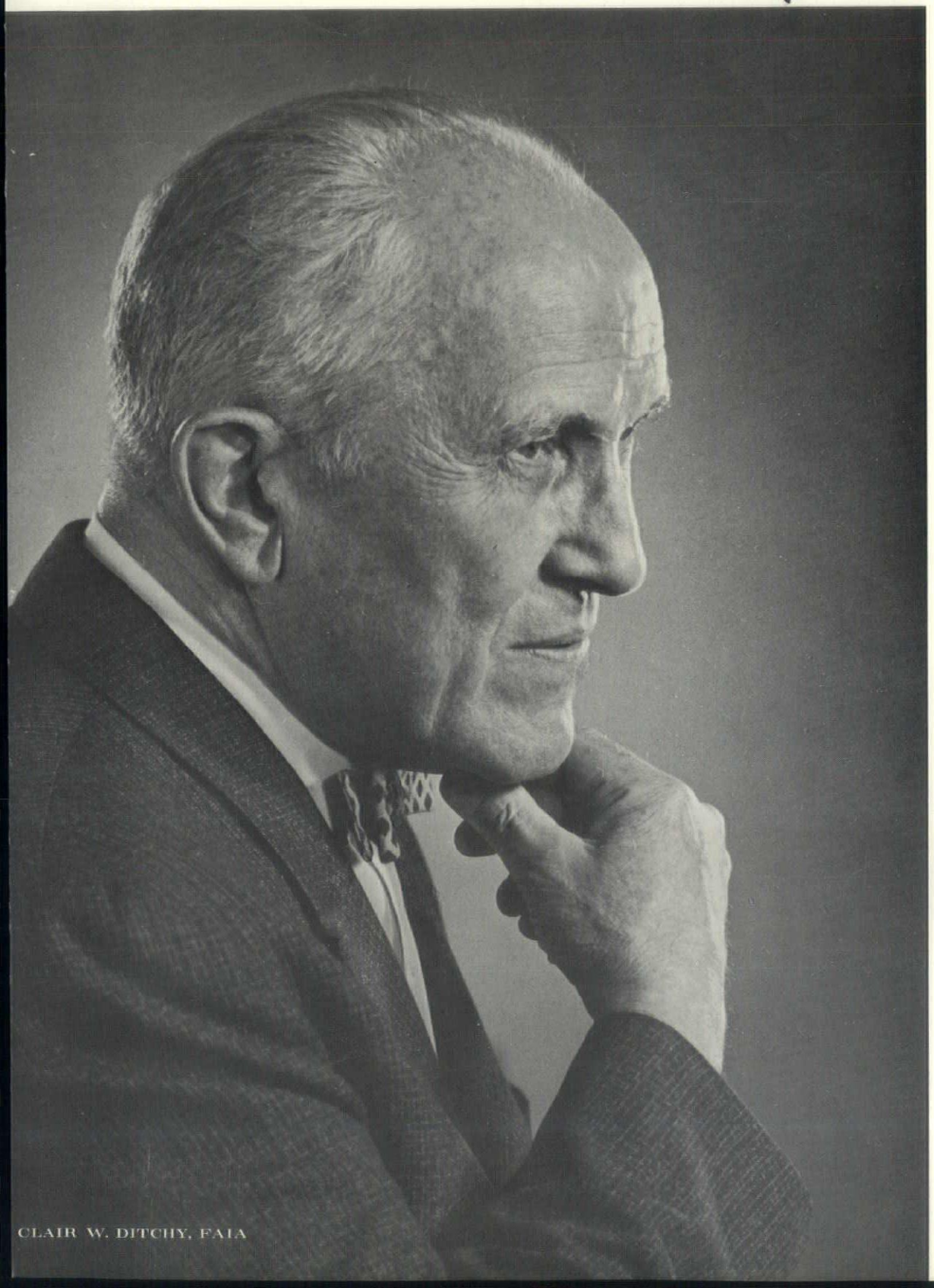
BULLETIN



CLAIR W. DITCHY, FAIA

michigan society of architects september 1967 50c

Rate Schedule 10 paid her salary last year.

And Simon Kachaterian, Superintendent of the Taylor Township School District, couldn't be more pleased.

All 28 of his district's schools are heated with Gas. Their 17 school cafeterias cook with Gas, too. According to Mr. Kachaterian, "Rate Schedule 10 saved the system enough money on both operations to more than pay one teacher's salary last year."

What is Rate Schedule 10, you say? It's a new, lower rate available to all schools, public and denominational, from elementary through college. It applies to Gas used for any and all purposes—heating, cooking, incineration, air conditioning, water heating or laboratories.

If you're planning a new school, or thinking of updating an outmoded heating system, Rate Schedule 10 is one more reason to pick Gas (other reasons being lower installation and maintenance costs, cleanliness, trouble-free operation and many more).

To learn exactly how much you can save with Gas and Rate Schedule 10, our engineers will prepare a comparative fuel study for you. A phone call to our nearest office will start things rolling. Or write Fred H. McIntire, Vice-President—Sales, Michigan Consolidated Gas Company, One Woodward Avenue, Detroit, Michigan 48228.

Who knows? Your schools too, may be a teacher's salary to the good. Perhaps even two.

MICHIGAN CONSOLIDATED GAS COMPANY

Niles Township High School, Skokie, Illinois *Orput-Orput & Associates, Inc., Rockford, Illinois*

problem:

Design a building for the Niles Township High School District No. 219 which compliments the surrounding urban complex. In addition, create individual schools for each high school grade (except for labs, etc.) within a total school environment.

solution:

Located east of an expressway and west of a shopping center, the school design called for a feeling of strength and beauty and an inviting environment which was accomplished through the use of brick in earth tone colors. Inside corridor walls and lobby areas also compliment the design by using the same brick tones. Brick patterns have been imaginatively used on the exterior as well as the interior to create flexibility and individuality through the use of the same material—brick.

REGION 4 SCPI

REGION 4—STRUCTURAL CLAY PRODUCTS INSTITUTE 2556 Clearview Ave. N. W., Canton, O.; 15200 S. Deepwood Lane, Chagrin Falls, O.; 100 Fleet St., Pittsburgh

EDITORIAL

"Hasn't the plane gotten here with our oysters yet?"

"Shall we send some canapes down to those cute soldiers standing around the lobby? They looked hungry."

"Hand me the corkscrew, will you?" "Hell no! The army'll feed 'em—no use wasting caviar on them—might as well throw it to those trigger happy coons!"

"Let's move a few floors higher up. Maybe it will be quieter. Between the sirens and the gunfire I can't get in a party mood!"

"Did I tell you our library got another award?"

"Burn baby, burn!"

What a vivid example we had in July, 1967 of the maxim 'as ye sow, so shall ye reap!' Architects, so busy adding the shiny new bits and pieces to the physical environment, have managed to avoid confrontation with the mean and dirty aspects of someone else's environment, and are as guilty as anyone in causing July's explosion. We have spent as much time as anyone else, and as unsuccessfully, in trying to find a clear cut scapegoat. Aren't we all—everyone in this nation—guilty of so many little contributions to the decay that manifested itself so brutally on our own doorsteps? Some want to heap all the blame on Mayor Cavanagh, crying out that his were the frantic actions of an inept and inexperienced little man when the chips were down—but we put him there. He talked well.

Others want to blame the President, the police, the guard, or just about anyone else—except ourselves.

But it does no real good to rant and rave at the politicians—or the landlords—or the bankers or loan sharks. This is simply additional evidence of the decay of our noble Society. We have a great many chances to blame others, so many in fact that it must surely become evident sooner or later that we are all in it together. The real tragedy is that every one of us, each in his own way, is behaving much as legend tells us that Emperor Nero did in the famous fiddling scene. We have a good thing. We are comfortable. Our world is secure. But July of 1967 showed us that maybe our world isn't so secure, and in fact could be in pretty shaky shape indeed. Detroit has its magnificent acreage of urban renewal all right, and certainly what is there is physically better than what was there before—but has it answered the anguished screaming of 12th Street? Obviously not.

The illogical and often incomprehensible arrogance with which each one of us tends to look at the world around us is a variable thing. Those who are farther along in the scheme of things can afford to make greater assumptions, and to write off as not worth the time and effort it would take to worry about it, matters that mean more to some others than life itself. How often do we hear the phrase "oh, it couldn't happen here!"? We may well be beyond the stage when all the talk of Civil Rights we have heard in recent years will have a shred of meaning. "Civil Rights," after all is really a surface thing, and something supposedly inherent in our lives in this country. We don't yet all have this protection—but we are perhaps beginning to see that the desperation of 12th Street comes from much deeper in the human soul than any set of rules can reach. It may be too late for this kind of action.

What has been gained by the riots of last July? We can see some of our politicians and other functionaries in a stronger light; someone has to pay an awfully large cash bill; and we have another series of investigations and conferences underway at various levels, most of which seem destined again to mire in nothing but talk, with maybe a buck or two thrown in. But what has actually happened that will help to germinate some real hope for redress of the wrongs of so many years? Can we return honestly to some of the fine sounding slogans and cries to which we pay lip service, condescendingly and with embarrassment, on national holidays and other times when it looks good? The answer must come from you—from deep inside of your soul. Let us lay off trying to blame the petty little public officials for trying to blame other petty little public officials, or for apparently not knowing or caring what to do when the crisis came. Let us rather try to absorb as much as possible of what has been written in recent weeks, and honestly try to apply the gist of this thought to our own particular circumstances.

No one should be exempt from this advice, from the Corporation Presidents to the snipers and arsonists themselves. What happened last July is everyone's fault, and each of us had damn well better search out the causes and take meaningful action to correct the smoldering deficiencies and to obliterate the moral desolation and despair that brought it on.

We have had a very real, very close, and very physical demonstration of the meaning of "Burn, baby, burn!" Let us fervently pray that these pathetic and desperate words have been etched forever onto hearts in Michigan and everywhere else—east and west, democratic and republican, AIA and UAW. And let us hope that in the etching process some cockiness and cynical self esteem have been singed out of existence. Or must Bloomfield Hills and Grosse Pointe be next?

DAVID L. WILLIAMS, AIA

BULLETIN

michigan society of architects september 1967

Volume 42—No. 9

Monthly Bulletin, Michigan Society of Architects, the official publication of the Society; all Michigan Chapters of the American Institute of Architects; Women's Architectural League of Detroit (WALD); Producers Council, Inc., Michigan Chapter; Builders & Traders Exchanges of Detroit, Grand Rapids and Lansing is published monthly by the Michigan Architectural Foundation; Editorial and Advertising Offices—28 West Adams, Detroit 26, Michigan, Phone 965-4100.

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NEWS

Lippold Featured Speaker at DC Allied Arts Festival

Richard Lippold, noted sculptor, will be the guest speaker at the Allied Arts Festival sponsored by the Detroit Chapter, AIA. The Festival will be held on Saturday, September 23, on the grounds of the Cranbrook Academy of Art.

This is the inaugural event in the three month observance of the 80th Anniversary of the founding of the Detroit Chapter.

The purpose of the Festival is to bring together Architects, Landscape Architects, Planners, Interior Designers, Artists, Craftsmen, and Gallery Directors to discuss mutual problems and promote the integration of the Arts.

Program

5:00 P.M. to 7:00 P.M.
Cocktail Reception and Assembly at The Perystyle between the Galleries and the Library.

Carillon Music by Mrs. R. Buchanan.

5:30 P.M. to 6:30 P.M.
Guided Tours through the Cranbrook Academy Gardens.

5:45 P.M. to 7:15 P.M.
Symphony Quartet
Members of the Detroit Symphony Orchestra

7:15 P.M. to 8:30 P.M.
Gala Dinner

8:30 P.M.
Guest Speaker Richard Lippold

9:30 P.M.
Opening and Viewing of Special Exhibits, Cranbrook Academy of Art Galleries, Retrospective Exhibition of Work by Maija Grotell

Student Exhibit

Allied Arts AIA Exhibit "Fountains in Modern Architecture"

Reservations are limited to 250 persons. Cost for the festival is $10.00 per person, reservations may be made by calling or writing to the Chapter Headquarters: 28 West Adams, Detroit 48226. (313) 965-4100. Checks to be made payable to the Detroit Chapter, AIA. All tickets will be held at the door.

Registration Board Roster Available

The Department of Licensing and Regulation, Board of Registration for Architects, Professional Engineers and Land Surveyors announces that the 1967 Roster of Architects, Professional Engineers, and Land Surveyors are now available.

There is a charge of $2.00 for these rosters, and they may be obtained by sending a written request to The Department of Licensing and Regulation, Board of Registration for Architects, Professional Engineers, and Land Surveyors, 200 Lafayette Building, Detroit, Michigan 48226, with your check or money order in the amount of $2.00 made payable to the State of Michigan.

Computer Study on Architectural Education

The AIA is now offering a study recently completed by the Association of Collegiate Schools of Architecture on the current role of the computer in architectural education.

A limited number of these booklets is available for $1.50 a copy, and all orders should be accompanied by check. Requests for the booklet, titled "The Computer—Its Current Role in Architectural Education," should be addressed to: Ben H. Evans, AIA, Director of Research Programs, The American Institute of Architects, 1735 New York Avenue, N.W., Washington, D.C. 20006.

Registration Board Examination Schedules

The Department of Licensing and Regulation, Board of Registration for Architects, Professional Engineers, and Land Surveyors announces changes in the Architect and Professional Engineering Examinations for the year of 1968.

Architect examinations will be held on all seven parts in March and September. The deadline date to file for the March examination is February 1st. The deadline date to file for the September examination is August 1st. The Architect examinations will no longer be held in December and June.

Architect examinations will be held in only three locations: Detroit, Houghton, and Grand Rapids.

Engineer-in-training examination will be held in December, 1967 at Detroit, Ann Arbor, East Lansing, and Houghton only. November 1st is the deadline date to file for the December examination.

Engineer-in-training examination will be held in June at Detroit, Ann Arbor, East Lansing, Grand Rapids, Bay City, Jackson, and Houghton. The deadline date to file for the June examination is April 15, 1968.

Professional Engineering examination will be held in June, 1968 at Detroit, Ann Arbor, East Lansing, Grand Rapids, Bay City, Jackson, and Houghton, and April 15 is the deadline date to file for June, 1968 examination.

Professional Engineering Examination will consist of 2 parts: Part I—8 hours (Engineering Fundamentals) Part II—8 hours (Practical Experience).

Applicants who must repeat either Parts IIA or IIB must write the 8-hour Part II Examination on Practical Experience; no longer any subdivision between Parts II and III, or Parts IIA or IIB.

Land Surveyor Examination will be held in June, 1968 at Detroit, Ann Arbor, East Lansing, Bay City, Grand Rapids, Jackson and Houghton. Deadline date to file is April 15, 1968 for this examination.

Blessing Appointed to Fellowship Board

Robert L. Durham, FAIA, President of the American Institute of Architects announced the appointment of Charles A. Blessing, one of four men appointed to a National Selection Board for the newly established Eaton Yale and Towne Inc. urban design fellowship.

Others on the Board are architect Archibald C. Rogers, FAIA, of Baltimore; urban design educator Burham Kelly, AIA, Dean of the College of Architecture at Cornell University; and architectural educator Charles W. Moore, AIA, Chairman of the School

In Memoriam

CLAIR W. DITCHY, FAIA

1891–1967

The passing of Clair Ditchy is a real loss to our profession. He will long be remembered by many friends not only in Detroit and in Michigan, but also across the nation. The esteem in which he was held among his contemporaries was evidenced by the large group who came to pay their last respects. The Institute was represented by the presence of Mr. Robert Durham, our president, who came from Seattle, Washington. Clair was also respected by the many members of the Builders and Producers Council groups who had known him over many long years.

He was one who always took great pride in his profession and conducted himself accordingly. He was ever ready to give freely of his time and energy to promote the interest of the A.I.A. and the Michigan Society. As a Regional Director of the A.I.A., as President of the Michigan Society of Architects and finally in the exalted position as head of the American Institute of Architects, you could always count on Clair to give his best, in his quiet, dignified manner.

Claire was quite an orator. He had definite ideas of what ethical practice should be and never hesitated to say so. What is more he practiced what he preached.

In addition to his activities in the Architectural Societies, he served as director on the Board of the Founders of the Detroit Engineering Society and of the Michigan Engineering Society. He had been Chairman of the Associated Technical Society of Detroit and Vice-President of the Detroit International Council. Another position was that of director and secretary of the Citizens Housing & Planning Council.

Notwithstanding all of the above activities, he had managed to maintain his own practice and to turn out a number of good size projects of various types, including schools, hospitals, public buildings, housing projects, etc. For a large portion of his career he was associated with other architects including J. I. Dise, Leo Perry, Verne Sidnam, and finally with Walter Dole who undoubtedly has had to carry a heavy part of the burden during Clair's illness.

Many of his contemporaries, including the writer, first met Clair shortly after he had finished with schooling at U. of M. and joined the staff at Albert Kahns' office, about 1915. We got to know him well throughout the years as a fellow draftsman, until he answered the call to Military Service, and again after two years when he returned from Overseas where he had served as Lieutenant in the Army and rejoined the "Gang" at Kahns' office to stay with us until 1951.

It was shortly after the end of World War I that more activities began to happen in our field. The Thumb Tack Club was formed and the Michigan Society was Founded and there was seldom anything new happening in the profession without Clair having had a hand in it.

Clair was the leader of a group of twenty-two Architects and their wives on a conducted tour thru Europe in 1951. In his quiet, unobtrusive way he seemed to have the faculty of making friends wherever he went.

Our sympathy goes out to his wife and the members of the family. Bernice always took an active part with Clair in Chapter and Society matters at least until these recent years since their serious accident when they both must have endured many ailments and handicaps, but they seem to have suffered without complaint, at least publicly.

Personally, Clair was a man of fine moral character and I think all of those who knew him intimately, understood that he lead an exemplary private life, but it was certainly good to hear the complimentary remarks from his Pastor at the Funeral Service.

I think Clair might be expected to receive just one more reward when it comes to meeting his Maker, the Architect of the Universe.

George F. Diehl, AIA

of Art and Architecture at Yale University. Also serving on the Board is AIA Director of Education and Research Programs, Ben H. Evans, AIA.

The urban design fellowship, announced at the 99th annual convention of the American Insitute of Architects in May, was established by the Lock and Hardware Group of Eaton Yale and Towne Inc., to be conducted and administered by the AIA. It will provide a stipend of $3,500 for one year of study in a graduate program of urban design and an additional award of $1,200 for a minimum six-week foreign study tour of urban developments. The institution which the Fellow attends will receive $500 for unrestricted use within the department.

The National Selection Board, whose members are appointed for one-year terms, will select the Fellow. Students may apply through all accredited schools of architecture. Department heads are to forward the names of the two best qualified applicants to the National Selection Board which will meet at the Octagon in January.

The fellowship was established as a pilot venture, with the possibility of increasing the number of grants in future years.

Michigan State Entry Wins Competition

Winners of an inaugural competition among Michigan university students in the areas of architecture, landscape architecture and city planning have been announced by the Michigan State Council for the Arts (MSCA).

Approximately 80 students working in teams of from two to four, took part in the landscape architecture design competition and a total of 33 entries were judged.

A team of Michigan State University undergraduate students were first prize $500 winners. Other prize winners were all graduate students. Winning team members are: Richard H. Forsyth, East Lansing; Thomas R. McClure, Ann Arbor, Dale S. Sass, Bloomfield Hills, and Clayton A. Perry, Hart.

The MSU teams design analysis of the aesthetic problems of major automobile approaches to Michigan cities with population between 25 and 75 thousand received the following jury comments: "creative and realistic", great quality and scale", "landscape materials which are economical and typical of Michigan", "convincing suggestion for architectural approach and excellent delineation."

The competition was created by the MSCA Environmental Arts committee chaired by Louis Rossetti, FAIA, of Detroit and director of architecture of Giffels & Rossetti, Inc.

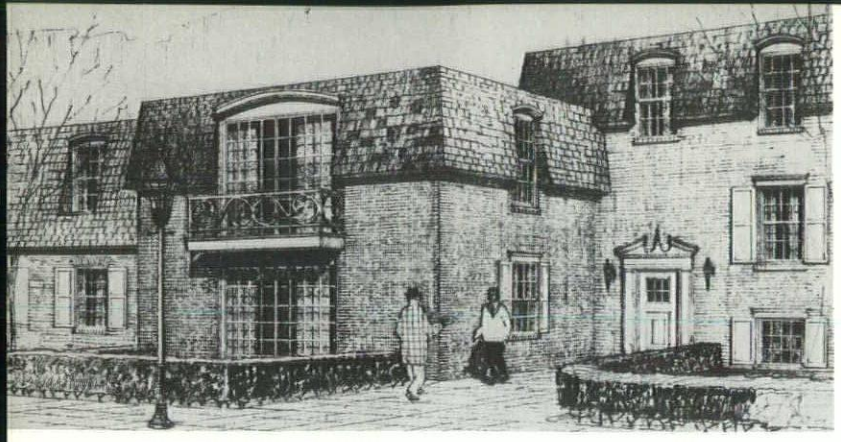
Jury for the competition were: Kenneth C. Black, FAIA, Lansing; Charles A. Blessing, FAIA, Detroit, Rep. Robert E. Waldron, speaker of the House of Representatives from Grosse Pointe; Prof. Peter E. Walker, San Francisco and Mr. Rossetti.

NOTICE

The October Issue of the Monthly Bulletin will feature the 1967-1968 Roster of Architectural Firms in Michigan.

Please advise the Office of the Bulletin, 28 West Adams, Detroit, Michigan if you have any changes in your listing.

Corrections must be received no later than September 1, 1967.



Quiet is the Word for this "Pour-In"

Leading apartment builders and architects from the Cleveland area today participated in the state's pioneer "Pour-In" — an on-the-spot demonstration of the actual construction of a unique sound-conditioning cellular structured floor being used in suburban Cleveland's North Olmsted.

Site of the "Pour-In" was the $5 Million Jamestown Village being developed by Harvey Zeman and David L. Margolius on an 18-acre tract east of Columbia Road and north of Brookpark Road (Routes 252 and 17). The Zell Sound-Insulated Floor being used in phase one of the Zeman-Margolius project — the Jamestown Village Apartments — marks the first major application in the Cleveland area of the system developed by the Zell Division of Livonia, Michigan's Light Weight Aggregate Corporation.

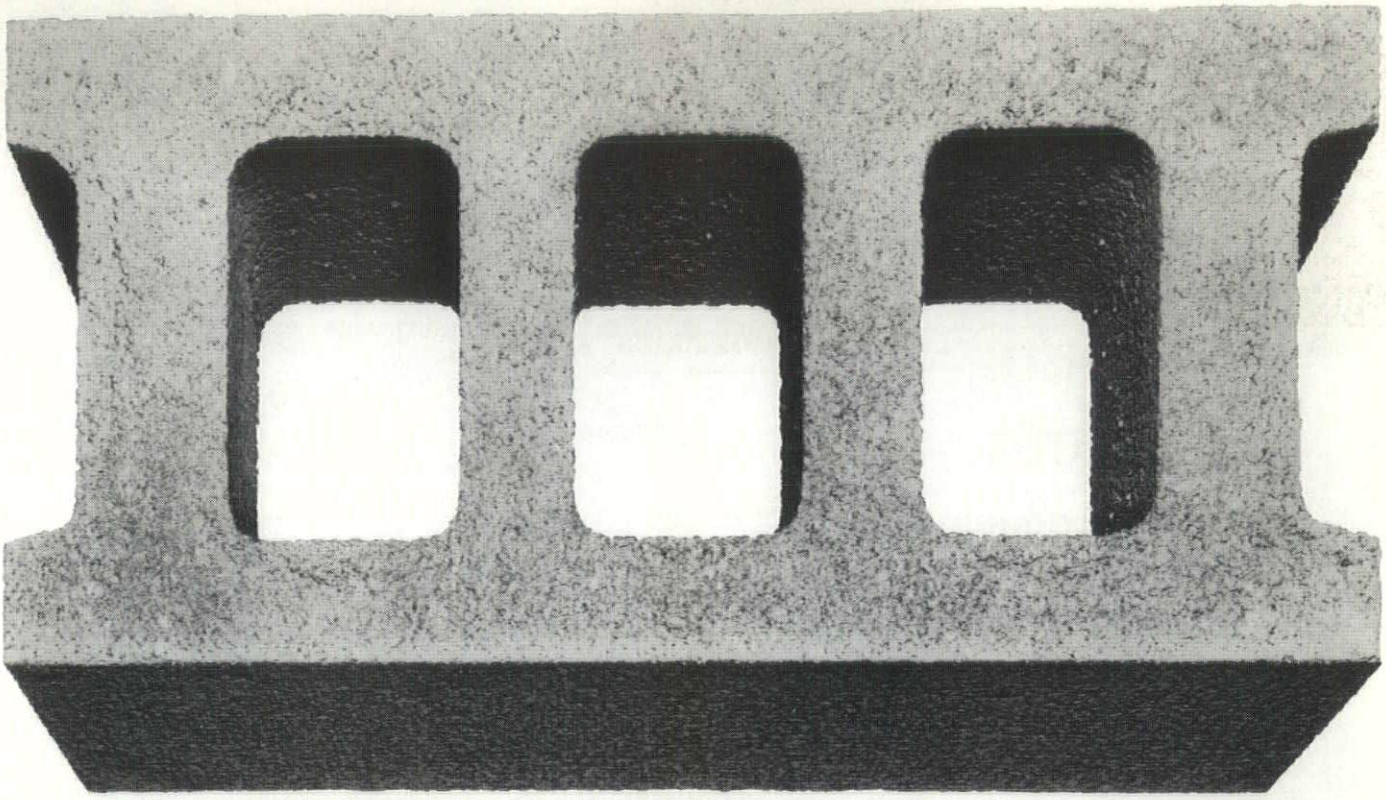
During the completely peaceful Pour-In, which had absolutely no social, moral or ethical implications attached, Zell Regional Manager Bob Geschwender explained: "We wanted a unique way to introduce this completely unique sound-conditioning concept to Cleveland area builders and architects. Well aware of the extreme importance of sound-conditioning in apartment construction, it was only natural that a Pour-In demonstration be staged to graphically illustrate how the cellular structure of the Zell floor system virtually eliminates airborne and impact noises in apartments.

"The Jamestown Apartments, already well along in construction, provided the perfect opportunity to show sections of Zell Sound-Conditioning flooring under actual construction."

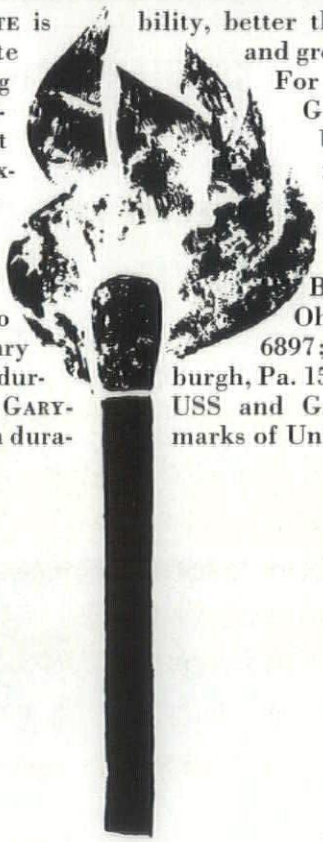
Geschwender further explained that Zell floors, currently in use in apartments in Ohio, Michigan, Illinois, Pennsylvania, West Virginia and Kentucky, are produced by mixing a chemical foam with a sand-cement slurry to achieve a cellular controlled density floor fill.

Margolius, immediate past president of the Cleveland Home Builders Association, and his partner, Mr. Zeman, boast a total of 35 years experience in residential, commercial and industrial construction. Their Jamestown Village, designed by architects David A. Andonian and Francis L. Ruzsa, will be made up of 2 and 2½ story apartments in a colonial motif facing into a mall resembling an enticing English Square. Each of the buildings will have pink brick exteriors, a gazebo and a brown asphalt shingled mansard roof.

The overall project, financed through First Federal Savings & Loan Association of Lakewood, will include 24 one-bedroom suites, 40 two-bedroom suites and 16 three-bedroom suites, ranging from $135 to $220. Display model suites will be completed for public inspection by Labor Day of this year.



Built-in fire resistance. USS GARYLITE is an expanded lightweight aggregate formed from molten blast furnace slag which contains no volatile or combustible materials and, thus, has excellent fire resistance. Blocks made from expanded slag gave the highest fire resistance values of all materials tested by the Portland Cement Association . . . 82 minutes for 4-inch walls and 238 minutes for 8-inch walls. It was also found that by filling the hollow masonry units with granulated slag, the fire endurance period is materially improved. USS GARYLITE Slag also gives concrete units proven durability, better thermal insulation, good looks and greater sound absorption.



For more information on USS GARYLITE Slag—call or write United States Steel, Raw Materials Sales, at any of the following offices: 208 South LaSalle Street, Chicago, Illinois 60690 (Area Code 312) 236-9200; 209 Broadway Building, Lorain, Ohio 44052 (Area Code 216) 245-6897; 525 William Penn Place, Pittsburgh, Pa. 15230 (Area Code 412) 391-2345. USS and GARYLITE are registered trademarks of United States Steel.

USS Garylite Slag

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less than 1% unacceptable

*"We take in the vicinity of 7,000 to 10,000 cuts a year and less than 1% were poor cuts,"** stated a well-known Detroit roofing consultant.

We feel the above statement further substantiates our contention that roofing contractors today, still put on good roofs.

R.I.P.F. contractors are NOT opposed to roofing cuts. Why should they when more than 9,900 out of 10,000 cuts proved good? Better odds you couldn't get if you used your own dice.

In lieu of there not being any established standard for taking cuts, we ask that you seriously consider the following approach — IF cuts are required.

1. INSPECTION — *Have this done VISUALLY at the job site while work is in progress.*
2. CUT BEFORE — *the top pour coat and aggregate are applied. This will allow you to get a good, clean, straight-edge cut without the knife blade being deflected by imbedded aggregates.*
3. TAKE A BIG CUT — *At least 36" x 4" at right angles to the roll of the felt.*
4. ONE CUT PER 100 SQUARES — *of roofing is sufficient. More cuts are really unnecessary. And, cuts add to the job costs.*
5. REPLACE THE SAMPLE — *After you have inspected the cut VISUALLY for lamination and number of plies, furnish the roofer with a written acceptance. He wants to know NOW, not a month hence, whether or not his work is approved.*

Our suggested procedure is just that easy.

No mystery! Just a simple, direct, on-the-site approach.

Of course, we do feel that all the precautions of taking test cuts will not be needed, if you award the job to an R.I.P.F. contractor. After all, *" . . . less than 1% out of 10,000 . . ."* certainly proves something.

**A.S.T.M. meeting at Detroit, February 10, 1967.*

Roofing Industry Promotion Fund

Burleigh Grime
Executive Secretary

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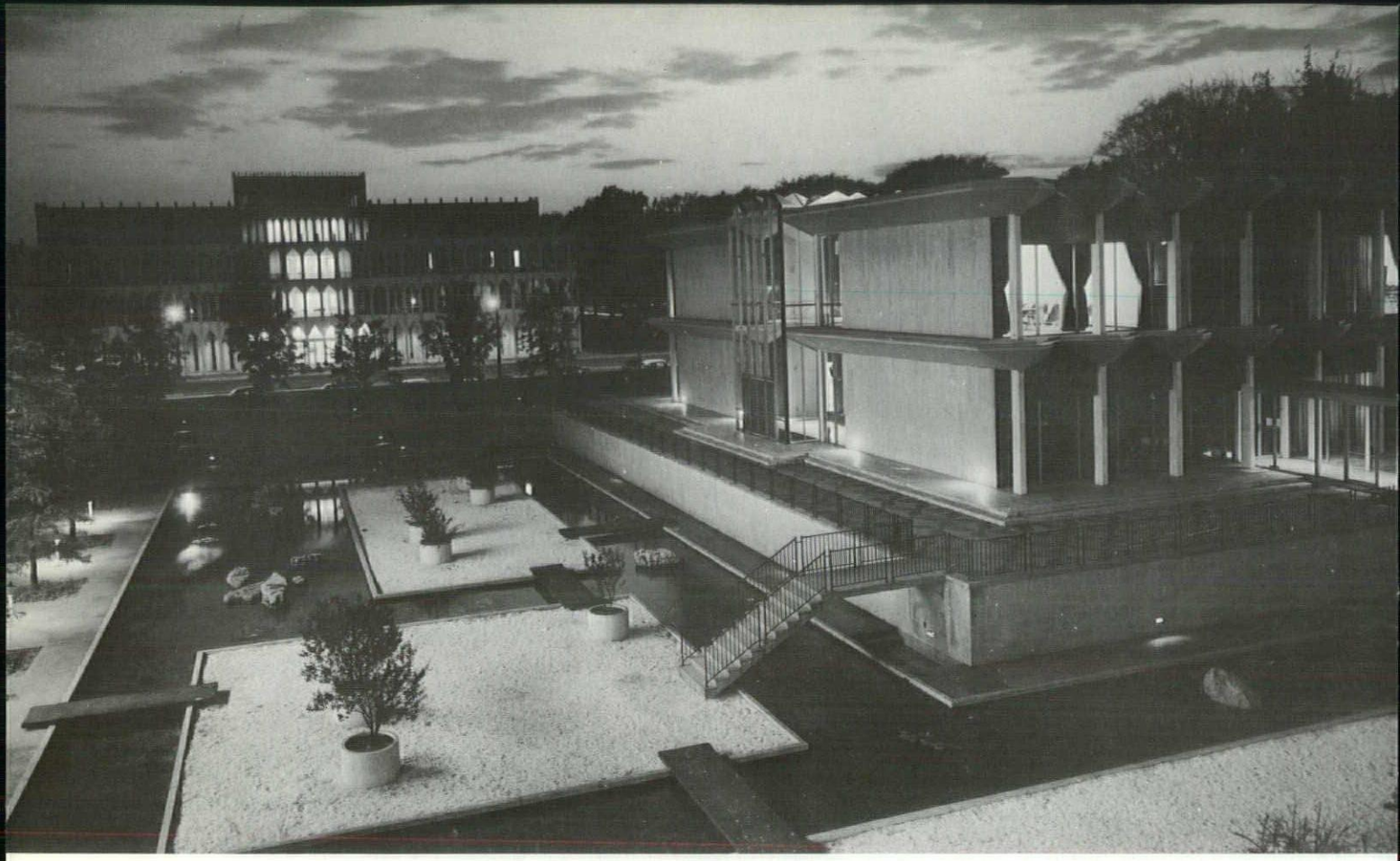


The McGregor Memorial Conference Center on the right and the College of Education in the background are the work of Minoru Yamasaki. The pool in the center with its islands makes a "water court" between the Conference Center and the Community Arts Complex.

Wayne State University — The First 100 Years

As Wayne University began preparations in 1942 for a gargantuan program of expansion which was to place in it the ranks of the nation's leading urban universities, George F. Emery, secretary of the Detroit City Planning Commission, said, "Don't be afraid to dream. The students of the future may come to classes in helicopters. Make your plans flexible . . . "

No Wayne State student of today is presently arriving on campus by helicopter, but the planners and architects who have designed the buildings at the University have demonstrated a willingness to dream in building the educational complex in the Detroit cultural center. As Wayne enters its Centennial year, its buildings represent some of the most advanced architecture in the automotive capital.

Prior to World War II, most of the classes at Wayne had been conducted in what had been the old Detroit Central High School at Cass and Warren Avenues. Old Main, as it has been called for several decades, was built in 1896. Its tower clock and ivy-covered walls fit the stereotype for buildings of colleges preparing to enter their second century. But as new buildings were planned there was no intention to try to capture the ivy-covered atmosphere.

This lack of attachment with tradition is described by W. Hawkins Ferry, the author of a book on the history of Detroit architecture, as one of the great assets possessed by those who were planning future construction at Wayne. Ferry, himself an architectural designer, has devoted one section of his book *Changing Face of a City* to the architecture at Wayne State. The book will be published by the Wayne State University Press next spring. He says the lack of ties with tradition in building design has made it possible for experimentation, with new concepts being developed.

Planners for an urban university such as Wayne are faced with a problem. Space is at a premium because of the high cost of property acquisition. One answer to this problem would have been towers but a more acceptable one to Wayne was the solution proposed by architect Minoru Yamasaki of low buildings, with courts, plazas and arcades used to provide separation and variety.

Probably the most striking example of the principle is Yamasaki's McGregor Memorial Conference Center and its surrounding landscaping. The building, which was hailed by *Time Magazine* as an outstanding example of new trends in campus architecture, has next to it what Yamasaki describes as "an outdoor living room." A broad terrace runs along the building and steps lead from the terrace to a pool which has three islands with decorative shrubs and flowers. The "water court" is surrounded by the University's Art Building and Community Arts Auditorium, as well as the Conference Center.

Across what used to be Second Avenue, but will soon be a mall in the campus plan, are the buildings housing

the College of Education and the College of Pharmacy. The College of Education is a creation of Yamasaki and uses what Ferry describes as "concrete trees" in the exterior construction. Ferry points out that this same idea was later used in the design of the Consolidated Gas Company Building in downtown Detroit. The Shapero Hall of Pharmacy was designed by Paulsen, Gardner and Associates and was completed in 1965. It has an inverted pyramid shape which provides for placing the bulk of the work and instructional area on the upper floors, away from the high-traffic areas of the first floor. Ferry says that the unconventional design has been disturbing to many people but he finds it a pleasant contrast to ground-hugging buildings.

Contrast might be described as the theme of the Wayne State architectural scene. Buildings have an individuality about them. The Law School building across the street has a completely different appearance from either the Hall of Pharmacy or the McGregor Center which is next to it. Its exterior design of continuous brick columns seems to describe the dignity of the law itself. O'Dell, Hewlett, Luckenbach and Associates designed the building, which was completed in 1966.

The center of campus activity is the mall, where students may lounge on warm days and study in the sun. Here such gala occasions as the students Fun Festival, auctions or open air political rallies are liable to be taking place.

Obviously such a place must provide a relaxed leisurely atmosphere and aesthetic satisfaction. The effect has been achieved. The mall is the result of two decades of building activity and a combination of architectural styles. State Hall was the first of the large campus buildings erected after World War II and has clean lines and generous use of glass lines contemporary with the architecture of the period. The Kresge Science Library and the General Library, completed in 1955, have a similar brick construction. They are the work of Suren Pilafian. The Center of the Mall provides the setting for Helen L. DeRoy Hall and the Meyee and Anna Prentis Building, which were designed by Yamasaki. They were completed in 1964. DeRoy Hall is surrounded by a pool, into which fully-clothed students are sometimes thrown at the peak of warm weather campus hi-jinks.

Among the other buildings which have added beauty as well as educational space to the University are the Richard Cohn Memorial Building on Cass Avenue, designed by Harley, Ellington & Day Inc.; The Life Sciences Research Center, on Warren Avenue, designed by Albert Kahn Associates and completed in 1960; The Physics Research Building on Hancock, between Second and Third Avenues, by Smith, Hinchman and Grylls, completed in 1965; and the Helen Newberry Joy Residence for Women, by Edward L. Barnes.

Wayne's School of Medicine has its own campus along the Walter P. Chrysler Freeway. The eight-story Medical Science Building was designed by Smith, Hinchman and Grylls and opened in 1954. Ten years later, the Medical Research Building, designed by the same firm, was completed on a site bounded by St. Antoine, Willis, Beaubien and Canfield Streets. The four-story building is the first of five large buildings planned as part of the new Detroit Medical Center.

The Frederick C. Matthaei Physical Education and Recreation Building will be dedicated in October. The new structure is the first of the Wayne buildings to be constructed on the new WSU "west campus" across the John Lodge Freeway from the main campus. The new $2.2 million facility has three gymnasiums and two swimming pools, with seating for 3,000 students during intercollegiate competition. It was designed by Alden B. Dow and Associates.

Expected to be completed during the Centennial year is the new University Center Building. The University Center was also designed by Dow and is next to the College of Education building. It will provide student activity facilities and complete food service for students, faculty, and staff.

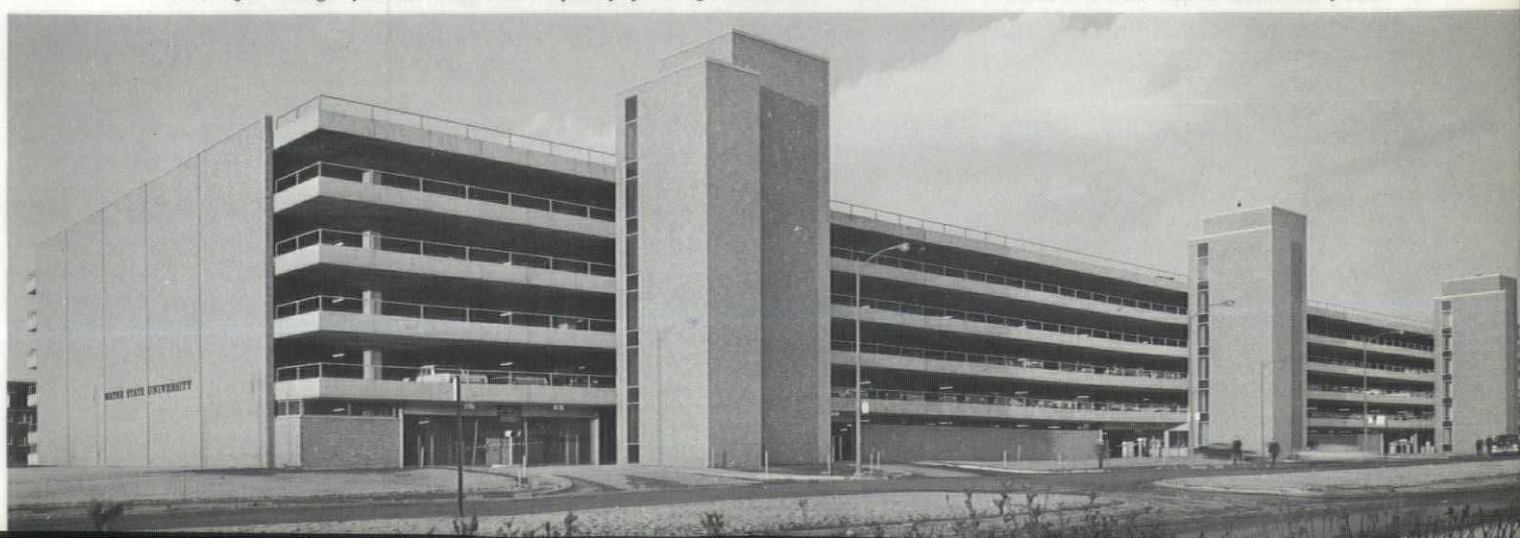
Work is currently underway on a Natural Science Building and Science Library to be constructed west of State and Science Halls at a cost of $9,230,000. Future plans call for continued building and landscaping at the Urban University where they have demonstrated that they are still not afraid to dream, even if no students come to class in helicopters.

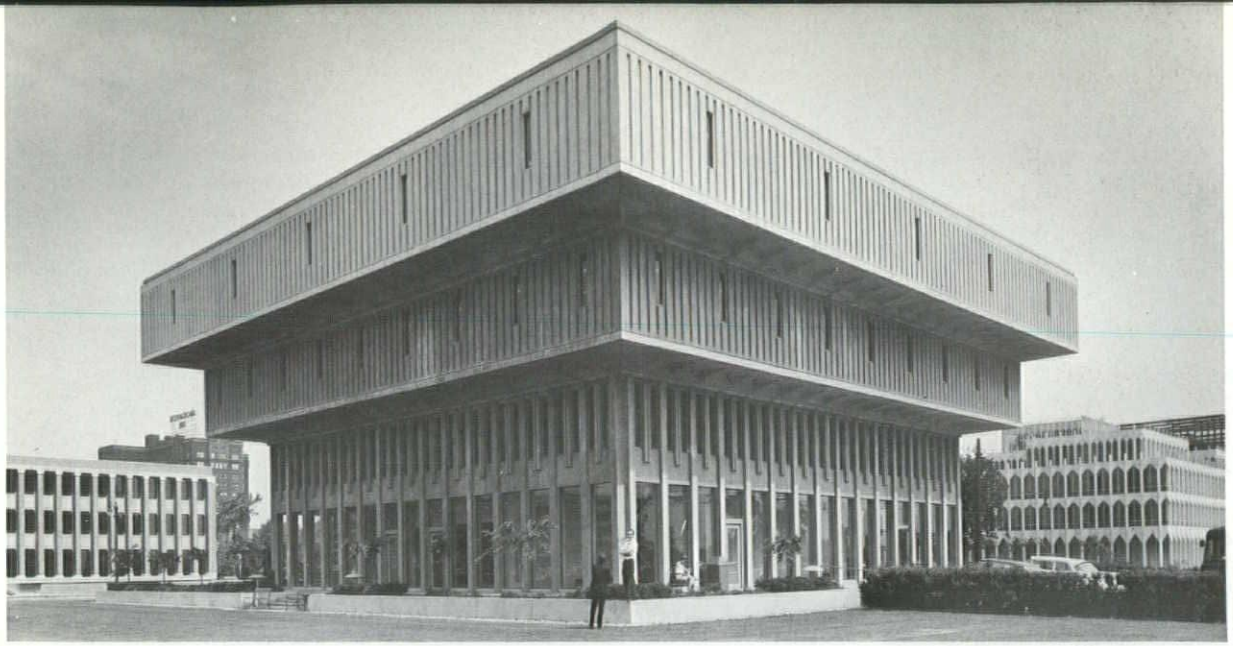
Wayne State University's New Medical Campus

Federal support for Wayne State University's Basic Science Building on its new medical campus in the Detroit Medical Center now totals $11,677,000. The funds from the United States Public Health Service have come in two grants, one for $4,677,000 awarded last September for research facilities and the award of $7 million for teaching facilities announced on May 9 of this year.

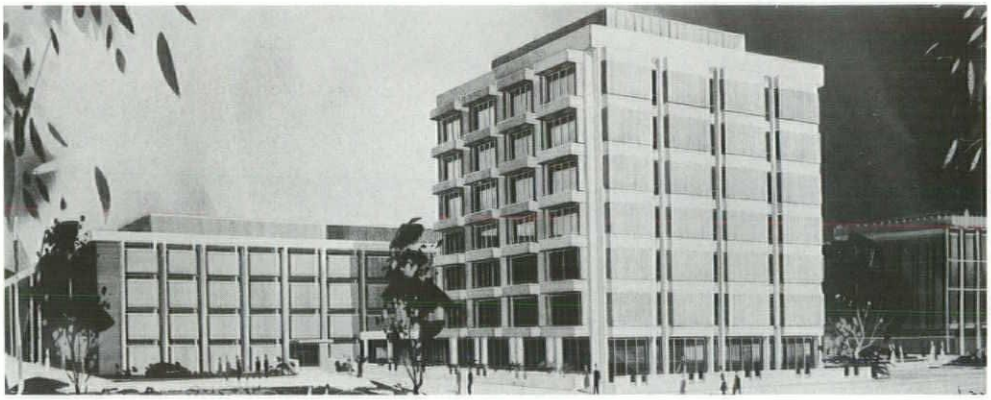
University President William R. Keast states that each grant, at the time of announcement, was the largest ever received by Wayne State University and both rank among the largest awarded by the United States Public Health Ser-

A unique design for the 1905 car capacity parking structure. Architects are O'Dell, Hewlett and Luckenbach, Inc.

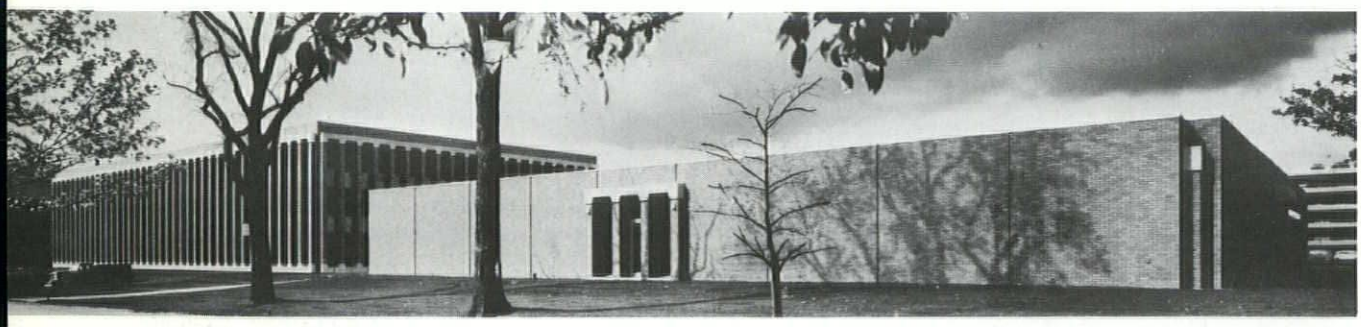




An example of the contrast to be found on the Wayne State campus can be seen in this picture. This unconventional design of the Shapero Hall of Pharmacy was developed by Paulsen, Gardner and Associates.

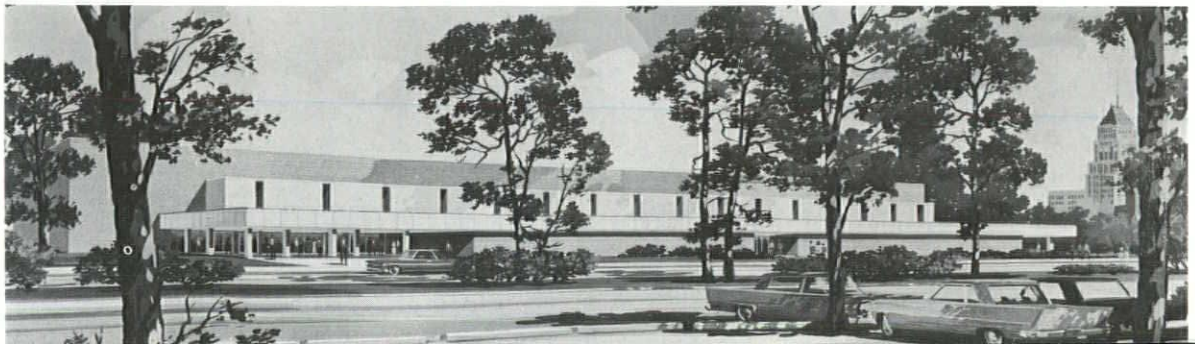


Natural Science Building and Science Library. Construction will begin in September on the $9,130,000 project, with the buildings scheduled for operation in March, 1968. Facilities in the four-story Science Building will include eight laboratories on each floor and in the basement. The seven-story Science Library will have a capacity of 300,000 volumes. Architects are Ralph Calder and Associates, Inc., Detroit.



WSU Law School designed by O'Dell, Hewlett and Luckenbach, Inc. The cost of this new campus addition was $2,500,000.

The two-story Frederick C. Matthaei Physical Education and Recreation Building will contain three gymnasiums and two swimming pools. The large gymnasium will provide seating for 3,000 students for intercollegiate competitions. Designed by Alden B. Dow and Associates of Midland.



The University Center Building at Wayne State University will provide multipurpose student activity and food service facilities for students, faculty, staff and visitors to the University. Construction of the University Center Building began in May 1966 with completion set for early in 1968. Alden B. Dow Associates of Midland is the architectural firm.

Ground breaking for the Basic Science Building of the WSU School of Medicine is scheduled for autumn of 1967. The new teaching facility will increase the entering class of medical students from 125 to 200. Architects are Giffels and Rossetti, Inc., Detroit, and John Williams Associates, Cleveland.

vice to any organization or institution.

Total cost of the Basic Science Building will be $23.5 million. The University is looking to the State of Michigan for the rest of the funds needed for the new teaching facility, states Dr. Ernest Gardner, dean of the School of Medicine.

"The University has had a $12 million item in its capital budget for several years as the State's share of support for the Basic Science Building. A preliminary allotment of $500,000 has already been made and another $2 million is included in the proposed 1967-1968 budget."

Dr Gardner points out that the concept of the WSU medical school's new campus and its integration in the Detroit Medical Center is largely the work of Dr. Gordon H. Scott, University vice president for medical school development.

Ground breaking for the Basic Science Building is anticipated for next autumn. Upon completion, the new teaching structure will allow an increase in the entering class of medical students from 125 to 200.

The eight-story building will be located just west of the WSU Medical Research Building, which was completed in 1964 at a cost of $4 million, and directly across Brush Street from Grace and Harper Hospitals. It will house six of the medical school's 25 departments—anatomy, physiology, pharmacology, biochemistry, microbiology, and pathology—as well as administrative and service facilities. Floor space will total just under half a million square feet *Architects are Giffels & Rosetti, Inc., Detroit, and John Williams Associates, Cleveland.*

In addition to the research areas and two-story lecture halls, the teaching facility will contain 32 multi-discipline laboratories, each designed to serve as 'home base' for 16 students. Instead of students moving from room to room, the professors will do the moving to conduct their classes.

Student study areas will include sections equipped with calculators, typewriters and fixed microscopes. Television facilities will be located on the first floor. Equipment for closed circuit television will provide a relay point for televising from area hospitals to any or all students attending classes in the building. Another feature will be an input, output satellite station to serve as a branch of the computing center on the WSU main campus.

Plans for the School of Medicine also call for a $2 million medical library, an outpatient clinic capable of serving 250,000 patients a year, a conference center, a vivarium, and parking structures.

$105,056,885 CAMPUS GROWTH—1953 THROUGH 1966

Year	Building	Total Construction Cost
1953	Medical Science Building Smith, Hinchman & Grylls, Inc.	$ 3,598,855
1955	Kresge Science Library Suren Pilafian	970,000
1955	General Library Suren Pilafian	2,338,442
1956	Art Wing—Community Arts Suren Pilafian	1,120,583
1956	Music Wing—Community Arts Suren Palifian	678,174
1957	Addition to State Hall Suren Pilafian	1,929,599
1959	McGregor Memorial Minoru Yamasaki & Associates	1,174,726
1959	Auditorium and North Wing—Community Arts Suren Pilafian	1,787,488
1959	Clinical Laboratory (Medicine) Robert Davis, Hyde & Bobbio, Inc.	608,043
1959	Richard Cohn Memorial Building Harley, Ellington & Day, Inc.	1,725,837
1960	Life Science-Research Albert Kahn & Associates	1,937,949
1961	College of Education Minoru Yamasaki & Associates	1,996,719
1963	Helen Newberry Joy Residence Edward L. Barnes—New York	1,200,000
1964	Prentis Building and DeRoy Hall Minoru Yamasaki & Associates	2,353,000
1964	Medical Research Building Smith, Hinchman & Grylls, Inc.	3,942,000
1964	Physics Research Building Smith, Hinchman & Grylls, Inc.	3,400,000
1965	Shapero Hall of Pharmacy Paulson, Gardner & Associates	1,300,000
1966	Parking Structure #1 O'Dell, Hewlett & Luckenbach	3,700,000
1966	Law School O'Dell, Hewlett & Luckenbach	$ 2,500,000
1967	Physical Education and Recreation Building Alden Dow & Associates	2,800,000
	UNDER CONSTRUCTION IN 1966	
	University Center Alden Dow & Associates	4,537,000
	Physical Education and Recreation Playfield Sasadi, Dawson, DeMay Associates	1,160,470
	TO BE STARTED THIS YEAR (1967)	
	Foreign Language and Speech Classroom Building Jickling & Lyman, Architects	4,668,000
	Natural Science Building and Science Library Ralph Calder & Associates	9,230,000
	Basic Medical Sciences Building Giffels & Rossetti, and John Williams Associates of Cleveland	23,450,000
	IN THE PLANNING STAGE	
	Biology Building Glen Paulsen & Associates	7,500,000
	Medical Library O'Dell, Hewlett & Luckenbach	2,000,000
	Engineering Addition Tarapata, MacMahon & Associates	4,500,000
	Education Addition	3,500,000
	Archives Building O'Dell, Hewlett & Luckenbach	1,500,000
	Lectures Building Jickling & Lyman, Architects	1,500,000
	Dormitories and Married Students Apartments (TO BE DETERMINED)	

Total cost of the new medical campus, covering some 25 acres is estimated at $56 million for land, present and proposed buildings.

STUDENTS and FACULTY

During the 1966-1967 academic year, there were 476 medical students in attendance at the School of Medicine. There were 344 students enrolled in the Medical Technology, Occupational Therapy and Physical Therapy divisions of the Allied Sciences. During the year 138 graduate students were registered at the master's level and in the Ph.D program.

Currently there are 200 full-time faculty members and research associates, 80 part-time faculty members and research associates, and nearly 900 voluntary faculty members at the School of Medicine.

ALUMNI

Alumni of the WSU School of Medicine now number 3,042 including the 100 men and women in the Class of 1967 who will receive their Doctor of Medicine degrees at Wayne's June 20 commencement exercises. Sixty-seven per cent of Wayne's medical alumni are in practice in the State of Michigan.

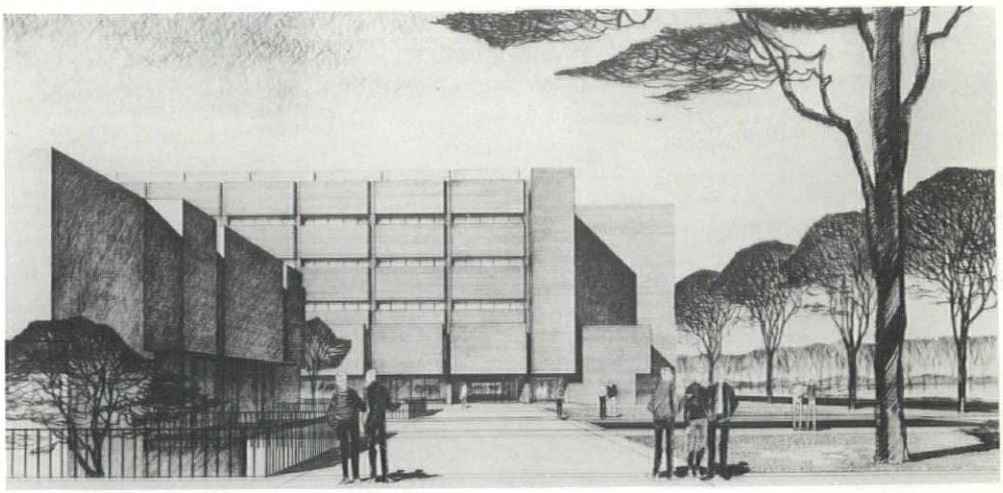
RESEARCH

Medical research at Wayne State University is supported by more than $5 million in annual grants from private endowments, memorial funds, foundations, local and national health agencies. Investigating teams include more than 300 scientists and technicians.

Much of their work is sponsored by the United States Public Health Service. Other supporting agencies include: Atomic Energy Commission, Veterans Administration, United Foundation, The Nutrition Foundation, Inc., American Medical Association, Insurance Medical Research Fund, Fight for Sight, Inc., Michigan Heart Association, Michigan Arthritis Foundation, Deafness Research Foundation, Tobacco Industry Research Council, American Cancer Society, Muscular Dystrophy Association, The Cholorine Institute, a number of drug companies and other private firms.

Projects include studies on stroke, cancer, heart disease, arthritis, blood disorders, skin disorders, infectious diseases, mental illness and growth and disease before birth. Research work is underway at the WSU Medical Research Building, the present WSU Medical Science Building at 1400

The Mall, which is the center of campus activity at Wayne, includes the Meyee and Anna Prentis Building in the background and the Helen L. DeRoy Hall in the center. DeRoy Hall is surrounded by a pool and is reached by small bridges on both ends. Minoru Yamasaki and Associates designed both of these buildings.



Chrysler Freeway, and at the following institutions affiliated with the Wayne State University School of Medicine: Detroit General Hospital, The Grace Hospital, Children's Hospital of Michigan, Child Research Center of Michigan, Harper Hospital, Lafayette Clinic, The Rehabilitation Institute, Detroit Institute of Cancer Research, Kresge Eye Institute, Hutzel Hospital, Sinai Hospital and the Veterans Administration Hospital of Dearborn.

HISTORY

Wayne State University, the twentieth largest university in the nation, traces its beginning to 1868 and the founding of the Detroit Medical College, forerunner of the WSU School of Medicine.

In 1879 another college — the Michigan College of Medicine — opened in Detroit. It soon merged with the Detroit Medical College to become the Detroit College of Medicine. Later known as the Detroit College of Medicine and Surgery, in 1919 it became an official part of the Detroit Board of Education and an important unit in the rapidly developing College of the City of Detroit.

The year 1933 saw the name of the College of the City of Detroit changed to Wayne University. In 1956 Wayne University became a State institution.

New Foreign Language and Speech Classroom building (above)

Contracts totaling $4,715,923 for construction of a *Foreign Language and Speech Classroom Building* at Wayne State University were approved by the University's Board of Governors at its Thursday, July 20 meeting.

Architectural and engineering fees, surveys, furnishings and a reserve will bring the total cost of the project to $5,750,000. Funds have been granted by both the Federal Government and the State of Michigan.

To be constructed on a site north of Warren Avenue between Fourth and the Lodge Freeway, the building will provide additional classroom and office space for all foreign language departments and the department of speech. The five story building will include a language laboratory for 400 students, speech laboratories and an experimental classroom. The completion date for the building, designed by the architectural firm of *Jickling and Lyman of Birmingham*, is late 1968.

The Board also announced that Wayne University Dormitory and Recreation Building Revenue Bonds issued in 1946 have been retired. The bonds had been issued to acquire the Webster Hall Hotel, now known as David Mackenzie Hall, for dormitory and student recreation purposes. The building now houses dining and recreational facilities as well as departmental and administrative offices. It is no longer used for dormitory purposes.

SENATE BILL No. 415 Now P. A. No. 300

STATE OF MICHIGAN

74TH LEGISLATURE

REGULAR SESSION OF 1967

Introduced by Senator VanderLaan

AN ACT to amend sections 19 and 22 of Act No. 240 of the Public Acts of 1937, entitled "An act to license and regulate the practice of architecture, professional engineering and land surveying; to create a state board of registration for architects, professional engineers and land surveyors, and to prescribe its powers and duties; to impose certain powers and duties upon the state and the political subdivisions thereof in connection with public works; to provide penalties for the violation of the provisions of this act; and to repeal all acts and parts of acts inconsistent with the provisions of this act," as amended by Act No. 260 of the Public Acts of 1952, being sections 338.569 and 338.572 of the Compiled Laws of 1948.

The People of the State of Michigan enact:

Section 1. Sections 19 and 22 of Act No. 240 of the Public Acts of 1937, as amended by Act No. 260 of the Public Acts of 1952, being sections 338.569 and 338.572 of the Compiled Laws of 1948, are amended to read as follows:

Sec. 19. The following persons shall be exempt from the provisions of this act, to wit:

(a) A person not a resident of and having no established place of business in this state, practicing or offering to practice herein the profession of architecture, engineering, or land surveying, when such practice does not exceed in the aggregate more than 60 days in any calendar year, if the person is legally qualified by registration to practice the profession in his own state or country in which the requirements and qualifications for obtaining a certificate of registration are not lower than those specified in this act, and if the state or country of which he is a resident grants equivalent reciprocal privileges to registered architects, registered professional engineers, and registered land surveyors of this state.

(b) A person not a resident of and having no established place of business in this state, or who has recently become a resident of this state, practicing or offering to practice herein for more than 60 days in any calendar year the profession of architecture, engineering, or land surveying, if he shall have filed with the board an application for a certificate of registration and shall have paid the fee required by this act. Such exemption shall continue only for such time as the board requires for the consideration of the application for registration, if such a person is legally qualified to practice the profession in his own state or country in which the requirements and qualifications for obtaining a certificate of registration are not lower than those specified in this act, and if the state or country of which he is a resident grants equivalent reciprocal privileges to registered architects, registered professional engineers, and registered land surveyors of this state.

(c) Officers and employees of the United States of America or any agency or instrumentality thereof while engaged within this state in the practice of the profession of architecture, engineering, or land surveying for the United States of America, or any agency or instrumentality thereof.

(d) Architects, engineers, or surveyors employed by a railroad or other interstate corporation whose employment and practice is confined to the property of such corporation.

(e) Designers of manufactured products for the quality of which the manufacturer thereof assumes responsibility.

Nothing in this act shall require an employee or subordinate of a person holding a certificate of registration under this act or an employee of a person exempted from registration by classes (a) and (b) of this section to be registered as required by this act, if his work does not include responsible charge of design or supervision.

Nothing in this act shall be construed as requiring supervision by an architect or professional engineer on private single residences for which he has rendered other professional services as herein defined.

Nothing in this act shall prevent any owner from doing any of the architectural, engineering, or surveying work mentioned herein upon or in connection with the construction of buildings on his own property for his own use nor be construed as preventing a person not registered under this act from planning, designing or supervising the construction of residence buildings not exceeding 3,500 square feet per building in "calculated floor area".

For the purpose of this act "calculated floor area" shall mean that portion of the total gross floor area, measured to the outside surfaces of exterior walls that is intended to become habitable, including heater and/or utility rooms. For the purpose of determining the "calculated floor area" the following spaces will not be considered: (a) crawl spaces, (b) unfinished and nonhabitable portions of basements and attics, (c) garages, (d) open porches, balconies and terraces.

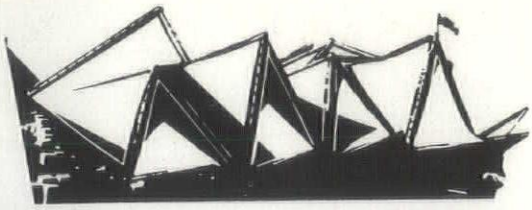
Sec. 22. Any person who, after this act becomes effective, shall practice, or offer to practice, the profession of architecture, the profession of engineering or land surveying in this state without being registered or exempted in accordance with the provisions of this act, or any person presenting or attempting to use as his own the certificate of registration or the seal of another, or any person who shall give any false or forged evidence of any kind to the board or to any member thereof in obtaining a certificate of registration, or any person who shall falsely impersonate any other registrant of like or different name, or any person who shall attempt to use an expired or revoked certificate of registration, or any person who shall violate any of the provisions of this act, shall be guilty of a misdemeanor, and shall, upon conviction, be sentenced to pay a fine of not less than $100.00, nor more than $500.00, or imprisonment for a period not exceeding 90 days, or both.

It shall be the duty of all law enforcing officers of this state to enforce the provisions of this act. It shall be the duty of the several prosecuting attorneys and the attorney general of the state to prosecute any person violating any of the provisions of this act.

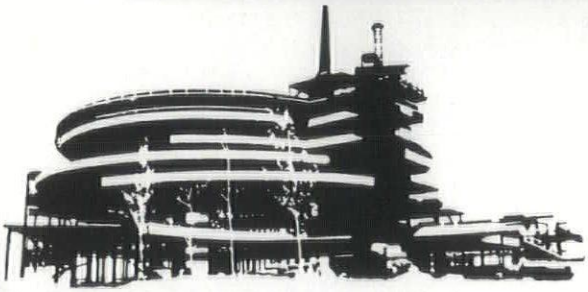
After this act becomes effective it shall be unlawful for any public official of this state or any political subdivision thereof to accept as a public record or for filing as public record a plan, specification, report or land survey which does not bear the seal of a registered architect, registered professional engineer or registered land surveyor as required by this act, except for public works costing less than $2,000.00 or residential buildings containing not more than 3,500 square feet of calculated floor area as defined herein.

This act is ordered to take immediate effect — August, 1967.

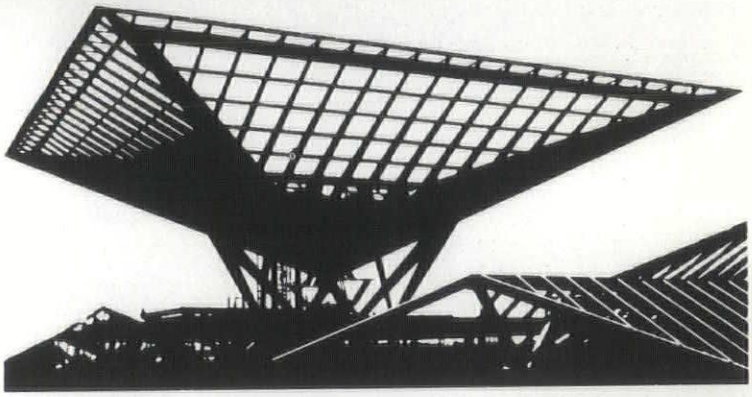
Trinidad and Tobago Pavilion



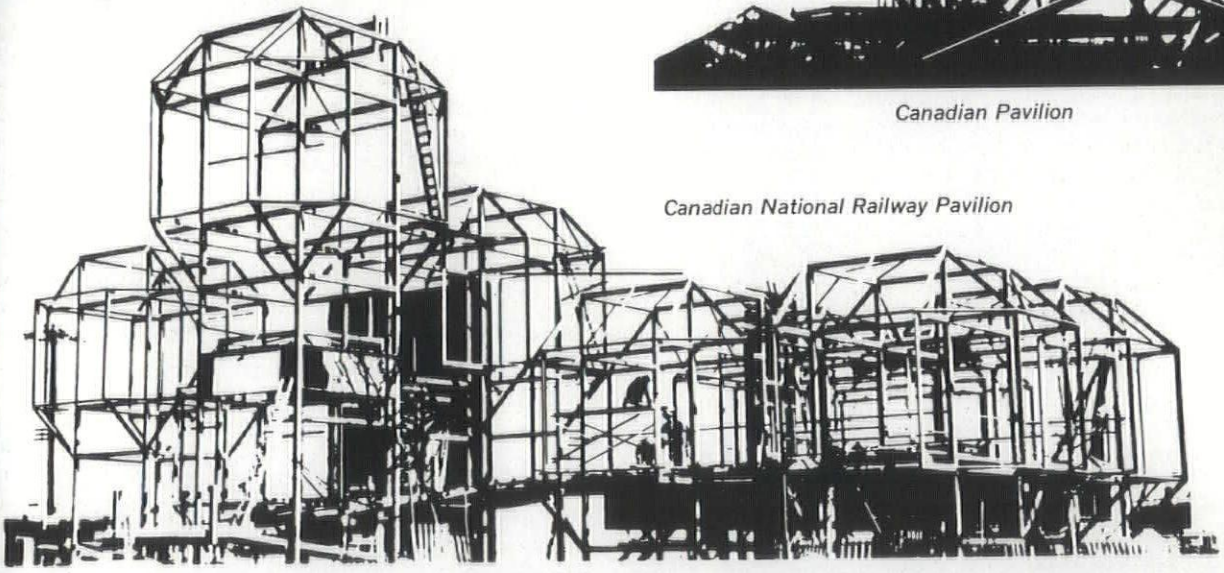
Ontario Pavilion



French Pavilion



Canadian Pavilion



Canadian National Railway Pavilion

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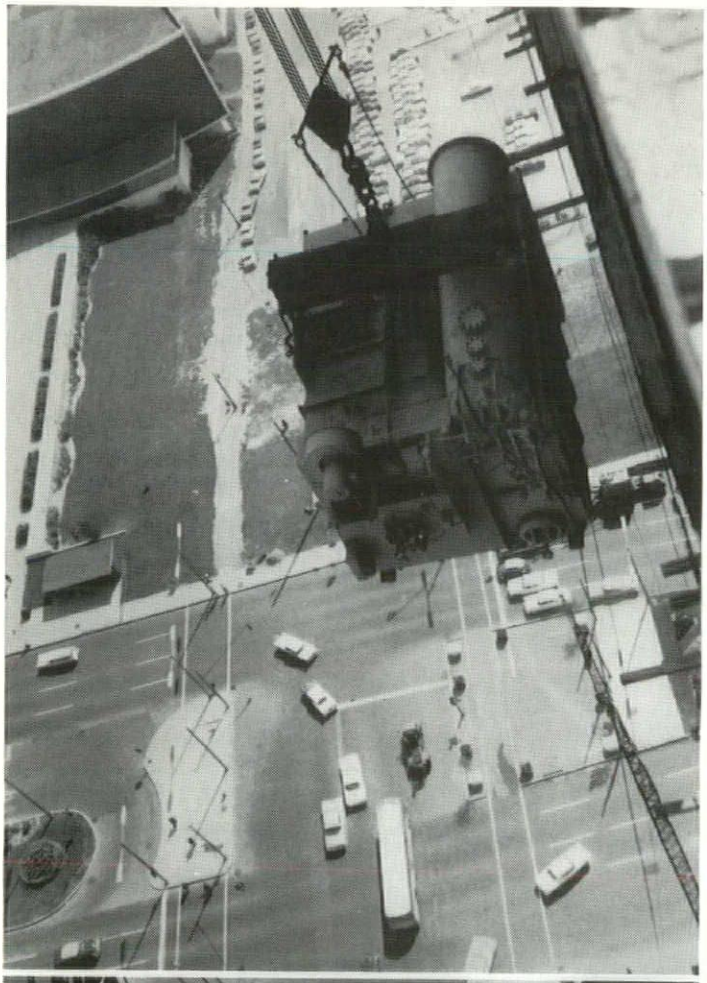

27-ton boiler on its way to the top of Gas Company building where it was joined by another boiler and the air conditioning equipment.

from TOP to BOTTOM

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Yes, from the penthouse of the 29-story Michigan Consolidated Gas Company to the basement of the Federal Building, Glanz & Killian installed the complete air conditioning systems plus other major mechanical components.

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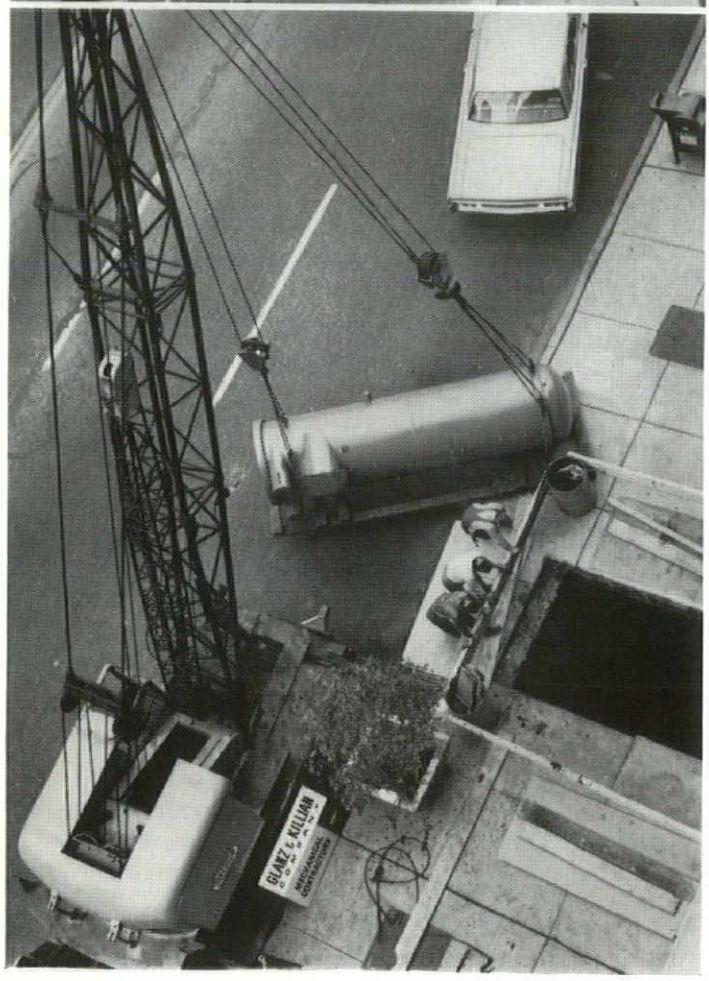


One of two Chrysler AIRTEMP centrifugal water chillers on its way to the new air conditioning system in the basement of the Federal Building.

REPORT ON TALUS
(3RD In A Series Of 5 Reports)

ROBERT SMOCK, PhD.
Technical Director
Detroit Region — TALUS

Robert B. Smock is the Technical Director of Detroit Regional Transportation and Land Use Study.

Born 1925, in Cedar Rapids, Iowa, he received his B.A. at Adrian College in 1946; M.A. in Sociology at Wayne State University in 1953; and his Ph.D in Sociology at Wayne State University in 1962.

He has served as Assistant Research Director for the United Community Services of Metropolitan Detroit; Manager of Older Worker Study for Social Science Research Center of Wayne State University, part-time faculty in Department of Sociology and Anthropology at Wayne State University; Assistant to Associate Director, Detroit Area Traffic Study, Wayne State University; Assistant to Associate Professor of Sociology and Director, Center for Urban Studies, University of Michigan Dearborn Campus; and Associate Professor of Sociology, University of Michigan Dearborn Campus.

Author of many papers and monographs for sociological and Highway Research Board meeting, Dr. Smock presents the third in our series on TALUS.

Technical Advances in the Planning Process: From DMATS to TALUS

The good architect-planner is a practical dreamer, neither satisfied with the way things are nor satisfied with better ideas unless they actually improve the human environment His professional goals are so obviously (to him) to the advantage of everyone, and at the same time so difficult to realize that he is bound to be frustrated at least some of the time. As long as he looks ahead, he will be aggravated by all that needs to be done, so this article intends to indulge him, briefly, by letting him look backward to note some progress.

In the 1950's the largest planning studies in this country —in terms of budget and scope—were the O-D (for Origin and Destination) Studies to help plan the freeways of the interstate highway system where they entered metropolitan areas. The first of the big ones, which collected its data as of 1953, was the Detroit Metropolitan Area Traffic Study (DMATS) under the direction of J. D. Carroll, Jr. Beginning in 1956, I was Associate Director of the small staff charged with keeping DMATS data up to date. When the re-study collected its data beginning in 1965, my position with TALUS gave me an opportunity, unique at least in this region, to observe progress in the technical planning process over the twelve intervening years.

One fundamental change was in the role of the Detroit Metropolitan Area Regional Planning Commission (RPC). In 1953, RPC was an important advisor to DMATS, but the study was run by the Michigan State Highway Department, the Wayne County Road Commission, the City of Detroit, and (indirectly) the U.S. Bureau of Public Roads. In 1965 TALUS was and is a special project of the RPC, with the same man serving as chairman of both executive committees, and with the director of the planning agency serving as chairman of the study's Technical Study Team. The sponsors of DMATS are also among the sponsors of TALUS, but they have been joined by a broader representation of local transportation agencies, and a bigger change is that the sponsors of TALUS include the U. S. Department of Housing and Urban Development and the Boards of Supervisors responsible for local planning agencies. In 1965 as in 1953 the director of the study exerts a central influence on its course, and this time his task is more difficult and more important because of the varying interests of a larger number of sponsors. But all in all there is no doubt that the professional planner has a much bigger role to play in TALUS than in DMATS. Some other changes are the following.

Inventories

The information gathered in the first phase of TALUS operations differs in many ways from that of DMATS. The geographic area of the earlier study included only a little more than the urbanized part of the central three counties. As as consequence, twelve years after its field work was done—on the supposition that it would provide the basic data for much regional planning over the next twenty-five years—many developments were occuring outside its boundaries which were having an influence on planning within. Such developments involved problems of transportation, sewers and water, recreational land, air and water pollution, and governmental cooperation, as well as the direct development of commercial industrial, and residential land.

The TALUS study area includes all seven counties likely to be touched by these problems over the next twenty-five years.

The land-use inventory was as central to the research of 1953 as it is to TALUS. But even in 1953 the amount of information to be recorded was so extensive as to set limits on what could be done. The punch-card files were made to show only the predominant land use in each block, and even then they were hard to manage. The result was a serious lack of precision. For example the traffic-generating character of a zone apparently all residential would be underestimated if it actually contained many scattered parcels of commercial land, or again, the true tax base of a civil division could never be studied from a land-use record showing only one land use per block.

Fortunately for TALUS, technical capabilities increased faster between 1953 and 1965 than the amount of urbanized land. By 1965 it was possible to record on magnetic tape the acreage in every land-use category in every one of the 50,000 blocks in the region and to manipulate, update, and retrieve the information with relative ease by means of computer programs. This means that the local planner can make detailed comparisons of land use in his own and other jurisdictions, and it means that TALUS can work with improved precision.

The DMATS and TALUS inventories of travel behavior produced is essentially the same record of a careful sample of trips by orgin, destination, purpose, time, mode and other characteristics. But twelve years of experience have produced some significant improvements in techniques. For example it is now necessary to hand-record only subsequent destinations (after a first origin) and the computer creates the essential O and D trip file, thus saving the writing and coding of more than 500,000 trip-end locations. Even more important, improved survey-research techniques have at least cut in half the twenty per cent by which trips were under-reported in 1953.

DMATS was hesitant about asking family income in 1953, but was aware of the important extent to which income is a predictor of activity variations. Its solution was to attach to each household the median income reported by the 1950 census for the appropriate census tract. In 1965 the O-D Survey was conducted for TALUS by the Dearborn Campus Center for Urban Studies of the University of Michigan, whose survey experience led them to ask income without hesitation. The result is a much more precise and current income record.

Planners involved in the 1953 study wanted to learn more about the pattern of intra-regional residential moves, but a question about "previous address" was judged to be not sufficiently relevant to the problems of transportation planning, and was omitted. In 1965 a special questionnaire was administered to half the sample households which not only recorded the last previous address, but also recorded neighborhood likes and dislikes in the old and new neighborhoods. Furthermore a special survey of Living Patterns and Attitudes has been conducted which has already produced useful information for general planning purposes.

DMATS asked each household about cars *owned,* but subsequent analysis revealed that the answers failed to account for many cars registered in the region. TALUS asked about cars *available,* and distinguished between those owned by the family in question and those leased or loaned to the family (company cars, for example), with superior results. Similarly, DMATS classified individuals in households by age, sex and marital status; TALUS added the capability of classifying the whole household by "stage in the family life cycle," thus providing a new and more useful dimension for the analysis of activity variations.

TALUS is the first of the comprehensive studies to make a major investment to inventory design features of the region. The visual impacts of both natural and man-made features in neighborhoods and in travel corridors are being systematically recorded. And TALUS intends to make full use of this and the other new types of information in its files, during the analysis and planning phases of its work.

Analysis

In its effort to understand the life processes of the region well enough to make sound plans, DMATS had to rely on tabulations from punch cards. This allows the examination of one variable in its relationship to any number of other variables, generally one at a time. By 1965 the development of the computer model had placed in the hands of TALUS a tool much more nearly capable of revealing the intricate systems of interrelated variables which must be understood if plans are to be realistic. Five models consisting of a number of sub-models are the heart of the TALUS analysis effort. They have been described in detail elsewhere, and here we can simply note their superiority over the analysis tools available to DMATS.

Another advance has occurred in the matter of location coding and the analysis of geographic relationships, DMATS devised its own grid of horizontal and vertical coordinates over its base maps, and presented to human coders the immense task of accurately recording ten digits to represent the location of every zone center, every highway intersection, and so forth. TALUS has been able to utilize state plane coodinates which allow locations within its area to be studied in relation to any other locations in the state. Moreover locations are coded quickly and accurately by machine (the Thompson Pencil Follower) and fed directly to a computer for computation of distances and areas.

Even more significant is the transfer from hand processes to the computer of the task of allocating street addresses, place names, and street intersections to analysis zones. Every block in the region has been numbered; the address range on every block face has been recorded on computer tape; an ingeneous computer program attaches the appropriate block number to properly coded input. The advantages are evident if we consider only the half million trip origins and destinations to be allocated, and there are other applications of the system beside. It is worth noting, too, that the traffic analysis zones of DMATS had nothing in common with census tracts or the areal units in use by other agencies. This has not only limited the usefulness of DMATS information, but made it impossible to keep it up to date. TALUS analysis zones, in contrast, are made up of census tracts, and the computer makes it relatively easy to re-group the basic block units into the areal units of other agencies.

Planning

The technical advances evident in the inventories and analysis would not have much meaning were they not oriented toward a better job of planning. But they emphatically are. DMATS planned for a target year of 1980, and worked with the RPC to obtain the best possible forecast of regional growth and land use for that year. They planned a freeway system intended to meet the needs of that future region, but they made no plan for the region. A forecast is not a plan; it more nearly represents the abdication of

planning responsibility. It would not be appropriate to blame DMATS for failing to accomplish what it was not intended to accomplish, but it is appropriate to take satisfaction in the broader planning objectives of TALUS.

TALUS is to evaluate alternative plans for the region, in sharp contrast to the single DMATS forecast. The approach to the genuine planning of alternatives is better discussed by a professional planner than by a technician like myself. But it is significant to note that the technical capability for doing genuine planning is assured by the concrete specifications adopted for the Regional Growth Model, which require that the model be sensitive to at least two policy variables: differential distributions of population densities and differential zonal accessabilities reflecting varying proposed transportation systems for the region.

Even with reference to transportation itself, TALUS objectives reflect two important advances over those of DMATS. One is the consequence of technical progress and the other is the consequence of changed policy. DMATS pushed its technical resources to their limit simply to evaluate a freeway system of about fifty interchanges. An estimating device called a Diversion Curve was used to separate from total trip volumes only those volumes likely to use the freeways, and the proposed freeway system was one shown to be suitable for carrying those partial volumes. No computer then available had the capacity necessary for evaluating a total transportation system. In happy contrast, TALUS has the computer resources necessary for evaluating a system of more than a thousand intersections and can test plans prividing capacity for all interzonal vehicle movements.

More important, TALUS has the mandate and the resources for testing that kind of total transportation system representing a balance between highways and public transportation which today's public policy recognizes as desirable. This means that it is not *vehicle trips* but *person trips* which are the primary units to be planned for, that the consequences of regional rail and bus systems will be assessed, and that TALUS is not constrained by a single forecasted trip table but can observe variations in trip frequencies and lengths due to alternative population density patterns and to alternative emphases on public and private transportation.

The Future

Considering the differences between DMATS and TALUS raises the question about what developments in planning might take place over the next twelve years. It has been the intention of the designers of TALUS that its scope be sufficiently inclusive and its tools be sufficiently flexible to keep up with developments and avoid the need for another new start after another twelve years, with all its problems of community organization, the assembly of staff, and the raising of large sums of money. But this will require a continuing planning effort less intensive than TALUS but more intensive than those of the previous twelve years. This is because TALUS has already established the fact that the basic processes of regional life are not stable, as evidenced by fundamental changes since 1953, and their dynamics require the regular updating of extensive information files and the regular re-checking of plans to take into account the unexpected changes we know enough to expect.

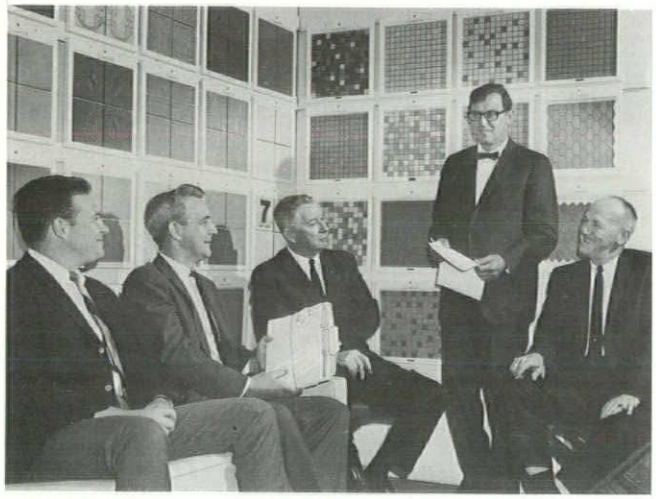
Perhaps all advances from 1953 to 1965 are best summarized this way: DMATS did not have the technical resources necessary for regional planning; TALUS does.

NEWS

1967-68 Producer's Council Officers meet to plan season's working sessions

Under the direction of President Henry Hall, ALCOA Architectural Products representative, the new officers of the Michigan Chapter of the Producer's Council met recently to plan the next season's meeting schedule. Four sponsored dinner meetings for architects and designers are planned and the popular "table-top" product display meeting series will be continued, as well as the Annual Christmas Party to be held on the first Friday of December. Dates and locations of all meetings will be announced later.

The Producer's Council is an association of quality building products manufacturer's representatives organized to provide reliable data and service for the architectural profession. The Producer's Council is an affiliate of the American Institute of Architects.



Pictured: (left to right) Paul J. Boudreau, Secretary, Executone-Detroit, Inc.; Fred Miller, Second Vice President, American Air Filter Company, Inc.; Don Forrest, First Vice President, Century Brick Company; Henry Hall, President, Aluminum Company of America; Herman Marsh, Treasurer, B. F. Goodrich Company.

Steel Industry Recognizes Local Architects and Engineers

For the second year in succession, the American Institute of Steel Construction selected two Michigan projects for recognition in their Architectural Awards of Excellence program. A jury of eminent architects, engineers and representatives of the arts, including Robert F. Hastings, FAIA, President of Smith, Hinchman & Grylls Associates, Inc., awarded top recognition to the designers and builders of the Loutit Hall of Science at Grand Valley State College, Allendale, and the Ford Motor Credit Company office building, Dearborn.

Representatives of the steel industry presented placques and certificates to the creators of these magnificent structures at the 24th Annual Mid-Summer Conference of the Michigan Society of Architects held recently at the Grand Hotel, Mackinac Island.

Mr. E. H. Webster, Vice President of the Institute, in presenting the awards stated, "The AISC annually conducts this competition to recognize outstanding architectural design in structural steel and to honor the architects and engineers who design and build the nation's structures using steel in imaginative and aesthetic ways". He added, "We are pleased that two of the 12 winning buildings are located in Michigan."

Meathe, Kessler & Associates, Inc., Grosse Pointe, executed the architectural design for the Loutit Hall of Science which, besides the structural steel framing, incorporates weathering steel panels in the exterior treatment, a material which requires no painting.

McClurg, McClurg, Mikle & Cooper, Inc., Detroit engineers, designed the structure, and George Datema & Sons, Inc., of Grand Rapids, were the General Contractors. The structural steel framing was fabricated and erected by the Steel Fabricating Company of Muskegon, and the weathering steel panels by Aluminum and Architectural Metals Company, of Detroit.

Skidmore, Owings and Merrill, New York architects, designers of the Ford Motor Credit Company structure will be feted at a ceremony to be held in New York. At the Mackinac Conference, W. R. Beasley represented the Ford Motor Company, and Ralph Smith, President of Unit Steel Company, the fabricators and erectors of steel for this building.

A Ford Motor Company structure built in California, which also received recognition, was fabricated by The R. C. Mahon Company, of Detroit.

In the picture above, E. H. Webster, Vice President of the Institute, is shown making the presentation to architect Philip Meathe. Observing the award, from left to right, are Henry Lembeck, Regional Engineer, AISC; Robert Cooper, representing the engineers; Philip Meathe; Edwin Webster; Adrian N. Langius, Director of the State Building Division, representing the college; and J. Gardner Martin, Executive Director, Great Lakes Fabricators and Erectors Association.

In his introductory remarks, Mr. Martin pointed out that the Institute believes that it is rendering a public service by stimulating and increasing a lasting interest in improved architectural design. He stated, "We believe that the inherent beauty of today's buildings stand as a magnificent tribute to the vision and skill of the men who plan, design, and build them. The result of this and past competition strengthens the position of Michigan architects in the profession throughout the country. We can all be justly proud of their achievement".

Concert Series Announced

The program for the 12th Music Concert Series of the Founders Society of the Detroit Institute of Arts has been announced by Edith J. Freeman, Chairman.

1967

Oct. 27 P.D.Q. Bach with Royal P.D.Q. Bach Festival Orchestra and Chorus under the direction of composer Peter Schickele.

Nov. 18 Benjamin Britten's opera Curlew River. Thomas Scherman, musical director, Little Orchestra Society of New York, chorus and soloists.

Dec. 1 Alicia de Larrocha, spectacular Spanish pianist.

1968

Feb. 16 Jose Limon Dance Company

Mar. 15 Los Indios Tabajaras—Indian guitarists.

May 3 Sonata de Camera from Holland. Ensemble of two violins, cello, viola da gamba harpsichord.

Reservations for tickets may be made by calling 832-2730 or writing to Concert Series, Founders Society, Detroit Institute of Arts, 5200 Woodward Avenue, Detroit.

CSI Spec-Data Title Transferred

The Construction Specifications Institute, Washington, D.C., announced the Spec-Data Trademark transfer of title from the Producers' Council to CSI. All rights, title and interest were transferred in an agreement signed by representatives of both organizations in Washington.

In acquiring the rights to Spec-Data, CSI also revealed that the program would receive major impetus from the organization during the coming year. At its 11th Annual Convention in Miami Beach the membership of CSI overwhelmingly adopted a resolution urging the use of Spec-Data throughout the construction industry.

Spec-Data sheets are not a replacement for advertising. Rather, they complement a manufacturer's advertising program; they supplement it by providing a logical place for presenting technical data of the sort that may be difficult to include in advertising. Architects and engineers who have reviewed Spec-Data sheets indicated they would make continued use of them. The Spec-Data sheet is presented in a standard format with 10 general headings: 1) Product Name; 2) Manufacturer; 3) Product Description; 4) Technical Data; 5) Installation; 6) Availability and Cost; 7) Guarantees; 8) Maintenance; 9) Technical Services; and 10) Filing Systems.

Announcement

Volk & London Architects, Inc., announce Richard G. Fuher, AIA, an Associate in the Firm, has been elected a Vice-President and Vytautas J. Usas. AIA, has joined the Firm as an Associate and a Vice-President.

Wanted:

Sales Engineer, Precast and Prestressed Concrete. Territory, Southeastern Michigan. Architectural or Engineering Degree desirable, construction knowledge valuable, sales experience or aptitude.

Send resume to C. H. Walter, Jr., Sales Manager, Precast/Schokbeton, Inc., P. O. Box 2088, Kalamazoo, Michigan.

Classified

Architects, registered or soon to be, with 3-5 years experience to work in a dynamic architectural office in the Ann Arbor area. All answers held in strictest confidence. Reply with resume to P.O. Box 1148, Ann Arbor, Michigan 48106.

CALENDAR

1967

September 23	Detroit Chapter Allied Arts Festival—Cranbrook.
October 10	Annual Meeting, Detroit Chapter, Statler Hotel, 6:00 P.M.
November 12 - 18	80th Anniversary — Founding of Detroit Chapter, AIA.

1968

January 23, 1968	Anthony Adinolfi, guest speaker of Detroit Chapter—Engineering Society of Detroit.
March 13, 14, 15, 1968	54th Annual MSA Convention—Detroit.
June 24 - 28	AIA Convention, Portland, Oregon

ADVERTISER'S INDEX

NOTICE

The October Issue of the Monthly Bulletin will feature the 1967-1968 Roster of Architectural Firms in Michigan.

Lights that heat, too

Another advantage of an all-electric building. In all-electric commercial and industrial buildings, heat created by modern lighting can keep people warm and comfortable. In these installations, heat from the lights is recovered and redistributed to peripheral areas. The systems work so well, additional heat isn't necessary through most of the heating season. Supplementary electric heat automatically comes on to help out on the coldest days. If you're building or modernizing, heating, cooling and ventilation can be coordinated with lighting. And you'll benefit economically with a single, modern energy source. Electricity. Especially since Edison has a new, lower rate for heat-by-light systems.

ALL-ELECTRIC BUILDING

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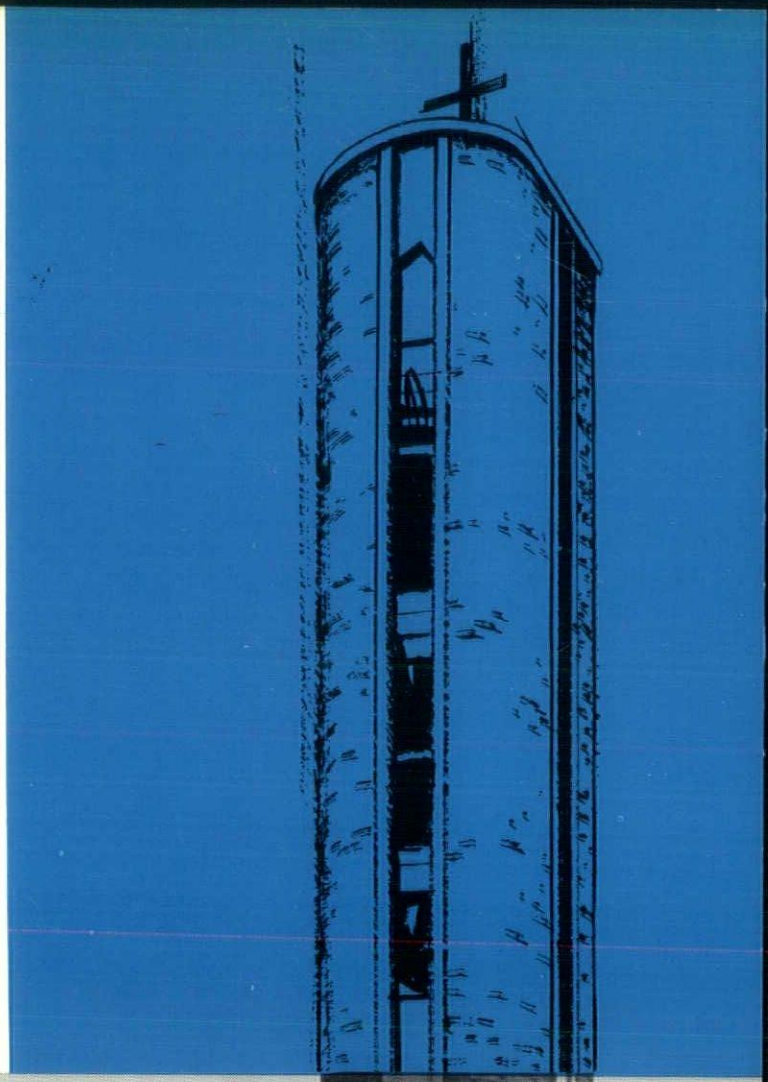

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