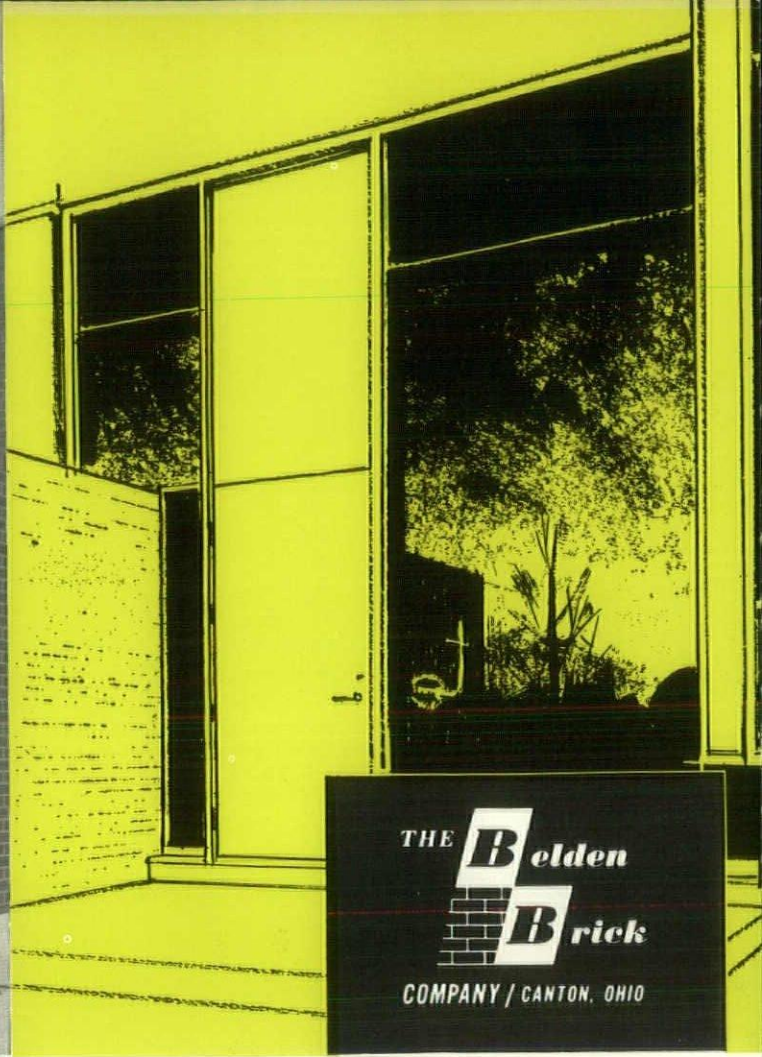
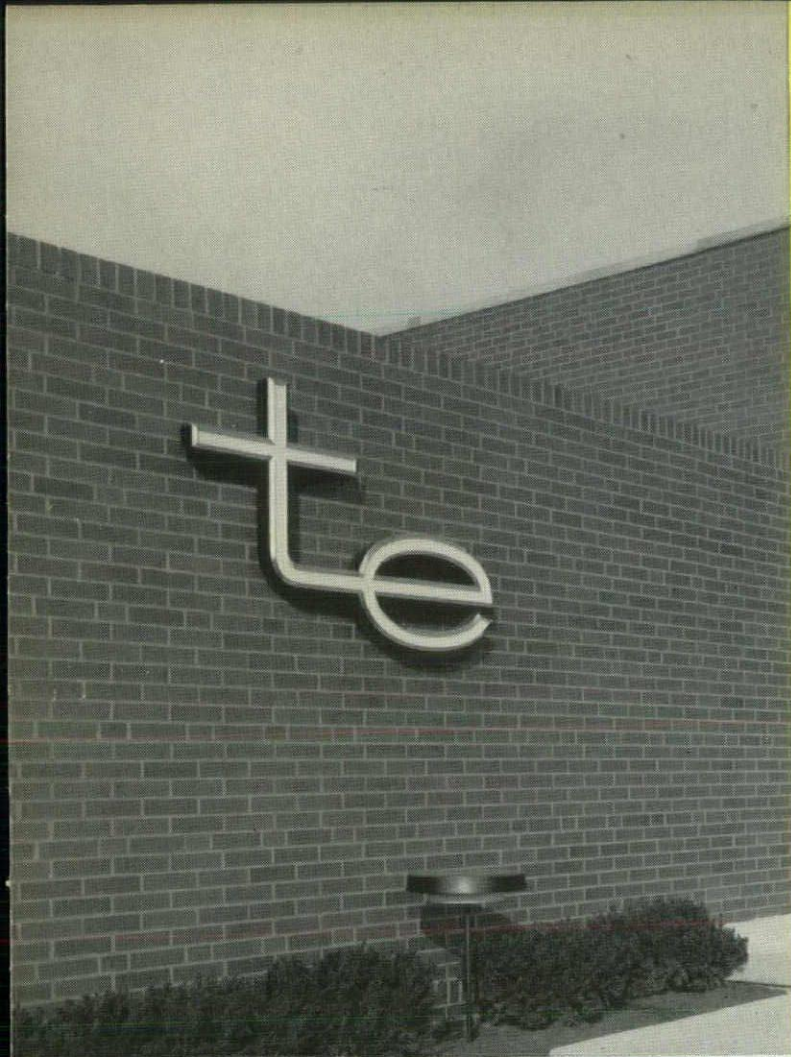


BULLETIN

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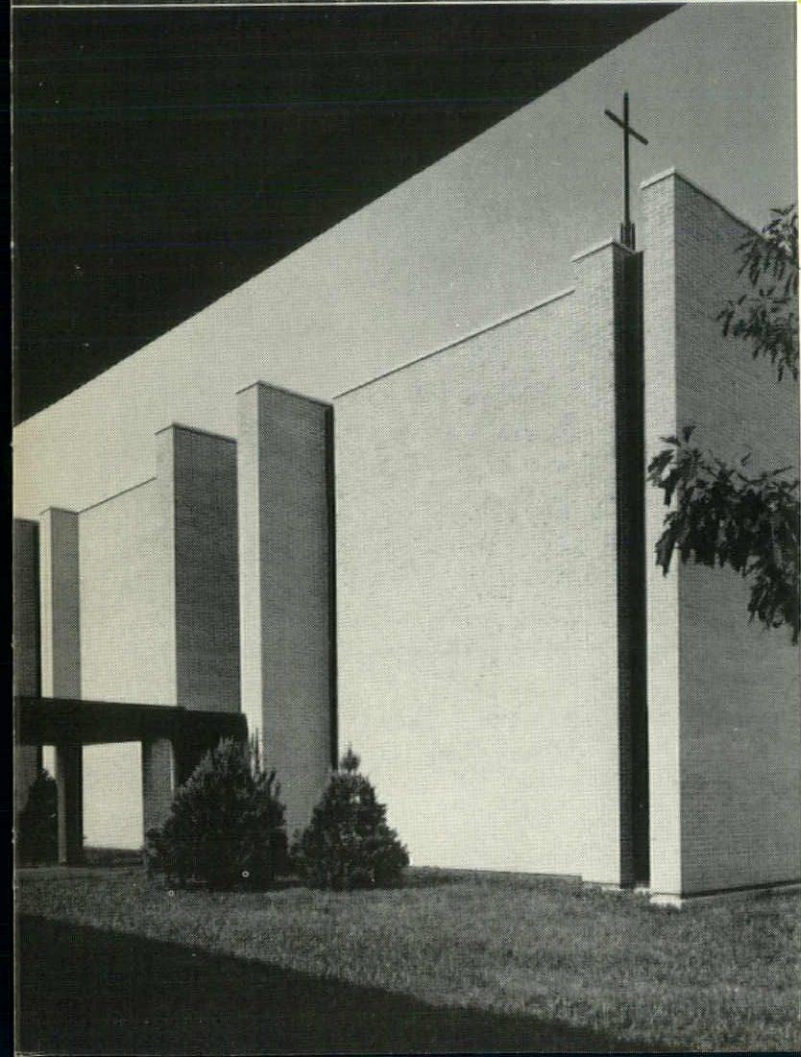


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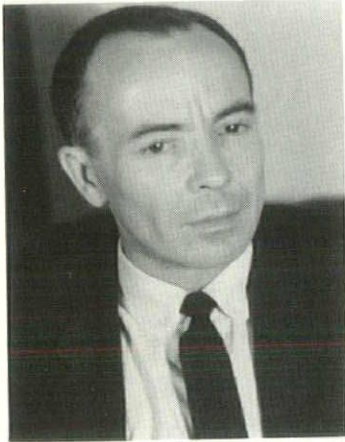
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EDITORIAL



David L. Williams, AIA, has been appointed to the position of Editor of the *Monthly Bulletin*, MSA, by the Board of Directors effective with the April 1967 issue. Williams, a 1952 graduate of the University of Michigan School of Architecture and Design, is currently with the State Building Division in Lansing and a member of the Mid-Michigan Chapter.

A native of Colorado, Williams' architectural experience has been with several offices in Denver, and was recently with the Lansing firm of Frank & Stein before joining the State.

Long interested in architectural writing, Williams helped originate and has authored the newsletter of the Mid-Michigan Chapter, "Thumbnail" since its beginning.

In the pursuit of our professional and business lives, architects are very much in the midst of the ever increasing growth of our world. More and more of everything is constantly needed — jobs, food, services, facilities — and the scale of growth is always compound. Growing complexity results, which itself is influenced by the compound growth scale, and which is constantly shadowed by the confusion factor.

As this growth affects architects, the harassment of doing business stands out. This is quite apart from the art and science of architecture, and frequently becomes an impediment to the creation of improvements in the human environment. But the complexities and insidencies of business procedures are a primary necessity. They just need to be put into their proper relationship to our other interests, all of which are simply *bigger* and *more* than ever before.

This is nothing new. Such challenges have existed in every era that has passed since life first began, and always there have been answers. That these things are now apt to assume alarming proportions is only a reflection of the fact that maybe we humans are not so sure we are prepared to cope with such challenges, and that maybe matters are getting close to the limits of our ability to control them.

These are sobering thoughts. They can also be exciting ones. Throughout history the consistent ability of the human being to surmount the problems of the day has been the factor that has set us above the sheep and the wolf. From the discovery of the wheel to the Man In Space, the excitement of challenge has been exceeded time and again by the excitement of discovery of development of solution.

As many times as seemingly insurmountable obstacles have been thrust on us, the human mind and spirit have been equal to the challenge, and the 20th century needs to be no different. We are not able to create a new life out of one of our own ribs, but there is nothing in the ultimate rule book to prevent us from controlling the destiny that has been given us. This is part of the charge that was built

into us in the very beginning. We face enormous complexity in the 20th century, but bygone ages have faced great complexity too — and have won, and there is every likelihood that we can face the present challenge and win.

There is every likelihood too that many answers and much help might lie in the deliberations of the 53rd Annual Convention in Lansing.

Profound interaction and intercourse between individuals has always been the basis for the solution of problems. No one person is ever responsible for any one of the significant forward strides humanity has taken in this long parade of progress. Inevitably the answers to any given challenge come from meeting and interchange — from discussion. Out of the conglomeration of several men's ideas and thoughts can come at least the germ of the appropriate solution for each other man, which is the way these things must be done. The circumstances are never quite the same for any two individuals, but each can find some answers to his own particular circumstances in a compounding of thoughts of others.

Such was the theory under which this year's MSA Convention program was designed. In this instance, as in most, actual confrontation with others allows the most effective benefit to come from such opportunities as are offered in Lansing this month, but close behind this is the actual record of what is said by whom. This is particularly so when we are dealing with the specifics that influence business practice. The complete records of the proceedings of the 53rd Annual Convention will always be in hand, and will be valuable documents indeed. Those unable to join their colleagues at the convention in person can still benefit from the thought expressed there, and once again a forward step or two can be taken by all of us in pursuing one of the bothersome facets of our compounded challenge. Availing ourselves of this value will certainly help, if for no other reason than the smoothing of the path toward achievement. Let's make the most of it!

BULLETIN

may 1967
michigan society of architects

Volume 42 — No. 5

THE MONTHLY BULLETIN
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Hastings Named To AISC Jury

Robert F. Hastings, FAIA; President, Smith, Hinchman & Grylls, has been named a member of the Jury of Awards for the 1967 Architectural Awards of Excellence. The nationwide competition is sponsored by the American Institute of Steel Construction, national association of the structural steel fabricating industry.

The purpose of the competition is to encourage the creative use of structural steel in building construction and to recognize the professionals who design the nation's buildings using structural steel in imaginative and esthetic ways.

Hastings is one of five American architects, engineers, and art authorities chosen to select the winning structures from among entries submitted by designers in all parts of the country. The jury, which will meet in New York on June 15, includes: Henry J. Degenkolb, H. J. Degenkolb & Associates, Engineers, San Francisco, California. Robert L. Durham, FAIA; First Vice President, American Institute of Architects; Durham, Anderson & Freed, Architects, Seattle, Washington. Walter Sharp, Director, Tennessee Fine Arts Center, Nashville, Tennessee. David N. Yerkes, FAIA; Director, AIA, Middle Atlantic Region; Deigert and Yerkes and Associates, Architects, Washington, D. C.

Several structural steel fabricating firms in Detroit are members of the AISC and Edwin H. Webster, Executive Vice President of Whitehead & Kales, is the second vice president of AISC.

Smith, Hinchman and Grylls received one of the awards in the 1966 competition for their work on the First Federal Building.

Albert Kahn Names Project Management Head

E. E. Parks, P.E., has been named Chief of the Project Management Department of Albert Kahn Associated Architects and Engineers.

Parks graduated from the Univer-

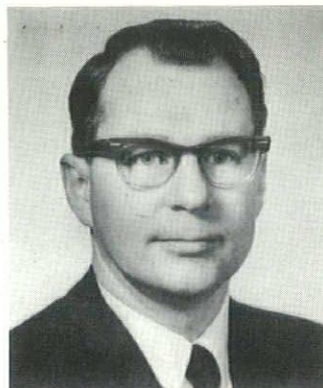
sity of Cincinnati in 1951 with a degree in Civil Engineering. And is registered as a Professional Engineer in Michigan and Ohio.

Since joining the Kahn organization, Parks has supervised construction of major building projects from coast to coast and for the past five years has been a member of the AKA Project Management Staff as well as an Associate in the firm.

Active in professional affairs, Mr. Parks is a member of the American Society of Civil Engineers and the National Society of Professional Engineers.

Loss Opens Office

Architectural-Structural consultation services are being offered by John Loss, registered architect.

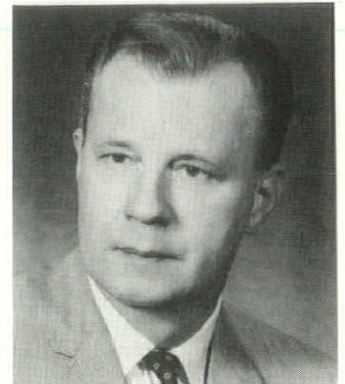


Loss, a professor of Architecture at the University of Detroit, is attempting to establish a more meaningful relationship between the aesthetic and the technical aspects of architecture by consultation in the conceptual stage of project design. His fourteen years of experience have been spent at the offices of Eero Saarinen & Associates, Bernard J. DeVries, Gould & Moss, Inc. with the City Planning Department of Muskegon and in private architectural practice.

Currently engaged in building structural analysis and design; the application of computer technology, Loss is located at 234 Robinson Building, 18450 Livernois, Detroit 48221. Telephone (313) 864-1121.

Salkowski to Head A.G.C. Chapter

Edwin L. Salkowski was elected by the Board of Directors as President of the Associated General Contractors of America, Detroit Chapter, Inc. He



successes William A. Maddock who passed away suddenly on March 3rd.

Salkowski, 50-year-old native Detroit, is President of Christopher Construction, a general contracting firm. A member of the Engineering Society of Detroit; he is also a Charter Member of the National Conference of Christian Employers and a Past National Vice President of the latter organization. He was recently appointed to the National Panel of Arbitrators of the American Arbitration Association. A Purple Heart Veteran of World War II, he served with the Marine Corps in the Pacific.

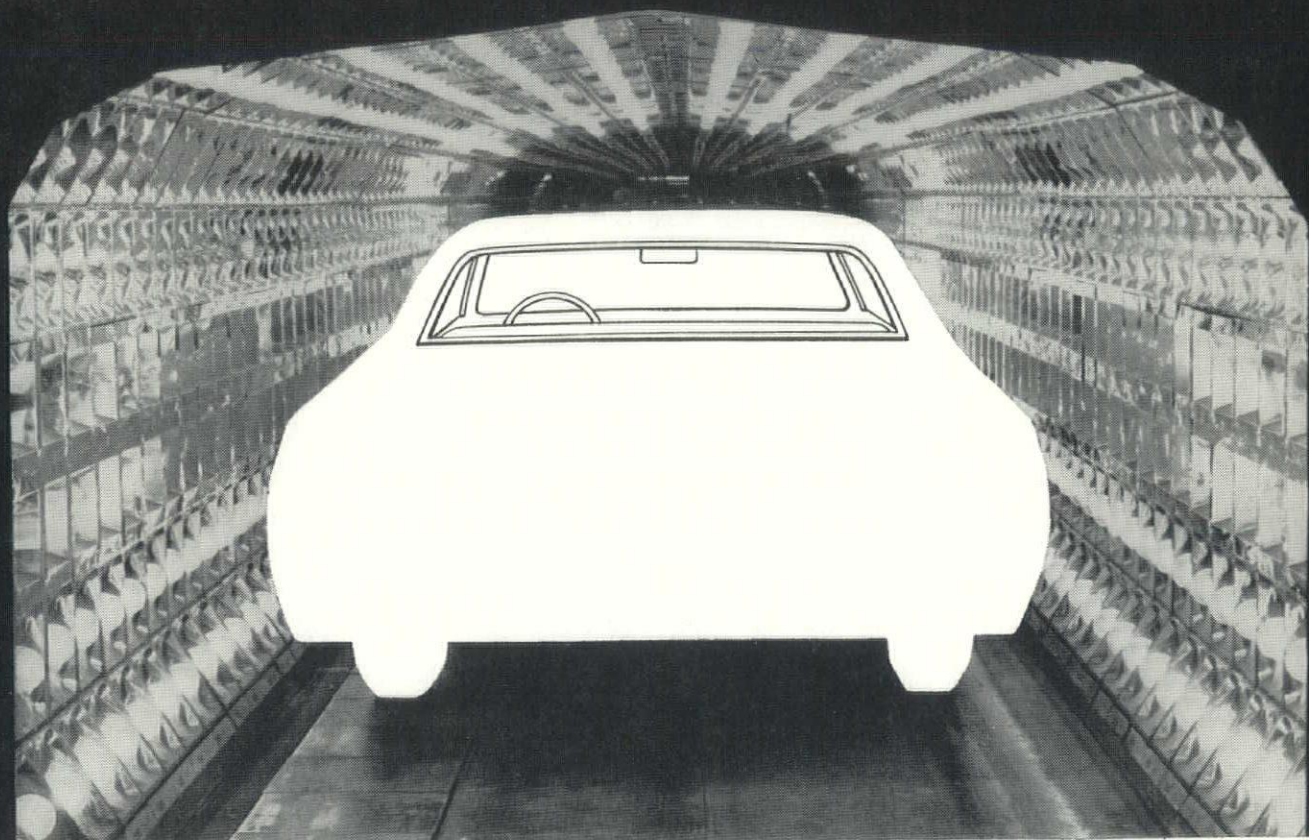
Other Officers are Thomas Dailey, R. E. Dailey & Co., 1st Vice President; Edward Chase, The Chase Co., 2nd Vice President; and R. Dort Pettis, Walter L. Couse & Co., Treasurer. Appointed to fill the vacancy on the Board of Directors is Dominic Rossi of Darin & Armstrong, Inc.

Executive Staff Members of the A.G.C., Detroit Chapter are William E. Stewart, Secretary; and Stanley E. Veighey, Manager of Labor Relations.

U of M Sesquicentennial Alumni Luncheon

The University of Michigan Alumni Luncheon on Tuesday, May 16, at the New York AIA Convention will be a part of the University's year long Sesquicentennial celebration.

Featured speaker will be Harvard Dean Emeritus Joseph Hudnut, noted educator and U of M alumnus. Also on the program will be Robert Durham, FAIA, First Vice President of the Institute plus a top University official. Non-alumni are invited and are requested to notify Linn Smith, FAIA, 894 South Adams, Birmingham of their intention to attend.



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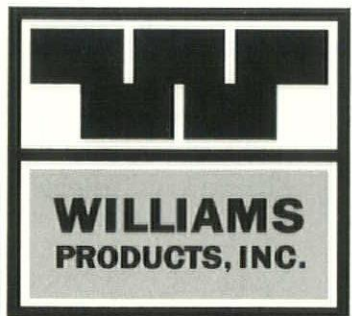
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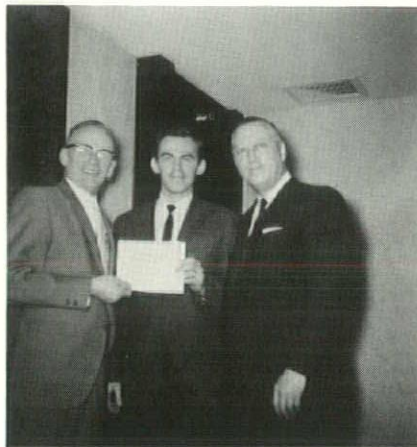
Like to see some?



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Local Steel Fabricators and Erectors Score a First in Industry Training

The Great Lakes Fabricators & Erectors Association have scored a first in the country in the training of technicians under the Federal Manpower Development and Training Act of 1962. In the first of two classes, 25 young people were prepared for a productive career in industry as detailers of structural steel and metal products for construction.



J. Gardner Martin, Executive Director of the Association and Frederick W. Muller, instructor are shown presenting a certificate denoting completion of the prescribed course to Lloyd Voorhorst, a student from Holland, Michigan.

Martin explained that the Manpower Development and Training Act of 1962 provides a means for co-operation between vocational educators, the Michigan Employment Security Commission, the Bureau of Apprentice Training—an agency of the Federal Department of Labor, and employers in establishing needed skills for industry.

This is the first "coupled program" in this area Martin said, and to our best knowledge the first in the country. The coupled program combines institutional and on-the-job training all of which is provided for from funds made available by the Bureau of Apprenticeship and Training under terms of the 1962 statute. "We are of the definite opinion that this program offers the best means of training young people who, while being high school graduates, may be deficient in certain areas of academic development," Martin said.

The first group of 25 selected through examination and interviews exhibited remarkable adaptability and give promise of becoming excellent structural detailers, a field sorely in need of additional trained personnel.



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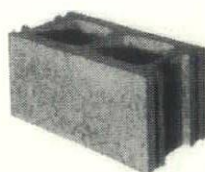
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"We are pleased and very optimistic over the results of this program to date," Martin said.

Active in the development of this program were N. O. Saulter, President of Acorn Iron Works who served as chairman of the Education and Training Committee of the Greater Detroit Board of Commerce; James T. Bernardi, Vice-President of Chapper Iron Works, Inc. and chairman of the Association's On-the-Job Training Committee; John F. Burke, Treasurer of Aluminum & Architectural Metals Company; and Vincent Spica of Whitehead & Kales Company who served with Mr. Bernardi. Thomas F. Flynn, Apprenticeship Representative acted for the Department of Labor.

DAGL outing Set For May 16

The first outing for the Detroit Architectural Golf League has been announced by Joe Panella for the 16th of May at Edgewood Golf and Country Club.

The outing includes breakfast, lunch, dinner, drinks, green fees and the use of the club facilities, for \$26.00 per person.

Reservations for starting times can be made by calling Bessie at the F. W. Dodge Company, 961-2745.

There are memberships available in the Detroit Architectural Golf League for the season, details can be obtained from Joe Panella, (313) 444-1000.

ANNOUNCEMENTS

The firm name of The Architects Collective Inc., has been changed to Lightbourn-Coquillard and Associates. Offices located at 23363 West Seven Mile Road, remain unchanged.

T. J. Sedgewick Re-appointment Announced

The re-appointment of Thomas J. Sedgewick to the State Board of Registration for Architects, Professional Engineers and Land Surveyors was announced on April 10 by Governor George Romney.

This is the second term on the Board for Sedgewick, a member of the Flint Area Chapter and a partner in the firm of Sedgewick and Sellers.

Warren Roofing Contractor Named NRCA Director

George F. Steyer, Jr. was recently elevated to a directorship in the National Roofing Contractors Association at its annual convention in Houston, Texas. Steyer, a partner in Steyer Roofing Co., Warren, Michigan is also Chairman of the Board of Trustees of The Roofing Industry Promotion Fund and Treasurer of the Michigan Roofing Contractors Association and a Director of the Sheet Metal Security Benefit Trust Fund.

Carl Palonen Named Plants Manager—Detroit for Peerless Division, America Cement Corp.

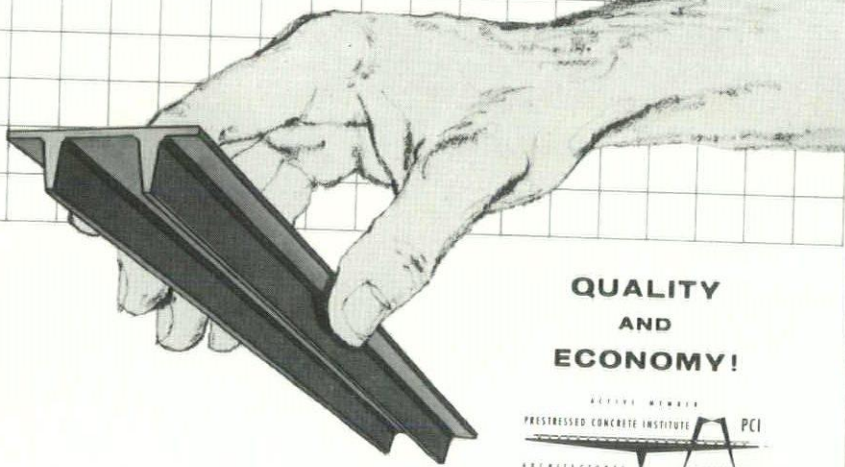
Detroit—Carl Palonen has been named manager of both the Jefferson Avenue and Brennan Avenue Detroit plants of the Peerless Division, American Cement Corporation, in an announcement by Fay G. Knapp, Operations Manager.

Palonen, former production superintendent of Peerless' Detroit plants, joined the Division in 1947 as a chemical engineer and subsequently served as chief chemist.

As 1941 graduate of Michigan State University, Palonen served as a captain in the United States Air Force from 1941 to 1946. He is a member of the Engineering Society of Detroit, American Institute of Chemical Engineers, and the Detroit Chapter of the American Concrete Institute.

Copies of the "Guide to the Successful Planning of Religious Buildings" are available from MSA headquarters upon request. Cost is \$1.25 per copy, plus tax and postage.

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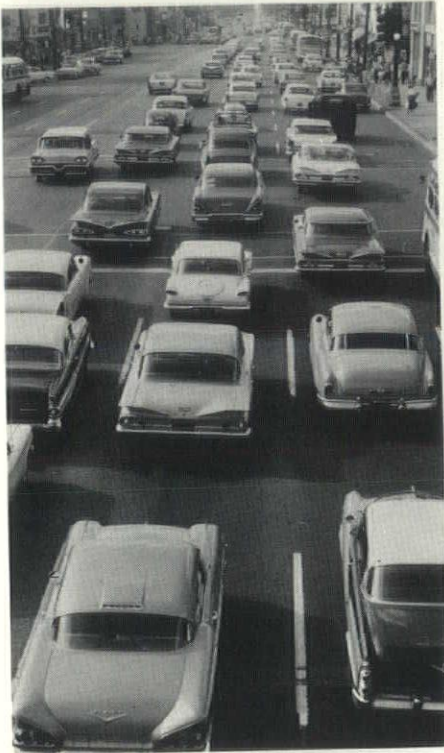
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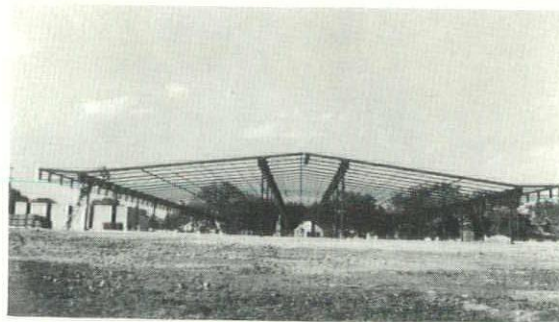
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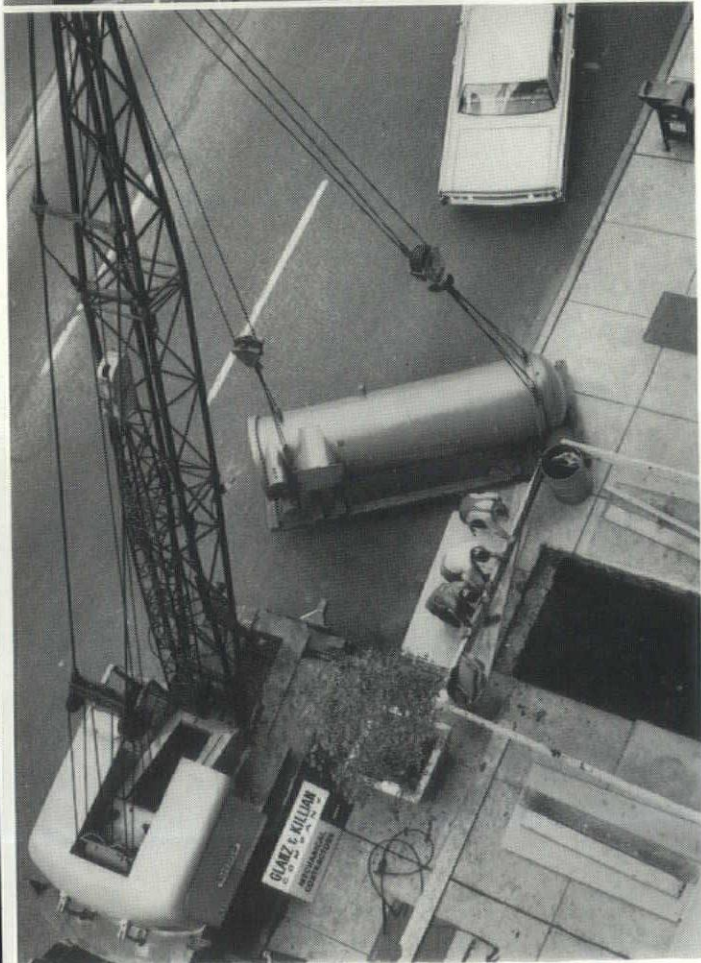
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◀ One of two Chrysler AIRTEMP centrifugal water chillers on its way to the new air conditioning system in the basement of the Federal Building.



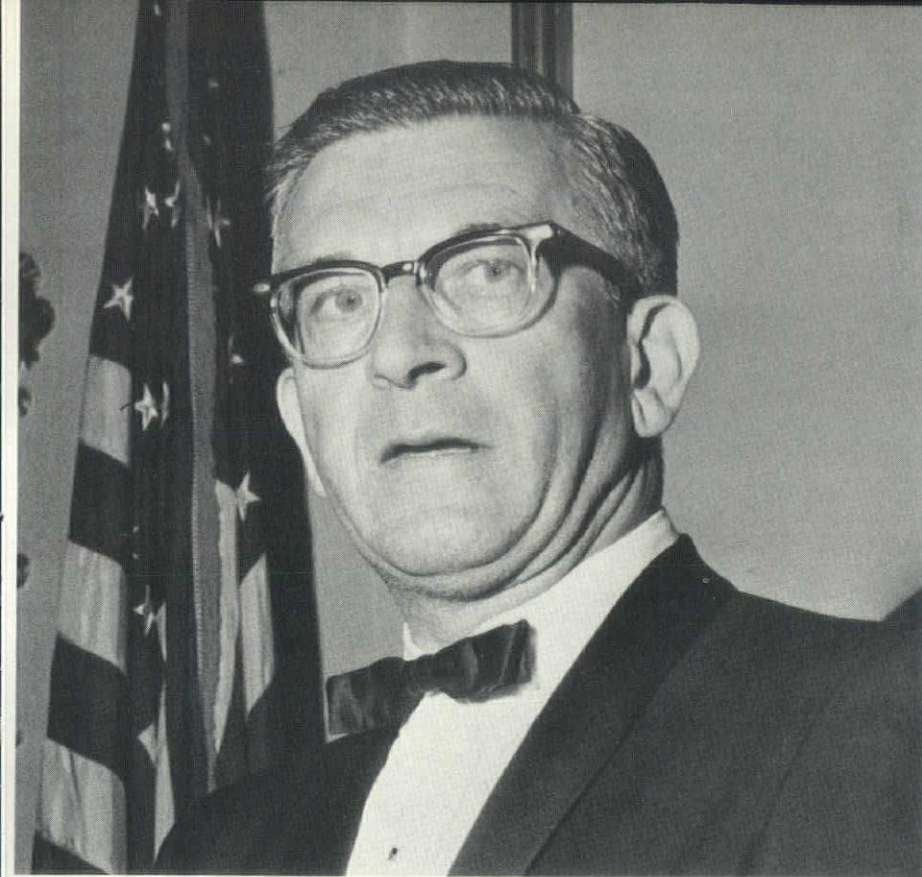
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*53rd Annual Convention
April 12, 13 and 14th, 1967
Civic Center, Lansing*

MSA Awards 1967 Gold Medal to Sol King

Sol King, FAIA, president of Albert Kahn Associated Architects and Engineers has been honored by the Michigan Society of Architects with its Gold Medal Award for 1967. The award was presented at the closing session of the Society's recent convention in Lansing, Michigan.

The citation reads in part: "In consideration and recognition of his outstanding accomplishments and influence in practice (of architecture), his continuing involvement in architecture, education, and his long and constructive participation in professional and civic affairs, the Board of Directors of the Michigan Society of Architects unanimously selects as the recipient of the Society's 1967 Gold Medal. Mr. Sol King, FAIA."

This is the second honor conferred upon King in recent weeks. On March 3 he received the University of Michigan's Sesquicentennial Distinguished Alumni Award for "Knowledge, Wisdom, and the Courage to Serve," which is the theme of the University's current sesquicentennial celebration.

In 1966 King was elected to the College of Fellows of the American Institute of Architects. Active in professional and civic affairs, he is currently a member of the Government Liaison Committee of the American

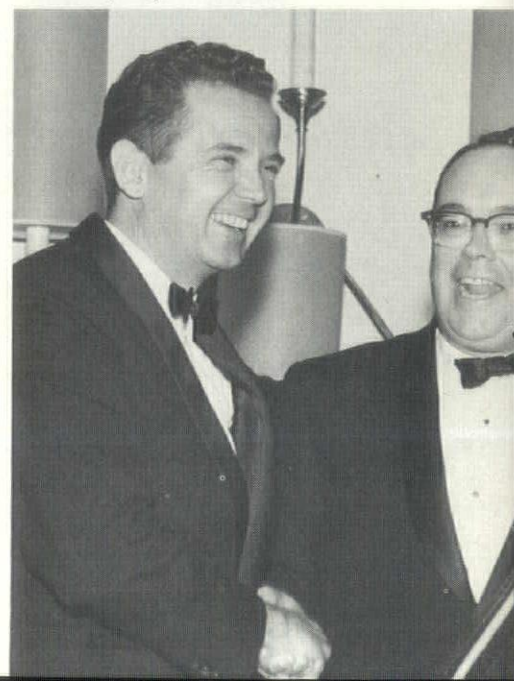
Institute of Architects and was recently appointed to a two-year term on the Public Advisory Panel on Architectural Services of the General Services Administration of the Federal Government. The Advisory Panel was established in accordance with the President's desire "to achieve high standards of architectural excellence" in public buildings in Washington, D.C., and throughout the country.

King has been President of the Kahn organization since 1958. He joined the firm in 1935, shortly after he was graduated from the University of Michigan. Under his leadership, AKA has been restored to the eminence of its early years in the design of institutional buildings, while retaining its prominent position in the field of industrial architecture. Among the many Kahn-designed buildings which have been honored for their architectural excellence in recent years are the National Bank of Detroit Headquarters Building, the Henry Ford Hospital Parking Structure, the Physics and Astronomy Building for the University of Michigan, the Wayne State University Life Sciences Building, the new Detroit Air Terminal at City Airport, and the Laboratory and Office complex in Ohio for Avon Products, Inc. of New York.

William Milliken Honored by MSA

Lieutenant Governor William Milliken was made an Honorary Member of the Michigan Society of Architects during the 53rd Annual Convention of the Society.

Honored for his many public expressions of concern for the problems surrounding man's environment and his grasp of the enormity of these problems as well as his continued effort toward their solution, Milliken was welcomed to the Society by MSA President, Jay S. Pettitt.





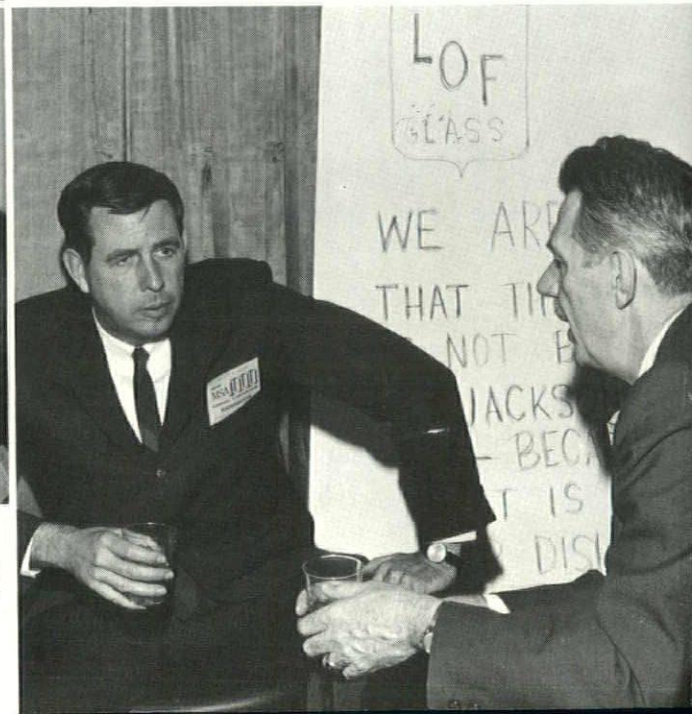
The Happening— Lansing, '67

Wednesday, April 12th

Luncheon for MSA Directors, Chapter President
and Convention Committee was well attended.



Chuck Burrows explaining to Clarence Rosa that "We are sorry that the Convention is not being held in Jackson, because that is where our display is!"





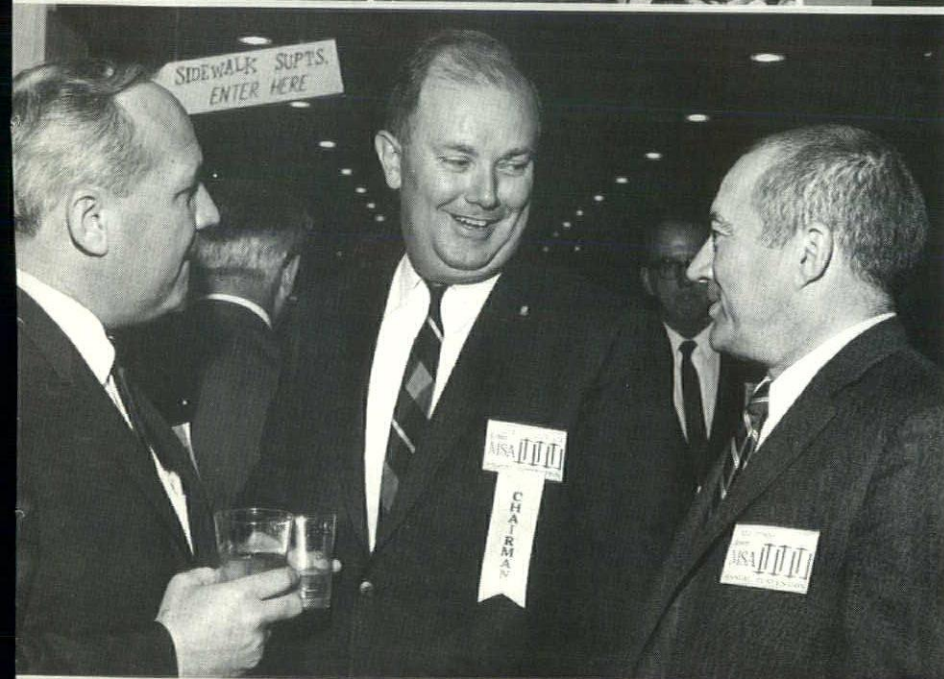
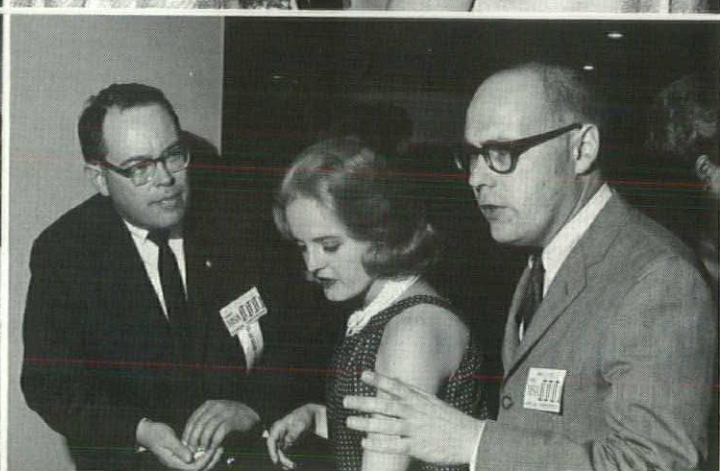
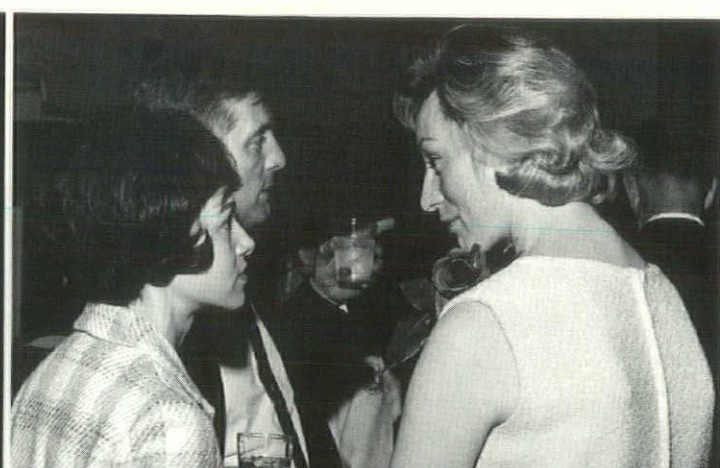
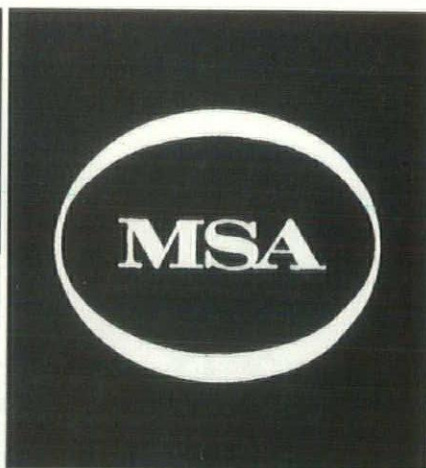
Wednesday, April 12th

Ladies luncheon activities under the direction of Mrs. Winifred Olds were held at the Jack Tar Hotel.

Winner of the Award of Merit for Exhibitors at the 53rd Annual MSA Convention was presented to the Stow/Davis Company of Grand Rapids.

Honorable Mention for Exhibitors was presented to Dick Grinnell of the U. S. Plywood Corporation.





Top left:
Honorary Member, Frank North and his wife Helen.

Top right:
Host Chapter Chairman, Dick Frank and Mrs. Frank.

Second Row, left to right:
Convention Vice-Chairman Mel Reiter and Director Meathe.

President of Ohio Society of Architects Richard Tully and Mrs. Tully.

President Pettitt with Mr. and Mrs. Thomas Battles of the Chicago Chapter, AIA.

Right, center:
Convention Chairman Bill Black and friends.





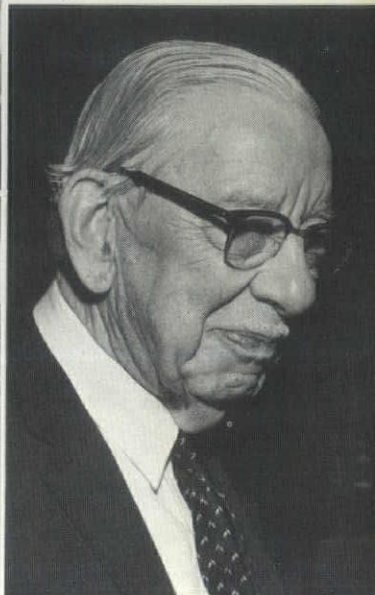
Thursday, April 13th

MSA Annual Business Meeting was well attended on Thursday morning.

Seminars held throughout the three day convention were well attended, in fact, standees at some sessions.



Roger Allen, FAIA





Thursday Night's Capital Capers





Speakers Table at Friday Night Awards Banquet.

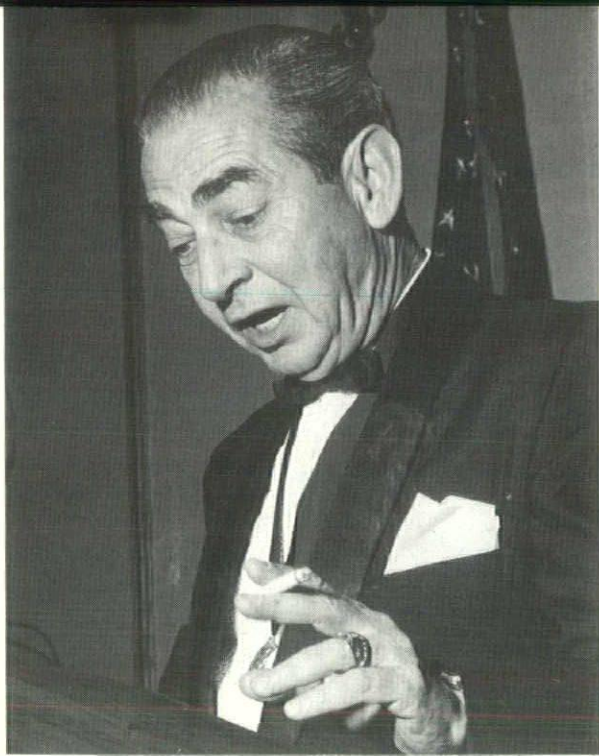


16 Awards were presented Friday Night, April 14th

A record crowd of more than 400 architects and their guests attended the grand finale of the 53rd Annual Convention, the Honor Awards Banquet. Awards were presented to the winners of the SMEAD Draftsmens Competition, and the Honor Awards Program, of the MSA, along with the bestowal of the Honorary Membership and the Gold Medal to top off a most successful meeting.

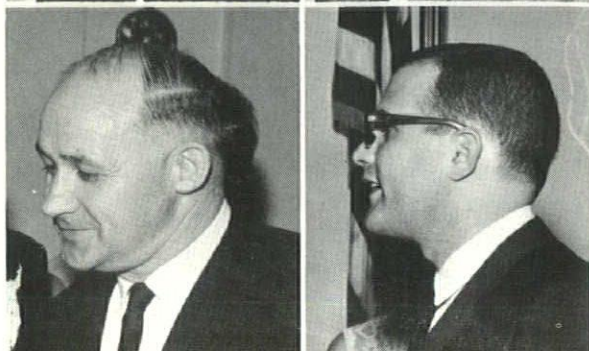
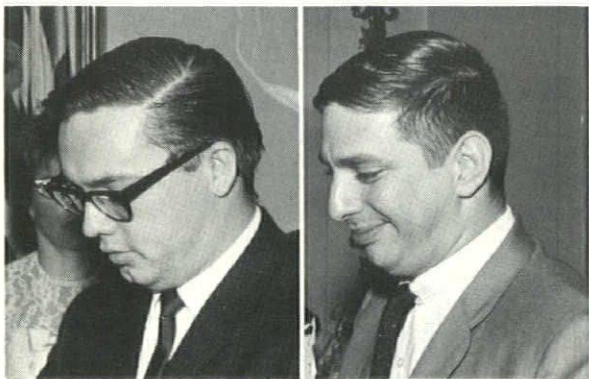
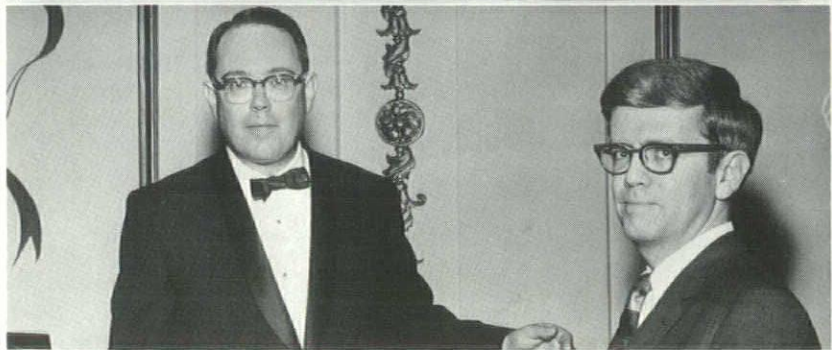
John Crouse presenting the awards to the winners of the SMEAD Draftsmens Competition at the Friday Banquet.

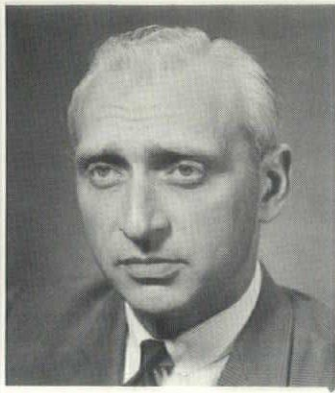




James Hunter, FAIA the principal speaker at the Awards Dinner.

Pettitt presented plaques to the winners of the MSA Honor Awards Program judged in Toronto.





Irving J. Rubin
TALUS Director

REPORT ON TALUS

The Detroit area Transportation and Land Use Study (TALUS), described in this issue by its Director, Irving J. Rubin, has more than usual significance in many respects. Conducted under the jurisdiction of the Detroit Metropolitan Area Regional Planning Commission, the program provides for a Citizens Assembly which will make it possible for representatives of citizen, business and professional organizations to review and comment on the plan as it is developed; comparatively extensive use is being made of public attitude surveys; and staff and funds are committed to the consideration of visual design elements in the planning process.

The development of substantial public concern for the quality of our physical environment is indeed a vital challenge to our profession.

The opportunity to work with the TALUS staff makes it possible for us to take a first step in responding to this challenge.

Paul B. Brown, FAIA
Chairman, Metropolitan Environment Committee
Detroit Chapter, AIA

TALUS (The Detroit Regional Transportation and Land Use Study) is a special project of the Detroit Metropolitan Area Regional Planning Commission.

The project began on July 1, 1965, after a period of more than a year of discussion, meetings and negotiations in which the Regional Planning Commission, the Supervisors Inter-county Committee, several agencies and departments of City of Detroit, the Michigan Department of State Highways and the Metropolitan Fund, Inc. participated.

A Design for the TALUS Study was developed by Allan M. Voorhees and Associates, Transportation and Planning Consultants of Washington, D. C. The preparation of the Design was financed by the agencies listed above who provided funds to match a "701 Planning Assistance grant" from the Department of Housing and Urban Development.

The project is scheduled for completion early in 1969 at a total cost of approximately \$4 million. About half of the cost of the project will be provided by the Michigan Department of State Highways. Approximately 75% of this amount will come from funds which the MDSH receives from the Bureau of Public Roads of the U. S. Department of Commerce.

Two-thirds of the balance of the project cost will be provided under the "701 Planning Assistance Program" of the U. S. Department of Housing and Urban Development. These funds are matched by "local" funds on a one-third local, two-thirds HUB basis. The "local" funds are provided by the Board of Supervisors (60%) and the Road Commission (40%) in Oakland, Macomb, Monroe, Washtenaw, St. Clair and Livingston Counties. In Wayne County, the Road Commission provides 40% and the Board of Supervisors and City of Detroit 30% each of the County share. The funds are allocated among the Counties on the basis of population. In addition, the

Metropolitan Fund, Inc. provided a portion of the "local" funding for the first phase of the TALUS project.

The seven counties included in the TALUS region encompass 4500 square miles and have a 1965 population of nearly four and one half million.

The Detroit Regional Transportation and Land Use Study (TALUS) is a three-and-a-half year, \$4 million project whose purpose is to develop a comprehensive plan for the 7-county Southeastern Michigan Region for 1990; and to establish a continuing planning process to evaluate, refine and adjust the plan as the region grows.

The need for such a comprehensive approach to planning the future of the region is obvious. The total population of the Nation, of the State, and of the Region is increasing rapidly, and at the same time, that population is imploding, rather than exploding. The focus of growth is the urbanized area. Technological development results in increased productivity producing higher incomes and providing more disposable time to the individual.

These forces combine to produce demands for urban facilities and services which strain the capacity of sewer, water, transportation, communication housing and recreation systems.

Our lakes and rivers are polluted; our air is almost as bad. Our highway system is badly strained during peak hours and on many week-ends our public transportation system, which must "pay for itself" is inadequate in many areas and non-existent in most.

While the population of the region has increased by 60% in the last 25 years, the amount of land devoted to urban use has more than tripled. And much of the land which has been "urbanized" has been cannibalized in the process. The large scale builder of moderate-priced housing regards topsoil as an asset to be "mined" and trees and slopes as obstacles which must be leveled.

But most of the people of the region are better off today than twenty years ago. Incomes are higher, more time is available for leisure and recreation, more people own more automobiles and are more mobile, and though congestion obviously exists, average speeds in most corridors are as high or higher than years ago.

Television has brought entertainment, news, and occasional culture into most of the homes in the region; more people are attending plays, movies and concerts than ever before; book sales have increased dramatically; young people, on the average, are staying in school longer.

The region might grow in a number of different ways in the next 25 years. There is a degree to which this future growth can be influenced. Much of what happens in the next ten years will be influenced facilities which exist, by investments which have been made, and by the "stickiness" of bureaucratic institutions; both public and private. Much of the highway, sewer and water development between now and 1975 will be in accordance with decisions and commitments that have been made and design and construction that has, in many instances begun.

On the other hand, much of the residential, commercial and industrial development in the next ten years will be made on the basis of decisions not yet made; as will much of the investment in recreation facilities. Public transportation decisions and investments over the next few years have yet to be made.

And as we begin planning for the period beyond 1975, the range within which the future development of the region can be influenced in alternative directions increases rapidly.

TALUS will determine the alternative ways in which the region might grow between now and 1990. From these generalized alternatives, on the basis of the degree to which the alternatives meet goals for the region and are feasible of implementation, a generalized plan for the region will be selected. We will then proceed to develop alternative detailed plans within the frame work of the selected "generalized" plan.

We will be aware of the way that the region will grow if the degree of "intervention" is at the same rate as has been the case in the past. This "trend" plan will then be the foil against which the alternatives will be measured. "How much better, and in what ways and for whom, will each alternative be; as compared to the trend plan?" will be the major question posed during the selection process.

TALUS thus has as its major purpose the development of a plan for the region which will improve the quality of the urban environment and enable more of the people of the region to do more of the things they want to do with less difficulty.

The forces at work in our society have created many problems in the past years; but they have made the interrelationship of these problems more apparent.

It has become increasingly obvious that decisions about the location and design of highway facilities must take into consideration the rôle of public transportation if we are to provide a system which is adequate for the movement of people; that the location, capacity and intensity of activity of airport, harbor and railroad facilities is an additional factor relating to the function of the highway as a facility for the movement of goods, as well as people.

The transportation system of the region does not exist as an entity unto itself. It is a complex of physical facilities; some fixed, others movable; which exist in order to serve the needs of man which require the movement of people and goods from place to place. To intelligently plan a transportation system, we must know how people and their activities are, and will in the future be, distributed spatially throughout the region, so that we can predict future demands for transportation capacity.

We must thus know how the location and capacity of sewer and water facilities, and the restraints and incentives of the characteristics of the land have influenced the spatial distribution of people and their activities.

And we must know how many people, of what description, will be living in the region in the future, so that we can allocate these people spatially by place of residence.

We must know the nature and intensity of future economic activity so that we can predict the future location of workers and the future location of "goods-movement" generators.

If we are to serve the "non-work" needs of people, we must be able to predict the demand for recreational land offering various types of activity.

Fortunately, people, households and institutions respond to alternatives in reasonably predictable patterns. And equally fortunately, electronic data processing equipment makes possible the manipulation and analysis of mountains of data.

The balance of this series of articles will discuss TALUS in less general terms in an effort to describe the process. The next in this series is entitled "The Systems Approach to Planning a Region." It will describe the five separate phases into which the project has been divided, the relationship of these phases to each other, and the sub-elements within each of these phases.

Three subsequent articles will discuss the interrelationship of Transportation elements; of Planning elements and of Design elements.

The final article will summarize the process and discuss the payoff-implementation of the plan. In this article the role of the architect in the implementation process will be considered.

Irving J. Rubin has been TALUS Director since the beginning of the project in July of 1965.

He is a naturalized American citizen, born in Hamilton, Ontario in 1926. Rubin attended public schools in Toledo, Ohio, Pontiac, Michigan and Detroit, Michigan, graduating from Detroit's Central High School in June of 1944. He served in the Transportation Corps of the U. S. Army for two years from 1944 to 1946.

Rubin attended the Detroit College of Law and Wayne State University. He holds a Bachelor's Degree in Political Science from Wayne State University and is candidate for a Master's Degree in Public Administration.

He was in the retailing field in Detroit and Flint Michigan until 1957.

From July, 1957 to July, 1965, he was employed by the Michigan Department of State Highways. For most of this eight year period he served as Executive Assistant to State Highway Commissioner, Jack C. Mackie. His assignment was in the Detroit Metropolitan Area where he served as liaison between various divisions and sections of the Department as representative of the Highway Commissioner. His major responsibility was to represent the Department in securing approval of local governmental agencies for highway projects in the Detroit area.

BUILDING TECHNOLOGY

The Electrical Contractor's Function in Modern Architecture

"The Architects Come Into Their Own," headlines an article in the March 20, 1967, issue of Newsweek. Not too many years ago many of today's well known architects were having difficulty making ends meet primarily because of their unconventional designs, states the magazine. Within the last ten years, however, the public has come to accept new design ideas with relish.

While a number of forces have caused the architectural boom, it is the demand for quality in construction that is beginning to create real excitement, points out the article. Successful architects admit that they too have changed along with buyers' desires today.

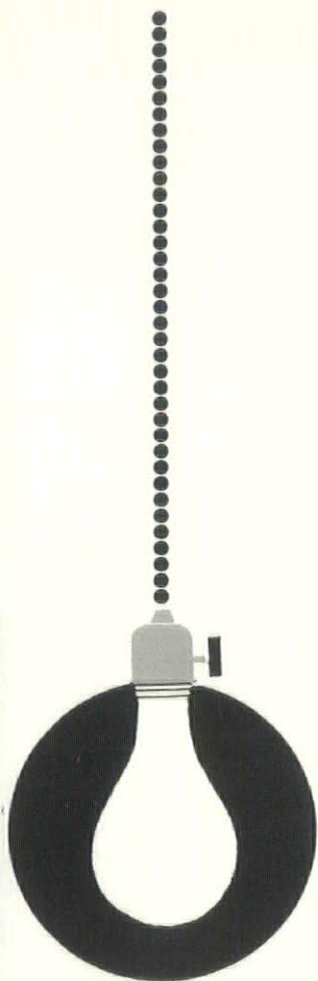
The public's willingness to accept new ideas and concepts is reflected

in the words of Edward Durrell Stone who is quoted as saying "This is probably the most inspiring moment for an architect in the history of this country."

Something New Under the Sun ... electrically

Perhaps no other single element has done more to alter architectural ideas over the past five years than has the Electrical Space Conditioning concept. Although originally the heating and lighting functions were all that were encompassed, today's concepts include lighting, heating, cooling, ventilating, filtration, sound control and humidity control. It is truly a Space Conditioning concept.

As electricity has captured the pub-



BUILDING TECHNOLOGY

lic interest, the electrical contractor has enjoyed, in some measure, an increasing recognition, along with the architect. The public's thirst for the newest and latest innovations in labor-saving devices, conveniences and luxuries is undoubtedly responsible.

The role of the electrical contractor is and has been for quite some time established in the construction theme as the purchaser, installer and servicing agent for all electrical components.

Yesterday and Today . . . electrically

One important reason for the success of the electrical contractor, as he is known today, is due to an active role played by national and local associations.

The antecedent organization to the National Electrical Contractors Association was formed in 1901 and served the industry by exchanging fundamental information on costing. Later the areas of electrical estimating and business management were included in early educational programs.

Today the National Association, known as NECA, has a membership of over 5,000 contractors in the United States and Canada and is among the largest and strongest of construction industry groups. NECA's contribution to the electrical industry growth has been in the form of increasing and broadening the management capabilities of the electrical contractor so that he can keep pace with the expanding electrical use in this country.

For the first 40 years of the Association's existence the greatest challenge was maintaining its identity during the ups-and-downs of the economy. Just prior to World War II the NECA determined that there was a need for it to become a strong service-type Association devoted to providing the full range of management assistance to the electrical contractor.

Up until 1940 the electrical industry was primarily oriented to new construction. The electrical contractor looked upon himself basically as a technician. Competitive bidding was his primary method of obtaining business. With little sales interest, his biggest problem lay in the field of labor relations since labor accounted for the bulk of his prime cost and it was, in those days, often an unknown quantity.

As the construction industry stabilized itself, so too did the role of the National Association. Today there are hundreds of services designed specifically for electrical contractors that are available to NECA members simply for the asking.

We'd Rather Do It Ourselves . . . electrically

In Detroit an Electragist group was organized about the turn of the Century, and operated on this basis for many years. On April 8, 1929, the first National Charter was given to the Detroit Chapter, NECA.

Composed mainly of large industrial and commercial contractors the Chapter operated as the Detroit Electrical Contractors Association, Inc. Throughout the years, members have been added and some changes have been made. In 1963 a new Section was added to the Chapter and its present structure evolved. Today the Charter is held by the Southeastern Michigan Chapter, NECA and includes 75 firms employing about 2500 electricians.

The area covered by the Chapter has increased from the original Wayne, Oakland and Macomb Counties and now also includes the Michigan Thumb area of St. Clair, Sanilac and Huron Counties. As the electrical industry has grown, so has the NECA Chapter in Detroit.

Importance of Standards . . . electrically

The services of the local Association include the areas of public & government relations, marketing, technical & training and labor relations.

A review of a technical service area such as code, shows the responsibility the electrical industry shoulders for the public. Full-time staff members, both locally and nationally concern themselves with the development, administration and observance of installa-

tion codes and regulations, simplification and standardization of product and method in the public interest. This includes maintaining relations with industry groups which are concerned with licensing, inspection and installation of standards, the technical features of specifications, drawing and symbol standards as well as safety regulations and accident prevention standards. This responsibility is but one of the areas carefully watched by staff personnel.

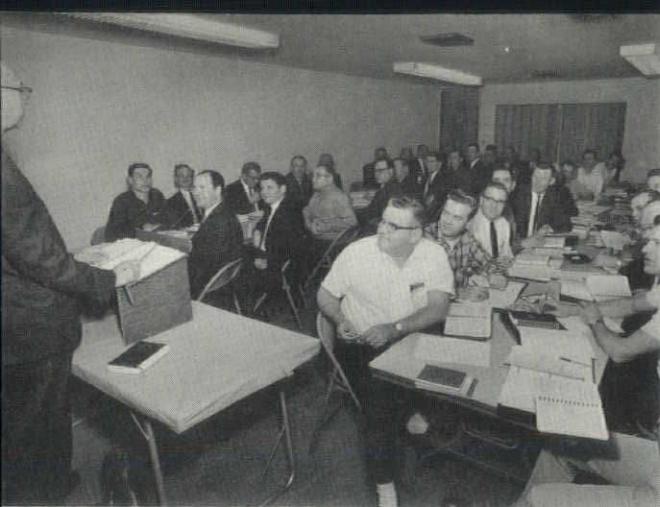
Manpower, the Vital Margin . . . electrically

A hard core of the NECA organization is the Chapter. The prime role of the Southeastern Michigan Chapter NECA, is to handle labor negotiation and administer the agreement for its members. It is a recognized fact in the electrical industry that to make labor-management relations harmonious there must be a continuous and intensive effort applied to adjust questions and grievances promptly.

The technical skill of the electrician is the cornerstone of the specialty business of electrical contracting. The safe application of electricity to use demands skill. The efficient and profitable producing labor in making the installation demands skill. The preservation of skill in a growing and rapidly changing technology requires continuous and expanding training of even those skilled craftsmen already in the industry. This requires continuous attention by the local electrical contractors applying imaginative planning and devotion to a mass of detail to carry on an adequate apprenticeship program. The apprenticeship and training programs that are truly effective and which approach a measure of adequacy exist only in communities such as Detroit where both Management and the Local Union are strong and have competent leadership on each side.

Continuing Education . . . electrically

16 Educational courses in the past three years have been conducted by the Southeastern Michigan Chapter NECA, for its members. Local electrical contractors have not only increased their business efficiency, assured faster and better planned field installations, but also it has made certain that members are using t



NECA Management Consultant presenting the Accounting Manual that has been developed for Electrical Contractors.



Southeastern Michigan Chapter, NECA, members attending one of the 10 weekly sessions on the 1965 National Electrical Code instructed by H. B. Love, Chief, Bureau of Electrical Inspection, City of Detroit.

most up-to-date techniques, materials and equipment.

Subjects studied by contractors include electrical estimating, summarizing the estimate, hourly labor cost studies, accounting practices, business structure, business appraisal, organizing for electrical contracting management, operation overhead, secondary power distribution and two National Electrical Code Courses.

Government by the people . . . electrically

Both locally and nationally considerable effort and attention is given to legislative activity on all levels of government. The electrical contractors legislative interest includes, but is not limited to, bidding practices, construction services procurement and contracting policies, labor law, power development and taxes.

Further, as the federal government is the largest single customer for construction services, liaison with government agencies is also an important function. Close contact with the federal construction procurement agencies is vital for three purposes: one to obtain information from them and to transmit it to members, second to present to the agencies the views of the industry, and third to provide for an informal adjustment of conflicts.

Sell the Sizzle . . . electrically

Sales training and market development activities of the NECA form the foundation for a planned and systematic effort to develop the present

markets of electrical contractors to their greatest potential and to identify and develop new markets. Three separate programs have been created thus far:

The National Sales Training Institute provides basic creative sales training for electrical contractors and their key personnel. Among the markets discussed are lighting — heating — maintenance — modernization — electronics and the residential markets.

NECA's Certified, Guaranteed, Insured electric comfort program is a two-day training course which combines instruction in design, heat loss calculation and installation with the all-important sales training necessary for the full development of this vast and constantly growing electric heat market. Participating contractors are certified by NECA through an examination at the end of the course.

The NECA guaranteed lighting program is the latest addition to the marketing courses available. This is a local sales promotion program aimed at the lighting and relighting-market. This program concentrates on commercial, industrial and outdoor lighting applications with emphasis on the sales aspects of the lighting market.

What in the World's Going On . . . electrically

As the design professional who initiates and oversees construction, the architect wants to keep abreast of developments in the construction field. One link with the increasingly complex world of electrical construction is the *Qualified Contractor*, the official

magazine of the National Electrical Contractors Association.

With some 3,000 architects and consulting engineers on its circulation list, QC is conscious of its responsibility to improve communications between electrical contractors and the design professions. It frequently carries articles about subjects of mutual interest to both groups, such as bidding procedures, specifications and the all-electric design concept. Every month it carries 50 or more pages of editorial material, including several pages of the latest electrical products which may give architects ideas for the "better way to build it."

Shortly after the first of the year one of the monthly issues of *Qualified Contractor* contains a complete roster of NECA contractors around the United States. This issue is indexed geographically as well as alphabetically. The local Chapter is certain that this can be very helpful to architects in finding qualified electrical contractors, both locally and in distant locations.

Architects or associates who want *Qualified Contractor* can obtain it without cost merely by notifying the local NECA Chapter Manager.

Information Please . . . electrically

Realizing an information gap has been hampering progress toward a more rapid acceptance of the all-electric concept in buildings, electrical contractors through the NECA have moved to fill this gap in with information. A need for accurate and objective information on the pros and

cons of the all-electric building has been evident.

Technological progress in electrical design has been so fast moving that people most vitally concerned have been faced with the impossible task of keeping up with it. New materials, equipment and installation practices come on the market weekly. These all involve safety, cost, space utilization and control problems that present a whole new set of economic consideration.

Keeping up with the Joneses is nothing compared to keeping up with electricity. Such is the problem of the designer, the architect and the engineer, concerned not only with the rapid changes in electrical application but revolutionary changes in other fields as well. Prior to NECA's program they have had to depend mostly on manufacturer's product literature and the claims and counter claims of the fuel competitors—gas and electric utilities.

To provide a more objective and less commercial guide to effective electrical use for the benefit of the customer, the NECA marketing department has developed an Electrical Design Library to provide good technical information about electrical construction, particularly about all electric installations.

Architects and electrical engineers will be informed in the near future on the basis this service will be available from your Local NECA Chapter.

Everything is Not Necessarily "Coming up Roses"

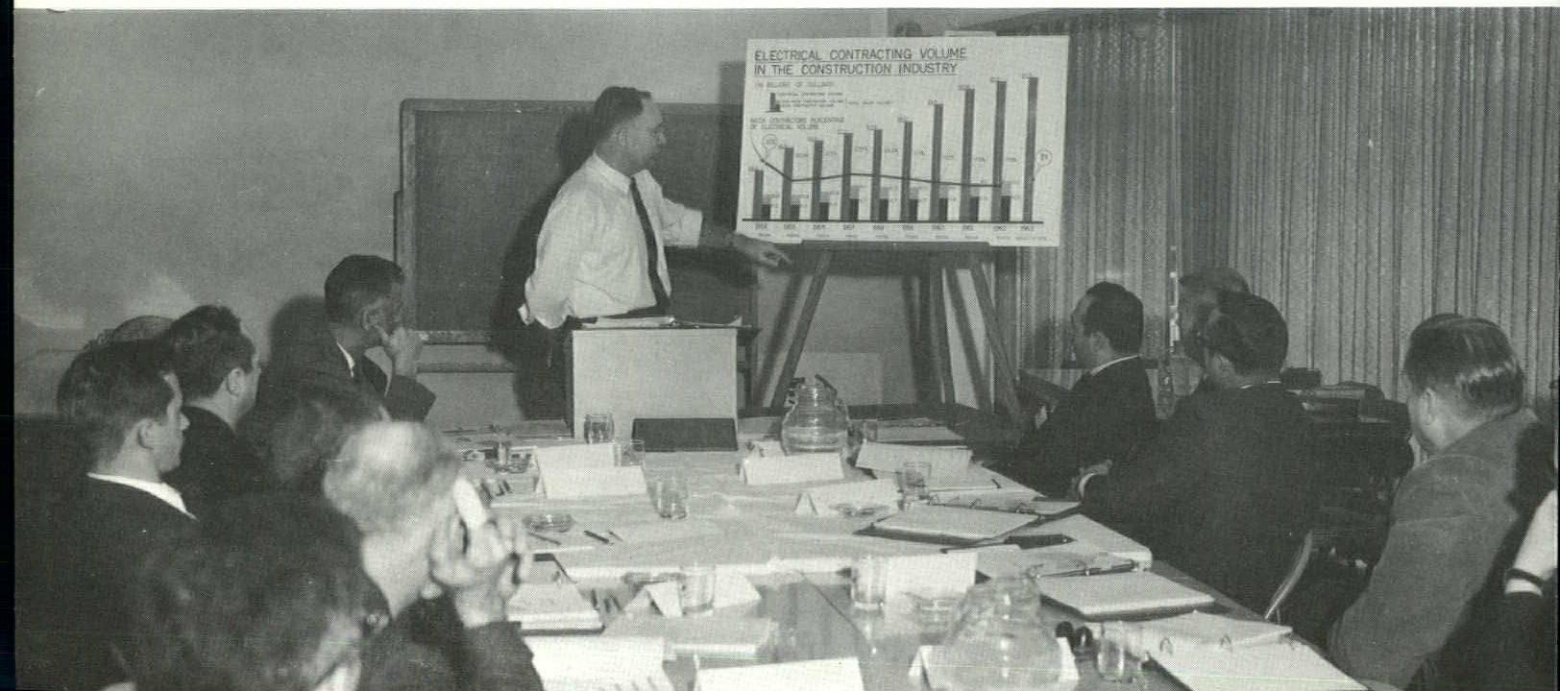
Electrical contractors have been able and willing to help themselves through their Association in recording some real progress with industry problems. However, it is in the best interest of our mutual customers—the public—that groups such as the Joint Construction Industry Committee continue to meet, define our problems, agree on solutions and take positive action.

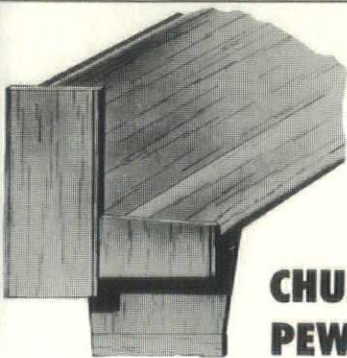
There are still several areas of concern by electrical contractors such as: excessive retention, stricter than necessary indemnification requirements, unnecessary cleanup charges, bid shopping practices and slow payments. NECA believes that these burdensome practices can be eliminated through greater cooperative effort with the AIA and other segments of the industry. We will do our part. Will you?

This Article has been provided by the Southeastern Michigan Chapter, NECA, whose Chapter Manager is Perry T. Shilts. Offices are located at 11000 W. McNichols Road, Detroit, Michigan 48221.

The Michigan Chapter, National Electrical Contractors Association, is managed by George Hands, with offices at 1026 N. Washington Avenue, Lansing, Michigan 48906.

Detroit NECA members attending the Electrical Contractor workshop on "Business Appraisal."





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*Saginaw Valley Chapter
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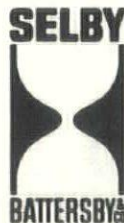
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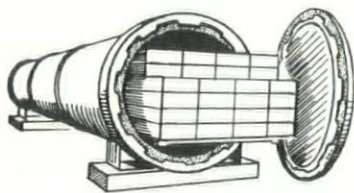
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CALENDAR

May 14-19

National AIA Convention, New York City. "The New Architect."

May 31 - June 3

Seventh Annual Conference of U.S. Institute for Theater Technology, Barbizon Plaza Hotel, New York.

June 28 - July 7

IX International Union of Architects Congress in Prague. Programs available from The Octagon.

August 3, 4, 5

MSA Mid-Summer Conference, Grand Hotel, Mackinac Island.

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1967 Saginaw Valley Awards Program

The Jury was composed of the following:

Chairman, Linn Smith, FAIA from Linn Smith, Demiene, Kasprzak, Adams, Inc., Birmingham, Michigan

Professor Edward V. Olencki, AIA, Department of Architecture, College of Architecture and Design, University of Michigan, Ann Arbor, Michigan

Robert G. Bell, AIA, from Fiell, Graheck, Bell and Kline, Traverse City, Michigan.

2

First Honor Awards

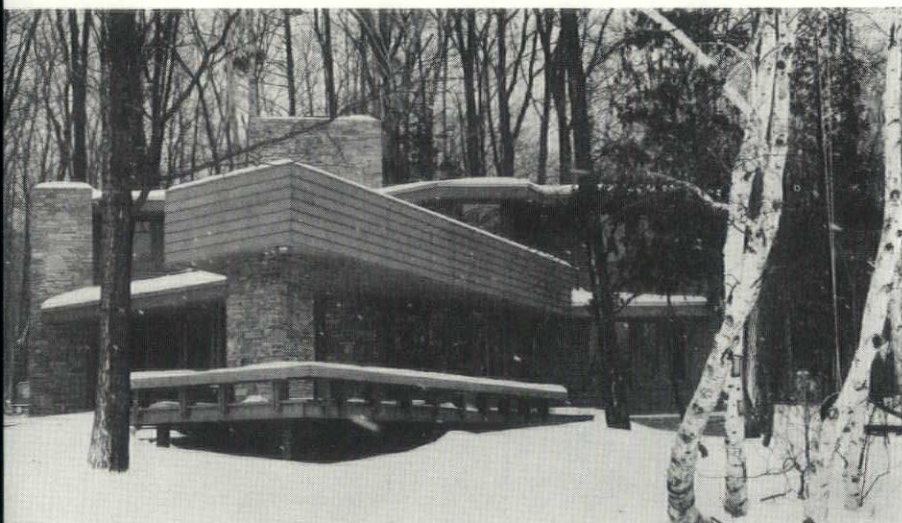
First Honor Award

A Vacation House for Dr. and Mrs. S. N. Smock

Jackson B. Hallet

Materials: Exterior: Onaway Stone, Cedar Siding, Vertical Grain Fir Custom Built Windows. Interior: Onaway Stone, Cedar Siding, Vertical Grain Fir Floors, Ceilings, and Cabinet Work.

A major requirement was the utilization of a small cleared area at the waterfront for beach and to take full advantage of a magnificent view to the West of the Sleeping Bear Sand Dune. Except for an old roadway leading to the waterfront, the remainder of the site was left in its heavily wooded natural state.



First Honor Award

First Congregational Church of Roscommon

Alden B. Dow Associates, Inc.

Materials: Exterior Walls. Wood sheathing. Floors: Carpet and composition tile. Ceiling: Exposed wood deck.

Laminated beams and redwood siding make up the form of this building built on the side of a hill so that there is a grade exposure on both levels of the church.

The bell tower hanging on the six inch pipe has metal louvers individually hung on chains, enabling them to move with the wind.





4

Awards of Merit

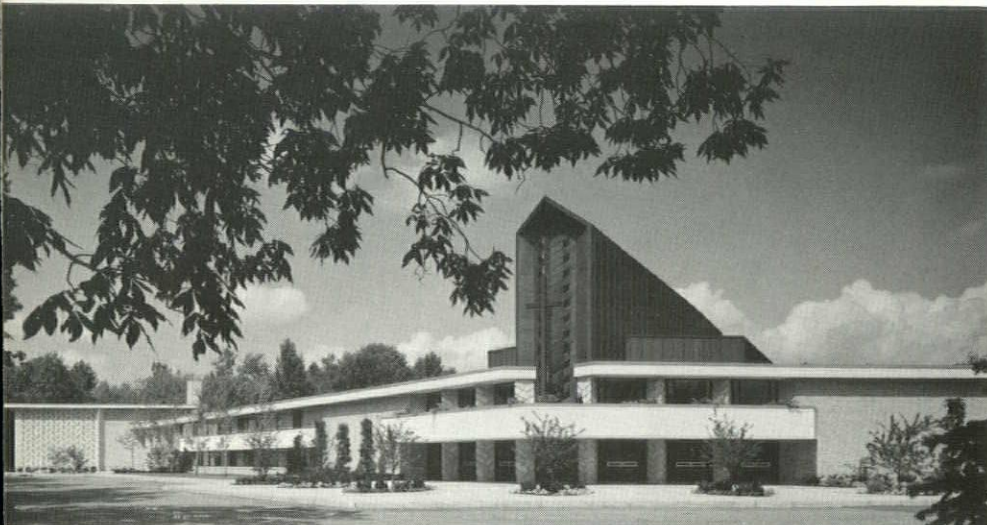
Award of Merit

Institute of Social Research University of Michigan

Alden B. Dow Associates, Inc.

Materials: Exterior Walls: Cement stucco and masonry. Interior Walls: Plaster and masonry. Floors: Carpet and composition tile. Ceiling: Ventilating acoustical tile.

Fundamentally, the building is planned with secretarial and work space running through the building opening on either side to large full-height windows and lined with enclosed offices or work spaces.



Award of Merit

Dearborn Presbyterian Church

Alden B. Dow Associates, Inc.

Materials: Exterior Walls: Masonry and precast concrete block. Interior Walls: Masonry and plaster. Floors: Carpet and composition tile. Ceiling: Plaster and acoustical tile.

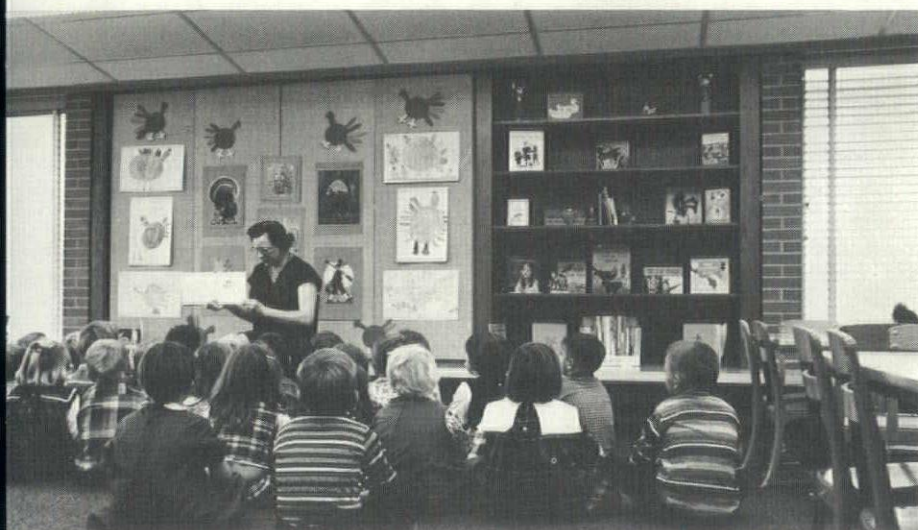
This building was designed around an equilateral triangular module; the columns are special designed blocks whose joints add a pattern that is carried throughout the church. In the chapel a similar form block pierced and glazed with colored glass creates a wall rich in pattern and color.



Award of Merit

Webber Elementary School

Prine-Toshach-Spears



Award of Merit

Trinity Lutheran Church

Prine-Toshach-Spears



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7 out of 10 roof leaks occurred around vents, drains & a/c units

Not a guess, but a fact verified by roofing contractors in Metropolitan Detroit who analyzed their call-backs on so called "leaks". The great majority of "leaks" occurred around vents, pipes, drains and A/C units and other projections which were installed AFTER the roofers had left the job.

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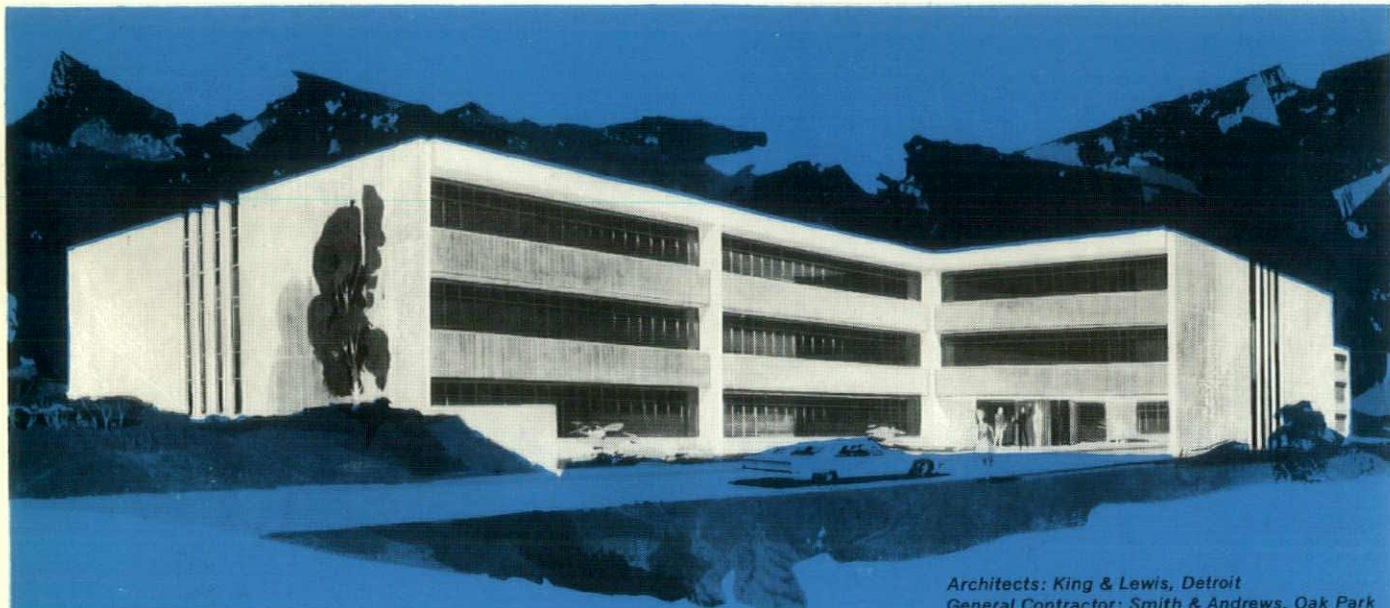
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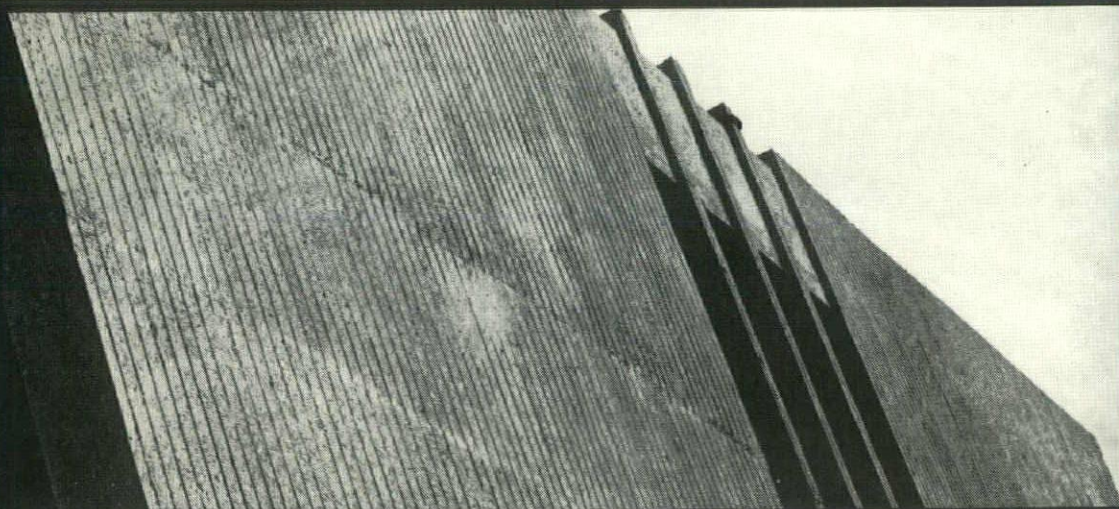




Architects: King & Lewis, Detroit
General Contractor: Smith & Andrews, Oak Park
Concrete Supplier: Clawson Concrete Co.

CASE IN POINT: CAST-IN-PLACE MASONRY PANELS

design by King
& Lewis uses
sand-blasted
exposed slag



Beauty and practicality combine to excellent effect in the sumptuous new 1500 North Woodward in Birmingham. Concrete masonry panels containing slag, the all-purpose construction aggregate, were cast in place with speed and efficiency. The panels were then sand-blasted to an eye-appealing rough textured appearance. The slag-based concrete also pays plenty of extra dividends. Its light weight makes it easy to handle, speeds construction. It's economical, too—costs less to buy, less to use. And with no volatile or combustible materials, it is highly fire-resistant. In any construction job, consider versatile Slag—the aggregate of many, many uses.

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February-March 1967

CONTEMPORARY BRICK BEARING WALL

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1520 18TH STREET, NORTHWEST, WASHINGTON, D.C. 20036

case
study

PARK MAYFAIR EAST Denver, Colorado

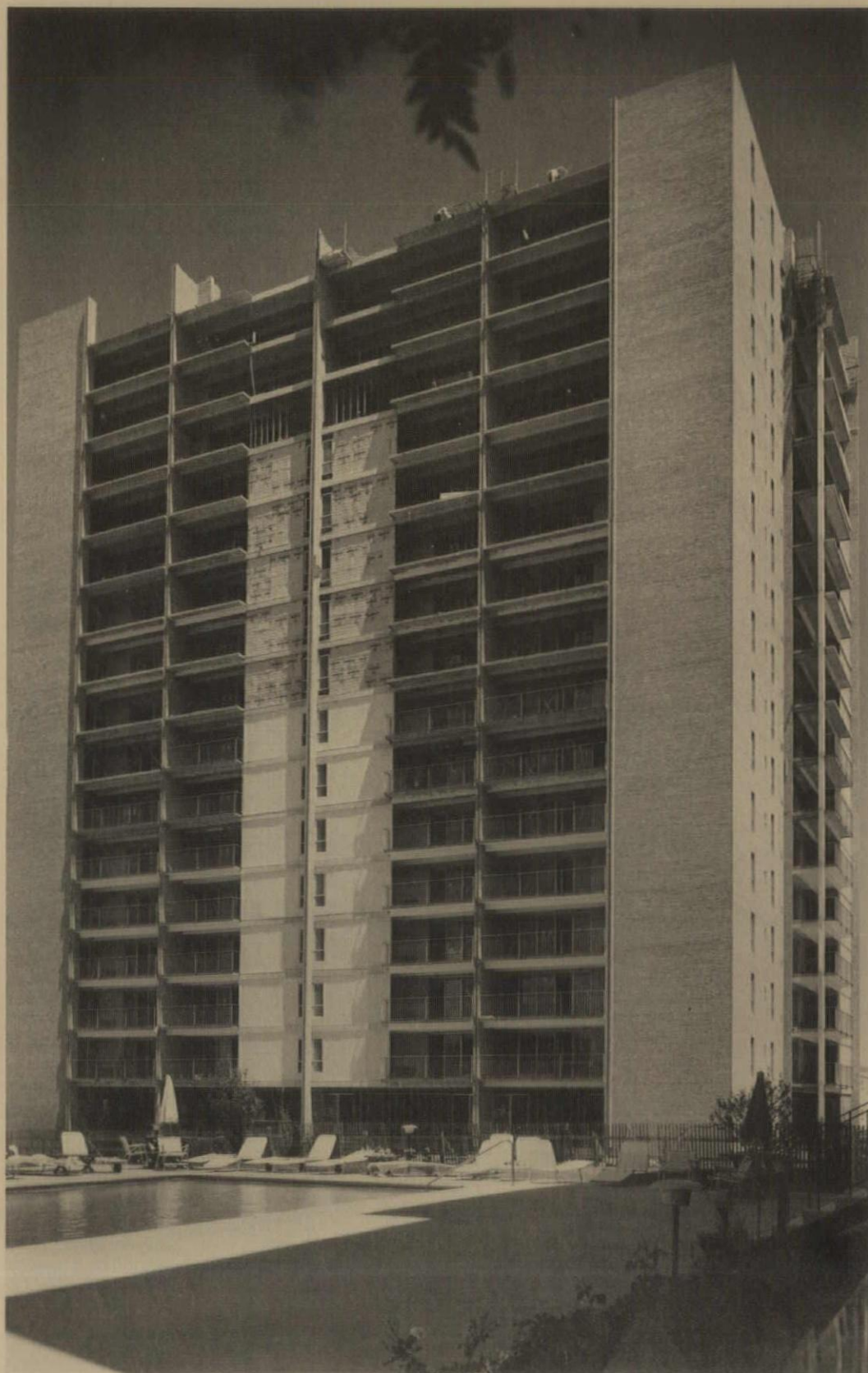
ARCHITECT
Anderson & Looms, AIA

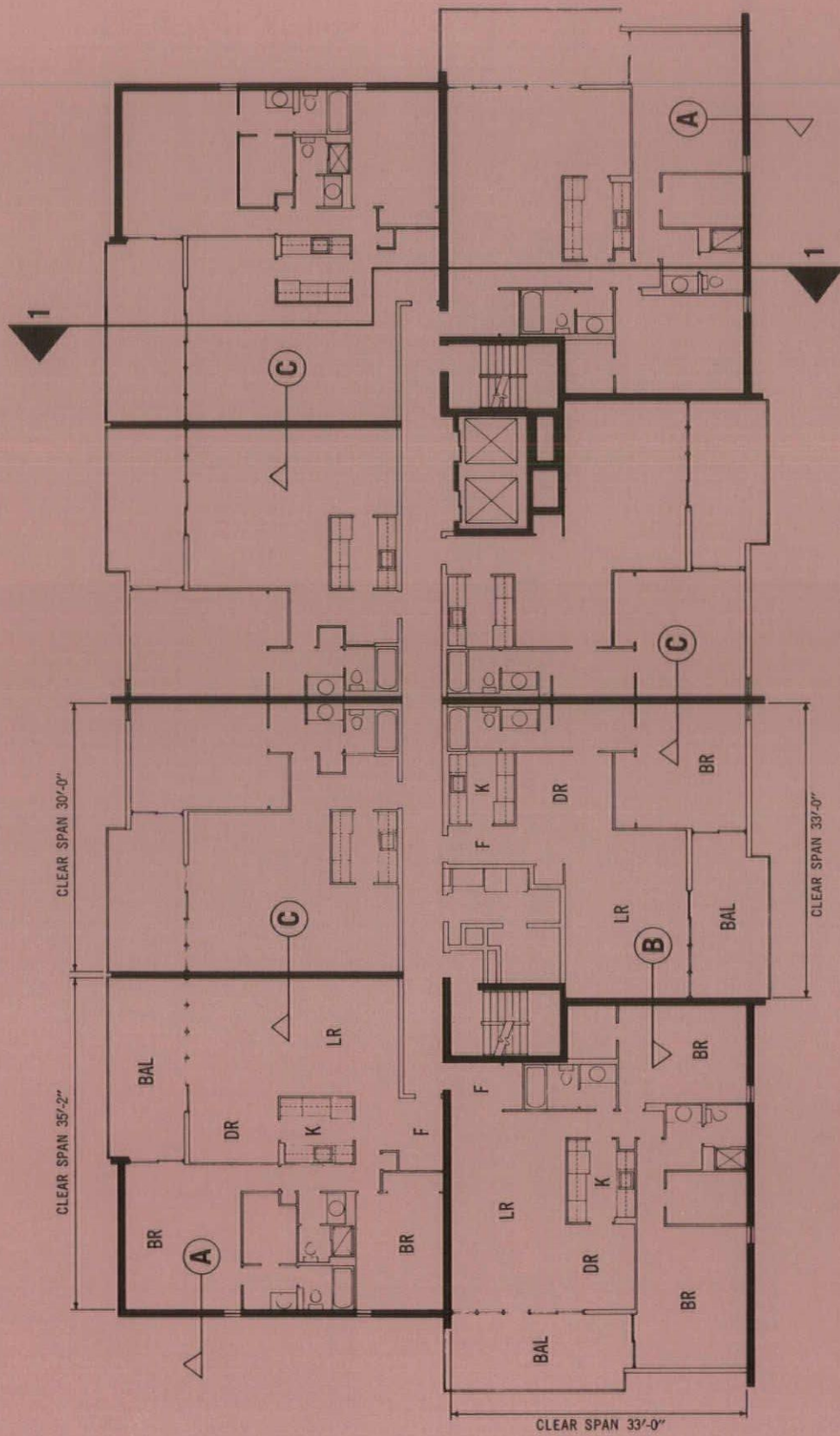
ENGINEER
George C. Hanson, PE
Sallada & Hanson

GENERAL CONTRACTOR
Harold A. Simpson
Development Company

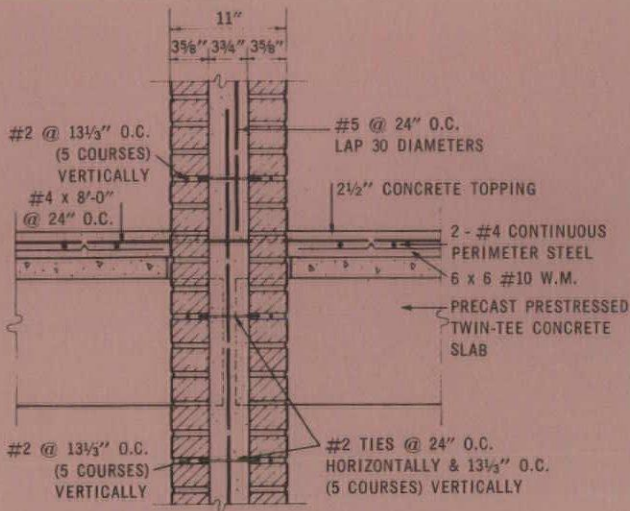
MASON CONTRACTOR
Dan Berich

OWNER
Park Mayfair East
Associates

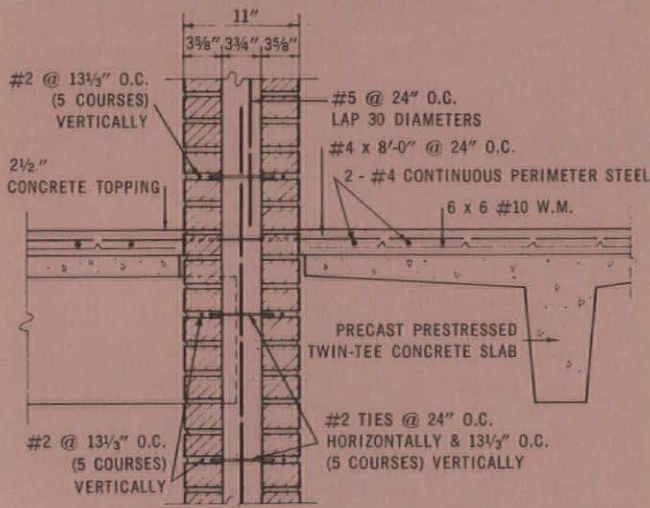




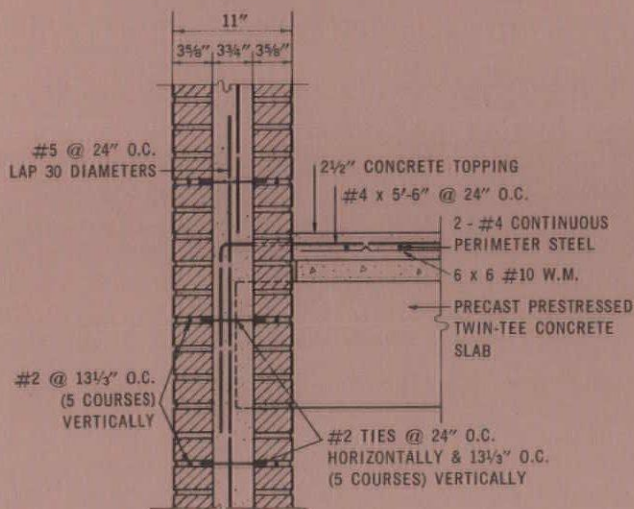
TYPICAL FLOOR PLAN



C
11-IN. BRICK BEARING WALL
SLABS BOTH SIDES



B
11-IN. BRICK BEARING WALL
SLABS BEARING ONE SIDE
SLABS PARALLEL OPPOSITE SIDE



A
11-IN. BRICK BEARING WALL
SLAB ONE SIDE

BUILDING DESCRIPTION

Park Mayfair East is a 17-story apartment building, whose brick bearing walls, 11 in. thickness, rise 165 ft into the Denver skyline. The building contains a total of 128 units with a parking garage for 110 automobiles. On floors 1 through 15 there are 120 apartments, ranging from 1000 to 1350 sq ft each, and floors 16 and 17 contain 18 luxury units with 2360 sq ft each. In the living room and bedroom of some of the apartments, an exposed brick wall creates a warm residential interior which has been enthusiastically received by tenants. In addition, each of the 8 luxury units contains a handsome fireplace.

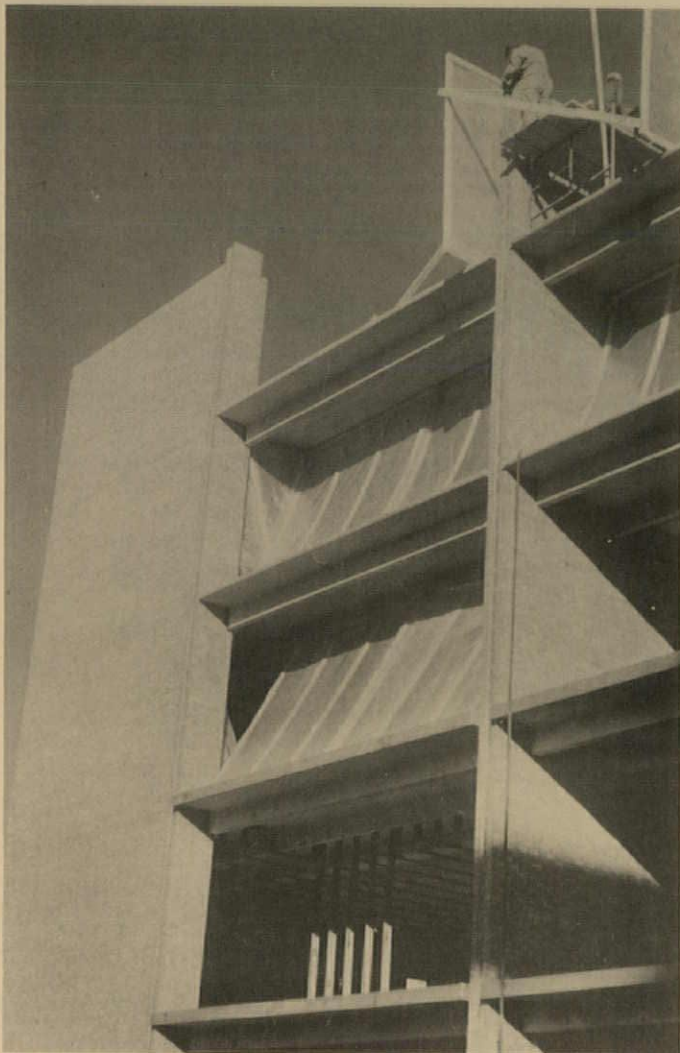
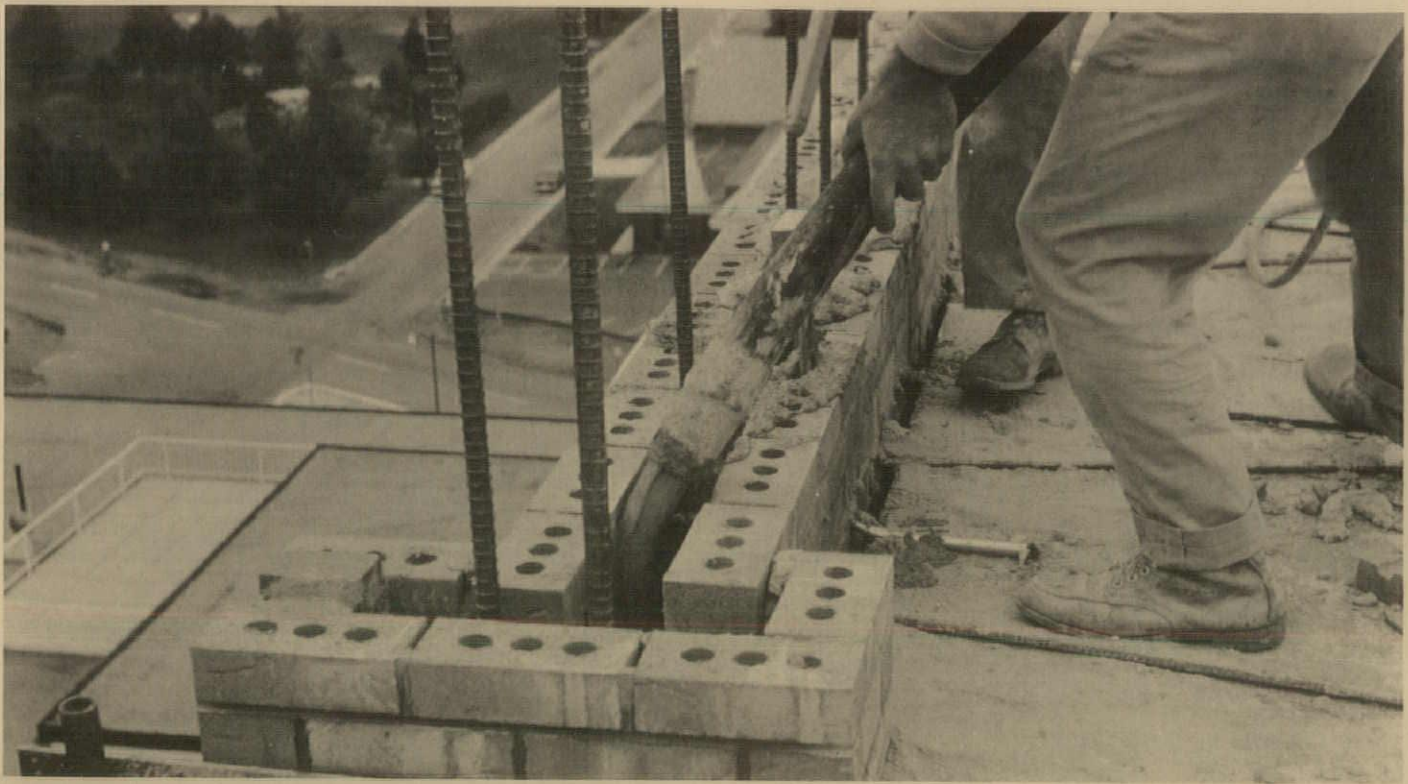
Originally this 128-unit apartment building was designed as a 14-story structure with a steel frame. Bids received in 1963 on the steel frame with the necessary additional fireproofing proved it would be more costly than a brick bearing wall structural system. In addition, the owners' previous experience with bearing wall buildings proved to them the significant advantages of masonry bearing walls acting as sound barriers between apartments. Other advantages which the brick bearing wall design offered were speed of construction and low maintenance. Consequently, Park Mayfair East was redesigned utilizing the brick bearing wall structural concept and three more stories were added to the design.

METHOD OF CONSTRUCTION

The construction of Park Mayfair East utilizes 11-in. reinforced brick bearing walls for the full height of 165 ft. The 14-in., pre-cast concrete, twin-tee floor system is used for spans that vary from 32 ft to 37 ft.

BRICK WALLS: The 11-in. brick bearing walls began at the ground level on 12-in. thick reinforced concrete grade beams supported by concrete caissons. The walls consist of two wythes of 4-in. brick with a 3-in. reinforced grout core. The walls were laid as "cavity" walls with the wythes held together by 1/4-in. steel ties spaced 24 in. horizontally and 13 1/3 in. vertically (every 5th course). The bricklayers worked from each floor after it was placed so that only one level of scaffolding was required for each story. The exterior walls were laid overhand from the inside, eliminating the need for exterior scaffolding. As the brickwork was started at each floor level, cleanout holes were left at the bottom. A strip of polyethylene plastic was placed at the bottom of the cavity to catch any mortar droppings. With no steel in the cavity and the concern of mortar dropping eliminated, the bricklayers were able to lay brick much faster.

FLOOR SLABS: When the height of the walls reached the bearing level of the floor system, a mobile crane placed the 8-ft wide, precast, twin-tee slabs on the top of the empty cavity walls. This occurred at times when the brickwork was less than one day old. Only the stems of the slabs bear on the walls. A 1/8-in. thick neoprene pad was placed under each stem to provide uniform bearing. The 2 1/2-in. concrete topping was placed on the slab a floor or two below the level where the bricklayers were working. This simplified coordination of trades and permitted easy protection of the topping.



PREPARATION FOR GROUTING: After the floor slabs were placed, bricklayers filled in between the stems of the twin tees to bring the wall level even with the top of the slabs. The mortar droppings were removed with the plastic sheets through the cleanout holes. Dust left in the cavity was blown out with compressed air. This "dry-cleaning" method avoided the staining of walls below the cleanout holes, as might have happened with water cleaning. The required "minimum" horizontal steel of $\frac{1}{4}$ -in. pencil rods $13\frac{1}{2}$ in. o.c. had been placed in the mortar joints of every 5th course as the walls were built. The vertical steel of #5 bars 24 in. o.c. was placed in the cavity and tied to the steel from the story below. Following the placing of steel and prior to grouting the cleanout holes were bricked in.

GROUTING: The walls were grouted as each story was completed. The fact that the twin-tee concrete slabs were in place and could be used as a working surface from which to grout the walls proved to be a distinct advantage. It is estimated that working off the deck of the slabs reduced the cost of the grout placement by 50 per cent. The grout, composed of portland cement, sand, and pea gravel, was delivered to the job in ready-mix trucks. The 9-in. slump allowed the grout to be pumped through a $2\frac{1}{2}$ -in. metal pipe for the full height of the building. The grout was pumped from the metal pipe, through a flexible hose across the floor and down into the cavity. The cavity was filled in two lifts, one 4 ft and the other $4\frac{1}{2}$ ft. After each lift, the grout was vibrated with a $\frac{3}{4}$ -in. diameter vibrator, and after 30 to 45 min it was reconsolidated by additional vibration. As soon as the grouting was completed the masons were back at work, building walls for the next story.



EASE OF CONSTRUCTION

FEWER TRADES: Harold Simpson, general contractor and part owner, commented: "Fewer trades on each project help keep the job running more smoothly. In our case, the bricklayers laid the brick, placed the reinforcing rods, grouted the walls, and then later cleaned them. This drastically reduced the numbers of carpenters and iron workers needed. . . . With each floor laid out virtually the same, it's like building seventeen one-story buildings, one on top of each other, with the inherent savings you receive with repetition and simplicity."

HIGH MASON PRODUCTIVITY: According to the masonry contractor, Dan Berich, the simplicity and coordination of construction made it possible for bricklayers to average 1000 brick in place per day. Placing the vertical reinforcing steel after the brick were laid, and using the high-lift method, which permitted full story grouting after the brick were in place, contributed to high bricklayer productivity.

WINTER CONSTRUCTION: Construction of Park Mayfair East started December 1, 1965 and topped out July 15, 1966. Therefore, most of the brick bearing walls were built during the winter. However, this presented no serious problems. Mr. Simpson reports: "An

important part of the brick bearing wall system is that, after the bricklayers have finished the walls for one story and the slabs have been placed, it is a simple thing to close in the windows with plastic and heat the entire floor. Then the brick walls may be grouted and the slab topping poured during subfreezing weather with little or no delay. We were able to continue construction through a rather severe winter and this provided us with a considerable savings in interim financing."

BETTER BUILDINGS, FASTER AT LOWER COST OWNER: As part owner of Park Mayfair, Mr. Simpson gave these reasons for using the brick bearing wall structural system: ". . . As an owner, the number one consideration is lower initial and future costs, which means we can charge lower rents and have lower vacancy rates. The next important single criterion of a good apartment is sound control. For this, the 11-in. wall of brick and grout gave us a sound resistance of 58 decibels which is excellent. Another important aspect is the shorter construction time which allows earlier occupancy. This means lower interest payments on construction loans and earlier rent payments. In fact as the building was being topped out, some of the lower floor apartments were complete with carpets and draperies, and future tenants were visiting the fully furnished display apartments."

CONTRACTOR: ". . . As a contractor, I look at this brick bearing wall structural system much the same as an owner, but with some differences. The faster erection time is very important because time is money. Brick bearing walls give me lower costs and faster erection by being the structural system as well as the enclosure walls. When the bearing walls are complete and the floor slabs have been placed, we have only to insert the windows and (1) the floor is closed in, (2) the exterior walls are complete, (3) the structure is fireproof. In addition, we have fire walls between apartments and many of the interior walls are also complete. This is not true with a steel or concrete structure. This finished building, including appliances, draperies, carpeting and landscaping, **cost \$12.25 per sq ft of floor area.** This total includes some costs that would not have to be duplicated if we constructed the buildings again, but, with labor and material cost increases expected in the future, a new building similar to this one would probably cost about the same."

STRUCTURAL ENGINEER: George C. Hanson, the structural engineer for Park Mayfair East, summarized the use of the contemporary brick bearing wall aptly: ". . . The masonry bearing wall has many advantages. In addition to being a very good structural system, three of its most important features are sound control, speed of construction, and economy of construction. Sound control is important in order to isolate living quarters and office areas, and to insure privacy. Privacy leads to continued occupancy and continued rental. Speed of construction is quite fast and reduces total construction time, which in turn allows for earlier rental of the building. Economically, the structure will be equivalent to, or less costly than, most other types of construction by the very nature of using the walls as a structural material rather than only as a closure material."

DESIGN DATA

Floor area of living, excluding
basement and garage 176,300 sq ft
Number of units 128 apartments
Parking garage 110 autos

STRUCTURAL DESIGN REQUIREMENTS**Live Loads**

Apartments 40 psf
Balconies 60 psf
1st floor corridors 100 psf
Upper floor corridors 40 psf
Partitions 10 psf
Roof 30 psf

Wind Loads

Less than 30 ft 25 psf
30 to 49 ft 30 psf
50 to 99 ft 40 psf
Over 100 ft 45 psf

Earthquake

Seismic Zone No. 1

Masonry

Maximum $f'_m = 3500$ psi
Allowable $f_m = 900$ psi (flexural compression)
Allowable $f_m = 675$ psi (axial compression)

TYPE OF CONSTRUCTION

Brick loadbearing
Loadbearing walls, exterior and interior:
11-in. reinforced grouted brick.

Floors

14-in. precast, prestressed, twin-tee concrete slabs

CONSTRUCTION SCHEDULE

Material	Number of days required per story	
	Winter: Dec.-Mar.	Spring-Summer: Apr.-July
Brick & reinforcing	8	5
Grout	1	1/2-1
Setting slabs & filling in between stems of concrete twin-tees	1-2 <u>10-11</u>	1-2 <u>7-8</u>

COST DATA

Total cost including basement, garage,
appliances, drapes, furniture in public
areas and landscaping \$2,160,000

Cost per square foot of living area excluding
basement and garage \$12.25 per sq ft

Cost per square foot of floor area for brick
bearing wall structural system
Reinforced brick walls \$ 1.15 per sq ft
Twin-Tee concrete slabs 0.85
Concrete topping 0.30
\$ 2.30 per sq ft

Cost per square foot of 11-in. unexposed building
brick bearing wall
Two wythes @ \$0.92 \$ 1.84 per sq ft
Grouting cavity 0.41
Reinforcing bars 0.07
\$ 2.32 per sq ft

Cost per square foot of 11-in. exposed facing
brick bearing wall
Two wythes @ \$1.17 \$ 2.34 per sq ft
Grouting cavity 0.41
Reinforcing bars 0.07
\$ 2.82 per sq ft

Cost comparison of steel frame versus brick
bearing wall structural system when bid
received in 1963

Steel frame, 128 units, 173,000 sq ft, 14 stories	\$2,210,000
Brick bearing wall, 128 units, 173,000 sq ft, 17 stories	<u>2,100,000</u>
Additional cost for steel frame	\$ 110,000 or 5.25%

TYPE OF BRICK

Facing brick, brown blend, sand faced:

2 1/4 by 3 3/4 by 7 5/8 in.

Building brick: 2 1/4 by 3 3/4 by 7 5/8 in.

and 2 1/4 by 3 3/4 by 11 1/2 in.

Utility brick for stairwell and elevator shaft:

3 3/4 by 5 3/4 by 11 5/8 in.

GROUT

Mix: 1:3:2 (Portland cement - sand - gravel)

Slump: 9 in.

MORTAR

Type: S

Mix: 1:1/2:4 1/2 (Portland cement - hydrated lime - sand)

QUANTITY OF BRICK

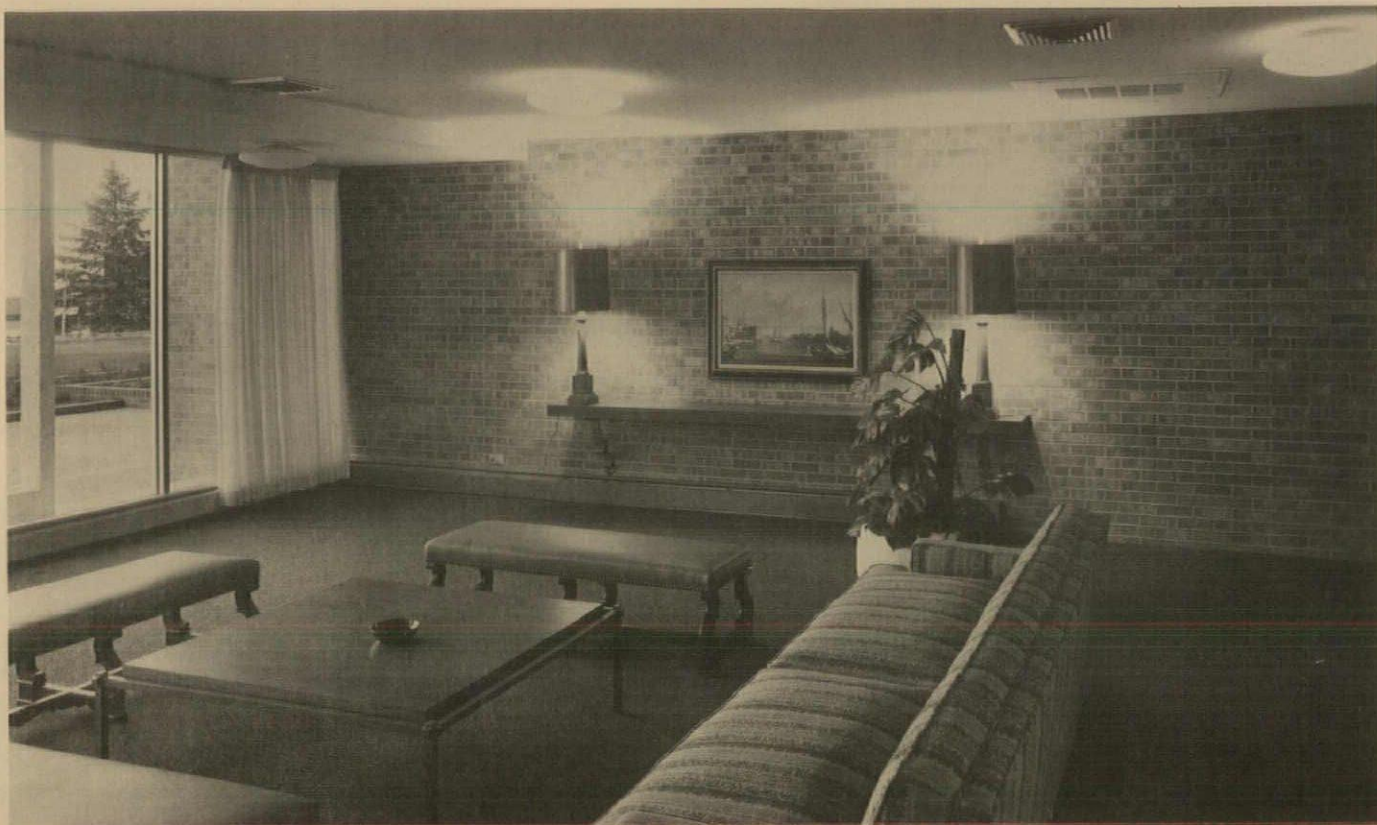
Facing brick	416,000
Building brick	653,000
Utility brick	58,600 (211,000 equivalent)
Pavers	4,300
Facing brick for fences, planters	<u>38,500</u>
	1,322,800 Brick Equivalent

FIRE RATING OF WALLS

4 hr

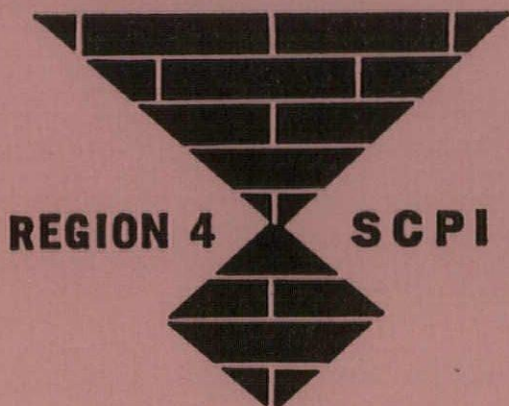
SOUND RESISTANCE

58 decibels



CONTEMPORARY BRICK BEARING WALL

case
study



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