

# THE ARCHITECTS' JOURNAL



## standard contents

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

## NEWS and COMMENT

*Astragal's Notes and Topics*

*Letters*

*News*

*Diary*

*Criticism*

## TECHNICAL SECTION

*Information Sheets*

*Information Centre*

*Current Technique*

*Working Details*

*Questions and Answers*

*Prices*

*The Industry*

## CURRENT BUILDING

*Major Buildings described:*

*Details of Planning, Construction,*

*Finishes and Costs*

*Buildings in the News*

*Building Costs Analysed*

*Architectural Appointments*

*Wanted and Vacant*

No. 3429]

[Vol. 133

THE ARCHITECTURAL PRESS

9, 11 and 13, Queen Anne's Gate, Westminster, S.W.1. Phone: Whitehall 0611

Price 1s. 0d.

Registered as a Newspaper.

★ A glossary of abbreviations of Government Departments and Societies and Committees of all kinds, together with their addresses and telephone numbers. The glossary is published in two parts—A to Ii one week, Ii to Z the next. In all cases where the town is not mentioned the word LONDON is implicit in the address.

AA	Architectural Association, 34/6, Bedford Square, W.C.1.	Museum 0974
AAI	Association of Art Institutions. Secy.: J. H. Holden, College of Art, Cavendish Street, Manchester 15	
ABS	Architects' Benevolent Society. 66, Portland Place, W.1.	Langham 5533
ABT	Association of Building Technicians. 156, Waterloo Road, S.E.1.	Waterloo 5427/8
ACGB	Arts Council of Great Britain. 4, St. James's Square, S.W.1.	Whitehall 9737
ADA	Aluminium Development Association. 33, Grosvenor Street, W.1.	Mayfair 7501/8
ARCUK	Architects' Registration Council. 68, Portland Place, W.1.	Langham 5861
BAE	Board of Architectural Education. 66, Portland Place, W.1.	Langham 5721
BASA	British Architectural Students Association. Building Centre, 26 Store Street, W.C.1.	Museum 5400
BC	Building Centre, 26, Store Street, Tottenham Court Road, W.C.1.	Welbeck 4185
BCC	British Colour Council. 13, Portland Square, W.1.	Ealing 9621
BCCF	British Cast Concrete Federation. 105, Uxbridge Road, Ealing, W.5.	Redditch 716
BCIRA	British Cast Iron Research Association. Alvechurch, Birmingham.	Fremantle 8494
BDA	British Door Association. 10, The Boltons, S.W.10.	Hunter 1951
BE	Building Exhibition. 11, Manchester Square, W.1.	Temple Bar 9434
BEDA	British Electrical Development Association, 2, Savoy Hill, W.C.2.	
BIA	British Ironfounders' Association. 145, Vincent Street, Glasgow, C.2.	Glasgow Central 2891
BID	Building Industries Distributors. 52, High Holborn, W.C.1.	Chancery 7772
BINC	Building Industries National Council. 11, Weymouth Street, W.1.	Langham 2785
BOT	Board of Trade. Whitehall Gardens, Horseguards Avenue, S.W.1.	Trafalgar 8855
BRS	Building Research Station. Bucknalls Lane, Watford.	Garston 4040
BSA	Building Societies Association. 14, Park Street, W.1.	Mayfair 0515
BSI	British Standards Institution. British Standards House, 2, Park St., W.1.	Mayfair 9000
CABAS	City and Borough Architects Society. C/o S. A. G. Cook, A.R.I.B.A., Borough Architect and Director of Housing, Town Hall, High Holborn, W.C.1.	Holborn 3411
CAS	County Architects' Society. C/o J. Hurst, A.R.I.B.A., County Hall, Dorchester.	
CCA	Cement and Concrete Association. 52, Grosvenor Gardens, S.W.1.	Belgravia 6661
CDA	Copper Development Association. 55, South Audley Street, W.1.	Grosvenor 8811
COID	Council of Industrial Design. 28, Haymarket, S.W.1.	Trafalgar 8000
CPRE	Council for the Preservation of Rural England, 4, Hobart Place, S.W.1.	Sloane 4280
CUC	Coal Utilization Council. 3, Upper Belgrave Street, S.W.1.	Sloane 9116
DIA	Design and Industries Association. 13, Suffolk Street, S.W.1.	Whitehall 0540
EJMA	English Joinery Manufacturers' Association (Incorporated). Sackville House, 40, Piccadilly, W.1.	Regent 4448
EPNS	English Place-Name Society. 7, Selwyn Gardens, Cambridge.	
FAS	Faculty of Architects and Surveyors. 68, Gloucester Place, W.1.	Welbeck 9966
FASS	Federation of Associations of Specialists and Sub-Contractors, 14, Bryanston Street, W.1.	Welbeck 1781
FBBD	Fibre Building Board Development Organization Ltd. (Fidor), Stafford House, Norfolk Street, W.C.2.	Covent Garden 3008
FBI	Federation of British Industries. 21, Tothill Street, S.W.1.	Whitehall 6711
FC	Forestry Commission. 25, Savile Row, W.1.	Regent 0221
FCMI	Federation of Coated Macadam Industries. 37, Chester Square, S.W.1.	Sloane 1002
FDMA	Flush Door Manufacturers Association Ltd. Trowell, Nottingham.	Ilkeston 623
FLD	Friends of the Lake District. Pennington House, nr. Ulverston, Lancs.	Ulverston 201
FMB	Federation of Master Builders. 33, John Street, W.C.1. Tel.: Chancery 7583 (6 lines)	
FPC	Federation of Painting Contractors, St. Stephen's House, S.W.1.	Whitehall 3902
FRHB	Federation of Registered House Builders. 22, New Cavendish Street, W.1.	Langham 4341
GPDA	Gypsum Plasterboard Development Association. 11, Ironmonger Lane, E.C.2.	Monarch 8888
GC	Gas Council. 1, Grosvenor Place, S.W.1.	Sloane 4554
GG	Georgian Group. 2, Chester Street, S.W.1.	Belgravia 3081
HC	Housing Centre. 13, Suffolk Street, S.W.1.	Whitehall 2881
IAAS	Incorporated Association of Architects and Surveyors. 29, Belgrave Square, S.W.1.	Belgravia 3755
ICA	Institute of Contemporary Arts. 17-18, Dover Street, W.1.	Grosvenor 6186
ICE	Institution of Civil Engineers. 1, Great George Street, S.W.1.	Whitehall 4577
IEE	Institution of Electrical Engineers. Savoy Place, Victoria Embankment, W.C.2.	Temple Bar 7676
IES	Illuminating Engineering Society. 32, Victoria Street, S.W.1.	Abbey 5215
IGE	Institution of Gas Engineers. 17, Grosvenor Crescent, S.W.1.	Sloane 8266
IHVE	Institution of Heating and Ventilating Engineers. 49, Cadogan Square.	Sloane 1601/3158
IIBDID	Incorporated Institute of British Decorators and Interior Designers, 100, Park Street, Grosvenor Square, W.1.	Mayfair 7086



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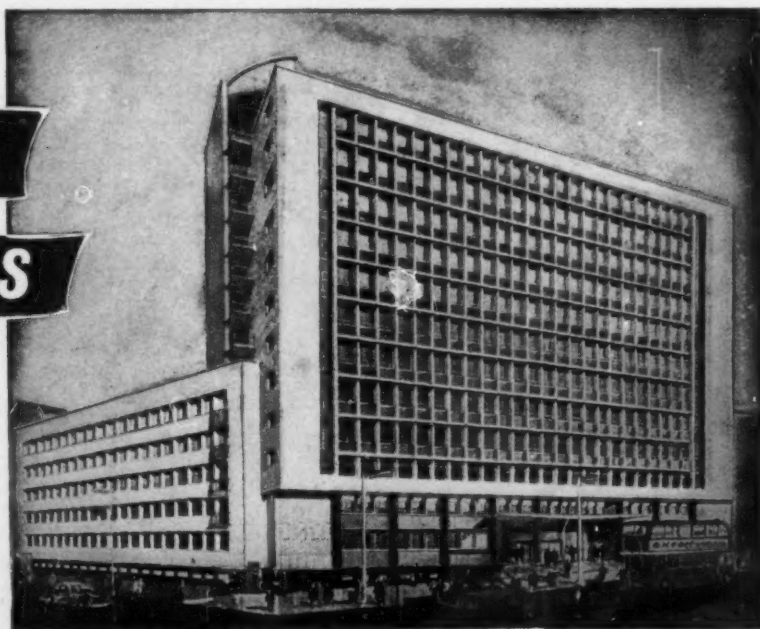
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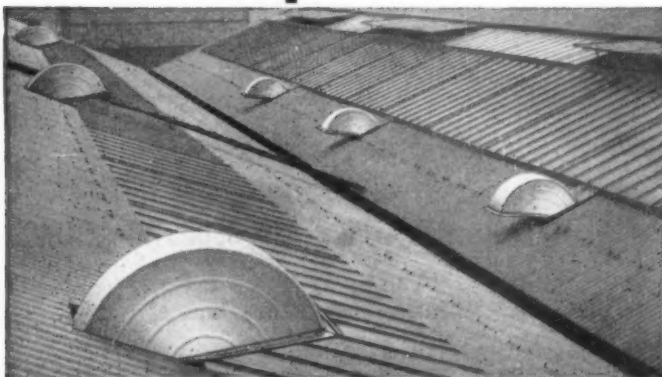
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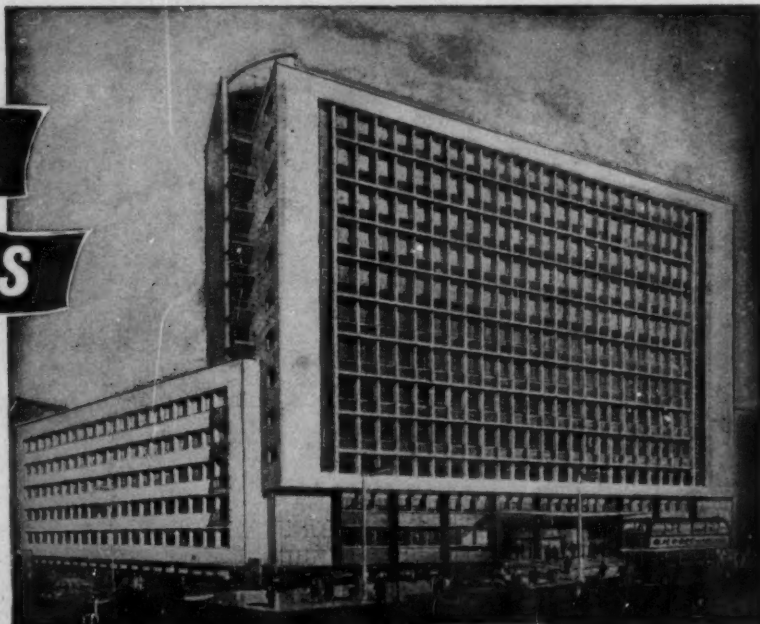
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Suitable for carrying documents, piece parts, tools, laboratory samples, X-ray films, drugs, etc.



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Problem:

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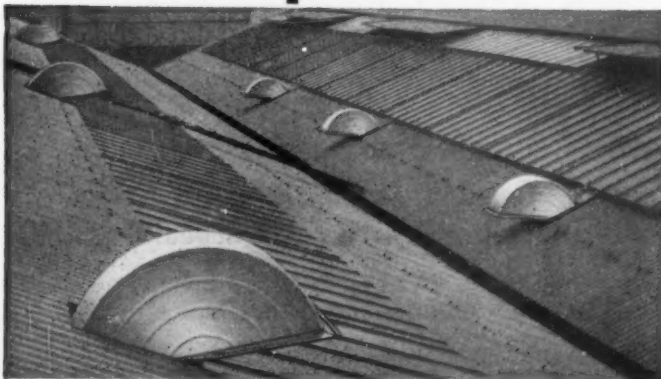
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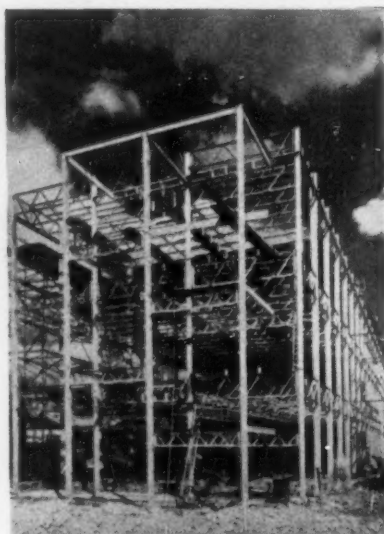
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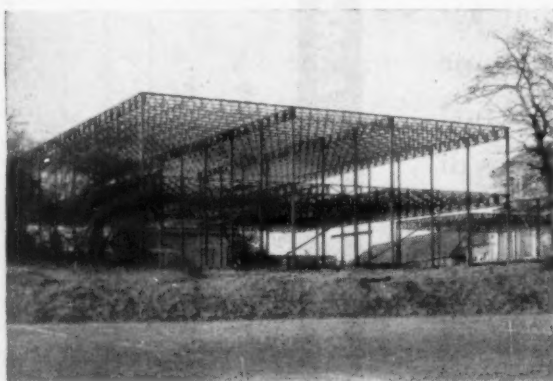
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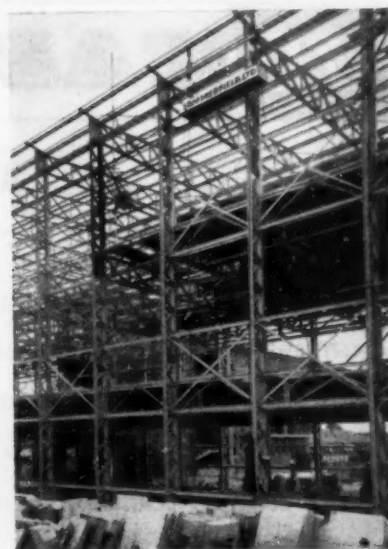
**YORK.** For the City of York a Grammar School. Sommerfelds designed the Steelwork on a 3 ft. 4 in. modular grid allowing complete freedom for the Architect to use curtain walling and internal arrangements.

Architect: E. Firth, F.R.I.B.A., A.M.T.P.I., City Architect.



**B.E.A.** For this B.E.A. Building, speed was the essence of the Contract. Sommerfelds designed the Steelwork and from unloading the first lorry on site to the completion of a 250 ton steelwork erection took three weeks.

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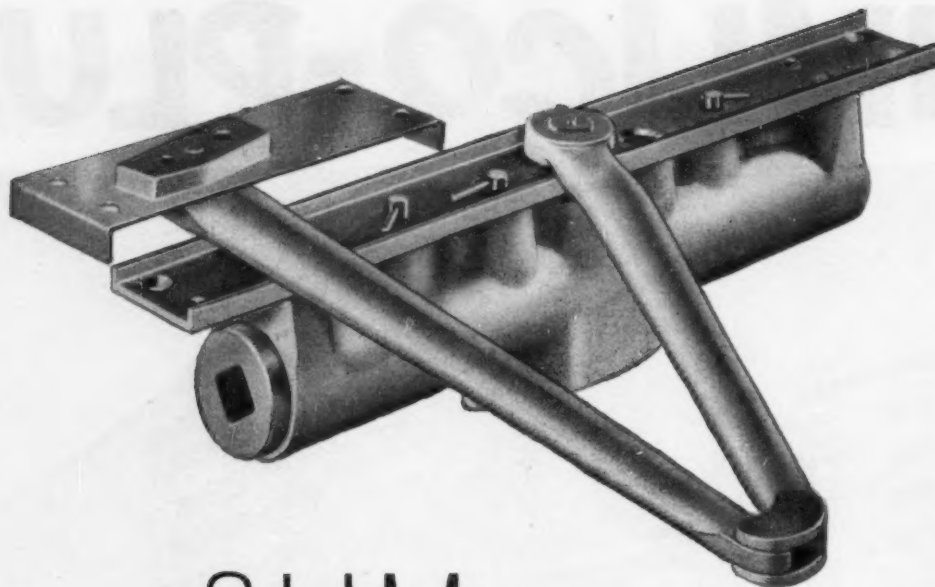


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- No oil leakage.

# THE BRITON

# 500

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All details can be found in the Barbour Index, file no. 53.

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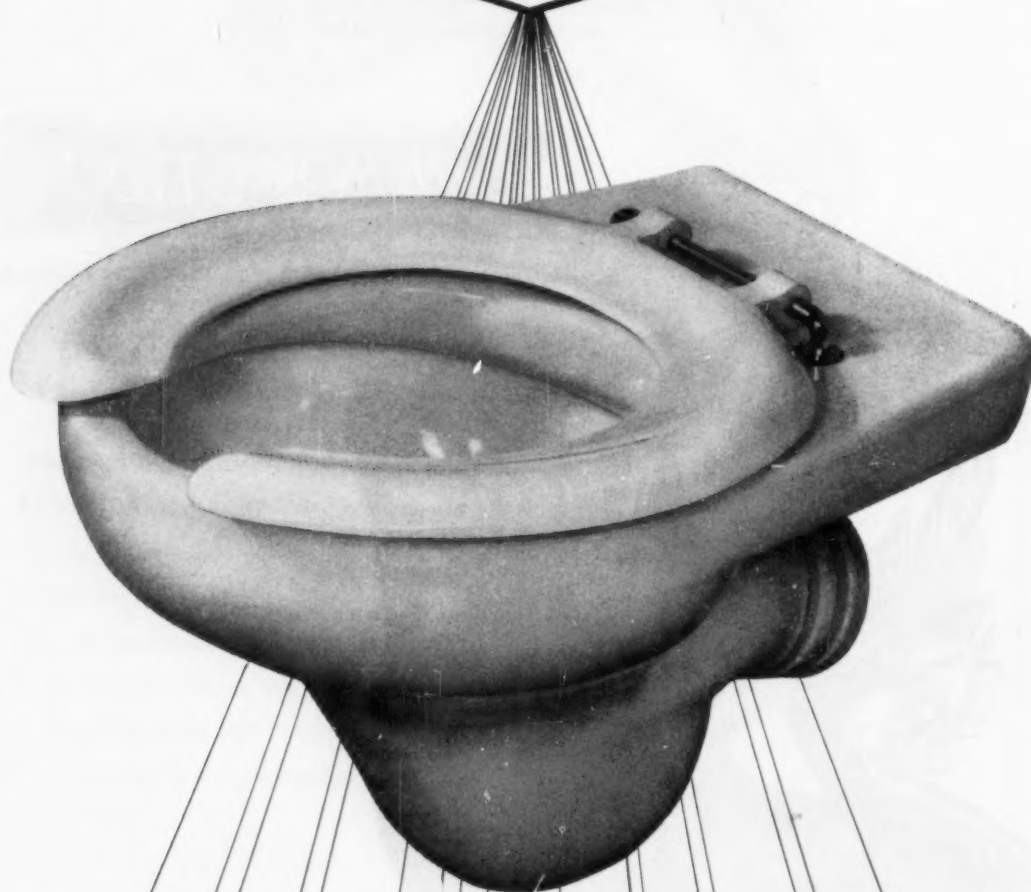
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Architects : Pick, Everard, Keay & Gimson, Leicester.

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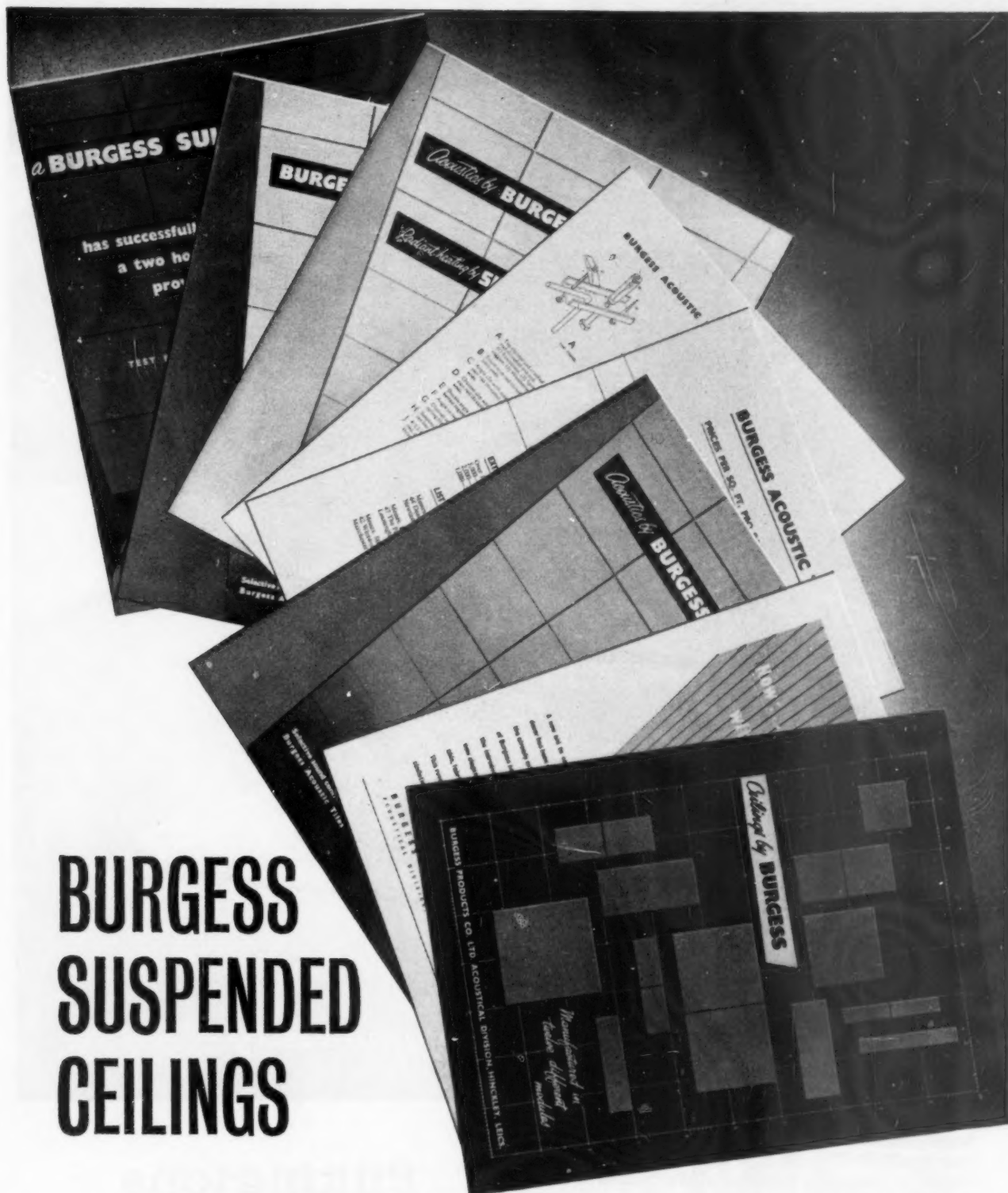
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# BURGESS SUSPENDED CEILINGS

**AT4a** Technical details, N.P.L. Report, and extract from Joint Fire Research Organisation report.

**ATH2** Radiantly heated by hot water.

**ETH1** Radiantly heated by electricity.

**AT7** Module sizes, introduction to Motif Tile.

**AT8** Fire report on Radiantly heated ceiling.

**RIBTILE** Introduction to the new Burgess Ribtile.

**SHEETS 1 TO 4** Details of Burgess suspension system.

*Leaflets illustrated are available on request together with price list and names of distributors.*

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has these advantages:-

- \* Low plumbing and installation costs
- \* Moderate capital outlay
- \* Very low operating costs
- \* Hot water "thrown in"
- \* Separate temperature control to each flat
- \* Separate metering to each flat

...and the best warm air system is

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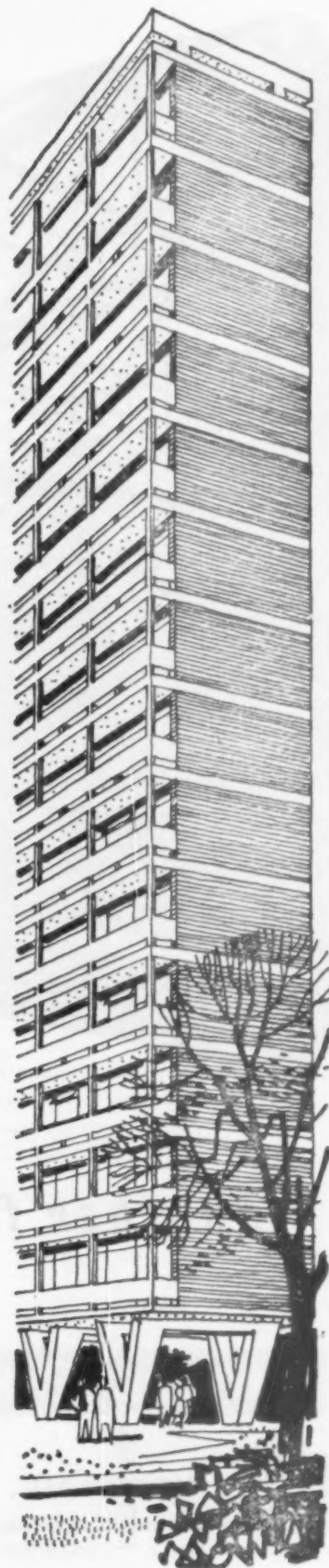
Costs naturally vary widely with the installation. However, assuming a 600 sq. ft. flat with 8 ft. ceilings the capital cost would probably be between £165 and £180, and the operating cost with gas at 13d. to 21d. per therm would be between 10/- and 16/- a week.

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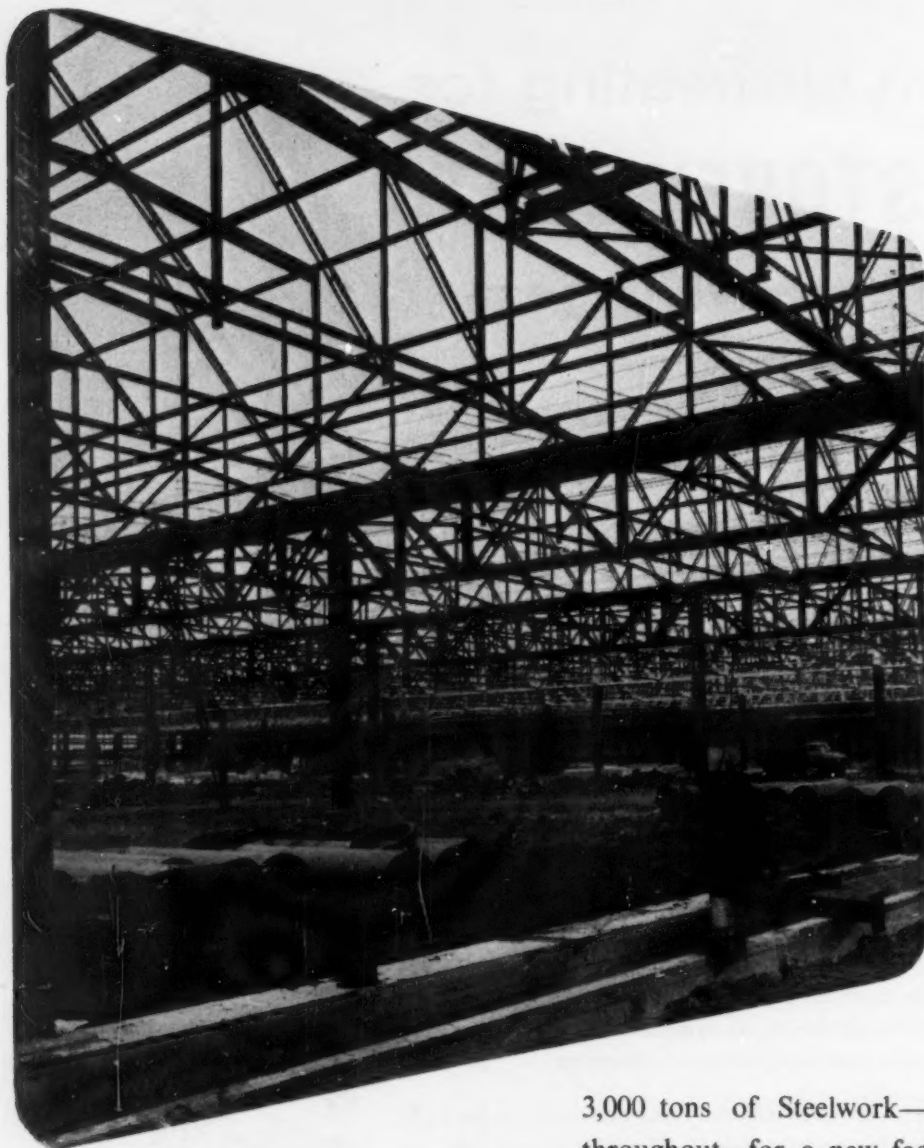
*Write for data sheets and full technical information about Radiation DUCTAIR—the system that pioneered domestic warm air heating in this country. With our ten years' working experience we believe we have a unique service to offer anyone concerned with better heating for better buildings.*

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Telephone : Shepherds Bush 2020

South Wales Office : BUTE STREET, CARDIFF

Telephone : Cardiff 28786

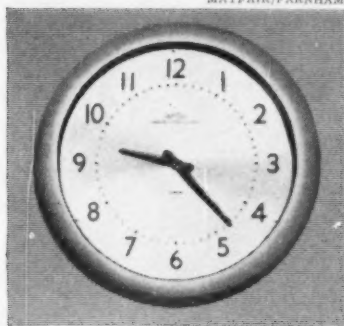
Works : SHEPHERDS BUSH, LONDON.

NEASDEN, MIDDX.

TREORCHY, GLAM



MAYFAIR/FARNHAM

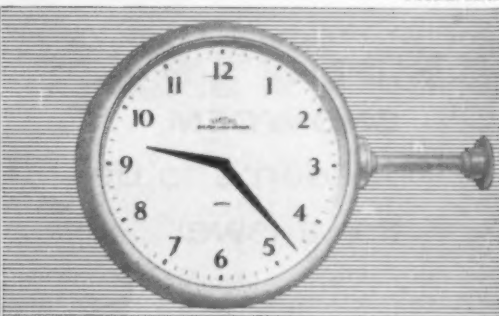


## A certain style

MEDWAY/TIFE



DOUBLE SIDED



FALCON

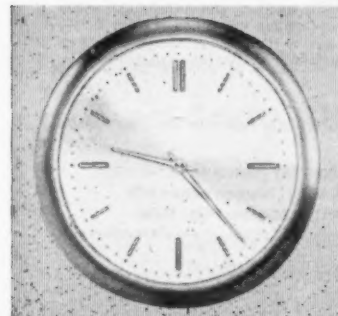


MOSTYN/FLEY



MELTON/FLEET

FULMAR



—a style for every setting in every type of building.

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Branch Offices:

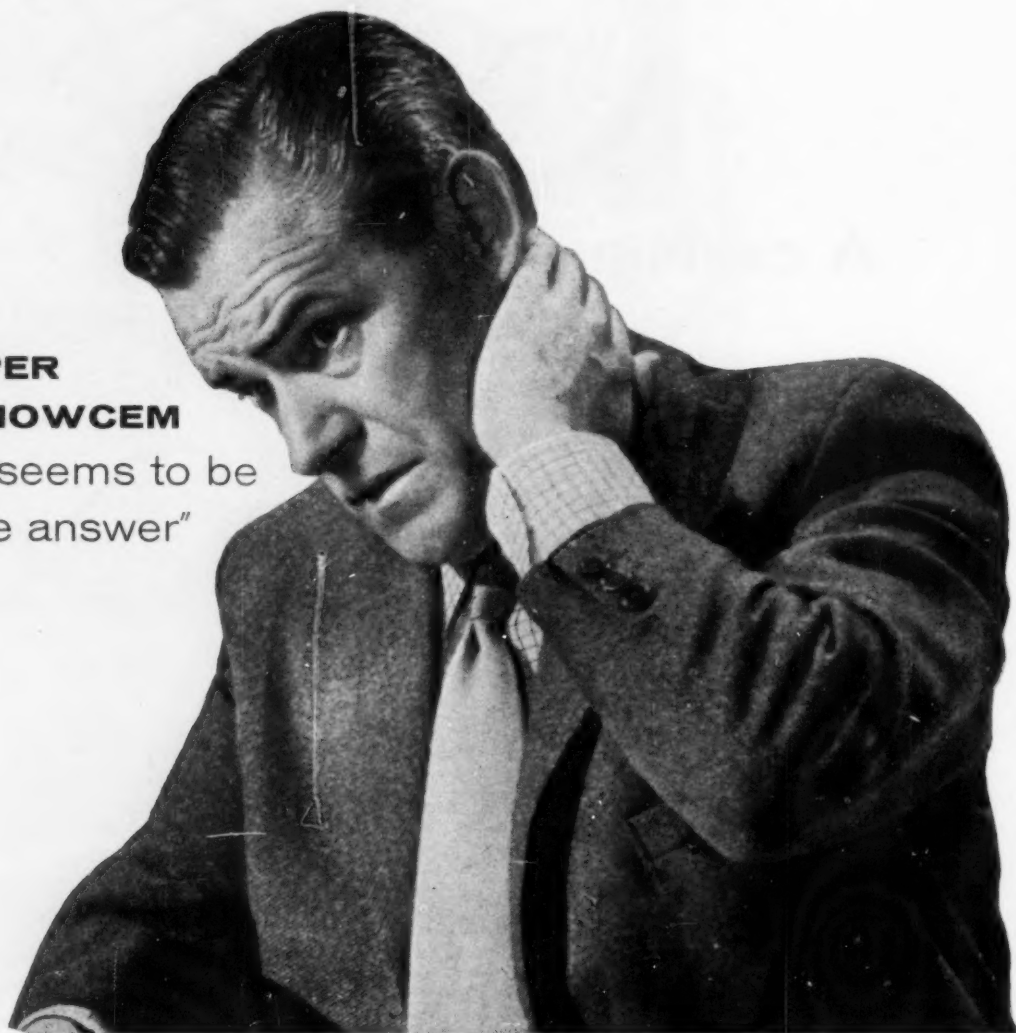
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A branch of the Clock  
and Watch Division of

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SNOWCEM**  
seems to be  
the answer"



● It will certainly give the kind of protection we need . . . And the range of colours should please the architect too . . . As far as costing goes, we could never find a similar treatment so economical. Yes, I'm sure Super Snowcem is right for the job. Besides, the Blue Circle people will always help us with any problems. ●



**SUPER SNOWCEM**

is a waterproof cement paint made with a base of Snowcrete, the white Portland Cement. It is supplied in powder form in free containers from 7 lb. to 112 lb. When applied to suitable surfaces it provides a hard durable finish which resists the penetration of damp—will not rub, flake or peel off and may be washed.

See **CMC** about Cement!

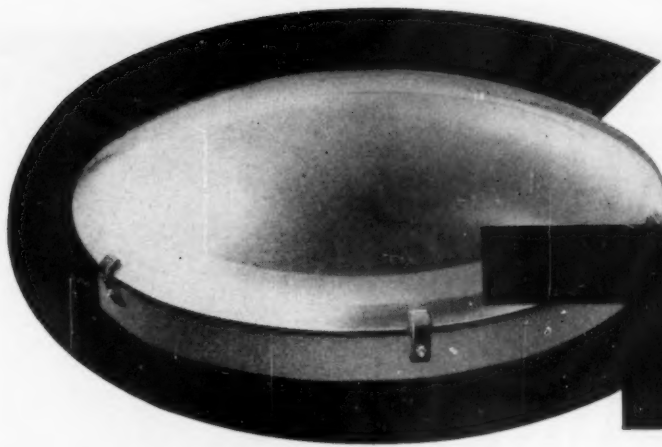
Make use of our technical service. For all information please write to:

THE CEMENT MARKETING COMPANY LIMITED, PORTLAND HOUSE,  
TOTHILL STREET, LONDON, SW1 • Telephone: ABBey 3456

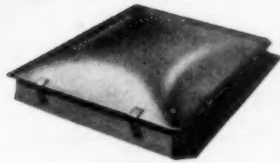
G. & T. EARLE LIMITED, HULL • Telephone: HULL 26121

Selling Organisations of The Associated Portland Cement Manufacturers Ltd

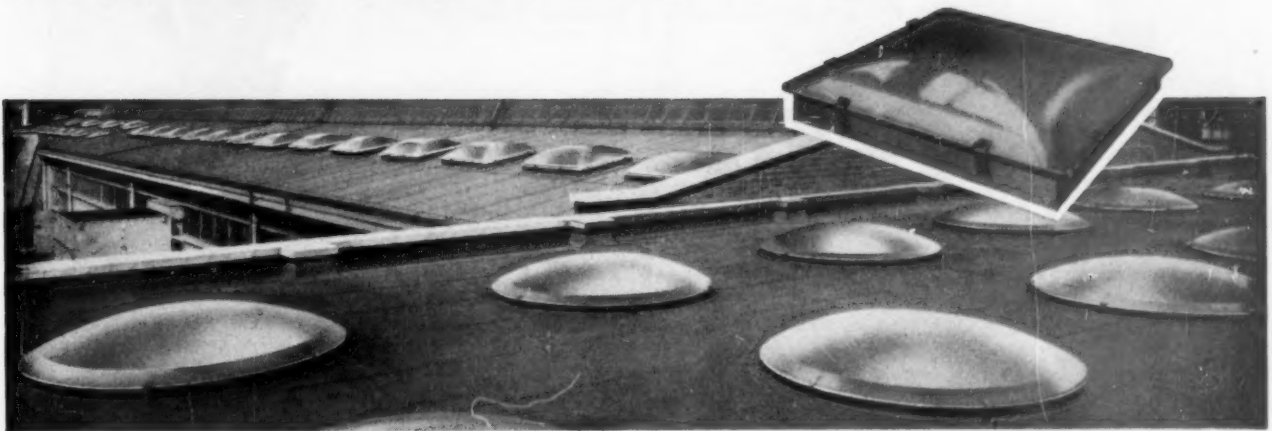




# Glass roof domes



## last for ever!



- pass ample light
- need no maintenance
- are fire resistant
- never lose their shape

Glass roof domes have many advantages over other forms of roof lighting . . . they last for ever, pass ample light, and are fire resistant.

Glass roof domes are leak-proof, and easy to fix on metal, wood or concrete curbs; they need no maintenance and *never lose their shape.*

specify **GLASS** roof domes

Think of glass roof domes  
for your next building.



## Glass Benders Association

6 MOUNT ROW, LONDON, W.1. MAYFAIR S334



don't give **FIRE** a chance !

Despite the utmost care and the most elaborate precautions fire still breaks out and havoc is averted only if it is tackled before it has been given a chance to gain a firm hold.

Early warning of the start of a fire is vital. Swift action is assured, day or night, by installing a Gents Automatic Fire Detector System with direct link to the Fire Station.

Gents Fire Detectors—basis of the system—conform in design to the recommendations of the British Standard Code of Practice and have been tested and approved by the Fire Offices' Committee—a twofold guarantee of reliability.

**GENTS**  
OF LEICESTER

## Automatic Fire Alarms

Specialist technicians will gladly advise or prepare detailed plans and quotations for specific projects without obligation.

**GENT & COMPANY LIMITED, FARADAY WORKS, LEICESTER**

London Office & Showroom: 47, Victoria St., S.W.1.

Also at: Birmingham . Bristol . Edinburgh . Glasgow . Newcastle . Belfast



The advertisement features a collage of images. At the top, architectural drawings show a 'KITCHEN' and a 'GYMNA' (Gymnasium) with dimensions '30'-0" — 60"'. A large, dark, torn-paper-style graphic with the text 'Leave this to EUK' is placed over the kitchen drawing. Below the drawings is a black and white photograph of a large, modern kitchen with multiple workstations, stainless steel equipment, and a person working. In the foreground, a spiral-bound notebook is open, displaying handwritten text in cursive. The text in the notebook lists services: 'Re Kitchen Planning', 'Survey: - EUK to measure-up - note ultimate requirements - suggest best types of catering equipment for our purpose.', 'Planning: - EUK to advise ideal layout for kitchen services.', 'Manufacture: - by EUK to approved specs. & schedule.', 'Install using EUK labour.', followed by 'Agreed!', '- Euk are experts at Kitchen planning - pass them the entire job Tues. A.M.', and the signature 'A.D.G.'.

**EUK**

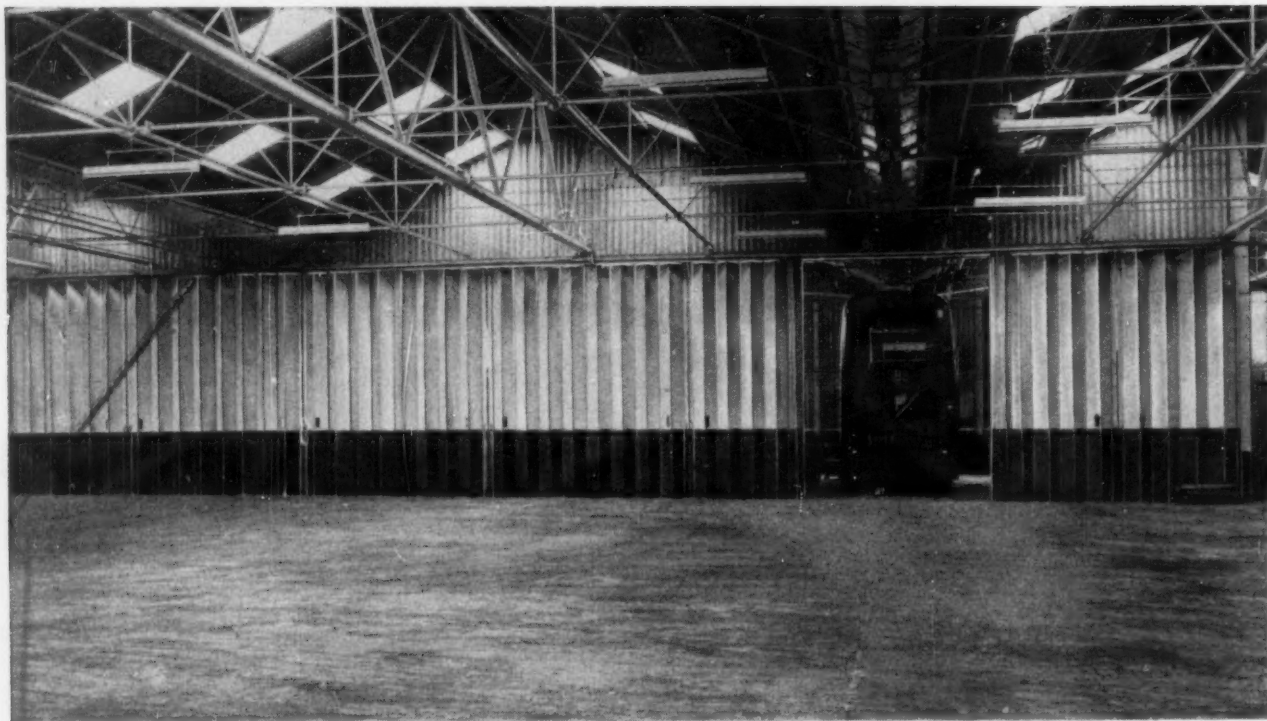
EUK CATERS FOR THE CATERER

**EUK CATERING MACHINERY LTD.**

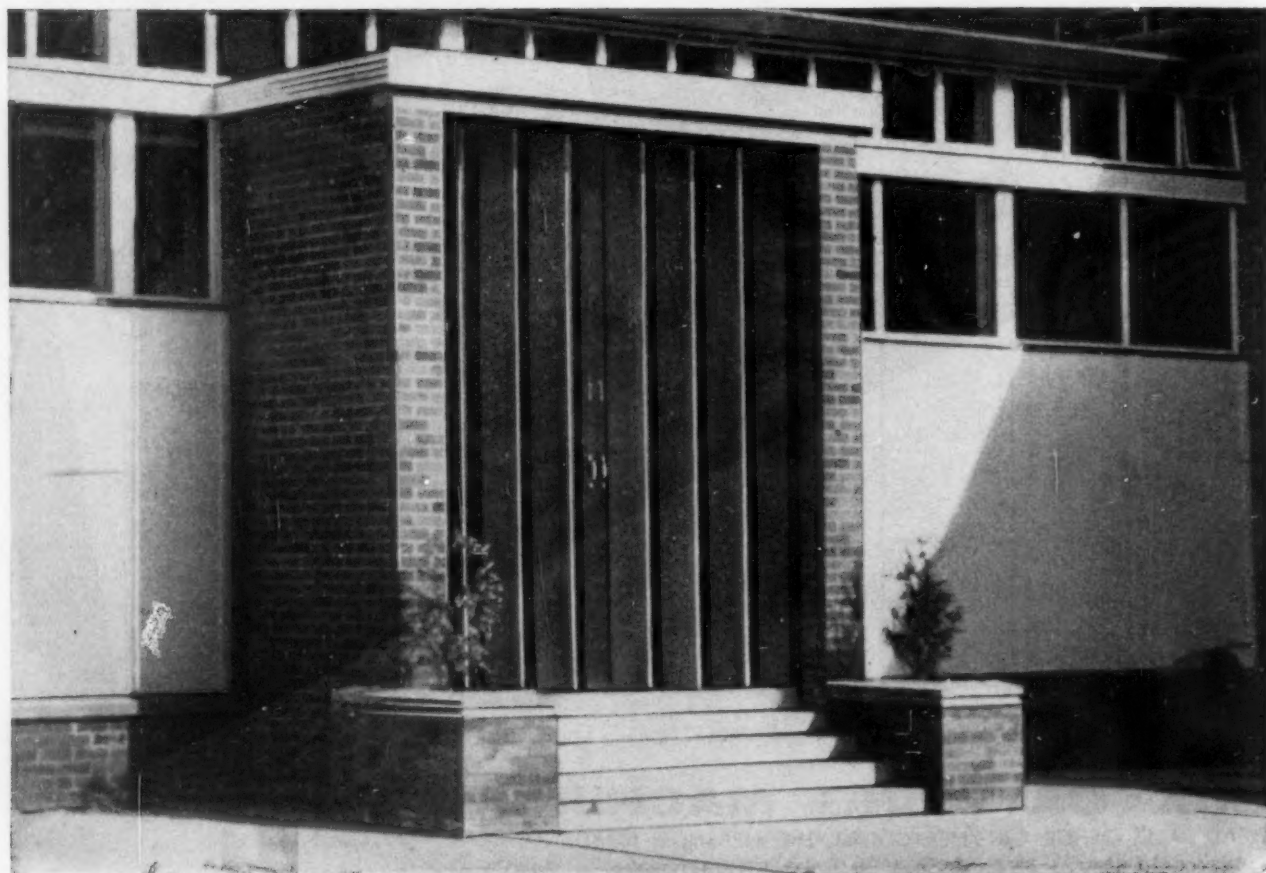
HEAD SALES OFFICE: LATYMER COURT, HAMMERSMITH ROAD, LONDON, W.6.

SCOTTISH OFFICE & SHOWROOM: 4/8, LADY LAWSON STREET, EDINBURGH, 3.





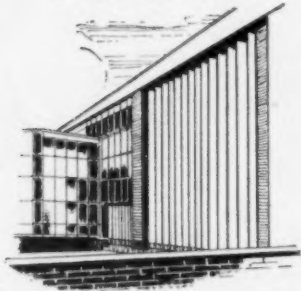
# **BOLTON** The BIG name





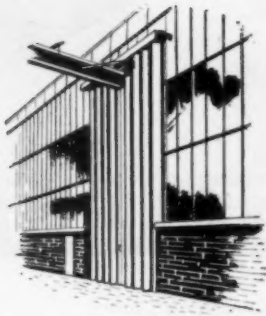


*Bolton Shutter Doors for a double garage at a private house.*

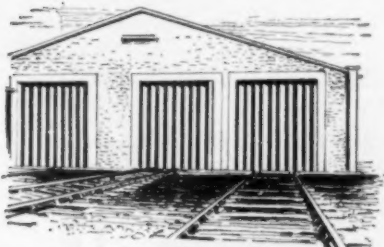


*Bolton Shutter Doors at a large modern research centre.*

# in doors

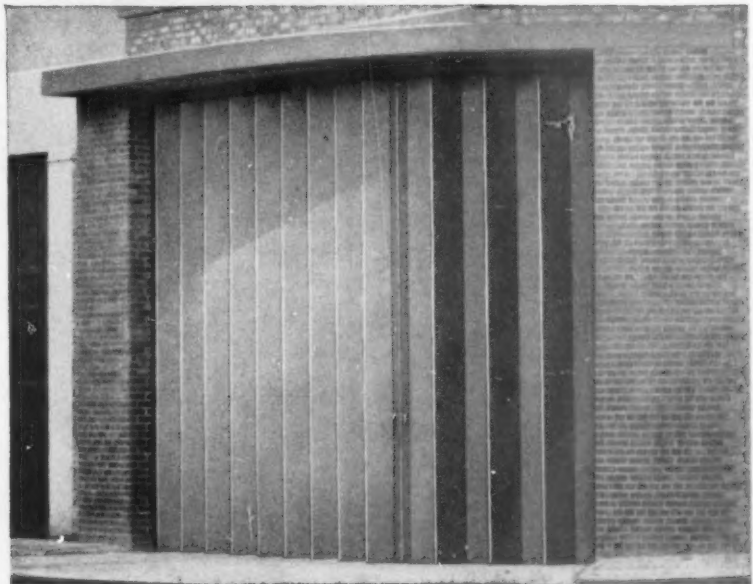


*25 ft. high, this pair of Bolton Shutter Doors accommodates a runway beam.*



*A railway building in Ireland; the top hung Bolton Shutter Doors pass over the tracks.*

# They're built to last!



Quality is the keynote—  
quality in design—top hung on  
ball bearings and with all leaves reinforced;  
quality in materials—  
shearardised steel leaves, manganese,  
bronze or alloy hinging strips.  
Study these illustrations showing  
adaptability; the view above is of a  
Bolton patent Shutter Door in pair—  
meeting at an angle. Our latest  
catalogue is very informative—  
write for a copy now: reference AJ 344.

## **BOLTON GATE CO LTD BOLTON LANCS**

Branches in London, Glasgow, Birmingham and towns throughout the country.



'Roof' in this advertisement by Edward Mann

A  
fine  
roofing  
job?

*You should see ours!*



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As specialists for over forty years in the construction, reconstruction, maintenance and water proofing of industrial roofs, we are able to offer the architect a complete service designed to relieve him of every worry.

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Consult your local telephone directory for emergency requirements



# STEEL NEED NOT RUST

Everybody knows about rust . . . . but not everyone knows that hot dip galvanizing is the best way to prevent it. Galvanizing would have stopped this steel rusting. The heavy zinc coating alloyed to the steel gives long trouble-free life and costs little.

Decorative paints are easy to apply and cannot be affected by hidden rusting.

Iron and steel of all shapes and sizes can be protected by hot dip galvanizing.

For information and publications write to  
**HOT DIP GALVANIZERS ASSOCIATION**  
34 Berkeley Square, London W1  
Telephone No. GROsvenor 6636



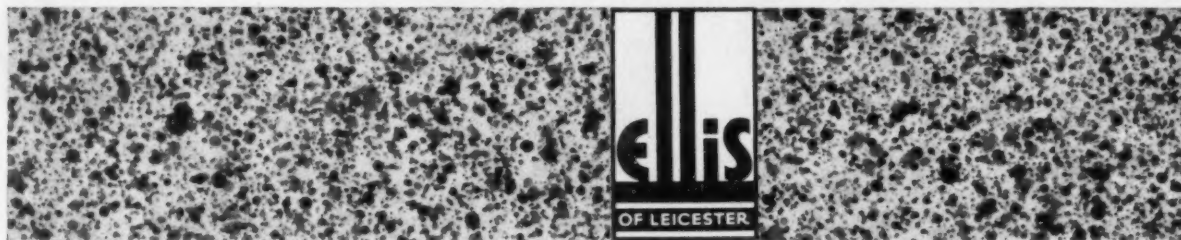




*By courtesy of The English Electric Co. Ltd.*

# Lustrelux

glazed cement wall finish — chosen because a bright, easily cleaned, virtually maintenance-free surface was required — gives this corridor a permanent, handsome finish. Apart from the slight texturing of its over-sprayed colours, Lustrelux is completely smooth and is available in any colour or combination of colours.



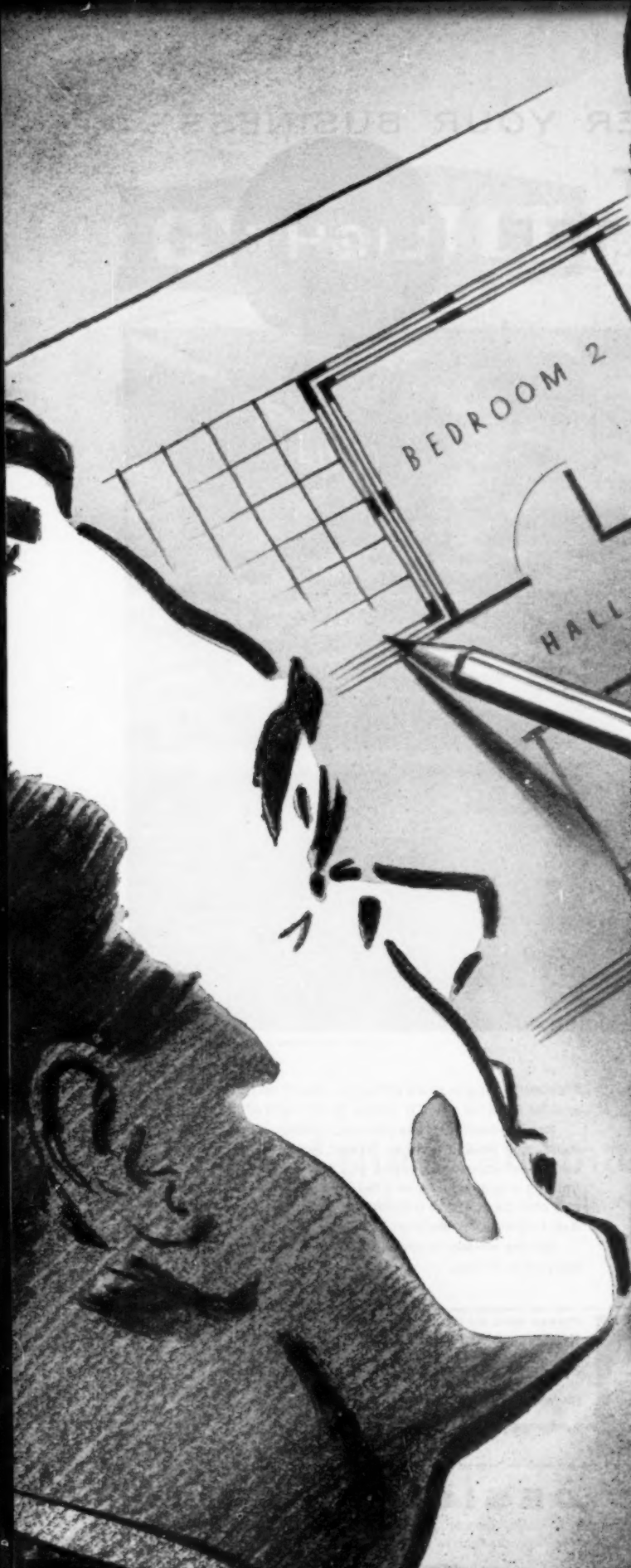
*Full information from:*

**JOHN ELLIS & SONS LIMITED**

Head Office: 21 New Walk, Leicester. Telephone Leicester 20891

London Office: 29 Dorset Square, NW1. Tel AMBassador 1141/1142





# **better choose WOOD windows**

Wood windows are ideal in every way for Houses, Flats, Schools, Hospitals, Offices, Factories.

Wood is functional, lasting, economical to install and maintain, and provides maximum flexibility of expression. Furthermore, wood windows reduce heat losses, sound transmission, condensation. Remember, too, with wood windows you are ensured a quick delivery. Advice on wood windows suitable for all types of buildings gladly given to all architects and surveyors.

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(with which is associated the Scottish Joinery and Door Manufacturers' Association)

SACKVILLE HOUSE • 40 PICCADILLY • LONDON, W.1

Telephone: REGENT 4448/9

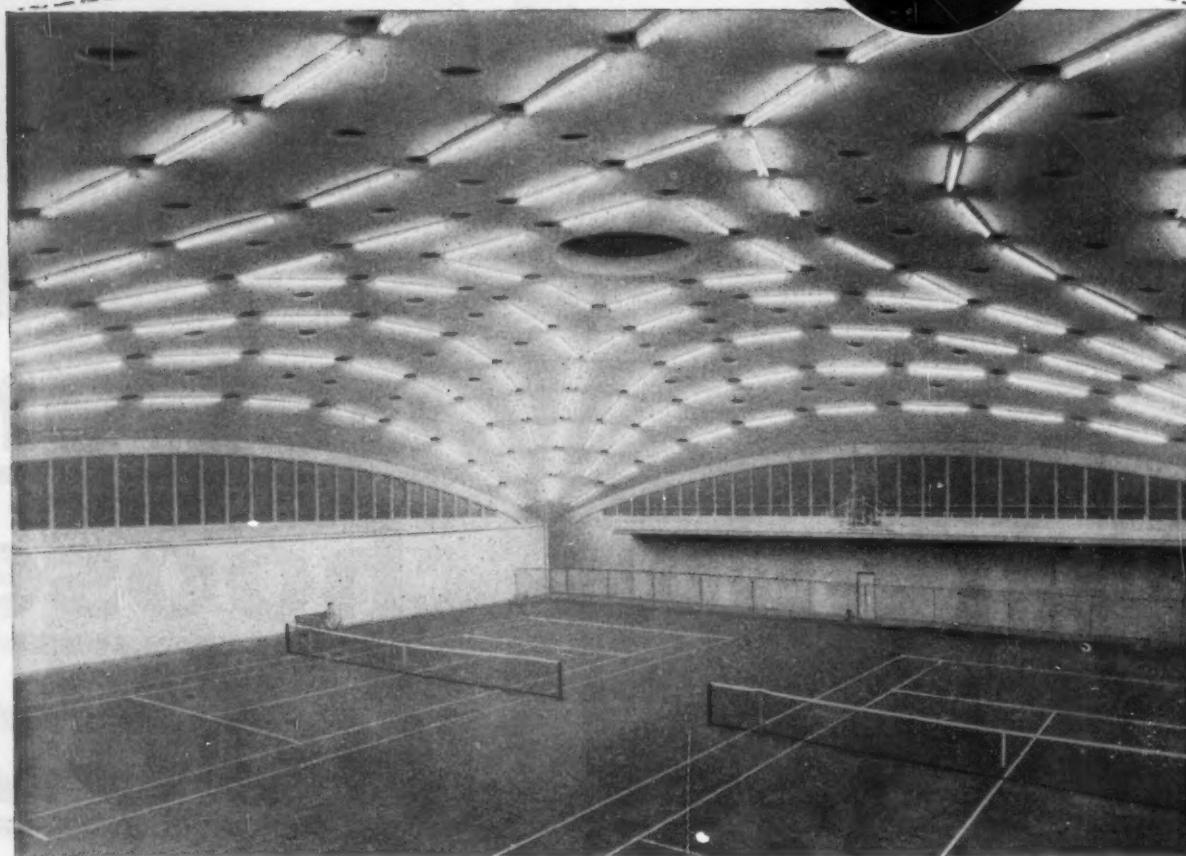
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*You'll be glad you chose WOOD windows!*

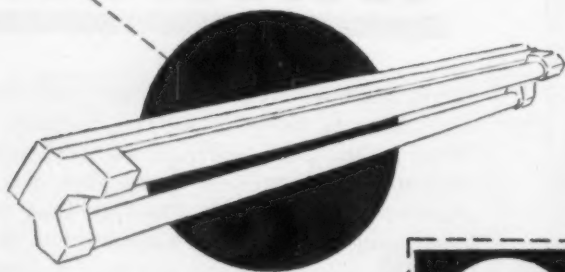


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# PHILIPS PUT IT IN A BETTER LIGHT



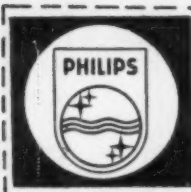
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*Planned lighting is more attractive, easier on the eyes, and far superior when it comes to any form of display.*

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... worthy of the

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products include:

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GYPLITE READY-MIXED LIGHTWEIGHT AGGREGATE PLASTERS  
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*Free technical literature will be sent on request*



*The cellular core of Gypunit Panel permits the easy insertion of wood blocks to accommodate fastenings for door frames, glazing openings, etc.*

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Head Office: Singlewell Road, Gravesend, Kent. Gravesend 4251/4 · Glasgow: Gyproc Wharf, Shieldhall, Glasgow, S.W.1. Govan 2141/3

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GU9



# CARRON QUALITY FOR THE SMALLER BATHROOM



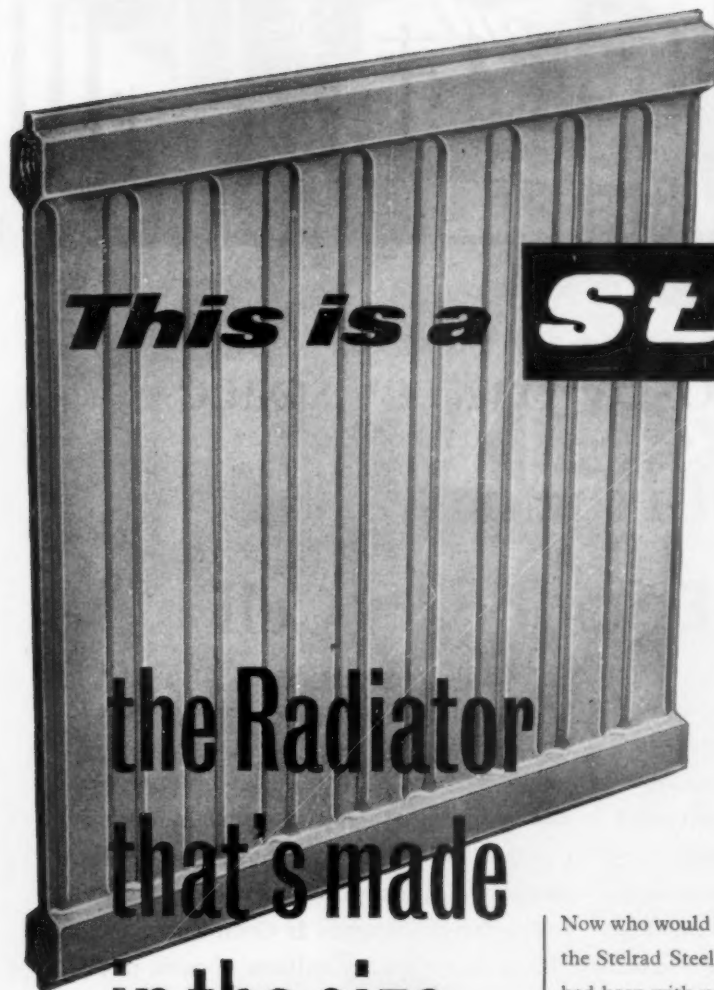
*The*  
**CARBROOM**  
*by*  
**CARRON**

Now Carron make a flat bottom bath specially designed for installation in bathrooms of limited size. Corner tap positions are available to facilitate plumbing, and the overall width is limited to 26½" and to lengths of 54", 60" or 66". The Carbroom is moderately priced and finished in the full range of Carron colours, or in white porcelain enamel. Write today for detailed specification sheet.



**CARRON COMPANY · CARRON · FALKIRK · STIRLINGSHIRE**  
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and at 22-26 Redcross Street, Liverpool, 1. 123 Buchanan Street, Glasgow, C.1. 33 Bath Lane, Newcastle Upon Tyne.





***This is a Stelrad***

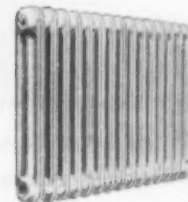
**the Radiator  
that's made  
in the size  
you want,  
and in the  
shape your  
client likes**



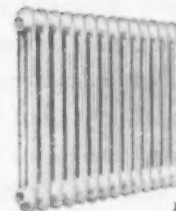
*Double Wall*



*Angle-Wall*



*3-Column*

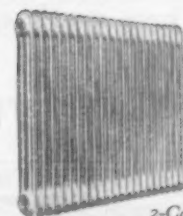


*Easy Clean*

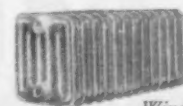
Now who would have thought the Stelrad Steel Radiator had been with us for nigh on twenty-five years? Why, you can probably remember people telling about it at the time.

***Stelrad* PATENTED PROCESS RADIATORS**

Some were doubters, holding forth about steel and how the only Radiator to use was one that was not only heavy to handle but ungainly to behold. But where is the Stelrad today? In buildings large and small throughout the length and breadth of the land, and in a range so wide there is not a single nook a Stelrad cannot heat.



*2-Column*

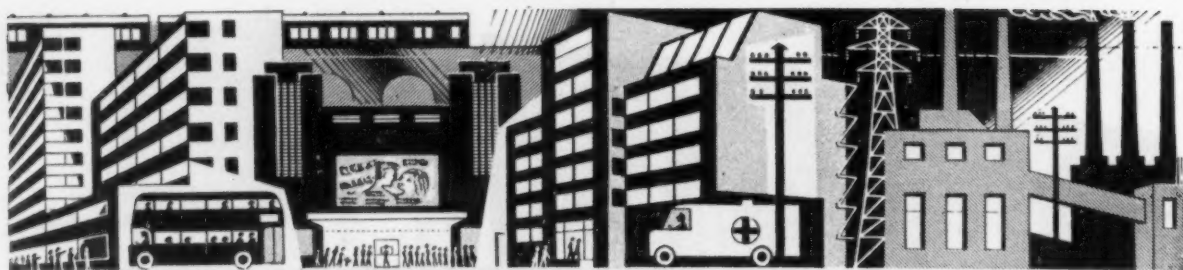


*Window seat type*

**STEEL RADIATORS LIMITED**

BRIDGE ROAD, SOUTHALL, MIDDLESEX • Telephone: SOUThall 2603





## Save stand-by battery space with the new **CHLORIDE** Stationary Cell

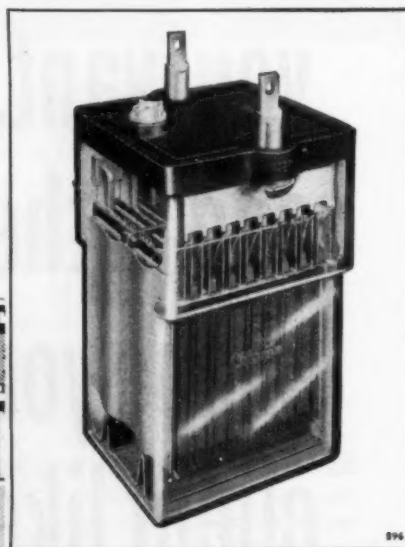
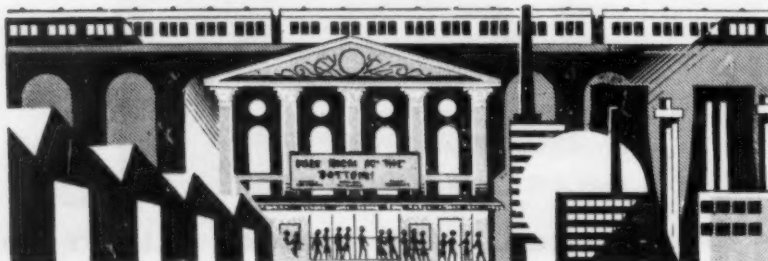
**THIS** LIGHT, robust cell, with its Planté positive and pasted negative plates, Porvic microporous separators and many other improvements in material and design, saves up to 50% of previously necessary battery space — yet performs its duties with greater efficiency and complete reliability. Specially designed for stand-by duties entailing discharge rates between, say, the 3-hour and the very high rates demanded for switch-closing purposes, it is ideal for trickle-charge operation and has all the remarkable length of life associated with the Planté type of construction.

The field in which the new cell is designed to replace current Planté types is a very wide one. Emergency lighting\*, switch operation and emergency supply in hospitals, theatres, cinemas and other public buildings, nuclear and conventional power stations, all rely on trickle-charged batteries. In Great Britain today such batteries occupy millions of cubic feet of valuable space. The new Chloride cell could free almost half of it.

\*The new cell will from now onwards be fitted in all Keepalite units — the Chloride Company's automatic emergency lighting system.

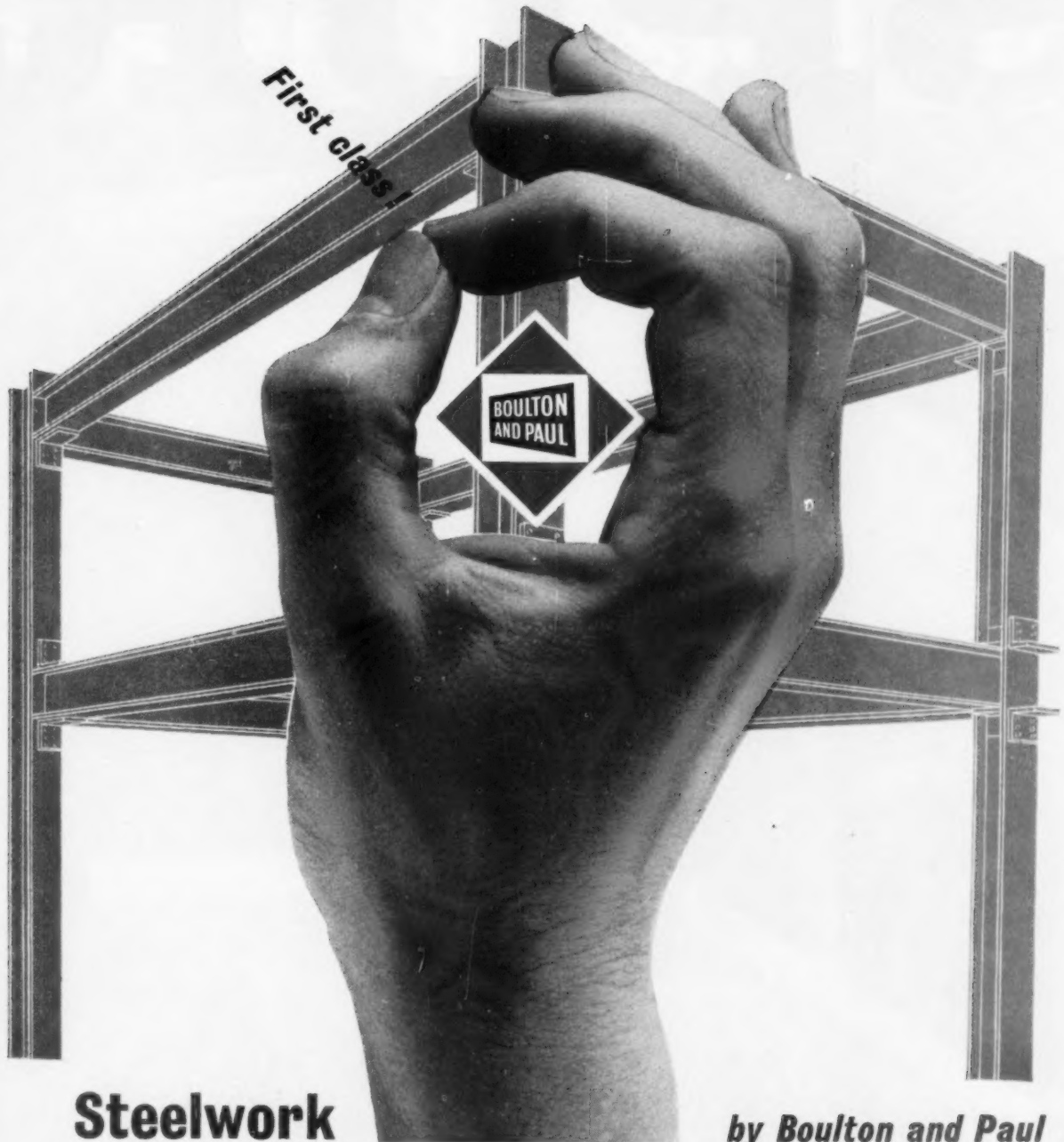
A PRODUCT OF CHLORIDE BATTERIES LIMITED  
BACKED BY WORLD-WIDE SERVICE

*Makers of Exide Batteries*



Enquiries to: London Elgar 7991; Bristol 664086; West Bromwich 2361; Leeds 20248; Glasgow, Bridgeton 3734; Manchester Blackfriars 1158; Belfast 27953





## Steelwork

*by Boulton and Paul*

Projects develop according to plan when you call in Boulton and Paul. You have the skill and experience of specialists at your disposal, enthusiastic co-operation from start to finish and the employment of the most advanced techniques. Top quality materials are matched by fine craftsmanship. Maximum speed and economy are ensured by up-to-date mechanised fabrication.

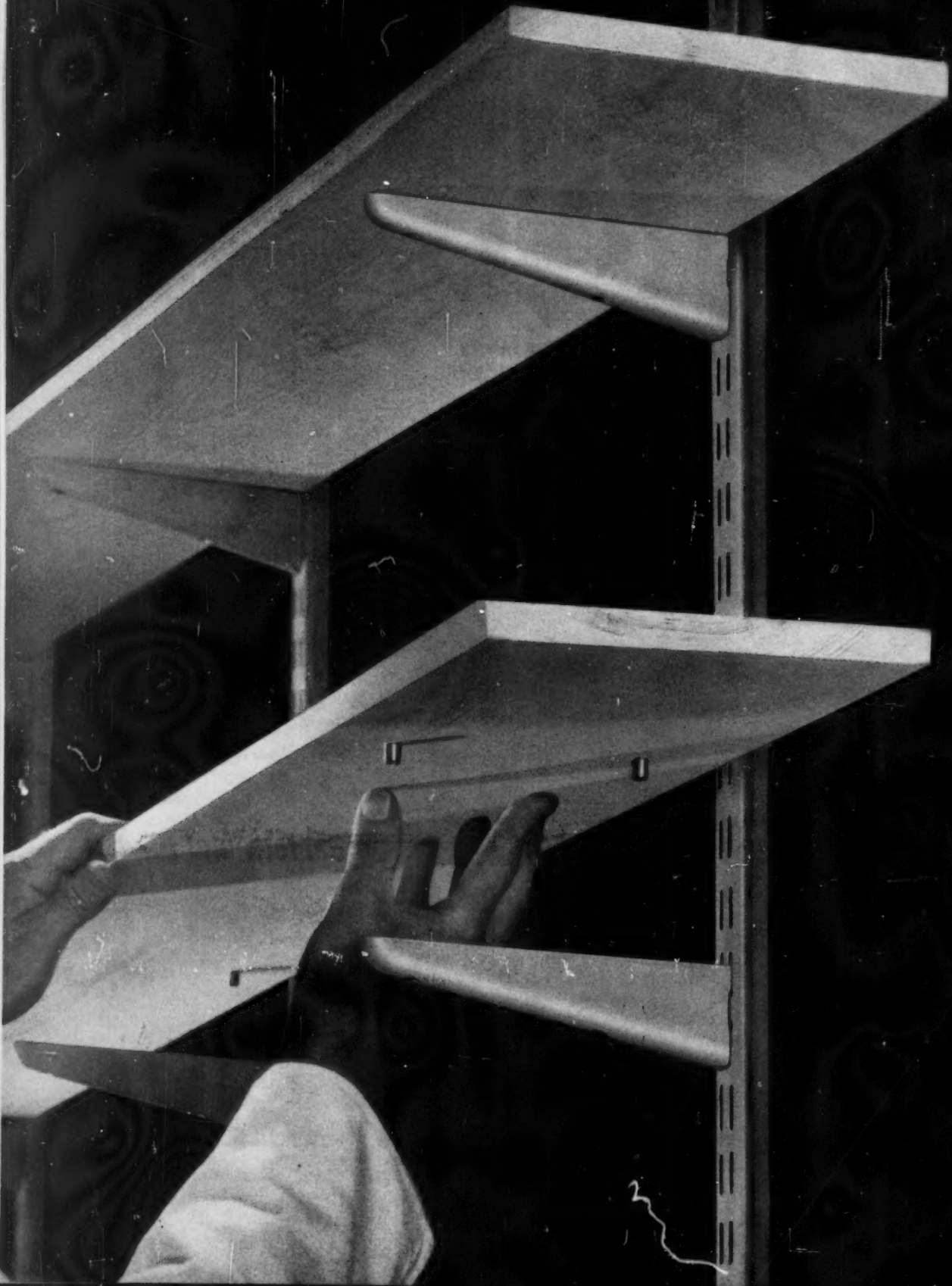
**Boulton and Paul Limited · NORWICH · LONDON · BIRMINGHAM**

CE43



ARCHITECTURAL (S) (t) Jan 1

# SPUR





# system for shelving

## **SIMPLICITY**

*Spur shelving system can be erected easily without skilled labour.*

## **ADAPTABILITY**

*The position of Spur shelf brackets can be easily and rapidly changed as layout and shelving requirements alter. The shelf brackets are simply moved to other slots.*

## **ATTRACTIVE**

*Spur shelving looks good and is made in attractive colours.*

## **STRENGTH**

*Spur is scientifically built for the job and will take heavy loads.*

## **ECONOMY**

*Spur saves erection costs and enables maximum use to be made of space.*

**SPUR** to new ideas. Spur to better shelving. Spur to progress in design through this most modern and versatile shelving system!

Have you considered Spur? It is full of new possibilities for the architect—not only for shelving but for many other problems of support such as tables, desks and counter tops.

## **How SPUR shelving works**

Spur relies on simple, detachable cantilever brackets. These are clipped into slotted 14 gauge steel uprights of U-Channel section. When shelving requirements alter—the brackets are simply moved to new positions—hence the countless applications for Spur in shops, stores, warehouses, libraries, laboratories, workshops and the home.

## **How SPUR helps design**

As a feature of design alone—apart from their functional aspect—Spur units add a new and striking touch to any interior. Apart from the standard wall uprights, Spur double-sided uprights are made—ideal for room sub-division. Special Spur fittings are available for the most specialised shelving requirements, and brackets are made in standard and sloping types and in a range of sizes.

Are you using this  
**VERSATILE  
SHELVING SYSTEM?**



## **MORE INFORMATION?**

Write for this full and informative brochure which gives you full specifications and goes into detail on all SPUR units and fittings.

## **FREE SAMPLE**

Write for this free sample of the SPUR system which will show you the range of possibilities for your own design.

**SPUR**



the  
precision-built  
shelving  
system

**SPUR** a basic tool for the architect



# ESCOL

# PORCELAIN

## PANELS







Some of the 555 flats and maisonettes, incorporating Weatherfoil heating at the London County Council housing project, Brandon Estate, Southwark. Architect to the Council, Hubert Bennett, F.R.I.B.A.

## **WEATHERFOIL** for the Architect

Many of the most eminent architects in the country entrust their heating problems to Weatherfoil. They know they can rely on the Weatherfoil design team for the closest co-operation at every stage of the project. Result—a heating system perfectly suited to its purpose at the lowest possible cost.

## **Metered Heat** for Multiple Housing

Tenant pays a standing charge included in the rent, which covers capital costs and maintenance, and a measure of background heat. Charge for full heating is registered by a meter, and may be as low as 1d per hour. Heater thermostat is set by tenant and can be switched off when not required.



- Low cost installation
- Economical running
- Temperature and on/off control in each dwelling
- Tenant pays by meter

## **WEATHERFOIL** **Metered Heat**

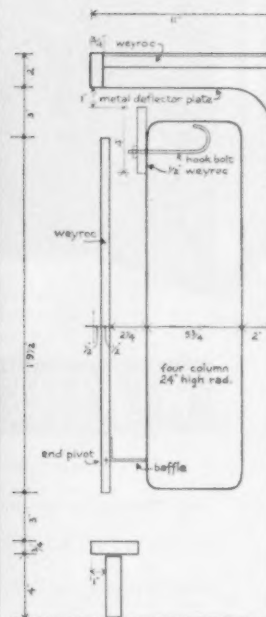
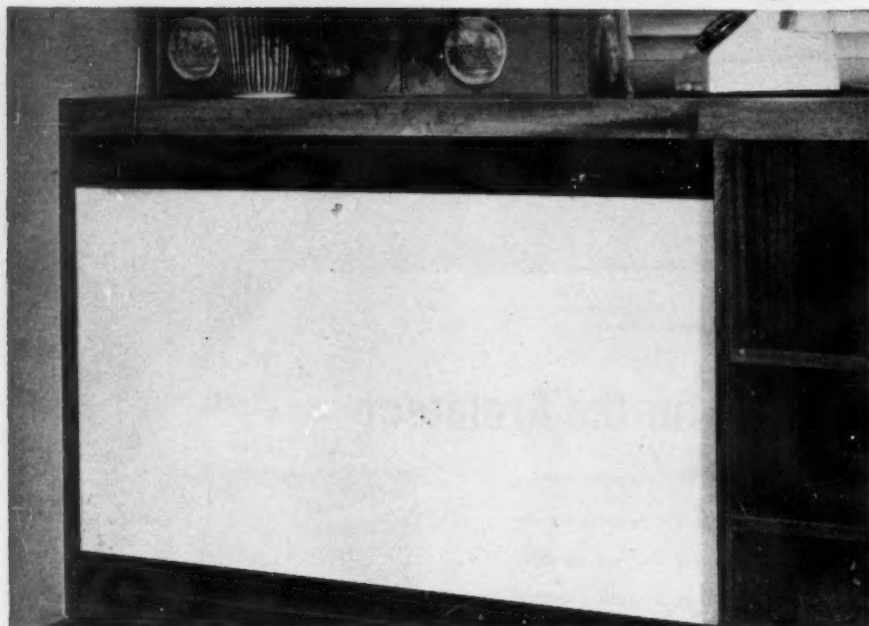
Write for details to:—

WEATHERFOIL LTD. Head Office: 185 BATH ROAD, SLOUGH · BUCKINGHAMSHIRE · TELEPHONE: SLOUGH 25561

BROADGATE HOUSE · COVENTRY · WARWICKSHIRE · TELEPHONE: COVENTRY 40110



# RADIATOR FASCIA PANELLING IN **Weyroc**



**LOCATION :** Modern Office Block, Holborn

**ARCHITECTS :** Drew & Salisbury

**PROBLEM :** To replace, by some practicable, solid material, all-over metal grille fascias which were restricting heat output from radiators. The required material had to ensure maximum heating efficiency, while remaining inert, and be easily and economically decorated.

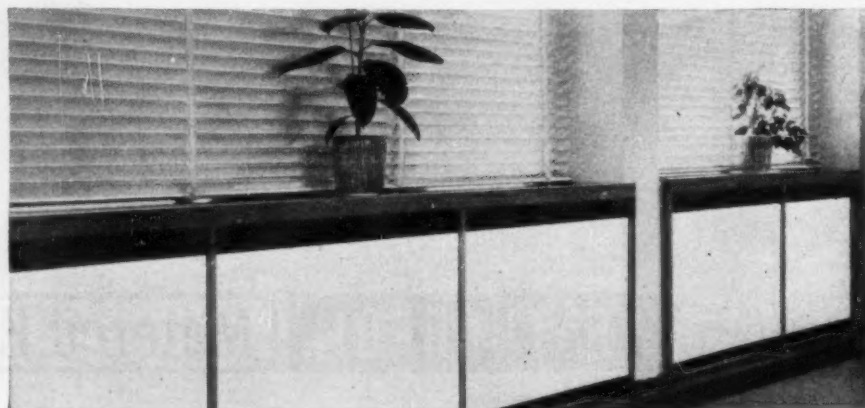
**WHY WEYROC WAS THE ANSWER :** In choosing Weyroc for the job, the Architect was influenced by its stable characteristics which make it resistant to heat without shrinking, twisting or warping. Moreover, the quality of the Weyroc surface allowed for simple working and finishing (in this instance, with paint). Trade price of Weyroc ( $\frac{3}{8}$ " nominal) is 1/6d. per sq. ft.—subject to the usual standard discounts.

8' x 4' boards of Weyroc were cut to required panel size and hinged to allow access to radiator.

Convection efficiency was achieved by leaving air intake and outlet spaces at bottom and top, and by fitting a curved cove behind the radiator.

## NOTE FROM THE MANUFACTURERS OF WEYROC

Fascia Panelling is only one of many applications of this constructional "sheet" material. Weyroc is also being used with great success for partitions, roof-cladding, built-in fittings, bath panels, doors, shelving, etc. We shall be glad to supply Architects with a detailed Weyroc specification sheet and board sample, on request to: Dept. A.J.19



**THE AIRSCREW COMPANY & JICWOOD LIMITED · WEYBRIDGE · SURREY**

W.P.S. 91



*Styled for the modern home*

a revolutionary

**NEW**

**Central Heating  
Regulator  
by HATTERSLEY**



Smart and stylish, as modern as the moment, this new Hattersley Regulator is the perfect choice for contemporary installations up to 200°F. and 100ft. head. The entirely new "Switch-on" fingertip adjustment automatically regulates the radiator heat output. A quarter turn of the ivory coloured heat-resisting control head permits a range of adjustment from fully open to fully closed, whilst the grey indicator plate shows the exact setting at a glance. The complementary ivory and grey of the head and indicator harmonise perfectly with any decor.

An important feature of the Regulator is its extremely low resistance to flow. It can be used on any part of a domestic heating system and no other type of control valve is necessary. The Regulator is precision engineered with a cast gun metal body. Wheel and Lockshield patterns in Standard and Chromium Plated finish are available with connections for either Iron or Copper Pipes.



**Fingertip control for  
at-a-glance setting**

**AN ATTRACTIVE VALVE AT AN ATTRACTIVE PRICE**

Please write for details to the sole manufacturers.

**HATTERSLEY**

ESTABLISHED 1897



the name for good valves

HATTERSLEY (ORMSKIRK) LIMITED • ORMSKIRK • LANCASHIRE  
and at HALIFAX and LONDON

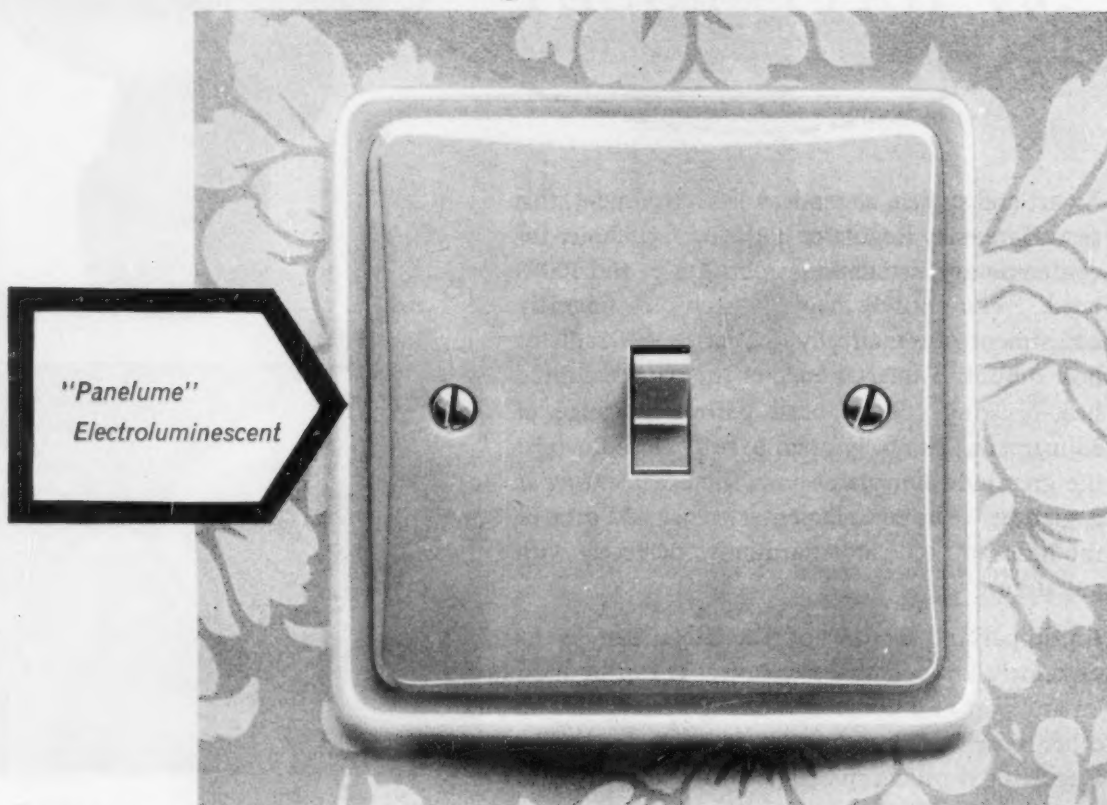
H. 10





## LUMINOUS LOCATOR

A new approach to Switch and  
Socket finding — in darkness



*"Panelume"*  
Electro luminescent

**Ask for  
Leaflet  
No. 256**

The M.K. Luminous Locator is the solution to the problem of detecting in darkness the exact location of Switches, Socket-Outlets and other accessories.

The Locator is placed between the wall and the plate of any flush accessory (accommodated in a flush box to BS 1299/1363 and having 2½" fixing centres).

The Locator emits in darkness a bright green

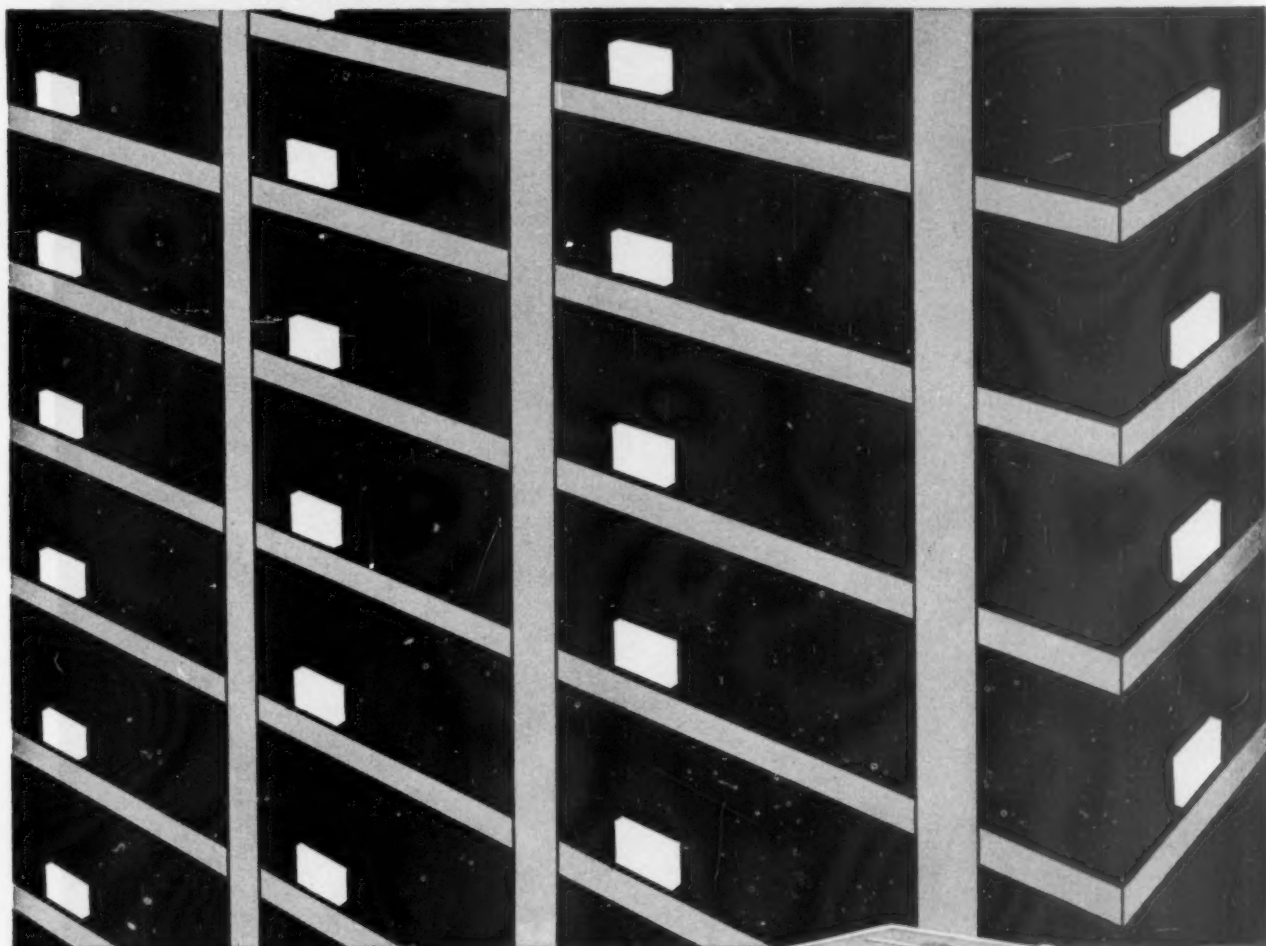
electroluminescent glow all around the accessory and pin-points its position. Permanent in effect — does not require light replenishment and current consumption is negligible.

The Locator in daylight is a pleasing ivory colour and is contained within a transparent moulded frame which also serves as a finger-shield to prevent soiling of decorations around the accessory.

**M.K. ELECTRIC LIMITED, SHRUBBERY ROAD, LONDON, N.9. EDMonton 5151**



## *revolutionary new method of air conditioning*



### *for 1 room or every room in the building —at lower cost*

Put one new TEMKON, floor-mounted, room air conditioner, in every room in the building, and the cost will still be 30% to 50 % less than a central station plant. Running costs are lower because each conditioner is used individually as and when required, making the installation wholly flexible.

The appearance of the conditioner is attractive. Their slim-line construction and duo-tone finish ensure that they blend with any office decor — and this unit heats as well.

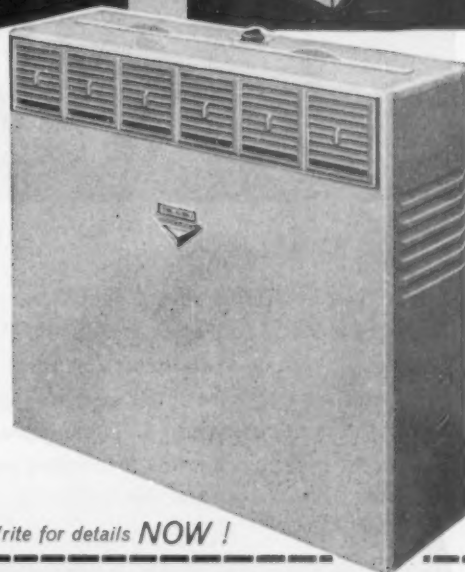
***And it's the World's quietest air conditioner***

**TEMKON**

**FLOOR-MOUNTED,  
ROOM AIR  
CONDITIONER**

**TEMPERATURE LIMITED** BURLINGTON ROAD, LONDON S.W.6  
Phone Renown 5813. Cables: Temtur London

Makers of the World's quietest room air conditioner.



**Write for details NOW !**

Please send details of the new TEMKON floor-mounted room air conditioner.

NAME \_\_\_\_\_  
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**WASTE**

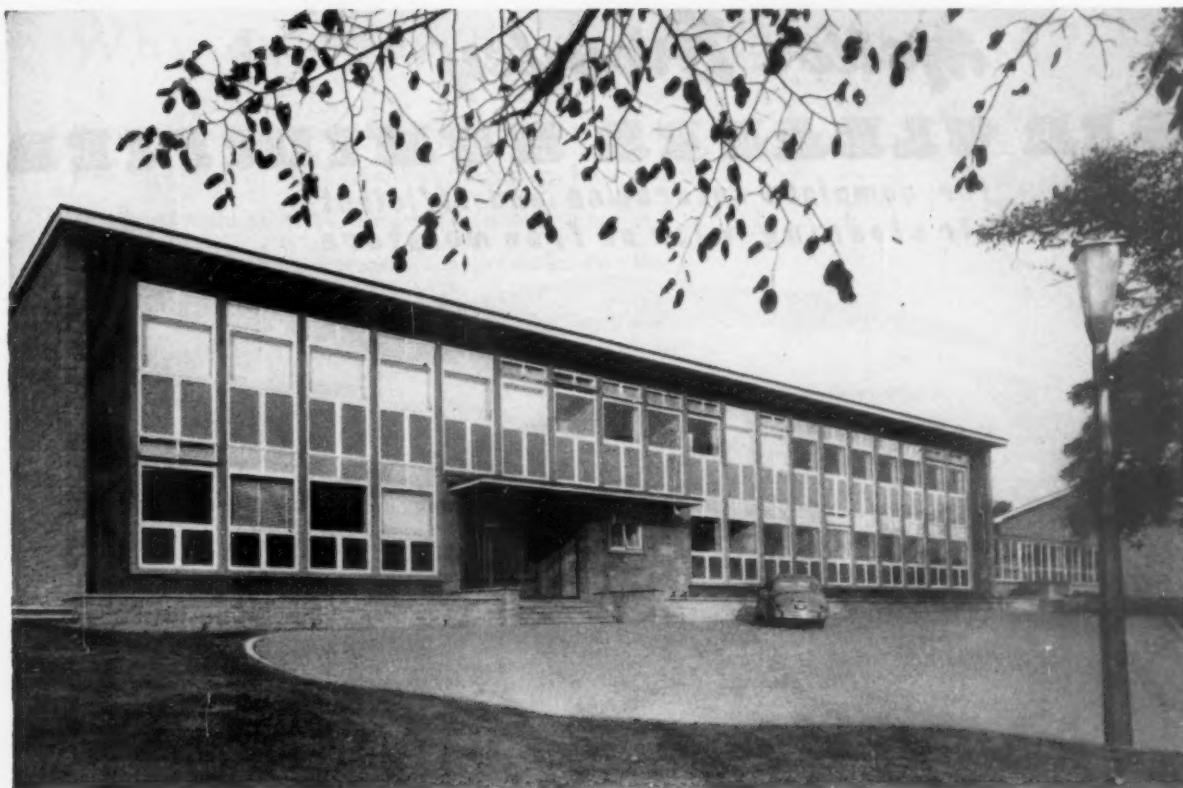
'Waste' materials, such as clinker and slag, can add a comfortable total to the profits. Sutcliffe, Speakman's EMPEROR Press turns these materials into good-quality bricks — consistent, well formed and readily marketable. The Press, exerting a pressure of 200 tons, produces up to 3,000 bricks per hour. Its other uses include coal Briquetting, pressing of fine pulverents into special shapes and forms, briquetting metal borings and turnings (iron, steel, brass, copper, aluminium, etc.).



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*Illustrated: Office Block for Joshua Tetley & Son Ltd., — J. Foster, L.R.I.B.A., Staff Architect, where 'PLYGLASS' Clear and Diffusing Double Glazing Units are used for windows, transoms and roof-lights and Vitroslab for the infill panels.*

For further information on

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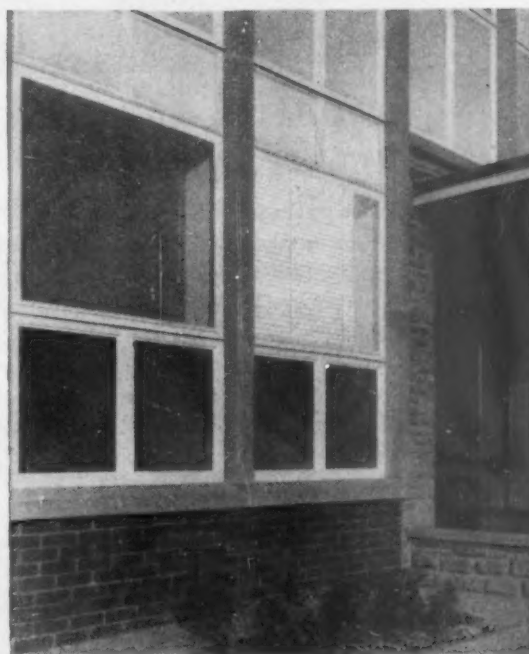
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*for complete saturation and efficient  
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### **DATA**

as illustrated

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**DIMENSIONS**

1'9" x 1'9" x 5'0"

**CAPACITY**

800-1200 c.f.m.

1/7th H.P. MOTOR

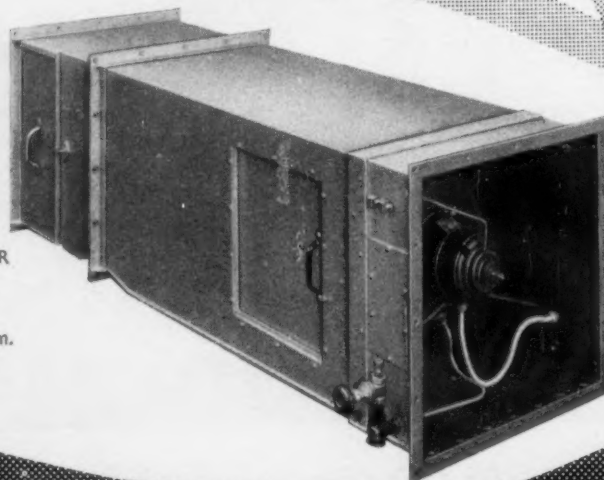
Made in a variety

of sizes up to:-

10,000-15,000 c.f.m.

absorbing a total

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**A SELF CONTAINED UNIT** *easily  
incorporated into existing ducting*

### **COMPACT - ADAPTABLE - INEXPENSIVE TO INSTALL AND OPERATE**

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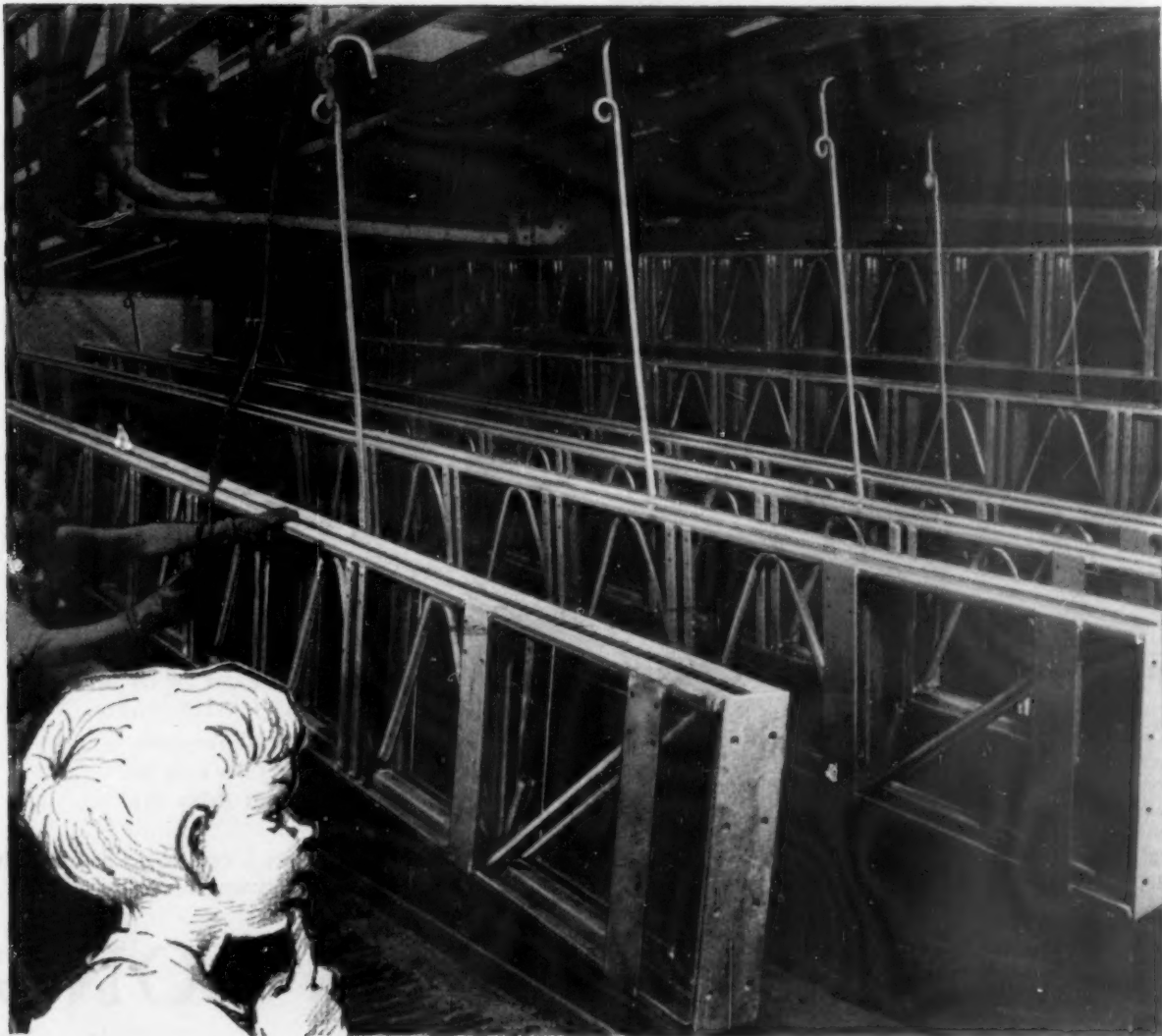
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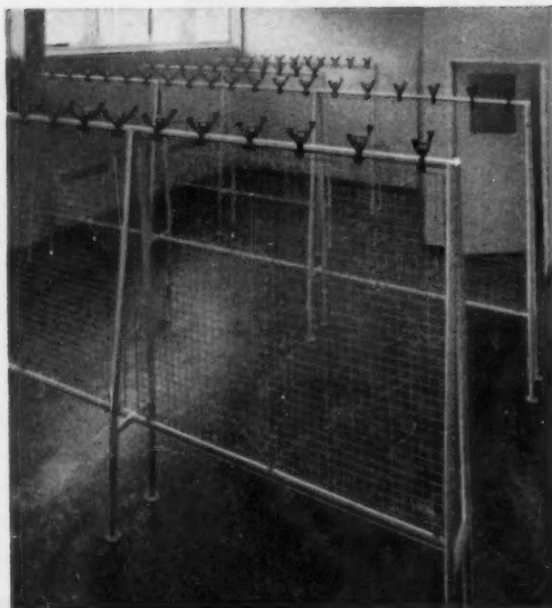




## No more cloakroom problems

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*View of the cloakroom in the Marconi works at Basildon at present nearing completion.*

*Photograph by kind permission of Marconi's Wireless Telegraph Co., Limited.*

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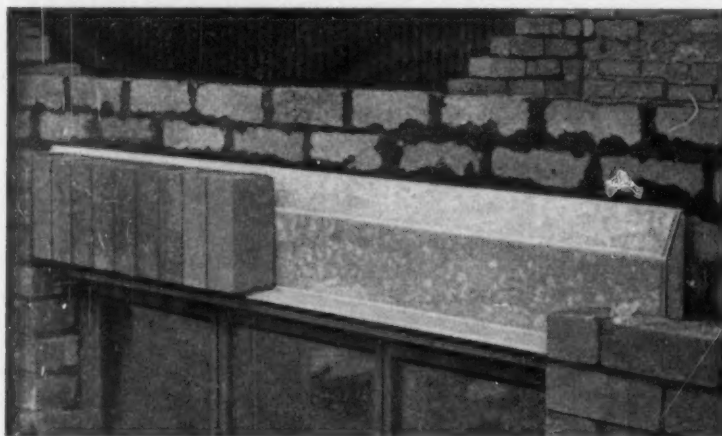
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# NEWS FROM HULL



## SKYWAY HOTEL AT LONDON AIRPORT

Chartered Architects:—  
Fitzroy Robinson & Partners

Main Contractor:—  
Bernard Sunley & Sons Ltd.

Plumbing Sub-Contractor:—  
Ellis (Kensington) Ltd.

### A bathroom with every bedroom at the Skyway Hotel

*Vitreous china used*

After having travelled half-way round the world the guests at the new Skyway Hotel near London Airport will find it easy to have a refreshing bath within minutes of booking in. Every bedroom suite has its own bathroom—planners considered this to be an essential feature of an Airport Hotel. The bathrooms are small, compactly designed and practical. They are easy and quick to clean—with a high turnover of guests this is vitally important—the appliances used are durable and long lasting. The baths, with shower fittings, are 'Standard' Master Classic, modern in design and coated with high quality porcelain enamel. The Wash-basins and low level closet suites are also 'Standard' products made from vitreous china. Vitreous china has a high resistance to harsh treatment and fracture and is recognised by most Public Health Authorities to be more hygienic than other ware. This is because

vitreous china is fired at a much higher temperature. As a result it is a dense and non-absorbent material which does not depend upon its glaze to make it watertight. Being non-porous and non-absorbent it is impossible for germs to lodge and breed in it.



*A Skyway Hotel bathroom. Tiled walls and floor, 'Standard' bathroom equipment. Long lasting, attractive, easy to keep clean.*

### New bathroom suite for low cost housing

A new economical bathroom suite has been designed by Ideal-Standard especially for the demands of low cost housing schemes. This suite, called the Trimline, consists of a wash basin, which is available on cast-iron wall brackets or a pedestal (as illustrated), and a wash-down closet coupled to a low-level cistern. It is distinguished by a high quality of design not common in low cost sanitary appliances. Made from non-porous vitreous china, it is strong and permanently hygienic and has all the advantages of more expensive luxury suites. Many local authorities are already using vitreous china equipment for new dwellings—the Trimline suite figures prominently in these developments.



*Clean lines, attractive overall appearance, low cost, vitreous china hygiene and durability are features of this 'Trimline' wash basin and closet.*

### Architects design packaged bathrooms

Several well-known architects and interior designers have been commissioned by 'Ideal Standard' to design bathrooms for a range of representative modern houses. The Bathrooms—plans of which will be available to architects, the trade and the general public—are complete in every detail. Wallpapers, paints, carpeting, linoleum, lighting, heating, accessories and appliances are all specified in the plans and alternative colour schemes are suggested. Helen Challen, ARIBA, MSIA, who was voted as having designed the most interesting and attractive living-room in last year's Ideal Home small house project, and Robert Heritage, Des.RCA, MSIA, who won a Design Centre award for furniture and submitted a successful design in the Ideal Home competition, are among the designers of these bathrooms. The designers had to bear in mind that the overall cost was to be kept within given limits, and that the plans would possibly have to be adapted. Despite these difficulties, a high standard of decor and design have been obtained at a realistic outlay. Details can be obtained from Ideal Boilers & Radiators Limited, Ideal Works, Hull, in the new year, on request.

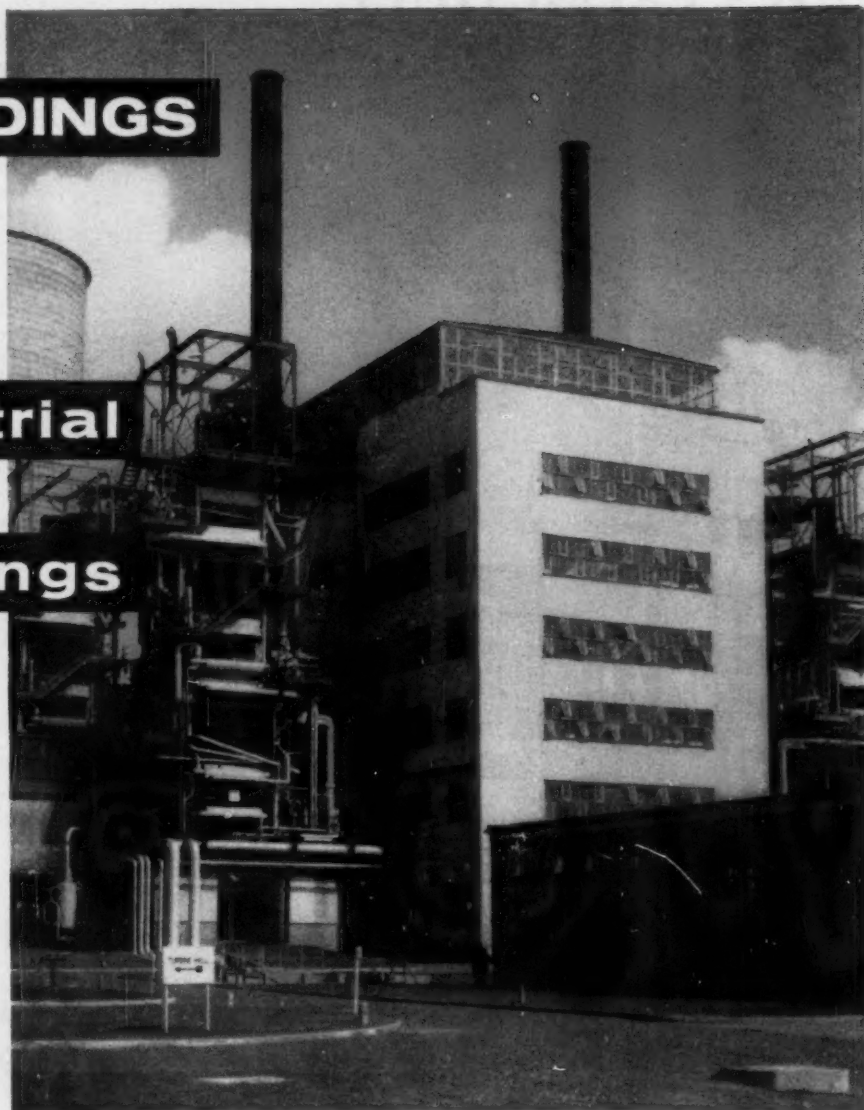


**CLADDINGS**

**for**

**Industrial**

**Buildings**



*Photograph by courtesy of the United Kingdom Atomic Energy Authority*

Chapelcross Atomic Power Station at Dumfries is yet another example of the contribution being made by Turners Asbestos Cement Co. Ltd. to modern industrial building development.

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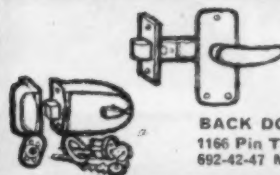
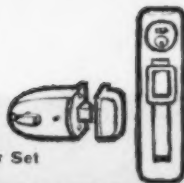
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692-59-66 Postal Kocker Set

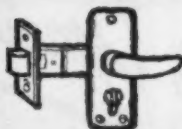


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1166 Pin Tumbler Deadlock  
692-42-47 Mortice Latchset

**INTERIOR DOORS,  
DOWNSTAIRS**  
692-24-95  
Mortice Lockset



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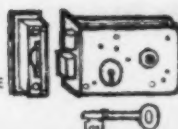


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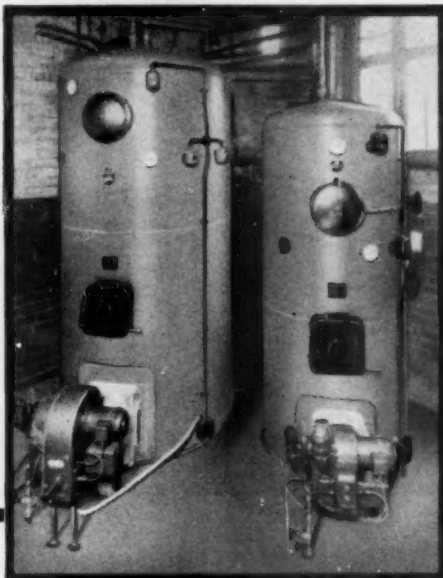
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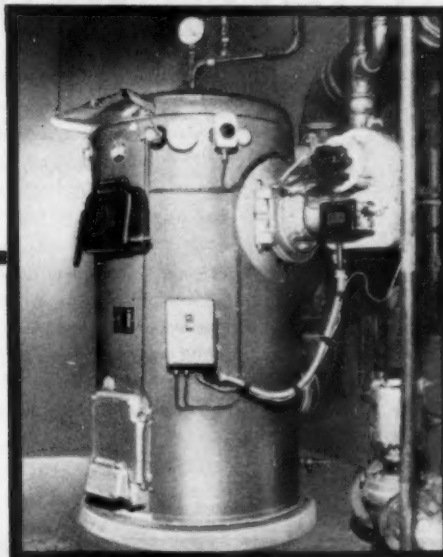
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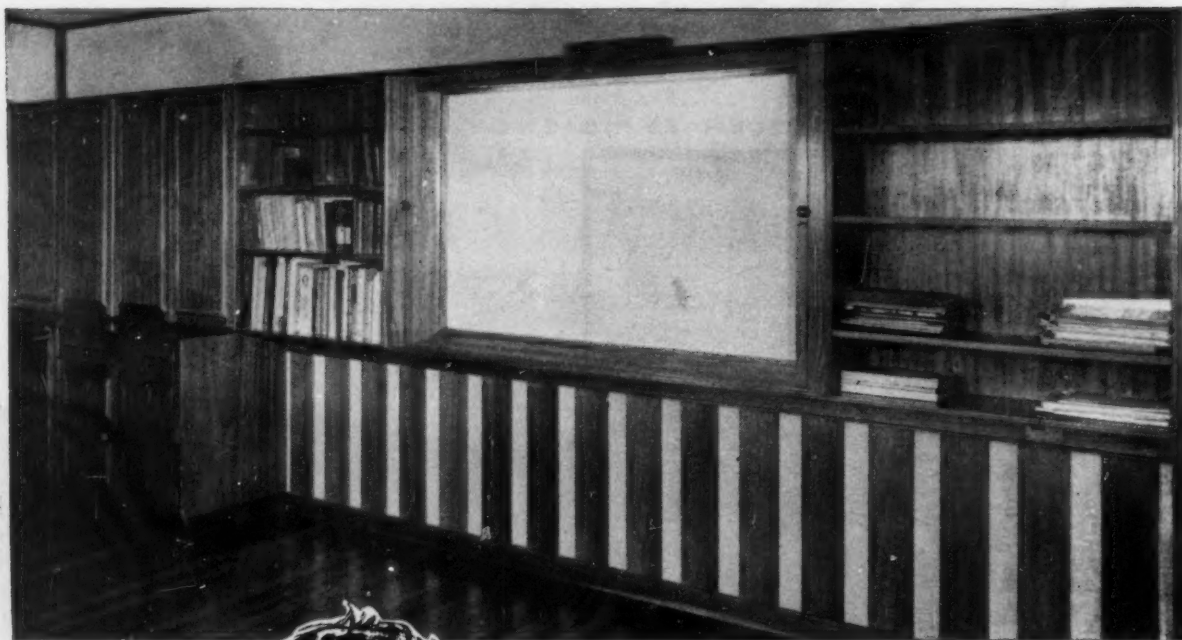
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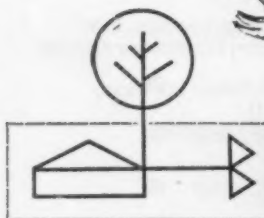




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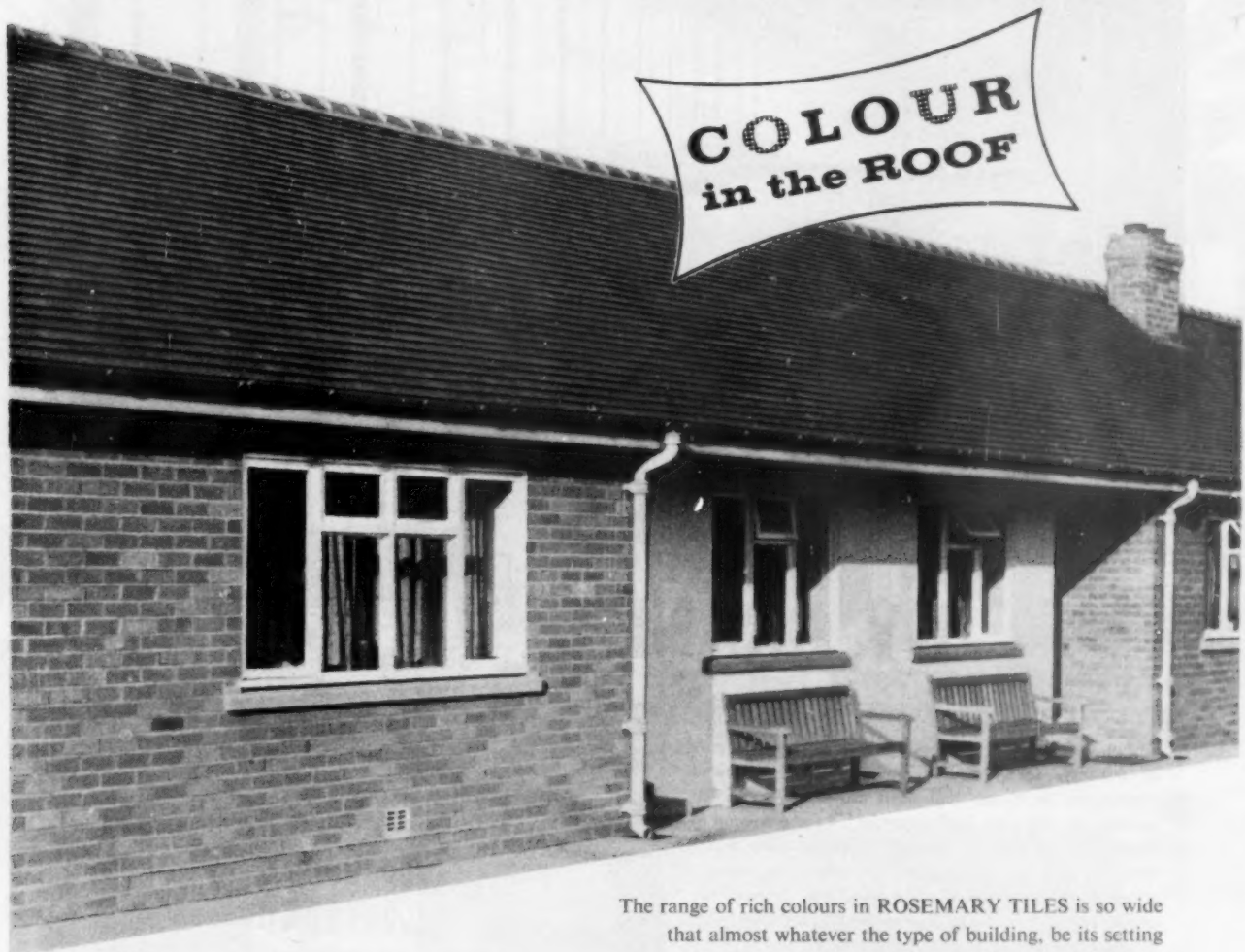
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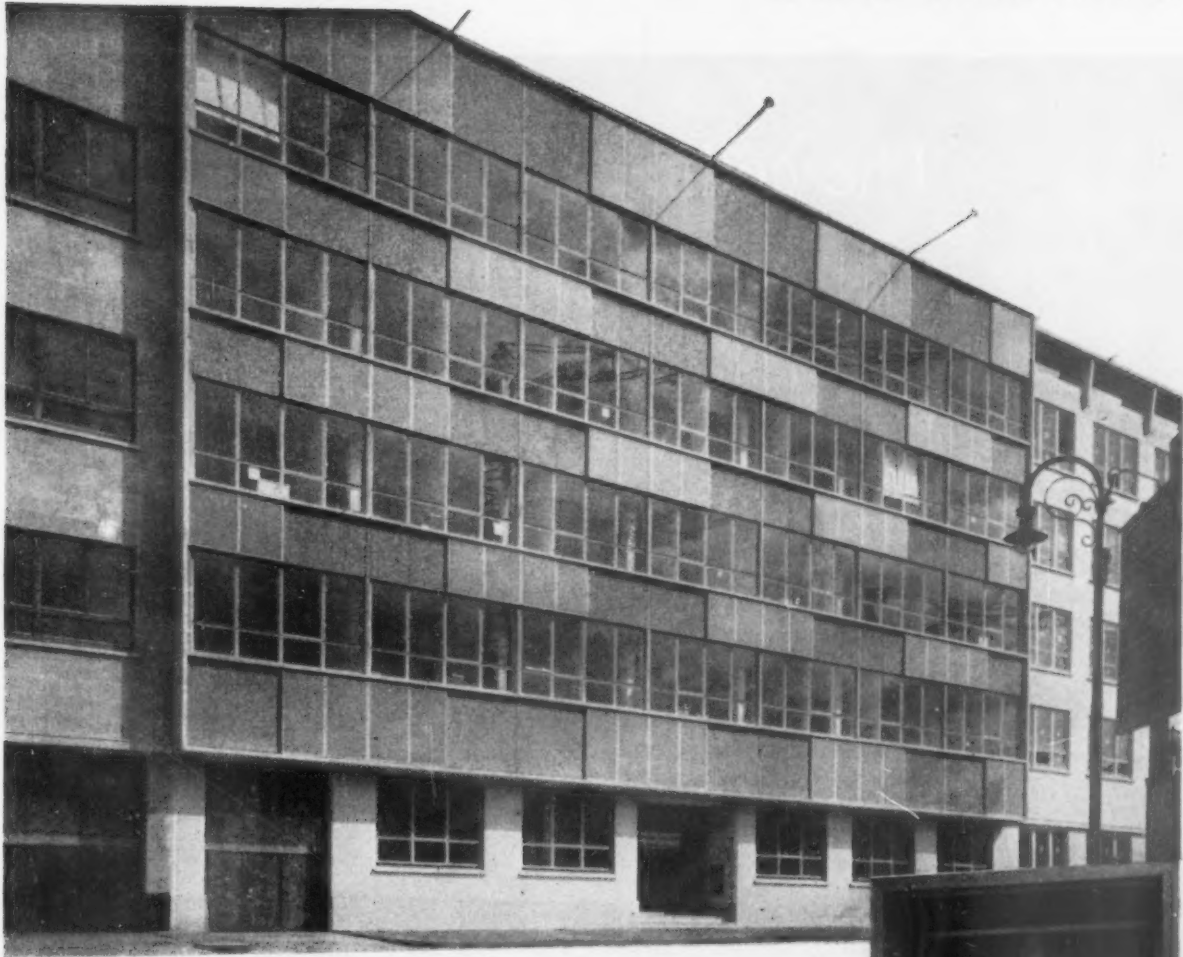
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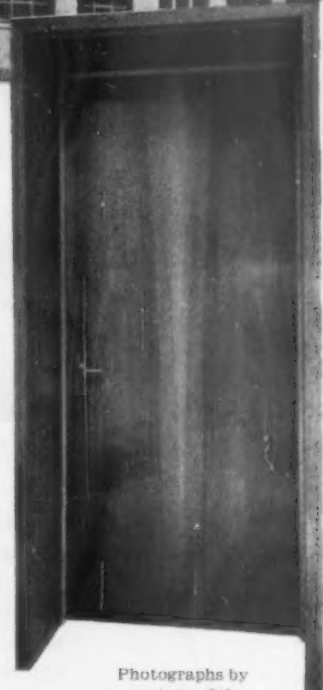


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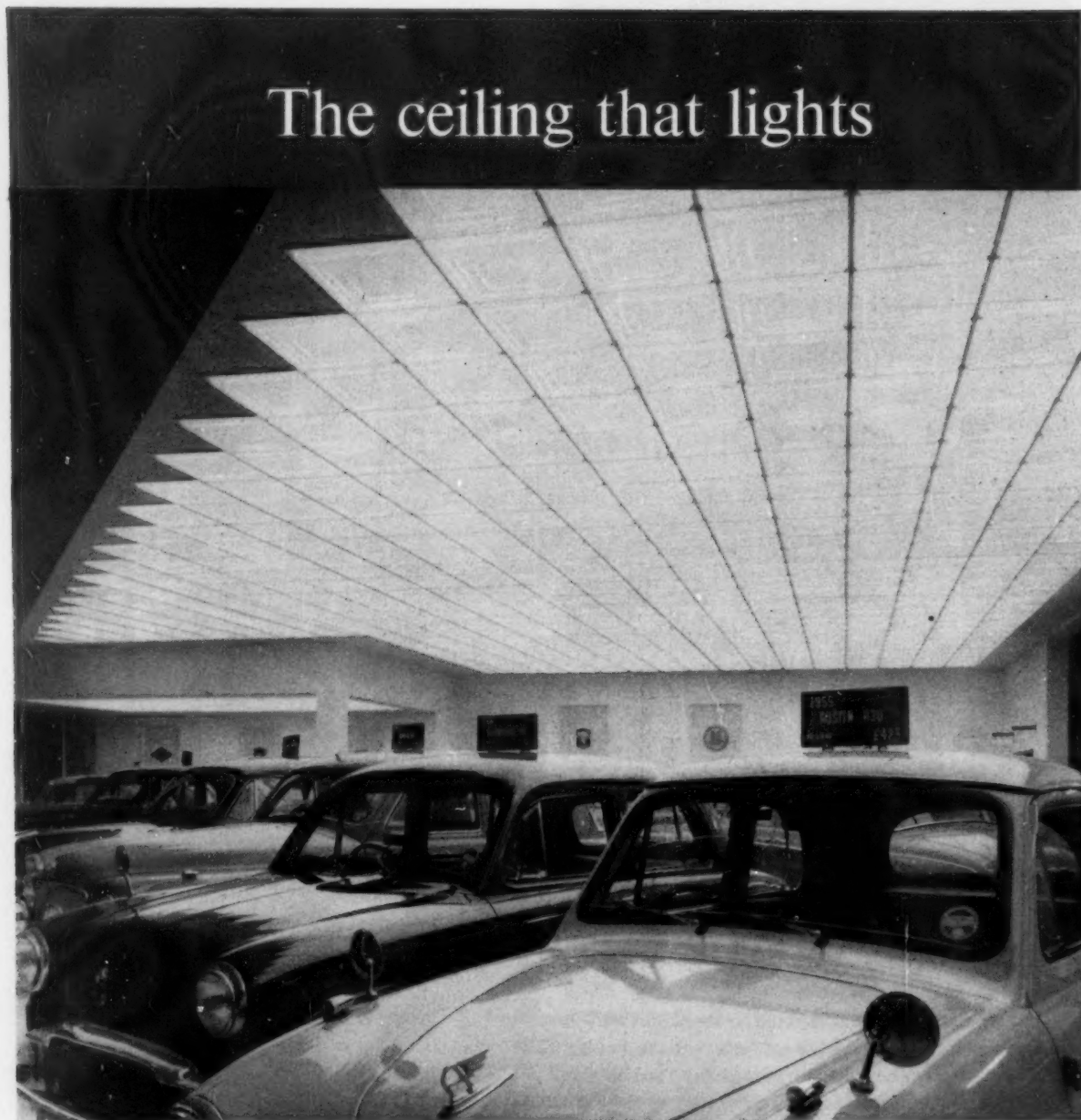
More and more important projects and public buildings demand the dignity and dependability of Hills ARISTOCRAT doors.



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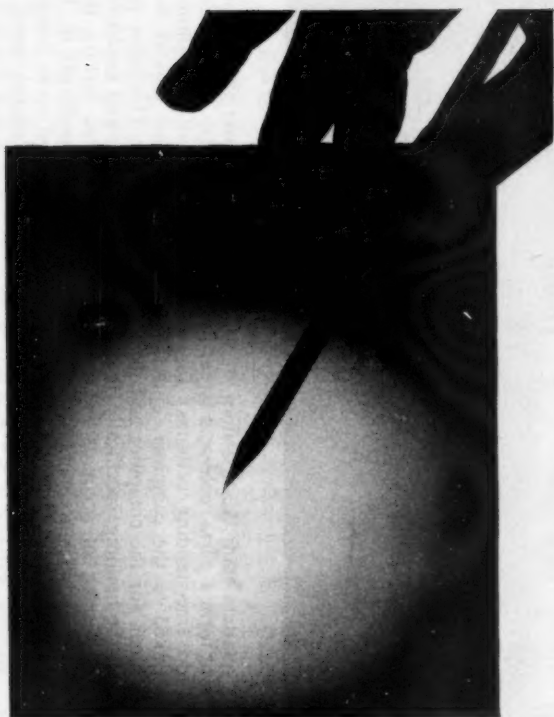
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Consider a pencil, What an elegant little shaft it is! Basically simple, yet how indispensable to the most complex design! Notice how comfortably it sits in the fingers; for the polished cedar hexagon of a well-bred pencil with its many coats of gleaming lacquer, never forces itself upon one's consciousness, but, like a good servant, unobtrusively awaits one's bidding. Its smooth dense lead will give perfect reproduction of the finest lines, which nevertheless can easily be erased. The perfect point good humouredly stands heavy pressure and does not break, even when dropped. Pick up any degree from 6H to 2B (easily recognised by the coloured ends), they are true and never vary.

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Perhaps that is why Rolls-Royce exclusively specify Koh-i-noor in their drawing offices.



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NOT QUITE ARCHITECTURE

## *War-reporter looks back*

In 1960 there was a rumour that pale gingham checks were out in St. Tropez, and instead, like New York, St. Tropez had gone to patterns so dark as to be invisible in sun glasses except at a range of four inches. Nevertheless the lure of 49s. 11d. was too much and I bought gingham shoes. I was dead right.

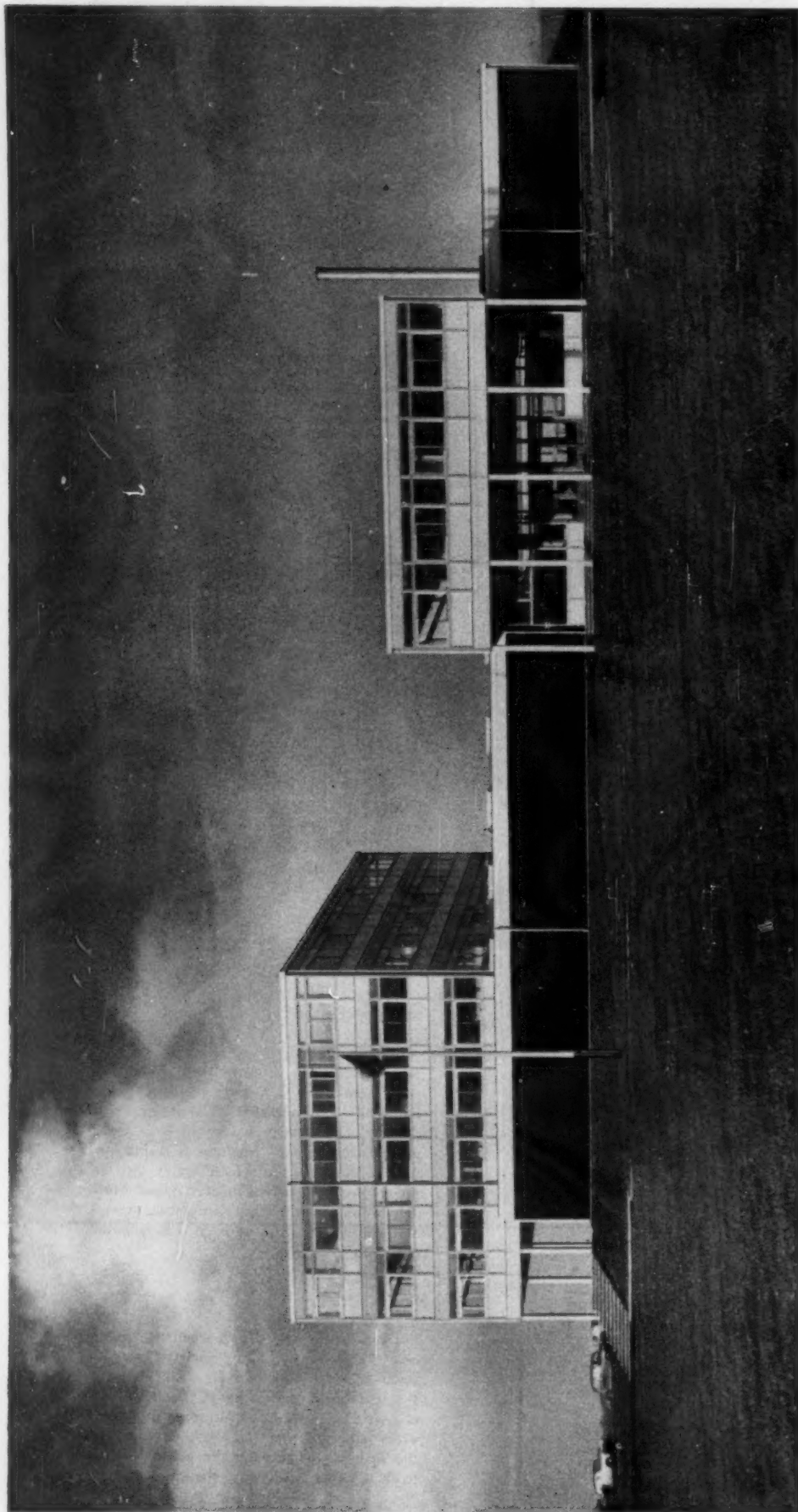
Although I say it, the AJ has got itself a doll of a fashion nose all right—right here, yes. For even in pale, small, check-ridden St. Tropez they were visibly one up on French flat heels.

A Hulot hat, tail-length short shorts, tail-length boiler-suit, trousers with ankle split; these items were a fashion uniform. It was worth that rat race after all down the road through Lyon (with barely time to assert again that Garnier's Stadium is responsible for the concrete promenade style). Go, go, go, in the rush in which even Dean Moriarty would have difficulty in getting Ahead, and putting the wind up even a Belgian-do-it-in-a-dayer.

But once there St. Tropez becomes a model for the new "Leisure Society" seaside town.

It is at the end of an isthmus, therefore main coast traffic bypasses it at some distance—every other part of the coast virtually has the main route between the beach and the town. Clothes are cheap, the shops terrific,





## Computer Building near Winchester

This building, designed by D. E. E. Gibson, Director General of Works at the War Office, in association with Robert Matthew & Johnson-Marshall, houses a large electronic computer which will prepare all pay accounts for Other Ranks in the Army in this country. Both the building and the equipment it contains are part of the Army programme of modernisation; the computer was installed two months ago and is at present undergoing trials before being brought into full operation later this year. This is the first War Office building in the CLASP system to be completed; it is also the first time that the system has been extended from three to four storeys. The building consists of three main elements: a small two-storey block for head-

quarters staff, the first floor of which projects out over the entrance to form a *porte-cochère*; a larger four-storey block (also partly carried on free-standing columns) for office work such as programming linked to the computer, and the main 150-ft-square ground floor block for the computer and its associated processes. This latter part of the building, specifically designed for the electronic and mechanical processing of accounts, is more like a sophisticated factory than normal office accommodation. The area is mainly artificially lit, but there are two internal courts which provide limited views outside. We hope to publish this building shortly in the second series of Building Studies.



the quayside has been cleared of parking cars pass but only to make the fashionable scene instead of making it impossible. Concentric-wise, yachts, the quay, metropolitan-type cafés, unaltered 1880 houses with shutters: behind is a normal French town, except for a rather-than-larger bottle depot. Parking is possible in the town square, all round the fringes, coming close in to the quay at one side.

\*

If a girl wants to sit and look quite indifferent to the yachts she and her friend could get this year something looking like a Welsh hat; in fact some of the pairs of witches were so immobile I wonder if the sleek George-Elliott forefront of hair really was nylon tied on with the hat.

Bardot was still in—bless her little tablets. The top age for trim buttocks still seems to be internationally 17. But most get by for 20 more years with straight legs; thick though they may be from the ankles up, they "pass" better than the English triangular. Some mildly triangular legs got by 1,000 miles from home, however, in the grey or mauve cotton drill matching trews and shirt. Gold sandals were in but bare feet are more so because they were more inexpensive.

\*

The "look" was inexpensive in the extreme. But there must be no dust on the Levis although you have just driven in, no rime on the nylon-tartan-shorts uniform for men.

Grooming (washing, brushing, sun) being inexpensive, except in time (so only teenagers and the really rich score) was very obviously a must for those who would take the road. The Hemingway—just-come-out-of-a-row-boat look—might never have been. I went to our Bendix on getting back and there, in pale blue check gingham, pale blue nail polish, gold sandals in our freezing August was a girl who would have fitted St. Tropez better than the local market girls who wore red.

\*

It makes me think magazines are useless. For all those on the grape vine *know*; those on are not telling (or how would they recognise the others?) and those off it cannot recognise it even when they see it at the organised fashion shows and attempt to report it.

\*

One has to be *there*, like they always said, to check one's position. Then one comes rushing back across France with all the other sun-bums—road good for caravans but not for my nerves going the other way. Go, go, go—yes, yass, yes—without time to stop for even the small-town circuses, not even the ones with the first machine æsthetic in aluminium paint complete with two hanging bicycles, not for horizontal men, but to go man go.

MARGARET GILL

## The Editors

### BRITAIN ONE GREAT CITY

**S**PUR, the Society for the Promotion of Urban Renewal, produced a report last month (printed in full on pages 9—11) with the object of listing the city planning problems most urgently needing organised research. And last week the Conservative Bow Group published a pamphlet, called *Let Our Cities Live* (see page 11) which suggested a number of sweeping reforms for the Government to act upon in order that our cities can be rebuilt to function properly and become places in which the citizens can take a delight.

The Bow Group's devotion to the city would seem to be even greater than that of SPUR. They are not merely concerned with the renewal of all types of towns. They are specifically interested in promoting the conurbations: Merseyside, Tyneside, Teeside, West Riding, Birmingham, South Wales, London and so forth, because they believe that the big cities are "the prime elements of our economic and social organisation." They want the conurbations to be free to grow yet larger, unencumbered by a green belt, because they believe that the social and economic forces which have "shaped Britain into a cluster of big cities are the very forces which have established her place in the world."

The Bow pamphlet is, therefore, devoted to listing the steps to be taken to reform planning law, improve local government and stimulate private and public enterprise so that our cities can be rebuilt and enlarged to function more efficiently and pleasingly. The result is a most stimulating and provocative document, rather more so, in fact, than SPUR's, because of its more wholehearted advocacy of the big city. SPUR, however, without the Bow Group's brashness, repeatedly makes a plea for more research, particularly into town densities.

We would plead for even more fundamental research to be undertaken before we are committed as a nation to any particular planning policy. What is wanted is more knowledge of the optimum sizes, and rate of growth of towns. In a number of aspects of modern life we are learning that the biggest is not always, or even usually, the best. It is often the easiest course for firms or factories or towns just to grow continuously in size, but efficiency, quality and well being does not necessarily keep pace with growth. At a time when we are fast developing the equipment and techniques which allow decentralisation and delegation it would be foolish to allow sentiment or false reasoning to recreate the monstrous barracks, the teeming wens which confine so many of us today, however contemporary the trimmings with which they be tricked out.





#### ABC ON ARCHITECTURE

"Will Man reach the moon this year?" asked the *TV Times*. "Will big business get bigger—or burst? Will new fashions change the feminine look?" All important questions, and they were all discussed in ABC Television's *Crystal Ball 1961*—a prediction of "developments in industry, politics, sport, fashion, science—and just plain living." No architecture? As a matter of fact, there was—in the form of a four-minute round-up, in commentary and pictures, of the sort of things the public can expect in the sixties.

A quick look at some vastly different private houses—from the brutal to the glass-walled—was followed by a glimpse of the symbol of architecture in the sixties, the tower crane, and the sort of buildings it is hauling into place. A brisk defence of high housing (. . . "more space for open parkland" . . . "high densities mean people are nearer to friends, shops and schools" . . .) was followed by a reminder that although we have the technical resources and the brains to make the architecture of the sixties the finest ever, there are all sorts of reasons why it won't be, and that the public will, therefore, have to go on campaigning as hard as it did over the Monico building. Viewers were warned, in conclusion, that they should

be clear what they are campaigning against: "there is no point in getting cross about a high building just because it is high. If a building is well designed, it doesn't matter nearly so much where it is or how high it is." Well, not quite so much.

Many thanks to Brian Robins, the producer, for realising that most people are just as concerned by the chance of their towns being hit by business tycoons as of the moon being hit by a Russian.

#### BROADWAY MALADY

This television feature touched briefly on a splendid job that is being done by a civic society in Middlesex, the Stanmore Society. The *JOURNAL* will be having more to say about this in a later issue, but briefly the Society has prepared for the county authority a sensible plan suggesting how the town might be developed. The plan, drawn up by a panel of architects with the co-operation of the county and borough councils, shows how the town could "maintain its identity as a village" if its vacant land was properly developed and its shopping centre—Stanmore Broadway—was bypassed by the main roads which now converge on it from four directions. Most of the vacant land is owned by the Middlesex County Council, so the plan is, in part, a helpful hint to the Council before it embarks on its 1961 review of the county plan.

The residents' scheme combines the development of vacant land as a business centre ("in line with the now-official policy that encourages the building of offices in outer London") with the creation of a traffic-free shopping precinct bounded by adequate car parks. "This," the Society says, "would make the town more of an entity with very little disturbance to existing properties."

#### SWEET AND L'EAU

Now that you've got that brand new diary on your desk you'll be wanting to fill in the dates for those expense accounts visits to important exhibitions of the year. Top priority must obviously go to the Ideal Home Exhibition (March 7) where—so a handout tells me—James Gardner will be providing two rows of Hippocampi and a blazing sun stabbing "great fingers of fire into

immense space." But the real *pièce de résistance* at the *Daily Mail's* yearly maelstrom is the appearance of four skilled German water pianists who—and this is the novel touch—will be "unseen by the visitors."

#### TORQUAY-TALKEE

My heart usually sinks at the sight of amateur art magazines, but I was cheered to find that *Vision* (sub-titled *The Torbay Diary of Arts*) occasionally includes the professional-looking Civic Trust bulletin among its stapled pages which suggests that someone connected with the publication is as interested in Subtopian as subTopolskian activities. And, in fact, after fighting my way through yards of the delicious stuff that people write and circulate for their own amusement, I found some articles by Devonshire lads on clutter and *The Rape of Torquay*. Two bright local characters, it seems, have had the idea for improving the town of filling in a large part of the old harbour with rubble, and using the space for traffic improvement and additional car parking. The question who would want to come to Torquay and park their car there if this sort of improvement were made does not seem to have occurred to them. I'm still not sure what stage this plan has reached but what is clear is that some local people feel very strongly about it, and I can only wish them well.

By the way, it is reported that when the RIBA's letter to local authorities on the advisability of establishing an architect's department came up at a recent Torquay council meeting, it was indignantly voted out and the few councillors who tried to speak in favour of the proposal were shouted down.

#### EXTRACTING THE PITH

It's not often that a well-established set of initials gets a new meaning. And I don't suppose CLASP (Consortium of Local Authorities Special Programme) would have found a new definition if it hadn't been for this year's IUA Congress in Britain. Donald Gibson, in a printed statement about British architecture written for circulation among foreign visitors, has decided that CLASP means Combined Local Authority Supply Programme. This will obviously give the pith of the matter to the Mexi-



*The Devonshire Arms.* (See note below.)

can architect more quickly than the old version.

It really isn't a bad idea: in fact, second thoughts on initials might be tried out elsewhere—if only as a party game. To start with, how about *The Cherishers of People's Allotments* and *The Instigators of Municipal Egomania*?

#### ARMS AND MAMMON

One of the best Victorian pubs in London—the Devonshire Arms, in Devonshire Street, Marylebone—may be coming down in two or three years to make way for a big business venture. If this is so, now is the time to think about incorporating the complete interior in a new pub, or even rebuilding around it. Quite apart from its splendid details, the pub's four bars (two big, one small, one tiny—for cheese and salads) work so well that it would be difficult to devise a better plan. Friary Meux have a happy way with their pubs and leave well alone when they can. Let's hope they do so here.

#### FAST CHILDREN

The motorised forces of Finchley have launched another attack, I see, on the heights of Hampstead: once more they are trying to storm the tollgate at the Spaniards Inn, for the supposed convenience of motorists.

As a motorist who often drives along the Spaniards Road I am always very glad of that narrow strait made by the inn and the tollgate, which effectively slows down traffic the whole way along this stretch of what was once the most beautiful *strolling* place in London.

The Spaniards is not a road for fast motorists—there are too many fast children rushing across it from one part of Hampstead Heath to the other. And at the other end from the tollgate the Whitestone pond and the donkeys for hire bring together a milling throng of paddlers, boaters, yachtsmen, riders, with relations and prams.

Quite simply, the place is not safe for Finchley motorists and I strongly hope the LCC will support the various Hampstead individuals and organisations who want the tollgate preserved not only as a historic monument but for the safety of pedestrians using the Heath. For motorists wanting to go fast there is quite a good road nearby—the North Circular.

ASTRAGAL





# LETTERS

*Peter J. Barbary, O.B.E., F.R.I.B.A.*

*H. Werner Rosenthal, F.R.I.B.A.*

*John W. Totterdill*

*Colin Rogers*

*Prof. R. A. Jensen, F.R.I.B.A.*

## Semi-Architects Wanted

SIR: In view of your editorial leader of the 22nd December, 1960, I cannot contain myself any longer. More nonsense—better described by a very sporting five letter word—has been talked and written on this all important subject than almost any other. I will add to it! In case it should be thought that I am a bearded aesthete I am in fact a clean-shaven outcast, article entry, born '16.

It appears to me that present policy is to exclude from the qualified architectural profession anyone—however good the figure—who has not done a full time course at a recognised school. Surely it is the same old story of incentive; the soldier and the field marshal's baton.

We must face the facts, our main weaknesses are in the fields of leadership, construction, organisation, gimmicks, and education, with an overall colossal variation in the standards of professional ability and integrity.

There has always been, but even more accentuated since the war, a very considerable variation in the standards of qualification through the different schools of architecture and the RIBA external examination. I think that the present system of testimonies of study for external students is quite outrageous and is preventing a large number of students from qualification who are considerably better educated and experienced professionally than many of their school trained contemporaries. For confirmation try interviewing a few!

I believe that we can best raise our overall standards by:—

1. Making the Intermediate and Final Examinations compulsory to everyone on papers set by the RIBA and carried out under the same conditions at the same time and marked by independent examiners.
  2. Granting an honours qualification on these results.
  3. Including in the oral examinations marks for personality and leadership.
  4. Producing portfolios of work done on set subjects at the same interview.
- In my view there cannot be such a thing as a two-tier profession and it would not be necessary if we left the door to the top open to everyone who had the ability to get there.

As a minimum the layman expects a qualified architect to design and get a house

built. (How many newly qualified school trained men can?) The layman also expects a qualified doctor to deliver a baby and not get stuck half way! Which reminds me: the doctor buries his mistakes, the solicitor puts his in the safe, the architect's are there for everyone to see. Let this not be one of them.

PETER J. BARBARY  
Penzance, Cornwall.

SIR: Why all this fuss about the "second tier"? There seems to be a lot of misunderstanding. On the Continent the "building technician" is a well-established institution and far from lowering architectural standards his help in the office is invaluable.

He relieves the architect of the seamier side of detailing such as plumbing lay-outs and where to allow openings and gaps for services of which he knows more than most architects so that the disastrous habit of "chasing" becomes largely unnecessary. He can survey sites and buildings, supervise all routine work knowing techniques and methods really better than the foreman.

In short, he relieves the architect of all chores and so gives him time to devote himself to the job for which he is qualified, namely to plan and design.

The technician looks at this with admiration and sometimes envy as something quite unattainable and which he would never dare nor wish to undertake any more than the lab assistant would take out an appendix.

To the young architect the building technician is a boon. He will guide him often with fatherly care over the pitfalls of early practice. Many a young architect will employ on his staff one of these indispensable helpers before he indulges in the luxury of an architecturally qualified assistant. Their salaries are not necessarily low, but, to coin a phrase, they are worth their weight in gold.

One of the most striking contributions made by one of these men which I had occasion to see in the office of one of the most prominent of continental architects was a set of plans of "omissions" such as referred to above, showing gaps and openings for every conceivable cable, pipe, duct, sunken switch, etc. which I would defy any architect to produce.

These men are the NCOs of architects' practices and like any NCO they know the drill but do not lead the company. Mostly they have no ambition but to remain good NCOs but occasionally there may be one specially gifted who is promoted from the ranks.

Architectural talent is a rare gift, not easily acquired by mastering drainage schemes, bye-laws or even draughtsmanship. Once this simple fact has sunk in then perhaps fewer will aspire to become architects and the "second tier" will find itself, not under this title, but simply among men who love the activities connected with building.

They do in fact exist, so far in small numbers, among the site managers and assis-

tants of the more progressive firms of builders.

H. WERNER ROSENTHAL  
Amersham, Bucks.

## Brains Trust Question

SIR: The very optimistic claim is made in your columns by Mr. Herbert Thearle, that "the battle in Britain for contemporary architecture is well won." I have read several such statements recently. It seems we are in danger of becoming complacent, lulled perhaps by a certain school in Milan, and by the one or two spectacular and widely publicised buildings of the last few years.

In Bristol, at least, the claim raises only a hollow laugh. We remember only too well one of the recent statements of the Planning and Public Works Committee as they firmly rejected designs for an office block, "not wanting these contemporary things, which are all glass and framework." The attitude is supported by the astonishing fact that, after 15 years of concentrated building since the war, there is still no mid-century architecture of any significance in the city centre. It is conceivable that none has been submitted, but the official hostility to it is now commonly recognised.

The general situation may be illustrated by a particular case. You reported on November 10 the opening skirmishes of what promises to be the main onslaught of Mr. Thearle's battle as fought in Bristol centred on plans for the reconstruction of several acres of the mediaeval core of the city, perhaps the last great blitzed site in England, of a local importance comparable with the Barbican in London. Since then, a scheme by the city engineer and planning officer, little more than a traffic diagram, has been published, and has been widely criticised, not only by architects. At the invitation of the committee, numerous local and national bodies, architectural and otherwise, have submitted a mass of ideas and suggestions, with the unanimous demand for comprehensive planning and the almost unanimous demand for an architect-planner to do it. Both demands have been rejected outright, and it seems that both the committee and many local people simply do not understand the possibilities of the site and the sort of work being done elsewhere, despite the considerable efforts of the local Press to publicise the ideas. Severe criticism of the critics for offering the invited criticism was promptly followed by approval of the leasing of large sites to commercial developers, contrary to the expressed intention of "public buildings," and undeniably making later comprehensive development impossible on half the site.

This of course is no new problem. It seems for the present to have reached a state of deadlock. This report is hung on the tenuous thread of Mr. Thearle's comment in the growing local belief that it is a fact deserving of the widest national publicity that Bristol, which has a place in the national architectural ethos as important in a slightly different way as that of road-smitten Oxford, is consciously turning her-



self into a developers' beargarden, part museum, part pale historical reflection, a turgid motor-choked mixture, and this solely through unwillingness to look beyond her own boundaries.

JOHN W. TOTTERDILL

Bristol 8

SIR: I find Mr. Herbert Thearle's letter (AJ, December 15) intriguing and absolutely baffling. What precisely is contemporary architecture, for which he maintains that the battle in this country has been well won? From the disparaging remarks he makes about egg-crates and packing-cases (with which I and virtually every other layman wholeheartedly agree), I take it that these are not representative of contemporary British architecture. All right then, but what is? Or is it beyond the comprehension of the lay intelligence?

An hour or two spent in central London can hardly fail to convince the layman that, by sheer weight of numbers, contemporary British architecture consists of (a) a horizontal rectangular mass, (b) a horizontal ditto surmounted by a vertical ditto, or (c) minor geometrical variations on these two. More than this, nine out of ten of these edifices appear to have been thought up by the same person. True, a number of them achieve some sort of individuality through the addition of gimmicks (usually inside) of one kind or another, but these are generally the type of thing any resourceful trade supplier of the ingredients concerned could think up for himself.

It does seem to me that, if the general public are to take architects to their hearts in the manner now sought, this is a typical specimen of the professional *mystique* which will have to be very, very much diluted. John Bull never has, and probably never will, become very chummy with anybody who habitually talks in riddles. And incidentally, how can one endow a pair of shoe boxes with a national idiom?

Please do not misunderstand my perplexity. Architects are nice people and I wish them well; but it does help to get a glimmering now and again of what they are talking about.

COLIN ROGERS

Pinner, Middx

## High-density Band Wagon

SIR: I suspect that it is often thought by many of those comfortably ensconced at home, and commuting bowler hatted on the 8.0 a.m. and 5.0 p.m. suburban line, that 12,000 miles away is such that we might well be regarded as worlds apart and with little in the way of common interests. In the last four years since coming to Australia I have continued to watch with interest the unholy tangle that many town planners are getting themselves into in Britain, and the almost indecent haste with which many architects, planners, and journalists are vying with each other to disavow some of their earlier creeds. Quite apart from the great opportunities

that this country offers, frustration would undoubtedly rank high as one of the reasons why I personally decided that the London metropolitan scene, particularly, was being governed at various levels either by people who were in many cases mentally retarded, or, alternatively, so imbued with theoretical political dogma, that they were quite unable to see the wood for the trees. Of course in 1956 or thereabouts when I last decided the tussle was of no avail since "there are none so blind, etc. etc." it was almost as much as an architect/planner's reputation was worth to utter the phrase "high density." The Machiavellian tactics which were resorted to, to prevent developments of this kind, notwithstanding high architectural and town planning merit, were more suited to the political setting of "big brother." The garden suburb school still in the saddle howled with derision at "the reactionary slum builders"—which was their description of the very laudable and realistic efforts being made to solve the metropolitan housing problems in a practical way. The fact that this could be shown to have been carried out with higher standards, as a social framework, in other countries mattered not a jot: and in fact the supreme impertinence was that many of these people visited other more-enlightened countries and preached this misguided gospel to people who had long before solved their problems in an eminently satisfactory way.

It has been with considerable interest therefore that the complete *volte-face*, both inside the profession and with the lay public, has been watched, and the monotonous frequency with which 15- and 20-storey tower blocks of flats appear in the technical Press would have been unthinkable four years ago. Most amusing of all has been the participation of some of the principal antagonists of this policy four years ago. This is the sort of thing which, if it were taken too seriously, would breed a first class species of cynicism.

From your "Astragal" column of September 15, it is clear moreover that the high density band wagon is not only popular but respectable, and arguments which were adduced in public enquiries in 1956 are now being paraded at long last for all to see instead of being suppressed as was the case both by the technical Press and the radio at the time of the "Perkins Heights" enquiry.

Unfortunately the utter fallacy of the garden city, garden suburb, and new town policy has still not been fully exposed in spite of the rejection of the much-publicised Hook New Town proposal. It would not matter in the least, even if it were true, which it is not, that small gardens could produce equivalent amounts of foodstuff, to the broad acres of England. Obviously they will not produce the cereals which Britain needs, nor provide the pastures for meat production. Even with the most intensive use of land on a highly uneconomical basis as occurred during the last war, Britain was only able to produce half of her own domestic food needs. Every acre of land which is lost to farming as the

result of building means loss of home-produced food for two people, and since, as Malthus rightly foresaw, a serious world food shortage is already rampant in spite of local excesses in countries such as the U.S.A., loss of food production areas in England simply means inability to continue to support the existing population without imports: or in other words, in all probability at all.

We cannot continue to assume that domestic food production deficiencies can always be made up by imports from overseas since not only will increasing demands, particularly in Asian countries, prevent this but as each country in Africa and the East assumes independent control and develops its own industry, Britain's exports will be more and more difficult to sell. Without this creation of overseas credits imports are bound to suffer.

The further fallacy which is still not fully exposed in this case for continued urban sprawl is that even if this were socially desirable (and one has to see a city like Sydney to realise how undesirable it is) it is quite untrue to suggest that the cost of a flat is anywhere near double that of a dwelling in a two-storey block. Most continental countries have shown that the difference in cost is minute, in so far as building alone is concerned. If, however, all the other "town planning costs" involved in the small housing estate, and including roads, sewers, water, gas, electricity services, telephones, creation of municipal services, factories, places of work, and additional shopping facilities are all added the case for greater concentration in existing conurbations *subject* however to proper planning safeguards is overwhelming. This I pointed out in an address to the RIBA some years ago and in spite of the fulminations of the garden suburbites it is as true today as it was then, but still unfortunately not fully recognised except, one might comment, by the Cumberland County Council in New South Wales who have produced an excellent report on "The Economics of Urban Expansion" which fully substantiates and documents this whole problem.

Much of this letter has perhaps been in a slightly cynical vein: and the reasons for this will not be difficult to understand, since even from this distance one has long hoped for better things in Britain; and even though this is happening rather belatedly it is difficult not to indulge in some recriminations. More important however to applaud the attitude of the Ministry of Housing, evidenced by their recent circular on land use. At long last it appears that sanity must prevail and in spite of the awful shocks which we have experienced here on first seeing the emasculated "Brasilia-Liverpool Cathedral," and at some of the recent "new-brutalism," one can feel with some satisfaction that there must indeed be life in the old dog yet: and that if it is possible to land an aircraft in between the pylons and cables of the grid system, Britain may not be a bad place to retire to in a few years' time.

R. A. JENSEN

Adelaide, South Australia.



# NEWS

## NEW YEAR HONOURS

### *Orders of the British Empire all round*

The highest honour awarded to an architect is the C.B.E., to G. A. Jellicoe of the I.L.A. and A. G. Jury, Glasgow City Architect and Planner. Lord Mottistone receives the O.B.E. "for services in the construction of the Chapel of the Order of the British Empire in St. Paul's Cathedral." H. H. Powell, chief architect, Eastern Region, British Railways, receives the M.B.E.

Among other honours of interest to architecture, building and allied arts, Colonel R. P. W. Adeane, O.B.E., J.P., becomes a knight "for services to the Tate Gallery" and Tyrone Guthrie for services to the Theatre; N. S. Farrow, director of Howard Farrow Ltd.; Roland Penrose, chairman of the ICA, and Bryan Robertson, Director of Whitechapel Art Gallery, receive the C.B.E.; Hemel Hempstead Development Corporation's Housing Manager, Mrs. Margaret Penny, the M.B.E.

Honours for services to architecture in the Commonwealth go to the following:

O.B.E. to Edgar Le Blond Henderson, for services to architecture in Western Australia; Robert Lawrence Armstrong, Director of Public Works in Sierra Leone; R. A. P. Leach, Director of Public Works, Southern Cameroons.

M.B.E. to N. C. Gillies, Assistant Director of Public Works, Somaliland; Gwilym Gwynne, Senior Superintendent of Works (Civil) at Sierra Leone; K. A. R. Purdom, Senior Architect, Fed. Min. of Works, Nigeria.

A British Empire Medal is awarded to R. J. Middleton, carpenter, Technical Group at the War Office, Arborfield.

## NORWICH UNIVERSITY

### *Site Inquiry*

The siting of the proposed University of East Anglia at Norwich was the subject of a public inquiry in the city the week before Christmas, at which Peter Shephard gave evidence as an expert witness on behalf of the Norwich Society.

The Inquiry arose from objections to the decision of the City Council to offer 165 acres at Earlham to the University Promotion Committee, on which site is at present what was described at the Inquiry as "the finest inland golf course in East Anglia." The main objector to the use of this site was the Earlham Golf Club.

But other organisations in Norwich who object to the Earlham site as being wrong for the new University, because it is too isolated and far from the town, also gave

evidence to the Inquiry, including councillors who voted against the proposal to offer the site for the University when it was first raised in the City Council.

A Norwich architect, Mr. Bruce Henderson-Gray, who joined the Council last May and has always opposed the Earlham site, told the MOHLG inspector in charge of the Inquiry, Mr. R. G. M. Chase, that Norwich could be "the most magnificent university city in Europe," but it must be a university city, and not a city with a university "tagged onto it." He pressed for the university to be built on the central and sloping King Street—Ber Street site, which would give possibilities of an exciting, compact development bringing the students right into the heart of the city.

Lord Mackintosh, chairman of the University Promotion Committee, stoutly defended the Earlham site, partly because it is already owned by the Council but largely because it would enable the university to be built in its own playing fields, to which the promotion committee appeared to attach a great deal of importance. Mr. Henderson-Gray, however, produced a letter from the U.G.C. which made clear that as far as they were concerned it was a "complete fallacy" to think that they preferred a university to be on a single site, with surrounding playing fields. The secretary of the U.G.C. had written "It is not the case that in giving advice on sites for new university institutions the committee say playing fields must necessarily be in the same site as academic buildings."

Lord Mackintosh maintained, however, that a site without playing fields would "not be the ideal and not the sort of university wanted today": he urged that if planning permission for the Earlham site were refused, the whole plan for the university might be put back two or three years. The Promotion Committee could not appoint a vice-chancellor for the new university before they had fixed the site, and they had to raise £1 million for the cost.

"If we have to run our appeal in, say, three years' time," he said, "who knows if the Government would not have put on some squeeze somewhere and the Grants Committee might have used the money set aside for us somewhere else. It would be a disaster." The scheme was "the most exciting project which has happened to East Anglia in this century," said Lord Mackintosh.

Giving evidence on the unanimous attitude of the Norwich Society, Peter Shephard urged that it was essential thoroughly to explore the suitability of the various sites obtainable for the new university before fixing on one.

Although the Norwich Society strongly supports the conception of a university within the city, Mr. Shephard's main point was to urge that before any site was selected, full consideration must be given to the alternatives, and this should involve the actual drawing up of a project without which it was impossible for the Promotion Committee to judge how well their requirements could be accommodated on the various sites available.

Apart from Earlham, and the King Street—Ber Street site, there is a site of 340 acres at Eaton, on the Newmarket Road, which is nearer to the city than Earlham, and another site within the city boundaries, Crown Point site—about which, however, there seemed to be a good deal of uncertainty as to whether or not it was or could be made available. Altogether there were 10 possible sites for consideration.

"Great universities flourish in towns," said Mr. Shephard: isolated sites outside cities were more suited for lunatic asylums or corrective institutions. Norwich was exceptionally fortunate in having a large site in the centre, "on which a good architect could build a new kind of university, more compact, perhaps, with taller buildings grouped round quadrangles hanging on the different levels of the hill." The additional expense of high building would be offset by the servicing of a central site being cheaper than for Earlham.

Mr. Shephard was sharply questioned by the Promotion Committee's counsel, Mr. Eric Blain, who called the proposed King Street—Ber Street site "socially misguided and financially impossible." The Norwich Society he complained "seem to want I know not what—the university I suppose plumb in among the shops."

He asked accusingly whether the Norwich gas works was a suitable view for students to see from the site, and Mr. Shephard had to remind him that they would also have a view of the splendid cathedral.

## SEATTLE FOUNTAIN COMPETITION

### *First Stage*

Five design teams have been chosen as finalists in the \$250,000 Civic Centre fountain competition, one of which will be chosen this March 21, to design and build the fountain, which is to be installed for the Century 21 Exposition in Seattle in April 1962.

The winning teams are as follows:

Paris: Alain Le Normand, architect, and Adam, sculptor.

Tokyo: Hideki Shimizu, architect, and Kazuyuki Matsushita, architect.

Birmingham, Michigan: Alan Hamilton Rider, architect, and Glen Michels, sculptor.

Pomona, California: Richard A. Moore, landscape architect, and George Hall, sculptor.

Birmingham, Michigan: W. Byron Ireland, architect, and Rostislav George Spacek, architect.

Two hundred and sixty teams from 11 nations submitted designs in the competition, and the jurors congratulate the City of Seattle for "stepping to the forefront in bringing back the fountain as an essential, though non-functional, project of design adding to the permanent beauty of the city."



## NO CITY ARCHITECT

### *Nottingham's Decision*

Nottingham City General Purposes Committee rejected the proposal to appoint a city architect by one vote at its December meeting. Nottingham Labour Party, which now controls the City by a small majority, was said before the meeting to be "wholeheartedly in favour" of the appointment; the Conservative leader said his side "were not satisfied that there was a great call for a city architect."

If one absent Labour councillor had attended the committee meeting the proposal would have gone through by one vote.

## NEW PUBLICATION

### *Hospital Digest*

The first issue of a new monthly journal surveying world literature relating to hospitals appeared this week, entitled *Hospital Abstracts* and published by HMSO, 5s. It contains material from the many periodicals, books and reports published in various countries on hospitals and hospital services, excluding strictly medical and related professional matters, and each issue will contain about 150 summaries or notices of this material from all parts of the world.

Included in the first issue, for instance, is an account of the pneumatic tube system installed at Huntingdon Memorial Hospital, California, and a description of the new post-operative unit at Rikshospitalet, Oslo.

## CHESHIRE GREEN BELT

### *Plea for Decision*

An appeal to the Minister of Housing to come to an early decision on the green belt proposals for Cheshire was made by Lieut.-Col. Bromley-Davenport in the House of Commons on December 20, when he said, "Does my right hon. Friend realise that more and more of these applications to build on what might be green belt territory are pouring into county authorities in ever-increasing quantities all over the country." The number of building applications in the Cheshire area was expected to be up by 25 per cent in 1960.

Mr. Henry Brooke replied that he was "very anxious indeed to get decisions taken on the green belt" and was expected to receive proposals from the council shortly.

## MULTI-STOREY GARAGE

### *Compulsory Purchase*

The Minister of Housing, after consulting the Minister of Transport, has confirmed a compulsory purchase order of St. Marylebone Borough Council for a site in Wells Street, London, W.1, for a multi-storey garage and service station. The site was subject of a public inquiry in July, when Celus Properties Ltd. objected that they had already started to build show rooms on the site when the order was made.

## HOUSING CENTRE

### *SPUR Report*

The Housing Centre Discussion Meeting on Tuesday December 6 was given over to a talk by Derrick Rigby Childs on SPUR's 1960 Report. This, which takes the form of a policy statement on urban renewal, is printed in full below; it deserves special attention, because it represents the views of a body of informed opinion drawn from a wide range of professions. In introducing this Report, Mr. Rigby Childs said that SPUR should endeavour to obtain sufficient financial resources to enable the Society in due course to appoint a research secretary. This is obviously an important first step in seeing that the many constructive ideas in the Report can be pursued.

1. SPUR came into existence in 1958 with the objects of:

i. Calling attention to the rapidly approaching crisis of city planning in the U.K. This was the purpose of the Exhibition "Better Towns for Better Living," which is at present on tour.

ii. Acting as a clearing house for collecting and disseminating ideas on urban renewal. This has been the aim of the discussion groups which have been meeting regularly through 1959 and 1960.

iii. Identifying the problems most urgently needing organised research. This is the object of the present report.

2. SPUR is not the horse, still less the army; but standing outside political or professional allegiances it is perhaps in a position to spot the gaps where attacks ought to go in.

#### **National use of land**

3. At the outset we worked within the principle that urban life and rural life are at opposite poles, and that while interdependent they must not be diluted. We accept the view that, in the case of Great Britain, variety, economy, the efficient use of existing investment and the preservation of existing beauties will and should perpetuate the present town/country antithesis. We therefore, as stated in our original aims, regard the rebuilding of the obsolete tracts of our towns and cities and the creation of new towns within suburbia not only as social imperatives for their own sake, but also as safeguards against unnecessary inroads into the countryside.

4. It follows that it is impossible to isolate urban studies from the problems of national and even global land-use. But in many decisions on the use of land, like is not weighed against like and a value judgment has to be made without the help of any agreed standards (e.g. low grade iron-ore, avoiding imports, versus unspoilt countryside; traffic delays versus the astronomical cost of radical solutions; privacy versus convenience). Even within a single category of land users (e.g. families, sportsmen, farmers) no recognised criteria exist by which one user can be said to be wasteful, another the opposite.

5. We decided that before we could usefully discuss the immediate crisis we ought to consider the basic conditions affecting the present structure of cities, starting from

human needs and their expression in building densities and communications. This report therefore follows that sequence.

6. Papers contributed by sociologists have made it clear that in an advanced urban society the study of basic human needs for comfort, privacy, etc., is insufficient by itself. In the search for acceptable standards the useful criteria are not biological but social, e.g. the movement into and out of cities of families at different stages of life, the wish of many young wives to make a home not too far from their parents, the tendency for urban workers to improve their status and be replaced by immigrants at the lower levels. But the translation of such scraps of social analysis as exist into a workable brief for the physical planner remains to be done.

#### **Problems of Density**

7. No subject is more beset by loose talk than that of density standards, whether residential or other. None more urgently needs scientific approach. Thus while a variety of residential densities have been discussed and tried, few have appreciated that the significant ratio is not the average number of people on each net acre, but the number of acres developed at each density. What matters is that a town should have a balanced and appropriately related variety of densities rather than any particular maximum or minimum.

8. When it comes to commercial and industrial densities, there has been even less rational analysis. Office zones are redeveloped on the basis of existing plot ratios which came into existence by accident in an age when all the technical factors were different and motor cars had not been invented. Industry, the most wasteful of all contemporary land users, is under no pressure except the general one of land values to compress its processes; on the contrary, local authorities vie with one another in enticing it with generous offers of land.

9. Moreover most density studies assume a homogeneity of land use which is unrealistic, and neglect the substantial economies that can be made by multiple use.

10. Very little research has been done on overall town densities, old and new, British and foreign, with a view to discovering within what limits, top and bottom, a civilised and functional urban environment



seems to emerge. The land budget attempted in the Greater London Plan for a population of 100,000 needs to be brought up to date.

11. Without such research, use-zoning and density-zoning will remain as haphazard, and as wasteful of national resources, as they are at present. But research alone will not prevent waste, and the only true guide to the "land-husbandry" of any urban area is a more constructive analysis of land-use information. By and large, survey data are abundant, but the imaginative interpretation of it is very rare.

12. But whatever steps are taken to minimise waste of land and expedite redevelopment; two factors limit the contribution they can make:

(a) The land economies that can be made in housing cannot be made in educational or public buildings or public open space.

(b) The space demands for roads and parking in town centres and sub-centres have greatly increased.

It follows that a national policy of decentralisation must go hand in hand with urban renewal.

#### Central Areas

13. In our discussions on central areas and the urban traffic problem we began by rejecting the familiar American combination of suburban sprawl and ruthless superimposition of elevated freeways, and since the problem is one of supply and demand, we advocate the cutting down of demand by two methods:

(a) Decentralisation to new suburban nuclei of traffic-creating activities such as commerce and industry. The general need is for more homes in the centre, more jobs in the suburbs.

(b) Major improvement in the effectiveness of public transport, allied with the development of more compact forms of private vehicle.

14. But the need for a greatly accelerated urban motorway programme remains, and it is vital that all new road works in central areas should be planned on the principle of vertical segregation, the number and use of the various levels depending on the traffic and pedestrian density in each case.

15. In so doing, more thought should be given to the amenities of the pedestrian, to his space and shelter and safety requirements his maximum reasonable range, his need for somewhere to sit. We have already sought to initiate research into this subject.

16. Whatever the answer, it will ease matters if residential and office densities are allowed to rise to a peak at public transport stations, and to fall away as distance from stations increases.

#### Smaller Towns

17. These proposals will of course be no help to smaller towns with five-figure populations, many of which are intolerably congested, all of which must face a rapidly increasing influx of private cars, and few of which can command the planning skills to solve their problems. Among them are nearly all our most beautiful cathedral cities and resorts and market towns. We consider that the techniques for dealing with one car

per family in old towns of this kind without unbearable expense and destruction have still to be worked out. No realistic traffic planning for such places has yet been done; nor have the economics of single level and multi-level planning in towns of medium size been fully investigated.

18. It is in relation to these smaller cities in particular that the alternatives of conservation, rehabilitation and renewal have to be carefully balanced financially, socially and aesthetically. We hold no brief for wholesale clearance as a panacea. While there are cases where large scale public acquisition and rebuilding are the only hope and need to be facilitated, there are others where a lick of paint and the ingenious intermixture of old and new will produce an equally satisfactory environment. Each case on its merits.

#### Renewal Techniques

19. Two invariable rules if effective planning is to be possible are that:

(a) The unit of redevelopment should be large enough for the purpose.

(b) Phasing should be contrived so that each phase produces a civilised environment.

20. It may be found that to get large-scale urban renewal undertaken by private enterprise, particularly in the "twilight" areas that outstandingly need it, planning authorities will be wise to restrict the release of new building land in step with such renewal.

21. These problems can only be solved by teamwork in which the local authority, the user, the professions and the construction industry work closely together, as they already do in many large-scale building operations. But we are agreed that when all the necessary survey has been done, when all needs are known, and methods decided, there is no substitute, as in the past, for the imagination of the individual designer.

22. While the designer must think concurrently on several related levels—the social level, the technical level, the economic level, the permissive level and the aesthetic level—the paramount consideration must always be the environment of those who actually live in the town and use the new buildings. If this is lost sight of, sectional interests ranging from developers' profits to motorists' convenience will at once predominate.

23. The repeal of the financial provisions of the 1947 Act and the introduction of a free market in land have led to sharp increases in land values and to speculation. Pressure for piecemeal renewal of profitable areas and sprawl on the fringes are very powerful; and the temptation to relax planning standards and controls will need to be strongly resisted. But negative controls will sooner or later break down unless accompanied by positive measures to provide other outlets, and by public control of urban land, backed by adequate long-term finance.

24. We are convinced that the basic obstacle to urban renewal is not lack of national resources but lack of machinery to enable a wide enough time and space scale to be used. In terms of time, we strongly support the proposal that a government corporation be set up to buy land designated for redevelopment,

hold it until ripe, and sell it to public or private developers at the appropriate time. In terms of space, we consider it essential that the profits to be made (whether by public or private agencies) in the process of creating new central and suburban commercial centres be ploughed back into the renewal of the unprofitable "twilight" areas. In other words, no single redevelopment area should be treated as an economic island.

#### New Towns within Cities

25. Just as in economic terms we need to strike a city-wide (and even nation-wide) balance of profit and loss, so in terms of zoning we advocate a much more even distribution of land uses over the urban area as a whole, the reintroduction of living quarters into the centre and the dispersal of large offices and some local industry into what are now the dormitory suburbs. In the seven conurbations where two-fifths of our people live we have described this creation of new compact suburban centres as New Towns within Cities, but the principle is often valid on a smaller scale in the five-figure cities.

26. The siting of suburban centres should be the result of a careful analysis of the structure, communications and social trends of each city. In general, they should go where local employment will obviate long journeys to work, where road and rail facilities are underloaded or easily improved, where an incentive to redevelopment is required, or where new residential development lacks a social core. They must in all cases be as far out from the original centre as is necessary to avoid risk of coalescence.

#### A National Urban Renewal Agency

27. To attempt the task of urban renewal, the nation must use to the full its present organisations; and some new types may also be wanted. Agencies of different kinds, whether for small individual *ad hoc* schemes, or for large comprehensive ones, are likely to have to operate side by side. They will include local authorities, public boards, trusts, property companies, and no doubt special urban renewal agencies on the lines of the New Town Corporations.

28. However, it will be the nation's competence in investigation and the quality of its research which will largely affect the results of the vast quantity of work flowing from the organisations undertaking urban renewal. There are already some specialised investigation and research agencies, for instance, the Ministry of Housing and Local Government, the Building Research Station, the Roads Research Laboratory, the Roads Campaign Council and certain university architectural and planning departments. The next step should be to establish an independent National Urban Renewal Research and Development Agency, whose function would be:

(a) To co-ordinate existing research.

(b) To promote new lines of investigation.

(c) To comment on research results.

In these ways a serious attempt would be made to prevent the wastage of skill by duplication of efforts, and to link up the contributions of specialists. NURRDA



would also be in a strong position to make comparative analyses of land usage in the different regions.

29. While analysis and rationalisation of information will have long-term value, immediate interest in this work will be stimulated if it is related to visible results on the ground. The complementary step should therefore be the promotion by NURRDA of a number of pilot and demonstration projects, designed to show what can be done, how much it will cost and what works in practice. Each such project should demonstrate some particular aspect of urban renewal, whether rehabilitation, conservation, or renewal in central areas, the rebuilding of blighted inner rings or the creation of new suburban communities. Freedom should be allowed to experiment in any branch of urban renewal process: finance, law, building regulations, planning, design, construction, phasing; but in every case firm completion dates are essential. It would be NURRDA's task to correlate these projects so that they cover the nation geographically and cover the whole range of urban renewal problems, and to publish reports on their progress and findings on their conclusions.

#### Local Self-Help

30. Finally we believe that local self-help is as necessary as government leadership, and we suggest that this should initially take the form of a Reconstruction Committee of the local authority, with some co-opted members and some such terms of reference as these:

To make the necessary survey and advise the Council on a phased reconstruction programme, and in particular:

- (a) To investigate the local financial, social and administrative implications of large-scale urban renewal.
  - (b) To consider how best to divide the work between public and private enterprise.
  - (c) To propose a sequence of comprehensive development areas and a detailed budget and time table.
  - (d) To prepare the Council's case for the definition of each successive area as a CDA.
31. In a little more than a century the quality of our urban life has tragically deteriorated. This deterioration is now gathering momentum, and will, we believe, disintegrate our cities unless immediate action is taken.

#### Summary

The following proposals have been made in this report:

- (a) More work is needed on density standards, in particular to arrive at an overall town density appropriate to social conditions in the next generation (paras. 7-10).
- (b) Surveys of existing land use should be refined so as to cover multiple use and point more clearly to waste of land (para. 9).
- (c) A national policy of decentralisation is still essential (para. 12).
- (d) Compact "New Towns within Cities" should be created within outer suburban areas (para. 13).
- (e) A radical reappraisal of urban transport techniques (para. 13).

- (f) Research on the needs of the pedestrian (para. 15).
- (g) High density at public transport stations (para. 16).
- (h) Research on the traffic and other planning problems of medium-sized towns (paras. 16-17).
- (i) Units of redevelopment should be as large as possible (para. 18).
- (j) New land for housing should only be released in step with redevelopment (para. 20).
- (k) The role of the individual designer must still be paramount (paras. 21-22).
- (l) No single unit of redevelopment should be treated as an economic island (para. 24).
- (m) Land uses should be more mixed (paras. 25-26).
- (n) A National Urban Renewal Research and Development Agency (paras. 27-28).
- (o) Pilot projects (para. 29).
- (p) Reconstruction Committees (para. 30).

## LET OUR CITIES LIVE

### *Bow Group on Town Planning*

A series of encouragingly root-and-branch proposals for tackling our town planning problems in a more positive way is presented in the latest Bow Group pamphlet, published by the Conservative Political Centre, last week.\*

Planning, the authors complain, "seems to have become a vain struggle against the growth of cities rather than an acceptance of them as providing most of the possibilities and promises of modern civilised life." They could do this if planning could put right their three main faults, slum and near-slum buildings, deplorable traffic conditions and shortage of open space.

Dealing with the problem of central redevelopment the authors propose a land pooling system, under which a block of property that is obsolete could be declared a "redevelopment block" upon application to the courts by, say, over 50 per cent of the owners concerned. The block would then be valued by an independent valuer appointed by the court and a company set up to take over ownership, shares being distributed to the former site owners in proportion to the value of their share of the whole. "Although this is revolutionary to the concept of British property ownership, it is nothing new in some other countries," the pamphlet declares. The company so set up would elect a board to work out a redevelopment scheme in agreement with the local authority.

The pamphlet also wants local planning authorities to have power to declare "improvement areas" in run-down residential parts of cities which could be saved from turning into slums by a concerted effort. Local authorities should be able to enforce standards of improvement, and to pay half the cost.

\* *Let Our Cities Live*, by Timothy Knight with Brian Falk, architect, Rex Harbour, a property company surveyor, and Robert Vigars, solicitor. Obtainable from the Conservative Political Centre, 32 Smith Square, London, S.W.1, price 2s. 6d.

Ultimate responsibility for replacing slums rests on the Government, and the Bow Groupers urge the importance of high density housing to make the most of every acre, and point out what is being done in this way in Scandinavia.

To deal with traffic problems they advocate improvement to underground railways, a carefully planned system of fast urban roads and pedestrian segregation wherever possible. Dispersal of employment throughout cities instead of concentration at the centre would also ease the traffic load.

The present Green Belt policy is described as out of date, and the pamphlet urges that a green belt must allow "fingers" of high density development to run out into the country and wedges of green country to penetrate near to the centre of a city, as in Copenhagen.

And instead of more new towns, the group want two New Cities, planned for an ultimate population of 300-400,000 people, one in Lincolnshire for the Midlands overspill, and one in the West Country to relieve pressure on London.

Finally, the pamphlet suggests alterations in the present planning structure of local government, which they consider "too limited to manage large scale planning yet too cumbersome for local problems." It proposes to replace the counties and county boroughs as statutory local planning authorities by 14 "area planning councils" and delegation of development control to all local councils representing populations of 20,000 or more, and elsewhere to the county councils. The authors ask that the word "Planning" should be included again in the title of the Ministry of Housing and Local Government.

## RSA AND RICS

### *Cars, Cars, Cars*

"Our whole social way of life depends on solving London's transport problem. . . . There is no point in having an otherwise acceptable form of local government for London if it cannot adequately face and tackle that problem. If congestion is not controlled, then London as we know it is doomed."

Thus Mr. Alec Samuels, in a paper read recently to the RSA on "Some traffic problems of London." He is in favour of having a single authority to take responsibility over the whole field of traffic and roads (but not public transport) throughout the London region—as recommended by the Royal Commission. As Chairman of the London and Home Counties Traffic Advisory Committee, created by an Act of 1924 and still staggering along, he has every reason to know what an ineffective body it is. He comments: "It seems that in 1924 it was hoped that the existence of this body would go some way to ensuring unified control of transport in London. In fact it has not succeeded in achieving this particular objective. Even although the Minister [of Transport] consults the Committee he has still found it necessary to consult practically



everybody else as well. . . .

"Because of the separate and watertight responsibilities of all the authorities the problems have been examined in isolation. But they are really different facets of a single problem . . . which should be considered as the problem of moving people and goods as economically and rapidly as possible, taking as much account as possible of their individual transport preferences, but with a firm eye on the comfort and convenience of the majority. At present there is no person, no body and no committee which can take that broad view."

One would have thought that there was nothing to prevent the Minister of Transport from taking that broad view, or for that matter the London Travel Committee (also under Mr. Samuels' chairmanship). Indeed, Mr. Marples' appointment of Mr. Colin Buchanan as his Urban Road Planning adviser suggests that he at any rate is taking a very broad view of the central problem of combining mobility with a civilised urban environment. But no doubt Mr. Samuels and the Royal Commission are right in urging the need for a regional authority with overall responsibility for roads and traffic. Let us hope that, when this authority comes into being (if it ever does), this responsibility will be centred on Mr. Buchanan (this would at least ensure that the LCC engineers have only a secondary role, if indeed they retain any role at all).

#### Planning and Transport

On the question of planning control Mr. Samuels had this to say: "I think that up to now this has failed so far as transport is concerned. It has not been a failure of intention but of execution. What is needed is a recognition of the fact that transport is an essential and fundamental part of planning. Transport cannot be laid on like gas. New development should be planned round a transport system, whether existing or projected, designed to run economically. It is necessary on social grounds that there should be satisfactory and efficient public transport. But this cannot be provided if the planning is done in a vacuum and the transport scheme left to last."

"As an example there is some spare capacity on the suburban railway lines north of the Thames, but on the Southern Region, which already takes three-quarters of the commuter load, little further expansion of services is possible with the existing framework of lines and equipment. Housing development is, however, still continuing in these areas, but that means that there is no prospect of an adequate service unless there is a decision to duplicate lines and go in for other large-scale capital expenditure which would be on a vast scale, and without any hope of an adequate return."

"To take another example, transport can only be economic if peaks are avoided and if reasonable balance is maintained between traffic travelling in both directions. Balanced development along the lengths of the railway main lines might well secure this. And . . . it would also help enormously if office development was concentrated near the

main-line railway termini (e.g., Euston, King's Cross, Victoria) and kept away from the central area (e.g. Mayfair) where the traveller depends on overcrowded buses and tubes. The centre should be kept for shops, places of entertainment and residences. There can be no point in allowing more and more office building in the centre, when there is no real hope of ever providing adequate transport to cater for its needs."

#### Green Belts or Wedges?

"I think I should give one further instance of what I am trying to suggest. There has been a major development project at Roehampton, where there is complete dependence on buses and private transport. All those who live in this new development area, and wish to work in other parts of London, will either have to struggle onto the buses, or use their own transport. Development in this fashion is certainly not the way to promote the greater use of public transport, and seems to indicate a lack of realism on this subject."

"At present we plan with green belts, and insufficient housing inside the belts for the population, so that, as a result, an ever-growing number of people have been forced to live far out. There has been much discussion about this problem over the last few years, and there are now some welcome signs that there will be more residential development in the centre. But I am still not certain that sufficient thought has been given to the enormous advantages of people living close to their work. Planning future development on the basis of transport facilities obviously means breaking some of the theoretical rules. But it seems to me that it would be much better if development were concentrated in the places where there is transport, such as along the railway main lines, and if there were green wedges, running quite close to the centre of cities, in those sectors where transport is inadequate. A radial transport system and green belts, can hardly work together in harmony, but we have the two systems, and must find some way of solving the problem."

"Finally, in this planning connection, it may be worth pointing out that the London Transport Executive have recently estimated that employment in the centre of London, almost entirely in offices, will still increase by about 6,000 a year for the next 10 years. This takes into account the fact that even if a local authority desires to exercise tight planning control, their powers are still not complete. Provided that the user is unchanged, a developer can knock down an old building and provide a new building which has a cubic content 10 per cent greater than the old one. With modern building developments, that often means a 50 per cent increase in floor space. Councils can stop that kind of development if they pay compensation, but they are sometimes reluctant to do so. If, therefore, it were decided that it was essential on transport grounds that employment in London be stabilised at about the present figure, then this is a loophole in the planning laws which would certainly need to be closed."

"To sum up the planning aspects—and I appreciate my ignorance on this subject and the likelihood that I have gone wrong on detail—what is needed is a plan based on the use of public transport by the great majority and worked out on a realistic estimate of what the existing radial pattern of public transport is designed to achieve. The aim would then be to secure that the centre of London, as we now know it, remained the focal point with reasonably free access between that point and the rest of the area. If that is not achieved, then London will lose its present pattern, and may well re-form in time on a cellular basis with a considerable number of local centres, but no main focal point. It would also tend to expand still farther, as some American cities have done. In my view that would represent the victory of the motor car over man, and would be a social disaster. But with proper and realistic planning, I believe this can be avoided."

#### How Much Parking?

It is consoling to know that Mr. Samuels recognises the danger that the motor car may act as a destroyer of the big city. Mr. E. H. Doubleday (Chief Planning Officer of Hertfordshire) was less clear on this question in the paper on "Off-street parking," which he presented to the RICS. True, he said that "the meter is slowly breaking down the traditional British habit of free parking for their cars in city areas—thus paving the way to follow the American and continental practices of a wider use of off-street parking facilities than hitherto." But he also said that "in Britain at the moment our shortage of parking space is so acute that almost any structure will be filled with cars without difficulty, despite poor location and inadequate layout" (ignoring the fact that the City of London's garage under Route 11 is at present largely untenanted); and he spoke of offering "some guidance on initial and fundamental points to those persons whose duty and responsibility it is to see that off-street parking facilities are provided on an increasing scale during the next few years." He did not say in so many words who "those persons" are, but he made it fairly clear that he thinks local authorities should make themselves responsible for providing parking space. He even suggested that "as the municipality is concerned more with general convenience than with profit-making, municipally-operated parking facilities can be offered to the parker free, or, where this is not possible, at a low cost"; and in saying this he made no distinction between long-term and short-term parking.

Mr. Doubleday's paper was based largely on what he had gleaned on a study tour in the USA. It was left to Dr. Lichfield, a surveyor employed in the Ministry of Housing and Local Government who recently spent a whole year in the USA, to question whether the large-scale provision of motorways and parking space as practised in American cities was really the right answer to urban transport problems.

NIGEL SEYMER



# Old Poole

An Inquiry was held recently into the County Plan for Old Poole, [at which counter proposals for maintaining the character and life of the old town were put forward by the Georgian Group. Here the problems and solutions are discussed by Ian Nairn.

Old Poole is certainly a planner's headache. There are traffic problems, aesthetic problems, economic problems and social problems all tangled up together. The old town is almost an island in Poole Harbour, with two entrances to "mainland" Poole, which looks exactly like an extension of Bournemouth, and one to the west which unhappily carries a good deal of traffic. The town spread back from the quayside, filled the island and then overflowed into the mainland. All the nice buildings (some of them are very good indeed), all the worthwhile character and most of the industry are on the island. All the purchasing power is on the mainland. Hence gradual decay on the island, slum clearance, piecemeal industry, just one step removed from the clean sweep that has gone on in dock-side Devonport and Chatham.

Hence, alarm in the County Planning Office (most authorities would not even have bothered), and hence a Town Map presented to a public inquiry at Poole last month.

The trouble, very simply, is that the plan is inorganic. It attempts to solve the various problems by fragmentation rather than re-integration, running a pair of roads right through the old fabric of the town and then setting aside the area near St. James's Church as a special precinct. Thus planning has become a set of concepts instead of one whole, ruled by the most artificial of all concepts—the zoning map. Here of all places the sorting out of uses must be a labour of love, like fitting the parts of a watch together.

Yet paradoxically Poole's worst problem is due to its mixture of uses. The basic pattern is of big houses with big gardens, converted almost everywhere into a really sordid—that is, lifeless—mixture of small industry, junk heaps and back cottages gone derelict. This industry must go and really ought to go right out of the island which would help to ease the traffic problem because



*Private gardens still existing in Old Poole and turning to wilderness*

*Georgian Poole, a typical side street*

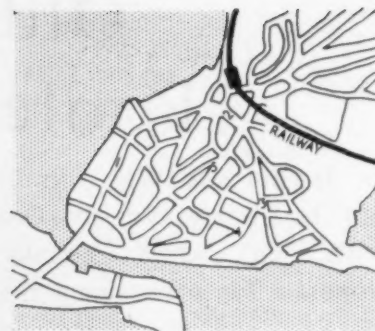






Demolition . . .

. . . and what follows it



KEY  
1 West Quay Road  
2 North Street  
3 South Road  
4 East Quay Road  
5 High Street

Above, map of Old Poole, with streets suggested by the Georgian Group for traffic circulation, numbered. Opposite, the County Plan, showing considerable demolition for a traffic route

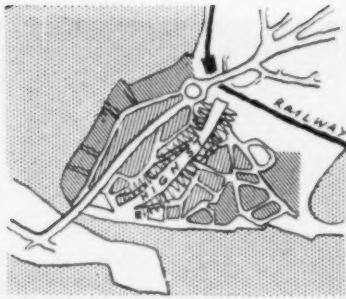
at the moment the island is the commercial and industrial centre for the rest of the borough with everyone flooding in to work and out to desirable residences on the firry steepes. The island can take only a certain amount of industry; it has got too much already and any extension, such as the Town Map proposes, would make the traffic problem worse, reduce the number of people living on the island and make it almost impossible for a shop in the High Street to break even.

Old Poole ought to be almost self-contained, apart from quayside industry. The big houses ought to have their big gardens back again, *and to be lived in*: and the simplest way of doing this is for the middle and upper classes of Poole to come down from their firry steepes and re-inhabit the centre. Living where you work is just as relevant to directors and chairmen as to Joe Soak in the foundry, and there are a lot of such businesses on and around the Quay. A "special precinct" might make sense then, because it will come from within, not be artificially applied. It would need concerted action and it would need at least the goodwill of the Council, but it would be a superb act of faith in Poole's future.

The organic requirements of Old Poole are in fact fairly simple. The core is formed by the High Street and the Quay and this dominance must remain. The great economic need is for more trade—at its simplest, to give back the old town its self respect—so this part of Poole must be made attractive to the shopper. High Street is one of the streets where lines of parked cars should be welcomed, not discouraged. Hence through traffic of industrial traffic to the Quay must be taken round the side (see diagram), leaving the whole of the centre as a kernel with its axis on the High Street.

The means to do this were set out in an admirable submission to the recent Inquiry by the Georgian Group, which





proposed that East Quay traffic go via North Street, South Road and East Quay Road, and through and West Quay traffic via a widened West Quay Road.

Unfortunately the town map shows other ideas; it would widen the residential West Road instead of the industrial West Quay Road, thereby taking a vital slice off the kernel, besides displacing families after years of uncertainty, and worst of all, it would serve the quayside by a new road branching off West Road and slicing right through the centre of the kernel. This would be disastrous and no amount of special precinct would alter the fact that, coupled with a rigid zoning map, the total effect of the operation would be to create a special mortuary, a dead end. This is terribly sad because obviously a lot of thought has gone into this plan, but the conclusion cannot be birked.

The plan had a fairly rough passage at the Inquiry, and in the end even the Poole Council admitted that they were not very happy with it. That being the case, the best thing to be done seems to me to make another plan. This is regrettable, because more of Old Poole crumbles away every day, and some of it is really in a shocking state. So without waiting for any further plans, a patch-up and rescue operation is needed on each salvageable piece of residential property, while at the same time starting on a policy of decanting industry out of Old Poole into other parts of the borough. There are plenty of offices and industries which do not need to be on the island.

Each month's delay means a little more gone and makes the job a little harder: Poole Council, without waiting for any further plans, should begin on first aid now in the areas which everyone agrees are worth preserving.



*Multiple use with freedom from zoning on the quayside*

*The intricate Poole pattern of alleys*





# The Chestnut,

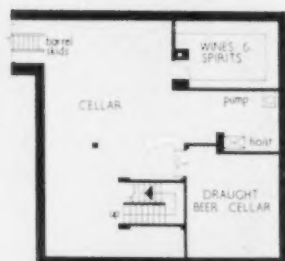
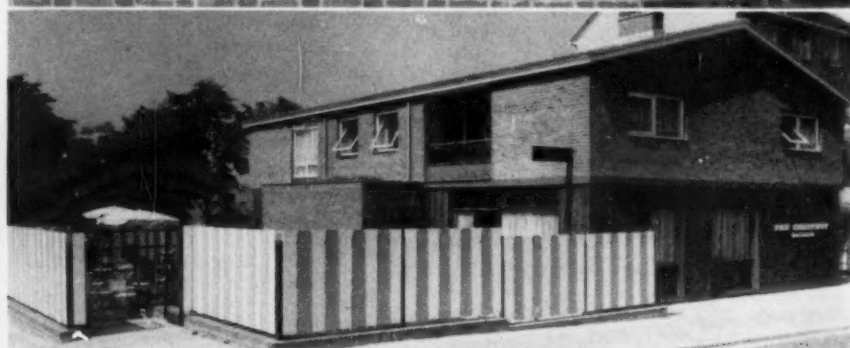
Upper Tulse  
Hill

This pub is sited in one of London's less distinguished housing estates, and although the architects have tried to tie in as best they can, by using brickwork to the first floor and a pitched roof, it has evidently proved almost impossible to get any unity between this two-storey building and the surrounding taller blocks. The plan of the pub is neat and compact, with the two bars on the ground floor separated by a central core of service area, stairs and lavatories. This

*Looking south towards the pub  
across the car park.*



*The pub from the street corner,  
with the screened beer garden  
in the foreground*



*Basement and ground floor plans*  
(Scale:  $\frac{1}{32}'' = 1' 0''$ )



pattern is repeated on the first floor, with the publican's flat separated from the staff bedrooms by a shared kitchen.

The saloon, with its fitted carpeting and pleated lampshades, presumably provides the type of environment that brewers consider to be essential these days to attract that particular sector of their clientèle who have recently been upgraded to the middle classes. The unfortunate result is that this interior has become just a bar, without any identity as a pub. This is, of course, part of a general trend in which brewers are competing with each other to upgrade both new and existing pubs, and it is well known that architects involved in such work are participating with considerable reluctance. In this case the proof is pretty clear when the saloon is compared with the public bar; in the latter the architects seem to have been left alone to get on with the job, and by use of simple and robust detailing, and such traditional materials as vertical boarding and linoleum flooring, they have achieved exactly the right character.

The design for the pub is by Misha Black, Alexander Gibson and John McNeil, outside sign and internal tile mural by Alan Ball, lettering by Milner Gray and Ronald Ingles, all of Design Research Unit. The lettering follows the new house style that Design Research Unit have prepared for use on all Watney pubs in conjunction with a new standard colouring for re-decoration, which is a notable advance.

#### CONTRACTORS

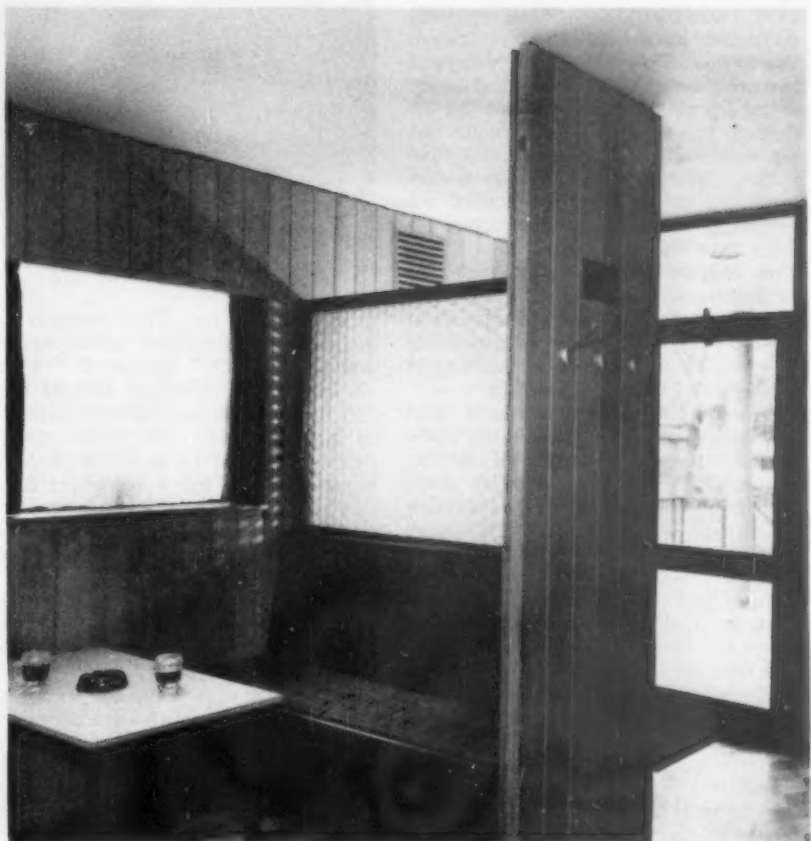
*General:* Halse & Sons Ltd. *Sub-contractors and suppliers:* Reinforced concrete: British Reinforced Concrete & Engineering Co. Ltd. Roofing: Northern Aluminium Co. Ltd. (fixed by Manchester Slate Co.). Sills, copings, thresholds: Bow Slate & Enamel Co. Ltd. Escape stairs: C. A. & W. Haward Ltd. Metalwork: General Construction & Engineering Co. (Bedford & Son) Ltd. Terrazzo covers: Malacarp Terrazzo Co. Ltd. Hoists: Aldous & Campbell Ltd. Heating: Broad & Co. Ltd. Clocks: Gents. Refrigeration: McGovern Refrigerators Ltd. Sanitary fittings: B. Finch & Co. Ltd. Electrical: Alpha Manufacturing & Electrical Co. Ltd. Gas light fittings: Falks. Ironmongery and window gear: James Gibbons. Applied lettering: Dales Lettering Ltd. (Brighton). Illuminated fascia: The Lettering Centre. Glass Engraving: London Sand Blast Decorative Glass Co. Red barrel and free-standing sign illumination: Pearce Signs Ltd. Sign-writing: Fords Signs. Illuminated projecting sign: Bush Signs (Brighton). Turfing and planting: William Fromow.



First floor plan



The saloon bar



The public bar



# Moving Pavements

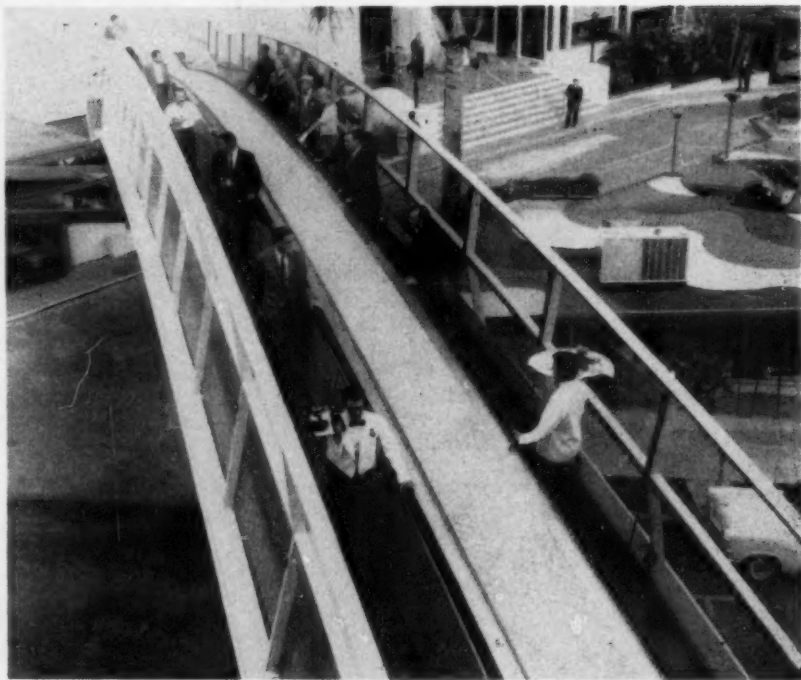
Even the sidewalks are on the move in the United States, and here Anthony Goss describes the various types of moving pavements and ramps being developed

In 1898 H. G. Wells wrote of the transport system of the city of the future in "The Sleeper Awakes": "This roadway was three hundred feet across, and it moved . . . an endless flow rushing along as fast as a nineteenth century express train . . . Upon it were seats, and here and there little kiosks. . . . From this nearest and swiftest platform a series of others descended to the centre of the space. Each moved to the right, each perceptibly slower than the one above it, but the difference in pace was small enough to permit anyone to step from any platform to the one adjacent, and so walk uninterruptedly from the swiftest to the motionless middle way."

At the time at which this forecast was made it may not have seemed so futurist as it does now. Five years earlier, in 1893, there had already been a moving pavement in action—at the Chicago World Fair. This was the early days of two other novelties in mechanical means of transport—the elevator and the escalator. But a new form of magic carpet—the mechanically propelled road vehicle, which was continually underestimated by H. G. Wells, pushed the moving pavement out of the picture for more than half a century.

Now the moving pavement seems to be coming back, not yet as a universal cure-all to the problems of transport in a busy city but certainly as a possible way to alleviate some of the more acute problems of urban indigestion.

For some time now there have been powerful rival firms in the United States seeking to develop forms of moving pavements. Stephens-Adamson have had their "Speedramps" in operation since 1952 in a number of shopping centres and big department stores, a Chicago baseball stadium and several railway and tube stations. These have been installed in situations where inclines of 13-15 degrees are required. The installation at Wrigley Field, a stadium in Chicago, is perhaps the most impressive. It consists of four moving belts, each 5 ft. 6 in. wide conveying passengers from ground level to the grandstand and another four 3 ft. 6 in. moving belts conveying spectators from the grandstand to the upper deck. The total length of travel is 383 feet and the



*The Travolator pedestrian bridge at San Diego which links a large hotel to a motel and car park on the other side of a busy street*

total rise is 56 feet. This company has also been developing a further system which they call "Speedwalk" where no inclines are involved. Moving belts can be supplied in different widths up to nine feet wide. The widest moving belt is designed to take five lanes of passengers and has a passenger capacity of 18,000 persons per hour. It is possible to provide intermediate side entries and exits along its length which can be 300 feet or more.

Another company which has adapted industrial-conveyor principles for passenger use is Hewitt-Robins Inc. Their installations are called "Glide-Rides" and the most impressive one so far is a system of moving walkways opened to the public in 1958 at the new airport at Dallas, Texas. Here, a system of moving belts carries passengers both ways along three "fingers" from the terminal building to the aircraft. This is the largest passenger conveyor system

in existence with 1,435 feet of moving walkways. It has been used by about 14,500 people a day and it has been estimated that this will mean, in terms of existing traffic from the airfield, about 5.3 million people will use the conveyors each year.

The third type of moving pavement is the Travolator, developed by the Otis Elevator Company. The first Travolator was opened to the public last year in San Diego, California. It is built out of doors and arches 127 feet across a busy street connecting the main building of the El Cortez Hotel with a new 138-room Motel and a 500-car parking garage. It is capable of carrying 7,500 people per hour in each direction.

In September, the first Travolator in Europe was opened at the Bank Underground Station in London, linking the City Line to the railway running to Waterloo Station on the South bank



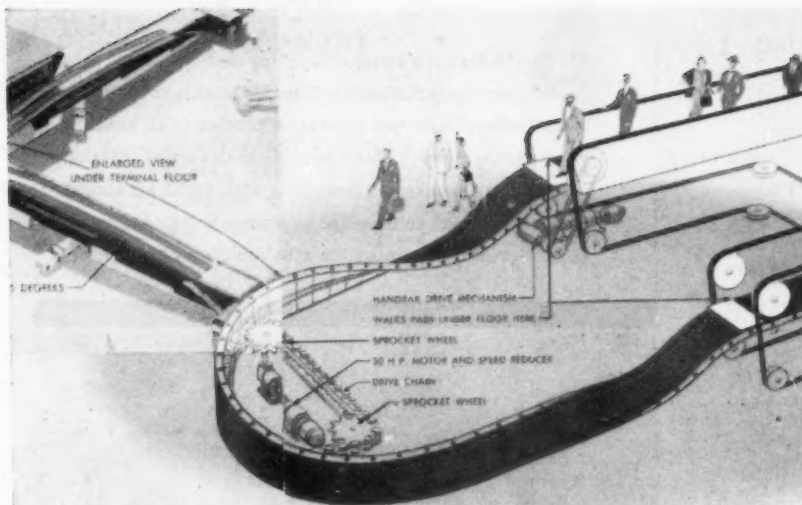
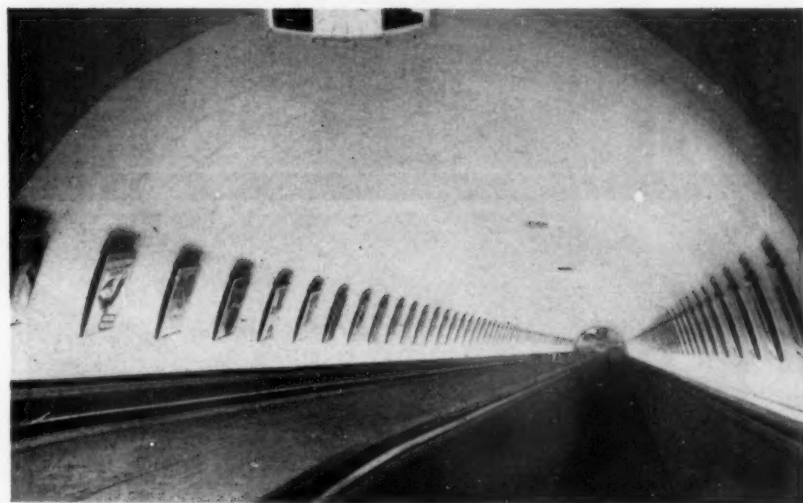


Diagram of Hewitt-Robins's Glide-ride moving pavements at Dallas Airport



First in Europe—the Otis Elevator's Travolator at Bank Underground station in the City of London

of the Thames. Here the moving pavement forms a long ramp with a gradient of one in seven for a distance of almost 300 feet. It travels at 180 feet a minute—about two miles an hour—and it is perfectly possible, except at rush hours, to walk briskly along it at another four miles an hour giving a total speed of six miles an hour in all. There is very little sensation of climbing when walking up the one in seven gradient. This has to be compared with the series of slopes and flights of steps which City workers had formerly to struggle up and down, packed like sardines, in the tunnel which they dubbed "the drain." It is estimated that the Travolators will carry up to 20,000 people per hour if necessary which will easily absorb the present peak-hour flow of 13,200 people per hour in one direction. What of the future? The prize-winning traffic scheme of W. K. Smigielski's in the recent "New Ways for London"

Competition envisaged a two-level pedestrian way, the upper level covered and with a moving pavement to speed up walking, leading to a new Soho entertainment centre in the form of a two-level piazza. Moving pavements are to be incorporated in the traffic plan for Moscow. The engineers concerned in the construction of the Travolator consider it perfectly feasible technically to place moving pavements side-by-side at different speeds so that it is possible to start on the slow one, change on to faster ones and then back on to the slower one to get off at one's destination. As Mr. D. E. Coles, a director of Otis Elevators, has said: "At the moment we are content to leave the wider possibilities to the imagination of the architects and engineers. What matters is that we have produced a machine which virtually makes another form of transport available to them."

There is no doubt that moving pavements will be expensive to install. The Travolators at the Bank Station have cost £850,000 but of this figure only about £150,000 was accountable to the Travolator itself. Whilst other systems may prove to be cheaper or better there is little doubt that moving pavements could provide an additional form of attractive public transport, without waiting or delays, which could be useful for short distances. They could help to eliminate the need for passenger transport vehicles in central areas. Moving ramps have obvious advantages over moving stairs in a multi-level shopping area while some of the problems of pedestrian walking distances from car parks to pedestrian precincts and from one end of large precincts to the other could be looked at in a different light if moving pavements were available as a possible solution to circulation problems.

Being so close to its initial stages of practical realisation it is all too easy to be led astray by the mechanical novelty of moving pavements and to see them as a passing craze or extravagant gimmick. No doubt this is precisely how the first elevators appeared in the middle of the last century and, even more so, how the first escalators appeared in 1900 when they were first installed by the same company that has now produced the Travolator. But tall buildings would be impossible without lifts and the London Underground system would be impossible without escalators. Both of them have been, in their time, new and novel means of transport in the wider sense of the term.

At the RIBA Conference this year, on the theme of "Rebuilding Our Cities," Arthur Ling called on architects to dream a bit more:

"We need to think about future towns on the same fantastic but practical basis as we are thinking about space travel and space ships. Perhaps we need some town fiction to help us do this."

Moving pavements are certainly possible elements for the city of the future. It is up to the architect, the town planner and the engineer to explore its possibilities.



ASCOT AND THE PRIVATE BUILDER: 1



## BIRCH FARM ESTATE READING

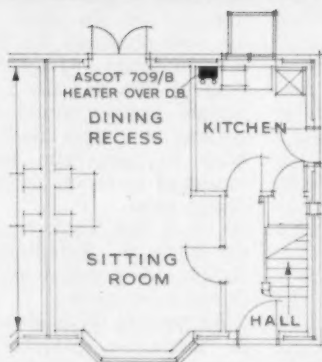
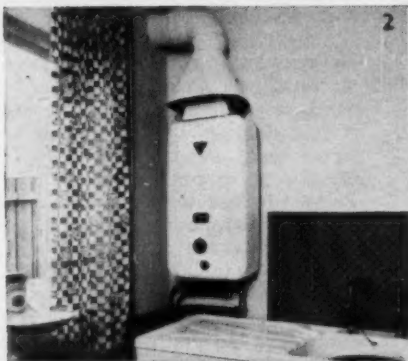
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**Designer:-** S. J. Wynn, Esq., (Chairman, R. J. Haddock, Ltd.)

**Hot Water:-** Ascot 709B multipoint instantaneous water heaters

This is the first of a series of building case-histories illustrating the installation of Ascot instantaneous gas water heaters in private enterprise housing of all kinds in every part of Britain. Each example in the series will show graphically the ease and flexibility with which an Ascot hot water system can be installed in private building schemes at the lowest cost compatible with complete efficiency.



Floor Plan showing installation of Ascot 709B multipoint water heater in the kitchen to supply hot water to sink, bath and bathroom basin.

1. One pair of semi-detached houses on the Birch Farm Estate.
2. An Ascot 709B instantaneous multipoint installed in a kitchen.
3. General view of the Estate.

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The fourth of a series of progress reports. The other instalments appeared on June 23, August 18 and October 20, 1960

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*Fig. 1. The building on December 6th, 1960*





## progress report

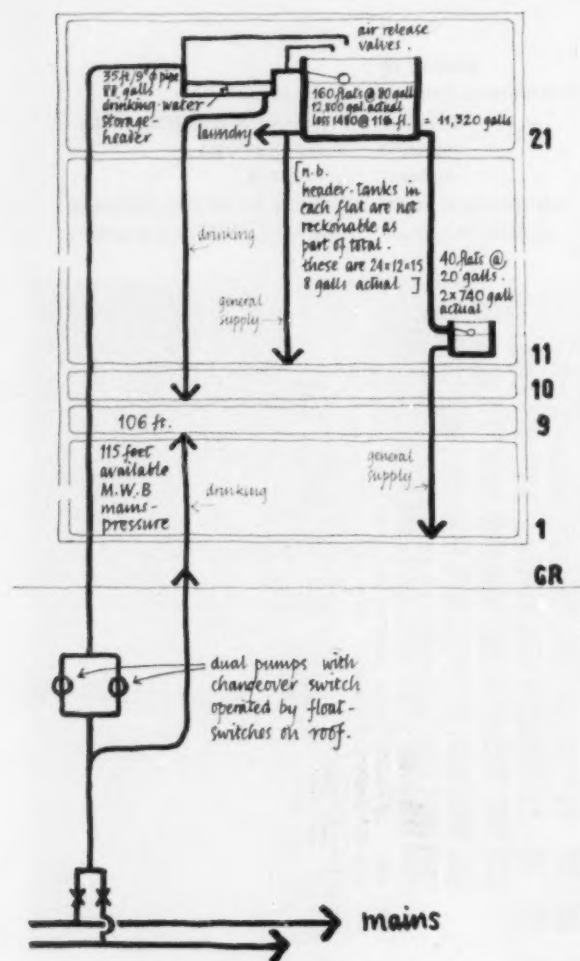


Fig. 2. Layout of water distribution

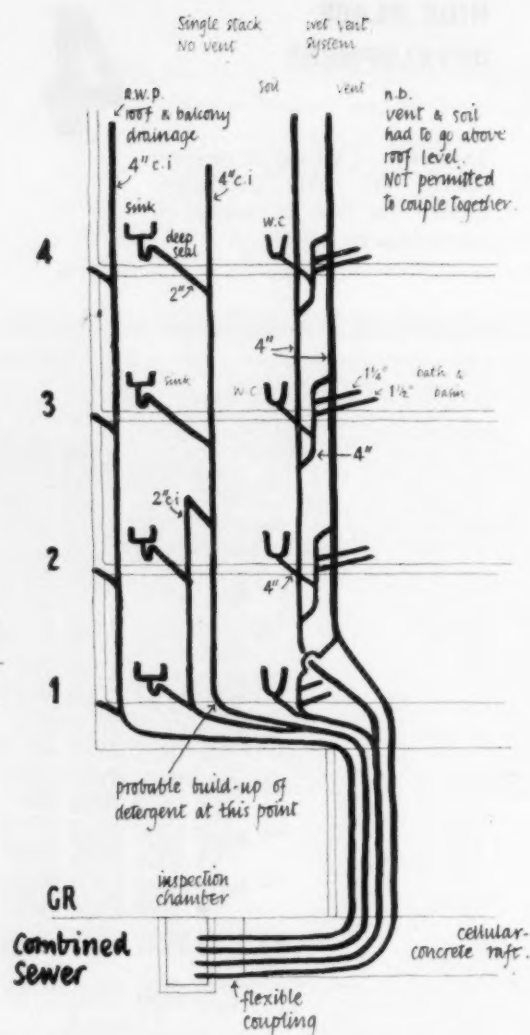


Fig. 3. Drainage system

The services required in a building such as Hide Place are no different from those in any block of flats. They comprise: water distribution, including provision in case of fire; drainage; ventilation; rubbish disposal; heating and hot water; electricity and gas for lighting and cooking; telephones; television; lifts. What differs from other blocks of flats is the means by which they are provided, because new problems are introduced when a building is very tall.

It may, therefore, be of interest to review what has been done at Hide Place, and this article describes the first four items listed above.

### Water distribution

There are two problems here: (1) the pressure in the mains is not sufficient to reach more than about half-way up the building; (2) the pressure in the pipes in the lower storey would be excessive if the whole building were served directly from tanks on the roof. Some means must therefore be found

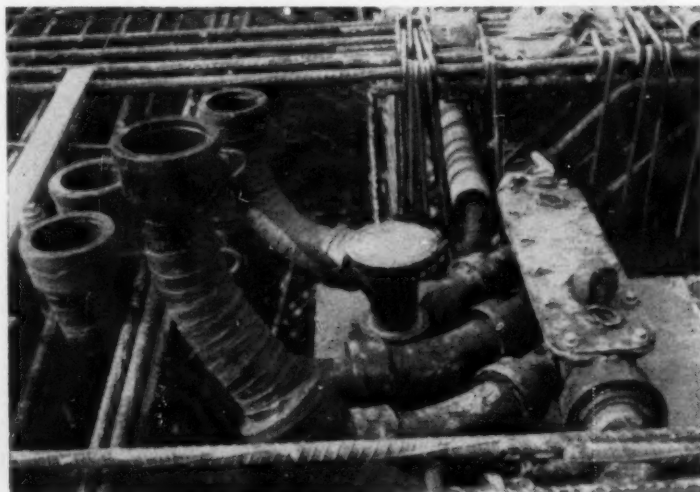


Fig. 4. Connections at ground floor showing how pipes are accommodated in the cellular raft over the piles. The pipes are wrapped in a treated paper



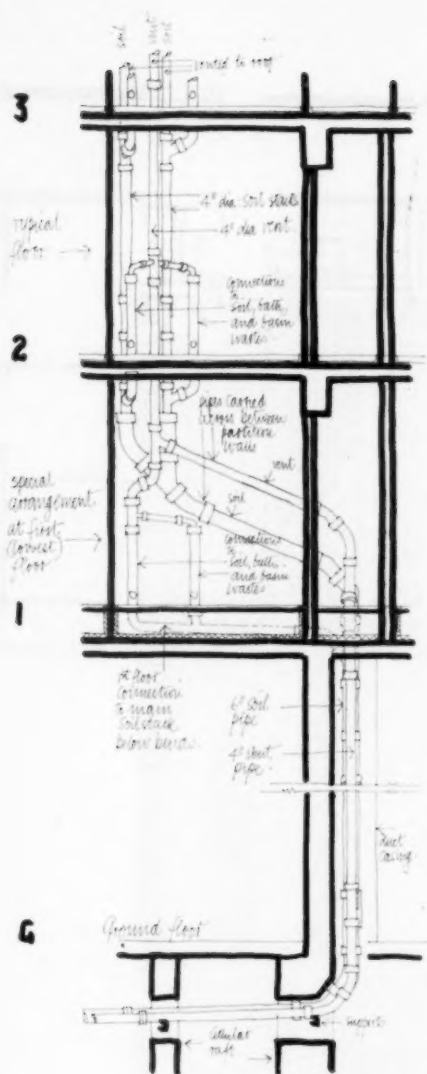


Fig. 5. Pipes at first floor arranged so as to obtain easy bends. First-floor connections are made to separate pipes taken into main stack at low level, as shown in Fig. 3

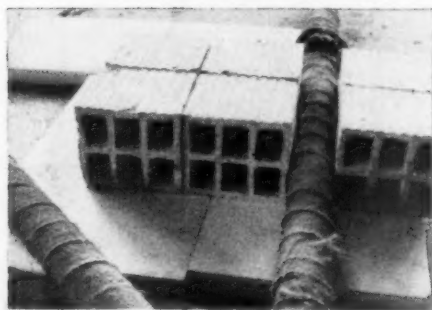


Fig. 7. Construction of first floor showing expanded polystyrene insulation and hollow clay block infilling. The floor screed will be laid on the hollow pots, but partition walls are carried down to the structural concrete floor, the insulation being turned up round them to screed level

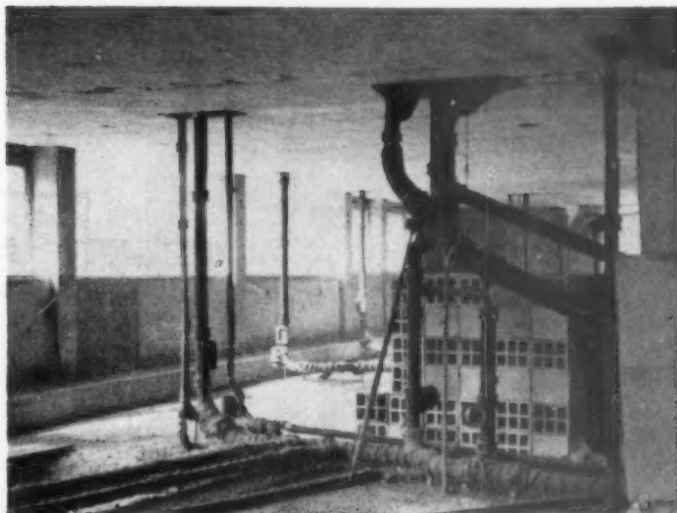


Fig. 6. Drainage pipes brought across the deep first-floor tray so as to avoid down-pipes at perimeter of open ground floor

for pumping water to roof-top storage tanks and, incidentally, for providing drinking water to all the flats, and for breaking the down-feeds with suitable subsidiary storage at mid-height. Figure 2 illustrates the principles adopted.

Points to note are that the supply is, in this instance, taken from two mains, that there are dual pumps, and that in calculating the total storage capacity required the capacity of the subsidiary tanks may be deducted from the capacity of the tanks at roof level. At Hide Place the risers are in heavy quality galvanised mild steel tubing and the remainder of the pipework in copper. Horizontal runs are in the screeds; and for maintenance purposes these stopcocks are provided in each flat:

- 1 for drinking water
- 1 for both bath and w.c.
- 1 for water waste preventers
- 1 for expansion tank (for hot water service)
- 1 (gatevalve) for all hot water.

For fire precautions the authorities did not require a wet riser, but a dry riser is incorporated in the central core with an outlet at every other floor. This riser is no more than a 4-in.-diameter pipe with outlets clearly visible from the circulation area. At Hide Place the outlets are contained behind a clear glass panel, flush with the wall: an area of approx. 2 ft. 0 ins. x 2 ft. 0 ins. is necessary to house the offset for the hose pipe connection, figure 15.

#### Drainage

This divides itself into rainwater disposal (particularly the problems of draining balconies) and soil and waste disposal.

At Hide Place there were two difficulties in connection with soil and waste disposal. One was the need to avoid, for aesthetic reasons, pipes at the perimeter of the building on the open ground floor, and the second (common to all high buildings) was the need to avoid possible blockages from detergents, especially at lower levels where



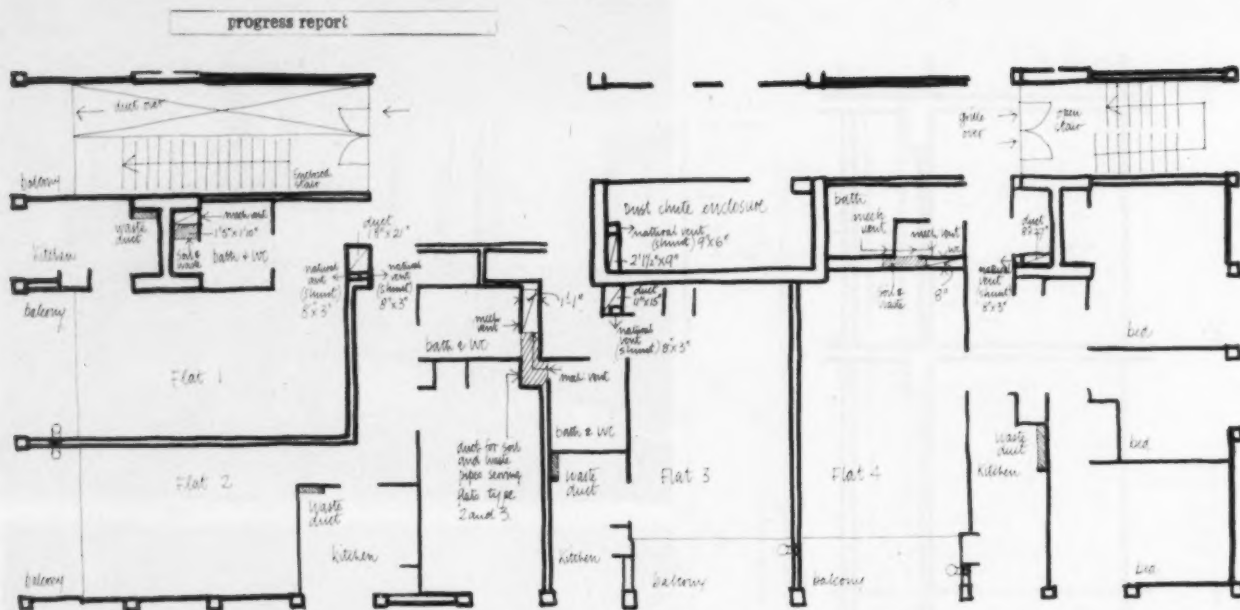


Fig. 8. Position of ventilation ducts—natural ventilation to halls of flats, dust chute enclosure and general circulation areas, mechanical to w.c.s and bathrooms

bends are likely to occur. The question of how best to arrange ventilation of the drainage system is also common to all buildings, but clearly, for economy and neatness, the fewer pipes the better.

Figs. 3 and 5 illustrate the systems adopted at Hide Place. These were worked out in collaboration with a firm supplying drain-pipes, in consultation with the Medical Officer of Health for the Westminster City Council and with advice from the Building Research Station.

There are three vertical systems to each flat: one for the rainwater collecting from roof and balconies; the second, a single stack for the kitchens (with deep seal traps and no vents); the third, a "wet vent" system for combined drainage of w.c.s, baths and lavatory basins.

The whole of the pipework is in cast iron and vertical pipes are brought to the central core across the first floor which was designed for the purpose in the form of a tray (fig. 6). This deep floor has the incidental advantage of giving additional heat insulation to counter extra heat losses from the lowest flats.

To minimise risk of blockages from detergents the lowest two floors of kitchen sinks drain into a separate pipe which joins the main stack below the first main bend, and is connected to it again above the second floor for ventilation purposes. The drainage from w.c., bath and basin on the lowest flat is similarly arranged. Where bends do occur they are made as easy as possible—a very important factor.

Pipework is supported by galvanised steel clips at each floor level and where the pipes pass through concrete they are wrapped in felt. Access and rodding eyes are provided at every third floor. At the ground floor the pipes are taken out through the grid which surmounts the pile foundations; where they leave the grid there are flexible connections as a safeguard against fracture from settlement.

It was not thought necessary to make provision for watershed from the face of this building, except to include gulleys round the perimeter to which the paving is sloped.

#### Ventilation

In the general planning of the flats it was decided to have internal bathrooms and w.c.s, and this necessitated mechanical ventilation (fig. 9). The practice is now common and there is nothing exceptional at Hide Place except perhaps that the ducting is of plastic. This was neat in appearance and easier to install. As is usual, there are duplicate fans on the roof and the air is drawn through inlets at high level in the bathrooms and w.c.s, through storey-height lengths of pipe before joining the main shaft. This is known as the shunt flue system (it originated in Belgium to overcome the necessity for separate flues from stoves in multi-storey buildings). The object is, of course, to prevent air from one flat entering any adjacent flat above or below.

Apart from ventilation through windows, natural ventilation is also required for (a) entrance halls to flats; (b) dust chute enclosure (fig. 8);



Fig. 9. Typical arrangement of mechanical ventilation ducts: sizes will depend upon service required. Diagram gives some indication of what may be expected for extracts from a shaft serving one flat on each floor



Fig. 10. Forced ventilation ducting in plastic. This set serves two flats on each floor

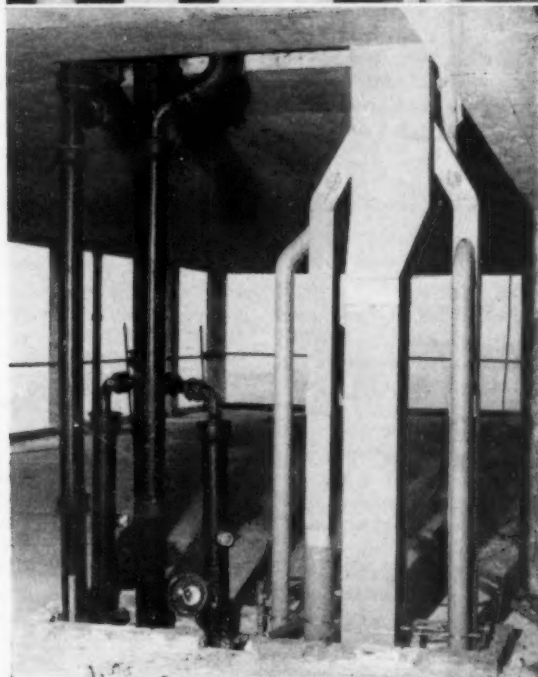
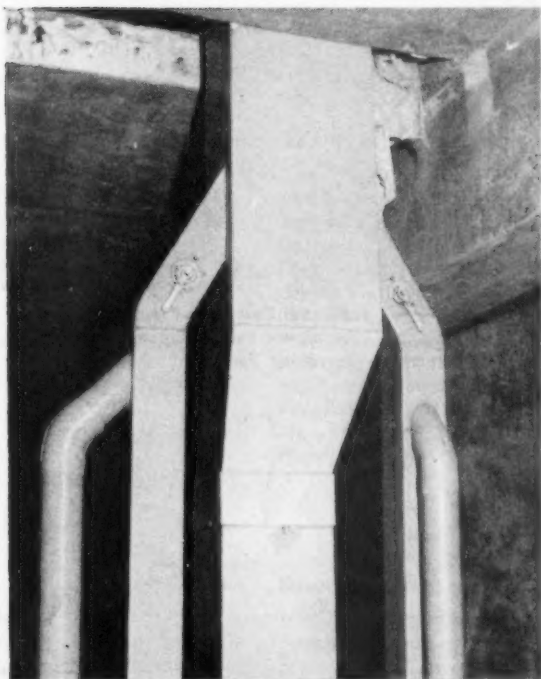


Fig. 11. Drainage and ventilation pipes contained in the ducting between flats 2 and 3 in fig. 8. Each set of piping serves two adjacent flats on each floor. Note connections for w.c., bath and basin

Fig. 12. This duct serves one flat on each floor (see figure 6). Note control lever for adjusting flow

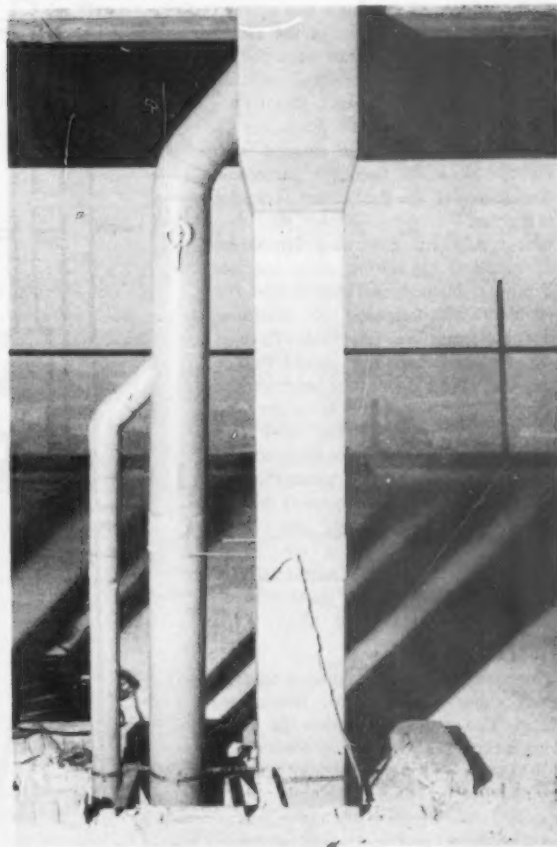


Fig. 13. Relative position of ducts at either side of the central circulation



## progress report

(c) internal circulation areas. For entrance halls there is a series of vertical shafts, again on the shunt flue system, with inlets on the soffit of the raised first floor and outlets to each flat at low level. Main shafts measure 1 ft. 10 ins.  $\times$  1 ft. 3 ins.; shunt flues 8 ins.  $\times$  4 ins. These ducts are in builders' work and are formed with clinker blocks as used for partitions. Ventilation to the dust chute enclosure is similar.

The regulations governing ventilation of enclosed circulation areas are not firmly established, and they involve the problem of designing to minimise dangers from fire. At Hide Place it was required that there should be free passage of air from one end to the other; one staircase being deemed an "open" stair and the other an "enclosed" stair. It is clear, therefore, that to provide the free passage of air while maintaining the enclosed stair, a duct was required over the latter discharging to the open air. It is assumed, of course, that smoke will be dispersed through this duct without entering the stair (see fig. 5).

### Dust chutes

These were planned as shown in diag. 7, each chute to serve five floors (40 flats). They were kept within the main circulation area so as to be convenient for tenants, but were separated from it by an enclosure. One of the main objections to dust chutes is the noise generated in them, and at Hide Place they have been purposely separated from the flats by substantial structural walls. The chutes measure 1 ft. 9 ins. external diameter; they are ventilated as shown and it is not intended that they should be washed down. They discharge into containers of which there are two to each chute with a manually operated deflector to direct the rubbish into one or the other as required. The lowest length of the chute is in stainless steel and is renewable should it be damaged. There is also a steel plate provided to allow the chute to be closed while the containers are being emptied (this will probably be undertaken three times a week by the City Council).

**Note: Amendments to cost summary for Hide Place**

A7, June 23, 1960:

1. Pages 975 and 976. Percentages on the right of each item are percentages of cost of superstructure only.
2. Page 976, second column. "Total cost per sq. ft. . . 55s. 6d." The total of £340,125 used in calculating the cost of 55s. 6d. per sq. ft. of floor area is the net cost excluding both substructure and external works.

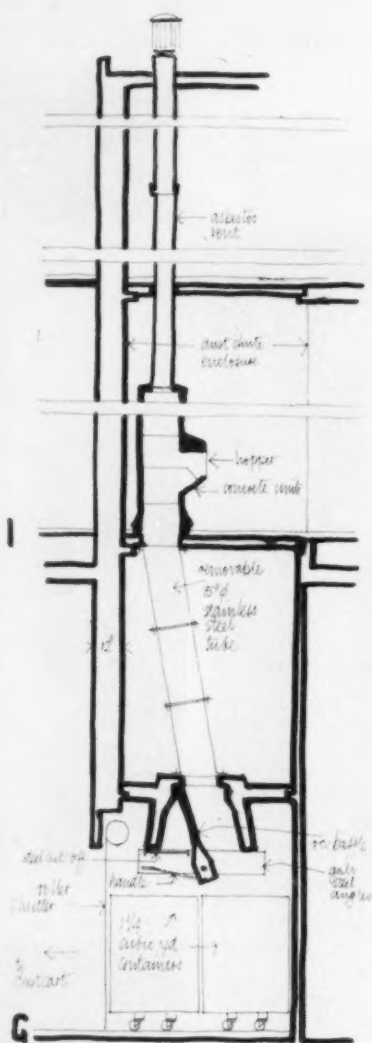


Fig. 14. Dust chutes, showing method of ventilation and arrangement in relation to various floors

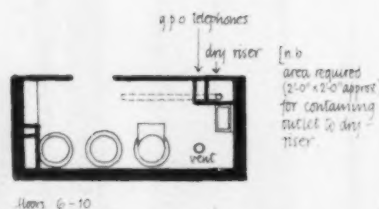
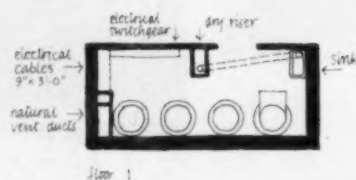


Fig. 15. Detail of dust chute enclosure at two floor levels, showing position of other services and approximate areas required to accommodate them





## THE INDUSTRY

*This week Brian Grant describes a leaflet on electrical distribution, a new asbestos soaker flange, a lock and handle fitting for glass doors, and new electric heaters.*

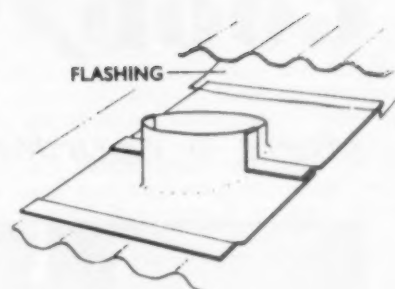
**Electrical Distribution**

A new leaflet dealing with rising main bus bar trunking has recently been issued by the Power Centre Company. Standard rising mains are produced in a range of sizes from 100 to 1,500 amps in two, three or four bar assemblies, and special sizes with greater capacities can also be produced. The trunking is made of heavy gauge zinc coated sheet steel with covers giving a totally enclosed and reasonably dust tight assembly. The busbars are circular section high conductivity copper, and are well supported at the base of each riser unit so that they are free to expand upwards. Fireproof barriers can be placed at any point in the trunking where it passes through a floor. Tap off fuse boxes can be attached to either side of the trunking, or to the front. (*The Power Centre Co. Ltd., Lloyd Street, Wednesbury, Staffs.*)

**Two-Piece Soaker Flange**

Almost all manufacturers of roofing sheets produce standard soaker flanges with a corrugated base to match the sheeting profile. These are quite satisfactory for use with ventilators where the exact position is not critical within an inch or two, but with boiler flues and some other types of outlet the position of the flue is rigidly fixed and will often not coincide exactly with the sheeting corrugations. Soakers can, of course, be purpose made, but this involves taking accurate measurements on the site and is needlessly expensive. Moreover, with a tall flue it is often difficult to thread the soaker

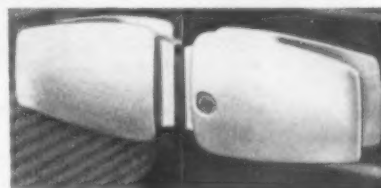
over the top of the flue, and may well be impossible if the flue is tall enough to need guy wires. The U.A.M. Group overcomes this difficulty by making a two-piece asbestos cement soaker flange with a flat base, and these have been made to suit flues up to 3 ft. diameter. It needs flashing at its top edge, but is divided horizontally so that it can be easily fitted round flues which are already in position. (*The Universal Asbestos Manufacturing Co., Ltd., Tolpits, Watford, Herts.*)



*U.A.M. two piece soaker flange*

**Handles for Glass Doors**

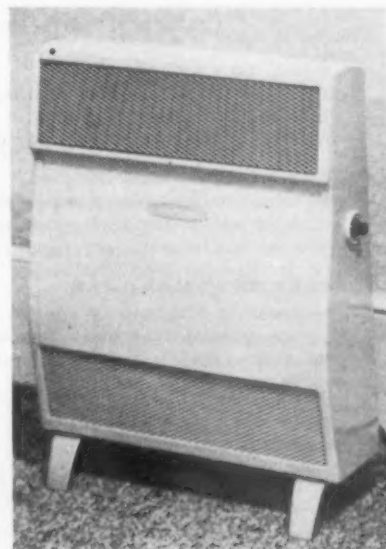
The illustration on the right shows the first combined lock and handle fitting to be produced specially for glass doors. The fitting is aluminium, cellulosed in any of seven colours, and incorporates a pin tumbler lock. It is produced for Pilkingtons, and is obtainable only on their complete Armourplate doors. (*Pilkington Bros., Ltd., St. Helens, Lancs.*)



*Pilkington handle and lock*

**Electric Heating**

Morphy-Richards have recently announced three new electric heaters. The first is a 750-watt convector intended for small bedrooms and can be used either free standing or wall mounted, when it has a projection of only 5½ in. Control is by thermostat and the price is £7 19s. 4d. There is also a 750-watt infra-red heater for wall mounting: this has a glass enclosed element and a cord operated switch, and the reflector is adjustable for angle. Price is £4 19s. 6d. There is also a 2-kilowatt fan heater at the comparatively low price of £8 18s. 6d. A three-position switch gives heat outputs of 1 or 2 kw., and the two-speed fan can be used for air circulation in the summer when the heating element is switched off. Air circulation is at the rate of 7,000 cubic feet an hour. The original M-R fan heater, now known as the Californian, has a 3-speed fan and thermostatic control. (*Morphy-Richards Ltd., 50 Conduit Street, London, W.1.*)



*Morphy-Richards small-bedroom heater*



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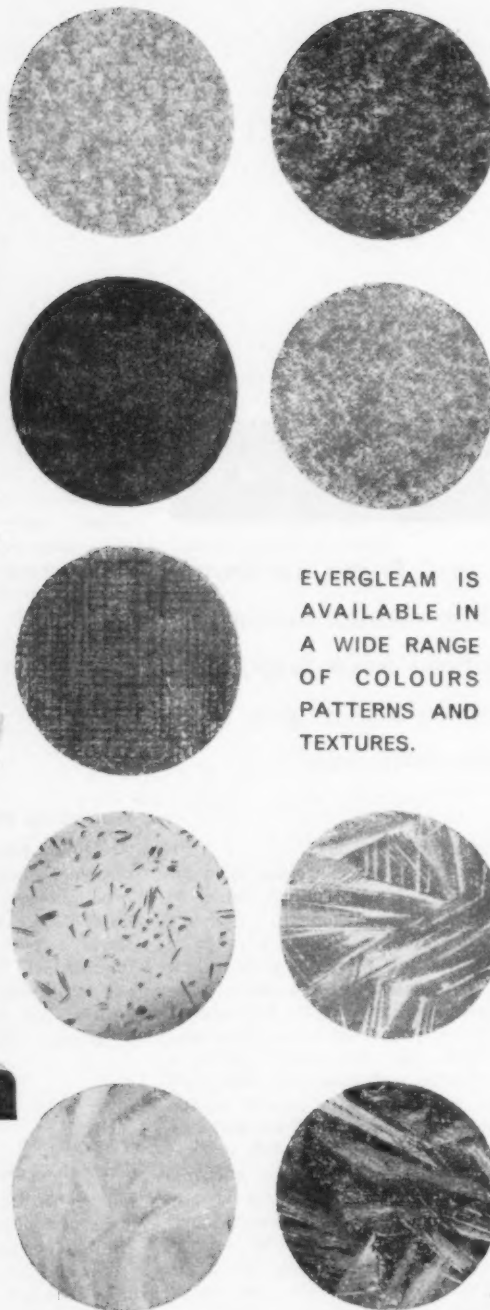
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## INFORMATION CENTRE

*A digest of current information prepared by independent specialists; printed so that readers may cut out items for filing and paste them up in classified order.*

(95)

725-89

6.61 planning: social and recreational

### PLAYGROUNDS AND PLAYING FIELDS

*Adventure Playgrounds—Progress Report.* 1s. 6d. *Making the Most of School Playing Fields.* 3s. Both published by the National Playing Fields Association, 71, Eccleston Square, London, S.W.1.

Anyone concerned with providing playgrounds in housing estates or rehabilitation areas should read "Adventure Playgrounds—Progress Report" a modest account of what has been done since the Lollard Adventure Playground was opened in Kennington in 1954, largely through the initiative of Lady Allen of Hurtwood.

The story of the Lollard playground is told, including all the mistakes which were made in this pioneer effort, commonly known as "The Ruins" or "The Junk Heap" by people living around. But Lollard was a terrific success with the people for whom it was actually intended—the children who played there with a zest and imagination that the old, asphalted type of playground with a swing and see-saw never inspired—and its influence has spread rapidly in consequence among local authorities who recognised the importance of play in children's development.

A number of adventure playgrounds have now been provided, and their principles and problems—in particular, perhaps, the problem of fitting what must look something like a "junk heap" into an area of high density housing, and into landscaping which should be anything but a junk heap—ought to be familiar to all local authority architects.

In "Making the Most of School Playing Fields" the Association reports the findings of a sub-committee set up in November 1959 to study the question of the dual use of school playing fields. The need for playing fields is so acute in many cities and towns that the possibility of making fuller use of those that exist has inevitably arisen. In particular, the Albemarle Committee on

the Youth Service has pointed out the need for playing fields for children who have just left school.

The sub-committee considers that many school playing fields could be more fully used without wearing out the turf, and that many others could be provided with better-wearing turf and better maintenance. Use of playing fields out of school hours raises problems of damage and supervision, and the report suggests fencing off the school from areas for dual use, the provision of more hard, porous surfaces for all-weather use, floodlighting of hard surface tennis and netball courts and running tracks, and much closer co-operation with local parks committees in the construction and maintenance of school playing fields. In designing new schools, they suggest, dual use of outdoor playing space should be taken into consideration, and adequate lavatory and changing accommodation, siting of fences, gates and buildings provided with that in mind.

(94)

725-5

10.201 design: building types

### PHYSIOTHERAPY DEPARTMENTS

*The Planning of Hospital Physiotherapy Departments.* M. J. McMain, M.C.S.P. Published in *Physiotherapy*, August, 1960. Price 3s. 6d.

This article is intended for those who are primarily concerned with the planning and management of physiotherapy departments. It contains a great deal of essential data gained by personal experience, and because of its architectural approach, should prove valuable not only to physiotherapists and hospital administrators, but also to architects, engineers, and builders.

A brief history and description of the author's own department is given and its shortcomings used to illustrate the fundamental requirements of an ideal physiotherapy unit.

The article may be divided into three sections.

(i) General planning considerations, in which the factors influencing internal circulation, heating, lighting, and ventilation, in addition to the more particular problems arising from acute condensation, are outlined. The importance of adequate telephone installations is stressed, and the possible difficulties encountered in fixing specialised equipment to various types of structure, emphasised.

(ii) The basic physiotherapy unit. Each room is listed together with its appropriate furniture, equipment, and fittings. Useful dimensions are given to those spaces and objects for which an optimum size can be determined.

(iii) The remedial pool room and its ancillary accommodation, each unit of which is described separately and in great detail. Examples of unusual maintenance problems and the difficulties of efficient water puri-

fication and temperature control are included. Accompanying this section are carefully annotated photographs of an existing pool room. These, together with a diagrammatic but dimensioned sketch plan of the suggested layout of a remedial pool and its ancillaries, should prove invaluable to the many architects who prefer pictures to prose. Footnotes giving brief descriptions of the few pieces of medical equipment mentioned would have been useful. There is no bibliography.

(56)

697-36-71

19.228 construction: details

### CONCRETE FLOORS

*Notes on the Construction and Finish of Floors that are to be Electrically-warmed.*

The Electrical Development Association. Free.

This booklet gives information on the design and construction of concrete floors in which it is intended to embed electric heating elements.

It gives recommendations on the measures that should be taken to insulate the edge and underside of the slabs to prevent undue loss of heat and on the special difficulties that may arise with the damp-proof course on the ground floor.

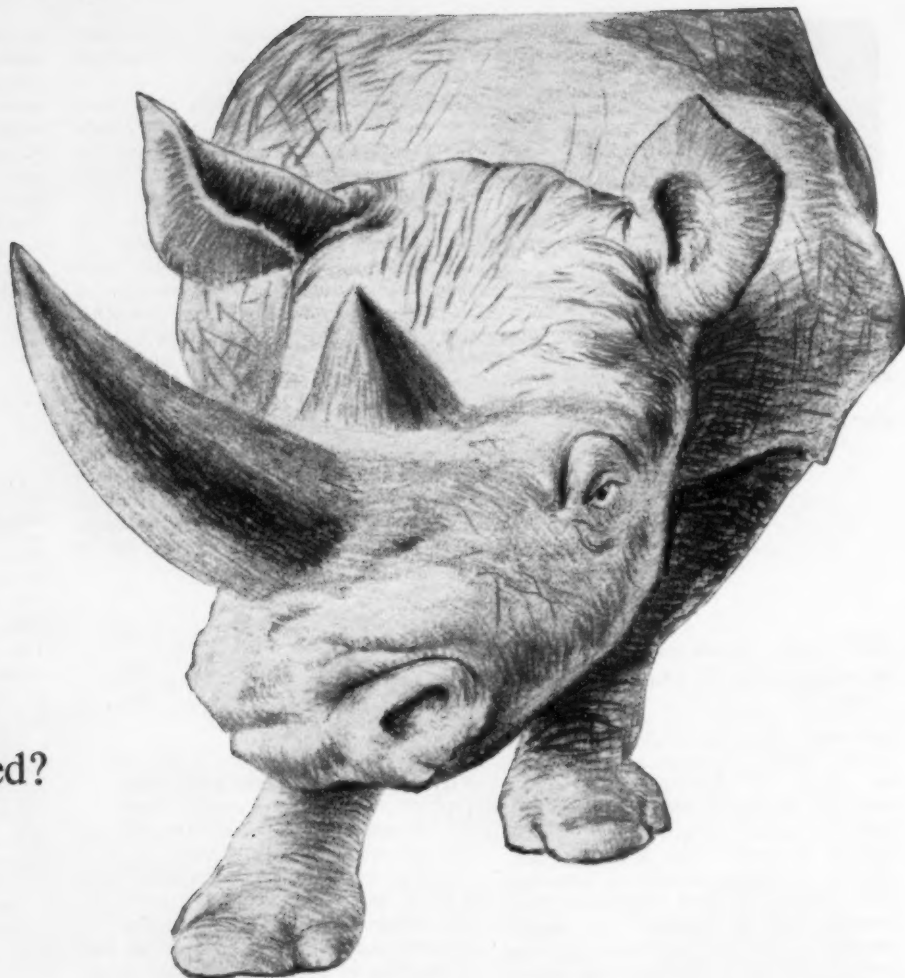
The mix and method of laying the screed are dealt with in considerable detail, and photographs are included of typical installations which show the measures necessary to avoid damage to the heating cables. The last section deals with the special precautions that may be necessary in regard to floor finishes.

The booklet might have been more generally useful if a little more information on the design of heating systems had been included. It is to be presumed that many people took a haïd in writing it, and this sometimes has an unfortunate result. In particular, the publication does not appear to be able to make up its mind as to whether reinforcement is necessary for a screed laid on top of a resilient blanket. In some passages it would appear that reinforcement is essential, but in others that it is only desirable.

The book might have been more generally useful if a little more information on cautions recommended will always be taken. They have, therefore, described an exceedingly high standard of practice so that if some of their recommendations should be ignored, the system will still work adequately. We should imagine that a policy such as this has been forced upon the E.D.A. by bitter experience, but it is to be regretted that they still feel that they cannot trust architects and have to save them from themselves.

These comments apart, the booklet is a most welcome step forward and gives the answers to many questions that are frequently asked during the design and construction of floor heated buildings.

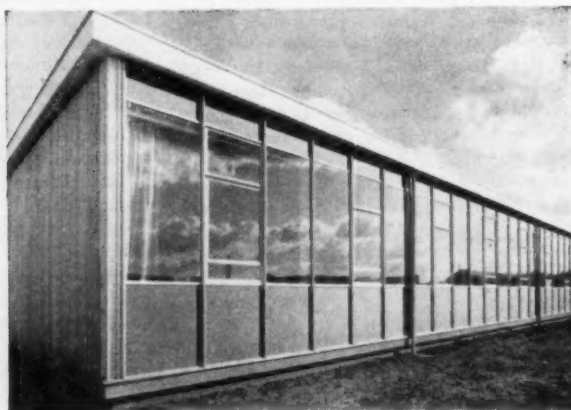
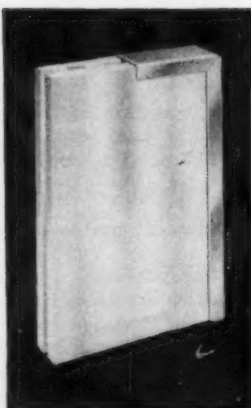




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\* The Technical Section Index covers the past year only, includes Information Centre items and Technical features as well as articles and is arranged alphabetically.

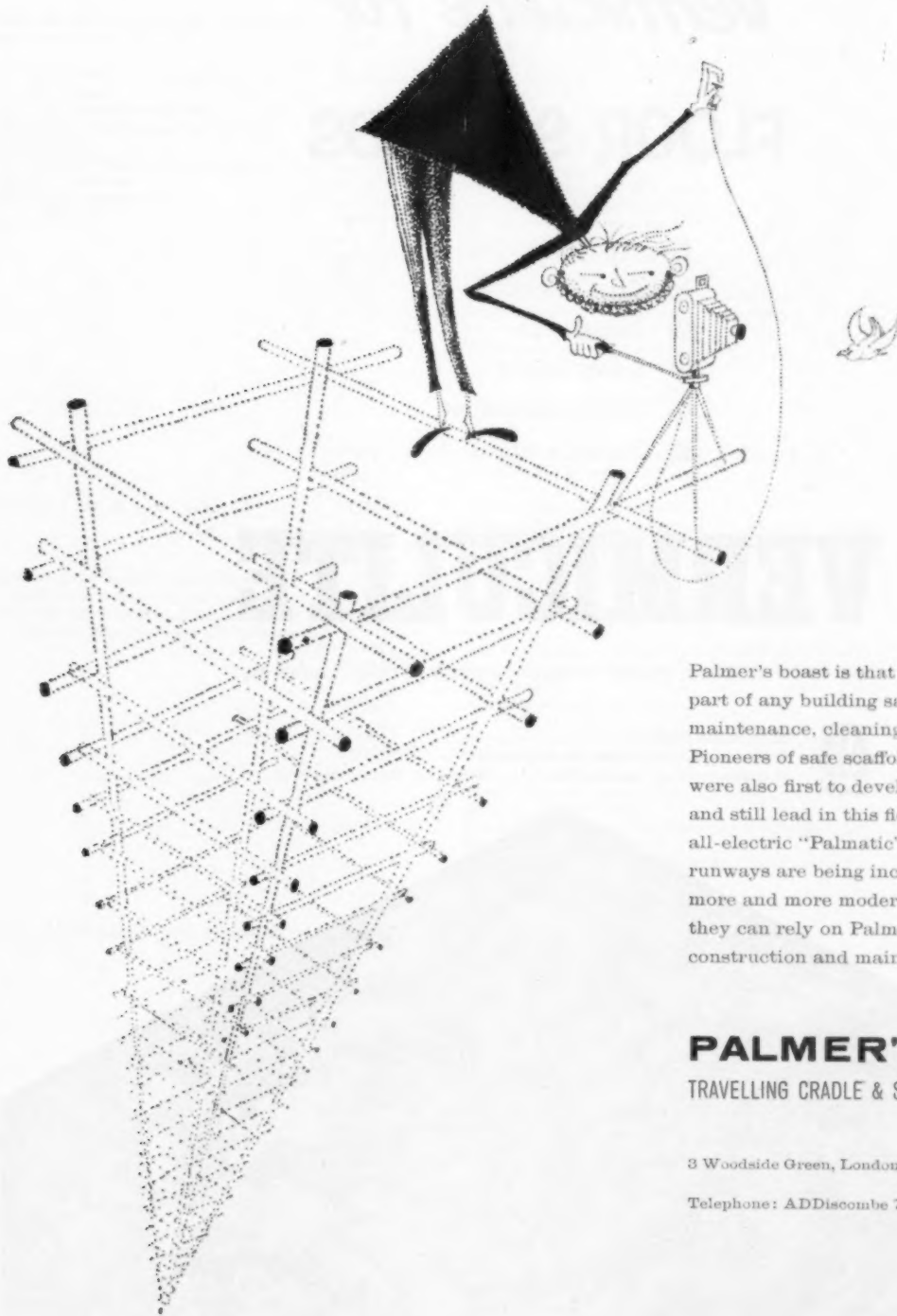
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		J. Eastwick-Field	
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(42) FINISHES, INTERNAL: GENERAL	(42)P	Common Building Failures: Wall and ceiling plaster	D. I. Watson 1.9.60
(43) FINISHES, FLOOR: GENERAL	(43)	Common Building Failures: Cement/sand floor screeds	D. I. Watson 1.9.60
	(43)/69.025.3	Floor finishes for use with electrical floor warming systems	The Editors 4.2.60



	SFB/UDC classification	Title of article	Author	Date published
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	(54)/696.2	Gas appliances and flues in tall buildings	Gas Council	8.10.59
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	(54)/696.2	Gas installation	Gas Council	11.2.60
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	(56)/697	Domestic space heating	D. R. Wills	29.11.56
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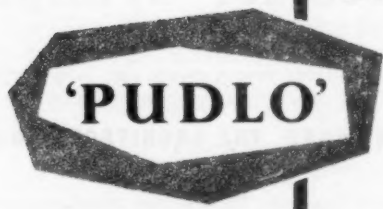
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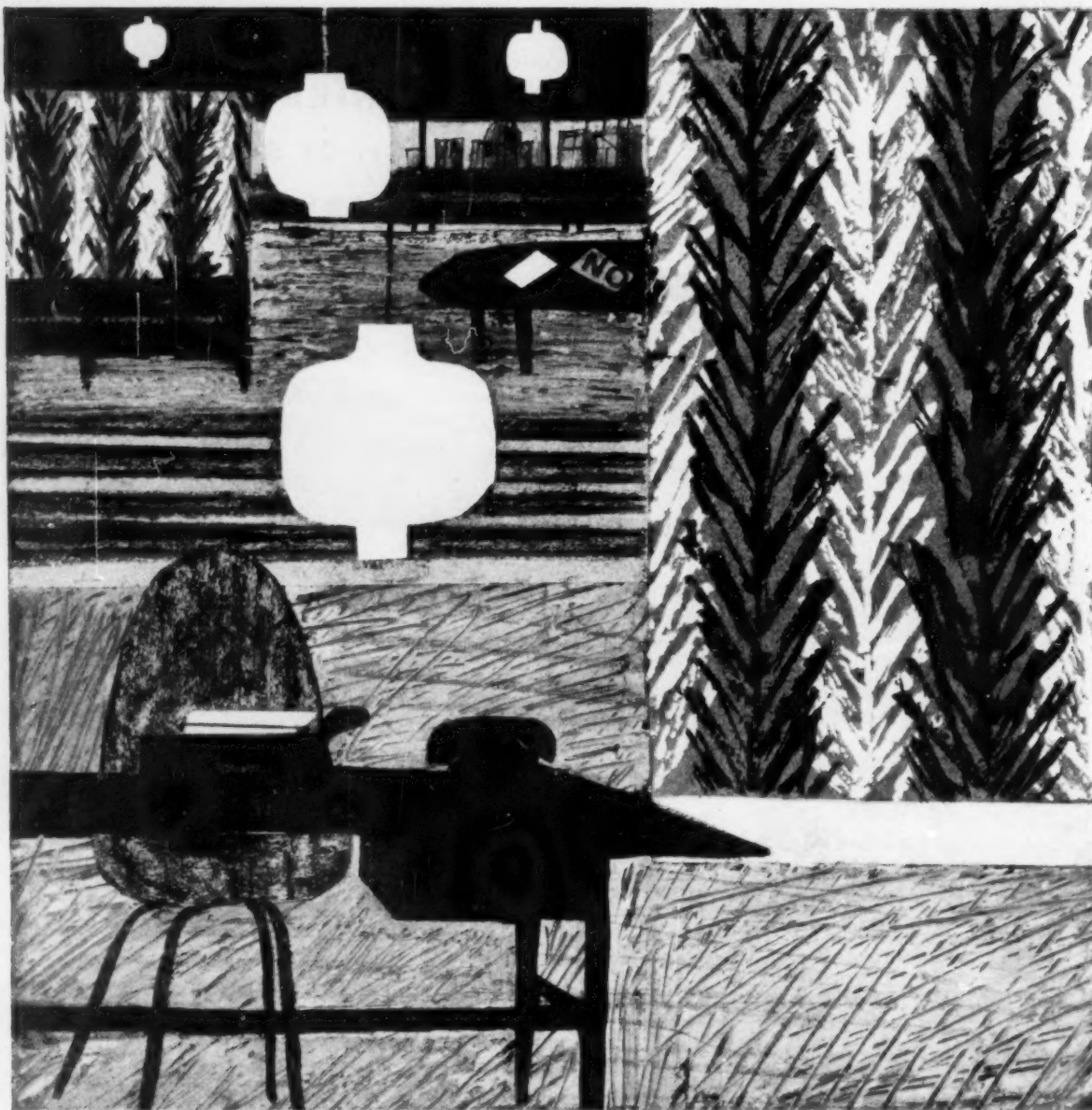
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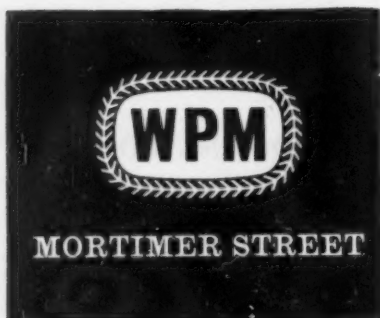
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GLAZED WALL: FLATS IN FONTENAY-AUX-ROSES, FRANCE

*G. Lagneau, M. Weill, J. Dimitrijevic, J. Perrottet, architects (material supplied by Sylvester F. Bone)*



*This shows a variation of the detail from the same building which was published on November 12, 1960. Both show the use of steel-framed panels set within a reinforced concrete main structure, but here the lower half of the frames is filled with a sandwich in which chipboard is enclosed both sides with plywood. The windows are aluminium and the concrete is cement-rendered.*

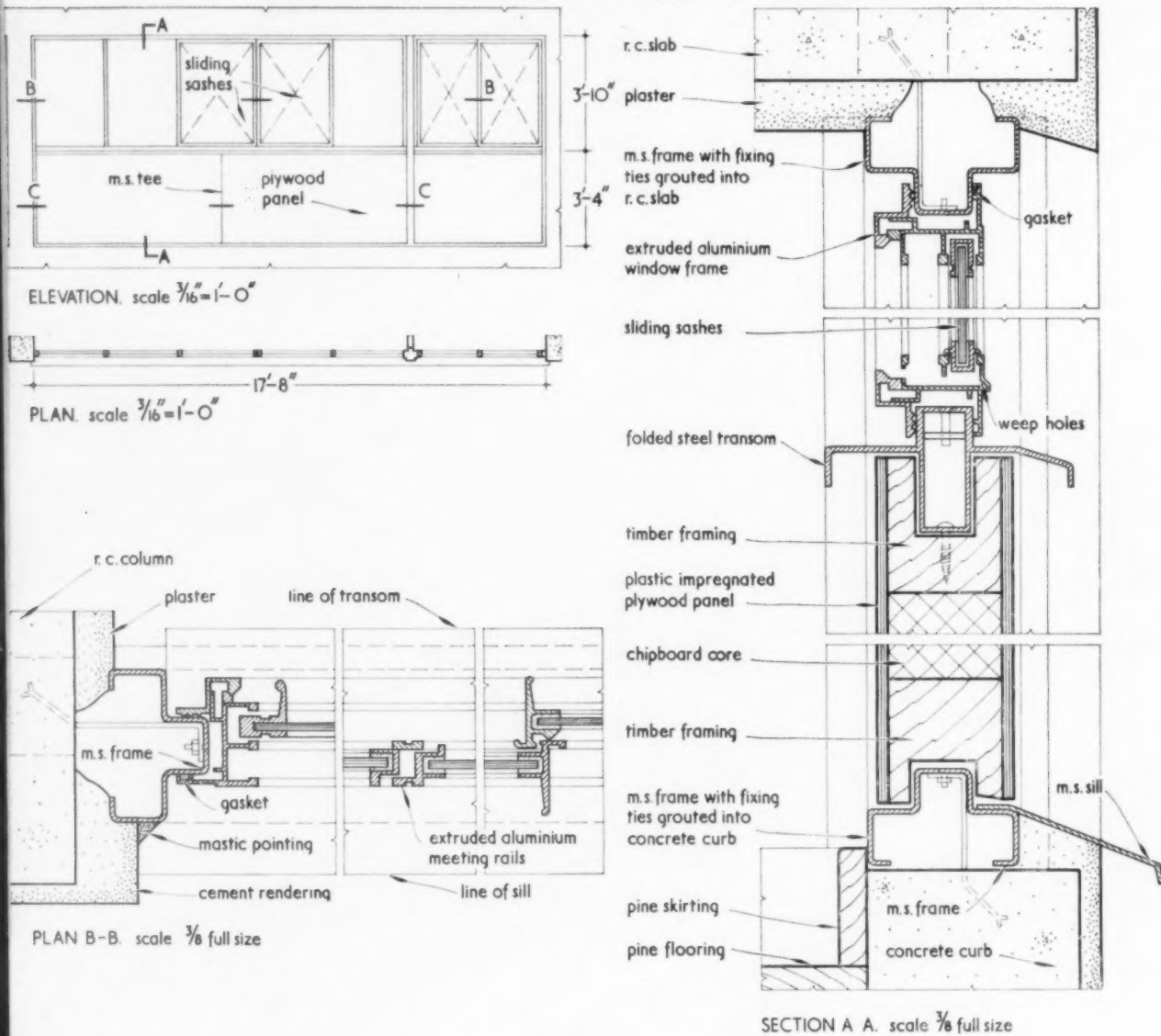


## working detail

## WALLS AND PARTITIONS: 105

GLAZED WALL: FLATS IN FONTENAY-AUX-ROSES, FRANCE

G. Lagneau, M. Weill, J. Dimitrijevic, J. Perrotet, architects (material supplied by Sylvester F. Bone)



note: figured dimensions in feet and inches are approximate



GLAZED WALL: OFFICES IN LONDON, N.W.1

*Gollins, Melvin, Ward and Partners, architects*



*Among the points to notice about this curtain wall is the combination of aluminium sub-frame with heavy infill panels (here of marble), the continuance of the mullion upwards to provide support to the balustrade and (visible on the drawing only) the unusual detail at the roof edge.*

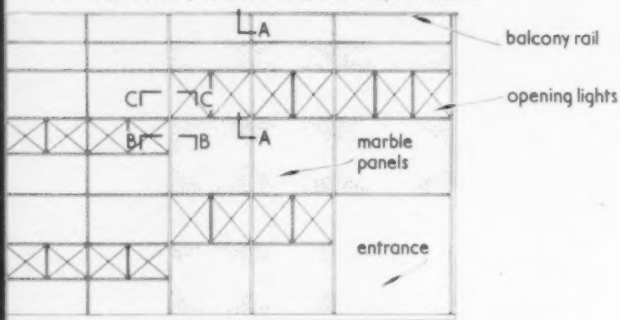
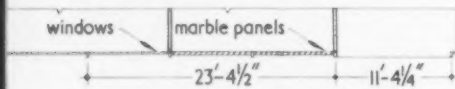
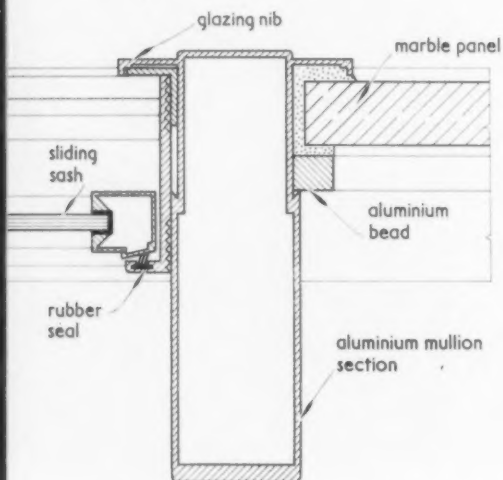
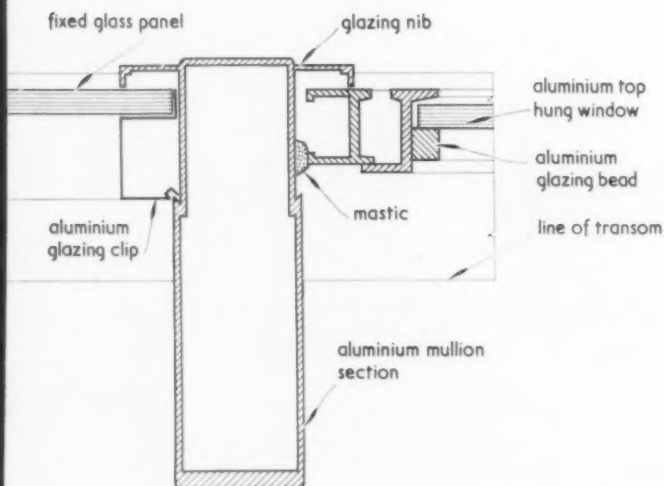


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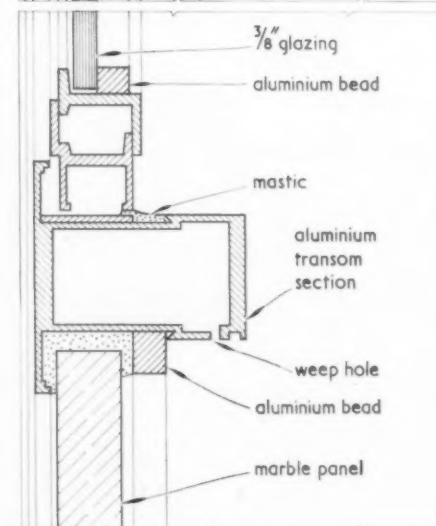
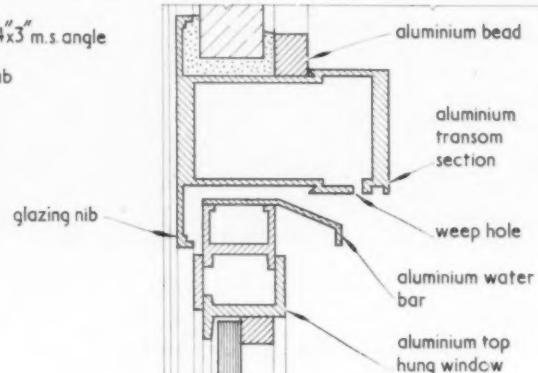
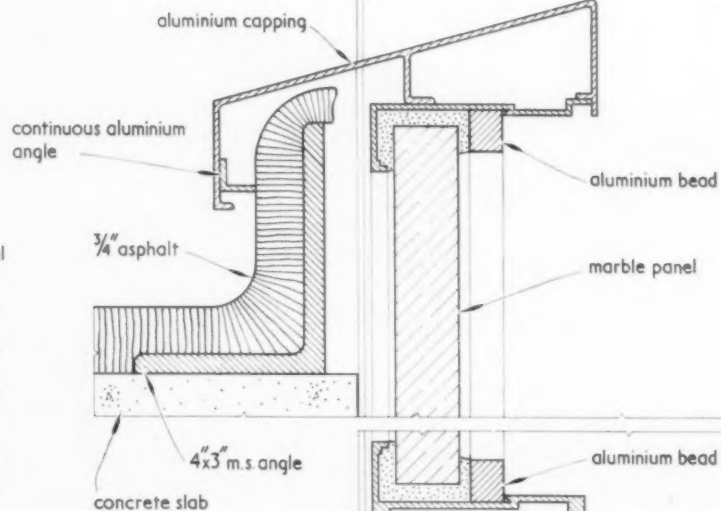
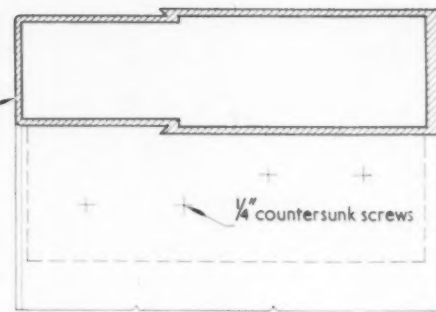
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WALLS AND PARTITIONS: 106

GLAZED WALL: OFFICES IN LONDON, N.W.1

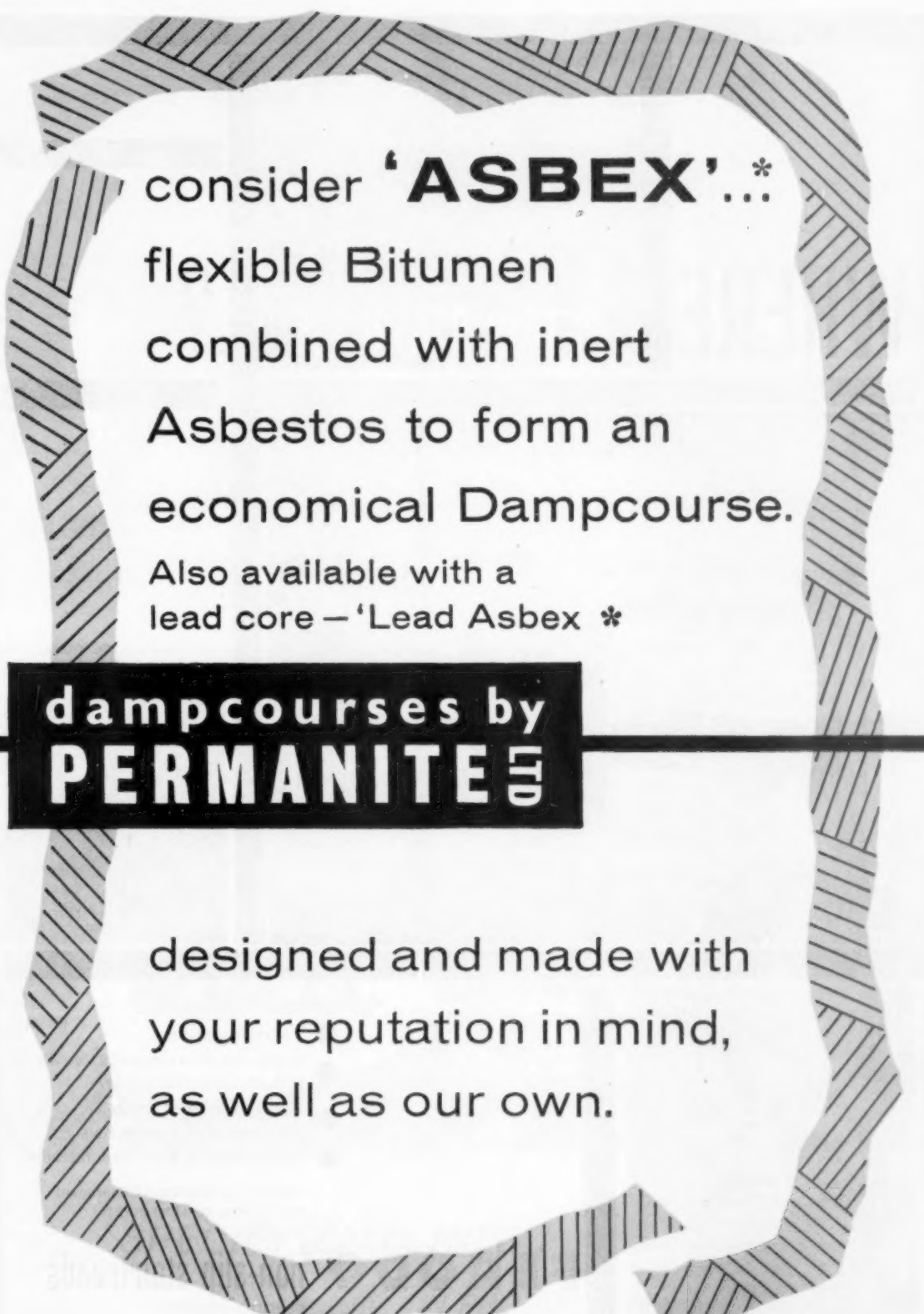
Gollins, Melvin, Ward and Partners, architects

ELEVATION. scale  $\frac{1}{16}'' = 1'-0''$ PLAN. scale  $\frac{1}{16}'' = 1'-0''$ PLAN B-B. scale  $\frac{3}{8}$  full sizePLAN C-C. scale  $\frac{3}{8}$  full size

aluminium mullion section, with glazing nibs removed, as balcony rail

SECTION A-A. scale  $\frac{3}{8}$  full size





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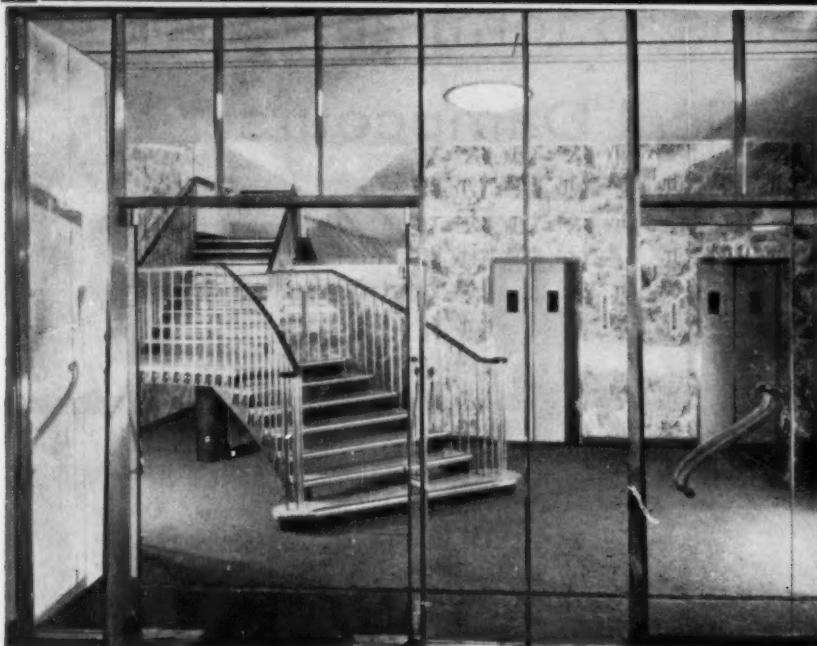


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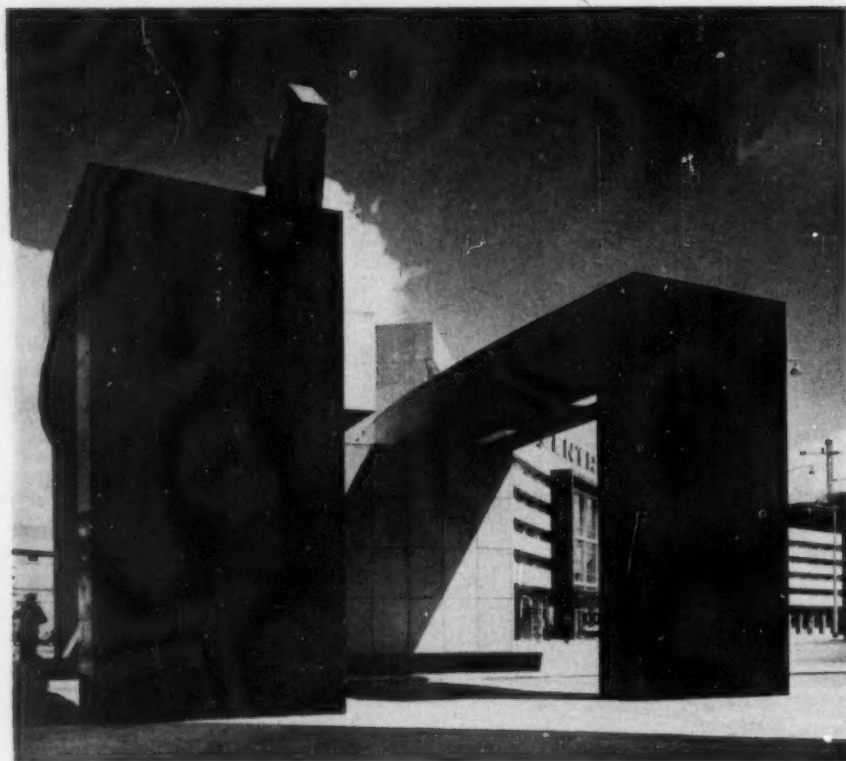
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Station at Rotterdam (continued)



Station at Rotterdam  
(continued)

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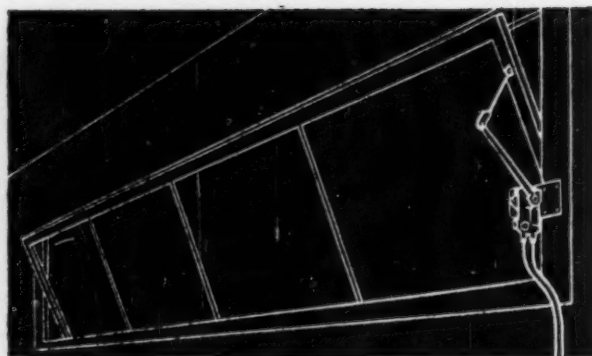
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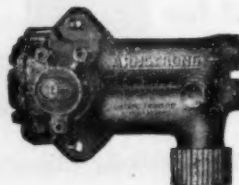
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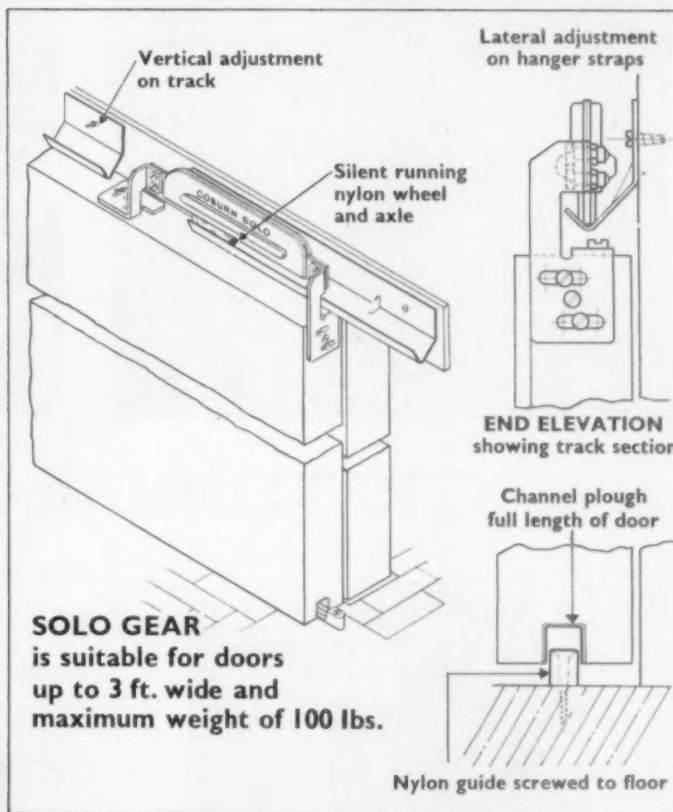
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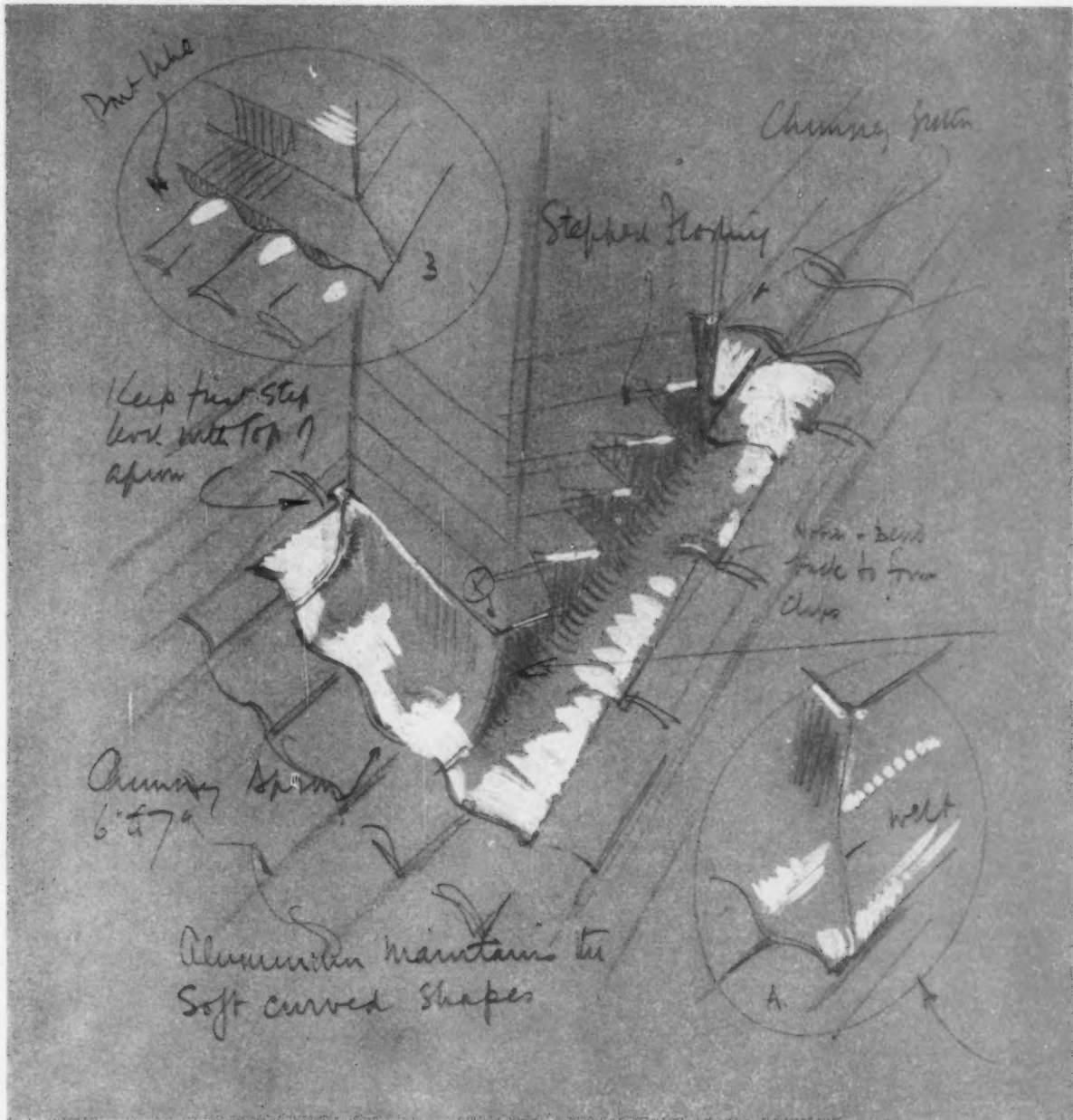


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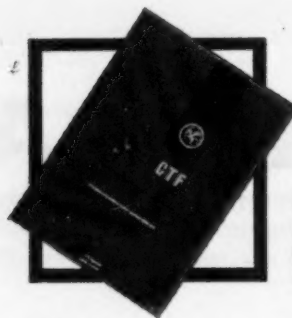
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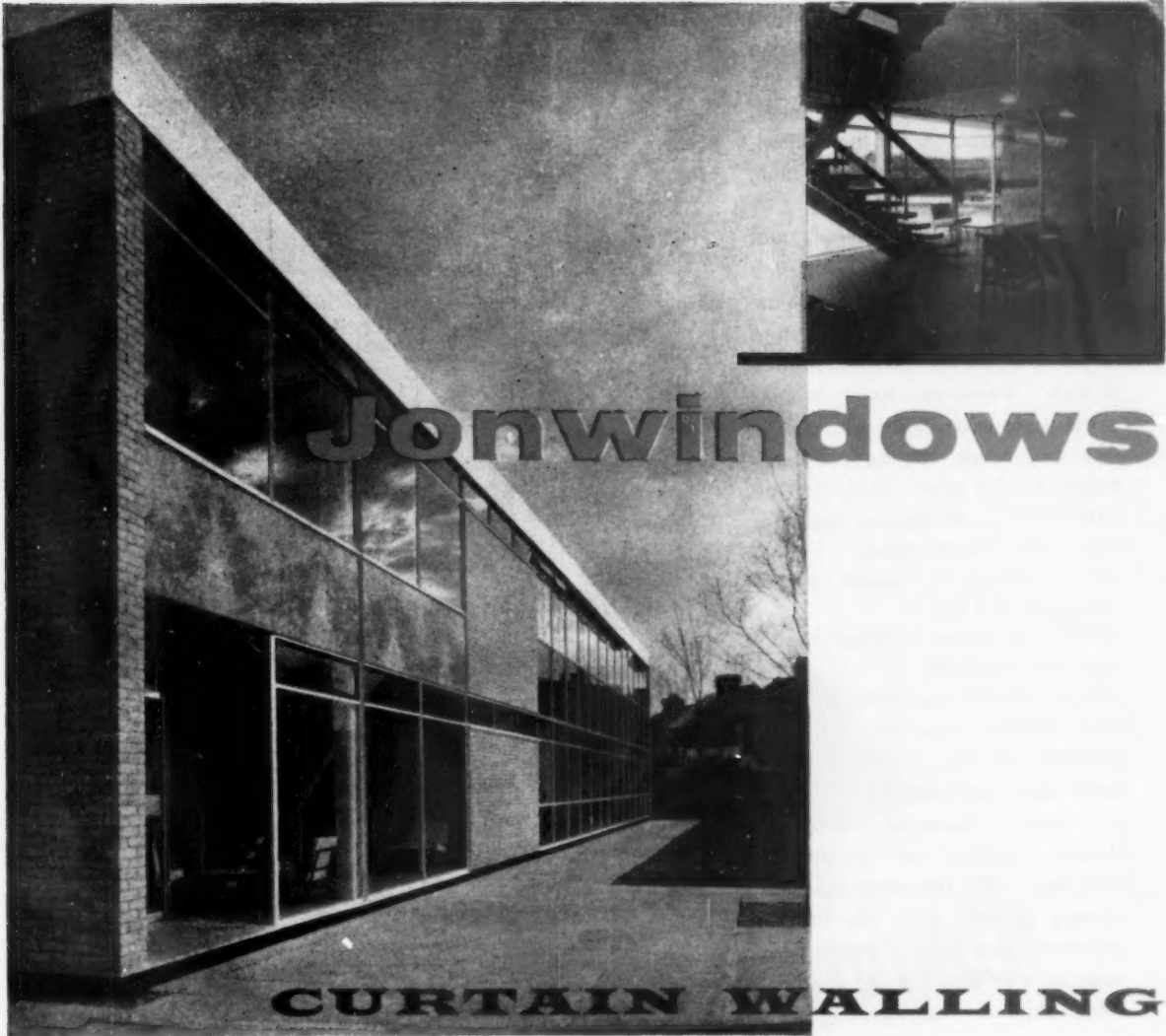
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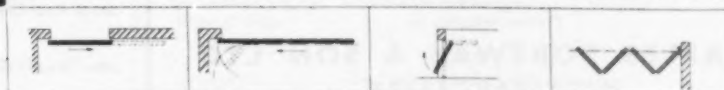
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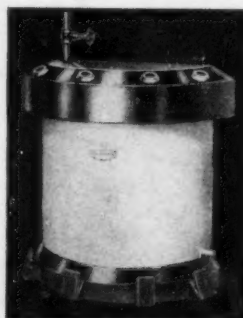
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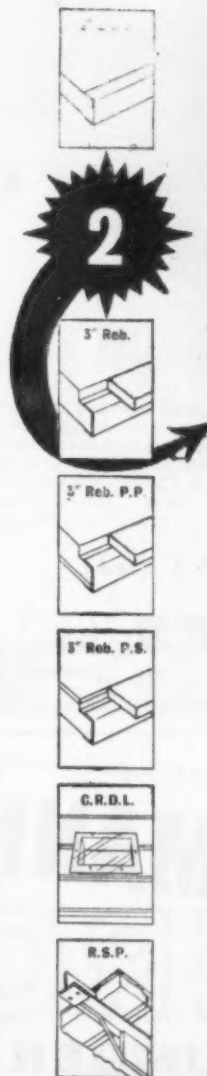
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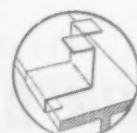
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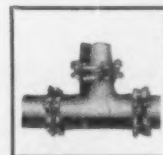


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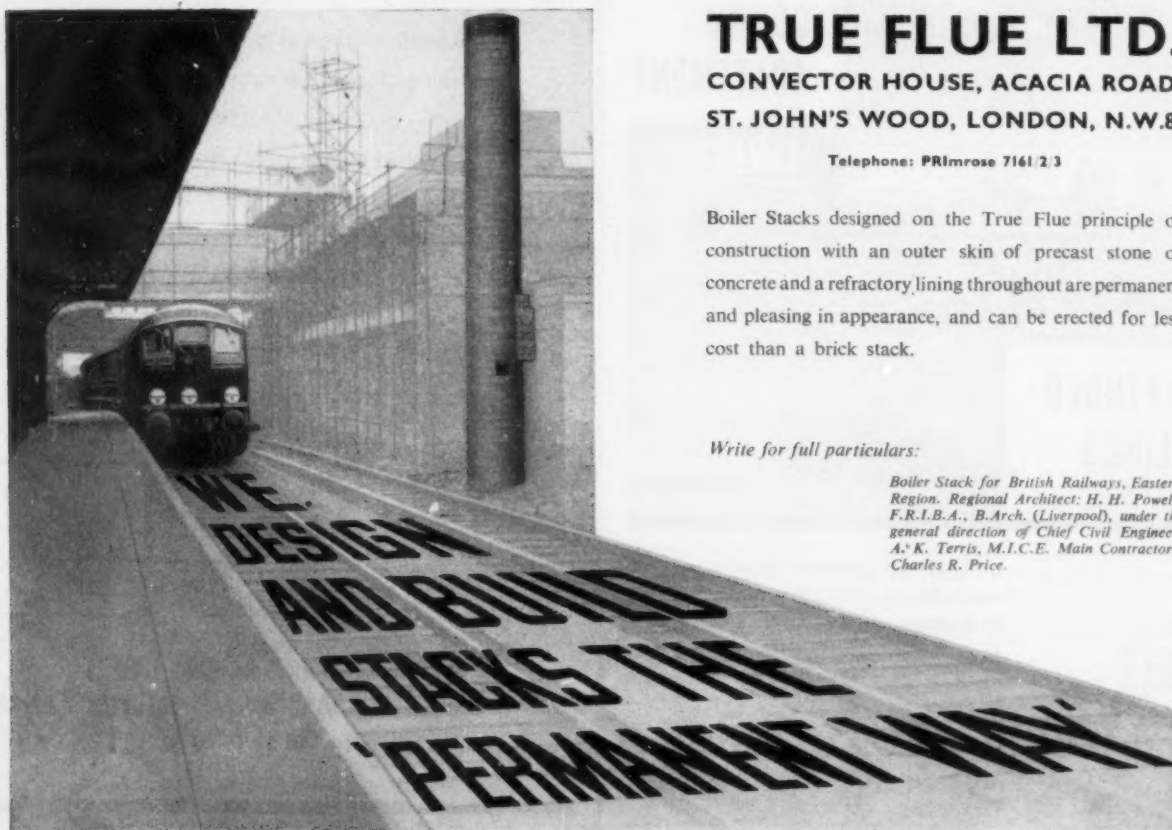
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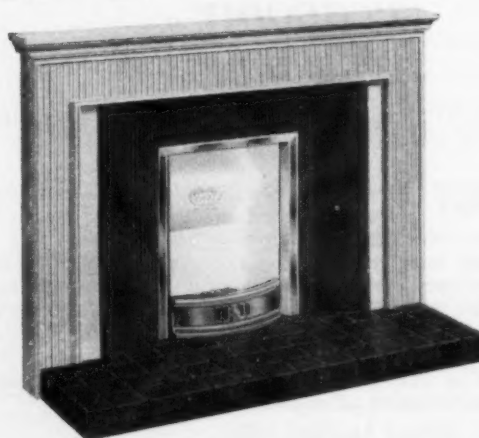
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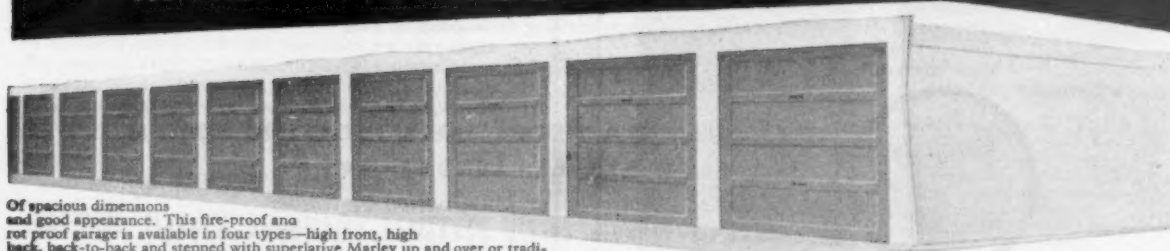
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## Public and Official Announcements

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### COUNTY BOROUGH OF SOUTH SHIELDS ASSISTANT ARCHITECTS

Applications are invited for the above appointments in the Borough Engineer's Department. Applicants must be suitably qualified and the salary paid will be within the range of £1,140 to £1,480 per annum according to qualifications and experience.

Housing accommodation will be made available to successful applicants if necessary and they will be required to pass a medical examination for Superannuation purposes.

Application forms are obtainable from the Borough Engineer, Town Hall, South Shields, and should be returned to him not later than 10 a.m., Monday, 23rd January, 1961.

E. S. YOUNG,  
Town Clerk. 4870

### BOROUGH OF ENFIELD BOROUGH ENGINEER & SURVEYOR'S DEPARTMENT

(Non-County Borough in the County of Middlesex—Population 109,700; area 12,400 acres.) Applications are invited, from suitably qualified persons, for the following permanent appointments:—

1. ASSISTANT ARCHITECT—A.P.T. IV, £1,140—£1,310 plus London weighting.
2. ARCHITECTURAL ASSISTANTS, A.P.T. III, £960—£1,140 plus London weighting.

The commencing salary will be fixed at points within the Scale commensurate with qualifications and experience.

The successful applicants will be engaged, *inter alia*, on the preparation of three-dimensional schemes for the redevelopment of the Town Centre as a pedestrian shopping precinct, the design of multi-storey point blocks of flats, and the redevelopment of clearance areas.

Housing accommodation may be made available in appropriate cases. The Council is also prepared to consider 100 per cent. advances to successful applicants for house purchase within the Borough.

Saturday mornings are normally free from duty.

Application forms, obtainable from H. D. Peake, M.Sc.(Eng.), Borough Engineer & Surveyor, 7, Little Park Gardens, Enfield, Middlesex, must be delivered to the undersigned as soon as possible.

CYRIL R. C. E. PLATTEN,  
Town Clerk.

Public Offices,  
Gentlemen's Row,  
Enfield, Middlesex. 4983

### THE UNIVERSITY OF SHEFFIELD

Applications are invited from qualified architects of at least five years' standing for the post of ASSISTANT PLANNING OFFICER, who will assist the Planning Officer in the supervision of the University's building programme. The work will be varied and interesting and will cover both teaching buildings and Halls of Residence. Commencing salary according to experience within the scale £1,325 x £75—£1,850 with family allowance of £50 per child and F.R.S.U. benefits. Further particulars and forms of application may be obtained from the Bursar, The University, Sheffield, 10, to whom applications should be sent by 10th January, 1961. 4932

### CITY OF CANTERBURY

Applications are invited for the above appointment in the City Architect and Planning Officer's Department.

Commencing salary within A.P.T. III/IV (£960—£1,310) according to ability and experience. Although the successful candidate is likely to be engaged initially on the New Technical College project the scope of the work in the department includes Housing, Public Buildings and General Works. Applicants must have attained the necessary standard of qualification.

Housing accommodation available if required. Applications, with the names of two referees, to the City Architect and Planning Officer, John L. Berbis, F.R.I.B.A., by Saturday, 14th January, 1961.

Canvassing will disqualify.  
J. BOYLE,  
Town Clerk.  
Municipal Buildings,  
Canterbury. 4988

### COUNTY BOROUGH OF DEWSBURY BOROUGH ARCHITECT AND BUILDINGS SURVEYOR'S DEPARTMENT

Applications are invited for the following appointments within the scope of the grades stated:—

- (a) PRINCIPAL ASSISTANT ARCHITECT (Housing and General Section)—A.P.T. Grade IV (£1,310—£1,480 p.a.)—Applicants should be A.R.I.B.A.
- (b) ARCHITECTURAL ASSISTANT (Education Section)—A.P.T. Grade I (£645—£815 p.a.).
- (c) QUANTITY SURVEYING ASSISTANT—A.P.T. Grade I (£645—£815 p.a.).

Housing accommodation may be made available if required. The appointments will be subject to one month's notice on either side and to the provisions of the Local Government Superannuation Acts.

Applications stating age, education, qualifications, full particulars of training and experience, together with copies of two recent testimonials, should be sent to the undersigned not later than Tuesday, 17th January, 1961, in envelopes endorsed "Appointment of..."

A. NORMAN JAMES,  
Town Clerk.

Town Hall, Dewsbury.  
16th December, 1960. 4971

### BRACKNELL DEVELOPMENT CORPORATION

Applications are invited for posts in the following Grades in the Chief Architect's Department:—

- (1) ARCHITECT, Grade VI; Salary range £1,305—£1,565.
- (2) ARCHITECT, Grade IV; Salary range £1,140—£1,310.
- (3) ARCHITECT, Grade III; Salary range £960—£1,140.

The posts offer a variety of interesting, contemporary work. The Minister has also just completed his statutory consultations with the County and Local Authorities on a proposal to extend the scope of the New Town by increasing the designated area from 1,850 to 3,050 acres. Superannuation schemes, medical examination, five day week. Good housing accommodation available for each post. Applications, stating post applied for and giving age, education, qualifications, experience and appointments held (with dates and salaries), and the names of two referees, should be addressed to the General Manager (A), Bracknell Development Corporation, Farley Hall, Bracknell, Berks., to be received not later than 11th January, 1961. 4952

### BOROUGH OF WEMBLEY APPOINTMENT OF SENIOR TOWN PLANNING ASSISTANT

Applications are invited from persons with practical experience in Town Planning Administration.

Salary A.P.T. III (£960—£1,140) or A.P.T. IV (£1,140—£1,310) according to qualifications plus London "Weighting" allowance. The higher grade would apply to an applicant who has been admitted to corporate membership of one of the Institutions appropriate to practising Town Planners.

Form of application, returnable by 23rd January, 1961, obtainable from Borough Engineer & Surveyor, Town Hall, Wembley, Middx.

Housing accommodation not provided.  
N. CUMPTSY,  
Town Clerk.  
Town Hall,  
Wembley.  
21.12.60. 5092

### SOUTHAMPTON

#### BOROUGH ARCHITECT'S DEPARTMENT

Applications are invited for the following permanent appointments:—

- (a) ASSISTANT ARCHITECT, A.P.T. Grade III/IV (£960—£1,310).
- (b) ARCHITECTURAL ASSISTANT, A.P.T. Grade I (£645—£815).
- (c) TECHNICAL ASSISTANT, Miscellaneous Grade VI (£760—£825).

Applicants for post (a) should be members of the R.I.B.A. fully experienced in the design and administration of major building projects.

- (d) SENIOR QUANTITY SURVEYOR, A.P.T. Grade III/IV (£960—£1,310).
- (f) QUANTITY SURVEYING ASSISTANT, A.P.T. Grade II (£815—£960).
- (g) ESTIMATING ASSISTANT, Miscellaneous Grade VI (£760—£825).

Applicants for post (g) should be experienced in estimating for small building works and knowledge of "working up" and/or site measuring will be advantageous.

**Building Inspectors' Section**

(h) BUILDING INSPECTOR (Improvement Grants), A.P.T. Grade II (£815—£960). Applicants must be conversant with Improvements Grant procedure and have had wide experience in general building construction; service with a local authority and the possession of a recognised qualification by examination an advantage. An Essential User Car allowance is payable.

Housing accommodation available in approved cases, and approved removal expenses reimbursed up to a maximum of £50.

Applicants should possess appropriate qualifications. Commencing salary within grade according to experience and qualifications.

Application forms from the Borough Architect, Civic Centre, Southampton, returnable by 21st January, 1961. 5112

### BOROUGH OF WREXHAM

#### ENGINEER & SURVEYOR'S DEPARTMENT

Applications are invited for the following appointment:—

- ASSISTANT ARCHITECT—Salary in the range of A.P.T. Grade III (£960—£1,140 per annum). Candidates should have passed the Parts I and 2 of the R.I.B.A. examinations or equivalent. Casual car allowance will be paid on the instructions of the Borough Surveyor, and the Council will consider the payment of removal expenses.

Housing accommodation is available if required. Form of application and particulars of duties and works in hand are obtainable from the Borough Surveyor, 31, Chester Street, Wrexham. Applications to be returned to the undersigned by not later than 12 noon on 20th January, 1961.

PHILIP J. WALTERS,  
Town Clerk.

Guildhall, Wrexham.  
14th December, 1960. 4958

### HUNTINGDONSHIRE

#### COUNTY ARCHITECT'S DEPARTMENT ARCHITECTURAL ASSISTANT—GRADE A.P.T. 2 £815—£960 p.a.

Applications are invited for the above appointment. The person appointed will become a member of a small architectural team engaged in projects of varying size, and it is desired that candidates shall be keenly interested in architecture with an up-to-date approach to planning and design.

Application forms may be obtained from the County Architect, County Buildings, Huntingdon, and completed forms should be returned to the undersigned as soon as possible.

A. C. AYLWARD,  
Clerk of the County Council.

County Buildings,  
Huntingdon. 4944

### BOROUGH OF BRENTFORD AND CHISWICK BOROUGH ENGINEER AND SURVEYOR'S DEPARTMENT

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Application forms, returnable by January 21, 1961, may be obtained from the Borough Engineer and Surveyor.

W. F. J. CHURCH,  
Town Clerk.

Town Hall,  
Chiswick, W.4. 5064

### COUNTY BOROUGH OF BURTON UPON TRENT

#### BOROUGH ARCHITECT'S DEPARTMENT

Applications are invited from suitably qualified persons for the appointment of an ASSISTANT ARCHITECT in A.P.T. Grade IV (£1,140—£1,310 per annum) of the National Scheme of Conditions of Service. Five-day week.

Housing accommodation, at a rent, will be provided for the successful candidate if required. The Corporation operates a scheme for assisted house purchase.

Applications, giving age, qualifications, full details of experience and names of two referees, to the Borough Architect, Town Hall, Burton upon Trent, by Wednesday, the 18th January, 1961.

H. T. MEADES,  
Town Clerk.

Town Hall,  
Burton upon Trent.  
3rd January, 1961. 5068

### BOROUGH OF WORTHING

#### APPOINTMENT OF ASSISTANT ARCHITECT

Applications are invited for the appointment of an Assistant Architect in the Borough Engineer's Department on Grade A.P.T. I, £645—£815 per annum.

Candidates should have had experience in an Architect's office and be training for professional examinations.

The appointment will be subject to the National Scheme of Conditions of Service of Local Government Officers, to the provisions of the Local Government Superannuation Acts, and to the successful candidate passing satisfactorily a medical examination.

Applications, stating age, qualifications, experience, present and past appointments, with dates, and accompanied by copies of two recent testimonials, should be submitted to the Borough Engineer and Surveyor, Town Hall, Worthing, not later than the 16th January, 1961.

ERNEST G. TOWNSEND,  
Town Clerk. 5057

### NORTH THAMES GAS BOARD

An ARCHITECTURAL ASSISTANT is required in the Architectural Section of the Chief Engineer's Department at Westminster, S.W.1.

Applicants should be suitably qualified and capable of preparing working drawings and specifications and supervising the work on contracts. Experience in design and planning of industrial buildings would be an advantage.

Starting salary, depending on qualifications, will be within the range of £815 to £1,050 per annum in the Administrative, Professional and Technical Grades 8-9 and the successful candidate will be required to join the Staff Pension Scheme.

Applications, stating age, qualifications and experience, should be sent to the Staff Controller, North Thames Gas Board, 30, Kensington Church Street, W.8, quoting reference AJ/963. 5077

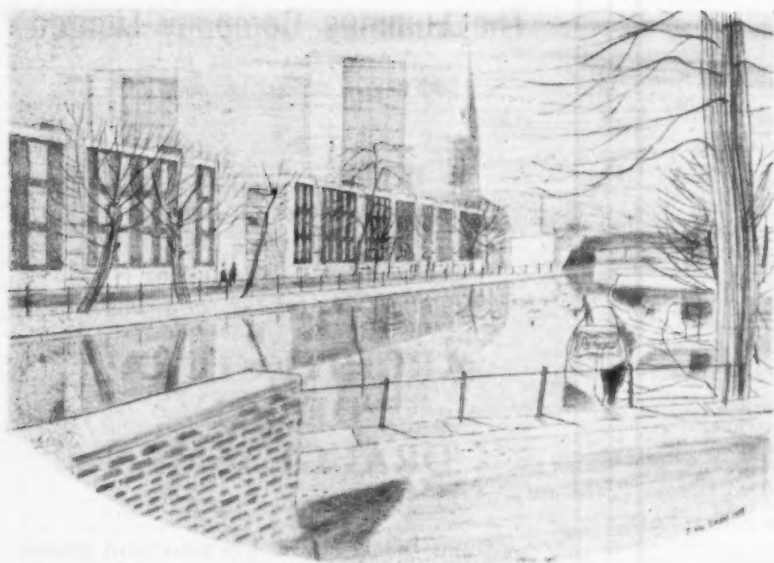


## designing for London

New houses, flats, maisonettes, schools, town development schemes (including houses and factories), hostels, youth centres, out county housing, club rooms, shops, supply depots, homes for old people, fire stations, drill towers, pumping stations and sewage works, ambulance stations, maternity and child welfare clinics, health hostels, health training centres, children's homes, reception centres, approved schools, road improvements and associated architectural works.

*Adaptations, modernisation, rehabilitation, improvements.*

## have you thought of joining the L.C.C.?



- Unique opportunity to produce buildings for the public service with the highest possible standards of design
- Wide range of buildings enables individuals to be used according to their special abilities
- Contact with the latest developments and techniques through the central materials and development section
- Promotion strictly on merit
- Design opportunities in accordance with ability
- Flexible salary reviews within grades
- Permanency after probationary service
- Recognition grants for good work

Starting salaries for Architects up to £1500 according to quality and experience.

Whatever changes may result from the Royal Commission Report the enormous programme of work will have to be done and service now with the L.C.C. provides the best training ground for opportunities in the future.

And there is room for a few part-time architects.

*Application forms and further particulars from*

**Hubert Bennett, F.R.I.B.A., Architect to the**

**London County Council, County Hall, S.E.1., quoting reference EK/3239/1.**



**COUNTY BOROUGH OF SOUTHAMPTON  
BOROUGH ENGINEER AND SURVEYOR'S  
DEPARTMENT**

Applications are invited for the following appointments:—

(a) SENIOR ASSISTANT ARCHITECT, Grade A.P.T. V (£1,310/£1,480), for duties in connection with an extensive and varied programme of housing development including multi-storey flats. Applicants must hold the qualification A.R.I.B.A. with wide experience in the design and administration of major building works.

(b) ASSISTANT ARCHITECT, Grade A.P.T. III/IV (£960/£1,310), for duties in connection with housing estate development. Applicants must have passed Parts I and II of the R.I.B.A. Final Examination. Commencing salary according to experience and qualifications.

The appointment is subject to N.J.C. conditions of service.

Housing accommodation available in approved cases and approved removal expenses reimbursable up to a maximum of £50.

Apply on application forms obtainable from the Borough Engineer and Surveyor, Civic Centre, Southampton, returnable by not later than Monday, 23rd January, 1961. 5059

**STEPNEY MBC**  
requires PRINCIPAL ARCHITECTURAL ASSISTANT £1,355—£1,525. Permanent Post. Must be registered architect and possess suitable architectural qualifications; capable of supervising architectural staff and have had considerable experience in design, construction and the administration of large building contracts, preferably with a local authority. Forms of application and other particulars from Town Clerk, 227 Commercial Road, E.I. Closing date 19th January, 1961. 5093

**COUNTY BOROUGH OF NORTHAMPTON  
SENIOR ASSISTANT ARCHITECT  
(EDUCATION & GENERAL)  
A.P.T.V (£1,310—£1,480)**

Applications invited for this appointment in Northampton which has an interesting programme of new Schools and Municipal Buildings.

A car allowance will be paid in appropriate circumstances and commencing salary will depend upon ability and experience.

Full particulars and application form, returnable by 18th January, from Borough Architect, Guildhall, Northampton.

C. E. VIVIAN ROWE, Town Clerk. 5113

**METROPOLITAN BOROUGH OF HACKNEY  
ENGINEER AND SURVEYOR'S DEPARTMENT**

Applications are invited for the following permanent appointments in the Architectural Section:—

1. ASSISTANT ARCHITECTS or ARCHITECTURAL ASSISTANTS.

Candidates must have passed the Final or Intermediate Examination of the R.I.B.A. and appointment will be made as Assistant Architect in Grade A.P.T. IV (£1,140—£1,310 p.a.) (Final), or as Architectural Assistant in Grade A.P.T. II (£815—£960 p.a.) or Grade A.P.T. III (£960—£1,140 p.a.) according to qualifications and experience.

2. ARCHITECTURAL ASSISTANT—Grade A.P.T. III (£645—£960 p.a.).

Candidates should have passed the Intermediate Examination of the R.I.B.A. or its equivalent.

3. JUNIOR ARCHITECTURAL ASSISTANT—Grade A.P.T. I (£645—£815 p.a.).

Candidates must be Students of the R.I.B.A. or Probationers with a good architectural training and several years' experience in an architect's office.

In all cases appropriate London weighting allowance is payable in addition and commencing salaries will be according to training, qualifications and experience. Modern staff canteen; alternate Saturdays; post-entry educational training facilities.

In appropriate cases the Council will be prepared to consider 100 per cent. advances to successful applicants for house purchase within or without the Borough. Electrified rail services provide good travelling facilities to and from Hackney Downs Station.

Application forms, obtainable from the Town Clerk, Town Hall, Hackney, E.8, returnable by 9 a.m., 16th January, 1961. 5070

**ALDRIDGE URBAN DISTRICT COUNCIL  
(1) ARCHITECTURAL ASSISTANT.  
(2) ENGINEERING ASSISTANT.**

Applications are invited for these appointments at salaries in accordance with Grade A.P.T. III (£960—£1,140 per annum). Housing accommodation will be available if required and reasonable removal expenses paid. These appointments offer an opportunity to gain wider experience with a rapidly developing authority.

Applications to be submitted by the 10th January, 1961, together with the names of two referees.

H. G. G. NICHOLS, Clerk of the Council.

The Council House, Aldridge, Staffs. 5045

**LANCASHIRE COUNTY COUNCIL  
COUNTY ARCHITECT'S DEPARTMENT  
ARCHITECTURAL ASSISTANTS** (within salary range of £815—£1,140 p.a.).

Applications are invited from Architectural Assistants for appointments to the permanent staff of the County Architect's Department, which is engaged on a large and varied programme of major projects.

It is desirable that applicants should have attained at least Intermediate R.I.B.A. standard and, within this stage of qualification, to have a reasonably varied experience.

Application forms and details of appointment obtainable from the County Architect, P.O. Box 25, County Hall, Preston, and are returnable by 16th January, 1961. 4575

**LANCASHIRE COUNTY COUNCIL  
COUNTY ARCHITECT'S DEPARTMENT  
SENIOR ASSISTANT ARCHITECTS** N.J.C. Scale "B," £1,505 p.a. plus £65 (1)/£50 (2) to £1,670 p.a. (starting salary according to experience).

Applications are invited from experienced Registered Architects, required on the permanent staff of the County Architect, to deal with a wide variety of major projects, including large Technical Colleges, Magistrates Courts, Police Training Schools, etc.

Application forms and details of appointment obtainable from the County Architect, P.O. Box 25, County Hall, Preston, returnable by 16th January, 1961. 4576

**COUNTY BOROUGH OF PRESTON  
APPOINTMENT OF ARCHITECTURAL  
ASSISTANTS**

Applications are invited for the following posts in the Borough Engineer and Surveyor's Department:—

ARCHITECTURAL ASSISTANT (APT. IV—£1,140/£1,310).

ARCHITECTURAL ASSISTANTS (APT. III/IV—£960/£1,310).

Candidates must be Registered Architects and Corporate members of the R.I.B.A.

The programme of works is large and varied and the appointments afford opportunities for obtaining valuable experience.

Applications on forms which may be obtained from me and giving full details of age, qualification, present position and salary and previous positions and experience to be received by me not later than Friday, 20th January, 1961.

W. E. E. LOCKLEY, Town Clerk. 5096

Municipal Building, Preston.



TAYLOR WOODROW HOMES LIMITED

require an

# Assistant ARCHITECT

of intermediate standard, capable of handling contracts from start to completion in a department working on varied housing development, including multi-storey flats; large estates; town development and private houses.

This post offers opportunity for appreciable individual responsibility and experience in one or more of the above would be an advantage. Interviews can be arranged at any time including Saturday mornings with travelling expenses paid.

Write in first instance to:—

Chief Architect,

Taylor Woodrow Homes Ltd.,

Western House, Western Avenue, Ealing, W.5.

## The Lummus Company Limited

IMPERIAL HOUSE

80 Regent Street, London, W.1

Designing Engineers and  
Constructors for Industry

Invite applications for the following staff—

## ARCHITECTURAL DESIGN DRAUGHTSMEN

Applicants should have five or more years general experience and preferably be of intermediate R.I.B.A. standard.

Five day week, sickness and pension schemes. Luncheon and social club where subsidised meals are obtainable.

APPLY IN WRITING TO THE PERSONNEL OFFICER



# ROYAL BURGH OF DUMFRIES

## DEPUTY BURGH ARCHITECT

Applications are invited from qualified Architects, preferably with experience in Redevelopment Work.

The appointment, within the Salary Scale £1,140-£1,220 (i.e. £100 in excess of Admin. Grade D of the N.J.I.C. Scheme) will be subject to the Town Council's Superannuation Scheme and N.J.I.C. Conditions of Service, and the successful applicant will require to pass a medical examination.

If required, the tenancy of a Council house will be given to the successful applicant.

Applications, stating age, qualifications and experience, together with copies of three recent testimonials, or the names of three referees, should be lodged with the undersigned not later than 24th January, 1961.

GEORGE D. GRANT,  
Town Clerk.

Municipal Chambers,  
Dumfries.  
3rd January, 1961. 5036

# COUNTY BOROUGH OF BOURNEMOUTH

## BOROUGH ARCHITECT'S DEPARTMENT

Applications are invited for the appointment of:

- (a) TWO SENIOR ASSISTANT ARCHITECTS, A.P.T. IV.
- (b) ONE ASSISTANT ARCHITECT, A.P.T. III.
- (c) THREE ARCHITECTURAL ASSISTANTS, A.P.T. II.
- (d) ONE ARCHITECTURAL ASSISTANT, A.P.T. I.
- (e) ONE JUNIOR DRAUGHTSMAN, GEN. DIV.
- (f) ONE JUNIOR ASSISTANT QUANTITY SURVEYOR, A.P.T. II.
- (g) ONE JUNIOR ASSISTANT QUANTITY SURVEYOR, A.P.T. I.

Salary Grade for Post (a) is £1,140/£1,310 p.a., for post (b) £960/£1,140 p.a., for Posts (c) and (f) £815/£960 p.a. Posts (d) and (g) £645/£815 p.a., and for Post (e) £260/£630 p.a., but successful candidates will be appointed at present salary if within the incremental scale.

Candidates must have passed Final Examinations of R.I.B.A. for Posts (a) and (b) and the Intermediate Examination of R.I.B.A. or R.I.C.S. for Posts (c), (d), (f) and (g).

Application forms and further particulars from Borough Architect, Town Hall, Bournemouth. Completed applications to reach the undersigned by 10 a.m., 14th January, 1961.

A. LINDSAY CLEGG,  
Town Clerk.  
5032

# BOROUGH OF FLINT

## APPOINTMENT OF ARCHITECTURAL ASSISTANT

Applications are invited for the appointment of Architectural Assistant in the Borough Engineer and Surveyor's Office. The salary will be within A.P.T. Grade II (£815-£960).

The appointment will be subject to the provisions of the Local Government Superannuation Acts, the passing of a medical examination, the National Joint Council's Scheme of Conditions of Service, and one month's notice.

The post offers scope for interesting work on a varied programme including Redevelopment Schemes, Branch Library, Public Conveniences and Municipal Housing.

Housing accommodation will be provided if required.

A five day week is in operation.

Applications stating age, training, qualifications, details of previous and present appointments and experience and present salary, together with copies of two recent testimonials, should reach the undersigned not later than Monday the 16th January, 1961.

Canvassing in any form will be disallowed.

WILLIAM MCINTYRE,  
Town Clerk.

Town Hall,  
FLINT.  
20th December, 1960. 5013

# ISLE OF ELY COUNTY COUNCIL

## COUNTY ARCHITECT'S DEPARTMENT

Applications are invited for the following appointments:-

- (a) ASSISTANT ARCHITECTS, A.P.T. III or A.P.T. III/IV according to experience. Applicants should be A.R.I.B.A. or have completed Parts I and II of the R.I.B.A. Final Examination, or have satisfactorily completed a course at a School of Architecture.
- (b) ARCHITECTURAL ASSISTANTS, A.P.T. I or A.P.T. II or A.P.T. III. Gradings will depend on qualifications and experience.
- (c) QUANTITY SURVEYOR, A.P.T. III or A.P.T. III/IV according to experience. Applicants should be suitably qualified.

Housing accommodation may be made available for posts (a) and (c).

In fixing commencing salaries, ability and experience will be taken into account. All posts are subject to N.J.C. Conditions and the passing of a medical examination.

Application form and further particulars from the County Architect, County Hall, March, Cambs., to whom they should be returned not later than 23rd January, 1961.

R. F. G. THURLOW,  
Clerk of the County Council.  
5058

# SOUTHAMPTON

## BOROUGH ARCHITECT'S DEPARTMENT

Applications are invited for the following permanent positions:-

- (a) SENIOR ASSISTANT PLANNING OFFICER, Grade "B" (£1,475-£1,670), next in seniority to Senior Planning Officer in charge of the Town Planning Section (establishment 30 staff) of the department. Applicants should be experienced in all aspects of planning work of a county borough, including development plan, redevelopment, enquiries, appeals, administration and supervision of staff, and be a member of the Town Planning Institute, preferably with a second qualification. The position carries a car allowance.

(b) ASSISTANT PLANNING OFFICER, Grade A.P.T. III/IV (£960-£1,310). Candidates should be members of the T.P.I. and preferably R.I.B.A., experienced in the redevelopment of central urban areas.

Commencing salary within grade according to experience and qualifications.

Housing accommodation available in approved cases, and approved removal expenses reimbursed up to a maximum of £50.

Application forms from the Borough Architect, Civic Centre, Southampton, returnable by 21st January, 1961. 5055

# BOROUGH OF NEWCASTLE UNDER LYME

Applications are invited for the following appointments:-

- (a) PRINCIPAL ASSISTANT ARCHITECT, Grade A.P.T. V (£1,310-£1,480 p.a.).
- (b) ARCHITECTURAL ASSISTANT, Grade A.P.T. II (£815-£960 p.a.).

The successful candidate for post (a) will control the Education Section of the Architect's Dept. and preference will be given to fully qualified candidates, with considerable experience in the design of new schools.

Applicants for post (b) should have passed the Intermediate Examination of the R.I.B.A. and the person appointed will be attached to the Housing and General Section.

Commencing salaries will be in accordance with experience and qualifications. The provision of housing accommodation will be considered in suitable cases and a casual users car allowance is allowed with post (a).

Application forms and conditions of appointments may be obtained from the Borough Surveyor, Lancaster Building, High Street, Newcastle, Staffs., and should be returned to him not later than Monday, 16th January, 1961.

C. J. MORTON,  
Town Clerk.  
5072

# BOROUGH OF DARTFORD

Applications are invited for the appointment of:-

- (a) SENIOR ASSISTANT ARCHITECT-Grade A.P.T. IV (£1,140-£1,310 plus £45).
- (b) ARCHITECTURAL ASSISTANT-Grade A.P.T. II-III (£815-£1,140 plus £25-£45 according to age and grade).

Applications are invited from suitably qualified and experienced persons for the above appointments in accordance with the N.J.C. service conditions for work on an interesting building programme.

The commencing salaries will be in accordance with qualifications and experience.

Housing accommodation will be available.

Applications, stating age, qualifications and experience, together with the names of two referees, should be received by the Borough Engineer and Surveyor, The Bridge House, High Street, Dartford, not later than Monday, 23rd January, 1961.

THOMAS ARMSTRONG,

19th December, 1960. Town Clerk. 5030

# TETTFENHALL URBAN DISTRICT COUNCIL

## ARCHITECTURAL DRAUGHTSMAN

Applications are invited for the position of Architectural Draughtsman in the Engineer and Surveyor's Department. Candidates should be competent draughtsmen able to prepare plans from sketches and have full knowledge of Building Construction with a view to preparing working drawings. The salary will be within the Grade Miscellaneous III (£555-£625) according to qualifications and experience.

Applications, accompanied by the names of two referees, should be sent to J. W. Mason, M.I.Mun.E. M.T.P.I., Engineer and Surveyor, Council Offices, Upper Green, Tettenhall, not later than the 18th January, 1961. 4929

# CITY OF MANCHESTER

Applications invited for the following permanent appointments in the office of the City Architect:-

- (a) SENIOR ASSISTANT ARCHITECT, APT Grade V £1,310 to £1,480 per annum. Candidates must be A.R.I.B.A. with considerable office experience.
- (b) SENIOR ASSISTANT ARCHITECT, APT Grade IV £1,140 to £1,310 per annum. Candidates must be A.R.I.B.A.
- (c) ARCHITECTURAL ASSISTANT, APT Grade I/II £645 to £960. Must have passed the intermediate examination of the R.I.B.A. or hold equivalent qualification.

Five-day week. Housing accommodation may be provided for a limited period for successful candidates for appointments (a) and (b). Removal expenses allowed.

Forms of application from the City Architect, P.O. Box 488, Town Hall, returnable by 16th January, 1961. 5062

# ARCHITECT, ARCHITECTURAL ASSISTANTS AND QUANTITY SURVEYOR, required by NATIONAL COAL BOARD-EAST MIDLANDS DIVISION.

Applications are invited for the following superannuable posts on the staff of the Divisional Chief Architect at 69, Lower Parliament Street, Nottingham: (a) Architect. For this vacancy we are seeking a young qualified Architect. The commencing salary will be within the scale £900 x £35 - £1,250. (b) Architectural Assistants. We require two Architectural Assistants who should preferably have passed the intermediate R.I.B.A. and/or have had some practical experience. The commencing salary will be within one of the following scales, depending on qualifications and experience: £785 x £30 - £935; £650 x £25 - £785. (c) Quantity Surveyor. We have a vacancy for a young Quantity Surveyor who should be an associate of the R.I.C.S. and have at least one year's subsequent practical experience in all aspects of the work in a Quantity Surveyor's office. The commencing salary would be within the scale £600 x £35 - £1,250. Applications giving details of age, qualifications and experience to:- Divisional Chief Staff Officer, National Coal Board, East Midlands Division, Sherwood Lodge, Arnold, Nr. Nottingham, quoting for (a) S.V. 1083 (b) S.V. 1084, (c) S.V. 1085. 5061

# BOROUGH OF HENDON

## BOROUGH ENGINEER AND SURVEYOR'S DEPARTMENT

### SENIOR ASSISTANT ARCHITECTS- GRADE A.P.T. V

Applications are invited for the above appointments in the Architectural Section, in which a general reorganization is taking place and new groups are to be formed.

Applicants must be Associate Members of the Royal Institute of British Architects.

Commencing salary according to experience within Grade A.P.T. V (£1,355 to £1,525 including London weighting). The persons appointed will be directly responsible to the Chief Assistant Architect, with opportunity for suitable applicants to act as Group Leaders. Previous experience in school work, housing and redevelopment, or civic buildings, will be an advantage.

Pensionable post; subject to National Scheme and medical examination.

The Council are prepared to consider assistance with housing in circumstances approved by them.

Applications with full details and names and addresses of two referees, must reach the Borough Engineer & Surveyor at the under-mentioned address by Monday, 30th January, 1961. Canvassing will disqualify.

R. H. WILLIAMS,

Town Clerk.  
Hendon, N.W.4. 5077

# KINGSTON UPON HULL EDUCATION COMMITTEE

## APPOINTMENT OF RESIDENT ENGINEER FOR THE ERECTION OF THE DAVID LISTER HIGH SCHOOL, KINGSTON UPON HULL

Applications are invited from suitably qualified men for the post of Resident Engineer for the erection of the David Lister High School, Kingston upon Hull. This new comprehensive school, which will provide accommodation for 1,440 pupils and is estimated to cost about £517,000, is being designed by Messrs. Lyons, Israel and Ellis, Chartered Architects of London, with Messrs. F. J. Samuely & Partners of London as Consulting Engineers. The commencing salary will be at the rate of £1,100 per annum and a site allowance of £150 per annum for a single man or £200 per annum for a married man, depending on the particular circumstances will be payable to a successful candidate living away from home. The appointment is for a period of about two and a half years commencing in about July, 1961. Application form and further particulars may be obtained from the undersigned to whom completed forms should be returned not later than the 27th January, 1961.

S. W. HOBSON,  
Chief Education Officer.

Guildhall,  
Kingston upon Hull,  
Yorkshire. 4988

ARCHITECTURAL ASSISTANTS (two) required by HAYES AND HARLINGTON U.D.C. Salary within Grade APT.II, £815-£960 per annum plus appropriate London 'Weighting.' Candidates should have passed the intermediate examination of the R.I.B.A. and must have good general architectural experience. Five day week. Housing accommodation will be made available for one of the appointments. Further particulars and conditions of service and form of application obtainable from the undersigned, which, when completed must be returned by the 23rd January, 1961.

GEORGE HOOPER,  
Clerk and Solicitor.

Town Hall,  
Hayes, Middlesex. 5083

# THE UNIVERSITY OF MANCHESTER

Applications are invited for the CHAIR OF TOWN AND COUNTRY PLANNING, made vacant by the death of Professor Clifford Holliday. Salary not less than £2,500 per annum. Membership of F.S.S.U. and Children's Allowance Scheme. Applications, giving full details of qualifications, publications, experience, etc., and the names and addresses of at least three persons to whom reference may be made, should be sent not later than 21st January, 1961, to the Registrar, the University, Manchester 13, from whom further particulars may be obtained. 4763



**BOROUGH OF RICHMOND (SURREY)  
APPOINTMENT OF SENIOR ASSISTANT  
ARCHITECT**

Applications are invited from qualified Architects for the appointment of Senior Assistant Architect at a salary in accordance with Grade A.P.T. IV (£1,140-£1,310) plus London weighting.

Applications should be delivered to the Borough Engineer and Surveyor, King's Road, Richmond, Surrey, not later than 23rd January, 1961, giving the names of three referees and stating relationship, if any, to members of the Council or Senior Officers.

Canvassing prohibited. No assistance can be given with housing.

**CLIFFORD HEYWORTH,**  
Town Clerk.

Town Hall,  
Richmond,  
Surrey. 5021

**LANCASHIRE COUNTY COUNCIL  
COUNTY ARCHITECT'S DEPARTMENT  
ASSISTANT ARCHITECTS, A.P.T. V, £1,310-£1,480 p.a. (starting salary according to experience).**

Applications are invited from qualified Architects of initiative, keen on design and modern constructional methods, to work on a large and varied programme.

Application forms and details of appointment obtainable from the County Architect, P.O. Box 26, County Hall, Preston, returnable by 16th January, 1961. 4577

**CITY OF LONDON**

Applications are invited from members of the Royal Institute of British Architects with appropriate qualifications in Town Planning for the new whole-time appointment of CITY ARCHITECT at a salary in the scale £4,280 by biennial increments of £180 to £4,640 per annum.

The City Architect will be the Head of the City Planning Office and be a means of liaison between architects and developers and all authorities involved in the reconstruction of the City of London and should advise the Corporation on general architectural matters when required.

Full particulars of the office and forms of application from E. H. Nichols, Town Clerk, Guildhall, London, E.C.2. Completed applications to be returned by 31st January, 1961. 5051

**BOROUGH OF REDCAR  
APPOINTMENT OF SENIOR ARCHITECT-  
TURAL ASSISTANT GRADE APT IV**

Applications are invited for the appointment of Senior Architectural Assistant from persons qualified by examination for Associatehip of the Royal Institute of British Architects.

Housing accommodation will be made available and the Council will pay full removal expenses and the travelling expenses of the successful candidate and his family.

Applications on forms obtainable from me are to be submitted to me on or before Tuesday, 16th January, 1961.

**HUGH CALDWELL,**  
Town Clerk.

Municipal Buildings,  
REDCAR. 4991

**BOROUGH OF HENDON  
BOROUGH ENGINEER AND SURVEYOR'S  
DEPARTMENT  
SENIOR PLANNING ASSISTANT—GRADE  
A.P.T. IV**

Applications are invited for the above appointment at a commencing salary according to experience within Grade A.P.T. IV (£1,185 to £1,365 per annum including London weighting).

Applicants should have a good knowledge of planning problems and policy, good general experience of administrative work in dealing with planning applications, and must be suitably qualified.

Pensionable post; subject to National Scheme and medical examination. The Council are prepared to consider assistance with housing in circumstances approved by them.

Applications, with full details and names and addresses of two referees, must reach the Borough Engineer and Surveyor, Town Hall, Hendon, N.W.4, by Monday, 30th January, 1961. Canvassing will disqualify.

**R. H. WILLIAMS,**  
Town Clerk.

Town Hall,  
Hendon, N.W.4. 5076

**KUMASI COLLEGE OF TECHNOLOGY  
Applications are invited for TWO VACANCIES  
for ARCHITECTS IN THE ARCHITECTS'  
OFFICE.**

This office is responsible for the general and detailed development of the College and successful applicants will be engaged on design and supervision of such projects as Halls of Residence, Assembly Hall, Canteens, Staff Housing, Social Centres, etc., under the direction of the Senior Architect, Mr. A. L. H. Pratt, B.Arch., A.R.I.B.A.

Applicants should be suitably qualified, sympathetic to contemporary design and should have had at least three years' experience, experience of Tropical Architecture not essential.

Appointments will be for two tours of 12 to 18 months in the first instance.

The salary scale attached to the post is £1,080 x £50 — £1,580, £1,580 x £60 — £2,080 per annum plus a gratuity payable at the end of the appointment at the rate of £12.10.0 for each month of satisfactory service. The entry point will be fixed according to qualifications and experience.

In addition, children's allowances are paid up to a maximum of three.

Paid leave at the rate of seven days for every month of satisfactory service is granted at the end of each tour, together with free overseas passages.

The College is fully residential and members of staff are housed in pleasant modern bungalows on the spacious campus.

Application forms and an information brochure may be obtained from the Assistant Registrar, Kumasi College of Technology, 29 Tavistock Square, London, W.C.1, who will also be glad to answer any questions about this appointment. The closing date for applications is 31st January, 1961. 4993

**NORTH RIDING COUNTY COUNCIL  
ARCHITECTS' DEPARTMENT**

Applications are invited for the post of ASSISTANT ARCHITECT, Salary A.P.T. Grade III/IV (£960-£1,310).

Must be A.R.I.B.A. with at least three years' experience since passing the examination.

Conditions of service and application form from R. Alport Williams, M.B.E., B.Arch., F.R.I.B.A., County Architect, County Hall, Northallerton, and applications to R. A. Wotherspoon, Clerk of the County Council, by 27th January, 1961. 5075

**COUNTY BOROUGH OF BLACKBURN  
APPOINTMENT OF QUANTITY SURVEYING  
ASSISTANT, GRADE A.P.T. IV, £1,140-£1,310**

Applications for this position are invited from qualified Quantity Surveyors (R.I.C.S.—Quantities Section or equivalent) having suitable experience. Housing accommodation will be available, if required.

Forms of application which must be returned by 13th January 1961 can be obtained from Borough Engineer and Surveyor, Town Hall, Blackburn. FRANK SQUIRES, Town Clerk. 4992

**COUNTY BOROUGH OF HALIFAX  
BOROUGH ENGINEER'S DEPARTMENT**

The County Borough is planning to carry out a number of large capital works on highways, public baths, central area development, schools, etc., and applications are invited for the following appointments:—

**ENGINEERING**  
SENIOR ENGINEERING ASSISTANT. (Two appointments.)

**ARCHITECTURAL (GENERAL).**  
SENIOR ARCHITECTURAL ASSISTANT. (Two appointments.)

**ARCHITECTURAL (SCHOOLS).**  
SENIOR ARCHITECTURAL ASSISTANT.

**TOWN PLANNING**  
SENIOR TOWN PLANNING ASSISTANT.

The salary attached to these senior appointments is A.P.T. V (£1,310-£1,480). Provision of housing accommodation will be considered for the successful applicants.

Applications should be delivered to the Borough Engineer, Crossley Street, Halifax, not later than Saturday, 21st January, 1961, stating age, education and training, qualifications, present and past appointments (with dates and salaries) and experience along with the names and addresses of two persons to whom reference may be made. 5054

**HORNCHURCH URBAN DISTRICT COUNCIL  
APPOINTMENT OF ARCHITECTURAL STAFF**  
Following a review of the establishment, applications are invited for the following additional appointments on the Council's permanent staff:—

(a) DEPUTY ARCHITECT—Grade "B."  
(b) PRINCIPAL ASSISTANT ARCHITECT—Grade A.P.T. V. Salary £1,310-£1,480.

(c) TWO JUNIOR ARCHITECTURAL ASSISTANTS—Grade A.P.T. I. Salary £845-£915.

Applicants for post (a) must be corporate members of the R.I.B.A. with considerable professional and administrative experience.

Applicants for post (b) must be Associates of the R.I.B.A. with a sound experience of municipal works.

Applicants for post (c) must be probationers of the R.I.B.A. and actively studying for the Intermediate R.I.B.A.

There is a plussage equivalent to London weighting in respect of appointments (b) and (c).

The appointments will be subject to the provisions of the Local Government Superannuation Acts, to the passing of a medical examination, the National Joint Council Scheme of Conditions of Service, and one month's notice on either side. Forms of application, with full details of the appointments and of the Council's policy with regard to housing accommodation are obtainable from the undersigned, by whom completed application forms should be received by noon on Saturday, 14th January, 1961.

**P. L. COX,**  
Clerk of the Council.

Council Offices,  
Billet Lane,  
Hornchurch. 5060

**PADDINGTON BOROUGH COUNCIL  
ASSISTANT ARCHITECT (£1,005-£1,355)  
(starting salary according to experience)**

A.R.I.B.A. Candidates should have experience in design and supervision of building works and knowledge of local authority requirements, 5-day week. Applications stating age, qualifications, experience, posts held and names of two referees should reach me by 16th January, 1961 (quoting A.515).

**W. H. BENTLEY,**  
Town Clerk.

Town Hall,  
Paddington, W.2. 4997

**CHISLEHURST AND SIDCUP URBAN  
DISTRICT COUNCIL  
APPOINTMENT OF ARCHITECTURAL  
ASSISTANT**

Assistant required in Architectural Section of Engineer & Surveyor's Department. Salary A.P.T. II (£815-£960) plus London weighting (£15-£40 according to age). Preference to candidates with Intermediate Examination of R.I.B.A.

Housing accommodation available. Applications, giving age, training, qualifications and experience and names of two referees, to Clerk, Council Offices, Sidcup Place, Sidcup, Kent, by 22nd January, 1961. 5024

**CHESHIRE COUNTY ARCHITECTS'  
DEPARTMENT  
DISTRICT OFFICE NO. 2—CHESTER**

Applications are invited on forms obtainable from me for posts of ARCHITECTURAL ASSISTANT Grade A.P.T. II, £815-£960 in the above office.

Completed forms should be forwarded to The District Architect, No. 2 District, 24 Nicholas Street, Chester.

**EDGAR TABERNER, A.R.I.B.A.,**  
County Architect.

County Hall,  
CHESTER. 5100

**CAERNARVONSHIRE COUNTY COUNCIL  
Applications invited for posts of ARCHITECT-  
TURAL ASSISTANTS in County Architect's  
Department (Salary A.P.T. II, £815-£960).**

Further particulars and application forms from Clerk of County Council, County Offices, Caernarvon. Closing date, 9th January, 1961. 5031

**BOROUGH ARCHITECTS DEPARTMENT**

Holborn Borough Council—JUNIOR ASSISTANT ARCHITECT required. Salary scale APT (II) (£815-£960) plus London Weighting. Applications with names of two referees to Town Clerk, Town Hall, High Holborn, W.C.1. 5101

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# **BOROUGH OF GOSPORT APPOINTMENT OF TWO ASSISTANT ARCHITECTS**

Applications are invited for the above appointments in the Architectural Section of the Borough Engineer's Department, at a salary in accordance with Grades A.P.T. III/IV (£960-£1,310), commencing at a point commensurate with qualifications and experience. The successful applicant would be required to work on housing and multi-storey development in conjunction with the Central Area Redevelopment Scheme.

Applicants should have passed Parts I and II of the R.I.B.A. Final Examination or equivalent.

The appointment will be subject to the following:-

- (i) The National Scheme of Conditions of Service.
- (ii) Medical examination.
- (iii) The Local Government Superannuation Acts.

(iv) One month's notice on either side. Housing accommodation, if necessary, will be made available for the successful applicants.

Applications, giving age, full details of qualifications and experience, together with the names and addresses of two referees, should reach the undersigned not later than first post on Monday, the 23rd January, 1961.

**EDWARD ADDENBROOKE**

*Town Clerk.*

Town Hall,  
Gosport.  
23rd December, 1960. 5063

# **NORTHUMBERLAND COUNTY COUNCIL COUNTY PLANNING DEPARTMENT**

Applications are invited for the appointment of **PLANNING ASSISTANT A.P.T. II** (£645-£815-£960). The post is in the Development Control Section in one of the planning areas of the County. The work is interesting and varied and offers scope for candidates with initiative in carrying out duties in a large County which includes the Northumberland National Park.

Preference will be given to candidates who have passed the Intermediate examination of the Town Planning Institute or similar qualification. The salary will be fixed according to previous experience and ability.

Application forms are obtainable from the County Planning Officer, County Hall, Newcastle upon Tyne, 1, and must be returned not later than 28th January, 1961. 5111

# **BOROUGH OF OSSETT APPOINTMENT OF ARCHITECTURAL ASSISTANT**

Applications are invited for the above appointment at a salary in accordance with A.P.T. Grade II (£815-£960). Candidates should have passed the Intermediate Examination of the R.I.B.A. and be experienced in Local Authority Housing work.

The appointment will be subject to the N.J.C. Scheme of Conditions of Service, the Local Government Superannuation Acts, Medical Examination, and one month's notice on either side.

Housing accommodation will be made available to the successful applicant if required.

Applications, including the names of two referees and declaring any relationship between the applicant and any member or senior Officer of the Council, are to be received by me not later than Monday, the 16th January, 1961.

(Signed) **B. FREEMAN**, *Town Clerk.*

Town Hall,  
OSSETT.  
23rd December, 1960. 5098

# **BUCKS COUNTY COUNCIL**

Applications are invited for the position of **ARCHITECT/PLANNER** in the office of the County Planning Officer. Salary J.N.C. Scale "B" £1,445-£1,670 p.a. The position offers considerable scope and prospects for man with ideas and experience.

The appointment is superannuable and subject to medical examination.

A weekly allowance of 25s. and return fare home once every two months may be paid for six months to newly appointed married officers of the Council unable to find accommodation. Applications, on forms to be obtained from the undersigned, to be returned by 28th January, 1961.

**F. B. POOLEY**, *County Planning Officer.*

County Offices,  
Aylesbury,  
Bucks. 5056

# **ORPINGTON URBAN DISTRICT COUNCIL**

Applications are invited from suitably qualified Architects for the permanent and established post of **ASSISTANT ARCHITECT** at a salary in accordance with A.P.T. Grade IV (£1,140-£1,310) plus London weighting allowance.

The Council has an interesting and varied programme of work scheduled for the immediate future, which includes housing of all types including Multi-storey Blocks, Swimming Pool, Crematorium and Flatted Factories, etc.

Housing accommodation will be considered. Application forms obtainable from me to whom they must be returned not later than 12 noon on Saturday, 21st January, 1961.

**L. W. FREEMAN**, *Engineer and Surveyor.*

Civic Offices,  
The Walnuts,  
High Street,  
Orpington, Kent.  
20th December, 1960. 5022

# **CITY AND COUNTY OF KINGSTON UPON HULL**

## **APPOINTMENT OF CITY ARCHITECT**

Applications are invited from persons who must be Registered Architects and either Fellows or Associates of the Royal Institute of British Architects, for the appointment of **CITY ARCHITECT** to the Council, at a salary scale within the range prescribed by the Joint Negotiating Committee for Chief Officers of Local Authorities, which has been fixed by the Council at £3,130 per annum rising by three annual increments of £125 to a maximum of £3,505 per annum.

Particulars of the appointment and forms on which applications should be made are obtainable from the Town Clerk.

Applications endorsed "City Architect" must reach the Town Clerk, Guildhall, Kingston upon Hull, not later than 20th January, 1961.

**J. HAYDON W. GLEN**, *Town Clerk.*

Guildhall,  
Kingston upon Hull.  
December, 1960. 4996

## **NORTH RIDING COUNTY COUNCIL ARCHITECT'S DEPARTMENT**

An increase in the Staff Establishment has created opportunities for applicants of initiative and drive, and who prefer to live in the country rather than exist in urban surroundings, for the following appointments in this Department, to work on a varied programme of work for all Committees of the Council:-

### **QUANTITY SURVEYORS GROUP:**

(a) **CHIEF QUANTITY SURVEYOR**, J.N.C. Grade B. Salary £1,485-£1,670. The successful applicant will be in charge of the Quantity Surveying Section, and for liaison with Private Quantity Surveyors employed by the Department. Must be an A.R.I.C.S.

(b) **ASSISTANT QUANTITY SURVEYOR**, Grade A.P.T. III/IV. Salary £960-£1,310. Must be an A.R.I.C.S.

(c) **ASSISTANT QUANTITY SURVEYOR**, Grade A.P.T. II. Salary £815-£960. Must have A.R.I.C.S. Intermediate Examination or I.Q.S. Final Examination.

### **ARCHITECT'S GROUP:**

(d) **ASSISTANT ARCHITECT**, Grade A.P.T. III/IV. Salary £960-£1,310. Must be an A.R.I.B.A. with at least three years' experience since passing the examination.

(e) **ASSISTANT ARCHITECT**, Grade A.P.T. II/III. Salary £815-£1,140. Must have passed the Intermediate Examination of the R.I.B.A., but could be appointed in Grade A.P.T. III if Final Examination of R.I.B.A. has been passed.

(f) **ARCHITECTURAL ASSISTANT**, Grade A.P.T. I. Salary £645-£815. Intermediate R.I.B.A. or the equivalent at one of the recognised Schools of Architecture.

Conditions of service and application form from R. Allport Williams, M.B.E., B.Arch., F.R.I.B.A., County Hall, Northallerton, and applications to R. A. Wotherpoon, Clerk of the County Council, at the same address, before the 27th January, 1961. 5009

## **STATES OF GUERNSEY STATES ENGINEER'S DEPARTMENT APPOINTMENT OF ARCHITECTURAL ASSISTANTS**

Applications are invited for the posts of **ARCHITECTURAL ASSISTANTS** in the States Engineer's Department at a salary of £780 rising to £910. Applicants should have passed the Intermediate Examination of the R.I.B.A. and experience with a local authority will be an advantage.

The appointments are subject to the States of Guernsey Conditions of Service and to the successful applicants passing a medical examination. The appointments will be permanent subject to one month's notice on either side.

Particulars of pension and the transfer of pension rights under the Local Government Superannuation Acts obtainable on application.

Applications, stating age, qualifications, experience and present and previous appointments, together with the names and addresses of two referees, should be delivered to the States Supervisor, States Office, Guernsey, C.I., not later than Monday, 23rd January, 1961. 5082

## **BOROUGH OF ILFORD ENGINEER'S DEPARTMENT APPOINTMENT OF ASSISTANT ARCHITECT, GRADE A.P.T. IV**

Candidates should preferably have passed the Final Examination of the R.I.B.A. or equivalent, but holders of the Intermediate Examination will be considered.

The commencing salary will be fixed within the scale (£1,140-£1,310 per annum) according to qualifications and experience. London Weighting payable in addition. A five day working week is in operation.

The candidate appointed will be required for work in connection with design and working drawings for new Baths and Public Library at Fullwell Cross.

The appointment will be subject to one month's notice on either side, to the provisions of the Local Government Superannuation Acts, to the National Conditions of Service and to satisfactory medical examination.

**THE COUNCIL IS PREPARED TO CONSIDER, IF NECESSARY, THE PROVISION OF HOUSING ACCOMMODATION.**

Application forms obtainable from the Borough Engineer, Town Hall, Ilford, should be returned not later than 23rd January, 1961. 5006

# **NORTH RIDING COUNTY COUNCIL ARCHITECTS' DEPARTMENT**

## **ENGINEERS GROUP**

An Engineers Group to deal with the design of engineering installations and equipment in new and existing buildings of the County Council is about to be formed, and applications are invited from Qualified Engineers. The work will also include the supervision of Engineering Inspectors engaged on the maintenance of existing installations and equipment. Ability to write clear and concise reports for Committees is essential, and the maintenance of good liaison with Private Consultants engaged on County Council projects.

(a) **HEATING ENGINEER**: J.N.C. Grade A/B. Salary £1,380-£1,670. Candidates must be corporate members of the Institute of Heating and Ventilating Engineers, and must have a sound knowledge of all types of fuel and their comparative costs to advise the County Architect on all matters concerned with not only the design, but also the running maintenance of engineering plant. Point of entry to the Grade depending upon qualifications and experience.

(b) **ELECTRICAL ENGINEER**: J.N.C. Grade A/B. Salary £1,380-£1,670. Qualifications must be not less than corporate membership of the Institute of Electrical Engineers, and capable of designing complete electrical lighting, heating and power installations for all buildings of the County Council, new and existing, involving H.V. and M.V. distribution and network.

This is an opportunity for applicants who prefer a full life in beautiful countryside to an urban existence.

Conditions of service and application form from R. Allport Williams, M.B.E., B.Arch., F.R.I.B.A., County Hall, Northallerton, and applications to R. A. Wotherpoon, Clerk of the County Council, at the same address, before 27th January, 1961. 5008

## **CITY OF WESTMINSTER ARCHITECTURAL COMPETITION FOR NEW HOUSING SCHEME**

The Mayor, Aldermen and Councillors of the City of Westminster invite Architects to submit designs in competition for the layout of an area in Westminster of about 12 acres and for the design of flats and other buildings to be erected thereon.

The Assessor of the Competition is Mr. Philip Powell, O.B.E., F.R.I.B.A., A.A.Dip.(Hons.), of 36, Great Smith Street, London, S.W.1, and on his award the Promoters will pay (a) a premium of 1,500 guineas to the author of the design placed first by the Assessor; and (b) a further sum of 1,500 guineas to be allotted by the Assessor as he may think fit amongst the authors of not less than two nor more than five of the designs that he places next in order of merit.

A copy of the Conditions of the Competition and the plan of the Competition area will be supplied on application by Architects to the Town Clerk, Westminster City Hall, Charing Cross Road, W.C.2. Such applications must be accompanied by a deposit of 3 guineas (payable by crossed cheque drawn in favour of "The Westminster City Council"), which sum will be refunded on receipt of a bona-fide design, or on return of the Competition documents at least four weeks before the closing date for the submission of designs.

The last day for the receipt of questions by competitors is Friday, the 3rd February, 1961, and for the receipt of designs is Monday, the 10th July, 1961.

**A. G. DAWTRY**, *Town Clerk.*

Westminster City Hall,  
Charing Cross Road, W.C.2.  
22nd January, 1961. 5007

**BUILDING SURVEYING ASSISTANT** required for assisting in surveys of hospital sites and preparation of working drawings and specifications under supervision for works of a minor character.

Applicants should have passed the Intermediate Examination of the R.I.C.S.

Salary scale: £645-£940. Permanent and pensionable. Modern offices. Five-day week. Whitley Council conditions of service.

The Board operates a scheme of financial assistance to students preparing for professional examinations.

Apply, stating age and experience, with names of two referees, to Secretary, North West Metropolitan Regional Hospital Board, 40, Eastbourne Terrace, W.2, quoting reference number 879, by 12th January, 1961. 5069

## **BOROUGH OF SHREWSBURY ARCHITECTURAL ASSISTANT**

Applications are invited for the post of Architectural Assistant on the permanent staff of the Borough Surveyor at a salary in accordance with A.P.T. III, £960-£1,140 per annum, commencing according to qualifications and experience.

Housing accommodation will be provided and approved removal expenses paid. Five-day week. Varied programme of work in busy office.

Applications, stating age, qualifications and experience, and names of two referees, to be sent to the Borough Surveyor, Guildhall, Shrewsbury, by Wednesday, 18th January, 1961.

**S. R. H. LOXTON**, *Town Clerk.*

5075



**PEAK DISTRICT NATIONAL PARK**  
Applications are invited for the appointment under N.J.C. service conditions of a JUNIOR PLANNING ASSISTANT, A.P.T. Grade I (£645-£815), in the development control section of the office of the Peak Park Planning Board at Bakewell.

Forms of application and further particulars from the Planning Officer, Aldern House, Bakewell, Derbyshire. Applications to be received by 16th January, 1961. 5097

**WEST SUFFOLK COUNTY COUNCIL**  
**COUNTY ARCHITECT'S DEPARTMENT**  
Applications are invited for the post of ASSISTANT ARCHITECT on A.P.T. Grade III (£960-£1,140); commencing salary in accordance with qualifications and experience.

If available housing accommodation may be provided.  
Application forms obtainable from the County Architect, 13, Westgate Street, Bury St. Edmunds, to be returned as soon as possible. 5042

**BOROUGH OF WALTHAMSTOW**  
**BOROUGH ARCHITECT'S DEPARTMENT**  
Walthamstow is a municipal borough within the County of Essex, population 115,000, rateable value £1,747,737. It is a progressive authority and there is a large programme of interesting architectural and redevelopment schemes to be undertaken.

Applications are invited for the following permanent appointment:—  
**ONE ARCHITECTURAL ASSISTANT, GRADE A.P.T. I/II (£645-£960)**

The above salary does not include the London Weighting allowance and the commencing salary will be according to experience.

**HOUSING ACCOMMODATION PROVIDED IF REQUIRED. 100% ADVANCES FOR HOUSE PURCHASE ARE ALSO AVAILABLE.**

Application forms, obtainable from the Borough Architect, Town Hall, Walthamstow, London, E.17, must be returned to the undersigned by NOON ON FRIDAY, 20th January, 1961.

G. A. BLAKELEY, Town Clerk.

Town Hall, WALTHAMSTOW, E.17.  
29th December, 1960. 5114

**BOROUGH OF HAMPSTEAD**  
require in the Housing Architect's Department (C. E. Jacob, A.R.I.B.A., Housing Architect) the following permanent staff to work on area redevelopment and the design and construction of new houses and flats:—

(a) ASSISTANT ARCHITECT (Group Leader) A.P.T.V £1,310-£1,480 per annum.

(b) TWO ASSISTANT ARCHITECTS A.P.T.IV £1,140-£1,310 per annum.

London Weighting (maximum £45) payable in addition.

Previous local authority experience is an advantage but not essential.

Applications giving details of training, experience and the names of two referees should be sent to the Town Clerk (A.J.), Town Hall, Haverstock Hill, N.W.3, by 20th January, 1961. 5099

**DEPUTY CHIEF ARCHITECT**

for

**CORBY NEW TOWN**

This appointment will be made within the salary range £1,715 to £1,975 per annum depending on qualifications and experience. It offers unique experience in a rapidly developing New Town with the prospect of absorbing work for years ahead.

Good housing is available in pleasant surroundings, removal expenses will be paid and there is an obligatory superannuation scheme either under Local Government conditions or under the New Towns' Pensions Fund.

Fully detailed applications and the names of two referees to be returned to the undersigned within two weeks of the day of this advertisement.

R. F. BROOKS GRUNDY,  
General Manager,  
Corby Development Corporation,  
Spencer House,  
Corby, Northants. 5080

**URBAN DISTRICT OF EBBW VALE**  
**ARCHITECT'S DEPARTMENT**  
**APPOINTMENT OF TEMPORARY**  
**ARCHITECTURAL ASSISTANT**

Applications are invited for this appointment in the Architect's Department on Grade A.P.T. II (£815-£960) from persons with Inter. R.I.B.A. examination.

The appointment is specifically for work on the new Civic Centre Buildings which involves the construction of an Indoor Swimming Pool, Municipal Offices and Council Chamber.  
Alternate Saturday mornings free. Canteen facilities. Local Government Superannuation Acts apply.

Applications with usual information and names of two referees to be received by the undersigned not later than 24th January, 1961.

HOWARD J. WILLIAMS, Clerk of the Council.

District Council Offices,  
The Walk,  
EBBW VALE, Mon. 5082

### Architectural Appointments Vacant

3s. per line; minimum 12s. Box Number, including forwarding replies, 2s. extra.

**HOWARD V. LOBB & PARTNERS** require ASSISTANT ARCHITECTS. Salaries would be between £1,500 and £1,350 per year. Please write to 28 Gower Street, London, W.C.1. 3448

**RONALD WARD AND PARTNERS** invite applications from ARCHITECTS, Senior and Junior. Long-term prospects. Scope for initiative and responsibility in interesting commercial, industrial and civic projects in British Isles, West Africa and Australia. Salaries commensurate with ability. Non-contributory Pension and Life Insurance schemes. Five-day week. Pleasant office. Appl. 29, Chesham Place, Belgrave Square, London, S.W.1. Tel.: BEL-gravia 3361. 2960

**ARCHITECTURAL ASSISTANT** required in busy City office. Assistants should be capable of carrying through schemes from sketch stage to final construction. Mainly office and residential buildings in London area. Varied and interesting projects. Long term engagement to right person. £1,600 per annum plus luncheon vouchers. Five-day week. Applicants must be capable of producing sketch schemes on contemporary buildings and preparing working drawings. Box 4228.

**ARCHITECTURAL ASSISTANT** required for City Office. Qualifications unnecessary, but experience in the preparation of working drawings essential. Salary £1,000 per annum plus luncheon vouchers. Five-day week. Box 4229.

**BASIL SPENCE & PARTNERS** require qualified and experienced ARCHITECTS to all positions of responsibility on a major building programme. Write to 1, Fitzroy Square, W.1, stating experience and salary required. 9824

**WEST END OFFICE** requires ASSISTANT ARCHITECTS of Final and Intermediate standards for interesting industrial projects in Home Counties. Good salaries offered to men with initiative and ability. Bonus Scheme, five-day week, holiday arrangements honoured. Box 4039.

**ELIN MAYORCAS** requires ARCHITECTURAL ASSISTANTS with a minimum of three years' office experience in this country. Write, giving brief particulars of architectural education and experience, and salary required, to 13, David Mews, Baker Street, W.1. 3293

**£1,000/£2,000 p.a.** will be paid to experienced competent ARCHITECTS by a private practice in the City of London. The work will be primarily on the drawing board on new and interesting projects of magnitude. A high standard of design and detailing ability is required. Please apply in writing to Box 9360.

**ARCHITECTURAL ASSISTANT** required, with at least two years' office experience. Apply in writing to Thomas Mitchell & Partners, 20, Bedford Square, London, W.C.1. 7282

**MONROE AND PARTNERS** require ARCHITECTURAL ASSISTANTS of Intermediate/Final R.I.B.A. standard in their London, Watford, and Glasgow Offices for work on interesting industrial and commercial projects. Salary range £600-£1,000 p.a. Non-contributory Pension Scheme. Five-day week. Apply in writing to 32, Clarendon Road, Watford. 8609

**SIR JOHN BURNET, TAIT & PARTNERS** have vacancies for ARCHITECTURAL ASSISTANTS of all grades. Salaries ranging from £1,000 to £1,500 per annum. Luncheon vouchers. Pension and Medical schemes (non-contributory). Telephone LAngham 3826 for appointment. 2113

**SENIOR ASSISTANTS** required immediately. Salary by arrangement. Theo. H. Birks, 38, Portland Place, London, W.1. LAN. 7236. 1486

**ASSISTANT ARCHITECTS** required for staffing a new office opening in Southampton for work on interesting projects including University, War Department and Ecclesiastical programmes. Juniors also required. Apply stating age, qualifications, experience and salary required to Robert Potter, F.R.I.B.A., & Richard Hare, B.Arch., A.R.I.B.A., De Vaux House, Salisbury. 3167

**WILLIAM H. ROBBINS, A.R.I.B.A.**, requires ARCHITECTURAL ASSISTANTS of Final and Intermediate standard for interesting work in expanding office. Applicants should be experienced in design and construction and taking responsibility. Excellent opportunity of advancement, salary range from £750 to £1,400 per annum according to experience. Five-day week. Apply to 77, Wigmore Street, London, W.1. WELbeck 9274/5. 3841

**BOOTH, LEDERBOER AND PINCKHEARD** require ASSISTANTS in the salary range £750-£1,250. Apply 17-20, Mason's Yard, Duke Street, St. James's, S.W.1. Tel.: TRAFalgar 1866. 3119

**INTERMEDIATE** to Final ASSISTANTS required immediately. Salary according to ability and experience. Theo. H. Birks, 38, Portland Place, London, W.1. LAN. 7236. 9739

**WALLIS GILBERT AND PARTNERS ALSO** NEED STAFF URGENTLY. 5, Cromwell Road, S.W.7. KENsington 1450. 3814

**EXPERIENCED ARCHITECTURAL ASSISTANT** required for busy West End office. General practice but mainly office and commercial projects. Bernard Gold & Partners, 4/6, Savile Row, W.1. REgent 7561. 3742

**A VACANCY** occurs in the West End Branch of large provincial Architectural Practice, for an ASSISTANT at Intermediate standard. The post offers considerable scope on varied projects. Five-day week, Luncheon Vouchers. Write giving particulars of age, experience and salary required to Box 4135.

**SENIOR ASSISTANT ARCHITECTS** required immediately for a wide variety of interesting work. Applicants should be experienced in all aspects of modern building design and construction. Attractive remuneration to right men capable of working on own initiative under ideal conditions for self expression. Preference given to men over 45 years of age although all applications will be considered on merit irrespective of age. Applications should be made, in writing, to Kenneth F. Masson, Esq., A.R.I.B.A., Chief Architect, S.C.W.S. Ltd., Architectural Division, 76 Morrison Street, Glasgow, C.5. 4152

**A QUALIFIED ARCHITECTURAL ASSISTANT** required immediately in Home Counties office. Successful applicant will have the opportunity of working on widely varying industrial, commercial and housing schemes. Five-day week. Write full particulars to Box 4136.

**C. H. ELSOM & PARTNERS** need experienced ARCHITECTS for a wide range of public and commercial projects. VICTORIA 4304. 10, Lower Grosvenor Place, W.1. 4871

**INTERMEDIATE** to FINAL STANDARD.

Expanding practice engaged large scale commercial projects requires ARCHITECTURAL ASSISTANTS with design and supervision initiative. Good salaries according capabilities. Five-day week. L.V.S. Raymond Spralley & Partners, 9, Hertford Street, Park Lane, W.1. GRO 1532. 4306

**WATKINS, GRAY & PARTNERS, 87,** Catherine Place, S.W.1, require ASSISTANTS of Intermediate and Final standards for work on large hospital projects. Excellent opportunities for those seeking first hand experience in this most interesting and rapidly developing field. Luncheon vouchers and pension scheme in operation. Write giving full particulars. 4233

**TWO** first class ARCHITECTURAL ASSISTANTS required. Salary range £1,250-£1,750 p.a. depending upon experience. Write with fullest details of experience. Box 4227.

**QUALIFIED ARCHITECTS** looking for some really interesting new work should apply to George, Trew and Dunn at their new offices, 50, Eastbourne Terrace, W.2. 4598

**ARCHITECTURAL ASSISTANTS** who are looking for some really interesting work where wide experience can be gained, should apply to George, Trew and Dunn at their new offices, 50, Eastbourne Terrace, W.2. 4599

**SENIOR and JUNIOR ASSISTANTS and DRAUGHTSMEN** required by Multiple Shop Company's Architects Department. Five-day week, excellent salaries, staff canteen, etc. Work consists of detail working drawings both in and out of the country, together with travelling throughout the country. Please reply, stating age, salary required and past experience to Box 4534.

**CHIEF ARCHITECT**

of Expanding Architects Department of established Building & Development Company requires

**SENIOR**

**ARCHITECTURAL ASSISTANTS**

at new Headquarters Building in Ealing, for work on Industrial and Commercial Projects. Keenness and experience essential. Good salaries paid. Five-day week, Luncheon vouchers. Pension scheme available. Please state age, experience and salary required to Box 4697.

**ASSISTANT** required, Final standard, for varied practice in office of Barber, Bundy & Greenfield, F/A/R.I.B.A. Salary by arrangement. Reply to 5 Apple Market, Kingston-upon-Thames. 4648

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**P**LAYNE & LACEY require experienced and enthusiastic ARCHITECTURAL ASSISTANTS. Salary range £900-£1,050. Write 19 Queen Anne's Gate, Westminster, S.W.1, or ring WHI 2552 for interview. 4859

**A**SSISTANTS of all grades required. Salaries by arrangement. Bonus, Pension Schemes in operation. Schools, Industrial, Commercial, Hospital and Domestic work. Write to Firth, Son & Blackburn, A.A.R.I.B.A., Broadway House, Crickendish Lane, Dewsbury. 4859

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**T**HE Research Section of Chamberlin Powell and Bon, under the direction of Dargan Bullivant, is being expanded. ARCHITECTS and ASSISTANTS specially interested and experienced in applying research to building the Barbican and to University development should apply in writing now. The work includes planning and design investigation as well as research and development work in techniques. Good library and other facilities for information work. Applicants not immediately available should also apply as engagements will take place over a period. Please reply in writing to Avenue Studios, 15, Sydney Mews, Fulham Road, London, S.W.3. 4921

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**J**OHNS STAMMERS has vacancies in his Reigate office for qualified ASSISTANT and INTERMEDIATE with some experience School, Office, Church and Domestic work. Write, giving particulars and salary required to Aiders Road, Reigate. 4981

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**SCHERRER AND HICKS**, 19 Cavendish Square, W.1, require ARCHITECTURAL ASSISTANTS of Intermediate standard with some office experience. Interesting work on school projects. 5-day week. L.V.s. 5105

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**STAFF ARCHITECT**. The Building Centre invite applications for the post of Staff Architect. Duties include—the detailed arrangement and supervision of its large permanent exhibition (considerable re-planning is envisaged because of alterations and additions to the building), organisation of temporary exhibitions and the design of small travelling exhibitions. Work will entail some travelling abroad. Applicants must be members of the R.I.B.A. and should have had at least three years general office experience since qualification. They should also have a particular interest in organisation; building materials and equipment and building trade literature. Apply in writing with names of two referees and stating salary required to the Director, The Building Centre, 26 Store Street, W.C.1. 5066

**ARCHITECTS**, Jackson & Edmonds, London and Birmingham, have vacancies for Assistants of R.I.B.A. Intermediate level to work on civic and university buildings, swimming pools, industrial and military buildings. Preference given to candidates with enthusiasm as well as skill—overtime, pension scheme and paid time off for further study go with salary in range £650—£1,050. Write or telephone Jackson & Edmonds, 30 Gloucester Place, London, W.1 (Hunter 1465) or 116 Colmore Row, Birmingham 3 (Central 6404-9). 5074

**ARCHITECTS** with busy practice in Brighton require ASSISTANTS with practical experience for varied work. Salary up to £750 per annum. Five-day week, pension scheme, etc. Box 5848.

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**ARCHITECTURAL ASSISTANTS**, Intermediate or Final standard, required in Chief Architect's office. Interesting and varied work. Five-day week, bonus, etc. Appointments permanent and superannuable. Write (in confidence) stating age, experience and salary required to Personnel Manager, Wates Limited, London Road, Norbury, S.W.16. 4704

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**CLAUD PHILLIMORE AND AUBREY JENKINS** urgently require ASSISTANT with some experience. Varied and interesting work, historical and modern. Salary by arrangement. 42, Lowndes Street, S.W.1. BELgravia 4254. 4794

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**NORTH & PARTNERS**, Chartered Architects, Maidenhead, require experienced ARCHITECTURAL ASSISTANTS—salary range £900/£1,150—pension scheme operating. 5011

**ARCHITECTURAL ASSISTANTS** required by Fitzroy Robinson and Partners, 3, Gray's Inn Square, W.C.1. Apply in writing or telephone CHA 2111 reference G.W.J. Salary up to £1,200 p.a. depending on experience. 5016

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**A. M. GEAR & ASSOCIATES** have a vacancy for an ASSISTANT ARCHITECT having the R.I.B.A. Final examination, who is interested in the design aspect of industrial buildings. Please apply stating salary required to A. M. Gear & Associates, 12 Manchester Square, London, W.1. 5044

**EXPERIENCED ASSISTANTS** required for work on major schemes, able to take initiative and responsibility. Bonus, pension and life assurance schemes. Salary according to experience and ability. Full particulars to Hadfield Cawwell & Davidson, 17, Broomgrove Road, Sheffield, 10. 5046

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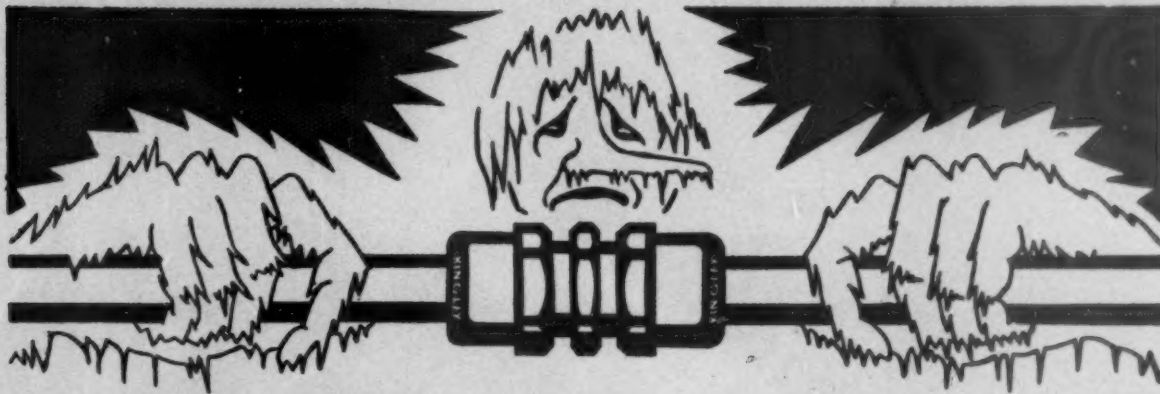
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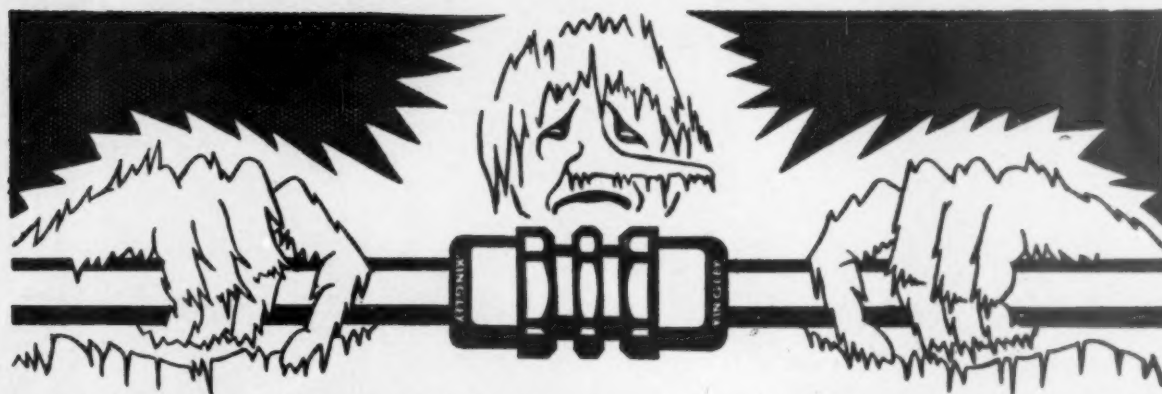
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