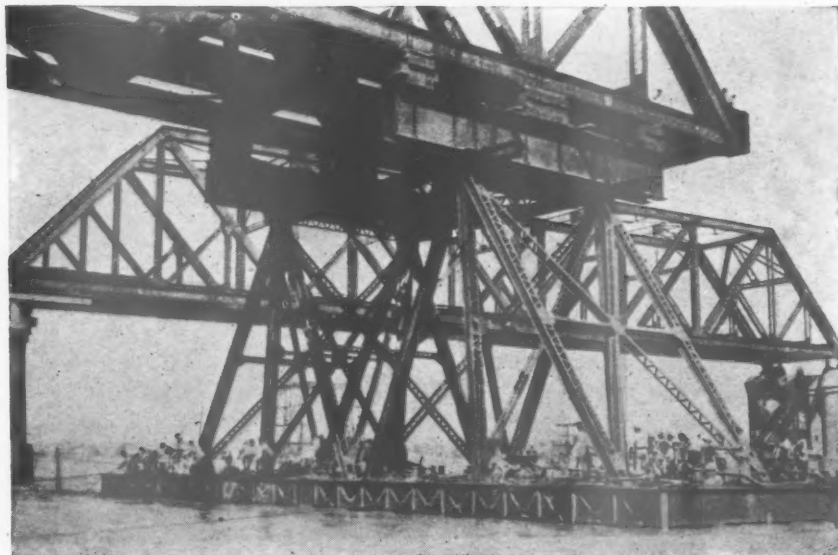
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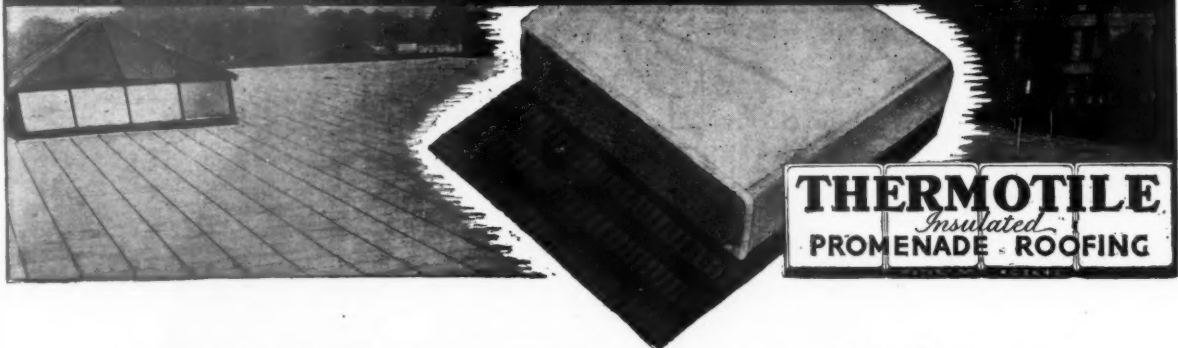
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## OLD PROBLEMS BUT NEW ANSWERS

AT TIMES OF CRISIS new ideas get their chance. War has developed a score of new techniques at remarkable speed — radiolocation, night-flying, anti-submarine defence. Peace too, when it comes, will bring something of crisis and much of opportunity to all building and allied trades . . . Here also the prizes will go to those most abreast of new developments. Building will need new processes, new methods, new materials — and among these, IBECO. This astonishingly versatile waterproof paper fits neatly into a dozen awkward corners of the building puzzle. How to ensure against damp rising under a wood block or parquet floor? How to deal with the unequal expansion of concrete and asphalt in roofing work? How to line the walls of wooden structures against wind and weather? How to avoid subsoil drainage from concrete slabs? How best to tackle sarking? The practical and complete answer in every case is IBECO. Proofed in the making, its protective bitumen part of the paper itself, IBECO is a perfect barrier against damp and stays perfect in spite of rough handling, folding or long storage. Easy to transport to a job, easy to handle, low in cost, IBECO is something you should know about in detail. Write for samples and further information to C. Davidson & Sons Ltd., (Dept. K.31), Mugie Moss, Bucksburn, Aberdeen.

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How long Noah took to build his Ark we do not know—it must have seemed a laborious and endless task. Many arks have been built since Noah's day, for 'ark' is an all-embracing word that can be applied to many things.

Arks are going up during this present deluge—many arks—strange and wonderful arks, indeed. But this time MILLS Tubes and Fittings are on the job and arks are going up dexterously and efficiently, with such speed as to make Noah's time-sheet seem like all eternity.

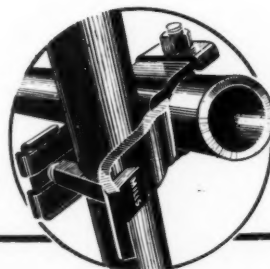
And when the flood has abated and we step out into the new world of peace, MILLS STEEL SCAFFOLD will be there to help with 'the shape of things to come.'

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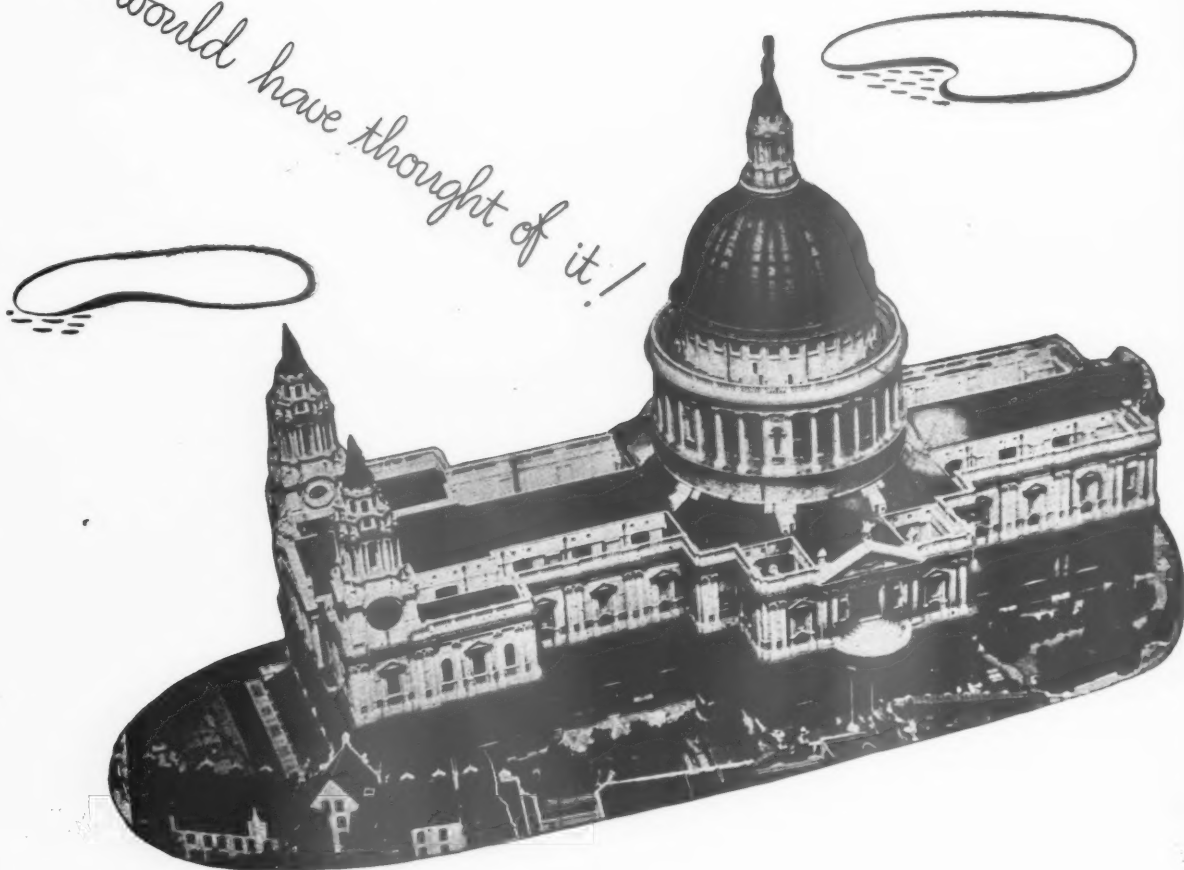
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*When would have thought of it!*



Had Fire Fighting Equipment as it is now understood been available in Sir Christopher Wren's day, it is safe to assume that the master mind would have provided for its inclusion in his plans. But its inclusion would have been unobtrusive—as indeed is the case in modern architecture, where it is fitted in suitable recesses. Copies of Information Sheet No. 105 giving dimensional details of equipment and recesses are available to the profession.



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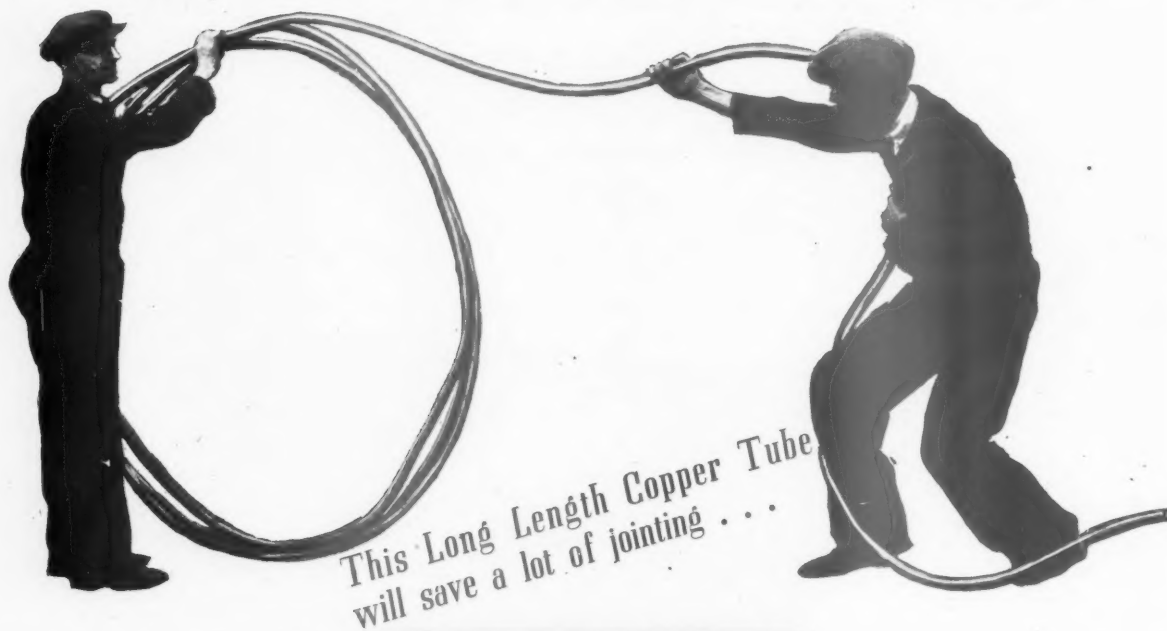
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Installation costs of domestic gas and water supply services will be much reduced by the use of "KUTERLON" Long Length Copper Tube which is now supplied in coil form in lengths up to 60 ft. Annealing



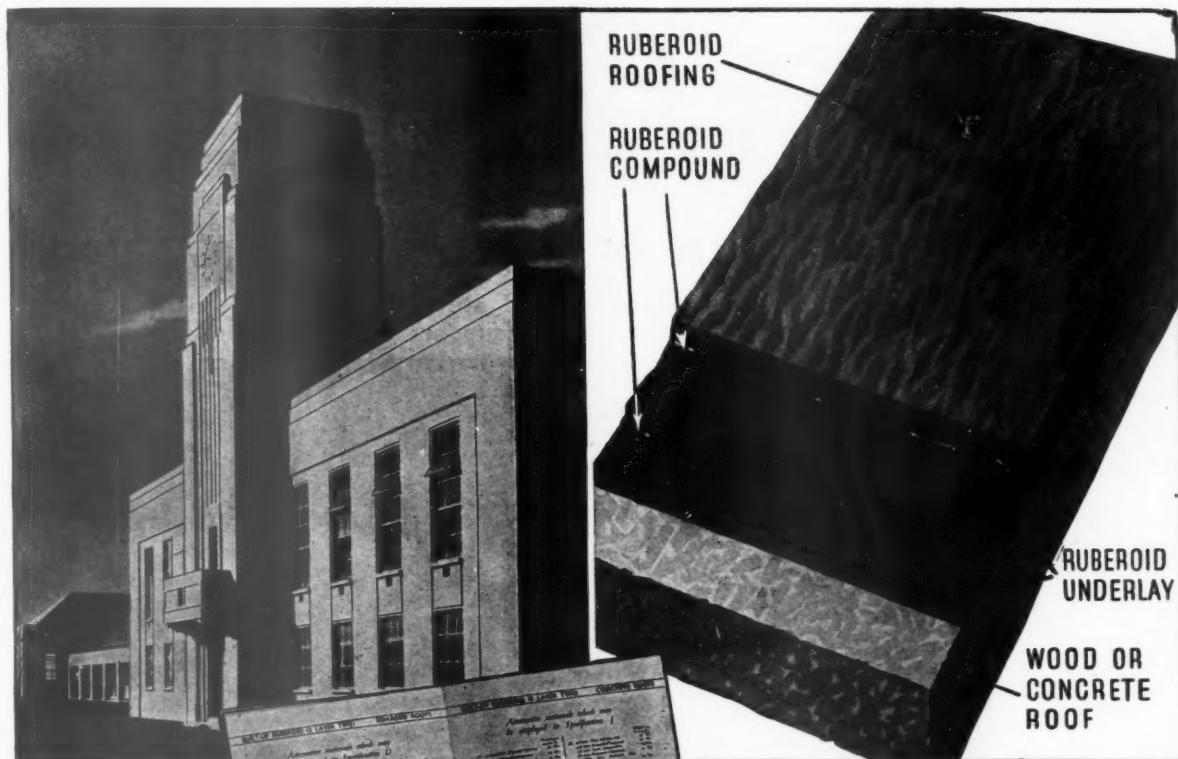
hand, and the tube can be laid easily in trenches and run round obstructions such as rock or tree trunks. "KUTERLON" will be available for post-war reconstruction but meantime is supplied

or the use of mechanical bending appliances to current licensing regulations. Full are not necessary. Bending can be done by information will be supplied on request.

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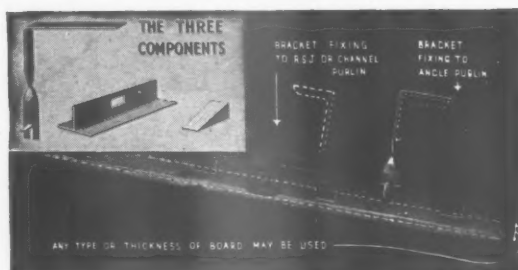
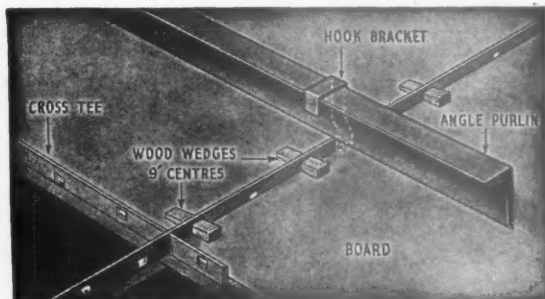


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*Larder space rendered unnecessary. Dry goods and non-perishable foodstuffs would be kept in kitchen cupboards.*

*Waist-high refrigerator door, allowing access to interior without stooping.*

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*Refrigerator can be built into kitchen fittings with cupboard space above and below it.*

*Design provides for adequate ventilation of mechanism without the necessity for special air-bricks or ducting.*

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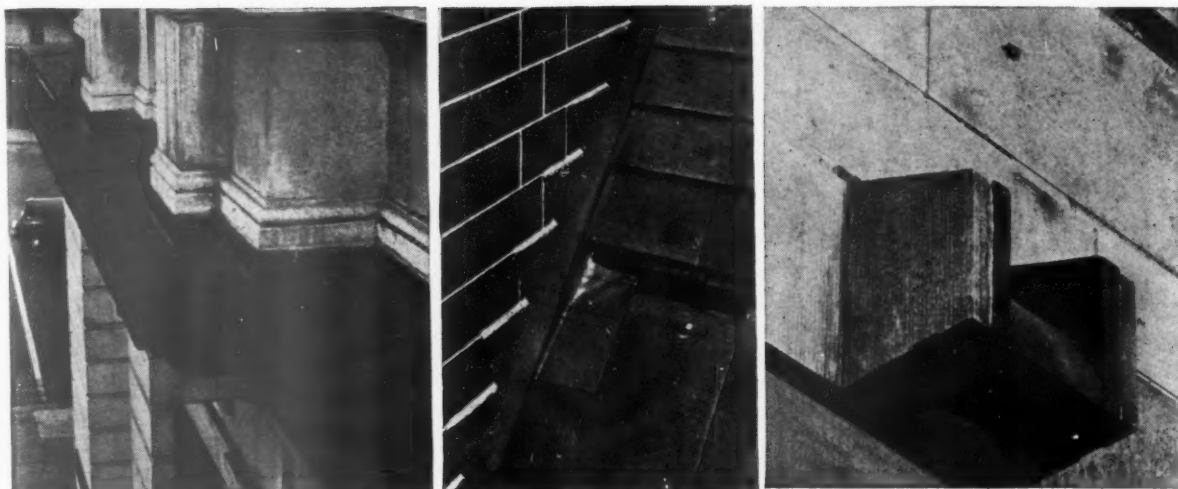
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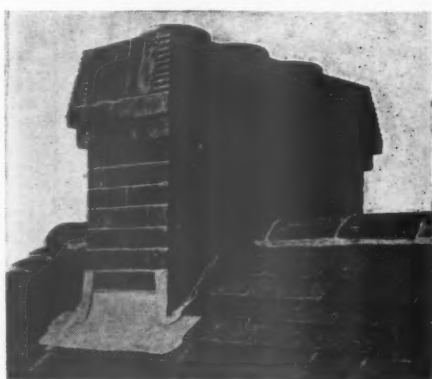


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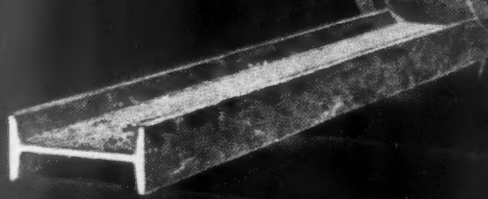
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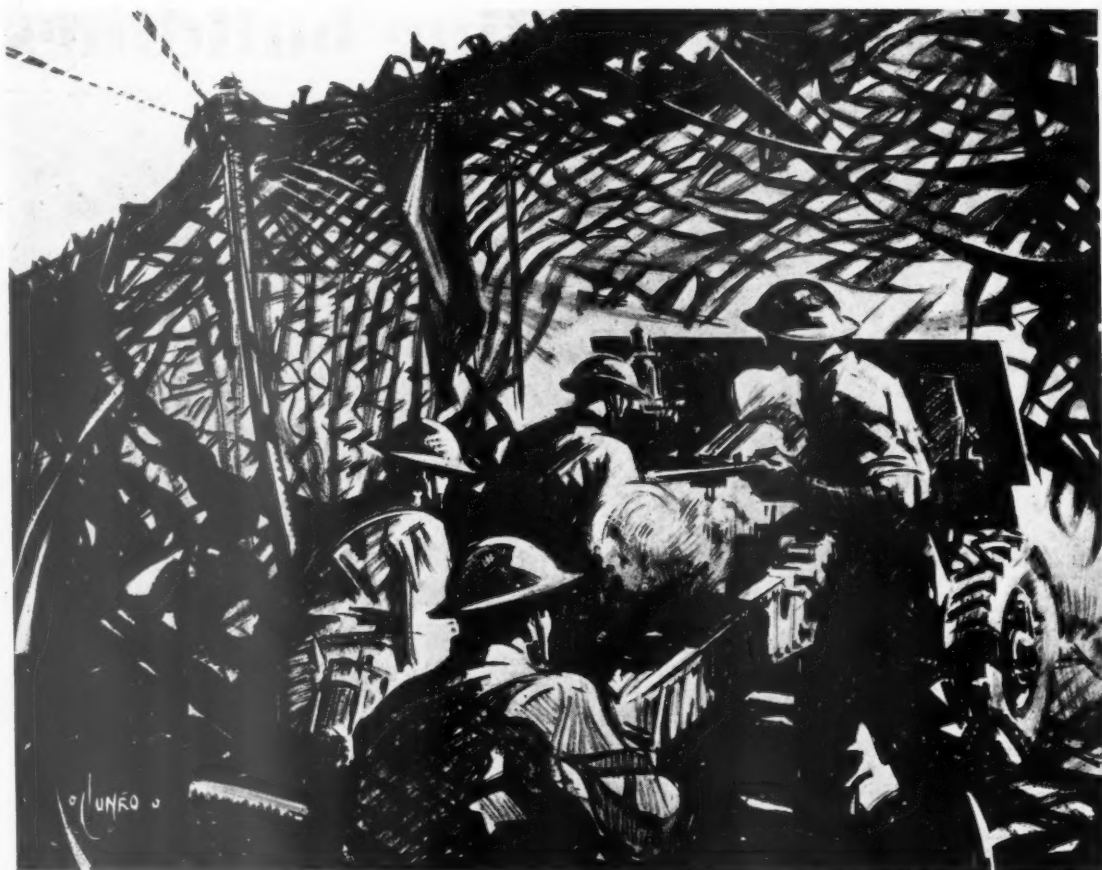


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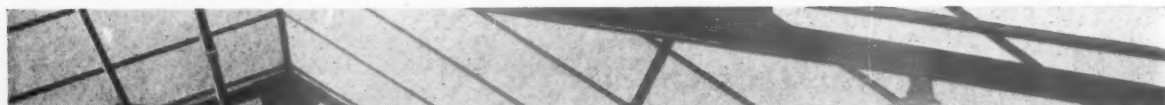
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Yours faithfully,  
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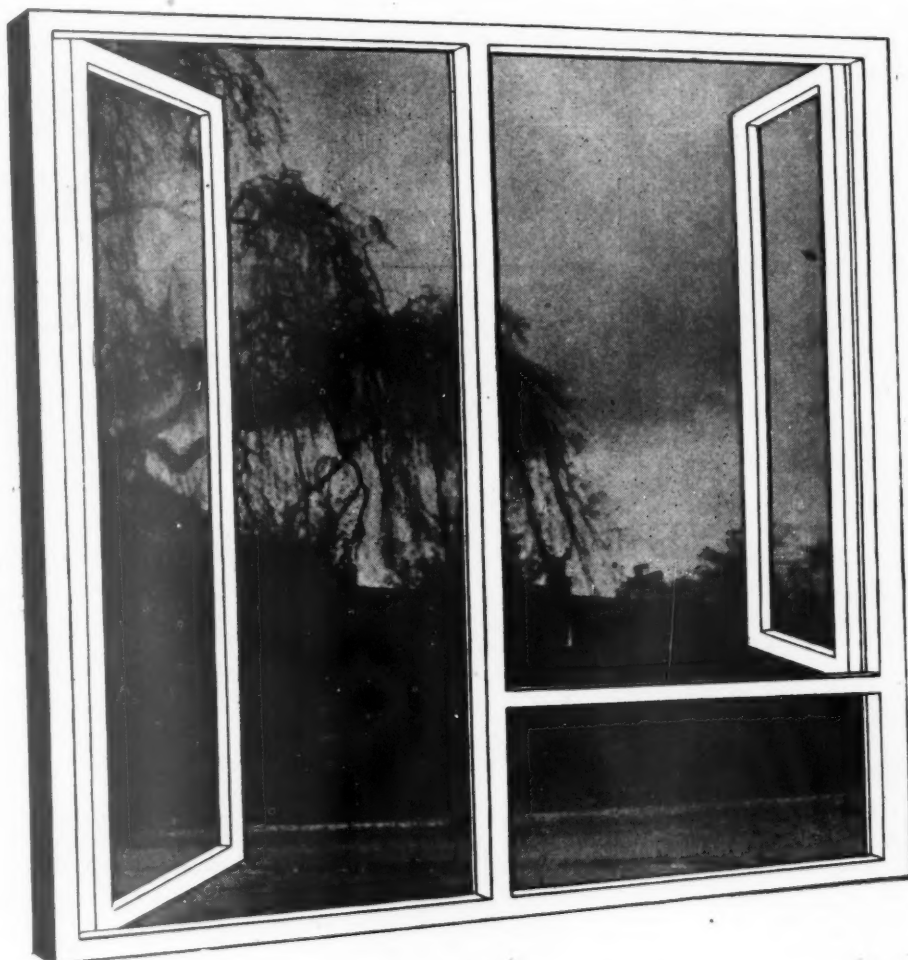
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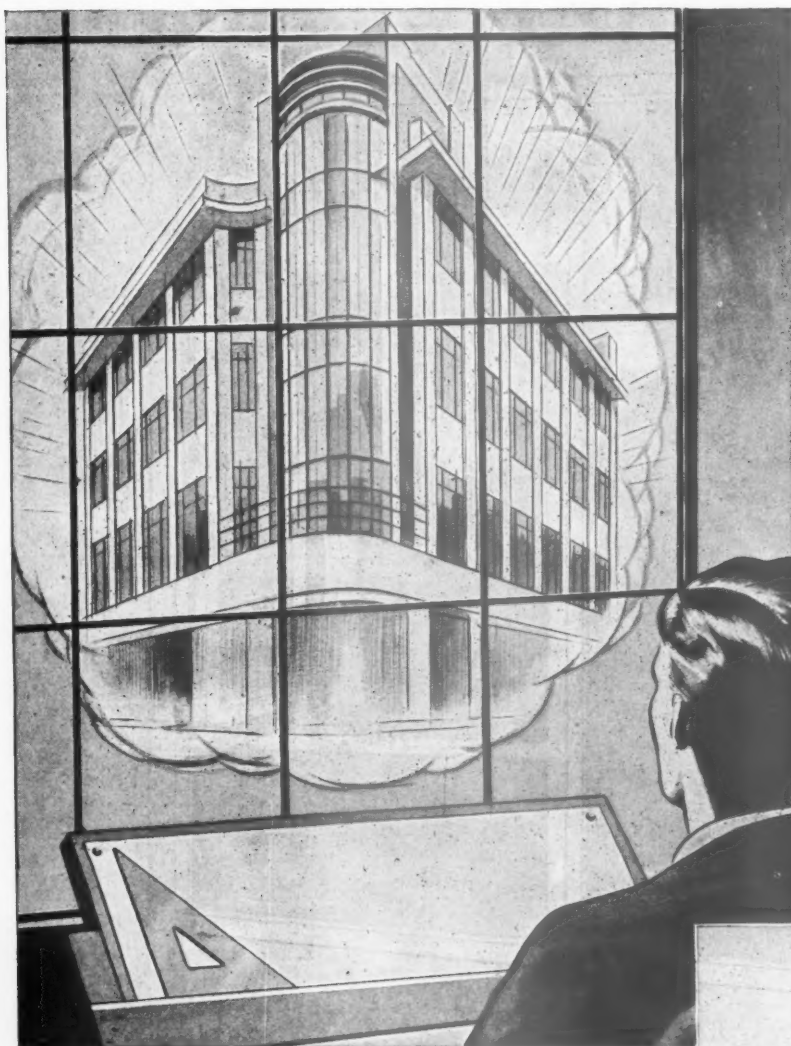
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Well proportioned, pleasant looking windows help the appearance of a housing scheme enormously, and windows which are, at the same time, large and airy, with that friendly proportion of wood framing to glass which the Georgian designers knew so well, please people who live behind them.

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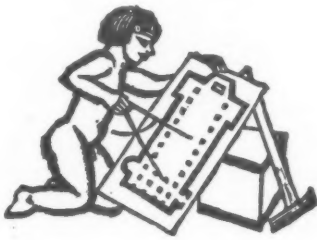
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## DIARY FOR SEPTEMBER OCTOBER AND NOVEMBER

Titles of exhibitions, lectures and papers are printed in italics. In the case of papers and lectures the authors' names come first, Sponsors are represented by their initials as given in the glossary of abbreviations on the front cover

**BUXTON.** *When We Build Again.* Exhibition and Film. (Sponsor, T CPA, in collaboration with Messrs. Cadbury Bros.) OCT. 14-21

**CARDIFF.** *When We Build Again.* Exhibition and film. (Sponsor, T CPA, in collaboration with Messrs. Cadbury Bros.) SEPT. 16-23

**DONCASTER.** *Homes to Live In.* Exhibition. At the School of Art. (Sponsor, BIAE). SEPT. 14-OCT. 8

**D'URHAM.** *The English Town: Its Continuity and Development.* Exhibition. (Sponsor, T CPA). OCT. 4-18

**ELLESMERE PORT.** *Homes to Live In.* Exhibition. At Woolworth Stores. (Sponsor, BIAE). SEPT. 21-23

**GREENFORD.** *When We Build Again.* Exhibition. Speaker, Miss E. E. Halton. At 8 p.m. on September 14. (Sponsor, T CPA, in collaboration with Messrs. Cadbury Bros.) SEPT. 14-16

**HERTFORD.** *Homes to Live In.* Exhibition. Land Army Tour. (Sponsor, BIAE). SEPT.-NOV.

**LONDON.** John Charrington. *The Place of Solid Fuel in Town and Country Planning.* At 2, Savoy Hill, W.C.2. (Sponsor, T CPA.) 1.15 p.m. SEPT. 21

*Look at Your Neighbourhood.* An Exhibition on Neighbourhood Planning, designed by Rudolf Mock for the Museum of Modern Art, New York. At 13, Suffolk Street, S.W.1. (Sponsor, HC). 9.30 a.m. to 5.30 p.m. Saturdays, 9.30 a.m. to 12 noon. SEPT. 14-19

F. J. Forty, City Engineer, Corporation of London. *Planning the City of London.* At 13, Suffolk Street, S.W.1. (Sponsor, HC). 1.15 p.m. SEPT. 19

*Presentation to Mr. W. J. Rudderham.* In recognition of his completion of 25 years of service as Secretary of the London Master Builders' Association, Mr. W. J. Rudderham is to be the guest of honour of the Council of the Association at a luncheon in the Dorchester Hotel before its September meeting, on September 21. A presentation is to be made to him by members of the Council. SEPT. 21

*Housing Centre Touring Exhibition.* At 13, Suffolk Street, S.W.1. (Sponsor, HC). 9.30 a.m. to 5.30 p.m. Saturdays, 9.30 a.m. to 12 noon. SEPT. 25-29

*Six-Day Course on Housing and Planning.* A course for Discussion Group Leaders at the Housing Centre, 13, Suffolk Street, S.W.1. (Sponsor, HC). SEPT. 25-30

Miss J. G. Ledebor. *Building (Discussion 3 in Education for Householding Series).* At 13, Suffolk Street, S.W.1. (Sponsor, HC). 1.15 p.m. SEPT. 26

*Kensington To-day and To-morrow.* An Exhibition prepared by the Housing Centre for the Kensington Borough Council. At 13, Suffolk Street, S.W.1. (Sponsor, HC). 9.30 a.m. to 5.30 p.m. Saturdays, 9.30 a.m. to 12 noon. OCT. 2-14

F. L. Barow. Secretary. *Plumbing Committee.* At 13, Suffolk Street, S.W.1. (Sponsor, HC). 1.15 p.m. OCT. 3

*Presentation to Sir Ian and Lady MacAlister.* At the RIBA, 66, Portland Place, W.1. All those who have contributed to the presentation fund are invited by the RIBA to attend. The proceedings will be informal, and it is anticipated that they will not last more than 45 minutes to an hour. 2.15 p.m. OCT. 18

Sir Albert Howard. *Fresh Food and Town Planning.* At 2, Savoy Hill, W.C.2. Chairman, Lord Portsmouth. (Sponsor, T CPA.) 1.15 p.m. OCT. 19

A. W. Kenyon, Chairman of the RIBA Central Planning Advisory Committee. *The National Plan.* At the RIBA, 66, Portland Place, W.1. (Sponsor, RIBA). 6 p.m. Nov. 14

T. P. Bennett. *The Architect and Organization of Post-War Building.* At the RIBA, 66, Portland Place, W.1. (Sponsor, RIBA). 6 p.m. Dec. 12

**NANTWICH.** *Homes to Live In.* Exhibition. At the Gas Showrooms. (Sponsor, BIAE). SEPT. 26-OCT. 1

**NORFOLK.** *Your Inheritance.* Exhibition. (Sponsor, HC.) SEPT. 14-30

**STRETFORD, MANCHESTER.** *When We Build Again.* Exhibition and film. (Sponsor, T CPA, in collaboration with Messrs. Cadbury Bros.) SEPT. 30-OCT. 7

**SUDBURY, SUFFOLK.** *The English Town: Its Continuity and Development.* (Sponsor, T CPA.) SEPT. 21-30

**SWADLINCOTE.** *The English Town: Its Continuity and Development.* Exhibition. (Sponsor, T CPA.) OCT. 24-Nov. 8

## N E W S

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Though no feature in the JOURNAL is without value for someone, there are often good reasons why certain news calls for special emphasis. The JOURNAL's starring system is designed to give this emphasis, but without prejudice to the unstarred items which are often no less important.

★ means spare a second for this, it will probably be worth it.

★★ means important news, for reasons which may or may not be obvious.

Any feature marked with more than two stars is very big building news indeed.

### Experts, both practical and artistic, should be invited to express their opinions before a final decision is made on THE CHURCHILL HOUSE.

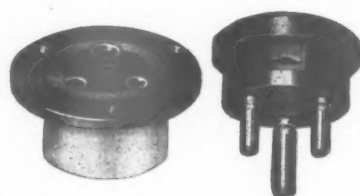
This opinion is given in a letter to *The Times*. The letter reads:—Sir,—So far as we can judge, but it seems the matter is still mysterious, England after the war is likely to be peppered with Portal houses. These houses have been seen by few. To be sure, a specimen was set up somewhere near the Tate Gallery, but it seems to have been made extremely difficult of access. To our knowledge a distinguished painter and an eminent architect tried in vain to get a look at it. The convenience or inconvenience of these bungalows is a matter for experts—i.e., housewives. We suggest that their appearance should be considered by experts also. To the best of our belief no attempt has been made to discover the opinion of those who speak with authority on artistic questions—painters, sculptors, architects, and critics. We think that before a final decision is taken scale models (singly and in groups), detailed plans, and large photographs should be made easily accessible to the public, and that experts, both practical and artistic, should be invited to express their opinions.—Yours faithfully, Clive Bell, Frank Dobson, Frederick Etchells, Duncan Grant, Augustus John, Henry Moore, Charles Reilly, Matthew Smith.



## Maintaining the standard of BRITISH CRAFTSMANSHIP

The Fairey *Barracuda* torpedo-bomber, which achieved such success in its first major strike against the enemy, is, of course, intended for service under what are essentially modern conditions of warfare. Yet its development is the result of a strict adherence to those same principles of good craftsmanship which produced the deadly longbows of the fighting archers of Agincourt.

This awareness of a great tradition is also apparent in the production of Crabtree electrical accessories. Whether these are for peace-time application or whether—as in the case of those installed in the *Barracuda*—they are equally suitable for military requirements, the aim of their designers is the same: ultimate perfection. To the purist, this objective can never be reached, but in constantly striving to attain the impossible, the products of Crabtree craftsmen have reached such standards of excellence that they are selected for service whenever quality and reliability are of paramount importance.



Crabtree products similar to those used  
for controlling the camera gun of the  
*Barracuda*

# CRABTREE

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# From AN ARCHITECT'S Commonplace Book

**FLEURS DU MAL.** [From The Pre-Raphaelite Tragedy by William Gaunt (Jonathan Cape)]. As art to him was religion, so, necessarily, the art of which he disapproved was irreligious. It was without faith, vicious, brutal, idle, false. Evil things were coming upon the world; and there was one great evil among the rest, the evil thing called Impressionism—an outlandish, abhorrent threat to the pure and healthy island race. Themes based on moral turpitude and the latent horrors of life were creeping in—in art, in letters, on the stage. Impressionism, a wild revolt, was the excuse for hideous canvases, chaotic in form, plastered offensively with sullied pigment, for painting and moulding an evil-proportioned humanity. There is a familiar ring in the phrases. Suddenly one realizes they were phrases that had been used of Pre-Raphaelitism itself. The great rebellion, as far as Holman was concerned, had reached its end. It had become conservative. Where, said Holman, had this Impressionism come from? From Paris. And what was Paris? He quoted fiercely from one of those books written by an American about the Latin quarter—a description of the “Saturnalia” of the “Quartz Arts.” An orgy of abandoned models dancing naked, of unbridled debauchery and libertinage. This, this inferno of infamy and despair, how different from the art upheld by the German Emperor who, refusing to accept the craze for materialistic art, directed painters and sculptors to “an ideal of elevating character.”

★  
**The RIBA has now arranged to make the presentation to SIR IAN AND LADY MACALISTER on Wednesday, October 18 at 2.15 p.m.**

Those who have contributed to the presentation fund are invited by the RIBA to attend. The proceedings will be informal, and it is anticipated that they will not last more than 45 minutes to an hour.

**The Binns, the historic house in the county of West Lothian, has been GIVEN TO THE NATIONAL TRUST for Scotland.**

The gift includes the surrounding park lands, family relics, portraits and plenishings. It has been made by Mrs. Dalzell of The Binns, and an endowment for its upkeep given by Lieut.-Colonel Dalzell of The Binns. The site is reputed to have been occupied from pre-historic times, and written evidence tells of a house there as early as 1478. The connexion of The Binns with the family of Dalzell began in 1612, when the property was acquired by Thomas Dalzell, a cadet of the Dalzells of Dalzell in Lanarkshire, who carried out extensive restorations and additions which were completed about 1630. In 1601 he married Janet Bruce, daughter of Lord Kinloss. There are modelled ceilings in four of the principal rooms, and in two of them, one known as the King's Room, the royal arms appear above the fireplaces. The Binns is chiefly associated with their son, also Thomas Dalzell, who was an ardent Royalist, as was his father, and fought for the King at Worcester, where he was taken prisoner and committed to the Tower of London. He escaped to the Continent to reorganize the Russian Army. At the request of Charles II he returned to Scotland in 1666 and was appointed Commander-in-Chief with the special task of curbing the Covenanters, which he discharged to such purpose as to win a letter of commendation in the king's own handwriting and the bitter hatred of those against whom his military duty had taken him. At The Binns he raised The Royal Scots Greys, the first troop in 1678, and later two further troops which were regimented in 1681. Among the many relics of General Tam Dalzell of The Binns are his Bible, sword and jack-boots, and the comb with which he combed his long

white beard, for he had taken an oath when King Charles was beheaded not to cut his hair or his beard till the king should be restored. Among the family portraits are those of him and of his father.

**An order made by the Wembley Town Council for the compulsory purchase of five private sports grounds for use as post-war housing sites has been OVERRULED BY THE MINISTER OF HEALTH.**

The sports grounds cover thirty-three acres of land. The order was opposed by the five insurance and commercial firms whose employees used the playing fields, the National and the London and Greater London Playing Fields Associations, and the Club Cricket Conference.

**The Ministry of Health is now prepared to consider provisional applications from local authorities for an ALLOCATION OF CHURCHILL HOUSES.**

**Sir George Burt, at a luncheon in London, said that householders must be provided with ELECTRICITY AT SOMETHING UNDER A HALF-PENNY a unit all in.**

Cheaper current and better water and sewage systems, he said, are closely related to housing, yet they are a little in danger of being missed. Sir George said: I think the present type of house is much stronger than it need be for peacetime safety. It is badly insulated against neighbours' wireless, and in frosty weather the pipes are apt to freeze. I do not think that the building trade has anything to fear from prefabricated houses. The traditionally-built house will still be the principal means of housing Britain in the future.

**The death is announced of Sir Henry Lyons, THE MAN WHO MADE THE SCIENCE MUSEUM, South Kensington.**

Col. Sir Henry Lyons, FRS, scientist, and an outstanding authority on climatology, died at Great Missenden. During the last war Sir Henry was Director of the Meteorological Office, and in 1920 was appointed Director and Secretary of the Science Museum, South Kensington, transforming it into one of the foremost technical museums in the world. He was treasurer of the Royal Society from 1929 to 1939, a Fellow of the Geological, Geographical and Meteorological Societies, and a trustee of the National Portrait Gallery.

**If beauties of the present are to be marred, WHAT IS THE USE OF A MINISTRY for Town and Country Planning?**

This question is asked by Mr. Richard Oakley in a letter to the Daily Telegraph, in which he protests against the threatened spoiling of Durham's amenities by the erection on the city's outskirts of an electric power station which will dominate the landscape. Continuing he says: Why do we call the Germans Huns and Vandals and wonder about the fate of the Bayeux tapestries when some of our own people contemplate marring the beauties of the Castle and Cathedral of the first Prince Bishop of Durham, Odo of Bayeux, half-brother of the Conqueror? Durham's Cathedral is one of the finest fanes in the world, and no other has a more beautiful setting in the British Isles. The Castle, once the Guardian of the Border and now the nucleus around which the University has its being, has no rival in antiquity or grandeur.

**This is a sacred building. Those who inscribe their names are GUILTY OF SACRILEGE.**

A notice placed in Winchester Cathedral, following the Dean's condemnation of acts of vandalism.



## *Nature Dominates Architecture*

"No architecture without trees" is a sound maxim often forgotten, but in tropical Brazil there is no need to remember it for in the damp, hot climate nature needs no prompting. Here in the Ribeiro House at Rio nature has

been allowed the rare privilege of dominating architecture; yet it does so harmoniously and without that callow brutality which is all too frequent when building has the upper hand. The photograph is by E. Kidder Smith.

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**Mr. William Grant, Minister of Health, announced in Belfast that he proposed TO SET UP A HOUSING TRUST to share with local authorities the task of providing houses in Northern Ireland after the war.**

Pointing out that the province would need 100,000 houses in the next 10 years, Mr. Grant said that this would be beyond the financial or physical resources of local authorities. He proposed to replace State subsidies to local housing by a system of annual payments, and also announced that the Government had decided to ask for a substantial allocation of Portal houses.

**First aid repair to houses in London damaged by FLYING BOMBS is being held up by the long hours the Government has imposed on the men carrying out the work.**

This statement was made by Mr. H. C. Harland, President of the London Master Builders' Association. To try to make men work 60 or 65 hours a week, said Mr. Harland, is to fly in the face of all experience. The only result is to increase wages to the workmen, with loss of output to the country. If the Government want the men to have big wage packets, it would be far better for them to pay the men the difference between a 48-hour week and a 60-hour week as a subsidy, and let them stay at home and rest. Then we might get the work done quickly and efficiently. At present, Government officials crowd a job with men, make them work long hours, and wonder why they fail to get results. And the building industry, whose advice is ignored, is told that it is inefficient.

**Mr. J. S. Allen has been APPOINTED PRINCIPAL of LEEDS COLLEGE OF ART.**

This is believed to be the first time an architect has been appointed Principal of a College of Art. Mr. Allen will retain the Headship of the Leeds School of Architecture and Planning, a department of the College. He graduated at the Liverpool School of Architecture, University of Liverpool, in 1922. After two years' experience in America, he returned to this country for further English experience under Sir Arnold Thorneley and Mr. Herbert J. Rowse, and started private practice with Mr. H. S. Silcock in 1928. About the same time he joined the teaching staff of the Liverpool School of Architecture. He was appointed Head of the Leeds School of Architecture in 1933, and Vice-Principal of the Leeds College of Art and Head of the School of Architecture in 1937. An Associate Member of the RIBA Council, Vice-Chairman of the RIBA Board of Architectural Education, a member of the Schools Committee of the Town Planning Institute, and a member of the Executive Committee of the Northern Branch of the Town Planning Institute, Mr. Allen is also a member of the Advisory Committees of the York and Ripon Dioceses, a founder member and member of the Executive Committee of the Bradford Civic Society, and was Chairman of the Assessors in the Ilkley Replanning Competition held in 1942.

## PREPARE A PROGRAMME

**I**N an excellent pamphlet on programming and progressing in civil engineering and heavy construction,\* the Ministry of Works has attempted to bring order out of chaos by presenting a method by which the engineer, architect and contractor can organize a plan of campaign for large contracts. The document is based on war-time experience of expediting jobs while labour and material shortages prevailed. Its *raison d'être* is summed up in its opening sentence: "Unless the sequence of events in a contract is carefully thought out and dovetailed together, at the very beginning, time and money will inevitably be lost."

MOW's mission to the USA brought back some useful facts about building organization in America, but even now experts are not certain why, in spite of higher wages, total costs are relatively lower there than here. Undoubtedly one important reason, perhaps the major one, is the greater care exercised in the USA in scheduling a job before it starts. Government war jobs in this country have revealed how haphazard most of the programmes for large contracts have been, and, as a result, how wasteful in man-hours.

In this pamphlet is set forth clearly a codified method of avoiding this waste and muddle. In programming, the essential things that the contractor should plan, says the pamphlet, are: (1) The method of carrying out the various sections or operations; (2) The order in which they will be carried out; (3) The time that can be allowed for each. "Once this Programme is known, he (the contractor) can ascertain the dates when his materials must be ordered, the rate of progress required in each section, and consequently the number of men or machines that he needs to carry out the work at this rate. Lastly, he can set the Programme down in simple form, so that the Engineer or Architect, the Contractor's Head Office Staff, and the Agent on the Site can all understand and agree what is intended and can have a standard by which to measure achievement."

The Programme is, however, only half the story; the other and more difficult half is making certain that achievement lines up with the Programme—that is, Progressing. If Programming and Progressing get out of step, remedial measures should at once be taken to bring them back into line. The comparison should be made "in a simple visual manner," says the pamphlet, a manner which it illustrates by sample charts. At present, the Ministry of Works is considering the extent to which the principles established in this pamphlet can be incorporated in Government contracts. When they have been incorporated, a valuable lead will have been given in the drawing up of private building contracts.

The publication covers civil engineering, but a similar and very necessary pamphlet is being prepared to cover house

\* *Programme and Progress: A Pamphlet dealing with the Preparation of Charts for Civil Engineering and Building Contracts.* (Published for the Ministry of Works by HMSO, Price 9d.)

building. Here then are two important official documents dealing with the programming and progressing of the microcosm—the individual contract—one already in being, the other in preparation. They will be valuable not only in themselves but in pointing a moral, for they pose the question of the organization of the macrocosm, the whole gigantic job of post-war rebuilding. Where is the Programme Chart for that? As yet only in housing is there any relatively clear definition. But what of the schools, the business, industrial and farm buildings, the roads and services, that will be needed?

Until all the facts are provided, and until the work of the various Ministries, now carried on in clandestine isolation, is properly co-ordinated and scheduled, a scheme of priorities cannot be drawn up, the quantities cannot be taken out, and the raising of an adequate labour force cannot be timed or balanced. We suggest that the Minister of Reconstruction should prepare without delay, and "in a simple visual manner," a National Programme Chart. This Chart should then be published so that the people of this country, the building owners, can be certain that the biggest building contract in history, will not result in wasteful, and inefficient muddle.



*The Architects' Journal*  
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Telephone: Vigilant 0087-9

## N O T E S & T O P I C S

### SPECIFICATIONS FROM PARNASSUS

More than most people perhaps the architect is accustomed to listen to other people explaining how his job should be done. He cannot, of course, reasonably complain of this, first because he is paid to listen, and second because he himself is most often the self-proclaimed expert on other people's jobs—whether it be child psychology or regional planning.

\*

On the subject of the physical shaping of the post-war world the profession has listened with interest, impatience or despair to the opinions of practically everybody—from the BMA to the

makers of the Bumpo Building Block. Only the dreamers and thinkers, the poets and artists have so far been inarticulate—or at least inaudible—those very people in fact who, as we are often told, are so far ahead of their time that their messages seem too advanced for comprehension.

\*

The poets for the most part remain recorders of the past and present; the artists are nervous prophets—pre-occupied (if we are to judge by a current series of advertisements) with monster garage ramps and ill-drawn lamp standards, and the thinkers, those of them who are not writing Penguins or appearing in the Brains Trust, are evidently reserving their fire.

\*

Two poets, however, have lately come into the open, Mr. Edmund Blunden and Mr. Howard (Boogie) Barnes, and their specifications for Utopia are printed below (by courtesy of *The Times* literary supplement and the Lawrence Wright Music Co. respectively):—

#### THE BLUEPRINT

Will you then build us a house that will vie with the houses we know,  
A hauntable house, a dwelling for dreams  
And where things may sometimes play truant and rest  
Out of the glare of constant employ, and the test  
Of this or that moment's requirements and schemes?  
A house that will murmur in age, "My children, long ago. . . ."

Will you too fashion a church that's awake to the April showers,  
Where the merry angels are ready to wing  
In the painted roof with praise and prayer  
To One who being heaven's king  
Is splendour enthroned over earth's dim air—  
A church where the altar lilies appear as the soul's new flowers?

So you will find us your friends, and the rest of our market town  
Shall be yours to create, folk's delight to possess,  
Where the image of sweet content shall dwell  
Not in one carved form but in graciousness  
Of all from weathercock to well,  
And sunbeam and shadow bring each all day a beauty down.

EDMUND BLUNDEN

#### NUMBER SOMETHING FAR-AWAY LANE

Here's to the day when waiting's over,  
Here's to a sight of the cliffs of Dover.  
Let's dream of home when there's time for dreaming,  
Home with the room in the moonlight gleaming.  
It's our little mansion, our pride and pleasure.  
So full of the mem'ries we'll always treasure.

#### CHORUS

Little house just outside town,  
Blitz'd a bit and tumble down,  
Soon call you home again,  
Number Something Far-away Lane;  
Nothing showy, grey and small,  
Little parlour, tiny hall,  
Bit of garden needing rain,  
Number Something Far-away Lane.

Are the beans and marrows showing?  
Does the lawn still need a mowing?  
Is there someone there to miss me?  
Soon again to hug and kiss me,  
Little someone waiting there,  
Eyes that show how much you care,  
Soon I'll hold you close again,  
In Number Something Far-away Lane.

HOWARD (BOOGIE) BARNES

\*

Not for the first time, you will notice, Parnassus and Tin Pan Alley speak with the same voice, if not the same vocabulary. Mr. Barnes speaks for The People, Mr. Blunden for "those whose houses are dustless and full of Ming vases," but their message is the same—the same as Mr. Churchill's—the same as the planners' of the City—"There's no place like home." Mr. Barnes is so explicit that he might be a hireling of Mr. F. J. Osborn (and, knowing the power of the popular song and the acumen of Mr. Osborn, there's no saying . . .), while Mr. Blunden writes of the sort of place to which (according to Mr. Osborn) the most iconoclastic of the "Planners" retire at night after a

happy day of laying out communal gardens (with no fences) for The Planned.

It is a hesitant, almost apologetically, modest programme which these poets have drawn for us. A generation ago perhaps the demands would have been bolder and on a bigger scale. Remember Flecker's "consummate palaces of metal or of masonry . . ." and "... wide white streets and glistening museums and black monastic walls . . ."? And Binyon's "gleams of soiled gilding on curved balconies . . . And even Auden's "... the stones, the steels, the polished glass . . ."? \*

There's Sharawaggi for you—on a scale which would give Mr. Hartland Thomas the creeps, but which would, I suggest, be more inspiring to our planners of the future than the plaintive nostalgia of Mr. Blunden and Mr. Howard (Boogie) Barnes.

#### ARTISTS AND OLD BOOTS

A fascination for old boots is found in many places outside the casebooks of Havelock Ellis, and portraits of old boots have always been a popular line with painters. (There was an example in this year's Royal Academy, and those who saw Sir William Nicholson's show at the National Gallery some months ago will remember his affectionate portrait of Miss Jekyll's gardening boots). Below is reproduced a picture in the same tradition by architect Ernest Newton, which was

shown in the Manchester Academy of Fine Arts Exhibition in 1943.

Why this interest in boots—and not in shoes or slippers? Because boots surely are more than mere footwear. Often ill-fitting, maybe odiferous, they are always pregnant with meaning. In their youth (as bootees) they act—how poignantly—on every screen and stage as evidence of approaching motherhood or child bereavement.

Later in their coarse, tongue-lolling maturity they distil an atmosphere more sinister. Black, squatting, wrinkled, eyeletted and be-tagged, they are symbols of servitude at school and in the barrack room, and in the world outside of poverty, toil or merely lack of chic. It is no accident surely that (in the days of servants) they were linked inevitably with Knives.

Indulge then to the full, when looking at Mr. Newton's picture, your normally restricted nostalgia. Think, in fact, of anything, as the White Queen said, but resist, if you can, the temptation to give this picture any facetious or malicious interpretation.

Mr. Newton's picture, or so we read it, does not symbolize the triumph of the H.G. over the A.J., or even the contempt of the Midland architect for technical journalism. It is the boots which talk, and in their company the A.J. (and here we speak for the RIBA journal as well) is not ashamed to be silent.

ASTRAGAL



## LETTERS

John E. Graene Edwards,  
A.R.I.B.A.

Mrs. G. Abbott  
(Organizing Secretary, Women's  
Gas Council)

E. V. Penn  
(Acting General Secretary,  
Association of Building Technicians)

### The Churchill House

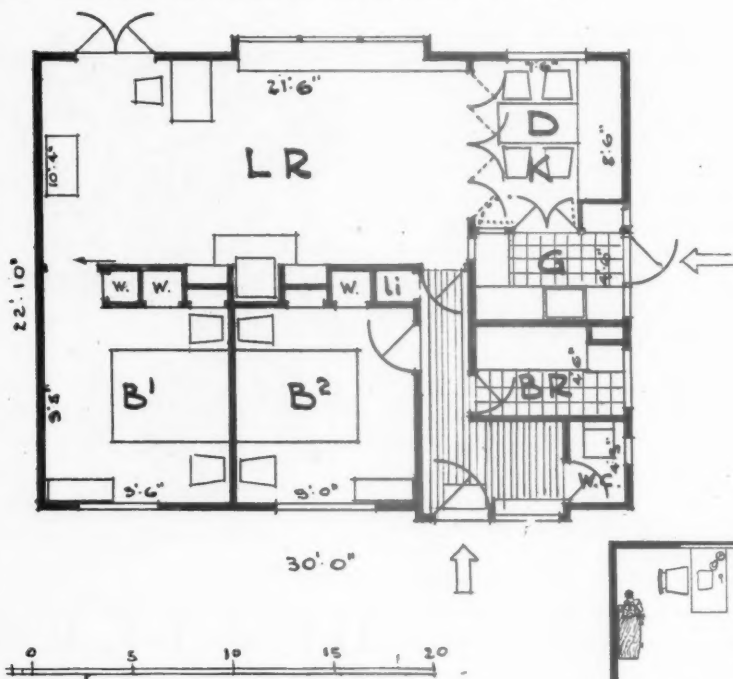
SIR,—Of course, Astragal's plan is correct; it is in fact almost the miracle he claims for it, but there are certain things that Jack and Jill are sure to complain about.

They cannot rush from the living room to chase cats from the garden, or to remove baby from the lily-pond without passing through the kitchen—a loss of valuable strategic time. I do think Astragal ought to give them the benefit of a nice pair of french windows. This will also allow them to make some use of the garden in summer as an extension to the living room—an increase in Space Without Cost. Again, when they hold that Party they cannot dance the Palais Glide with success in a room 9 ft. 9 in. wide, ignoring the whatnots that will undoubtedly collect. I suggest squaring it up to 21 ft. 6 in. by 10 ft. 4 in., which will allow one extra girl (1945 brand—slimmed down for use in post-war houses) to perform the necessary gyrations.

Turning, logically after the dance, to the kitchen quarters, they would want the glass screen to be sliding-folding, so that the mob that rush through from the living room to the kitchen for beer and sausages, will not knock down the light alloy screen barring their progress. Now the big point, which I feel is most important. Sir, have you ever tried cooking fish and chips in



Boots, a painting by Ernest A. Newton. See Astragal's note above.



a dining room cum kitchen, intimately connected with the living room, and then tried to consume them with anything like satisfaction? Jack and Jill (and Baby) will find that the smell of their favourite food cooking has permeated everywhere and their appetites have gone. And again, those flannel shirts of Jack's that Jill washed in the sink. . . . Ugh, you cannot eat a nice

fresh salad in that fog of smelly steam.

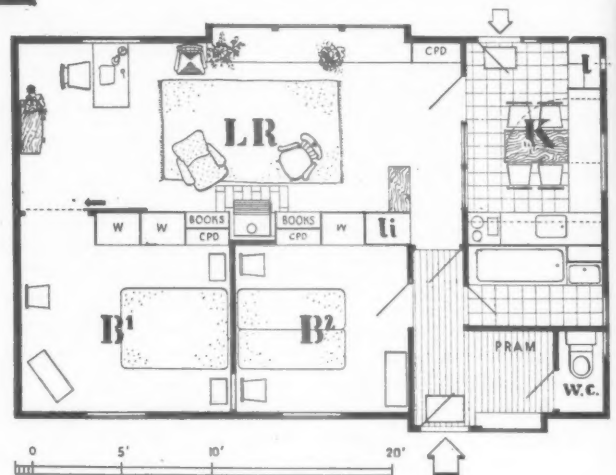
Borrowing a further tip from our caravan-yachting friends we must incorporate a Galley with two small folding doors so that such activities can be shut off from the rest of the house. On all other occasions these doors can be left open, and the plan remains as you suggest.

The back door can now, in true English fashion, be located in the side of the house, and the larder taken off the warm garden side and placed nearer door and work-space. One must be prepared for the sun again in the post-war summers; our sepia wash and deep shadow experts need it badly.

I realize your plan was fitted to the sizes given for the Churchill House, but I am sure Jack and Jill would agree with the variations, and (capitalists and speculators please note) the frontage is reduced, at no extra cost.

Birmingham

JOHN E. GRAENE EDWARDS



SIR,—I am most interested in Astragal's improvement of the plan of the Portal House. I have seen the Portal House twice and read practically every criticism of it in *The Times*, *The Architects' Journal*, *The Builder*, etc., but Astragal's is the only suggestion that I consider a *real* improvement, and that takes into account the different mode of life of the younger generation. As a regular reader of your Journal, may I congratulate him on the vision and imagination shown in his plan.

London

G. ABBOTT

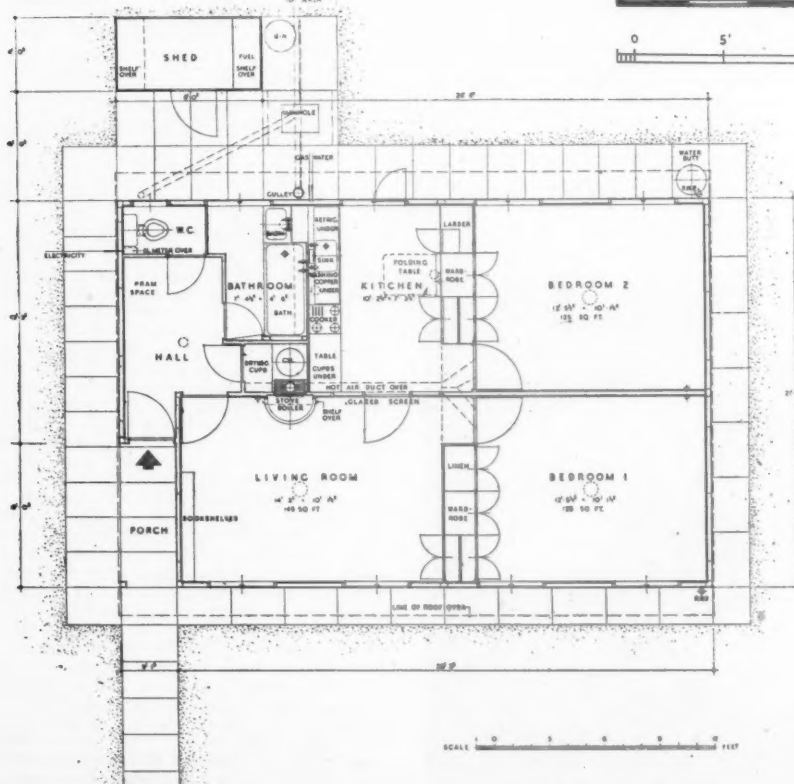
## Competitions

SIR,—Recently a number of competitions has been held from which architects serving abroad have been virtually barred; insufficient time was allowed before the closing date. Had the date been about two months later it would have been possible for men in India, Africa and elsewhere to take part.

The fact that winners of recent competitions are serving in the Armed Forces shows that such men have time and facilities to compete. Some of them are far from home and feel that it is only through competitions that they can have a small share in professional work in this country. Special consideration of their position would be enormously appreciated. I very much hope that when future competitions are arranged a time schedule will be planned to allow for entries even from the Far East.

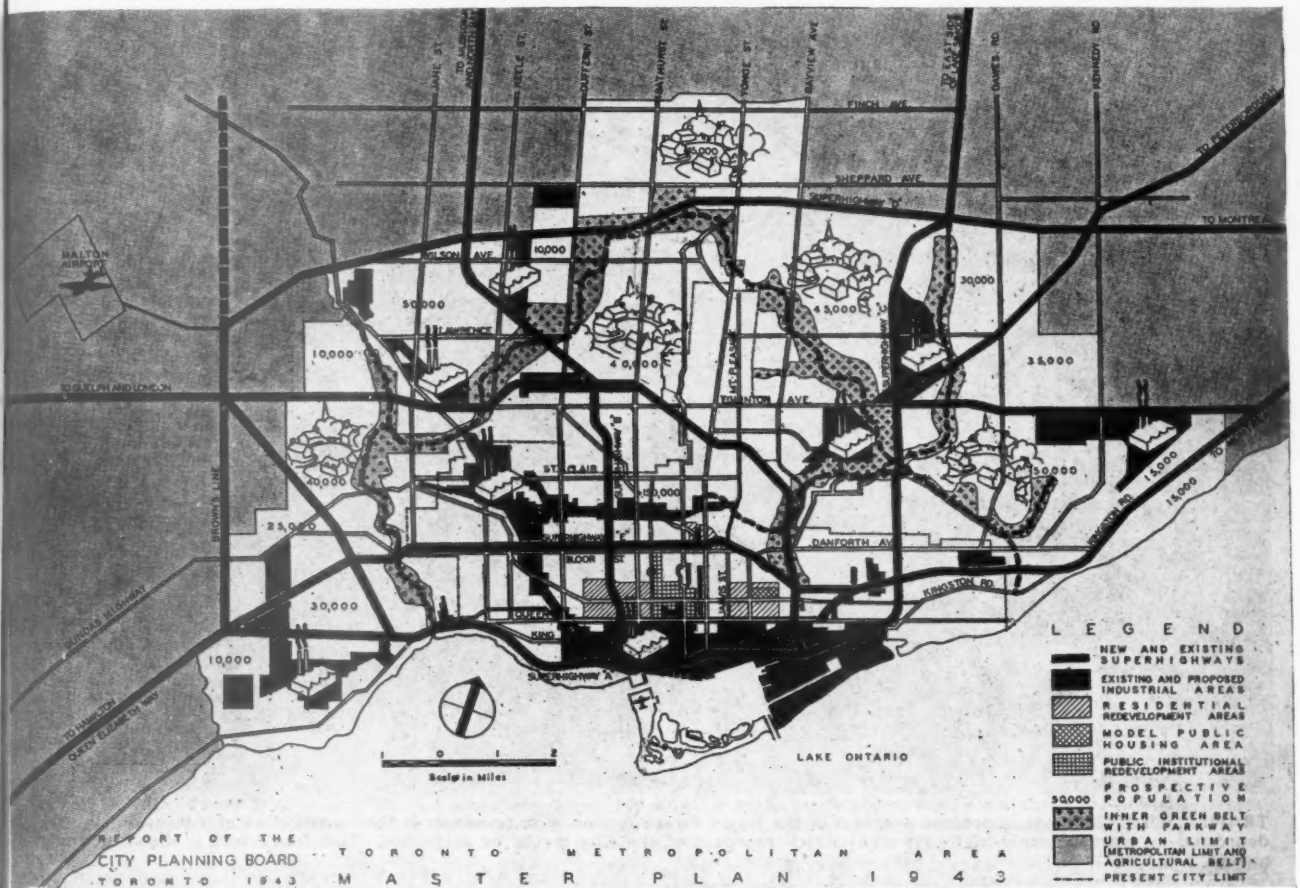
London

E. V. PENN



The Churchill House. Suggested plans by John E. Graene Edwards (top) and Astragal (right). Bottom, the revised plan of the Ministry of Works.

## PHYSICAL PLANNING SUPPLEMENT



Above is a diagrammatic presentation of the proposals of the City Planning Board of Toronto, which were submitted to the City Council on December 31st, 1943. In the following article, E. G. Faludi, Toronto City Planning Consultant, describes the recommendations embodied in this first stage Master Plan

## TORONTO MASTER PLAN

by E. G. Faludi

In the Art Gallery of Toronto a new exhibition subject has been introduced—planning. Planning the post-war world for the soldiers and industrial workers who will seek jobs, and planning a better city for everyone. Planning that will mean new conveniences, safety and health to citizens and their children. Planning for Toronto in response to the request made by the City Council to the City Planning Board.

The exhibition is divided into three parts—The Past, The Present and The Future. For the first time in the history of town planning in Canada, the past of a city has been analyzed.

From the founding of the nucleus of Toronto in 1793 until 1943, 150 years are covered, and these are divided into five stages.

For every stage, maps and pictures show how the town looked, the extent of the built-up area, the housing conditions, the industrial areas, the recreational facilities and the means of transportation, and diagrams indicating population movements and densities, economic and business developments, etc.

The second part of the exhibition deals with the present conditions, giving a comprehensive analysis of housing, recreational, industrial, and circulation needs.

From all this data and material, the City Planning Board of Toronto was able to determine the remedies the city will need in the next three decades. The basic assumption is that the present population of the metropolitan area, which is 900,000, will, in the next thirty years, grow to 1,500,000. The question now is, where these additional people will live and where the present population will find a better way of living and working.

## toronto master plan

The Master Plan of Post-War Toronto is conceived on the theory that the present political boundaries of the city bear no relation to the social and economic life of the people living in the city and in the adjacent municipalities. It applies to and encompasses the whole of the future built-up area in the next thirty years. Of this area Toronto will still be the centre. The major part of future growth must be located in the vacant lands of adjacent suburbs, but any large increase in the population of the whole area must also result in an intensive development within the boundaries of the city itself. The plan proposed is an attempt to co-ordinate the physical development of the metropolitan area as one geographic, economic and social unit.

The area planned and required to house and to provide for the economic, industrial, social and economic needs of the additional population according to modern standards and



**TRANSPORT.** The most important proposal of the Board in connection with transport is the construction of a framework of new depressed or elevated super-highways from which any part of the City would be accessible. This framework is shown above.

varying requirements, is roughly 100 square miles; this is 45 square miles more than the present built-up area of 55 square miles. The additional 45 square mile area is planned so as to provide for the development of fairly well defined districts, each equipped with its own employment opportunities and other facilities for satisfactory living. This will form a semi-circle round the existing built-up areas, with a radius of approximately nine miles.

#### agriculture and neighbourhoods

The creation of an agricultural belt around the future city is proposed. Great damage has been done to many cities by the sub-division and sale of land beyond any predictable need. Instead of a peaceful and prosperous country-side where farm products and market crops are raised, where forest and scenic features can offer recreation for millions of people, the citizens find themselves surrounded by a no-man's land, little better than a desert of weeds. Even when the actual sub-division has not taken place, all land lying within reasonable reach of the city receives a speculative value on the chance that development may come its way.

In planning undeveloped portions of the metropolitan area the opportunity exists to work out in advance a modern street pattern with full provision for the safety and convenience of the people. Planning, however, includes more than the layout of streets, and the Toronto plan deals also with the uses of the land to be served by the streets on the principle that the new areas should be developed largely as neighbourhoods focussed around the school. Provision is made also for shopping centres, cultural and recreational facilities as well as housing.

Adjacent to these neighbourhoods or within easy reach, suitable land should be set aside for industrial use.

This conception of groups of neighbourhoods with an additional space for industrial development providing a place for

the worker in which he may earn his living and yet not be too far away from home, is a revolutionary change from previous concepts in Canada. For until to-day the numerous disadvantages of a long journey to work had not been fully realized.

#### transport

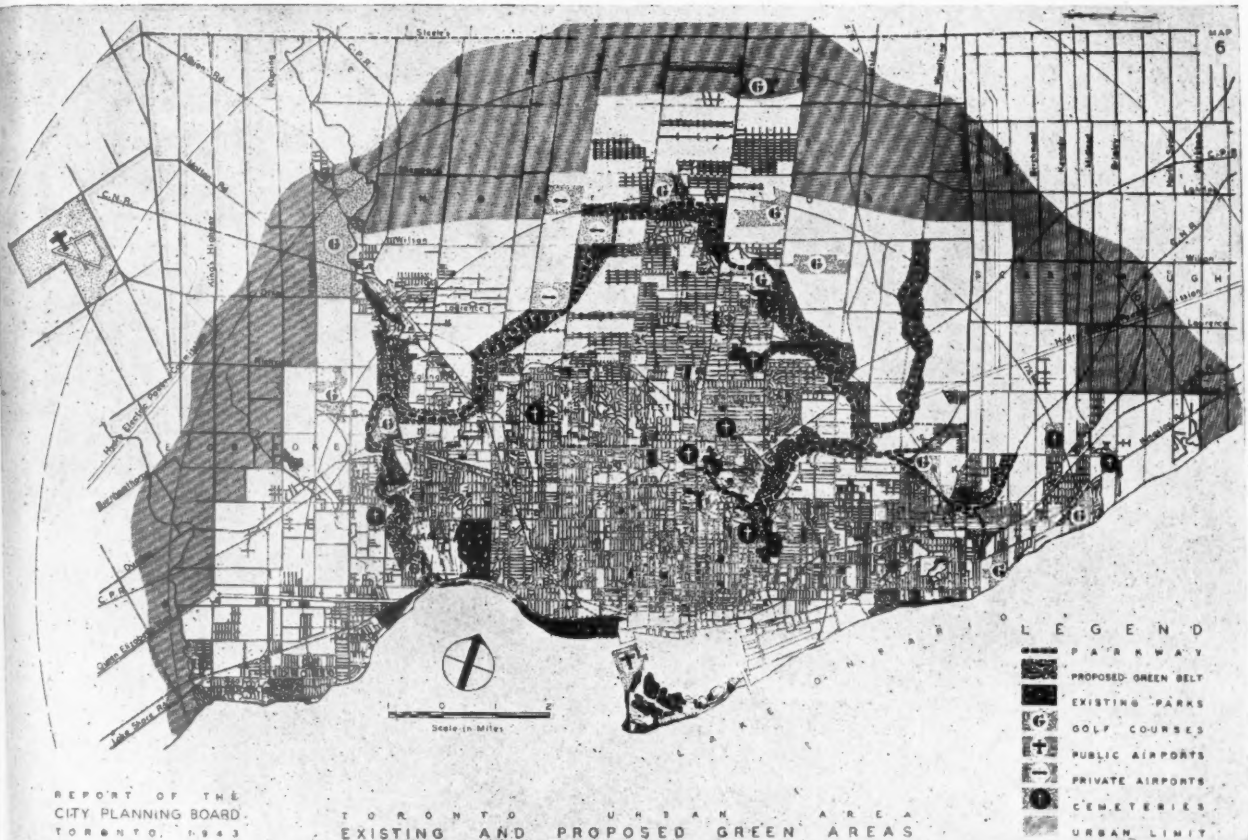
The street system of the city of Toronto may be described as an irregular gridiron pattern of 66 foot streets which are quite inadequate to handle the present traffic requirements and which will become more so as time goes on. Practically all of the main streets are required to carry street cars, and while certain of them have in the past been widened to increase their traffic capacity, their use for efficient traffic movement is very limited and often destroyed by the parking of vehicles along the curbs. After careful study of the records, it is estimated that the present street pattern was able to carry efficiently only 30 per cent. of the traffic in 1939 and because of additional population requirements and probable increase in automobile use, provision must be made for an increase in main line traffic during the next thirty years of from 70 to 100 per cent.

The conclusion has been reached that the separation of individual and mass forms of transportation and the elimination of intersectional interference is necessary. The plan recommends a thirty-year highway construction to provide a direct express connection between the city and provincial highway system, eliminating the points of heavy intersectional obstacles, fully graded and separated, with the provision for sufficient access points to connect with the existing street system.

The sluggish movement of fixed rail and free vehicles on rush-hour traffic routes leads into and out of the confines of the centre business area. It is a well known fact that we have too many intersections, that the loading and unloading

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**GREEN SPACE.** There is estimated to be a shortage of over 600 acres of parks and playgrounds in the City. To implement local green space proposals, as yet unformulated, a green belt is recommended encircling the whole of the present built-up area.

of street cars causes too much delay and the streets are too narrow to permit the satisfactory movement of most traffic. All these things combine to prevent the operation of speedy and efficient transportation, so that a large part of the city's traffic is delayed moving in and out of the area. It is no use discussing the completing of pavements where the street cars delay the automobiles or *vice versa*. The problem of crowded street cars and massed automobiles, all driving at an overload speed of about six or seven miles per hour on the principal central thoroughfares, cannot be solved by the addition of more street cars on the same or even parallel routes. There is not enough street space available. Buses cannot be used as substitutes for street cars, as may be done in smaller cities, for owing to their smaller carrying capacity the large number required would impose demands on street ways comparable to that vacated by the street cars. The conditions now experienced and the certainty that they will grow worse, demand some fundamental changes that will give direct relief to the masses of people who must rely on public transportation for their daily travel. It is evident that it is not the size of the city alone that decides and determines the need for changes, but the pattern of its street system and the geographic and topographic features that lead to bottlenecks and congestion. The only solution is to build independent rights-of-way for mass transportation, beginning with the most congested routes and extending others as conditions warrant. These take the form of depressed or elevated rights-of-way or subways. This system would not only relieve mass transportation from the retarding effect of intersections and other traffic, but would also greatly benefit other traffic to the extent to which street cars are removed.

It is a basic traffic engineering principle that a mixture of traffic of varying speeds and types on the same street is inefficient. A rapid transit system would be, in the long run, the cheapest and most efficient way of solving this problem.

As a system develops, its operation will further increase the fluidity of movement on downtown streets so that people will park their cars at the rapid transit terminals or give up the daily use of their automobiles altogether in favour of the cheaper, equally fast and certainly less hazardous trip, by rapid transit. In the city of Boston and in many other American cities, terminal park facilities are an important adjunct of the rapid transit system.

#### green belt

In addition to the solutions of industrial, residential, circulation and transportation problems, one of the most interesting items is the planning of a green belt around the city. The outer metropolitan areas providing for a future population of 450,000 are separated from the inner city, already mostly built up, by a belt of green open spaces. Toronto possesses a priceless heritage in its magnificent ravines, some of which, with their main branches, clearly skirt much of the outer boundary of the present built-up area. The people of the city have for many years flocked to these ravines for recreational purposes, showing how much they appreciate what remains of Toronto's original natural features. They continue to do so in spite of dumps, destruction of trees and the erection of ugly buildings. Many of Toronto's most valuable ravines show evidence of vandalism. This damage is cumulative. A stop must be put to it at once; delay will be fatal. It is suggested that as a first step towards public acquisition of open space, all the ravines should be zoned for agricultural or for park purposes only; the destruction of trees prohibited for all time and no dumping, grading or filling allowed. A conception of this green belt as a parkway with winding roads for slow speeds should be considered.

#### basis of the proposals

In relation to planning, Toronto may be considered under three major aspects:



**RESIDENCE AND INDUSTRY.** The map above shows prospective residential neighbourhoods in relation to industrial areas. The Board has selected 30 years as the period during which the plan is intended to govern development, and it estimates that the population of the metropolitan area in the year 1974 will be between 1,250,000 and 1,500,000 or a maximum increase of 600,000 over the present population of 900,000. The area planned is therefore 100 square miles, or 45 square miles more than the present-day built-up area.

1. As a community where people live, work, and play.
2. As the capital of Ontario, the seat of the Government and a great cultural centre.
3. As an industrial and commercial city, the centre of production and distribution in Canada.

Social facts and the physical organization of the city show that the centre part of the city needs renewal. Neither the plan of the city nor the design and construction of its residential buildings have in the past been considered as accessories of a permanent urban community, but only as a means for the enrichment of the land speculators. This way of development cannot be satisfactory in the future for Toronto. The great objectives of the city and its functions require the regeneration of those areas of the city which do not satisfy the ways and means of living, production and distribution. After an exhaustive analysis, the City Planning Board indicated those areas, east, west and north of the city that should be redeveloped.

All the other areas have been considered for redevelopment in such a way that will be attractive and will retain within the city's boundaries those elements of the residential population who can pay taxes on an adequate scale. Obviously these objectives cannot be attained by individuals on their own resources, but only by the community as a whole. The practical job of demolition and replanning requires that all of the property be purchased by public agencies, presumably by municipalities aided financially by provincial and federal governments. The job of rebuilding is largely a matter for private enterprise; also public housing for the depressed economic classes should undoubtedly have a great rôle in such a programme.

#### scope of the proposals

The Master Plan includes numerous proposals and recom-

mendations that will decide the fate of Toronto in the post-war years:

1. Metropolitan Limits.
2. Agricultural Belt.
3. Draft Zoning By-Law.
4. Metropolitan Zoning.
5. Superhighway System.
6. Rapid Transit System.
7. Major Highways.
8. Arterial Streets.
9. Local Street Adjustments.
10. Pavement Widening.
11. Street Amenities.
12. Inner Green Belt.
13. Recreational Facilities.
14. Residential Redevelopment Areas.
15. Public Housing Site.
16. Civic Centre.
17. Parking Lots and Downtown Squares.
18. Legislation for implementing all these proposals.

#### the planners

The plans for Toronto have been prepared under the policy and guidance of the members of the City Planning Board, with the technical advice of experts, such as the members of the Advisory Technical Committee—A. E. K. Bunnell, Consulting Engineer; A. S. Mathers, Architect; H. B. Dunington-Grubb, Landscape Architect; S. R. Frost, Consulting Engineer, E. G. Faludi, City Planning Consultant. The plans were drawn under the direction of E. G. Faludi with a group of young men and women, students and graduates of the University of Toronto.

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Inside the atrium with its circular opening to the sky and its fireplace. The walls are of galvanized corrugated iron on wood framing. The wall on the left slides open.



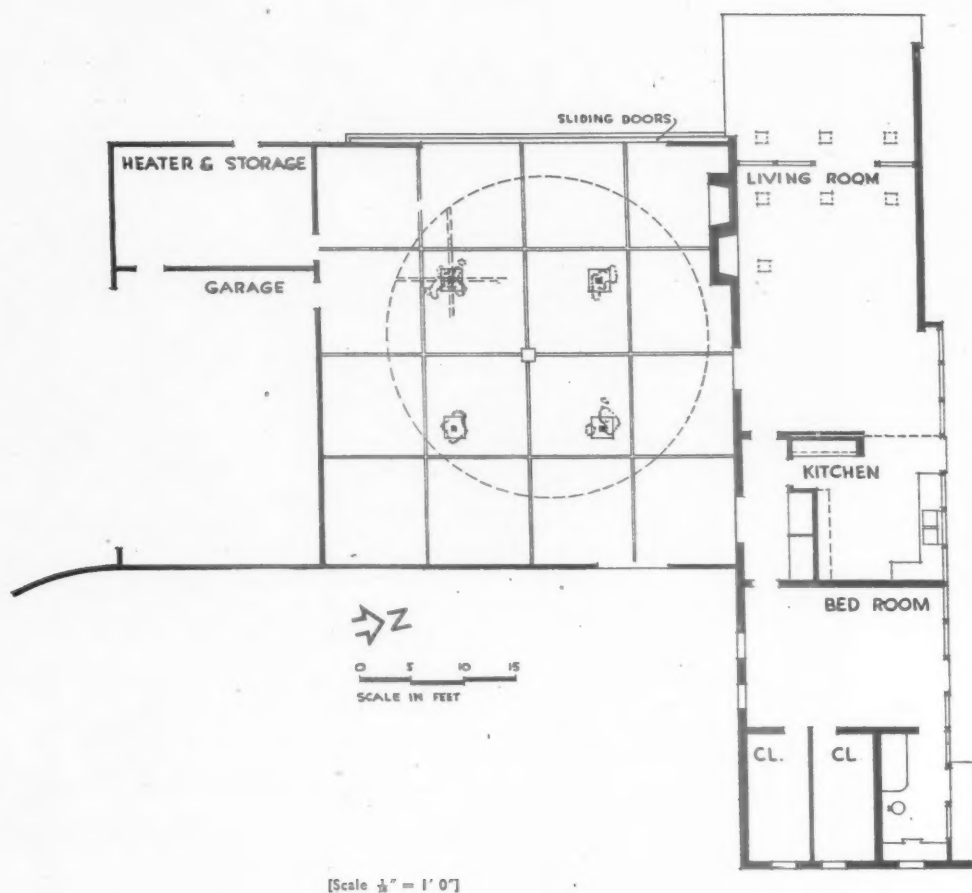
# H O U S E IN CALIFORNIA

DESIGNED BY WILLIAM WILSON WURSTER

The owners of this house, near Orinda, California, originally wanted a redwood and plywood house for temporary use, which was to be moved later to another site

for use by a caretaker or gardener. But the cost was greater than was expected and it was decided to build a permanent home. The final design shown here (the illustrations

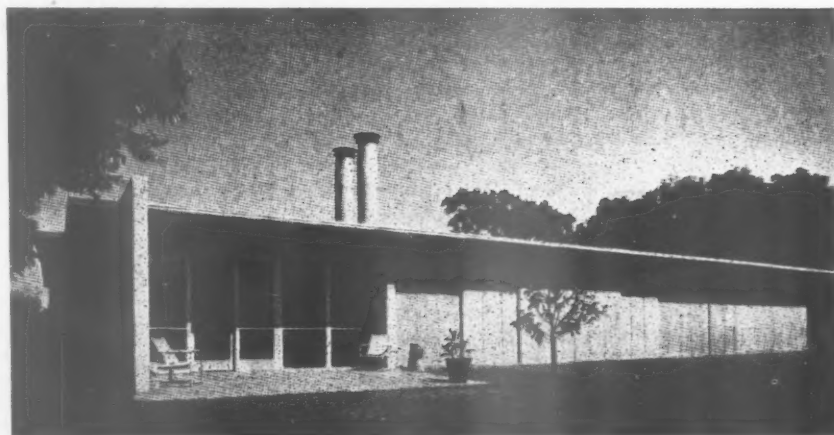
are from *New Pencil Points*) has a main portion of concrete blocks, and an atrium and garage of corrugated galvanized iron on wood framing. The house has been designed for

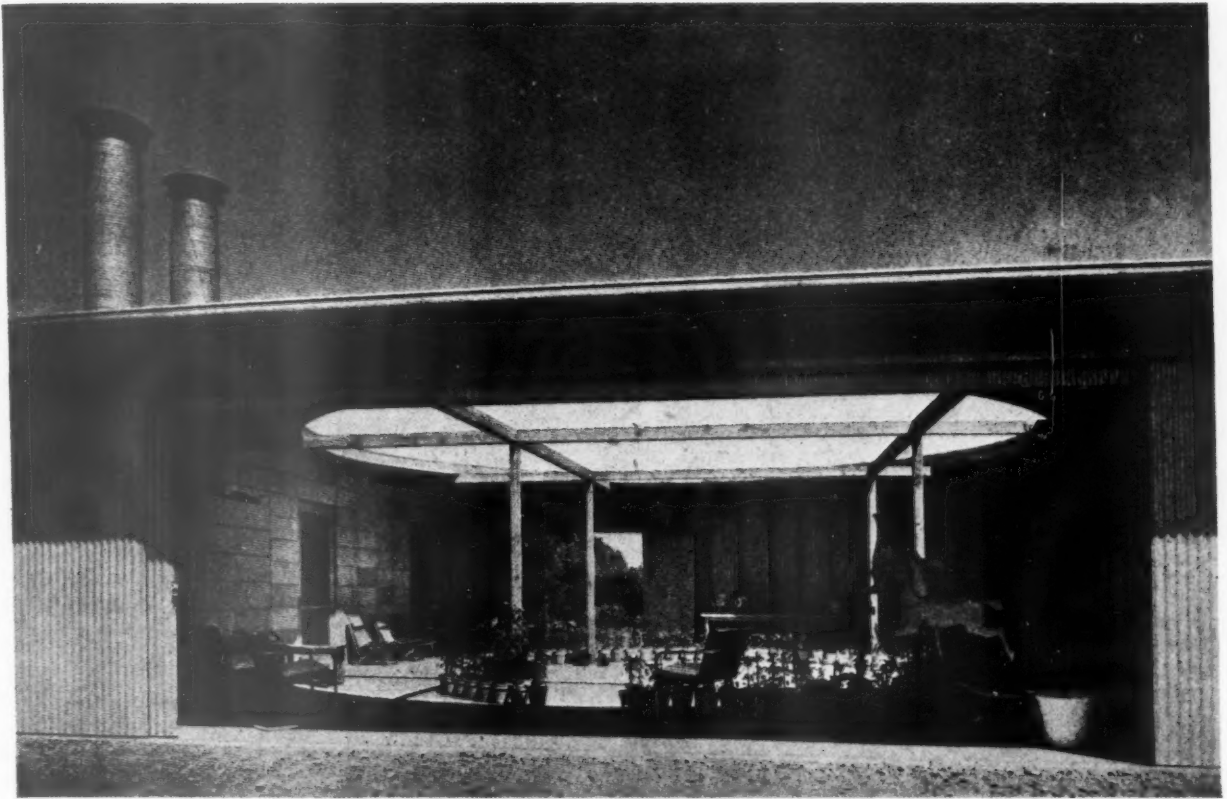


easy upkeep and minimum housework, which the owners could run by themselves. A main feature is the 40-ft. by 40-ft. atrium with its circular opening to the sky (placed off centre for casual effect and to afford undercover access to the garage), and its sliding doors to the west.

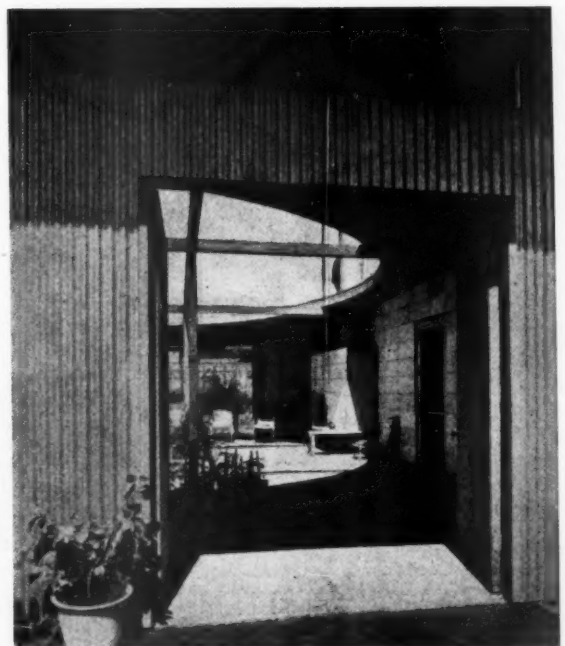
The concrete blocks of the main part have untreated surfaces and require practically no maintenance. Reinforcement is placed at each vertical joint and concrete is poured into hollows at the ends of the blocks, forming columns. Ceilings are of pine, and carry a grid of flush ceiling lights. Floors are of red tile laid on waterproofed concrete. Both ceilings and floors are thus also easily maintained. The floor of the atrium is of washed concrete, which shows the aggregate, and is divided by wooden strips. The house has no basement or attic.

*Above, the plan. Outside the bathroom is a shower for use by anyone who has been gardening and does not want to bring dirt into the house. Below, the west elevation with its sliding atrium doors and living-room loggia. The overhang to the loggia allows winter sunshine to penetrate through the glass wall, but reduces it in summer.*



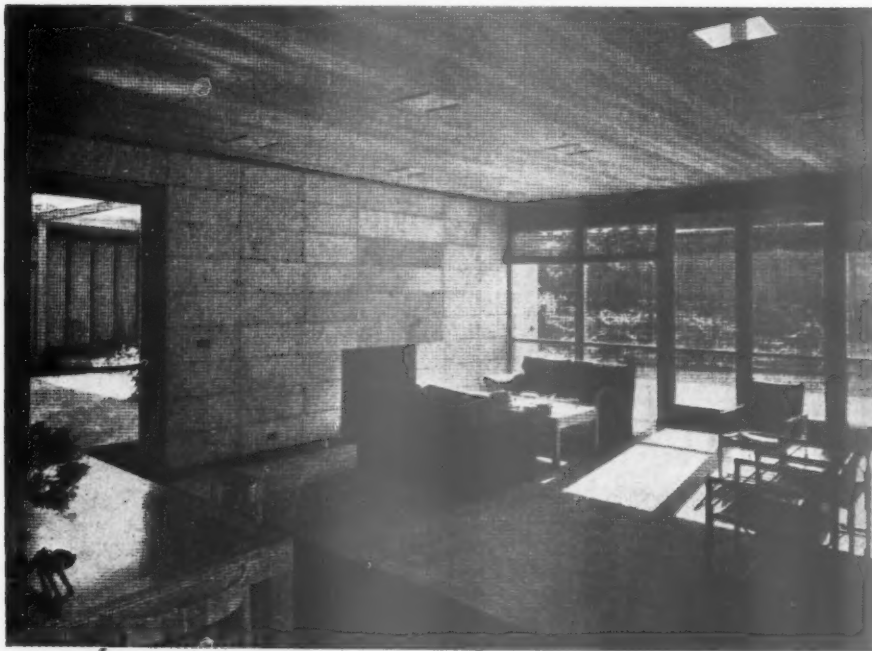


*Above, looking into the atrium from the west through the open sliding doors. Below, looking into the atrium through the smaller doors on the east.*

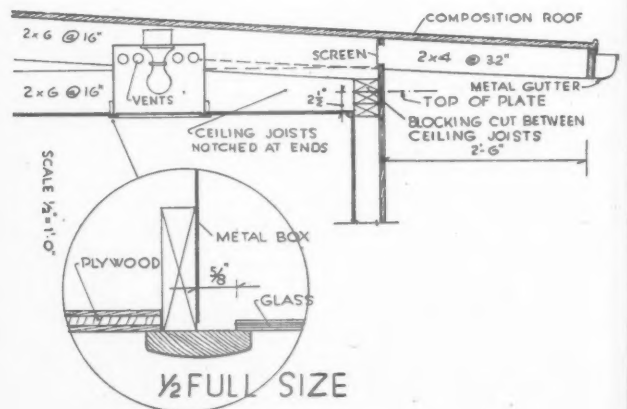
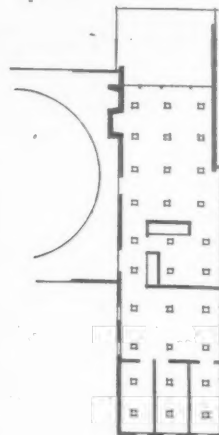


# HOUSE IN CALIFORNIA

DESIGNED BY  
W. W. WURSTER



Left, and centre left, the living-room. Bottom, left, the bedroom. Ceilings throughout are of pine; floors are of red tiles on concrete; walls are of untreated concrete blocks. Bottom, right, detail showing a typical flush ceiling light, and section through eaves. Centre, right, plan showing the grid of the flush ceiling lights throughout the house.



# HOUSE IN CALIFORNIA

# INFORMATION CENTRE

The function of this feature is to supply an index and a digest of all current developments in planning and building technique throughout the world as recorded in technical publications, and statements of every kind whether official, private or commercial. Items are written by specialists of the highest authority who are not on the permanent staff of the Journal and views expressed are disinterested and objective. The Editors welcome information on all developments from any source, including manufacturers and contractors.

## PHYSICAL PLANNING

1594

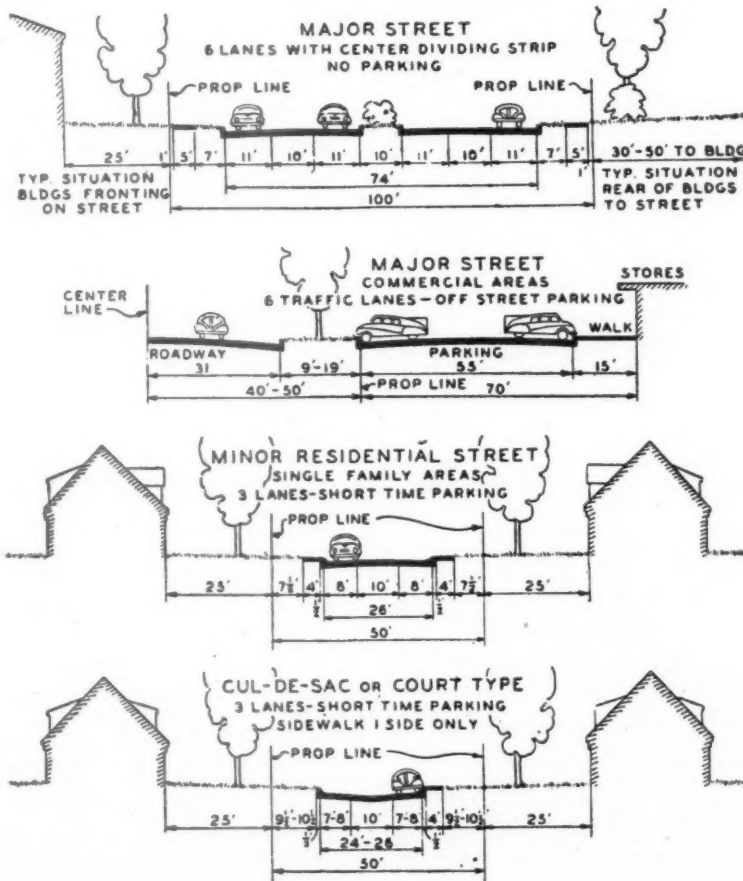
### Street Design

**STREET DESIGN FOR SERVICE.** (*The American City*, Feb., 1944). Review of the Chicago Plan Commission's Report, *Building New Neighbourhoods*. Street design divided into Major Streets, Residential Streets and Court (cul-de-sac) Streets.

Major streets, spaced about a mile apart, will have rights-of-way of 100 to 120 feet, and will carry either 6 or 8 traffic lanes. Since their function is to convey traffic from one area to another rather than to service a definite locality, the abutting build-

ings, whenever practical, will face away from them. Intersecting traffic and access points will, of course, be held to the absolute minimum that practical considerations dictate. Thus it may be seen that the major streets serve as a sort of boundary between communities in the metropolitan area.

Residential streets should be designed and improved to serve exclusively the abutting properties, and should not be depended upon to carry any through, moving traffic. It is upon these streets that people want to live, free from the complications of traffic with attendant noises and dirt, where parents can be assured of greater protection for their children, and where families can have the privacy that is necessary for healthful development.



Street designs prepared by the Chicago Plan Commission. See No. 1594. Major streets are to be the chief arteries in the development of metropolitan Chicago. Generally speaking no buildings will face them. Many authorities question the advisability of the second example from the top because of its lack of a centre dividing strip. The secondary, residential, and minor streets more nearly fit the needs of the smaller municipalities. The widths and general designs indicated above will furnish a guide for general street construction of the future.

Court streets, represent the safest and most private of any devoted to residential use. The cul-de-sac begins to lose its effectiveness if it is longer than about 350 feet or shorter than 200 feet. In order to accommodate large service trucks and fire-fighting equipment it must be provided with a turnaround having a right-of-way not less than 100 feet in diameter, and a paved roadway measuring not less than 60 feet in diameter between outside curbs.

**Curbs and Pathways.** Significant in the detailed design of streets for single-family neighbourhoods, where private driveways enter the street at frequent intervals, is the use of a rolled curb and gutter, shaped so that a car can drive over it easily. At street corners, the curb will be warped to a vertical plane for drainage purposes. On the short, minor streets and culs-de-sac, where traffic is light, the Plan Commission feels that there are definite advantages to be gained by placing sidewalks adjacent to the curb. With sidewalks so placed, it is possible to have deeper uninterrupted front lawns, and the overall appearance of the dwellings is set off to better advantage.

1595

### Planning and Publicity

**PLANNING WITH YOU.** (*Architectural Forum*, May, 1944). Planning requires publicity. How American City Planning Commissions are putting their plans across to the townspeople.

City Planning Commissions are now operating in 67 per cent. of all USA cities of more than 25,000 population. Almost every approach is being used to awaken civic interest: pamphlets, window displays, public discussions, newspaper publicity.

## STRUCTURE

1596

### Prefabrication

**PREFABRICATION.** (1) PREFABRICATED COTTAGES AT CHOBHAM, SURREY. (*The Architects' Journal*, February 17, 1944, pp. 139-140, and other journals); (2) EMERGENCY FACTORY-MADE HOUSE BY MOW. (*The Architects' Journal*, May 11, 1944, pp. 344-346, 349-357, and other journals); (3) EXPERIMENTAL HOUSES FOR THE CITY OF BIRMINGHAM. (*The Builder*, May 12, 1944, pp. 383-384, and other journals). (4) EXPERIMENTAL HOUSES AT COVENTRY. (*The Architects' Journal*, June 22, 1944, pp. 471-474, and other journals). Details of prefabricated experimental houses in plywood and steel.

(1) Preparations for use of factory produced houses are being made in various materials. A pair of demonstration cottages in the Seco system of unit construction, recently erected at Chobham, is based on a plan chosen at random. The cottages have been erected on pre-cast pile-post foundations so that they can be dismantled, removed and re-erected elsewhere. The whole fabric of the building is formed by resin-bonded plywood units. The largest span of the floor units is 12 ft. 9 in., their weight is approximately 3 lb. per sq. ft. All components of the building can be easily handled by two men. Convenient ducts for service pipes, electric wiring, etc., are provided between each unit and at the ends. Thus all services can be economically installed and are concealed.

(2) The emergency factory-made house by MOW is based on one single type of bungalow without allowing any variation in the layout. The floors are formed of sheet steel joists to which wood flooring is directly screwed. The walls and the roof are entirely in pressed steel sheets, the walls are composed of panels; at

the joints special mastic weathertight seating are inserted. Within the external wall thickness is fixed faced aluminium foil on paper, mounted on a light timber frame which makes the insulation value of the walls similar to that of an 11 in. cavity wall in brick. The roof is supported on the internal spine wall, although its shape would suggest that it spans between the external walls. This would allow a variation of the layout. (It should be remembered that in the first MOWP design for prefabricated huts in reinforced concrete the position of the partitions was fixed in a similar way as in the present steel house. The clear-span type, allowing complete freedom for the arrangement of partitions has become far more popular.\*) The floor area within the external walls, including built-in cupboards, is approximately 68 sq. yd., and the total weight of steel is approximately 5 tons, while the ground floor contains about half a ton of timber. The steel used per sq. yd. is nearly 1½ cwt.

The purpose of the MOW steel house is to ease the housing shortage by temporary accommodation without interfering with the building of permanent houses, and also to help the steel industry in the transition period from war to peace.

(3) A different approach to the problem has been made by the Public Works Committee of the City of Birmingham. The proposed structure consists of a light steel frame, within which a permanent house interior can be constructed with any suitable materials, prefabricated or otherwise, and which can be clothed with either a temporary or a permanent covering. The temporary covering may be removed and replaced by permanent materials as soon as they are available. By this means houses could be quickly erected with weatherproof outer coverings, such as asbestos or pressed steel, to last for two or three years and then be faced and roofed with more pleasing materials such as brickwork and tiles. The steel frame has no internal support so that the house interior can be entirely changed to meet varying demands; e.g. it is possible to convert a block of six houses into a block of four without interfering with the structure, or vice versa. The roof and the first floor can be completed before the outer shell is built. The whole welded framework is prefabricated and can be erected with unskilled labour. It should be possible to complete such houses with temporary covering in a matter of days as compared with weeks or months required for a permanent house of the traditional type.

(4) The two experimental houses at Coventry are on similar lines. Light steel frames are fabricated in standard sizes. Floor and roof members can span up to 24ft. A clipping device for holding the exterior cladding permits a choice of several alternative facing materials. The roof may be flat or pitched. As the walls are hollow, any system of plumbing and of electrical services can be incorporated in the design. Flexibility is claimed as one of the chief assets of the system which has been termed Unibuilding. The construction is based on entirely dry technique. No unit weighs more than 100 lbs.

1597

## Prefabrication

**PREFABRICATION:** (1) **TIMBER PREFABRICATED HOUSES.** Designed by Cyril Sjöström. (*The Architects' Journal*, December 30, 1943, pp. 485-6). Working-class houses in Monmouthshire. Two blocks of six-terraced houses. (2) **SWEDISH STEEL AND TIMBER PREFABRICATED HOUSES.** Designed by Eric Friberger. (*The Architects' Journal*, July 13, 1944, pp. 33-36). Steel frame and standard timber panels. External ground floor walls non-load bearing, first floor walls

carrying roof. Bay 10 ft. by 10 ft. (3) **TARRAN REVISED SYSTEM OF CONSTRUCTION.** (*The Architects' Journal*, July 27, 1944, pp. 69-72, and other journals). Factory building construction in cast stone or concrete. Steel and laminated resin bonded timber floors. (4) **THE WEIR PARAGON HOUSE.** (*The Builder*, Aug. 4, 1944, p. 91). Metal clad demonstration house erected for the Scottish Special Housing Association.

(1) The walls are composed of prefabricated timber panels. The inner skin is formed by 1½ in. vertical planks, the outer skin by 1 in. boarding, treated with carbolineum tar product at factory. Two alternative treatments of the elevation have been adopted; one with the external walls boarded, the other with the external wall plastered.

(2) The wall units are of tongued and grooved boarding both sides on framing, with an inside finish of porous Masonite. Roof and floor units are of similar but heavier construction.

(3) The Tarran system of construction was described in Inf. Centre No. 1290 (A.J., Nov., 18, 1943). Since then certain alterations have been made, e.g. the wall units, previously of sawdust concrete, are now of concrete with a factory-applied stucco external finish; there is more light gauge steel in the floor units; jointing materials have been improved, etc.

(4) Over 3,000 Weir houses were built after the last war, to the principle of a timber frame covered with steel. The demonstration house erected in Edinburgh makes only a minimum demand on conventional building materials, such as timber, cement, etc. No load is taken by partitions, thus giving flexibility in arrangement.

The outer wall units are of heavy gauge steel sheet, pressed and welded, jointed by a bolted cover plate. Roof units are of similar design. Thermal and acoustical insulation of high standard is obtained by use of twin air spaces separated by a fibre glass blanket carried on light steel frames secured to the heavy wall units. These frames also carry the inner wall boarding, which can be of any recognized good quality. Partitioning is by sliding and inter-locking pressed steel frames carrying a Celotex inner membrane and the wall boarding. Floors are of narrow tongued and grooved wood.

1598

## Post-War Building

**POST-WAR BUILDING.** Alfred C. Bossom. (*Design for Britain Booklets No. 27, J. M. Dent, 6d.*) Provision of small houses demands modern and scientific building methods. Need for research.

The innovation of recent years is the introduction of machinery and the mechanisation of more and more building work. In America, which is ahead of us in quick building technique, great benefits have been derived by the application of a simple Time and Progress Schedule. Houses and parts of houses (for instance, kitchen, bathroom, etc.), must be well thought out, properly designed, standardised, manufactured and prefabricated or factory assembled.

The building industry is faced with stupendous tasks. To cope with it effectively there is probably no greater need than the adoption of a centralized and co-ordinated system of research. Another overwhelming need is for simply expressed regulations which can be understood by all and can be applied with uniformity. A reduction in the number of authorities with power to give approvals would reduce costs and cut out necessary delays. Building societies (if sufficiently amalgamated to form large

societies) could play a beneficial part in assuring that the houses they finance are definitely of a specified standard.

## QUESTIONS and Answers

**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. Answers are sent direct to enquirers as soon as they have been prepared. The service is confidential, and in no case is the identity of an enquirer disclosed to a third party. Questions should be sent to: **THE ARCHITECTS' JOURNAL**, 45, The Avenue, Cheam, Surrey.

1599

## Town Planning Exams

**Q** What schools of Town Planning Diplomas exempt a student from the Final Exam. of the Town Planning Institute?

**A** The Diplomas of the following schools are accepted:—  
University of Liverpool, Department of Civic Design.  
University of London, Department of Town Planning.  
University of Durham.  
King's College, Newcastle-on-Tyne.  
Leeds College of Art, Department of Town and Country Planning.  
Edinburgh College of Art, Department of Town Planning.  
Manchester University, Department of Town and Country Planning.  
School of Planning, Department for Regional Development (London).  
The Polytechnic, Regent Street, London.  
Nottingham College of Art and Crafts, Department of Town and Country Planning.

1600

## War Damage

**Q** One end dwelling of a terrace was damaged by enemy action in May, 1943. The other dwellings have been removed exposing the party wall, which is only half brick thick to the weather.

It is proposed to repair this dwelling under Costs of Works. The buildings are shown on the Ordnance Survey Sheet dated 1871.

1. Having enjoyed protection against weather over this long period, can A demand from owner B a continuation of protection, such as a half brick wall, leaving a 2-in. cavity, would afford?
2. Would the War Damage Commission allow the cost of this additional thickness of wall to be included in a cost of works payment?
3. Or would they consider it an improvement, though not benefiting A except by excluding weather and expect A to pay for it, though built on land owned by B?

The dwelling A is badly shaken, but repairable if skilfully handled.

**A** The rights of party wall owners outside London are based on Common Law, and if you get into difficulties we should advise you to seek the services of a solicitor.

Normally, an owner can rebuild or repair a party wall and recover an appropriate proportion of the cost from the adjoining owner when the latter commences to use it. In this case you are apparently not proposing to repair the party wall but to add to its thickness, thereby restricting the space on the adjoining owner's land. We should certainly not advise you to build or to attempt to recover the cost from the



GREAT MASSINGHAM  
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IN this typical Norfolk village, built round a series of ponds, there are few places where you can dig far below the surface without finding water. The same is true of many other places, and as the practice of providing damp-proof courses has only become common during the last eighty years or so, it is not surprising that many of the older buildings have damp walls. When walls

are soundly built of good bricks or stone, it is a great pity—and also very expensive—to hack them away and insert a damp-proof course, because the dampness, whatever its cause, is immediately, and permanently shut out of the house by rendering, on the inside surface of the walls, with sand and Portland cement made completely impervious by the addition of 'PUDLO' Brand water-proofing powder.

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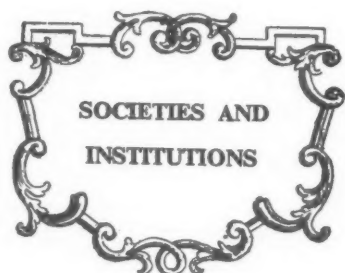
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adjoining owner without consulting a solicitor.

The War Damage Commission (in the case of a Cost of Works payment) are bound to pay the proper cost of reinstating the property but, theoretically, are not bound to pay for anything that was not there before. However, if it does not pay for rendering the party wall weatherproof, it will presumably have to pay for the damage that results therefrom. This being so it is likely to consider the matter in a reasonable light.

We think this is clearly a case for negotiation, and we should advise you to approach the War Damage Commission and ask what steps it will approve for minimizing the risk of further damage by weather through the party wall.



*Speeches and lectures delivered before societies, as well as reports of their activities, are dealt with under this title, which includes trade associations, Government departments, Parliament and professional societies. To economize space the bodies concerned are represented by their initials, but a glossary of abbreviations will be found on the front cover. Except where inverted commas are used, the reports are summaries, and not verbatim.*

DIA

## Milner Gray

At the Royal Society, Burlington House, W.1. Meeting of the Design and Industries Association. Paper on CIVIC DESIGN, by Milner Gray, P.D.I., N.R.D. Chairman: John Gloag.

**M. Gray:** Perhaps I had better explain by my title and define the limits of my paper. The biggest civic design job of all is planning the country, that is, planning the whole national economy and social structure. In a more specific sense the term will properly embrace what in our reconstruction programmes we have come to call physical planning, that is, the designing of towns and communications. This concept leads in turn to a consideration of what I shall define as architectural design—the design of buildings and of their equipment.

I shall not concern myself here with the wider and major issues of economic and physical planning nor with those fields which are properly the concern of the architect as such.

There remains a wide scope for the use of good design in public and civic administration covering a large field of function and several different types of design. Let us examine and classify these different types of design, the purposes they serve and the branches of civil administration responsible for their production.

Civic design, in this limited sense, is concerned with the function, shape and appearance of things of various types which fall under four broad heads—health, transport, communications—and what for want of a better classification I will call information, covering all forms of printed matter. The affairs of these public services are controlled through one or other of two channels, either central government or local government. Those services controlled by the central government are the direct responsibility of the various ministries and departments concerned; as, for instance, the Ministry of Health, the General Post Office, His Majesty's Stationery Office, the Royal Mint. Local government is responsible for such social services as local transport undertakings and general public utilities. Printed information is used in an increasing variety by both central and local government.

In the design of these several things of various types, two different kinds of design are employed. What I shall call for the purpose of differentiation industrial design and, secondly, graphic design. For the purpose of this paper, by industrial design I mean things made in the round by industrial processes; and by graphic design I am thinking of things which, though equally produced by industrial processes, are in the flat. In the first kind I include things more closely allied to architectural and engineering design, and in the second kind things allied to printing and similar fields of linear design.

Within the framework of my first four broad categories of public service—health, transport, communications and information—civic design divides logically under these four further heads—the equipment of public places, public transport, tokens and public printing. The equipment of public places includes street furniture of all sorts, such as lamp standards, letter boxes, telephone call boxes, lavatories, fire alarms, sand bins, bollards and bus and weather shelters; also all forms of street lettering and street and road signs. Public transport overlaps road transport equipment to some extent and includes public vehicles themselves, buses, trolley buses, trams and their interior fittings, right down to the very tickets issued on these vehicles; then there are post office vans and refuse vans. Tokens stand for a wide field of opportunity in a few short words—postage stamps, coins and medals. Finally, public printing: covers all forms and publications issued by central and local authorities for the collection of revenue or the dissemination of information and regulations. This provides a wide but not exhaustive range of examples of civic design.

In these several fields both graphic and industrial design are needed and in some of these, such as bus stop signs, a combination of both.

Between this war and the last we built in this country nearly four million houses. The Minister of Health has said that at the end of this war we must build the same number in half the time and to a higher standard. With this priority need in front of us, it may seem hardly surprising that such apparently minor matters as the lettering of our streets and such details as the design of our street furniture should be overlooked in the major ramifications of our reconstruction programme. It would not be surprising, but it would be a great misfortune, if we failed to seize this opportunity of improving and perfecting these smaller things which to the average citizen can be, in large part, the outward and visible sign of the larger orderliness. For many of the bigger issues, even of physical planning, will never be seen as a whole by the average man, although the effect on his life may be considerable. The late Eileen Power is credited with saying that if genius can be defined as an

infinite capacity for taking pains, English genius might be described as an infinite capacity for making drains. Drains, of course, are important; but these things are hidden from the many. So, too, the harmonious relationship between the work place, the home and centres of recreation, the location of industry in relation to available labour, the proper siting and interrelation of public services and institutions and the planning of adequate communications are essential to the building of a convenient, healthy and beautiful environment; but these things are fully revealed to and perhaps alone most enjoyed by the responsible planners themselves. But we can all get the fullest and most direct satisfaction from the sight and comfort of a well-designed LPTB bus or a good, easy-to-read, sign-post which really tells us how best to get where we want to go. In fact, half the battle of good design is attention to detail, which must arise however as a natural development of the initial plan.

These smaller things of civic design if they are good help to foster a proper sense of civic pride: and this is a quality easily lost under bureaucracy, although not inherently so. We all know the pride we have in pointing to the design achievements of the LPTB which, under the late Frank Pick—one of the greatest design co-ordinators of our time—has shown us by example the cumulative effect of the careful control of every detail of design. There is no reason why we should not be able to take this same pride in every one of the fields of design I have enumerated. I recall one evening vainly searching with a Polish friend for the number of a house in one of our larger central suburbs. It was twilight, and I remember his telling me with pride how in Warsaw they had a standard system of house numbering. Every house was fitted with a small lamp, triangular in plan, one face being against the wall of the house at uniform height to one side of the front door, two glass windows facing both ways carry a bold stencil number and the base of the lamp was open, giving a sufficiency of light to guide your key to the key-hole on a dark night. Few of us have not experienced at some time the difficulty of finding the house we want in almost any town in Britain just because there is no place to look for the number. This quality of civic pride is one which must be developed if we are to achieve the improved environment and the finer civilization which the great majority of people want and expect. It is only by doing the job as thoroughly as it has been done by the LPTB down to the very smallest detail of the typography for a time table or the maquette for a bus seat, that the mass of people will see, understand, support and take pride in the doing.

If these things are well designed another purpose is served. Good design means economy of production, for design is not a mere aesthetic attribute of things: it is itself the process of making things efficient—as well as expressive—and in most cases efficiency implies economy. Design is intention, purpose, plan: it is, in fact, the opposite of *laissez-faire*. When I say I have done a thing designedly, I mean that I have done this thing with a purpose. I have conceived a mental plan of what I intended to do and have carried out that plan. In this sense design and planning are synonymous, denoting the proper study and analysis of a problem, together with the means of solution available, before action is taken. Good design is, of course, the good execution of a good plan. Now a good designer is concerned to produce the best possible product, from every possible angle, by the greatest economy of means. Thus he will frequently effect simplification, and hence economize, in manufacture.

What has been called the people's bus is a good example of simplification. The body design of this bus, standardized by Government specification, is now the only type of double-deck bus that any coachbuilder is allowed to build on any make of chassis. By omitting non-essentials and simplifying essentials, its design saves about 550 man-hours

in the construction of a single bus and enables some of the work to be done by less highly skilled labour.

The case has been quoted before from a memorandum which the Institute of Production Engineers submitted to Mr. Oliver Lyttelton, stressing the value of design in articles of continuous manufacture. Although an example of design for a war product it is worth quoting again in this context. The price of a Bren gun part was reduced from £238 15s. per hundred to £11 10s. per hundred after re-design. The increase in output was probably in proportion.

Apart from simplification with its attendant economies, some degree of central control of civic design, wherever this is possible, will result in rationalization—that is, standardization of the best by the elimination of bad and superfluous types.

The rationalization of ARP signs is a case in point. Whatever our opinion of the design efficiency of the standard laid down, the fact of authorization of a single approved specification made it possible (though rather later in the war than need have been) for the larger manufacturers to make arrangements for some degree of mass production and consequent economy of cost.

To what extent rationalization, on the lines of the cases quoted, will be continued after the war it is impossible to forecast until we know more than we do now what our post-war economic set-up is likely to be. But in certain fields of civic design there are tempting possibilities in the thought.

Civic design in these various fields when it is good can effect economies in production and stimulate pride in civic affairs. When it is bad it provides a poor advertisement for visitors to this country, and a tourist trade may be quite important to us after this war. But apart from this negative vice, bad design in certain fields may endanger our very lives.

Unless we plan efficiently to avoid it, in five years after this war we shall kill more children on our roads than have been killed during and as a result of the war. To-day, in spite of greatly reduced traffic, it is estimated that an average of four children are killed daily on our roads. In the ten years before the war over 2,300,000 persons were injured on the roads, and about 75,000 were killed. Only last week Mr. Noel Baker shocked the House by quoting our road casualty figures as higher than the war casualties of our armed forces. He gave the figures of 588,000 killed or wounded by ourselves in our own streets as against 370,000 killed and wounded by the enemy.

The primary solution to this problem lies in the ordered arrangement of our communities and their lines of communication. But an important contributory will be found in the adoption of standardized and legible sign-posting for our traffic routes. Neon and flickering signs should not be allowed on main traffic roads. Shopping and retail goods display centres should be kept clear for pedestrian traffic only. Shop buildings in such centres should be designed for display and provided with specially planned frontages to carry Neon and other display devices. Outside such display centres it should not be possible for firms to rent premises for the sole or primary purpose of boarding-up the windows and making a profit by letting the front for display. Main traffic roads outside the towns should be kept free from commercial advertisements so that the essential traffic direction signs instantly catch the motorist's eye. The only notices should be those which concern the driver. These should all be brought into line and conform to a uniform pattern and a suitable size. Signs should be larger than they are to-day to allow for the increased and increasing speeds of vehicles. Whenever possible symbols should be adopted as they are in the international road safety signs. These conform to specifications agreed at Geneva, but control of the route numbering and naming of trunk roads and the sign-posting of local roads is divided between private motoring associations and the various local authorities. A main road should be free from

all unnecessary buildings and should have on it only the requisite filling stations, places of refreshment and telephone kiosks, and these well back from the roadway. The efficient road is the road as free from distractions and obstructions as the railway line.

These aspects of civic design, therefore, serve the functions of national prestige, economy of production and individual safety.

Obviously the need exists for some form of control of a national standard of quality in civic design which will effect in turn a reasonable economy of production. Any such control will need to be exercised over each of the four fields of my earlier classification.

It is obvious, for instance, that there should be some means of co-ordinating the various things that are put into a street so that each is not only well designed in itself but of the same standard and quality as its neighbour.

Equally the placing of these things in the street calls for proper co-ordination. Every street should be deliberately planned from the start with all its equipment properly located and co-ordinated, in place of the haphazard adding and patching that has grown up all around us. Apart from central authorities like the Post Office with their letter-boxes, this means the co-ordinating of all sorts of public utility undertakings and departments of local authorities. The fire brigade is responsible for its fire alarms, the local transport undertaking needs bus stops and direction signs, the local surveyor is concerned with the placing of sand bins and dust bins for street refuse, the local electricity supply corporation wants a place for its switchboxes. Then there are street lighting standards, signal lights and posts for traffic control, litter baskets, cab ranks, pedestrian crossings, bollards. The design and placing of all these things should be the expression and grow out of an adequate and central plan. They are the symptoms of a first cause which is sane planning.

Some uniform control of street name-plates and house numbering is equally necessary. There should be no difficulty about standardizing the basic principles necessary to proper legibility in these matters. The size of letter to be used at varying heights, the various values of different letter-forms, the relative merits of black and white or of coloured treatments, of light on dark or dark on light; all these things are ascertainable and should be the subject of careful experiment and analysis. The findings of such an examination might be published in an advisory guide setting out the recommended principles, including prototypes of the standard letter-forms chosen or, better still, the whole embodied in some suitable enactment. This does not mean that both Oxford and Newcastle, for example, would be forced to use the same type of lettering; but with the selection and recommendation of several good letter-forms, no bad one need ever be used. If standardized to some three or four functional systems, employing legible styles of letter, manufacturers would be the better enabled to organize economic production. There are several good models both from the point of view of letter-forms used and method of production. I like the name-plates now in use in Hampstead—a heavy Roman letter, white on a very dark brown ground, made up in glazed tiles and cemented flush into the brick wall.

I have already quoted one excellent case for the rationalization of bus design, and the same opportunities for improvement apply to all publicly owned vehicles.

Our tokens of exchange—stamps and coinage—deserve a paper to themselves, and in a paper as short and at the same time inclusive as this I can do no more than just include them in my itinerary. These at least are examples of civic design which as a normal rule have some care and thought expended on them. One recalls the great controversy in the public press in 1936 over the Edward VIII stamp intended as a perfect example of the choice of design technique to fit reproduction by the photogravure process. I suppose to the majority, however, any real interest in the appearance of a stamp ceases when we

leave behind that period of our lives characterized by such commercial phrases as "swop you a couple of gobb-stoppers for your Cape of Good Hope," or whatever may be the varying jargon and rates of exchange in fashion at the time. Yet stamps have been aptly described as "daily ambassadors to the world of our art and culture."

Should new stamps be printed or new coins minted during the present reign, let us hope that we shall achieve designs worthy of the better civilization we plan to build, and which will give a lead in this field to the nations of the world.

Of public printing I should like to say a lot, but I have time to say little more than that most of it is very bad. But this has not passed unnoticed by our Government. Shortly after the last war, by a minute dated April 22, 1920, a Committee was appointed "to select the best faces of type and modes of type display for Government printing, having regard to appearance, ease in reading and economy." The report of this Committee was published in July, 1922, and its format and typography were offered as a standard "below which no Government publication, produced under even the most rigid conditions as to price and material, need notably fall." The report included in addition to its textual recommendations, pages of type specimens, suggested re-stylings of the covers and title pages of typical Government publications, suggested marginal schemes and textual style for booklets of different sizes, and new designs of the Royal Arms by the late Kruger Gray. The effect of this report on HMSO is illustrated by comparison between the Committee's recommendations for the layout of the cover of Hansard and the revised version published by the Stationery Office four months later. From this it may be gauged that the recommendations were not acceptable to the Stationery Office and the effect of the report appears to have been absolutely nil. This being so, there is perhaps little point in mentioning even in passing that one of the most widely used commercial type faces, Gill Sans, was designed and cut since the publication of this report. A certain degree of better printing has been stimulated by the need for propaganda during the war, and credit should be given to the GPO for maintaining a consistently high standard of publicity printing.

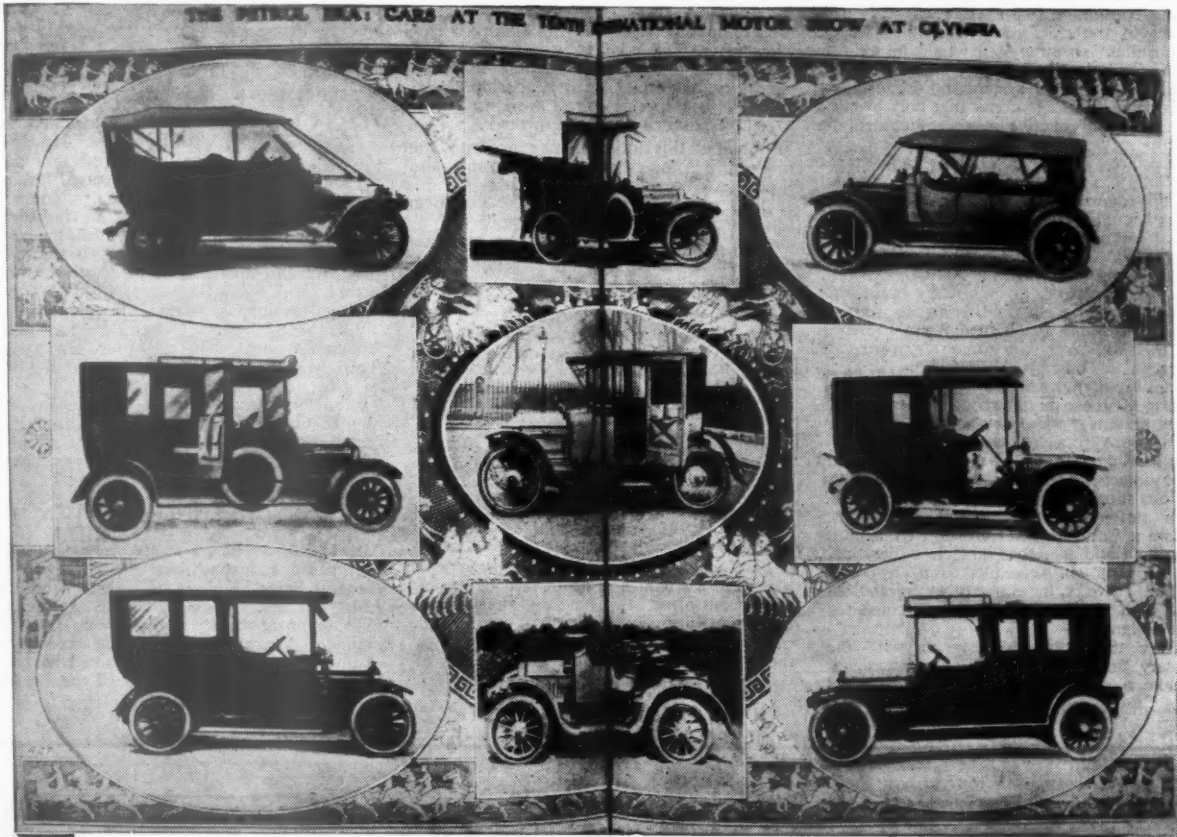
I have stated the case for establishing some sort of control of a national standard of quality in civic design. How can this end be attained? Let us examine the alternative machinery which might be employed.

It seems to me that there are two alternatives. We can aim to effect control of these matters either through a Central Advisory Body or by Individual Design Consultants appointed to each authority concerned.

The former is the present system and may therefore be evaluated by present results which are open to examination. For we have the Royal Fine Art Commission, which is empowered to advise on all such matters affecting design standards. This Central Advisory Body was appointed in 1924 to enquire into and advise on any matters of public amenity or of artistic importance when so requested by any public body. In 1933 a Royal Warrant extended the terms of reference giving them powers of initiation but no executive authority. Now this means, of course, that there is no compulsion on anyone to accept advice given by the Commission. Human nature being what it is and Government Departments what they are, it is not surprising if the Commission have found themselves rather more of a founding hospital for unwanted babies than anything else. We should all welcome a widening of their powers.

But there is one serious drawback to this present system: no advisory body can exercise a really effective degree of control; no general advisory body unaided can make itself sufficiently informed of all the particular conditions which largely determine the design problem in each individual case. Many factors must be studied before the right solution to any one of these problems will be found;

# WHEN WE WERE YOUNG



*The Motor Show 1911. A two-page spread of photographs of exhibits, reproduced with the kind permission of the Illustrated London News.*

They cause a smile today, but they did not then. They were the *élite* of motor-cars, mostly, specially built for 'the show'. The growing pains were almost over but the elegance of maturity had not arrived. Cellon, founded that same year, were already engaged on research which was to lead ultimately to the cellulose finish for cars, and so many other purposes, industrial and domestic.

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factors which can only be examined under conditions of the closest association with and full knowledge of the organization of each department concerned.

The alternative solution which I advocate is the appointment to each body of a qualified design consultant, with executive authority subject to the chief departmental authority. A consultant so appointed would be able to familiarize himself completely with the design requirements and the system and organization of his department. I submit that only by such means can an effective degree of control be exercised.

There are, however, obvious advantages attaching to a central co-ordinating body, and I would recommend therefore the co-ordination of individual design consultants through a central council of civic design consultants. Such a council would no doubt work in close contact with the Royal Fine Art Commission.

But, we may ask, do we really want this control? Is it not totalitarian to impose control on design through higher authority? Will this not perpetuate those very forms of State regulated official design which we deplore? The answer is that where a decision has to be taken in all these matters control is exercised. It is at present exercised by persons having no qualifications to decide. How many designers sit on local county or district councils? In the public interest those charged with making decisions should be qualified for that function. I am not advocating control as against freedom; but qualified direction as against unqualified and therefore inefficient direction. The Government consults and appoints qualified advisers in every other specialized field. Can we not have designers consulted about design?

But are there enough designers with the necessary qualifications? There are plenty to make a start, and we must train more.

Train them, perhaps, especially for this job; as in medicine a physician takes his DPH, his diploma in Public Health. The first key appointments would be to Central Ministries and Government Departments—the Ministry of Town and Country Planning, the Ministry of Transport, HMSO, the GPO and the Royal Mint. In some cases where the work is complicated a small committee of two or three individuals or a small section might be necessary but attached to a specific department, with a specific job of work to do and executive authority to see it through.

But will all this not lead to a stereotyped dull monotony in the shape of our civic surroundings? Are we not tired of standardization; soldiers in uniform, women in uniform, utility this and austerity that, standard foods and sub-standard drinks? Do we want the imposition of aesthetic standards which seem to confine our choice? Do we want standardization? The mere acceptance by designers of repute of such consultancy posts as I have envisaged would be the best guarantee we could have against the risks of dullness and drab uniformity of design.

It is standards we want, not standardization. And the one is by no means implicit in the other. We do not know what will be our general standard of living after this war. But good design costs no more than bad design, and usually much less. There is no reason against and every reason for a higher standard of design in our civic surroundings as part of our major plans for a finer civilization.

I have felt a little diffident at raising what may seem a smallish issue in face of the big job in front of us. But I believe that because it is a comparatively small job it can be done with economy of effort and cost and, perhaps, when realized, it will not be thought after all so small an achievement.

## BILSTON

### Henry Strauss

September 9, at Bilston Art Gallery. BILSTON CIVIC SURVEY EXHIBITION, opened by Henry Strauss, M.P., Parliamentary Secretary to MOTCP.

*H. Strauss:* In the development of Bilston two kinds of design will be increasingly important and, I hope, increasingly appreciated; Civic Design and Landscape Design. Yours is an urban area, but it has an industrial landscape which is capable of being turned into a source of pleasure and attraction in place of the dreariness and disorder which exists.

Landscaping, grading, the planting of waste heaps and soil chemistry has made enormous strides in the past ten years, both here and abroad. In Bilston there is a great deal of territory that can profit by such treatment, and, if it is accompanied by the complementary advantage of good building, it can give you a progressive industrial town of the twentieth century.

### ANNOUNCEMENT

Mr. H. M. Moffat, a well-known figure in the paint industry, has been appointed General Sales Manager of Vulcan Products Ltd. For many years in charge of Docker Bros. exports, and latterly their London manager, Mr. Moffat has a wide experience of home and export markets gained by personal contacts in many parts of the world.

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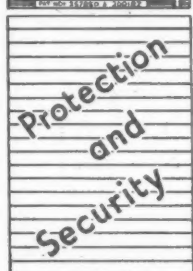
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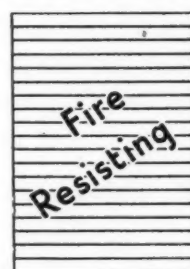
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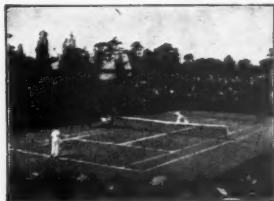
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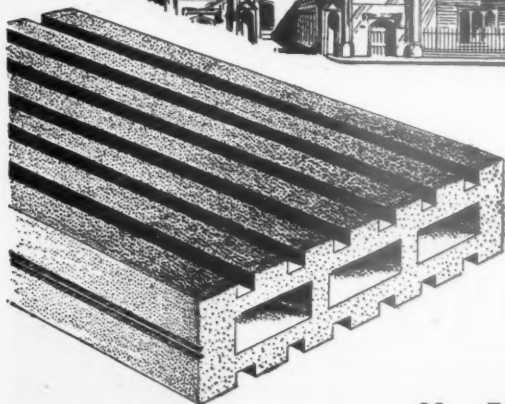


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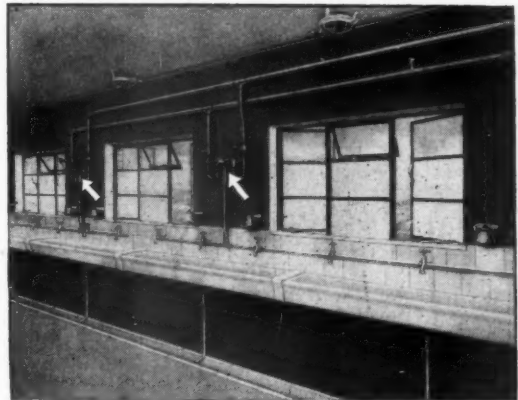
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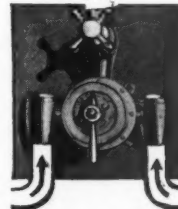
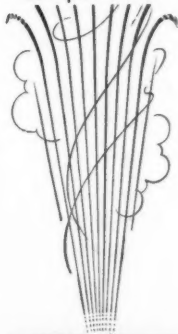
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Replies to Box Numbers should be addressed care of "The Architects' Journal." War Address: 45 The Avenue, Cheam, Surrey.

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Six lines or under, 8s.; each additional line, 1s.

THE INCORPORATED ASSOCIATION OF ARCHITECTS AND SURVEYORS maintains a register of qualified architects and surveyors (including assistants) requiring posts, and invites applications from public authorities and private practitioners having staff vacancies. Address: 75 EYTON PLACE, LONDON, S.W.1. TEL.: SLOANE 5615. 991

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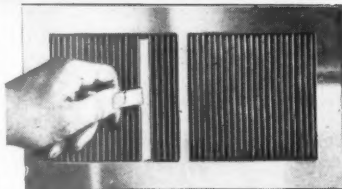
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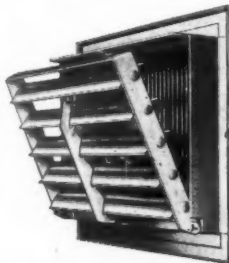
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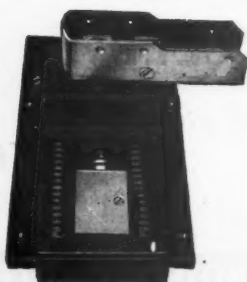
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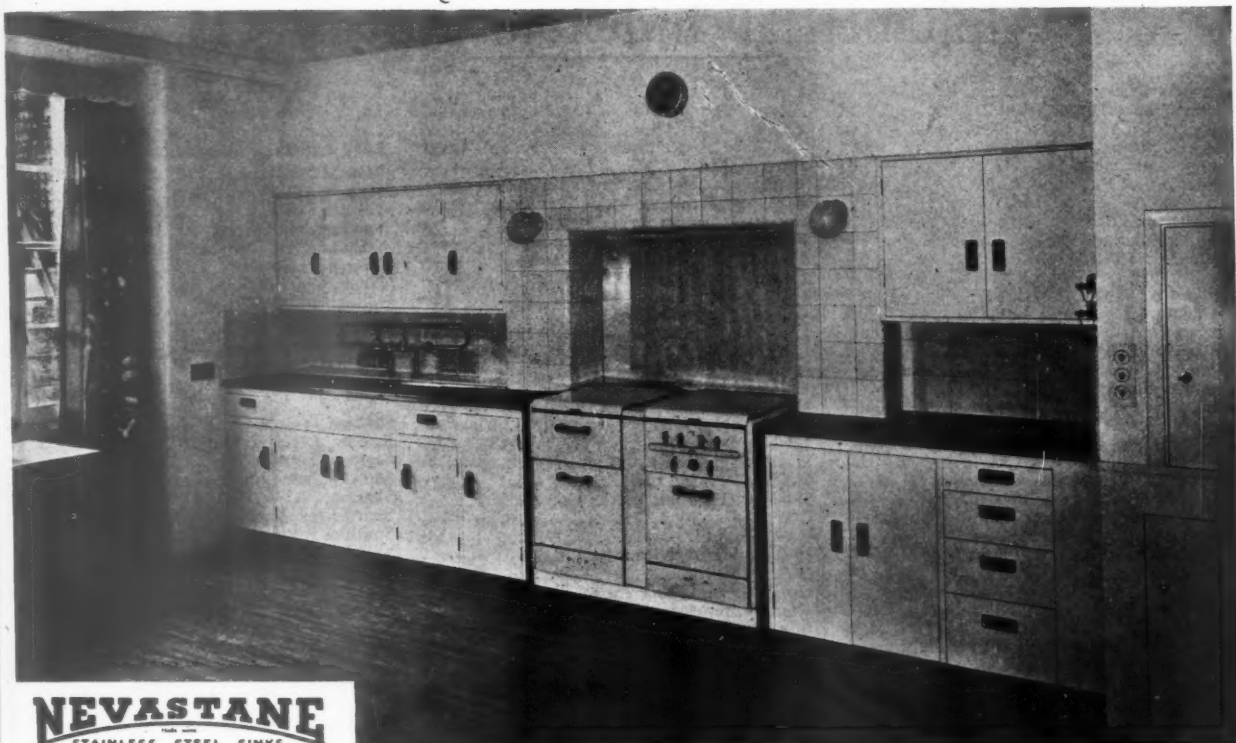
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## THE FACULTY OF SURVEYORS OF ENGLAND

(Limited by Guarantee)

INCORPORATED AS A PROFESSIONAL CENTRE.

President, 1944-45: H. H. Murray, P.F.A.S., F.F.S. (Eng.)

### OBJECTS.

Incorporated as a Professional Centre to uphold and improve the status of Surveyors and Quantity Surveyors engaged in the Building and Allied Trades.

To regulate, maintain and extend the customs and usages of the profession.

To maintain and improve the high standard of professional etiquette, and to promote among its members a sense of professional solidarity.

To provide for its members principles of professional procedure, a Scale of Professional Charges and to subscribe to the Rules of Professional Conduct.

To hold examinations qualifying for membership of the Faculty.

To publish a monthly Journal to the general interest of the profession, and for the mutual co-operation, assistance and protection of practitioners.

### Designatory letters of Surveyors:

F.F.S. (Eng.)	For Fellows	Designated
A.F.S. (Eng.)	" Associates	Incorporated
L.F.S. (Eng.)	" Licentiates	Surveyors.

### For Quantity Surveyors:

F.F.S. (Eng.) (Quant.)	For Fellows	Designated
A.F.S. (Eng.) (Quant.)	" Associates	Incorporated
L.F.S. (Eng.) (Quant.)	" Licentiates	Quantity Surveyors.

### MEMBERSHIP.

The Executive Council are now open to receive applications for membership on practice qualifications from Surveyors engaged in the profession.


### EXAMINATION.

It is the intention of the Council to hold a Quantity Surveyors' Examination qualifying for Associate Membership of the Faculty later in the year. The date of the examination and full particulars will be given later.

Further particulars and application forms may be obtained on application to the Assistant Secretary,

The Faculty of Surveyors of England,  
8, Buckingham Palace Gardens, London, S.W.1.

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