The Architects' JOURNAL for October 5, 1950

E A R C H I T E



standard contents every issue does not necessarily contain all these contents, but they are the regular features which continually recur.

and COMMENT NEWS

Diary

NE ARTS DEPT

News

Astragal's Notes and Topics

Letters Societies and Institutions

TECHNICAL SECTION Information Sheets Information Centre Current Technique Questions and Answers Prices The Industry PHYSICAL PLANNING SUPPLEMENT CURRENT BUILDINGS HOUSING STATISTICS Architectural Appointments Wanted Vacant and

[VOL. 112 No. 2903] ARCHITECTURAL PRESS THE 9, 11 and 13, Queen Anne's Gate, Westminster, S.W.1. 'Phone: Whitehall 0611 Price 9d.

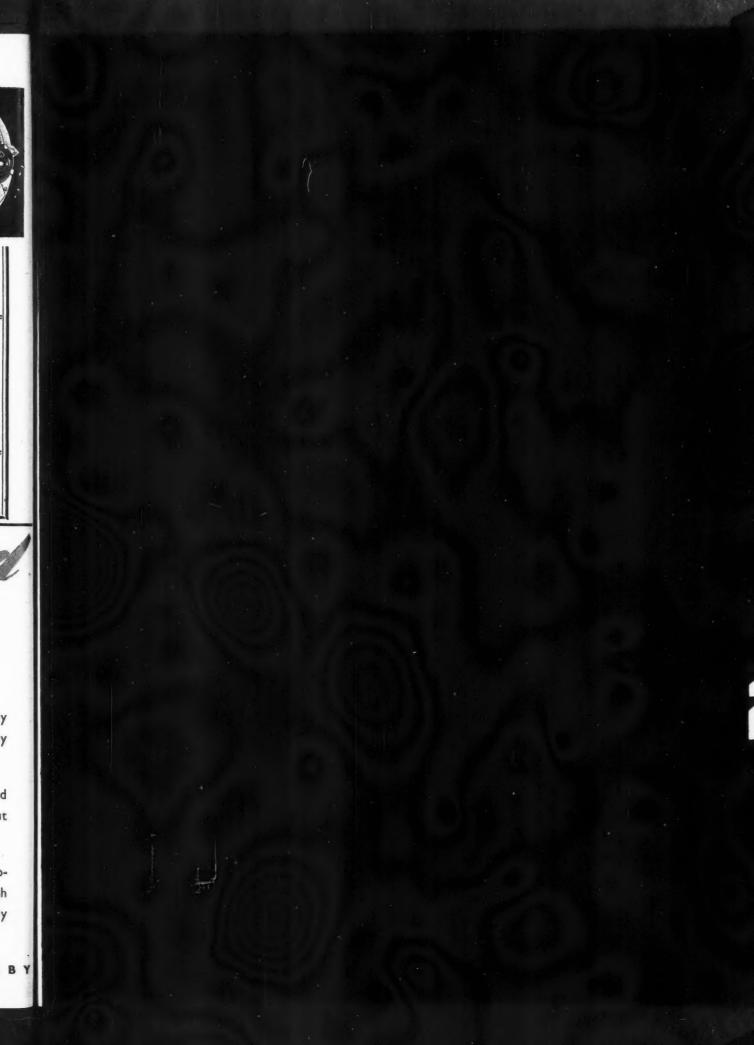
Registered as a Newspaper.

2	J	OURNAL
	of all kinds lished in tw	sary of abbreviations of Government Departments and Societies and Committees a, together with their full address and telephone numbers. The glossary is pub- to parts—A to Ie one week, Ig to Z the next. In all cases where the town is not the word LONDON is implicit in the address.
	AA AAI	Architectural Association, 34/6, Bedford Square, W.C.1. Museum 0974 Association of Art Institutions. Secy. : W. Marlborough Whitehead, "Dyneley,"
	ABS ABT ACGB ADA APRR	Castle Hill Avenue, Berkhampstead, Herts. Architects' Benevolent Society. 66, Portland Place, W.1. Association of Building Technicians. 5, Ashley Place, S.W.1. Arts Council of Great Britain. 4, St. James' Square, S.W.1. Aluminium Development Association. 33, Grosvenor Street, W.1. Association for Planning and Regional Reconstruction. 34, Gordon
	ArchSA	Architectural Students' Association. Department of Architecture, School of Building, Ferndale Road, Brixton, S.W.4. Brixton 7048
	ARCUK ASB	Architects' Registration Council. 68, Portland Place, W.1. Welbeck 9738 Architectural Science Board of the Royal Institute of British Architects. 66, Portland Place, W.1. Langham 5721
	AScW	Association of Scientific Workers. 15, Half Moon Street, Piccadilly, W.I. Grosvenor 4761
	BAE BATC	Board of Architectural Education. 66, Portland Place, W.1. Langham 5721 Building Apprenticeship and Training Council. Lambeth Bridge House, S.E.1. Reliance 7611, Ext. 1706
	BC BCC BCCF BCIRA BDA BEDA BGF BIA	Building Centre. 9, Conduit Street, W.1. Mayfair 8641/6 British Colour Council. 13, Portman Square, W.1. Welbeck 4185 British Cast Concrete Federation. 17, Amherst Road, Ealing, W.13. Perivale 6869 British Cast Iron Research Association. Alvechurch, Birmingham. Redditch 716 British Loor Association. 10, The Boltons, S.W.10. Flaxman 7766 British Electrical Development Association. 2, Savoy Hill, W.C.2. Temple Bar 9434 British Icast Federation. 1, Grosvenor Place, S.W.1. Sloane 8266 British Ironfounders' Association. 145, Vincent Street, Glasgow, C.2. Street Street, Glasgow, C.2.
	BIAE BID BINC BOT BRS BSA BSI BTE CABAS	Glasgow Central 2891 British Institute of Adult Education. 29, Tavistock Square, W.C.1. Building Industries Distributors. 52, High Holborn, W.C.1. Building Industries National Council. 11, Weymouth Street, W.1. Board of Trade. Millbank, S.W.1. Building Research Station. Bucknalls Lane, Watford. Building Societies Association. 14, Park Street, W.1. British Standards Institution. 28, Victoria Street, S.W.1. Building Trades Exhibition. 4, Vernon Place, W.C.1. City and Borough Architect, Town Hall, Newport, Mon. Borough Architect, Town Hall, Newport, Mon.
	CAS	County Architects Society. C/o F. R. Steele, F.R.I.B.A., County Hall, Chichester. Chichester 3001
	CCA CCP CDA CIAM CID CPRE CUJC	Cement and Concrete Association. 52, Grosvenor Gardens, S.W.1. Sloane 5255 Council for Codes of Practice. Lambeth Bridge House, S.E.1. Copper Development Association. Kendals Hall, Radlett, Herts. Congrès Internationaux d'Architecture Moderne. Doldertal, 7.Zurich, Switzerland. Council of Industrial Design. Tilbury House, Petty France, S.W.1. Whitehall 6322 Council for the Preservation of Rural England. 4, Hobart Place, S.W. Sloane 4280 Coal Utilization Joint Council. 13, Grosvenor Gardens, London, S.W.1. Victoria 1534
	CVE DGW	Council for Visual Education. 13, Suffolk Street, Haymarket, S.W.1. Reading 72255 Directorate General of Works, Ministry of Works, Lambeth Bridge House, S.E.1. Reliance 1761
	DIA DOT EJMA	Design and Industries Association. 13, Suffolk Street, S.W.1. Whitehall 0540 Department of Overseas Trade. 35, Old Queen Street, S.W.1. Victoria 9040 English Joinery Manufacturers' Association (Incorporated). Sackville House, 40, Piccadilly, W.1. Regent 4448
	EPNS FAS	English Place-Name Society. 7, Selwyn Gardens, Cambridge. Faculty of Architects and Surveyors. 8, Buckingham Palace Gdns., S.W.1.
	FASSC	Federation of Association of Specialists and Sub-Contractors. 21, Tothill Street, S.W.1. Whitehall 9696
	FBI FC FCMI FDMA FLD	Federation of British Industries. 21, Tothill Street, S.W.1. Whitehall 6711 Forestry Commission. 25, Savile Row, W.1. Federation of Coated Macadam Industries. 37, Chester Square, S.W.1. Sloane 1002 The Flush Door Manufacturers Association Ltd. Trowell, Nottingham. Ilkeston 623 Friends of the Lake District. Pennington House, nr. Ulverston, Lancs.
	FMB	Ulverston 201 Federation of Master Builders. 26, Great Ormond Street, Holborn, W.C.I.
	FOB 1951 FPC FRHB	Festival of Britain 1951. 2, Savoy Court, Strand, W.C.2. The Federation of Painting Contractors, St. Stephen's House, S.W.1. Whitehall 3902 Federation of Registered House Builders. 82, New Cavendish Street, W.1.
	FS (Eng.)	Langham 4041 Faculty of Surveyors of England. 8, Buckingham Palace Gdns., S.W.1.
	GG HC IAAS	Georgian Group. 27, Grosvenor Place, S.W.1. Sloane 2837 Housing Centre. 13, Suffolk Street, Pall Mall, S.W.1. Whitehall 2881 Incorporated Association of Architects and Surveyors. 75, Eaton Place, S.W.1.
	ICE IEE IES	Institution of Civil Engineers. Great George Street, S.W.1. Institution of Electrical Engineers. Savoy Place, W.C.2. Illuminating Engineering Society. 32, Victoria Street, S.W.1. Abbey 5215

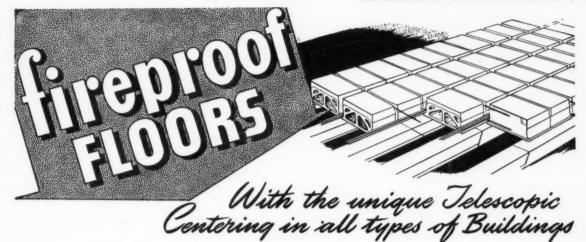


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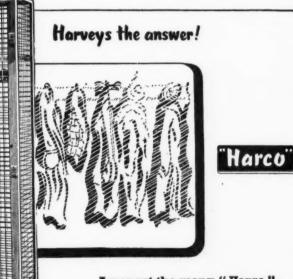
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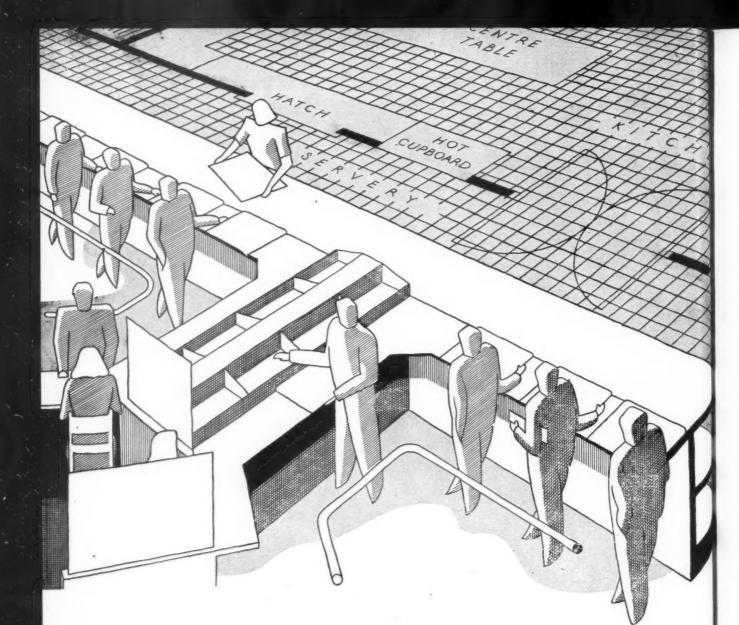
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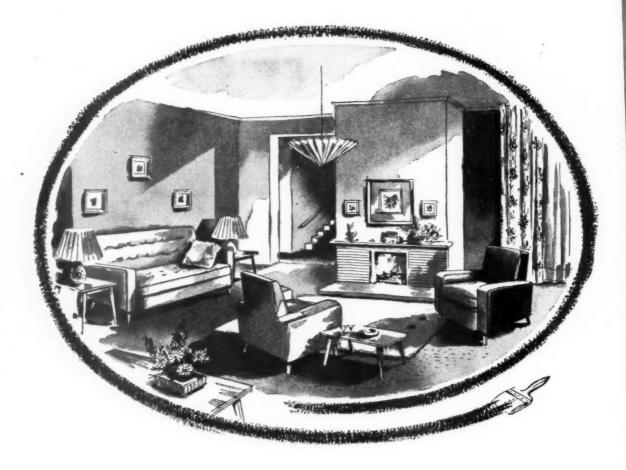
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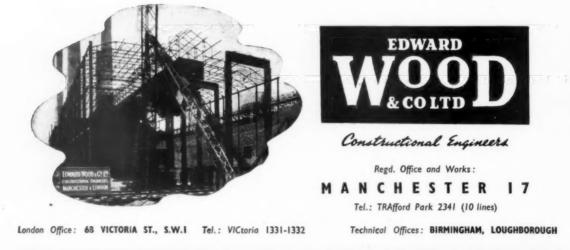
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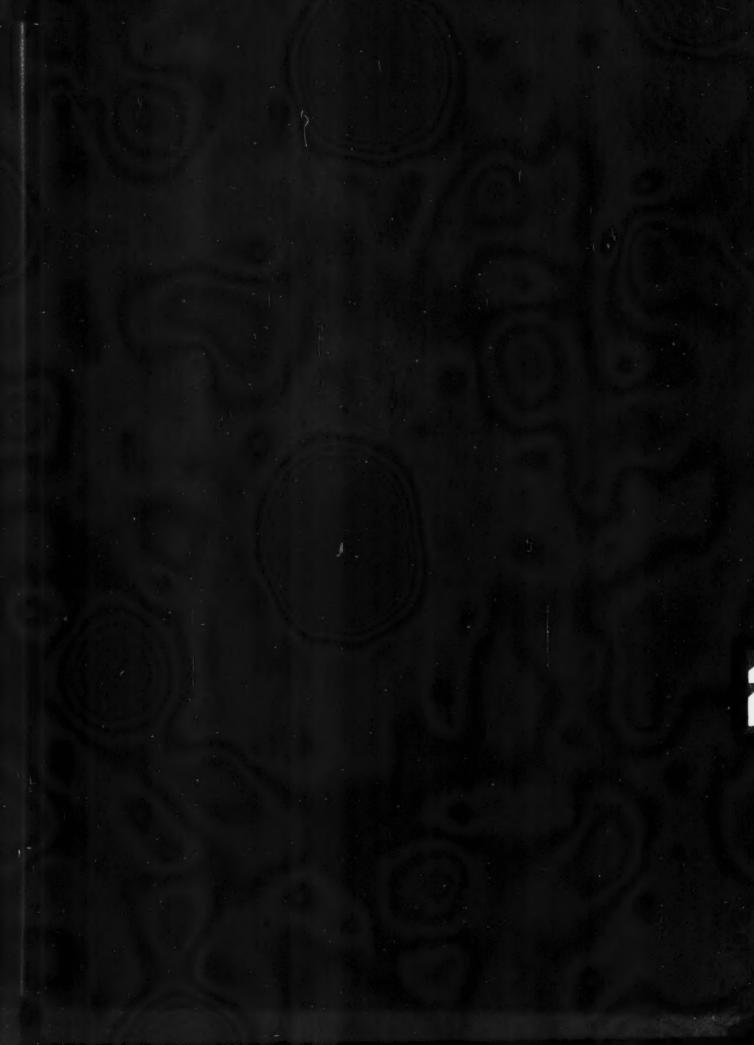


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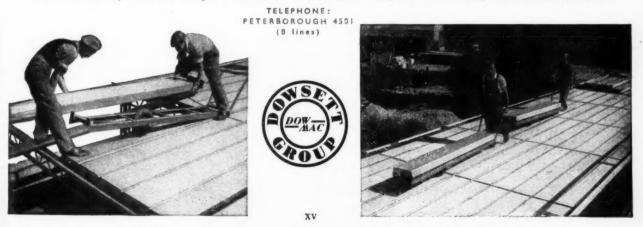
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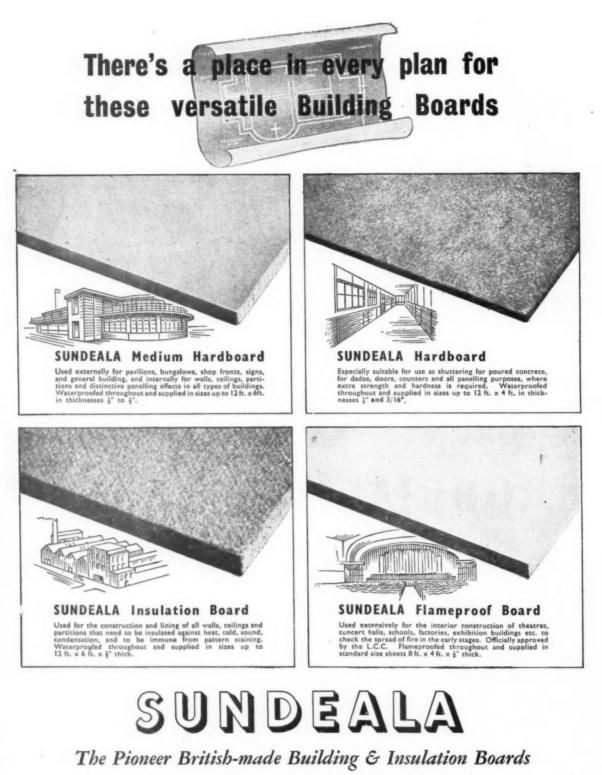
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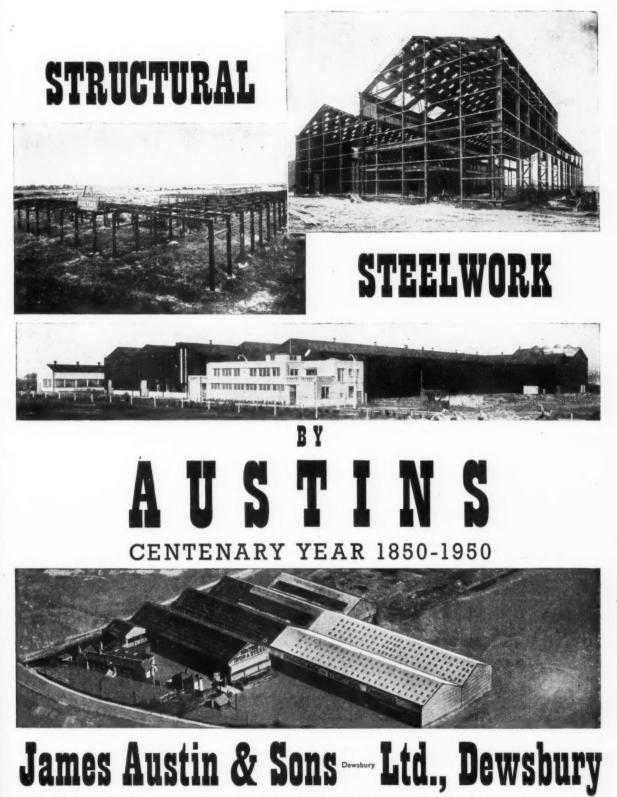




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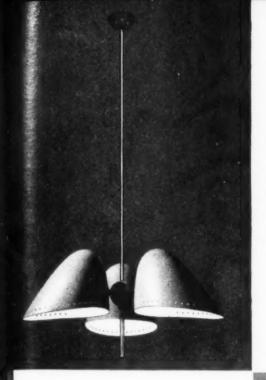


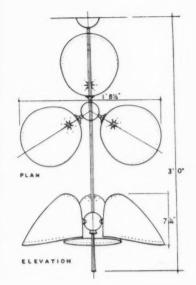
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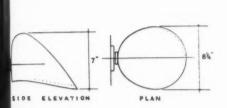






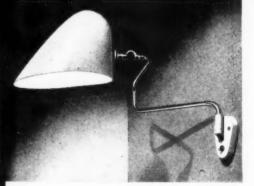
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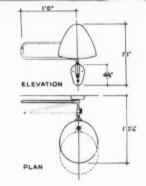
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THE SHUTTERING for this flat in-situ reinforced concrete roof consisted of 2-inch MARLITH laid in temporary $2'' \times 2'' \times 3/16''$ steel tees supported by tubular steel scaffolding. The concrete was poured and the reinforcement applied in the normal way. When the concrete was set, the temporary steel tees and scaffolding were removed, leaving the underside of the MARLITH ready for plastering.

The drawing on right shows a similar construction in which timber props were used in place of tubular scaffolding, in conjunction with soffite boards and 1" thick MARLITH filling pieces.

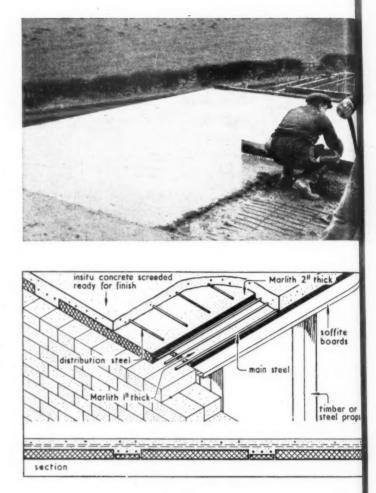
The use of MARLITH in this way speeds up construction and reduces costs by eliminating the need for erecting and dismantling steel or timber shuttering and the application of insulation as a separate operation. It reduces the thermal transmittance "U" value of a $4\frac{1}{2}$ " flat concrete roof from 0.61 to 0.20, and the increased thermal insulation will maintain the temperature of the interior surface of the roof, thus minimising or preventing the formation of condensation.

MARLITH Wood Wool Building Slabs

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THE PHOTOGRAPHS were taken at Whitby Junior and Infants School, and show: *below*, MARLITH slabs being placed in position in the temporary steel tees; *above*, concrete being levelled. ARCHITECTS: John Keppie & Henderson & J. L. Gleave, Chartered Architects, 196 West Regent Street, Glasgow C2 CONTRACTORS: Messrs. Jaram & Son, 20A Gladstone Street, Scarborough.

AUTHORITY : North Riding Education Committee, Northallerton





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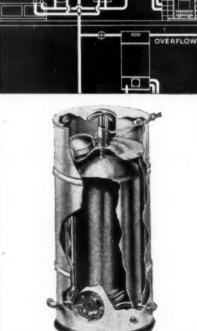
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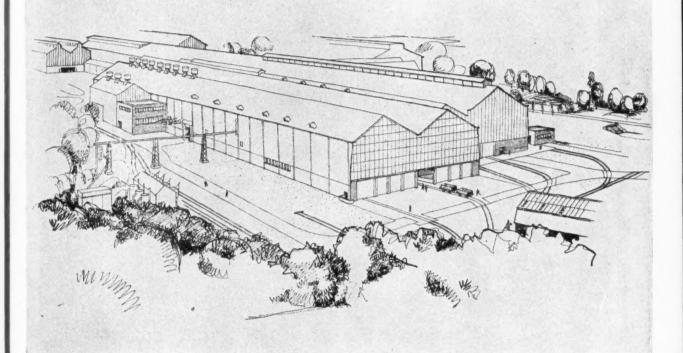
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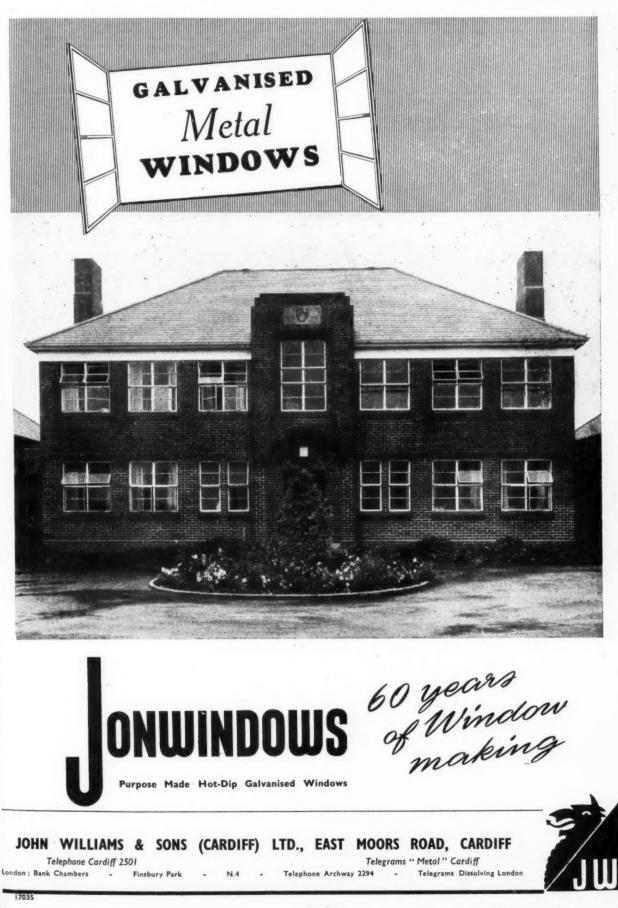
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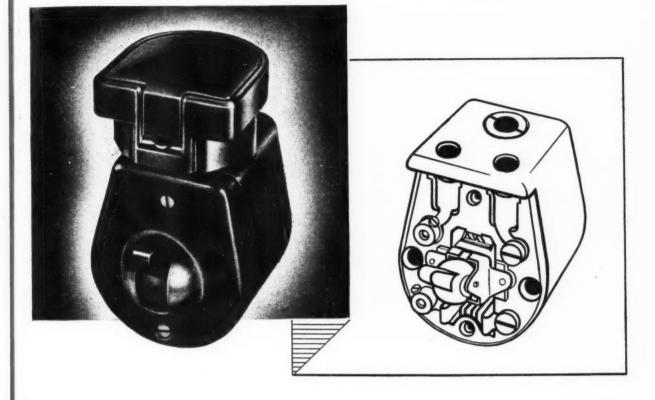
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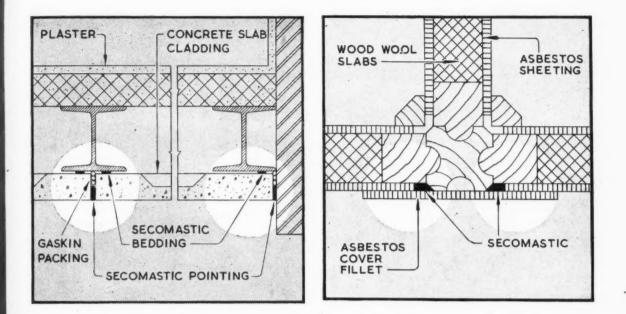
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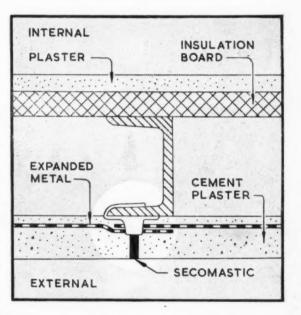
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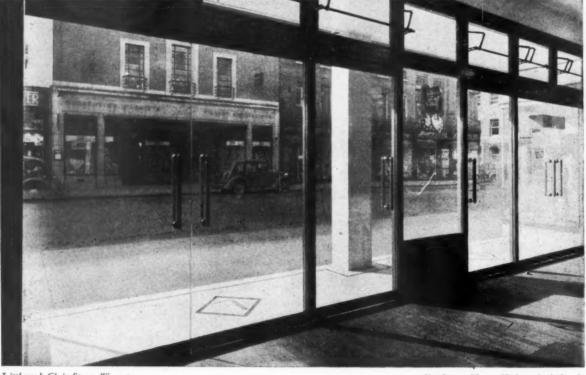
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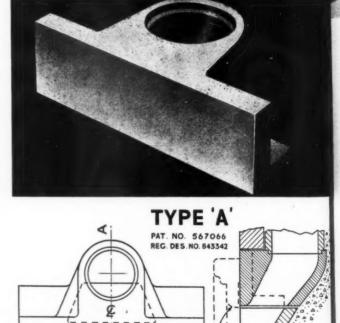
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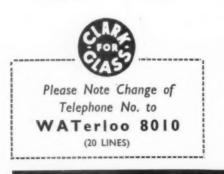
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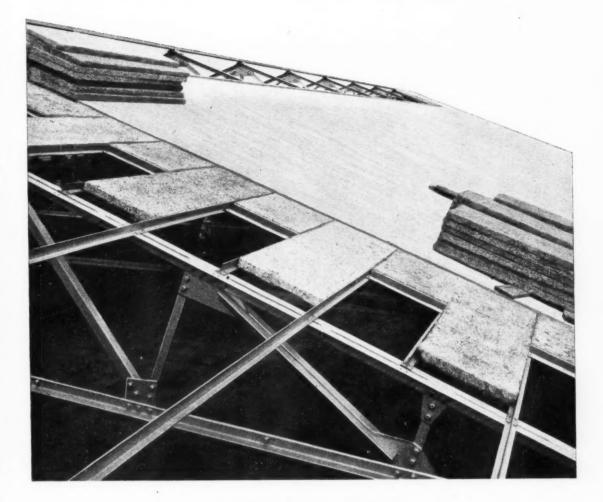
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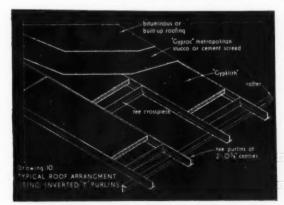
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The top surface of the GYPKLITH is screeded with GYPROC Metropolitan Stucco ready for finishing with bituminous roofing.

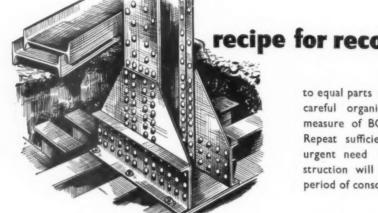
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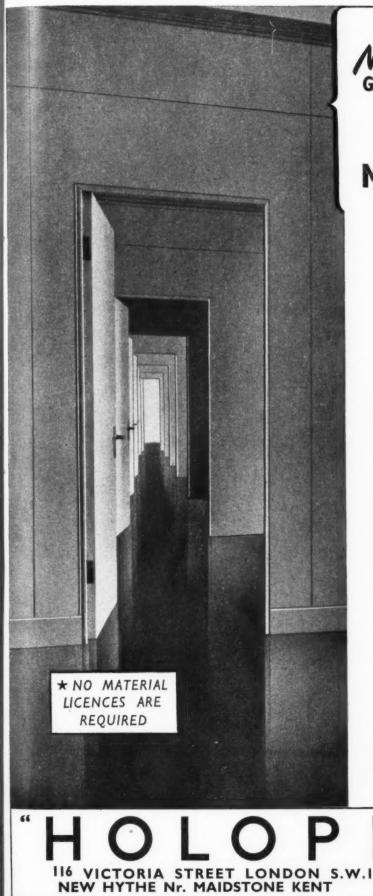
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The illustration shows an interior view of the huge new Government Building now being completed at Whitehall Gardens, London. HOLOPLAST chosen for Economy and Efficiency.

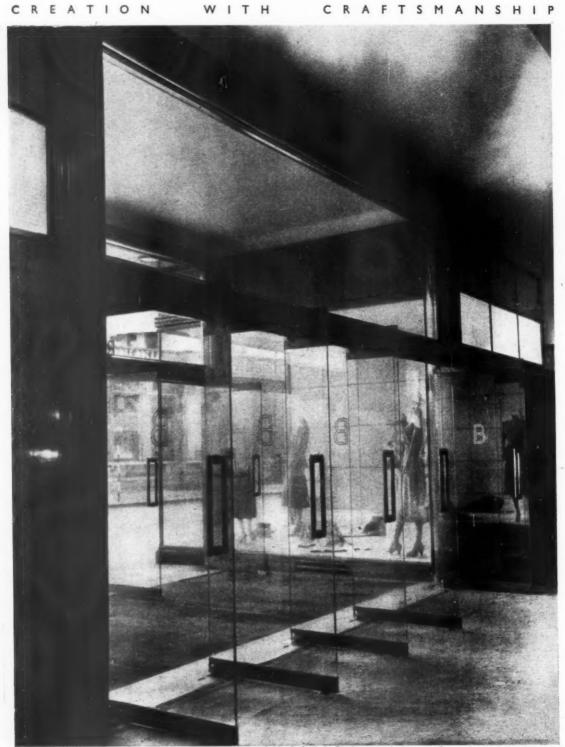
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ROUGH-HEW THEM HOW WE MAY

A belated but final word on the new Ocean Terminal at Southampton (see AJ, August 3, 10, 17 and 24). It has been pointed out to me that I never acknowledged the fact that the designs for this building were submitted to, and approved by, the Royal Fine Art Commission, a panel of whose members, consisting of Maxwell Fry, Edward Maufe and Knapp Fisher, "viewed the site from all its aspects," before strongly commending, to quote J. H. Jellett, the Docks Engineer, the proposal to "develop the south end of the building and have the north end plain as a means of emphasizing its seaward-looking character."

An unaccustomed fluttering of my heart warns me that the long dried-up source of sympathy within can still eke out a tiny drop. It is surely a bit hard for an architect, having obtained the approval of his design by such an eminent body as the RFAC (see again names above) to be criticized (inadequately, I freely admit) by a mere columnist who is anonymous, and who is taking good care to stay that way with these big guns going off. If the RFAC approved one of my designs, I would be as pleased as Punch.

Or would I? On second thoughts I'm not so sure. Before letting myself go I would check and compare very carefully all the designs which have received the Commission's approval. The results, I think, would be very illuminating, and somewhat disturbing.

To return, however, to the Ocean Terminal, I can only repeat that, despite this august approval, I still do not think this building is as good a design as it might be. But, of course, one man's meat . . . five feet! It makes me wonder if our ideas about factors of safety are all wrong.

HIGH WYCOMBE'S NEW HIGHWAYS

THE ARCHITECTS' JOURNAL for October 5 1950 [299]

At the hundreds of shows held every year in small towns and villages the arts seldom have any place. I am pleased to say that at the exhibition, held recently in a tent at High Wycombe, by the local Arts Association, interest was focused on Anthony Chitty's plan for the district. The County Council Planning Department also exhibited some of its planning survey drawings. As the layman rarely appreciates the importance to him of what is being done in the planning offices, and the services it can and should perform for him, the initiative of the High Wycombe Arts Association is commendable. Perhaps next year the Association will consider presentation of the work of the architect with the assistance of the local Society of Architects.

SALISBURY SPIRE

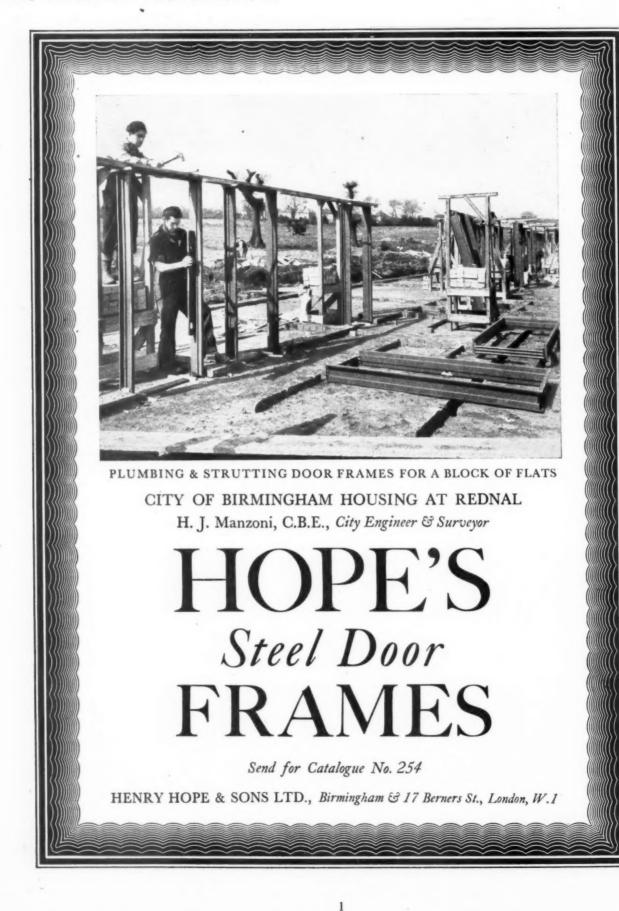
The Building Centre's exhibition of stone and metal work from the top of Salisbury Cathedral spire closes at the end of this week. Go to see it if you can but avoid the photographs if, like me, you have no head for heights. The pictures of men hopping around quite casually at four hundred feet or more gives me a slightly clammy feeling.

I was impressed by the quality of most of the early ironwork and by the courage of craftsmen who built the 150ft. spire. I gather from Mr. Forsyth, who is supervising the repairs, that the load on each of the four pieces which carry the complete tower and spire structure is something like 6,000 tons and that the foundations go down only

BRAUN'S STUDY

I suppose that one should always applaud any attempt to make the layman take an informed interest in architecture. Hugh Braun's history* is factual enough, and he very rightly starts with primitive huts and ends with present-day buildings, but I feel that a page without illustrations headed "Nowadays" is not enough to describe the road that designers have followed since Victorian times. Surely the reader should be given not only history, but some fuller explanation of the buildings he sees going up today. None the less, this is quite a good book to present to the enquiring mind, and it is reasonably cheap.

* The Story of English Architecture. By Hugh Braun, F.R.I.S.A. (Faber and Faber, 12s. 6d.



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PARLIAMENT SQUARE

The new Parliament Square is taking shape, and it's beginning to be possible to see what we have gained and what we have lost as a result of Grey Wornum's efforts. We've clearly gained a lot in tidiness and simplicity of layout; the statues, in particular, are arranged in a less haphazard fashion. Temporarily we have also gained some elegant lamp-standards (see illustration) which I commend to the notice of other local authorities. I hope the permanent ones will be as simple and unobtrusive.

We have lost the Buxton Memorial Fountain—not everybody's taste, but I regret its passing. I think things that are temporarily out of fashion ought to be left because it's surprising how fashions come round again. After all, many of the things we value now—like Regency terraces—have passed through a stage of being thoroughly despised, and we owe their survival to the fact that they were not pulled down just because they were unfashionable.

On a more important scale, we may have lost the possibility of a more drastic replanning of the area in a few years' time. Readers will remember the Architectural Review's scheme for restoring Westminster's precinctual character, which received a great deal of support. It clearly could not be put into effect right away because it depends on a new road, by-passing the Abbey precincts, which present restrictions on expenditure would not allow. But it is obviously the long-term ideal, and the risk is that the work that is now being done will be made an excuse not to tackle the bigger job when the time comes. (This subject is referred to, by the way, on page 306 of this issue.)

Meanwhile, heavy traffic, facilitated by the new roadways, will continue to roar past the north side of the Abbey with increasing speed—right through the middle of what would still be a peaceful collegiate precinct if it had not been for the ruthless efforts of the Victorian road engineers. What we want to aim at is the undoing of their work, not merely making it more agreeable to look at.



A new view of Central Hall, Westminster. (See Astragal's note).

CENTRAL HALL REGAINED

There is another scene of building activity to the west of Parliament Square, where the demolition of the old Westminster Hospital has just been completed. This has opened up a headon view of Rickards's Central Hall and a new view of the north flank of the Abbey, and some people have said they wish the site could have remained open and these views preserved.

I don't think that would really be a good plan, because a sense of enclosure will be an important attribute of the precinct it is hoped will eventually be planned there, and it should not be opened out too widely on the western side. But I wish there was going to be a less bulky building on the hospital site than Tait's new Colonial Office. A lot of people seem to dislike the massive edifice he has designed, but I suppose it's too late now for second thoughts.

NEWEST NEW TOWN

It is easy to pass along main roads quite near Corby without ever seeing it. But Corby as the newest New Town

has a greater attraction than Corby alone and recently ASTRAGAL visited it for the first time. Prepared for a horizon of belching chimneys sur-



One of the temporary lamp standards in Parliament Square, which Astragal refers to on this page.



The Mask and the Face

The mask, which for years has concealed the face of the Central Hall, Westminster, has now been removed and for a short time Londoners, looking across the site of the de-

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molished Westminster Hospital, will view it as it was meant to be seen. Before long, however, it will be hidden by the new Colonial Office. rou iron car mon

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The number of prodence enda I asso to the answe tellig Stree rounded by miles of devastation after ironstone working, I approached by car from Thrapston on a fine sunny morning.

First impressions were, however, climatic, sociological and architectural. As you climb up to the 50 ft. plateau of Corby a powerful bracing wind comes to meet you, and stays. At the same time, abruptly, the brick and twin plaster houses of East Anglia vanish and Northamptonshire limestone with pantiles or slates take their place. More distant landscape-plushouses resembles Lancashire or Northumberland, and as 3 out of 5 people talk Scots, local phenomena are a poor guide to geographical position. Land unrestored after iron workings is grim enough, but the workings do not ring Corby but rather pop up here and there behind houses or across fields: and the steel works, though very big, were sending only half a dozen modest streamers of smoke down the wind.

Of Corby as a town one feels it has not had time to catch up. Shops are small and usually makeshift. Its 18year growth has already been a scramble, and it is still in a hurry as is plainly shown by the number of houses now building. Equally plainly it is a very special kind of New Town.

DO YOU KNOW?

The DSIR has just started an Unanswered Question bulletin in an attempt to answer specific technical questions where the normal sources of information have apparently failed. Now it isn't likely that many of us could be much help when the DSIR is floored and, in fact, most of the questions mean to me nothing whatever. Number 1, for example: "Is there any substance (hormonal or otherwise) which, applied to plant tissues, will induce (a) cork formation or (b) suberization of all walls?"

There is one building industry one, number 12: "What is the best method of protecting the structure from subsidence following the cutting of a tree endangering it and its root system?" I assume that "its" is meant to refer to the tree, but I still cannot think of an answer. If you can, write to DSIR, Intelligence I, Charles House, Regent Street, SW1.

The Editors

CONTROL OF DESIGN

TWO important issues arise from letters in the correspondence columns of this week's JOURNAL. The first is raised by C. Talbot Larrington, who is under the misapprehension that the JOURNAL advocates that in the interest of a high standard of design, advisory bodies like the Royal Fine Art Commission and the Council of Industrial Design should be given power to insist on their advice being accepted and acted upon. This is very far from being the JOURNAL's desire. Mr. Larrington in his letter describes clearly the disastrous effect such powers would have.

It cannot be too much emphasized that the only way to obtain good architecture is by employing the best architects. Advisory bodies on design, however well intentioned, can never create great works of art. They can, and should, only tender advice and criticism in an endeavour to make sure that a certain minimum standard of quality is obtained.

It has become apparent, as readers will have seen for themselves from examples published in the JOURNAL over the last year, that several valuable opportunities to ensure the highest standards of design in buildings of national importance have been lost because there exists no means of ensuring that such buildings are designed by the best architects in the country. In the JOURNAL for August 10 we stated that "pending a more enlightened policy and more imaginative leadership on the part of the Ministry of Works-the one existing Government department that could exercise some influence in this direction-it would surely be wise for the Government to set some individual or commission the task of foreseeing such opportunities and to give them the authority to see they are taken advantage of." This might perhaps mean giving power to such a commission to appoint or approve the architect for buildings of which the good design is of special importance to the nation, but once the architect had been appointed he should be interfered with as little as possible.

THE ARCHITECT AND THE ENGINEER Another issue of great importance is mentioned in a letter from J. H. Jellett, the Docks Engineer for Southampton. This concerns the relationship of the architect and the engineer. We feel that ideally these two professions should not be in the position, with regard to each other, of employer and employee, but should instead have the happier relationship of consultant and chief designer. As Mr. Jellett says, there are engineering structures which, although largely the work of the engineer, would benefit as regards design from the advice of an architect. And, of course, the architect is largely dependent on the advice of the engineer as regards the structural aspects of his own design.

The JOURNAL's plea is for correct and responsible relations between two professions, and the avoidance of the position whereby the one becomes subservient to the other.

it was hidden

ASTRAGAL



7. H. Jellett, M.I.C.E.

C. Talbot Larrington and A. H.

Dawes Dingle, A/A.R.I.B.A.

Ernest Hillson

Dock Terminal : The Engineer Replies again

SIR,—Although I can hardly expect you to devote any more of your valuable space to this discussion, there are one or two points which I cannot let pass without further comment. I am disappointed that there is no acknowledgment by ASTRAGAL of the fact that the design was submitted to and approved by the Royal Commission on Fine Arts. In view of your own editorial reference to this Commission in your issue of August 10, some such acknowledgment would appear to be not out of place. I am not suggesting that, having learned that the design was approved by the Royal Commission you should then discover in it æsthetic merit which was not apparent to you before, but, presuming that you find yourselves conscientiously bound to criticise unfavourably this particular decision of such an august body, the courageous course would appear to be that you should inform your readers in so many words.

ASTRAGAL, in his comments on Mr. Dromgoole's letter, appears to be at pains to advise him that those who assume responsibility for designing important buildings, must be prepared to hear criticisms of their work. This is such an obvious platitude as to be very nearly an insult when tendered as advice to a qualified professional man, and moreover, I am unable to discover in Mr. Dromgoole's letter any suggestion that he resents, or would resent genuine architectural criticisms of his designs as such. So far, however, neither you, nor ASTRAGAL have favoured us with very much solid food for thought of this kind.

ASTRAGAL'S statement that he respects Mr. Dromgoole's frankness in acknowledging full responsibility for the design, is another example of condescension which might well have been omitted. No professional man with any degree of faith in himself and his work would seek to evade responsibility for his designs merely because they had been criticised in public journals, or anywhere else for that matter. The fact that ASTRAGAL considers it worth while to refer in this way to these elementary principles of professional conduct as though they were something unusual, appears to me to call in question his competence to criticise professional work in any way whatsoever.

Your methods of deducing the statement that the building was designed by myself from the wording of the official handout, has all the dangers and defects of oversimplification. It is true that the responsibility for the design was in the last resort in my hands, in that had I myself had any reason to be dissatisfied with it, it was open to me to ask Mr. Dromgoole to revise his ideas. I would however mention that, as far as the pure architecture of a building is concerned, and where no other considerations of cost or functional suitability are involved, this would be an impertinent intrusion into another professional colleague's sphere of responsibility, which I hope I shall never allow myself. There is a big difference between "responsibility for " a design, and being the original author of it, which nobody with any knowledge of these matters should find any difficulty in appreciating. I must say that ASTRAGAL's statement, in which he deplores the principle whereby the orabinet of an incontract huilding useful

I must say that ASTRAGAL'S statement, in which he deplores the principle whereby the architect of an important building works under an engineer, reads more like the recital of a religious devote intoning an article of his particular dogma, than a reasoned statement of professional opinion on a complex technical matter. As is so often the case with dogma of this kind, it gets into difficulties when it comes up against practical realities. For example, how do you propose for this purpose to define "buildings." There are many engineering structures whose finished appearance would benefit greatly from the attentions of a good architect in the design stage, just as there are many buildings whose operational requirements are so complex and closely defined that the engineer, if he happens—as in this case—to be the person most fully acquainted with these requirements, must have the last word *de facto*, even if the formal administrative arrangements give it to the architect *de jure*.

de jure. Possibly you are prepared to amplify this statement of your belief by saying that any project which requires the attention of an architect in any degree whatsoever, becomes by reason of this, a building, and that therefore the architect should be in charge. As there are many buildings in which the architect will rightly be in charge and would also require the assistance of engineers, the logical conclusion of this argument is that, while architects may properly be put in charge of engineers, engineers must never be in charge of architects. Again, if this is in fact your view, I invite you to make a public statement of it, but I doubt whether even the RIBA will be prepared to follow you into this position, which is likely to ensure them the uncompromising hostility of the other professional institutions.

Southampton.

Control of Design

J. H. JELLETT.

SIR,—Watching each issue of the JOURNAL carefully, since the editorial criticisms of the Ocean Terminal on August 10, we had hoped that some representative body of architects would have taken the JOURNAL to task over advocating a policy that seems to us to be full of terrifying possibilities for the profession.

Apparently, in the matter of good design, the JOURNAL is asking for advisory bodies to be given *power* to *insist* on action being taken according to their ideas; surely one doesn't require to use much imagination to foresee the catastrophic effect that this would have upon individual effort and the eventual sterility it would produce in architectural design; buildings would soon become monuments to concession and architects, privately commissioned, would finally in desperation submit the plans only, and the boys-whoknow would style the favoured façades.

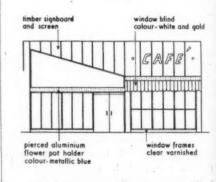
Anyhow, the most one could expect from such a restrictive practice would be a depressingly imitative style, in the favoured idiom, developed to get the drawings through the controls; for one must surely acknowledge that it is almost entirely over the matter of appearance that controversy rages.

However, to carry it a little further, simply to replace the misguided neo-classical façade by a post-cubist abstraction would be obviously naughty; or is the idea of plan and elevation being conceived together outmoded? Logically then, control would have to be not only of elevation but also of plan, and the conclusion is that even qualified architects would need to be weeded outthose who would be allowed to design and those who would not! For if there's going to be an advisory controlling body then some architects will be bound to have their hair shortened.

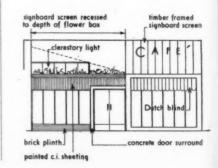
Perhaps we have not quite reached that final stage but we are, at least, at the first stage of facial control, and to support this statement we bring to your notice a quite recent example which, although small and insignificant, indicates the earliest signs of decay and, unless immediately stopped, the final extraction from the individual of his freedom to design.

However reactionary we may seem, for our own part we prefer that the possiblyreally-bad should rub shoulders with the rarely-exceptionally-good, rather than the whole be reduced to a clinical mediocrity. Imagine some future Betjeman becoming enraptured over our medallioned housing estates'!

The drawing herewith enclosed shows alterations to a small café and is a copy of



the working drawing submitted to the appropriate authorities; the architects' panel who considered our elevation unsuitable is nominated by the local architectural society and comprises five practising architects, their opinion apparently re-enforced by the County Planning Department who produced the "new look," shown below.



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Approval to the alteration, valid anyhow for only five years, was given subject to our changing our elevational design in order to "preserve the amenities of the district." A quick study of our drawing would show, apart from any æsthetic consideration, the reason we adopted the shaped window was to obtain maximum light with the existing

to obtain maximum light with the existing lean-to behind, etc., etc. What we think of this effort of control, as far as quality of design, choice of materials, lettering, draughtsmanship, function and the multiple implications of such petty tyranny is unprintable; however, theirs is the power and in order to conform, we must now reluc-terily return to what seemed to us a rather tantly return to what seemed to us a rather unhealthy adolescent period in design, when Hitler and pimples were getting beneath the skin.

We would appreciate your comments on this example of criticism with the power of control; for government backed interference has such power to control where an architect is attempting to earn a living and must bear the cost of appeal against decisions; anyhow the butter is off this bread-and-butter line when drawings have to be revised and details scrapped. Furthermore, one is placed in the most unenviable position with one's client in most unerviable position with one's client in attempting to explain away a change of face without losing face. Summing up, we humbly suggest you invite opinion as to the virtue of having this control for which you clamour, and in the field of æsthetic criti-cism, whether it is not better that a greater tolerance be shown to those who honestly endeavour yet cannot see the light-which of course is almost everybody but oneself. C. TALBOT LARRINGTON,

Torquay.

A. H. DAWES DINGLE,

Timber Supplies

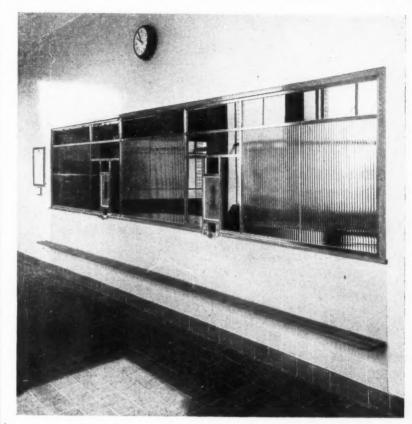
SIR,—I was interested to read the article in your issue of August 3 written by Ian Bowen, and was pleased to see such an early comment upon Mr. Masterman's recent Report on this question. I cannot, however, altogether agree with Mr. Bowen's conclusions. He states that "the prejudice against flat roofs is mainly on æsthetic grounds," but I would suggest that flat roofs, generally speaking, are not at all suitable to the English climate. Further, he emphasizes the portion of Mr. Master-man's paper which deals with flat roofs and the constructional design of the first floor, but for some reason or other he entirely disbut for some reason or other he entirely disregards Mr. Masterman's observations on the possibilities of alternative methods of pitched roof construction. A close study of Mr. Masterman's paper would show that there is no reason to depart substantially from the use of the traditional pitched roof, so long as suitable alternative methods of

construction are used. I do not wish to join issue with Mr. Bowen on the national and international position regarding timber supplies, and have no hesita-tion in accepting his figures and conclusions on this aspect of the matter. I do, however, suggest that the increased use of flat roofs suggest that the increased use of flat roots is not the answer to this question, particu-larly so far as housing is 'concerned. The local authorities would get all the advantage they seek if they would study and adopt the alternative systems of pitched roofing to which Mr. Masterman refers. Such a course would not entail an increase in the importation of timber or the further expenimportation of timber, or the further expenimportation of timber, of the further expen-diture of foreign currency. I strongly sup-port Mr. Bowen's concluding suggestion that "the results of research already completed should be exploited both by vigorous administrative action and by the voluntary action of local authorities and architects."

ERNEST HILLSON. President, National Federation of Roofing Contractors.

Manchester.





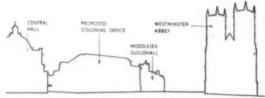
A new interior for Lea Bridge Station, designed by H. H. Powell, architect for the Eastern Region, has recently been completed. Above, the glazed front, with luggage rack below. Right, the parcel reception counter. Below, a general view of the tooking counter.





WESTMINSTER REVEALED: A TEMPORARY GAP IN THE PRECINCT'S WALLS





Above is an unique and transitory view into the Westminster precinct, revealed by the demolition of the old Westminster Hospital. On this site work will shortly begin on the new Colonial Office (below, right, first published in the JOURNAL for August 4, 1949), designed by T. S. Tait, of Sir John Burnet, Tait & Partners. The outline drawing, above, indicates roughly how this proposed building (height : 90 ft.) will appear in relationship with its immediate neigh-

bours, the Central Hall and Westminster Abbey (height of nave : 140 ft.). Despite the virtues of a new view of the Abbey and another open space in Westminster it is more important to preserve the enclosed intimate quality of the precinct obtained by grouping small buildings close to the Abbey. This was realized in the Architectural Review's plan for Westminster, and the sketch, above right, shows the small scale suggested in this plan for any new building on this site. It is debatable whether the proposed Colonial Office has this quality. See Astragal's comments on page 301.





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At the invitation of Arcon, Owen Davis, the firm's quantity surveyor, has written the following:

ARCON

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The Purpose of a Specification

The purpose of a specification, the form it should take, and whose responsibility it is to write it, are not always understood. And it is not surprising that some confusion should exist, at least in the minds of young architects, as the attitude of professional bodies and educational authorities has not yet caught up with contemporary practice.

Memories of student days and the RIBA scale of fees, remind architects that specification writing is their responsibility; later, they learn with relief that the quantity surveyor can cope from mere notes, but find out in due course that the builder *must* have his specification. The copying of detailed descriptions of materials and workmanship from the bill of quantities seems a waste of time and there are dire warnings that discrepancies between the two documents will be a nuisance and probably lead to extras. In desperation the matter is frequently left to the quantity surveyor and the result is not always what it should be.

It is not possible to predict future trends. Contractors, stimulated by the Productivity Team's description of American methods, may agree that the bill of quantities could become a much less elaborate document than it is at present. As a result it may be possible, at some time in the future, to write a combined specification and bill of quantities; alternatively, the specification may resume its former glory and the bill of quantities may become merely a schedule of quantities—references being made to the specification or drawings for full descriptions. But these speculations do not help us with our present problems.

At one time the specification served two purposes; it told the contractors what to allow for in their tenders, and

later, it told the successful contractor how the building was to be constructed. The advent of the bill of quantities changed its purpose into that of telling the quantity surveyor what to allow for in his bill of quantities.

When the status of the quantity surveying profession had risen to a fairly high level, the average architect in private practice considered it unreasonable that he should be required to write a full specification in order to convey his ideas to his trusted colleague, the quantity surveyor. Similarly, when the bill of quantities became an elaborate contract document, it was felt that the contractor could no longer require an equally elaborate specification. It fol-lowed that two quite separate things were required-brief specification notes to enable the quantity surveyor to interpret the architect's wishes and, later, a brief specification which would tell the contractor how the job is to be built, in so far as this had not already been made clear in the bill of quantities and on the drawings.

This comparatively new procedure is already widely practised but it has not yet been officially sanctioned; it is not adequately taught in the schools and it is not reflected in the terms of service or scales of fees.

INADEQUATE TEACHING

One may ask why the procedure is not functioning properly if it is already so widely adopted. I think the answer is firstly, that architectural students are taught specification writing, which they have neither the time to absorb nor to practise, but they are not taught what information is essential for them to give to the quantity surveyor. Secondly, the brief specification which is to be read in conjunction with the bill of quantities, is left to the quantity surveyor and as this service is not reflected in his scale of fees it is natural for him to regard it as something of an imposition, to be got over as quickly as possible.

There can be no doubt that a high proportion of young architects and archi-tectural assistants have little or no idea of what information the quantity surveyor must have and I suggest that students should be taught that drawings and specification notes are complementary to one another, that one, without the other, is useless to the quantity survevor, and that however much the quantity surveyor can be relied upon to elaborate descriptions, it is for the architect to decide what each com-ponent is to be made of. Surely it is not too much to expect that a student should not be allowed to qualify as an architect until he has at least learned to state, in the briefest possible terms, what his requirements are.

Although I have said that the quantity surveyor can be relied upon to elaborate descriptions, I still do not feel

that architects can afford to neglect this important aspect of their work entirely or be relieved of their responsibility; I merely mean that they can regard this as something which can be entrusted to a colleague, under their supervision.

There seems to be no question that the brief specification for the contractor should be written by the quantity surveyor, as the bill of quantities is the contract document and the specification can do no more than elucidate what is already there. But to expect him to write the specification when (according to the scale of fees) the architect is paid for it and he is not, and when his own work has been made more difficult by the lack of that very document, is asking a lot of human nature and, in fact, creates a sense of grievance quite out of proportion to the sum of money involved. In consequence I suggest that the job should be made officially his, that it should be mentioned in his terms of service and reflected in his scale of fees.

I suggest that more study should be given to the form which these "brief specifications" should take, so that they can be written with some degree of consistency and thus become familiar to those who are called upon to interpret them.

The bill of quantities states what the materials and workmanship are to be but it does not state where they are to be used. This is largely the function of the specification and frequently it can be done by a brief reference to the bill of quantities, e.g., "All ground floor slabs are to be of 6 in. concrete, as item, except that in the outhouse which is to be of 4 in. concrete as item"

COMPOSITE ITEMS

The difficulty is with composite items, such as a screen consisting partly of fir framing covered with plasterboard and partly of a deal glazed light in a hardwood surround. For convenience, the various components are spread over the bill of quantities, in the carpenter, joiner, plasterer, glazier and painter, but isolated references to these items in trade order, cannot help the contractor to visualize the whole. Frequently a brief reference to the detail drawing is all that is required but this does not always occur to the junior who has merely been told to state where the various items appearing in the bill of quantities occur on the job.

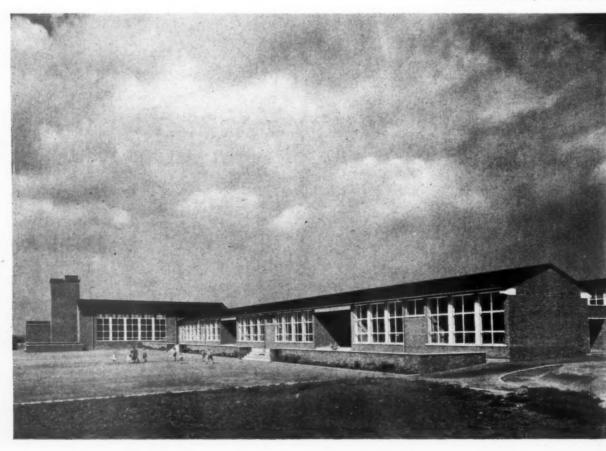
If it is prepared conscientiously, a brief specification such as this can be adequate and can go far towards assuring the contractor that the contract documents do tie up. The danger is that when cross referencing is employed, it is easy to write a specification which only someone with the mind of a cross-word addict can follow and it is, therefore, essential that specification writers should be properly trained and not merely be taught to write a full specification in the traditional manner.

PRIMARY SCHOOL

at SEACROFT, LEEDS designed by R. A. H. LIVETT, CITY ARCHITECT

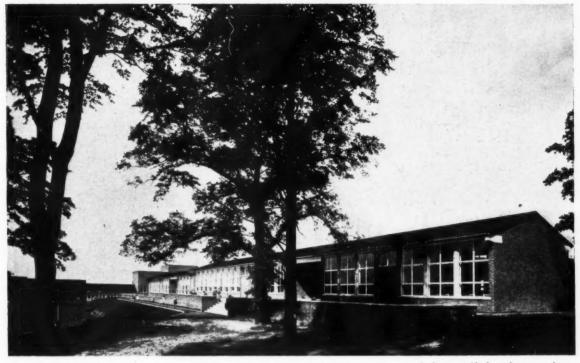
The new primary school at Seacroft, Leeds, which was opened on July 15 by the Minister of Education, is the first school of the large building programme under the new Education Act to be completed for the City of Leeds Education Committee. The building is the first stage in the development of a 27-acre site situated in a new municipal housing estate. A secondary modern school for 680 boys and a nursery for 120 infants under 5 are to be built on the site, the latter on an area adjacent to the primary school.

A classroom block from the south-east.



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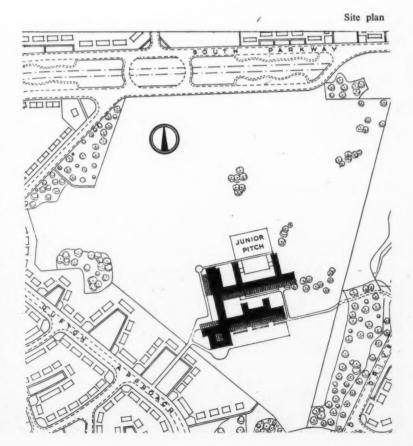
PLAN. directly from w staff an. The c. contour subsidiat terraces accomm dors. at some disturba placed vision. fued st



A classroom block and terrace from the south-east.

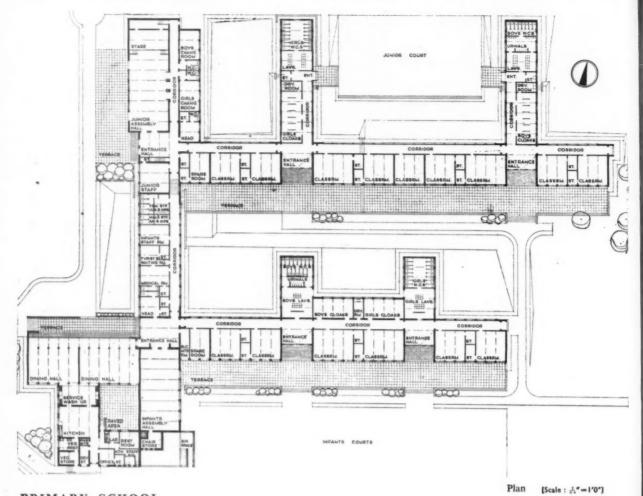
SITE.—The primary school, which consists of an infant department for 260 and junior department, for 380 children, has been placed on a part of the site which slopes to the south, and views of near and distant woodlands can be obtained from the windows of all the main rooms. The junior department is raised several feet above the infant department and a change of level occurs in the administration wing which connects the two.

PLAN.—The principal approach to the site leads directly to the main entrance hall of each department. from which there is direct access to assembly halls, staff and administration rooms and classroom wings. The classrooms, which are planned along the contours for economy, are divided into groups by subsidiary entrance halls which lead from the terraces on the south side to classrooms and sanitary accommodation, thus avoiding long unbroken corridors. The junior playground is placed behind and ut some distance from the classrooms to avoid noise disturbance, whereas the infants' playground is placed in front of the classrooms for easier supervision. The junior assembly hall, which has a fixed stage and changing rooms, may be used for



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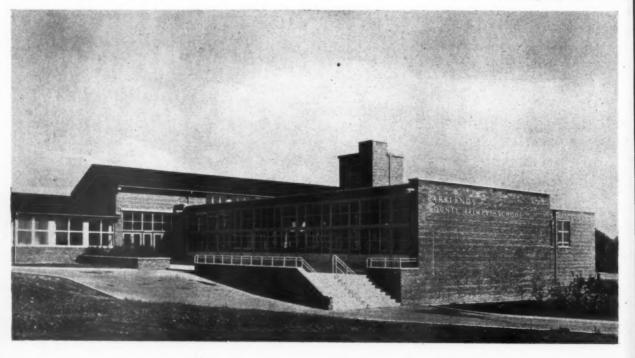
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PRIMARY SCHOOL

at SEACROFT, LEEDS designed by R. A. H. LIVETT, CITY ARCHITECT

The dining hall from the northwest



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local activities. The dining hall can be reached under cover via the connecting administration block and has a continuous sliding-folding window along one side, opening on to a terrace. The kitchen is planned to cater for 500 meals daily.

CONSTRUCTION AND FINISHES.—The building was designed on a 7-ft. 10-in. grid and economy in the use of timber was aimed at. It has a steel frame and external, load-bearing walls of 11-in. cavity brickwork. Rolled steel stanchions, at grid centres, are only 5 in. by $4\frac{1}{2}$ in. (6 in. by 6 in. in Assembly Hall, where spans and height are greater). The pitched roof has light, welded steel trusses, supporting patent, asphalt-protected steel decking on $\frac{1}{2}$ in. insulation board. The fascia is also of pressed steel. Flat roofs consist of pre-cast concrete slabs, $\frac{1}{2}$ -in. insulation board and covering of 3-ply bituminous roofing felt. Acoustical considerations have

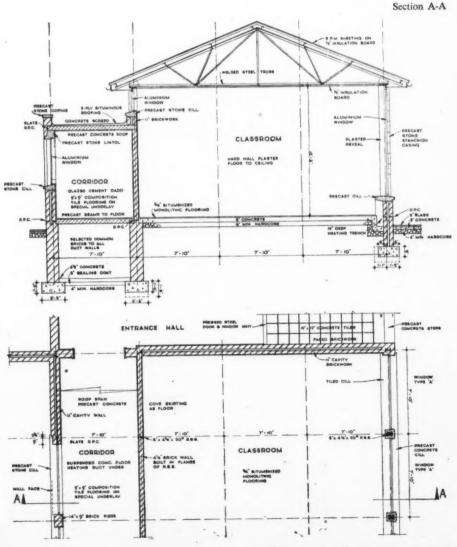
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Typical classroom interior.



Plan of typical classroom [Scale : 1"-1'0"]

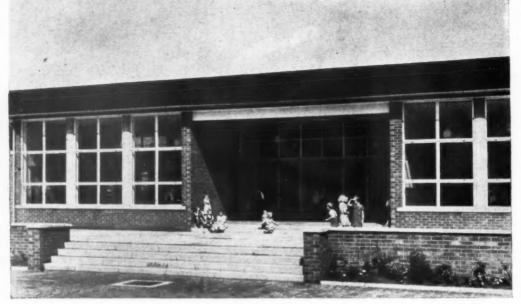
Typical classroom and entrance seen from the south.

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PRIMARY SCHOOL

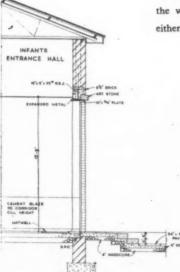
at SEACROFT, LEEDS designed by R. A. H. LIVETT, COUNTY ARCHITECT

been satisfied by the use of a monolithic, bituminous cork flooring screed and ceilings of insulation board, supported by aluminium sections, spanning between the trusses. Flooring in Assembly Hall needs to be more hard-wearing and composition blocks, laid in basket weave pattern, are used. Flush doors were specially made solid, to stand up to heavy usage and observation panels in them are of unbreakable glass; frames are, again, of pressed steel-to save timber. Aluminium was chosen for window frames, delivery in this case being quicker than for steel. Special consideration was given to the internal decoration. Doors in corridors and entrances are red, in classrooms blue and assembly halls yellow. In all classrooms, the blackboard wall is grey-green, the window wall white and the remaining walls either rose, primrose or warm stone.

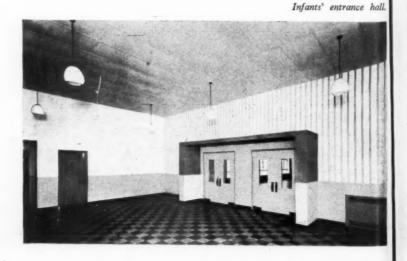
SERVICES.—Convector type heaters are operated by an accelerated, low pressure hot-water system, which also caters for the hot water supply. The heaters for the principal rooms were especially designed and are concealed behind continuous metal panels under the main windows. All pipe runs are concealed in ducts. Electric lighting is designed to give even illumination, thus allowing the arrangement of classrooms to be varied. Pear-shaped, opal glass fittings were selected having a fairly high efficiency, but the aperture is small enough to prevent direct glare.

The contract was based on a Schedule of Rates and Prices to facilitate early commencement of the work. The cost per place is not expected to exceed \pounds_{215} .

The general contractors were William Nicholson and Sons (Leeds) Ltd. For list of sub-contractors see page 322.



Section through infants' entrance hall [Scale : i*=1'0*]



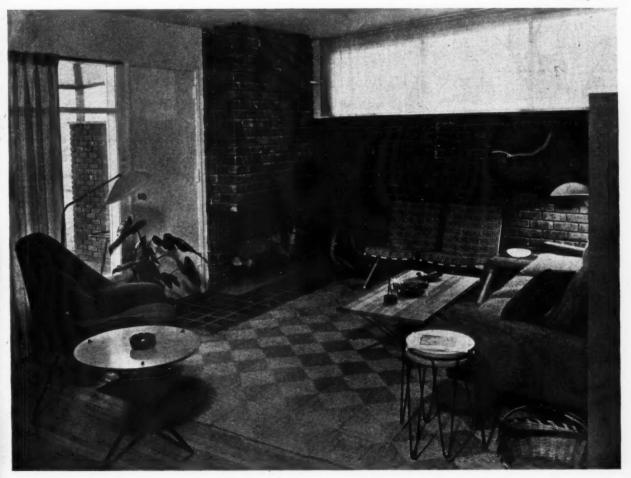
The Architects' Journal for October 5, 1950 [313

HOUSE

at FREEPORT, LONG ISLAND NEW YORK, USA designed by HUSON JACKSON

A firm of builders asked the architect to design a house, the intention being to build one and then take orders for the construction of additional houses. The intending buyer would then be able to see the finished house and would be able to make minor alterations in layout and finish for the one he was to have constructed.

The living room.



operated system, ly. The especially ous metal ipe runs designed arrange--shaped, irly high p prevent attes and

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HOUSE

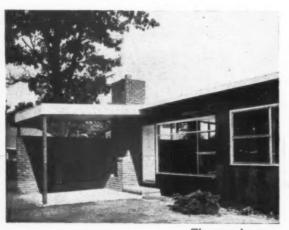
at FREEPORT, LONG ISLAND, NEW YORK, USA designed by HUSON JACKSON

PLAN.—The living room and bedrooms face south. Some privacy between neighbouring houses is obtained by placing the living room and all bedrooms on the side which faces the rooms of least use in the next house. Landscaping work, including fences or hedges is left to the owner.

CONSTRUCTION.—The foundations are of poured concrete. A steel joist supported on brick piers carries the 10-in. by 2-in. wood joists. Brick walls are of cavity construction. Other walls are of 4-in. by 2-in. studs packed with glass wool insulation.



The house from the north-west.

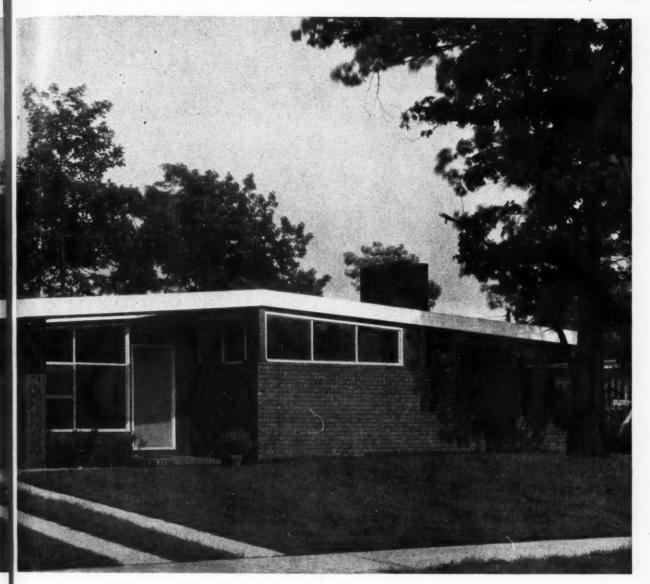


The covered terrace.

A 4-in. layer of glass wool is laid between the 10-in. by 2-in. roof joists. All joists and studs are at 1-ft. 4-in. centres.

FINISHES.—Facing bricks are used for exposed exterior and interior surfaces. Exterior woodwork is of cedar. Plasterboard walls and ceilings have recessed edges which are fitted with plaster of Paris reinforced with tape. The ceramic glazed wall tiles in the bathroom are fixed with a rubber base adhesive to the plasterboard, which has previously been waterproofed. SI ra Ti su co cii kii

lai T b

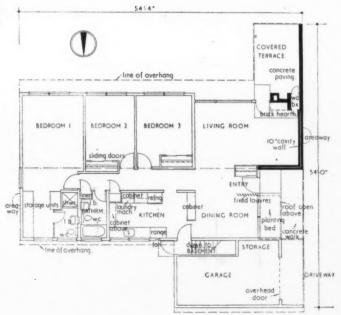


Plan [Scale: &"=1'0"]

10-in. are at

xposed odwork s have of Paris all tiles ihesive waterSERVICES.—Kitchen equipment includes electric range, refrigerator and automatic clothes washer. The sink is of stainless steel. The oil-fired boiler supplies hot water to baseboard radiators and for convectors by means of a thermostatically-controlled circulating pump. Extract fans are fitted in the kitchen and in the passage ceiling.

COST.—The cost of the house, including a plot of land 120 ft. by 75 ft. is \$18,500 (£6,600). The house was designed for Kee-Lee Homes. The builders were Keenan Morrow and LeRoy Simon.

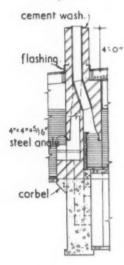


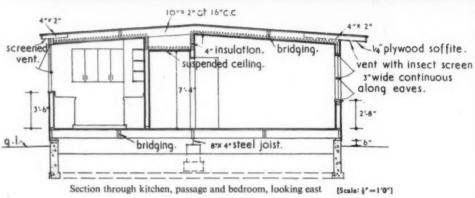
HOUSE

at FREEPORT, LONG ISLAND, NEW YORK, USA designed by HUSON JACKSON



The principal bedroom (bedroom 1 on plan) looking towards the dressing room. A shower, wash and lavatory basins are situated behind the curtain on the left.

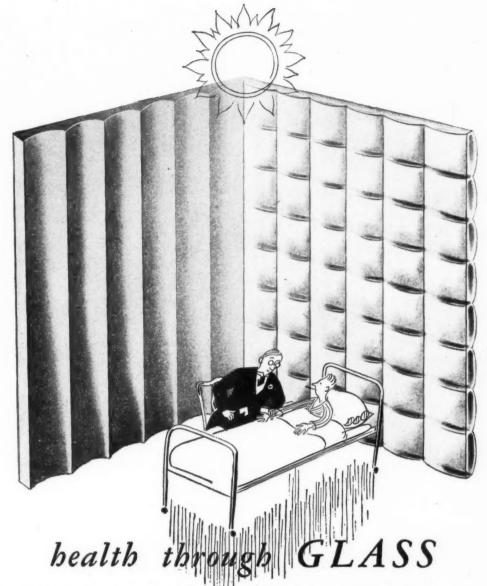




Section through external and living room fireplaces



Far left, the dining room. The door opens on to a staircase to the basement in which is the oil-fired boiler. The opening on the right leads to the kitchen. Above left, the nursery and below left, the studybedroom (bedrooms 2 and 3 on plan). Floors in both rooms are covered with linoleum.



Will the hospital of the future be built entirely of glass, like some gigantic green-house? . . . More and more glass is being used in hospital construction inside and out. Much of it is coming from Chance Brothers. The classically simple lines of Chance Reeded and Reedlyte Glasses offer opportunities for large-scale partitioning and interior design in almost every kind of modern building. From the practical point of view, they are exceptionally white and allow the maximum passage of light while ensuring a high degree of privacy. Both surfaces are smooth and free from crevices, easy to keep clean.



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Cross Reeded

Narrow Reeded (1 in. ribs)

Broad Reeded (7 in. ribs)

Major Reeded (11 in. ribs)

CHANCE REEDLYTE

A stipple-finish version of Reeded to give increased obscuring power. Narrow Reedlyte (1 in. ribs) Broad Reedlyte (2 in. ribs) The maximum size of the above glasses is 100 in. x 42 in.

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(1 in. ribs)

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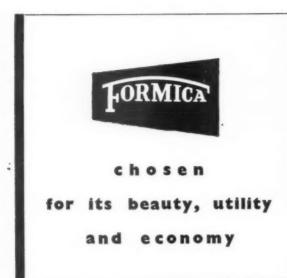
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Above

study-





Hatches, counter and table top in FORMICA.



FORMICA was specified for internal use in the Maypole Child Welfare Centre, Birmingham, Designed by Donald A. Goldfinch, F.R.I.B.A., F.R.San.I.



Portion of kitchen. Walls are panelled throughout in FORMICA. Table top is also FORMICA.



Corner of consulting room showing green linette FORMICA table tops.

'FORMICA' laminated plastic is essentially decorative and the range of colours and finishes gives scope for the most formal or "traditional" effects as well as the most modern.

On the scores of utility and economy, the material fully justifies the architect's selection because 'FORMICA' is the hardest wearing surface in the field of decorative laminated plastics. It is impervious to spilt foods, beverages, alcohol, food acids, etc., and is heat and abrasion resistant. All colours

and finishes are available in two distinct grades—STANDARD and CIGARETTE PROOF.

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Telephone: REGent 2901. Telegrams: "Delinsul", Piccy, London.

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INFORMATION CENTRE . INFORMATION SHEETS QUESTIONS AND ANSWERS . CURRENT TECHNIQUE THE INDUSTRY ' PRICES ' TECHNICAL ARTICLES

TECHNICAL SECTION

A digest of current information 5.37 planning: public utilities prepared by independent specialists; printed so that readers may cut out items for filing and paste them up in classified order, headings below.

INFORMATION CENTRE

2.108 planning: general MAPS

Maps, Topographical and Statistical. T. W. Birch (Geoffrey Cumberlege, Clarendon Press, Oxford, 1949, 15s.).

This book could be studied with profit by almost any architect/town-planner, especially those who are in any way engaged on mapmaking and who wish to know more about the fascinating subject of maps. 240 pp., over 100 illustrations; useful list of sources of information

By topographical maps is meant maps which are mainly concerned with the surface of the earth and man's physical environment. Topographical maps are normally drawn at scales between 10 inches and 1 inch to the mile. By statistical maps is meant maps which depict man's social and economic environment.

vironment. The first part of the book deals with topo-graphical maps. It describes some early and modern types of maps; methods of surveying; representation of relief; different map projec-tions; map preparation and interpretation. Included are some notes on air-photo-survey and interpretation of air photographs.

and interpretation of air photographs. The second part of the book, which is about statistical maps, includes chapters on dot maps and density maps and appropriate methods of drawings. The examples shown are good.

1 Sociology. 2 Planning : General. 3 Planning : Regional and National. 4 Planning : Urban and Rural. 5 Planning : Public Utilities. 6 Planning : Social and Recreational. 7 Practice. 8 Survey-ing, Specification. 9 Design : General. 10 Design : Building Types. 11 Materials : General. Materials : Metal. 13 Materials : Timber. 12 14 Materials : Concrete. 15 Materials : Applied Finishes, Treatments. 16 Materials : Miscellaneous 17 Construction : General. 18 Construction : Theory. 19 Construction: Details. 20 Construction: tien: Complete Structures. 21 Construction: Miscellaneous. 22 Sound Insulation-Acoustics. 23 Heating, Ventilation. 24 Lighting. 25 Water Supply, Sanitation. 26 Services Equipment: Miscellaneous: 27 Furniture, Fittings. 28 Miscellaneous.

TRAFFIC CONGESTION

Traffic Congestion in Large Cities. S. Green (The Surveyor, Aug. 11, 1950, pp. 463-465). Analysis of the relative costs of delays incurred through traffic congestion and of making traffic circulation improvements.

The article describes: type of traffic, capa-city of traffic lanes, and causes of congestion; improvements in form of palliatives such as prohibition and restriction and major im-provements of the type familiar to all townplanners.

5.38 planning: public utilities **ROADS AND ACCIDENTS**

Roads—Past, Present and Future, G. T. Bennet (J. Inst. of Municipal Engineers, Aug. 1, 1950, pp. 138-150).

Paper by the County Surveyor of Bucks on the problem of heavy traffic volume through villages.

Formulæ are discussed for balancing the good effect of speed limit in reducing acci-dents against the bad effect (economic loss) due to loss of speed.

6.27 planning : social and recreational AMBULANCE STATIONS SITING AND PLANNING

National Health Service Ambulance Stations. Circular 60/50. (MOH, 1950.)

Notes on siting and planning of new stations; 4 pp.

The notes on planning include reference to garage, workshop, control and office, and staff accommodation, and standards for in-stallation of services and storage of petrol and lubricants. Before a station is built or equipped, the local licensing authority under the Petroleum (Consolidation) Act, 1928, should be consulted about safety precautions.

11.24 materials: general BRITISH STANDARDS

British Standards Handbook No. 3, 1950. "Building Materials and Components for Housing." (British Standards Institution. Housing," (British Standards Institution. 1950. 25s.) and British Standards Adden-dum No. 3, 1950, to BS Handbook No. 3. 1947 Edition. (British Standards Institution.

1950. 5s.)

New edition of collected abbreviated British Standards including all issued to end of 1949. Summarises 279 British Standards. The addendum No. 3 brings the 1947 edition and its supplements up to date as an alternative to the new edition.

The increasing use of British Standards makes an up to date reference to them indispensable to almost any architect's office. The cost of a complete set of the individual standards is considerable and the problem of keeping them filed is also difficult. For most purposes reference to the abridged standards published as Handbook No. 3 is

quite adequate and very convenient. The early edition of Handbook No. 3, pub-lished in 1945, is now dangerously out of date because of the many changes from wartime to peacetime conditions and because of the many additional standards since produced.

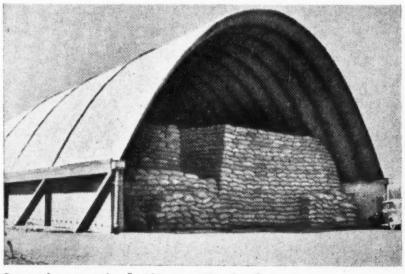
The 1947 edition, plus addendum No. 2 can still be used if the present No. 3 adden-dum (PD.1023) is added but many will find it more convenient to have all information in one volume as provided by the No. 3 Handbook 1950 edition which covers 279 British Standards.

13.61 materials : timber TIMBER RESEARCH

Forest Products Research, 1939-47. DSIR (HMSO, 1950. 3s. 6d.).

General report on the work of Forest Products Research Laboratory. 94 pp. Useful list of publications.

Although too general to be of great value for reference on detailed points, this publicaror herefere on detailed points, this publica-tion should be noted as giving an excellent review of the wide scope of the work of the Forest Products Research Laboratory. The long and comprehensive list of publications, including both those published by HMSO and those published elsewhere, forms a very useful reference.



Corrugated concrete arch. S. African example. See 18.57.

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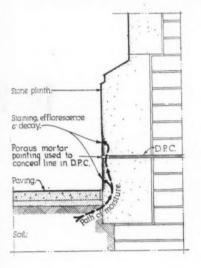
16.65 materials: mis STONE PRESERVATION AND MAINTENANCE

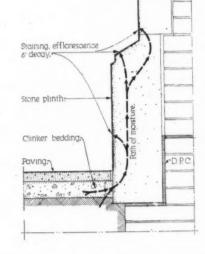
Weathering, Preservation and Maintenance of Natural Stone Masonry. (Part I.) (Building Research Station Digest No. 20. July. 1950.)

Valuable summary of causes of stone decay with useful advice on preservative measures. The very considerable heritage of large and small stone buildings spread throughout the

land inevitably means that there must be a constant flow of problems connected with the maintenance and preservation of stone-work. This Digest should be valuable as a reference to all those who have to deal with such problems though those familiar with the such problems though those familiar with the subject will be aware of the fuller treatment given in the BRS publication "Building Stones," by R. J. Schaffer. This present Digest, after brief notes on the classification of stone, deals with the factors

affecting weathering and durability. These include atmospheric pollution, solubility of





SECTION THROUGH HEAD OF WINDOW .

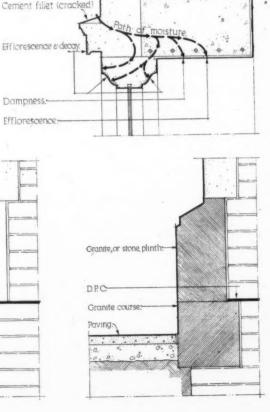
Stone facing. Concrete lintel-

Decay in masonry caused by Above left. soluble salts. from soil; above right, from clinker bedding below paving; right from concrete lintol. Below, preventative designs incorporating use of nonporous course. See 16.65.

Stone plinth

Granite course

DPC



TECHNICAL SECTION 3181

the stone, skin formation, maintenance by washing, "moisture rhythm," salt action, washing, "moisture rhythm," salt action, lack of damp courses or dampcourses incorrectly detailed, backing materials, sea salts and treatment to remove soluble salts.

16 66 materials: miscellaneous STONE PRESERVATION AND MAINTENANCE

The Weathering, Preservation and Mainten-ance of Natural Stone Masonry (Part II.) (Building Research Digest No. 21. August, 1950.)

Continuation of Part I (see 16.65). Frost, thermal expansion and corrosion, vegetation, bacteria, staining, and excellent section on maintenance, restoration and cleaning,

This note, together with Part I, gives an excellent outline of the whole subject of weathering, preservation and maintenance of The present note commences with a stone consideration of frost damage and it is clear that except in exposed conditions such as copings, cornices and the like, frost damage is likely to be very small. There are brief notes on thermal expansion and the real danger of damage from iron cramps and dowels or window bars is dealt with.

Damage from lichens and mosses is unlikely but a recipe is given for removing these where necessary. Virginian Creeper is not harmful but the roots of ivy may cause serious trouble if they secure a foothold in joints. In spite of much recent discussion there is no evidence that bacteria are harmful.

There are some interesting and useful notes on staining including recipes for removing various types of stains. The subject of maintenance and restoration is dealt with fairly fully and the very strong warnings about stone preservatives should be carefully noted by all who have to deal with old stone buildings. The value of cleaning is discussed and various methods are described in some detail. The restoration of old work is considered at some length including notes on the redressing of old stone. The use of new stone for replacements and the merits of plastic repair are discussed. The note includes details of how to carry out plastic repair where this is thought desirable. Altogether a most useful paper for all concerned with the maintenance of stone buildings.

18.57 construction : theory

PRESTRESSED STEEL STRUCTURES

Constructions en Acier Précomprimé. (Pre-compressed Steel Structures.) G. Magnel (L'Ossature Métallique [Belgium], June, 1950, pp. 300-313).

The idea of pre-stressing applied to steel construction. A lattice girder of 47 ft. span and 3 ft. depth tested to destruction. Promising development, also in the USA. 14 pp., 16 illustrations.

The term "pre-stressing" has in recent years mostly been applied to concrete con-struction, but several other materials have struction, but several other materials have been and are being used in a pre-stressed condition. In steel construction the idea of ing dates back at least to 1930. This report by Professor Magnel of Ghent University deals with actual loading tests where the bottom chord of a 47 ft. long lattice girder is put into pre-compression by 8 pairs of high-tensile steel wires anchored at the end of the girder and producing an upward cam-ber of $\frac{4}{3}$ in. While the loss of pre-stress owing to shrinkage and creep is one of the owing to shrinkage and creep is one of the main problems in concrete construction, such losses, according to this report, need not be taken into account in pre-stressed steel construction. Both chords and diagonals of the test girder consist of light

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Linoleum

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185-187-189, FINCHLEY ROAD, LONDON, N.W.3. Telephone: MAIDA VALE 6070 Telegrams: SEMTEX, HAVER, LONDON BRANCHES IN: Aberdeen, Belfast, Birmingham, Brighton, Bristol, Cardiff, Colchester, Dundee, Edinburgh, Glasgow, Hull, Leeds, Leicester, Liverpool, London (Sales Office), Manchester, Middlesbrough, Newcastle, Plymouth, Sheffield, Southampton SOST/CIE gauge steel plates pressed into trapezoid shapes and riveted at their ends. The verticals are $2\frac{1}{2}$ -in. diameter tubes. The results of these tests showed good agreement between calculated and observed stresses, measured by electric strain gauges. A scheme has been worked out for aircraft hangars of 500 ft. clear span, with main lattice girders at only 8 ft. 4 in. centres (this is an extraordinary figure, perhaps a printing mistake?). The latticed rafter is pre-stressed by parabolic wires and is only 15 ft. deep, *i.e.*, $\frac{1}{2}$ of the clear span, and looking extremely slender. Investigations in the USA follow rather different ideas of pre-stressing During the rolling process steel joists are provided with a number of grooves in the underside of their bottom flange. Hightensile wires are laid into these grooves and put into tension. The joists are re-rolled at 200° C. thereby closing the grooves with the tensioned wires permanently embedded. It is said that such girders can be cut at any point without loss of pre-stress, and a 37 per cent. increase of bending moment capacity is claimed. From the report before us such claims appear quite reasonable. Further developments are expected with great interest.

18.58 construction: theory UNDERGROUND CAR PARKS

Precautions against Fire and Explosion in Underground Car Parks. Post-War Building Studies No. 28. (HMSO 1950. 1s.)

Report of authoritative committee. Essential reference for those concerned with underground car parks and of value in connection with all garage buildings.

This is a report of a Sub-Committee of the Joint Committee on Fire Grading of Buildings of the DSIR and the Fire Offices' Committee. It should be of interest to all authorities concerned with the formulation of safety regulations and is an essential reference for architects.

The Committee concludes that no practical amount of ventilation will reduce the effects of an explosion sufficiently to prevent serious damage and the result is to emphasize the need for reducing the risk of explosion.

Recommendations on structure refer to the grade of fire resistance, the use of special drainage channels in floor to deal with spilt petrol, the use of automatic fire doors and precautions designed to increase resistance to exclosions. There are also rccommendations on measures to avoid risk from nearby service stations.

Mechanical ventilation is required to be run in two parts with independent sources of electrical supply and there are also recommendations about natural ventilation and on electrical, heating and fire extinguishing equipment.

Though intended as a specialist report on underground car parks this is a document which might usefully be studied by those concerned with any form of garage building. 18 59 construction: theory

CORRUGATED CONCRETE ARCH

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The Corrugated Concrete Arch. J. H. de W. Waller (Civil Engineering and P. W. Review, June and July, 1950.)

The true arch with compressive stresses only. Rapid construction of large floor area buildings at low cost. Interesting examples of structures actually built. 5 pp., 12 illustrations.

The weakness of concrete in tension makes concrete structures in pure compression the most economical types. The ideal arch shape for constant load per unit of arch length is the catenary. Geometrically it is the same curve as that formed by a completely flexible cable suspended between two points in space. Corrugations give a thin sheet higher re-

sistance against bending and buckling, and wide use is being made of this fact, not only in the design of steel and metal products, but also in other materials. Shuttering problems, however, present certain difficulties in concrete construction.

The Great Arch of Clesiphon, near Bagh-dad, built about 1,600 years ago, is a true or catenary arch, 112 ft. high and of 90 tt. span. It consists of low quality bricks, and sufficient is left of the rectangular building to prove the remarkable efficiency of the basic design. Since 1940 development work has been done on similar lines, and a num-ber of corrugated concrete arch buildings have been erected. Ribs of tubular scaffolding at 3 ft. centres, were covered by sheets of light hessian. Two layers of 3 to 1 mortar were put on these sheets, resulting in about $1\frac{1}{2}$ in "thickness of the shell. Its corrugations are due to the natural sag of the sheets between the centering ribs when pouring the concrete. From small begin-nings with huts for the Services, of 20 ft. and 40 ft. span, the dimensions gradually frew to 60 ft. span, and 200 ft. length, with 6 ft. corrugations. Domed ends were used for an experimental structure of 60 ft. span tor an experimental structure of 60 ft, span built by the Ministry of Works, at the Field Test Unit, North London. Loading tests were carried out, simulating wind pressure and wind suction, and the horizontal and vertical deflection were measured. Ample rigidity was observed without signs of cracking. The design for a 300 ft span. cracking. The design for a 300 ft. span arch of 125 ft. height is reproduced in detail and the erection procedure given. A grid of longitudinal and transverse steel rods of $\frac{1}{2}$ in. diameter supports the sheets of hessian or other fabric. A coat is applied to the soffit with a cement gun from a travelling staging inside. The total thick-ness of concrete is 3½ in. Other designs ness of concrete is 3½ in. Other designs refer to aircraft hangars, of 400 ft. span and 720 ft. long. In Southern Rhodesia factory buildings were erected on these principles, almost entirely by native labour. An example is given of native houses in the Belgian Congo, with a double skin for insulation. The illustration shows a build-ing erected for storing grain in bags, as used in South Africa. The application of the ancient idea of the catenary xich, but used in South Africa. The application of the ancient idea of the catenary arch, but stiffened by corrugations, may well lead to further progress in modern concrete construction.

18.60 construction: theory GEOMETRY

Geometry III. George A. Hanby. (Pitman, 1950. 7s. 6d.)

Intended for the young building student. Relates subject to building problems. Might well be useful as reference for architectural draughtsmen, especially on solid geometry.

20.186 construction: complete structures OCEAN TERMINAL, SOUTHAMPTON

Ocean Terminal at Ocean Dock, Southampton. (The Architects' Journal, August 10, 1950, and other journals.)

Full description of this large building, just put into service. Interesting details of construction. Internal finishes, heating, lighting, internal transport and loud speaker systems. 8 pp., 9 illustrations.

This large building is to serve the embarkation and disembarkation of passengers artiving by sea ("Queen Mary" and "Queen Elizabeth") and by road and rail, both of which extend right into the building. Internal lifts and escalators serve the first floor with its waiting and customs halls. This floor connects to the ships by means of telescopic gangways built in light alloys. A sightseers' balcony is on top of the building, which is about 1,300 ft. long and 111 ft. wide. While the architectural treatment of this structure

TECHNICAL SECTION [319

may be open to argument, there can be little doubt about some interesting structural features. Some of the most modern types of design have been incorporated, both in steel and in concrete construction. Piled foundations support the steel framed building. Beam and column construction is used for the ground floor, forming a rigid entablature for the two-pin portal frames of 91 ft. $7\frac{1}{4}$ in. span, spaced at 20 ft. 2 in. centres. These portals are welded, with the exception of three bolted and riveted site erection joints. They accom-modate the first and second floor, taking advantage of the full headroom of the rigid portals. The basic section of these frames is a 24 in. by $7\frac{1}{2}$ in rolled steel joist (the deepest available), with flange plates welded on to suit the bending moment distribution. In view of the great length of the building, two expansion joints were provided, with slotted end connections in the floor beams and purlins. The joints in the concrete floors are covered by bronze sliding plates, and by flexible copper strips in the precast concrete block walls. Expansion joints in the roof glazing are covered by aluminium plates.

20.187 construction: complete structures SHELL CONCRETE, CANADA

Novel Coliseum. (Engineering News Record [USA], July 20, 1950, p. 30.)

A coliseum building has just been completed at Quebec City, with a 240 ft. span thin shell concrete roof. Concrete piles take the horizontal thrust of the arch and the vertical loads, without horizontal ties. Frames of Ashape support the arch abutments. They are placed on 4 ft. thick RC slabs, which are supported by vertical and battered piles, some of which carry 60 tons compression, while others have to resist 25 tons uplift. Horizontal deflection of the roof had been limited to a design value of only 0.5 in, and the piles had to meet this severe specification. The old building had been destroyed by fire, and the new one was used for hockey games six months after starting excavations.

24.140 lighting

ARTIFICIAL LIGHTING TECHNIQUES Engineering Aspects of Planned Lighting. A Symposium. (Illum. Engineering [USA]. May, 1950. Whole Issue.)

Artificial lighting, classrooms, factories, shops, indoor sports; useful review, illustrated, photographs.

This is a series of short notes attempting a general analysis of advanced lighting practice. They will be reviewed here under their individual headings.

Why Design for the Best in Classrooms? By G. P. Wakefield. An advanced specification for classroom illumination, can be distorted and diluted in practice until it is little better than average. The article gives examples showing how architects' prejudice resulted in unintended glare due to polished marble cills and dark green window frames, how the builders' unfamiliarity with modern lighting needs led to dark brown lockers (costing 9 foot candles of reflected light to nearby desks), and darker floors than specified; and how the janitor varnished the deliberately matt desks because he thought post-war finishes bad! Then decoration and venetian blinds were left out to save money. The argument is that in the face of such difficulties you have to plan for the best to get the second best.

High-grade Lighting for High-priced Manhours. By A. A. Brainerd. It is shown that although foot-candle requirements for offices and workshops are much the same, the requirements for quality (i.e., freedom from glare) are stringent in the workshop where the need is greatest, where production

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actually occurs, and where the highest paid personnel are. The argument is for the same high-quality standards throughout, or if they are to be different, the best should go to the production end.

This applies to Britain as much as to America.

Basic Fundamentals. Answer to Supplementary Lighting Problems, by W. H. Kahler. The title is nearly meaningless, but the article is good. Perhaps the editor re-titled it. The author shows that local lighting is essential in many kinds of factory work, and gives good examples to illustrate general principles. Local lighting is a thing architects have to watch in factories; lighting engineers are prone to neglect it.

Indoor Sports Lighting, by C. J. Allen. Covers gymnasia, badminton, squash, table tennis and indoor bowling. Good discussion of practice in detail.

These are the most important articles. Others deal with Louverall (egg-crate) ceilings, indirect lighting, direct lighting from troffers embedded in suspended ceilings, cones and coffers. There are quite a number of good points in them, especially the descriptions of American practice. One article gives a comprehensive guide for the choice and care of fluorescent lamps, covering size, noise, maintenance, cost, appearance, and adaptability. It would be a very good idea if ELMA in this country would give us a British equivalent.

24.141 lighting

CLASSROOM ARTIFICIAL LIGHTING

Why 30 Foot Candles Minimum for Schoolroom Lighting. C. L. Crouch. (Illum. Engineering [USA]. June, 1950. p. 393.) Critical visual task in school; evidence of

Illumination needed for it. Useful. The author is the technical director of the American IES. In this article he gives what he describes as "supporting material" for the American recommendations for school lighting (i.e., artificial lighting). It consists of choosing what is called the most critical visual task in school—handwriting in pencil —and then working out by various techniques what the minimum desirable illumination is. All evidence points to 20-30 foot candles.

All evidence points to 20-30 foot candles. This may be a desirable level, but advanced views in the country would not accept handwriting in pencil as the critical factor, because it is not done for long periods. Probably the Building Research Station analysis by Hopkinson, studying various possible factors, and arriving at a value of 10 foot candles is more reliable if this kind of evidence is to be taken. But this may not be the right kind of evidence; and, as so often is the case, the guality rather than the quantity may be the important thing.

important thing. Incidentally this article gives current American recommendations, which are worth noting:

Classrooms (excep Classrooms for		30 foot cand						
sighted		50		99				
Classrooms for sewing, typing		ting, 50		99				
Reception, gymna			,,					
Halls, corridors wi	ith loc	20 kers.	99	99				
stairs		10	99	29				
Open corridors		5	99	99				
24.142 lighting								

BAKERY LIGHTING

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Lighting for Bakeries. A Report by the IES. (Illum. Engineering [USA]. June, 1950. p. 387.)

Natural and artificial lighting, germicidal lamps, decoration. Valuable specialist analysis; illustrated, photographs.

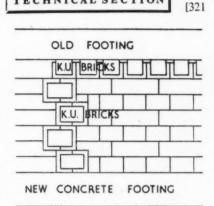
analysis; infustrated, photographs. The report is a very full examination of bakery processes and plant, with recommendations on natural and artificial lighting, decoration, and the use of germicidal lamps. Review has little general interest, but the architect doing a bakery should consult it.

CURRENT TECHNIQUE

This feature appears from time to time to bring to readers' notice new constructional ideas, worthy of more widespread adoption.

"KEYING-UP" BRICKS FOR UNDER-PINNING

Repairs and alterations to existing buildings frequently involve the pinning up of brick or concrete foundations, walls, or columns, to existing work. In such cases the avoidance of any subsidence at the point of pinning is important but by no means easy to ensure. Recently a patent wedging brick has been successfully used for this brick has been successfully used for the purpose in a number of buildings. The brick consists of two parts, as shown in Figure 1. The lower part "A" is recessed to take the wedge shaped upper part "B," which has a frog on the underside. The bottom of the recessed part of "A" is grooved and perforated to take the mortar in which the wedge is set. Driving the grooved and perforated to take the mortar in which the wedge is set. Driving the wedge up the inclined face of the recess effects a tight bearing under the work to be underpinned and forces the cement mortar into the grooves and other spaces. The bricks are generally made of stiff Staffordshire blue clay and of standard sizes, but they could be made of concrete and of any reasonable dimensions. Figure 2 shows the method of using the bricks for but they could be made of concrete and of any reasonable dimensions. Figure 2 shows the method of using the bricks for underpinning an old footing, and it should be noticed that they can be used for side pinning as well as overhead pinning. Figure 3 shows a simple application for pinning up to an RSJ and Figure 4 their use when a new opening has to be inserted in an existing wall. When the keying bricks are to be inserted, the top of the masonry upon which they are to be placed should be covered with a layer of cement mortar. Part "A" having been placed in position and its interior filled with cement mortar, the nose of the wedge portion (frog mortar, the nose of the wedge portion (frog underneath) should then be inserted in the middle of the cement mortar lying within the base and pushed in with the fingers as far as it will go. It should then be driven into position up the wedge path by means of a wooden implement until completely wedged up to the soffit above. The mortar is thus forced into the crewices of the comwedged up to the soffit above. The mortar is thus forced into the crevices of the com-posite keying-up brick. The angle of the wedge is about 15 deg, from the horizontal and the brick is capable of sustaining a con-siderable load during the setting of the mortar. It has been suggested that these bricks might also be used as a means of rapid filling, of brick panels in framed structures. The bricks would be placed in the panel with only one horizontal mortar the panel with only one horizontal mortar joint in about every six courses, with the keying-up bricks inserted just under the soffit of a frame member. The exterior could then be cement gunned and the in-





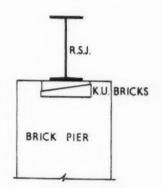


Fig. 3, pinning up to an R.S.J.

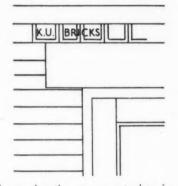
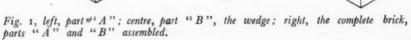


Fig. 4, inserting a new opening in an existing wall.

terior plastered on the dry, though tight, unmortared brickwork. It should be noted that these bricks are patented by the inventor-H. Mason. (Pat. No. 544382.)





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Announcements Buildings Illustrated

Mr. Andrew Gray, A.R.I.B.A., is now prac-tising at Barn Close, Lower Slaughter, Chel-tenham, Glos., and will be pleased to receive trade catalogues.

The companies of Mosers Ltd. and Nettle-fold & Sons Ltd. have amalgamated and are now known as Nettlefold & Moser Ltd. Their address is 170-194, Borough High Street, London, S.E.1.

Mr. George C. Oldham, L.R.I.B.A., A.N.Z.I.A., of 465, Childers Road, Gisborne, New Zea-land, would be glad to receive Information Sheets, catalogues and trade literature.

Since the death of Mr. S. J. Stainton in February the firm of Cherrington & Stainton, February the nrm of Cherrington & Stainton, architects, 2, Augustus Road, Edgbaston, Birmingham, 15, has been reorganized. Business is being carried on under the former name. The following are the partners in the firm:--H. Cherrington, F.R.I.B.A., K. V. Norrish, A.R.I.B.A., C. R. A. Smart, L.R.I.B.A., M. S. Stainton (son of the late S. J. Strinton) Stainton).

Mr. James Scott, B.E., Architect and Civil Engineer, also practising as James V. T. Scott, DIPL.ARCH(LIVERPOOL), A.R.I.B.A., DIP. T.P. (EDINBURGH), A.M.T.P.I., Architect and Plan-ning Consultant, has returned from his tem-porary wartime address to 22, Lombard Street, Belfast (Tel.: Belfast 23243).

Dr. Kurt Billig, DIPL. ING., DR. SC., A.M.I.C.E., M.I.STRUCT.E., M.AM.SOC.C.E., has been ap-pointed Professor of Civil Engineering at the University of Hong Kong. Previously he University of Hong Kong. Previously he was a partner in the firm of Waller and Billig, Consulting Engineers, Westminster.

S. H. Wright & Co. Ltd., incorporated practitioners in advertising, of 44, Bedford Row, London, W.C.1, have closed their Man-chester sales office and opened a new sales office at State Insurance Buildings, 14, Dale Street, Liverpool 2.

Buildings Illustrated Parklands County Primary School at Sea-croft. Leeds. (Pages 308-312.) City Archi-tect: R. A. Livett, O.B.E., A.R.I.B.A. Deputy City Architect: P. B. Haswell, B.A., A.R.I.B.A. Chief Assistant Architect (Education): A. R. Peadon, B.A., A.R.I.B.A., AM.T.P.I. General Contractors: William Nicholson & Sons (Leeds) Ltd. Sub-contractors: Steelwork, Edward Bidgood & Co. Ltd.; plumbing, J. H. Shouksmith & Sons Ltd.; heating and hot water supply, Modern Heating Co. (Button) Ltd.; convector heater units, C. A. Dunham Co. Ltd.; boilers and radiators, Ideal Boilers & Radiators Ltd.; electric pumps, Holden & Brooke Ltd.; electrics Ltd.; electric light fittings, Hailwood & Ackroyd Ltd.; aluminium windows, pressed steel door frames and entrance screens, Gardiner Sons & Co. Ltd.; roofing, Robertson Building Ser-vice. Market B. Barkson B. B. Conters B. Brow (Barchet) frames and entrance screens, Gardiner Sons & Co. Ltd.; roofing, Robertson Building Ser-vice; bituminous roofing, Roy (Roofing) Ltd.; flooring, Protheroe & MacNab Ltd., Semtex Ltd., Granwood Flooring Co. Ltd.; pre-cast concrete floors and roofs, Concrete Ltd.; pre-cast stonework, Kingston Concrete Products Ltd.; concrete roof lights, Girlings Ferro-Concrete Co. Ltd.; insulation board ceilings, Sundeala Board Co. Ltd.; plasterers, James Phillips (Plasterers) Ltd.; tiler, A. Andrew & Sons (Marbles & Tiles) Ltd.; sanitary fittings, Associated Clay Industries Ltd.; glazed block partitions, Leeds Fireclay Co. Ltd.; glazed cement, Modern Surfaces Ltd.; ironmongery, Joseph Kaye & Sons Ltd.; ironmongery, Joseph Kaye & Sons Ltd.; Ltd.; timber doors, John Sadd & Sons Ltd.; ironmongery, Joseph Kaye & Sons Ltd., James Gibbons Ltd.; cloakroom fittings, James Haigh (Engineers) Ltd.; kitchen ex-tract fan and canopy, Air Treatment Engineers Co. Ltd.; painting and decorating, Wm. Latimer & Co. Ltd.; paints, Robert Bowran & Co. Ltd.; facing bricks, Crossley & Sons Ltd.; playgrounds and roads, James Brook Ltd.; furniture, Wake & Dean Ltd., Smith & Co. (School Furnishers) Ltd., T. H. Wilson Ltd.; blackboards, North of England School Furnishing Co. Ltd.

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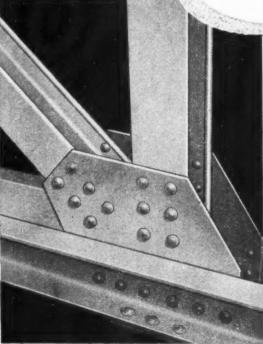
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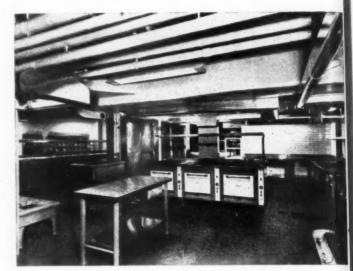


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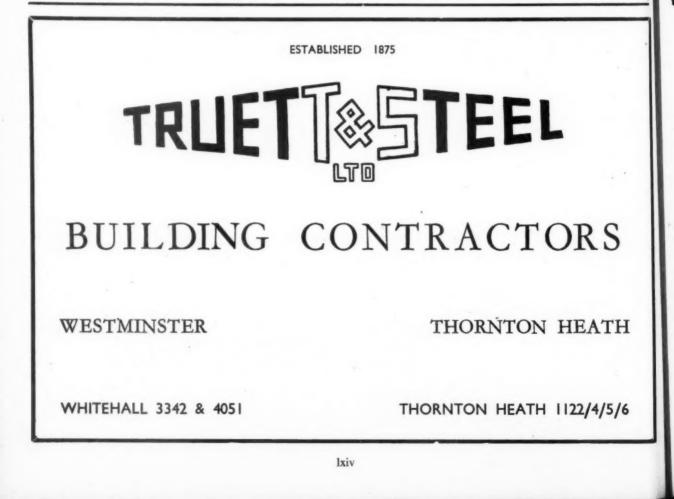
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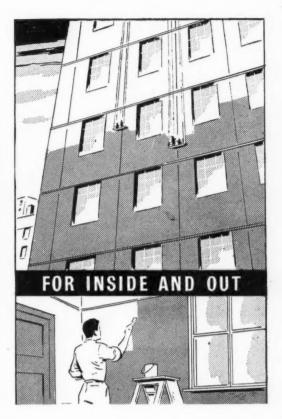
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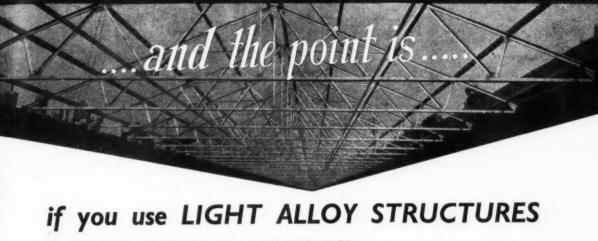
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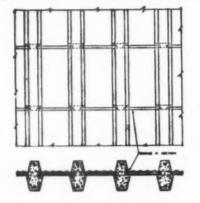
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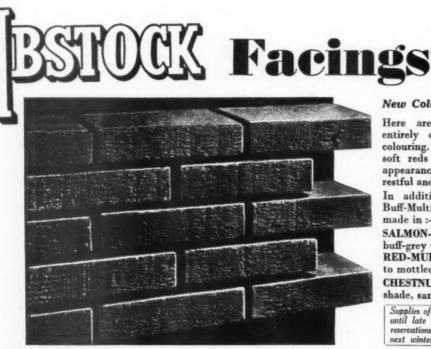
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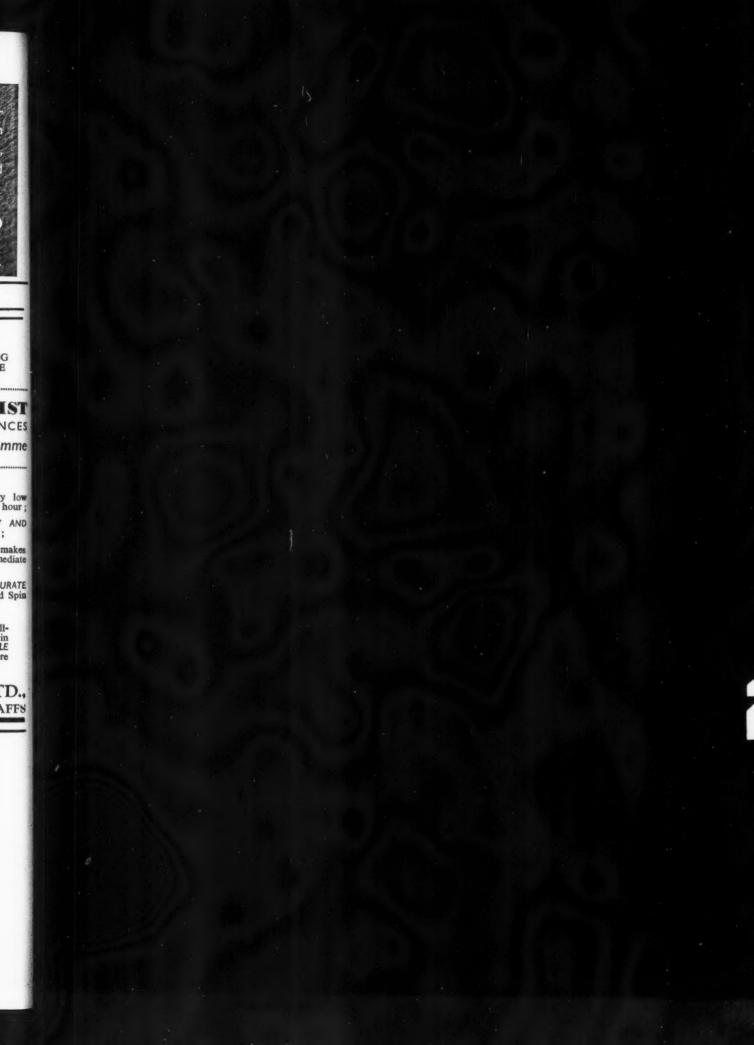
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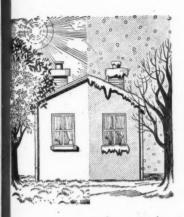
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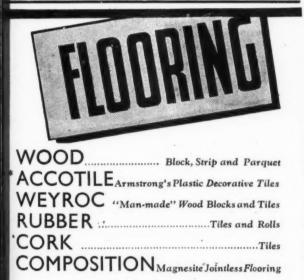
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