

Jim Plans an Air Terminal Building

By Albert Frederic Heino, Architect, United Air Lines

"Hello, Jim, this is Joe Doakes speaking. The Aviation Commission has just decided to go ahead with the new building program out at the airport. They have decided to award the job to your firm — want you to get started right away. The commission wants to get an application in for Federal aid under the Airport Bill and needs some sketches and estimates as soon as possible."

Joe is the chairman of the Aviation Commission and Jim is a member of one of the prominent firms of architects in Squeedunk. He is sure he heard Joe early but wonders why his firm has been selected. He has had no experience in airport terminal design and his first reaction is apprehension — apprehension for the reputation of his firm should it fail in this important assignment to design a building, the requirements for which are not clear and for which there is no successful precedent. The spotlight of his city and other cities will be on him. The cold, cruel and merciless barbs of the critics will be there should he fail. Notwithstanding, he accepted the challenge and set forth on a new experience.

Jim soon discovered that while his client is the Aviation Commission he also is responsible to the city, the county, the Federal government, the airlines and all other operators which will occupy the building. He not only has to meet local building codes but he must comply with regulations of the Civil Aeronautics Administration, CAA and ATA (Air Transport Association) standards for airport design and the specific requirements of all the prospective lessees. He finds that he has not one but several clients each of whom will make the usual demands upon his time and good nature.

Unlike the usual client, Joe does not know his specific requirements. Like all clients, he has a budget and he looks to Jim to pull the rabbit out of the hat and by some miracle find that the ideal terminal building for Squeedunk containing all of the needed facilities, can be built well within the budget. As usual, the budget is set before the requirements are known and Jim's fingers are crossed hoping that they will be nearly in balance. In one respect Joe is a good client because he has no pre-conceived ideas about his project like the wife of Jim's last client did. At least here appeared a possibility for objective thinking and an opportunity to use his own imagination and genius. At last, he convinced himself — this is it — what I have been waiting for!

Jim wandered around in the clouds for a few days until he finally decided to get to work. He searched the library for information and found nothing but moth eaten textbooks written before the

advent of large scale air transportation. He wrote to airport authorities whose names he read out of the Airport Directory and consulted all of the local authorities from the office boy in Joe's office to the Airport Manager. He began to get offers of assistance when he wrote to the regional CAA office and to the headquarters of the airlines serving Squeedunk. They in turn referred him to the CAA book on "Airport Design" published in 1944, the CAA booklet on "Airport Buildings" published in 1945 and many papers and magazine articles written by men currently engaged in the study of this subject. The ATA committee on Airport Requirements was helpful by making available to him the published portions of its airport design recommendations.

After many days of collecting data, pro and con, clear and muddy, Jim's head pounded and he needed aspirin. He became confused and unable to sift the wheat from the chaff. His buoyant spirit of a few days ago was undergoing a painful transformation to an attitude of discouragement and chagrin. Here was a problem that, like his State license examination, taxed his powers of endurance as well as his architectural ability. He found that he also had to be a diplomat, Philadelphia lawyer, engineer, psychologist, seer, errand boy and servant.

Just then one of the big politicians dropped by to see what Jim had done. He was a jolly old fellow and full of pep and vinegar, always prefacing his remarks with a good slap on the back. — "Nothing to it, old man. Just build us a building big enough to take care of all the concessions. They are the most important tenants and will pay us plenty of lettuce. Don't pay too much attention to them airline fellows. They don't pay us much money anyway. Be sure you reserve the choice spots for Joe Blow and Red Torch — you know they helped put the administration across at the last election. Red's going to get the restaurant concession and pay us 12%. And, by the way, don't forget to include a nursery. We want to be different. It's my wife's idea and I have to satisfy her."

Jim had sought out twenty five sources for advice and had received twenty four different ideas. For some unknown reason two of them had agreed — probably collusion. However, he was impressed by the manner in which the airline recommendations had been received. The four airlines serving Squeedunk had formed a Technical Committee, elected a chairman, and forwarded a complete set of recommendations signed by all four. Here, he thought, was a possible source of some real help. The men composing the airlines committee were all architects and

engineers spending full time studying his problem, not only at Squeedunk but all over the country and a few other places too. They were also interested in the Master Plan and the long range solution of it. This committee was not only interested in the airline requirements but in furthering the best interest of the city. They argued in favor of maximum development of additional sources of revenue and probably from a slightly prejudiced point of view. The more help they could get from other revenue, the less would be the burden on them, the ultimate result being better air service to Squeedunk, cheaper. Jim soon found himself working very closely with the airline committee and used its collective experience to gain the necessary education to intelligently analyze his problem.

For instance, he found out through the committee that the economic research departments of the airlines had made intensive studies to project future traffic volume at Squeedunk for the next five to ten years. He also secured help from the U. S. Department of Commerce, the local Chamber of Commerce and industrial research concerns whose reports were solicited. This all helped him to determine the scope of the master program and to visualize its stage development. He then was faced with the problem of fitting Joe's fixed budget into the picture and determining how the facilities it would buy could be a first stage of the Master Plan.

About this time he had lunch with Crosby McAllister, one of the substantial citizens of Squeedunk, president of the local top department store, director of the largest bank, chairman of the Merchant's Association, Aviation Director of the State Chamber of Commerce and frequent contributor to the columns of the local press. He is sought out when important decisions are to be made, particularly concerning aviation as he has been riding the politicos to get the lead out of and put Squeedunk on the air map. Crosby is a man of sound judgment and may be relied upon to safeguard the people's treasury because of his Scotch ancestry. He lost no time in getting to the point. — "Jim, let's not go off the deep end on this thing. I know you're getting it from all sides on this airport issue but, after all, the airport at Squeedunk is not Idlewild. We want to build adequately but only as we need it and according to a master plan that is reasonably certain of attainment. Just because Jonesburgh up North has a fancy deal and overspent itself is no reason we must also do so just to keep up with them. Another thing, I'm disturbed by these fellows who want to make the airport a cheap side show at the expense of the air traveller. To my mind an airport, like a railroad station, bus station or a seaport, is a transportation center and all other activities must be subservient to that purpose. Sure, I want to see it developed as a beautiful park with fine buildings (providing they pay for themselves plus a little extra) but this kind of real estate promotional development must not impede the expansion of the transportation facilities. I don't want to be forced to walk past hundreds of feet of hot dog stands, baby doll sales counters, circus barkers, haberdashery and dress shops to get

to my plane. The Air Companies are selling me speed and I don't want my city to put obstacles in the way to give me that service. I'm pretty sure that the Air Companies were running this show they want the concessions for revenue all right but they wouldn't let them interfere with an efficient transportation service to the air travellers. You're in the middle on this deal and probably the only man able to render an unbiased opinion. At least all sides will talk to you and respect your opinion. I don't particularly envy you your job but you certainly have a fine opportunity to render the city a valuable service and if you can influence the right decisions, the common citizens of this community will appreciate it for a long time."

Jim found himself wishing there were more men like McAllister with no axes to grind but trying to solve the problem objectively. He resolved to put some of this philosophy on paper and see what happened. His first decision was to forego a few desired conveniences rather than squeeze everything down, if necessary to meet the budget. He then placed importance on expansibility so that parts constructed originally could remain without major reconstruction in later stages of the plan. McAllister had convinced him that it is necessary to obtain functional separation of the public areas and the operational part of the terminal. This he would do by decentralized planning, getting the operational facilities near the plane gates. The general public which would swarm to the airport on weekends and holidays had to be separated from the business of the airport — air transportation. They would have their own area of development and by use of levels he would permit the public to go from one end of the terminal to the other above the busy airline activity below. Jim had learned that a terminal could be likened to a machine, which, when working smoothly, would effect the transfer of passengers and cargo from surface to air transportation in a minimum of time. The two had to be brought together by a simple roadway system which would properly segregate the various types of traffic.

One thing that amazed Jim was the building space required to serve one plane and that 150 feet of frontage on the concrete apron was required. The 20 stations required at Squeedunk (based on traffic forecasts for 1955) would stretch them out over 3,000 feet, yet the 20 planes could only accommodate as many people as are carried in 10 day coaches of the local rattler. Most of these would be through passengers and presumably would not use his terminal. He also realized that he had to plan for the peak hour and that most of the time half of the gates would not be required. This was a problem he could not solve and its nature took it out of the scope of ground planning. It is a curse of the transportation industry and can only be solved by leveling out schedules and changing the habits of the traveling public formed when Adam was a boy. Of one thing he was certain. The facilities for the general public must be the nucleus and center of the development. It too, would require expansion and he planned it

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Editor Monthly Bulletin

ARTHUR WOLTERS DORF, 520 N. Michigan Ave., Chicago 11, Ill.

John W. Root of Chicago, Pietro Belluschi of Portland, Oregon and Ernest Born of San Francisco served as jury of award in assigning honors in the Honor Awards Program resumed by the Southern California Chapter A.I.A., after a lapse of six years.

Eleven classifications were provided for the entries, beginning with single and multiple dwellings, industrial, public and semi-public buildings, and ranking in memorials, group design, site planning and landscape architecture and miscellaneous projects.

The anonymous reporter in the February '47 Journal of the A.I.A. gives the names of all the winners by classification and then quotes (without quotation marks) from the jury's report. It is these remarks that interested us particularly. The jury says in part:

"Rather than set Honor Awards up as twinkling stars, we felt it would be more informative if trends were charted somewhat more broadly to help define what was felt to be the probable flow and direction of architectural effort today. Therefore the creditable Mention group.

"To further clarify the attitude of the Jury, it should be made clear that there was no attempt to fix attention only on what may be described as abiding values, which keep in force through no matter what crises. The architect's position, among many other things, is to entertain and amuse, and in his effort in this direction he is performing a worthwhile function for which we are grateful. To fortify egotism or response to standards of education of their day, architects and others have often sought to ally themselves with the imperishables, by cribbing from the best historical examples, or quoting from classical writers . . ."

To entertain and amuse! Strange words to apply fitting to architecture universally. These men must have become affected by the atmosphere of nearby Hollywood. We can imagine a night club architecture, a movie theater design, a solar dwelling house with one facade a continuous glass show-

case front offering entertainment and amusement to the passerby, a monument to Til Eulenspiegel or other harlequin, and even a school building where the school superintendent is an ultramodernist who abhors all discipline even for children of kindergarten age and says children must be allowed to follow their own bent — these may properly be amusing and entertaining

But would you want to see a hospital, a public building, a laboratory, a war memorial, an office building for diversified tenants, and above all a church with amusing attributes? We think not.

The Journal writer closes his article with these thoughts: "Only time will reveal if the Jury's opinion somewhat coincides with the opinion of tomorrow. The navigator's prime problem is to determine where he is. From this he calculates where he hopes to be. We have not attempted to guess what the architecture of the future will be. . . . It is too easy to fall into the 'deep slumber of a decided opinion'."

The Bulletin of the Illinois Society of Architects is nearing its thirty-second birthday. The Society's fiftieth birthday will be celebrated at its June 1947 meeting. The Society is often referred to in writing as the I.S.A. and its publication as the Bulletin of the I.S.A.

Now comes a new publication, "The Bulletin of the Indiana Society of Architects, a Chapter of The American Institute of Architects", which in its current mimeographed No. 3, Vol. 1 issue carries an article captioned "And This is the Sheet 'Youse Guys' Better Read". The article is signed "Yours for a stronger I.S.A., Merritt Harrison, President."

We do not charge the Indiana Society with plagiarism in their use of the I.S.A., but rather with thoughtlessness and lack of circumspection. We are sure the Indiana Society will concede prior right to the Illinois Society through fifty years of precedence and will desist in the use of 'I.S.A.'

To speed composition roof laying in severe weather, pumping hot tar from the ground through metal hoses to a tank atop the roof was resorted to in the 110,000 sq. ft. area roof of General Motors parts warehouse in Chicago. The pumping system eliminated hoisting of hot tar buckets and speeded the work tremendously. Empire Roofing Co. had the contract.

Virginia Polytechnic Institute, Blacksburg, Va. is planning a memorial to the more than 7,000 of its students and alumni who served in World War II. The shrine will have two levels, the lower to be a chapel and the upper a tomb flanked by two rows of pylons on which will be the names of the 302 men who gave their lives in the war. The institute now has 4,124 students enrolled, of whom 3,071 are veterans.

According to figures compiled by the National Fire Protection Association, every day "there are 1800 fires — 28 deaths by fire; 1000 home fires; 130 store fires; 100 factory fires; 7 church fires; 7 school fires; 3 hospital fires."

Records reveal the fact that perhaps the oldest copper roof in the world is that on Hildesheim Cathedral, Germany. Portions of this roof are extant since 1320.

Illinois Society February and March Meetings

The February meeting of the Illinois Society of Architects fell on Wednesday, the 26th, and was attended by 50 men. Its place of meeting as usual was the Art Institute of Chicago club room. After the dinner, President G. Harold Smith had Secretary Koenigsberg read the minutes of the previous meeting which were approved. A new member, W. Kendrick Ball, was introduced.

Among the announcements made by the President of forthcoming events was Rexford Newcomb's address in Chicago on March 4 under the auspices of the University College, U. of C. Subject "The Architecture of the Mid-West." Dean Newcomb of the College of Fine and Applied Arts, U. of I., needs no introduction to Illinois architects. His position as a writer on architectural history is recognized throughout the land. Place 32 West Randolph Street, 12th Floor, 7:30 P.M.

Another announcement was of the National Public Housing conference to be held March 10, 11 and 12 at the Palmer House, Chicago. Participants in the program are NHA Administrator Raymond Foley, Catherine Bauer, Philip Krutznick, R. J. Thomas, Mayor Woodall Rodgers of Dallas, Chancellor Reuben Gustafson of the U. of Nebraska, Judge George Quilici of Chicago Municipal Court and Wilson Wyatt. There will be a luncheon session on March 11 and the annual dinner on March 12.

The deck was now cleared for the program subject of the evening so the President proceeded to introduce D. R. Armstrong, Illinois Bell Telephone Co.; H. T. McCaig of Stromberg-Carlson Co.; M. L. Rubens, Dictograph Products, Inc. and Fred Gusler, R.C.A. Victor Co. The subject was Intercommunication Through the Bell System or Auxiliary Systems, Public Address, Sound and Calling Systems.

Each speaker had brought with him the latest receiver and microphone developed by or for his particular company. He pointed out the instrument's advantages over its predecessors. Mr. Armstrong, for instance, gave as his corporation's aim and intent to have each receiver in any private office take or give messages from any other phone in any place in the world. Mr. McCaig of Stromberg-Carlson Co. pointed out the advantages of a privately owned and operated telephone system, intramural, as he called it, free from outside disturbance by a public telephone company. Twenty per cent of all phone systems he said are privately owned. Mr. Rubens of Dictograph Products, Inc. dwelt upon what he claimed for his company, namely, easy inside communication — no supplementary operator — all trunk lines — no cutting in. Mr. Gusler of RCA-Victor Company distributed handsomely printed booklets telling that the Radio Corporation of America was formed in 1919 to serve the interests of the public and the Government; to establish American preeminence in radio through research, manufacturing and communications.

Each speaker assured his hearers that his organization was happy and willing to co-operate with the architect in every way to equip his buildings with the latest, safest and best service afforded. To this end the company would send one of its engineers to the architect to get a clear understanding of the problem and would then submit to the architect specifications and, where necessary, diagrams of conduit runs, junctions, etc., etc., to achieve the results desired with possible changes in time to come. This assurance of co-operation means much to the architect, since telephone engineering has not as yet entered into the co-operative sciences with which the architect is expected to be familiar.

To the Art Institute on the evening of March 25 to attend the monthly dinner and meeting of the Illinois Society in the Art Institute's club room. Table arrangements were unusual in that the speakers' end of the U was against the west wall with a blackboard and screen space against the east wall. The south half of the room was left vacant and unused. This no doubt was done to improve the acoustics. It helped. Forty-five attended.

The subject to be discussed at this meeting was "Recent Development in Electrical Wiring." There were 2 speakers retained. One was Frank R. McShane, Electrical Engineer for the Commonwealth Edison Company. The other was D. J. Talbot, Chief Electrical Inspector, Department of Electricity,

City of Chicago. Engineer McShane appears a young man though his knowledge of the subject would lead one to believe him thoroughly en rapport with every movement in his field.

Mr. McShane began by saying it was not a question of new materials being introduced in these postwar days but new applications of older known materials. He went to the blackboard to make diagrams and close by he had a table full of samples of materials now recommended for specific uses. There were various wires and their insulation shown and discussed. The scarcity and cost of copper has forced into the market the cheaper and in many cases just as effective aluminum conductors and conduits. Copper is still preferable used in smaller sizes while aluminum displaces it in pipe of larger sizes. Pipe and conduit connections were shown and discussed, as were fuses and circuit breakers. Voltage wattage, installation costs, remodeling existing installations — all were taken up. Questions were invited, but few were presented. Evidently Mr. McShane had covered his field thoroughly and the architects may not have been experienced enough in this subject to venture exposing their ignorance.

Mr. Talbot was now introduced. He is a man of very large experience with electrical codes past and present and in his talk drew upon this experience. He complimented Mr. McShane on what he had said and then went on to new methods — the flexipower system, short circuiting capacity, cold flow. He spoke of industrial installations for motors and the like and pronounced them much more safe than residential installations, for usually the industry's engineer is alive to the importance of proper installations and connections. In the residential installations, with the many loose cords to table lamps, vacuum cleaners and the like, he said these installations were the most deadly the inspectors had to deal with and were the cause of most fires in residences. He endorsed the view of having Board of Fire Underwriters' approval of everything possible. Here again questions were invited. There were a number forthcoming and the final question was on the origin of the recent fire in the LaSalle Hotel, Chicago. The questioner, with knowledge gleaned from the daily press, assumed that the fire started above a false ceiling whose concealed space carried conduits with wires and all sorts of connections and fire was not discovered until it broke out at the edges or below. Mr. Talbot stated that the fire broke out in the concealed wood furred spaces back of wood wainscoting. He condemned some of the wiring in the hotel, particularly where exit lights arranged vertically were on one circuit and when the fuses blew on that circuit all the exit lights on the vertical line went out.

An architect on his larger jobs makes it a practice to have a mechanical and electrical engineer in association with him lay out and specify the electrical work of a building job. It may be assumed, therefore, that this program's lessons seemed primary to the engineer speakers.

The meeting adjourned at 9:15 P.M.

Report of the President

In the past two months the Board of Directors has taken action upon the following matters.

The excellent article on a State-Wide Code by William Paul Fox in the last issue of the BULLETIN is being reprinted and sent to all registered architects in the state. This is being done so all architects may know what the Society is trying to do. It is hoped to thus secure a response from the architects that will assist the Code Committee in its work and to develop a more widely spread support for a state-wide building code.

After being a member for a number of years, the Society has withdrawn from the Chicago Building Congress. No reports have ever been received of the activities of the Congress, even after repeated requests. The Board did not wish the Society to continue as a member of an organization where it knew nothing about what that organization was doing.

Your president attended a meeting of the Suburban Building Officials Conference. At that meeting a proposed uniform code covering residential work was submitted and approval of it asked. It has been referred to the Building Code Committee for action.

A committee has been appointed to handle the arrangements for our fiftieth annual meeting in June. This meeting will be one that no member should miss.

Telegrams have been sent our U. S. Senators protesting the failure of steel mills in meeting current requirements for materials used in construction work and asking for a more equitable distribution of steel products between the various classes of users.

Mr. Martin J. Greene has been elected a member of the Society.

—G. Harold Smith, President, I.S.A.

Chicago Chapter A. I. A. Airport Meeting

On Tuesday, February 4, the Chicago Chapter A. I. A. held its monthly dinner and meeting in the Builders Club, Chicago, with an attendance of 150 including a half dozen ladies. The dinner was good. On the walls were displayed studies of airport plans and sections and in the stair hall models were displayed. The company represented not only chapter members. It included officials of the airlines, C. A. A. representatives, public officials which included aero officials of the army and navy.

All routine business of the Chapter was dispensed with, the meeting devoting its entire time to the subject of the evening, namely a forum on air terminal design. Besides resident Paul Gerhardt, Jr., there were at the speakers table Albert Heino, A. I. A., United Airlines Architect; Howard L. Cheney, A. I. A., Consulting and Coordinating Architect, Washington Air Terminal; G. Meridith Musick, A. I. A., Architect of the new Denver Air Terminal; Henry R. Shepley, A. I. A., of the Boston firm, Coolidge, Shepley, Bulfinch & Abbott, Architects for the Boston Air Terminal. President Gerhardt introduced these airport architects in a graceful manner and then called on Mr. Heino, United Airlines Architect, as the first speaker.

Mr. Heino had prepared a paper which he now read. As an introduction he stated the first and most essential man in the job was the aeronautical engineer. This is the man that determines the runways, the amount of loading and unloading space, the character of runway pavements and the like. After the aero engineer comes the architect. He listed modern terminal desiderables, among which he included separation of facilities for the public and the airlines; traffic types separation, coordination of aircraft design, dock loading for planes, separation of waiting rooms and ticket sales units and finally space reservation and opportunity for expansion. Hearers of this paper got the impression that much difference of opinion on airport design still existed.

Howard Cheney, who was consulting and coordinating architect for the Washington Air Terminal came next, and he, too, read a paper which was penetrating. The question of obsolescence in airport design was not overlooked. Apparently some airports designed within the last 5 or 10 years are already obsolete in arrangement. Cheney pointed to the Washington Airport as an example of centralized planning. G. Meridith Musick, the architect of the new Denver Air Terminal, came next and he, too, read a paper. He dwelt on the design features introduced and gave the reasons why.

Finally came Henry R. Shepley of Boston. He read no paper, but spoke extemporaneously — and he spoke well, injecting a sense of humor in telling of his experiences with the airport owners and the officials of the air lines destined to occupy the airport. The Boston Airport is one owned by the commonwealth of Massachusetts. It occupies an island in Boston Harbor connected with the mainland by 2 subsea tunnels. Sketch plans and diagrams of the Boston Airport were on the walls surrounding the speakers' table and Mr. Shepley had the advantage from his station to point to one or the other sketches illustrating his remarks. To the architect for an airport Shepley maintained his method and condition of employment was all-important if he wanted to be safeguarded against losing a lot of money. This was so because the uncertainties and divergencies of opinion between building owners and airline tenants were so wide that the architect might easily find himself with a job on hand which would cause him to lose rather than make any money on his fee. Mr. Shepley held the listeners to wrapt attention. He was asked from the floor whether his firm had made working drawings. The speaker smiled, hesitated and finally said, "We are about to begin making working drawings. We get paid from month to month on what we do. So far, it has been studies." Bulletin space is inadequate to present here at this time details of the interesting plan of the proposed Boston Airport.

Chicago Chapter A. I. A. March Meeting

The Chicago Chapter's March 4 meeting with dinner drew an attendance of fifty. President Gerhardt presided. He re-

ported that the A. I. A. secretary at Washington had responded that the by-laws of the Chicago Chapter would be changed to provide that a vote to amend the by-laws of the Chapter would be carried if two-thirds of the ballots received were favorable and if at least one-half of the membership of the Chapter voted. This change was made as a result of the balloting at the special Chapter meeting in January. He also announced that plans had been completed for disposing of material which has been held in storage. Magazines of historical value would be turned over to the Illinois Institute of Technology Library. All paid membership files over ten years old would be destroyed. The Chapter will be spared any further storage expense.

Mr. Harford Field reported briefly on the activities of the Public Relations Committee. He suggested that more Chapter meetings be devoted to questions of business and fewer meetings devoted to entertainment. Mr. Anderson reported on his attendance at the Seminar of the American Medical Association on Rural Health Centers.

President Gerhardt suggested that architects of the Middle West give careful consideration to nominations for officers in the Institute, as at the present time this region is not represented by any officer. He announced that the Chapter had been allocated sixteen delegates for the National Convention of the Institute to be held April 29 and 30 and May 1 in Grand Rapids, Michigan.

Announcement was made that the "Monarch of Bermuda" had definitely been secured for a six-day cruise in May for the 1948 A. I. A. Convention. Concluding the business portion of the evening the President noted that the Architects' Association of Illinois would meet in Springfield on Saturday for a full day's program.

Each year it is customary for La Societe des Architects Diplomes par le Gouvernement en France to award a medal to the architectural school in the United States which has done the most outstanding work for that year under the Beaux Arts system. As its representative, Mr. Hubert Burnham was introduced by President Gerhardt to award the 1946 medal to the University of Illinois. Prof. Provine acknowledged receipt of the medal, the third one it has been awarded, on behalf of the faculty of the Department of Architecture of the University of Illinois. In his address he paid a high tribute to the work of the ex-G.I.'s now in attendance at the University, stating that despite tremendous overcrowding (560 students are now working in the Department of Architecture which is equipped for 300) a magnificent job has been done.

A telegram was read from Serge Chermayeff, who was to have been the speaker of the evening, regretting that he would be unable to attend because of an engagement to speak at Princeton University. A last-minute effort by the Program Committee succeeded in obtaining a moving picture — "Indiana Limestone—the Nation's Building Stone" — which proved of considerable interest.

The meeting adjourned at 9:30 P.M.

—Robert Allen Ward

The first state-sponsored building code of its kind was published by the Connecticut State Housing Authority last week. The code is not mandatory, but if adopted by individual communities will have the effect of law.

The new code utilizes references to nationally accepted standards such as those made public by the Underwriters' Laboratories, Inc. Since those national standards that are part of the code are modernized continually, the state code provides that such revisions become part of it as such revisions are adopted by the standards groups.

In Birmingham, Ala. the Southern States Iron Roofing Co. has on exhibition near its office a completed aluminum prefab cottage 20x24 ft. containing living room, bed room, bath, kitchen and dining area. The selling price is \$899.75 f.o.b. Birmingham. Frame walls and roof of special aluminum alloys, studs and joists have nailing slots permitting interior and exterior changes. Two men can erect the house in the claim.

Midwest Architecture

Dean (U. of I.) Rexford Newcomb's illustrated address, "The Architecture of the Midwest" given in Chicago before a group of University College, U. of C. on March 4, begins with the settlement of what later became the North West Territory by, first, the French, then the English and then the Americans.

First came log cabins, then frame houses with adzed posts and planks, with gable and hip roofs. The territory covered Ohio, Indiana and Illinois, though Prairie du Chien in Wisconsin was not overlooked. The speaker made clear that the settlements sponsored from Connecticut were wood buildings while those springing from Virginia were partial to brick houses.

Population and progress stimulating ambition brought to architecture of the Midwest chronological classification: Colonial, Georgian, Federal, Greek Revival, Gothic Revival, Richardsonian Romanesque, Classic Renaissance, modernistic trends. Leaders in architecture in succeeding periods were pointed out, not forgetting Louis H. Sullivan, Frank Lloyd Wright and George Elmslie.

Dr. Newcomb pointed to two systems of building conceived and developed in the Midwest, specifically in Chicago, namely: The Balloon-frame in wooden house construction by George W. Snow, a builder, in the 1830's; and Steel Skeleton Construction for high buildings enclosed in walls of masonry supported by the steel frame, in the 1880's. The credit for steel frame development was given to architects Wm. LeBaron Jenney, William Holabird and Daniel Hudson Burnham.

"Tomorrow's Home" Talks

"Tomorrow's Home" lecture series is announced by Assistant Dean Thomas H. Hamilton, University College, U. of C. beginning April 2 and ending with the tenth address on June 4. Time and place 8 P.M., 19 S. LaSalle Street Auditorium, Chicago.

Subjects: April 2, Selecting the Homesite, Walter Blucher, American Society of Planning Officials; April 9, Engaging the Architect and Contractor, George Fred Keck, Architect; April 16, Taking Proper Legal Precautions, Alphonse Cerza, Attorney; April 25, Estimating the Cost, Charles G. Wright, Bureau of Labor Statistics; April 30, Planning the Room Layout for Family Needs, Reinhard Lesser, Chicago Housing Authority; May 7, Selecting the Building Materials, Harry J. Harman, Architect; May 14, Choosing Heating, Plumbing & Mechanical Facilities, William Keck, Attorney; May 21, Planning Adequate Lighting & Wiring, Carl W. Zersen, Chicago Lighting Institute; May 28, Choosing Major Appliances, Bernice Strawn, Home Economics Laboratory, Sears, Roebuck & Co.; June 4, Designing the Interior, Mary Wilesh, Institute of Design.

Series, 10 lectures, \$4.80—Single admission 75 cents.

Illumination — Lighting Design

Sponsored by Chicago Lighting Institute, Ill. Institute of Technology and Illuminating Engineering Society, Chicago Section, two courses of lectures on Illumination Fundamentals and Lighting Design will be given in April, May, June '47 at 6:30 P.M. in Classroom, Chicago Lighting Institute, 72 W. Adams Street. The Monday course beginning April 7 is by Robert Ligare; the Thursday course beginning April 10 is by R. R. Lusk. Two laboratory courses on Fundamentals and Lighting Design will be given on alternate Wednesdays during the same months at Glessner House, 1800 South Prairie Ave. Chicago. Instructors, Don Ingwersen & Anton A. Sobolik for Fundamentals; Arthur Sandberg and L. J. Cahill for Lighting Design.

For particulars on enrollment for these courses address Carl W. Zersen, Manager, Chicago Lighting Institute, 72 W. Adams Street, Chicago 3, Illinois.

Science News Letter says: "Concrete floors, made of standard mixtures to which about 3% of asphalt emulsion has been added, have a shock absorbing elasticity that makes them easy on the users and does not decrease strength or durability."

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as a separate entity with easy connections to the operating units of the airlines. The airline unit would contain waiting rooms, ticketing and baggage handling facilities as well as the necessary operational functions. In the final plan they would be two stories with the passenger handling on the upper level and baggage, mail, express, air freight, fueling, and other plane servicing on the lower level. This plan anticipates future high level loading of planes under cover. In the first stage Jim was obliged to build it all on one floor but he made the necessary provisions for the later constructions.

Requirements of the U. S. Post Office, air express, air freight, the CAA air traffic control and weather bureau, airport administration and the many concessions were all tabulated. Each desired premium space, 1st row balcony, and the dog fight was on. Jim had to make an impartial analysis and evaluate the facilities, giving each a position of relative importance to the prime purpose of the airport. Air freight was an enigma. Was it to be boom or bust? He could not wait. His better judgment caused him to lay out a whole area for future development of an air freight depot completely separate from the passenger station while at the same time providing for it in the first stage of the passenger station, later to be removed to make way for expansion of other facilities. Each major function was so located that it could be expanded without wrecking the plan and causing interference with the continued operation of the terminal.

After interminable conferences, correspondence and meetings with pressure groups Jim finally came up with a plan. After it had been revised 15 times it was finally submitted to the legislature by Joe's Aviation Commission. Then after the usual log rolling it came out approved with a "few" suggested revisions. When these were made the plans were ready for bids and the award of contracts. The Council discovered that under the Airport Bill they could not get credit for any monies spent prior to approval of the project and requested that the project be deferred pending the hearings in Washington, probably some time next year. Jim was asked to put the job on the shelf and to submit his bill to the Commission. In going over his accounts, he discovered that he had spent \$10,000.00 more than he could collect in fees on his contract. Lost his shirt, you say? Yes—but think of the experience he has had.

The Bureau of Mines and Geological Survey estimates the life of U. S. reserves of copper at 34 years, of lead at 12 years, of zinc at 19 years. Statistician Wm. P. Shea's estimate of these reserves in the world outside the U.S.A., reported in the January '47 Engineering & Mining Journal, is 36 years for copper, 24 years for lead, 30 years for zinc, at current production rates. Shea states U.S. could not depend on foreign sources of the three metals without depleting foreign reserves faster than our own.

Twenty-one prefabricated emergency churches have been received in Germany from Switzerland to replace churches destroyed during the war. Shipment and allocation was arranged for by the 1946 World Council of Churches at Geneva.

National Public Housing Conference

16th Annual Meeting

Robert Lasch, chief editorial writer of the Chicago Sun, founded the note of discouragement that pervaded much of the Sixteenth Annual Meeting of the National Public Housing Conference at the Palmer House, Chicago, March 10 to March 13, when he said that "housing is in the doldrums". Notwithstanding the fact that the sessions opened with dynamic representation from Congress — Representative John Carroll of Colorado, elected on a housing platform — and from the veterans, Congressman John Kennedy and Audie Murphy, 17 times decorated hero of Anzio and other battles, — all pressing for action, there was little hope for immediate relief of the unbearable housing emergency.

Eight Chicago organizations joined in sponsoring the opening luncheon — "The Battle on the Home Front — Housing", including the A. I. A., Chicago Chapter; American Veterans Committee; American Veterans of World War II; Chicago Housing Authority; Mayor's Emergency Housing Committee; Metropolitan Housing Council of Chicago; Public Housing Association; Veterans of Foreign Wars; and Women's Joint Committee on Adequate Housing. Representative Carroll pressed the need for private enterprise to do the major job of housing the middle and upper income veterans, but decried the high costs which make it impossible for them to build some down at the \$60 per month level which the majority of the veterans require. He urged that the original Wagner-Ellender-Taft Bill, aimed at the many housing needs of the nation, provided the minimum answers. "I recognize all the difficulties," he said, "but I contend that those difficulties must be licked. I think it is the responsibility of the Government to help lick them — through financial aids, through research, through the stimulation of new types of materials and new types of housing that can be produced at costs within the reach of the average American." . . . I am an advocate of an adequate public housing program for it is one of the cornerstones of an adequate national housing program. Without it, no such program can even get started. As for a national housing program, that will provide decent homes for all American families which will help rebuild our cities . . . which will result in a stable building industry that will provide billions in investment opportunity and millions of jobs — this is something on which liberals and conservatives alike can unite."

A galaxy of national leaders from government as well as private fields converged on Chicago for the Conference discussions which began immediately following the "Veterans Kick-Off Luncheon". Former Commissioner Philip Klutznick of FPHA, Dillon S. Myer, Present Commissioner; Elizabeth Wood, Executive Secretary of Chicago Housing Authority; Ray Foley, National Housing Administrator, and Charles Robey, Chairman of the Senate Banking and Currency Committee came as spokesman from government. Private interests were represented Herbert U. Nelson, Executive Vice President of the National Association of Real Estate Boards; Boris Shishkin, Secretary of the Housing Committee of the American Federation of Labor; Arnold Maremont, industrialist; R. J. Thomas, Chairman of the Housing Committee of C.I.O.; Carl Strandlund, President of the Lustron Corporation; Walter White, Executive Secretary of the National Association for the Advancement of Colored People; Rt. Rev. Monignor John O'Grady, Secretary, National Conference of Catholic Charities; and David L. Krooth, former Acting Housing Expediter, now in private law practice, — participated.

Major panel discussions were held on: "What Kind of National Housing Legislation," "Meet the Whole Housing Need—When?" — "The Citizens' Stake in Housing" — "What Place Does Government Play in Housing?" On the subject of "What Kind of National Housing Legislation", Charles L. Kaufman, Chairman of the Norfolk, Virginia Redevelopment and Housing Authority, speaking as a representative of housing authorities, stated that the only honest motive of a program of public housing is "service to the tenants and to the community", and that this program must be administered by a local authority, but requires federal assistance since the problems of housing low income families are national in scope and consequences. As counsel or and director of financial, industrial, and newspaper publishing corporation, Kaufman asserted that "the support of the public housing program, as of any program calculated to improve the lot of the unfortunate and underprivileged, is nothing more than the response which society should make to the demands of decency." He also pointed out that the

public school and public health movements were fought as heatedly as public housing is today. He urged passage of the new Taft-Ellender-Wagner Bill as the keystone of future national housing policy. Other speakers on the panel including Boris Shishkin of A. F. of L., Arnold Maremont, industrialist, and Charles Abrams, author of "The Future of Housing" were in substantial agreement, to be energetically opposed by Herbert U. Nelson of the National Association of Real Estate Boards. Mr. Nelson threatened a stronger lobby of realtors, builders, and "small business men" than ever before organized to oppose any additional public housing as ready to fight the Taft-Ellender-Wagner Bill, regardless of its many aids to private enterprise.

Dillon S. Myer, Commissioner of F.P.H.A., warned against the danger of side-tracking the chronic problem of slum clearance in the fever excitement of the also acute middle-income housing need. "Actually," he said, "the need for low-rent housing is greater and more pressing than it ever was . . . The backlog of accumulated need for low-rent housing right now is *not* one that can be safely shrugged off or lightly put aside until some indefinite period in the future. According to a Federal Reserve Board survey made in 1945, about 31 percent of all the urban families in the nation had money incomes of less than \$40 a week, while about 18 percent had incomes under \$30. More recent spot surveys made by the Bureau of the Census among veterans' families reveal an even higher percentage in the lower-income brackets; among this group in non-farm areas, approximately 34 percent of the families surveyed had incomes under \$40 a week." He pointed out that the United States Housing Act program has successfully withstood the test of nearly a decade of operation, and has taken nearly 200,000 low-income families out of slum surroundings. The problem, as he sees it, is to counteract the distortions and "innuendos" which have been spread about public housing, so that fair-minded Americans can evaluate this program on the basis of facts.

In the session on "What Place Does Government Play in Housing?" National Housing Administrator, Raymond M. Foley, offered a basis for cooperation among all elements of industry, labor and government towards bringing about a "drastic improvement" in the housing of the American people. He reported a rapid expansion of housing production during 1946, indicating that during 1947 1,000,000 permanent dwelling units would be started, and 1,000,000 completed. The only remaining controls are those essential to the smooth continuation of the construction program, and include continued limitation of non-essential construction; continued allocations of a few critical raw materials essential for a high level of building materials production, a limitation on the size of houses to bar luxury building at this time, and continued preference to veterans covering houses built for sale or rent. The primary emphasis is on stimulating a much larger volume of permanent rental housing for veterans. The small amount of rental construction during 1946 was due, he said, to uncertainties as to flow of materials and building costs, and action now must be to "overcome the uncertainties, and reverse the lag." This is the National Housing Agency's main program for 1947, with Title VI the main weapon. He cited adjustments made in the insurance formula for multi-family projects; extension maximum mortgage term to 32 years and 7 months; allocation of \$1 billion of the mortgage insurance authority for veterans housing under Title VI exclusively for insurance of multi-family rental housing projects; and enthusiastic response from the cities as encouraging. The central problem, however, remains the high cost of housing, which is today entirely out of line with the market. Mr. Foley was of the opinion that an increased flow of materials, and elimination of building delays would help lower building costs. He pointed out that until the long range problem of reducing the capital cost of housing in relation to the general level of prices and consumer incomes is solved, there will be no possibility of satisfying the nation's housing requirements. Most families will be forced to continue to occupy second-hand housing and second rate housing. Further progress can yet be made in liberalizing the cost of financing new housing, but the primary challenge is to get the actual cost of construction down. More efficient methods of construction, and modern techniques, are the fundamental answers. The Federal Government should aid and stimulate research to this end, and assure adequate private financing for housing on liberal terms at all times, and support low-rent housing projects where private enterprise cannot supply the need, to help meet the housing problems ahead.

Catherine Bauer, Harvard instructor and author, in a ses-

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Institute of Design

The Institute of Design, in Chicago, announces the appointment of SERGE CHERMAYEFF, A.I.A., F.R.I.B.A., as its new President and Director to replace the late L. Moholy-Nagy. Chermayeff, since 1942 Professor of Architecture and Chairman of the Department of Design at Brooklyn College, was at one time in partnership in England with Erich Mendelsohn. In the past eight years, the Institute of Design has grown from a student enrollment of 70 to over 700 students today.

The Institute of Design was first organized in 1937 under the direction of L. Moholy-Nagy. It was located at that time in the old Marshall Field residence on Prairie Avenue. After one year it moved to East Ontario Street and later to temporary quarters on North State Street. Now it is housed at Dearborn and Ontario Streets in Chicago, in its own building containing well-equipped workshops and studios.

The Editor: It is gratifying to learn that the proposed State Building Code, to be recommended by the I.S.A. will attempt to be a performance code establishing requirement standards, rather than a specification. As described in general in Mr. Fox's article in the January-February Bulletin, I.S.A., the code to be recommended by the special committee will establish minimum requirements for building construction throughout the State for the protection of the health, safety, and welfare of the people, and will leave the means of accomplishing the required results to the knowledge and experience of designers and builders, with a minimum of restrictions and specifications. The Code presumably will be elastic, and will automatically make possible the use of new materials and methods as they develop. Such a basic code, broadly drawn, should need few amendments, and it is hoped that the framers of the proposed new Chicago building code will follow along these same principles. Without jeopardizing the safety of buildings, such a code should open up the field of building activities considerably, providing labor union restrictions do not hinder. It has long been the hope of the writer of these lines that the day would come when such building ordinances would be adopted.

—Victor A. Matteson

William E. Deknatel, Architect, after military service, announces his return to the general practice of his profession at 25 East Jackson Boulevard, Chicago 4, Ill. Geraldine E. Deknatel, Interiors.

George Wallace Carr and Clark C. Wright announce the formation of Carr & Wright, Inc., Architects-Engineers, successor to Nimmons, Carr & Wright. Offices, 333 N. Michigan Avenue, Chicago 1, Ill.

Holabird & Root, Architects-Engineers-Consultants, announce removal of their offices on March 1 from 333 and 316 N. Michigan Ave. Chicago, to new and larger quarters at 180 N. Wabash Ave. Chicago.

Burnham & Hammond, Inc., Architects-Engineers, announce removal of their offices on March 1 to Monadnock Block, 53 W. Jackson Boulevard, Chicago.

Nation's Business reports: Office space occupied by Federal Government in continental U.S. aggregates 63,500,000 square feet. Housed in one building one story high, federal agencies (exclusive of store-houses, post-offices and military establishments) would require a structure one mile wide and 2.3 miles long.

Washington has 53 per cent of the government office space, other areas 47 per cent. Government owns 57 per cent of its office space, rents the rest. Says Public Buildings Administration: "Needs of Government agencies for office space did not subside with the end of hostilities but continued to be pressing, if not actually increasing".

Strikes become steadily more costly to the workers. During 1946 the average time lost in strikes was 24.3 days for each worker involved. Comparable figure for 1944 was 4.1 days.

We set a new all-time record in strike losses last year at 113,000,000 man-days. Prewar average (1935-39) was 16,949,000 man-days per year.

—Nation's Business

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sion called "Meet The Whole Housing Need—When?" made some dramatic comparisons between American and European attitudes on the meeting of housing needs, particularly from the point of view of government's initiating action to break stalemates such as exist in America today, the implication being that such leadership produces results, e.g. in Sweden, where 60,000 new dwellings were completed in 1946 — a figure comparable to 1.2 million in this country in France, where in spite of political disunity, and war devastation, 73,000 new dwellings were constructed, and 230,000 destroyed homes made habitable.

Two significant actions came from the Conference. In the resolutions committee a stormy session on the Taylor-Douglas Bill, which would provide emergency rental housing for middle-income veteran families to be constructed by the local housing authorities, resulted in the Conference's voting not to endorse the bill on the basis that it was incompatible with the unanimously supported Taft-Ellender-Wagner Bill. Senator Charles W. Tobey, Chairman of the Senate Banking and Currency Committee, now holding hearings on the new bill, reported to the Conference that it will have bi-partisan support, and should be passed by the Senate within two weeks. The second important decision of the Conference, was to organize citizen groups throughout the nation, separately on the basis of twelve regions, to fight for the passage of the Taft-Ellender-Wagner Bill, not only for its public housing provisions, but also because 90 percent of the program is devoted to encouraging private construction of homes.

Dorothy L. Rubel, Acting Director
Metropolitan Housing Council

John G. Linke, retired Chicago architect, died in Chicago March 13, aged 79 years. Born in Germany, he came to the U.S.A. in 1885 settling in Buffalo, N.Y. In 1890, having become a naturalized citizen, Mr. Linke made Chicago his home. Here he was employed by W. Carlys Zimmerman, the architect, and later by Schmidt, Garden and Martin as well as by other Chicago and Milwaukee architect firms on important work over a period of more than fifty years.

—R.E.S.S.

Frank De Money, Chicago architect, died in his home in Oak Park February 24, age 74. He was born in Chicago. His earlier work was dwelling houses and apartments. His later work included the string of Pixley & Ehlers Lunch Rooms housed in down town Chicago. For some years Mr. De Money was a member of the Illinois Society of Architects.

Henry Ericsson, Chicago builder and Commissioner of Buildings, 1911-1915 in the administration of Mayor Carter H. Harrison II, died at Miami, Florida, February 19, age 85. Mr. Ericsson was born in Thorp, Sweden, coming to the U.S.A. in his twentieth year. In 1942, his auto-biography, "Sixty Years a Builder", was published. He was knighted in the "Order of Vasa" by King Gustaf of Sweden.

Albert G. Zimmerman, an architect born and bred in Chicago, died in Alexian Brothers Hospital, Chicago, February 20, age 81. After doing residential and apartment house work in the Chicago territory, Mr. Zimmerman moved his office to New York City some 35 years ago. There he became for a period of years architect for the National Biscuit Company.

Leo Kraemer, research engineer frequently consulted by architects for his advice on wood preservatives, died in Chicago February 2, age 57. The I.S.A. Bulletin published an article on this subject by Mr. Kraemer and on another occasion reported his contribution to a discussion at a regular meeting of the Society. From 1911 to 1928 he served on engineering staffs of various lumber associations. 1928-1942 Mr. Kraemer was chief engineer of the Chicago Lumber Institute. Thereafter to his demise he served in a like capacity with Hines Lumber Co.