monthly

BULLETIN

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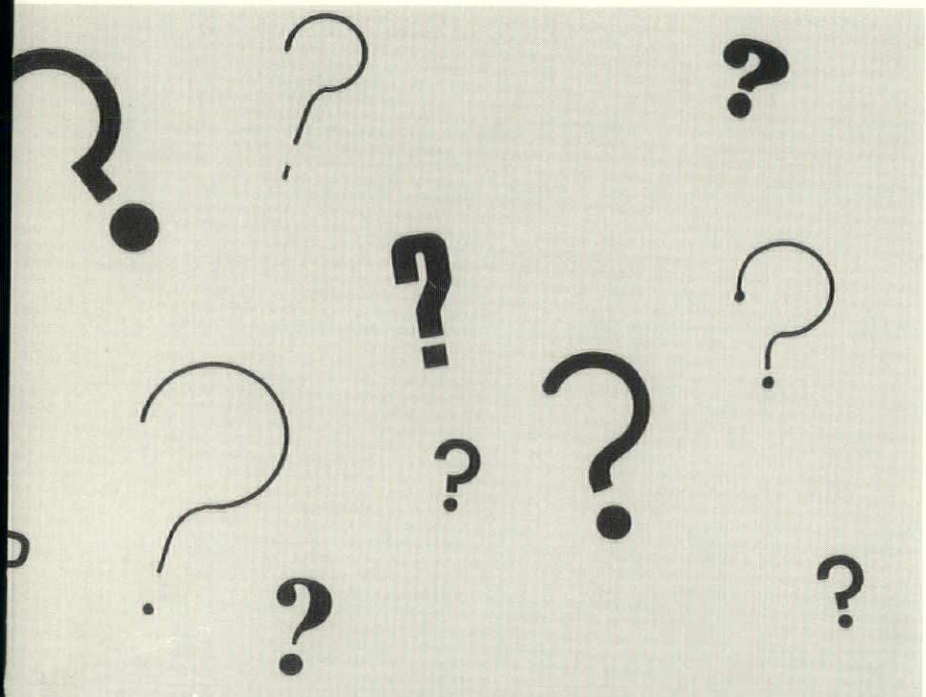
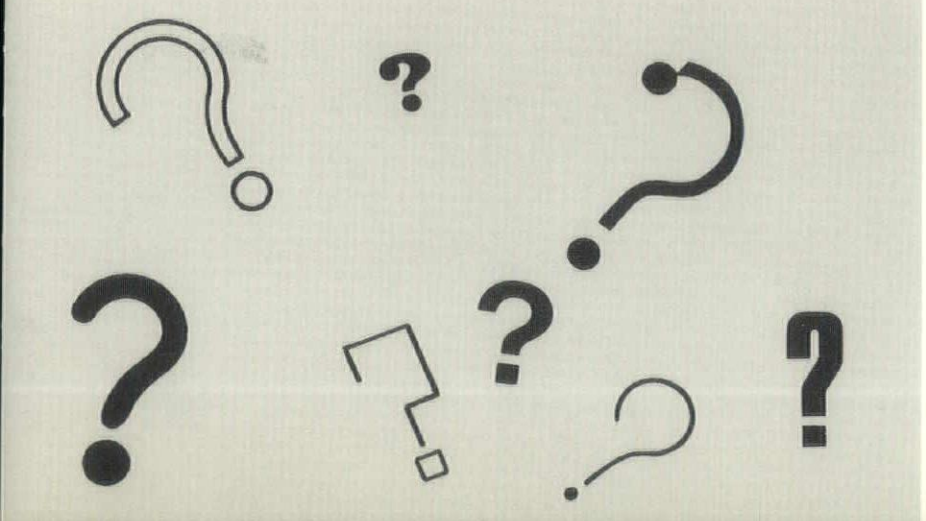


Cost of Hospital Construction...



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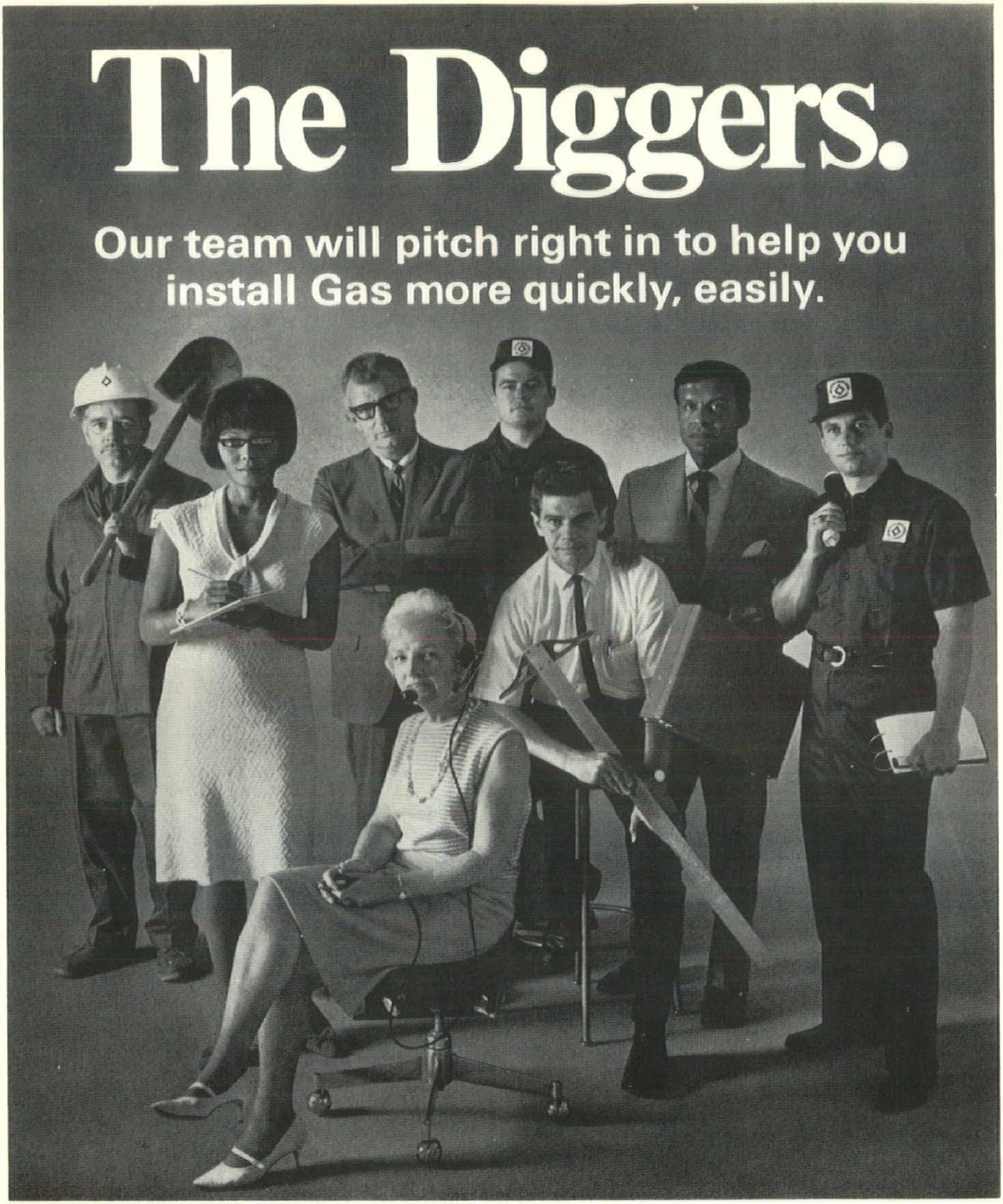

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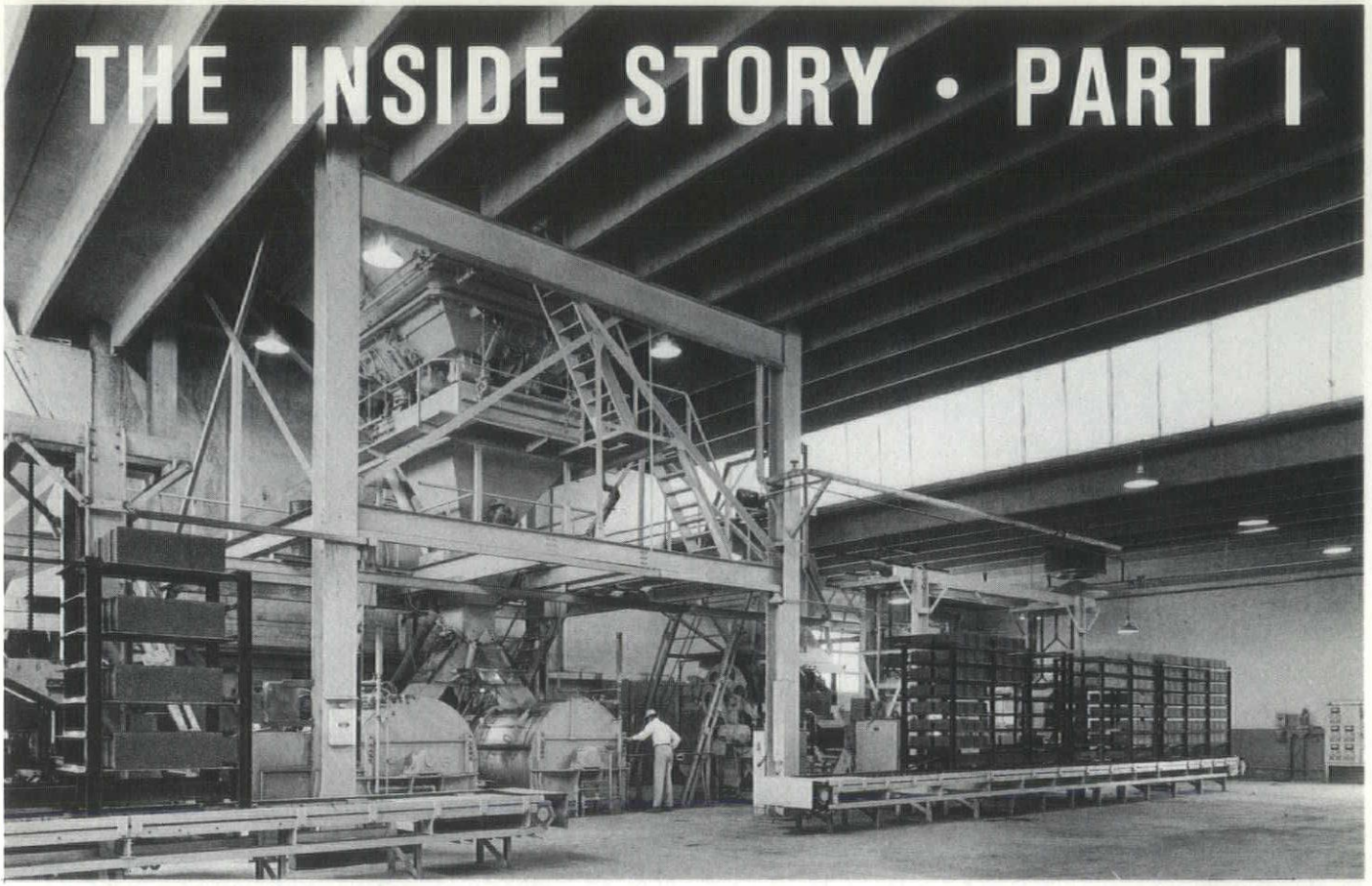
THE INSIDE STORY • PART I



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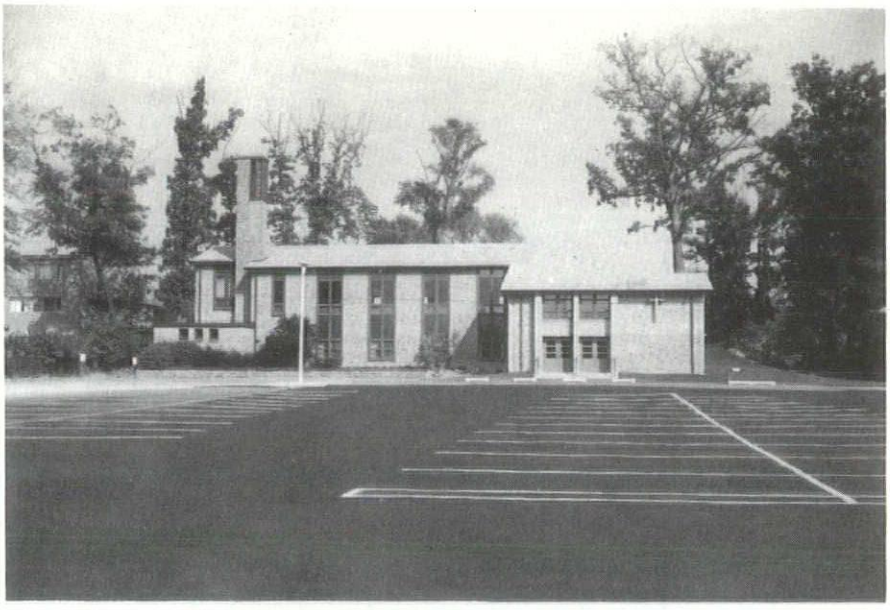

Architects: Munson, Mattern & Barner; Landscape Architects: Jack A. Drew Associates, Inc.

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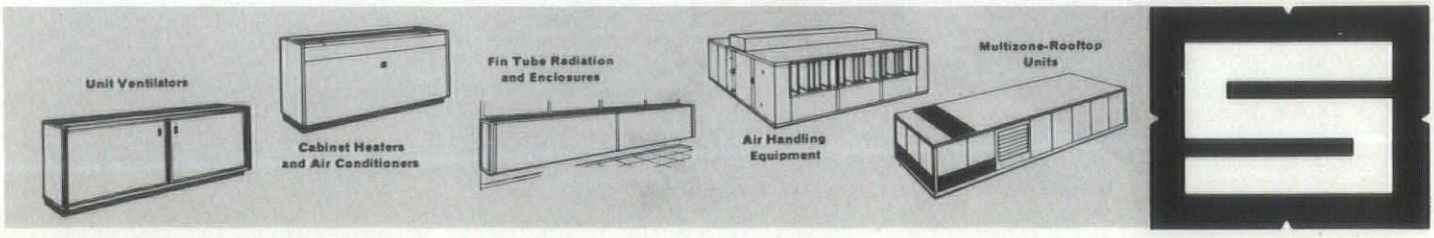

EDITORIAL

The "Princeton Report" — actually titled "A Study of Education for Environmental Design" and eagerly awaited by many as the ultimate forecast for guiding the realm of education in architecture — was presented to the convention of the Association of Collegiate Schools of Architecture and of the American Institute of Architects at Portland last June. It was received with silence that soon graduated into disappointment. Its content was promptly debated at considerable length and with increasing heat, and was finally rejected by both organizations in Convention assembled. Quite apparently the architects had expected something entirely different, and they were miffed.

Those who were not present at either convention but who have read this report could very well have another attitude about it. True, it does not treat directly the question of the education of the architectural technician, which was the expectation of most architects, it being concerned almost totally, as its title implies, with the much broader range of providing a background for the total design of the total human setting, going far beyond the design of buildings only. Thus it dealt with the broadening and outreaching scope of environmental design rather than the tighter and more definitive range of the details of strict architectural and building construction work. One of the charts included in the "Princeton Report" identifies the scale of the various tasks of environmental design from "components" (the smallest—the parts of a building) through "unit" (the whole building), group, district and area, to "Region" (the largest shown—as perhaps the Great Lakes). It could go on to "nation", "continent", and "world" —and as Buckmister Fuller and Doxiadis would no doubt add "and so on."

What is of more particular interest to the practicing architects who make up the majority of the AIA is the education of the "technicians" who can manage the "nuts and bolts" of their practices in the first categories of the "scale" scale. Important here is a basic and general knowledge of the fundamental aspects of building construction and of architectural practice, followed by additional intensive education in a combination of technical disciplines relating to the building industry. Although the educational curriculum formula suggested in a massive three dimensional chart in the Princeton report yielded 216 possible course sequences that could meet individual student requirements, it was thought by the conventions to be rigid and arbitrary, ignoring many parameters of the educational process.

There seemed to be general agreement, both among the educators of the ACSA and among AIA convention delegates that architectural schools are not doing a suitably effective job of educating architects under the present programs now being used. It is encouraging that many schools are in the process of revamping both their goals and their curricula. U of M Professor of Architecture C. Theodore Larson, very active in the Architectural Research Laboratory at U of M made these comments in this regard: "For my own part I am convinced that the architectural schools will have to change drastically in both scope and direction, far beyond what the Princeton researchers have suggested. (In this sense I go merrily along with ACSA consensus).

To be meaningful, architectural education has to be related to the changing needs of the profession, but architectural practice in turn has to be related to an industry of building which is itself changing drastically in response to the changing needs of a society which has at its command all sorts of scientific and technological resources that never existed before and are still evolving as man himself continues to evolve towards an undefined wholeness and completeness. I don't see how the problems of education can be solved unless they are viewed within this larger context—dynamically and on a steadily expanding scale until we take in the entire world as a unit of architectural planning and design.

This means, I believe, that the training of architects and all the other specialists concerned with the planning and design of the physical environment (including architectural technicians, about whom very little was said at the ACAS sessions) has to be conceived as part of a broader program of education which will also provide for the training of construction specialists, financing specialists, marketing and management specialists, and the many other specialists who make up an evolving kind of building industry."

In Michigan at present several colleges and two year community colleges offer formal programs in training the Architectural Technician, Ferris State College at Big Rapids has perhaps the most well developed of these. Lawrence Institute of Technology has a good program in Building Construction Technology and Wayne State University offers a program of in-service training for adults. At University of Michigan excellent training toward this goal is available, although a formally organized specific program is still under study. The whole of the Architectural Technician seems to be something in which Junior or Community Colleges could play a large role. Schoolcraft College at Livonia has a well developed program as does Delta College at Bay City; Grand Rapids Junior College has a one year program in Technical drafting. Interest has been shown in developing programs at St. Clair College (Port Huron), Henry Ford (Dearborn), Mountcalm (near Stanton in Mountcalm County), Monroe (Monroe), Muskegon, Flint and Oakland Counties' four campus community college near Detroit.

These are being investigated and evaluated by a committee of the MSA which is interested in somewhat more practical applications of this type of training, both from the standpoint of the individual student (realizing that in many cases the student is fortunate to have been able to seek higher education at all, and is deserving of a complete college education equipping him for realistic contribution and gainful employment even though he may not be equipped with the financial, emotional or academic resources to pursue a professional degree in architecture, and the architect-employer who can no longer divert a large part of his time and attention to training his employees in the fundamentals of architectural practice when the professional demands he faces become more complex and intricate each day.

The student has every right to expect certain reward for having completed an educational course in a discipline needed by society and is able to rely on credentials that distinguish the serious student from a dropout type interested only in hanging on to his job as a junior draftsman.

The question comes up of some sort of official recognition for completion of such a course. Licensing or registration of architectural technicians comes perhaps too close to professional standards, at least by inference, but certification by the State could provide suitable recognition. This would involve successfully meeting established standards of course study and perhaps additional requirements which could be set by statute. Certainly it seems that if this should be the case, these standards should be set by those most directly concerned with their value, the architects who will benefit from availability of properly trained technicians. A bill to provide for this certification has been introduced into the Michigan legislature and although it has not been acted upon it is still alive. If this should become law it could be that the profession will find its standards unrealistic and wanting in some rather vital aspects. The establishment of standards for such certification is the responsibility of the profession as a whole, and it is hoped that the MSA committee studying this question will soon be able to determine the best method for its accomplishment.

David Williams, AIA

BULLETIN

monthly

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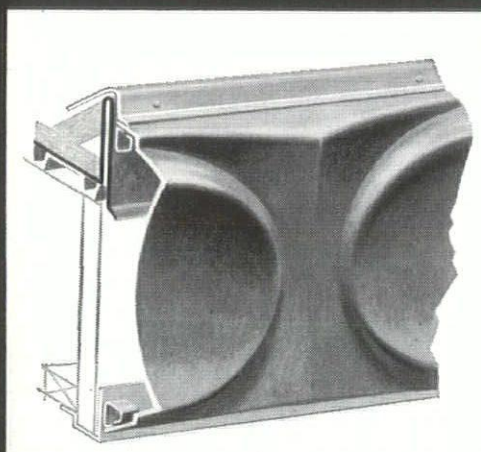

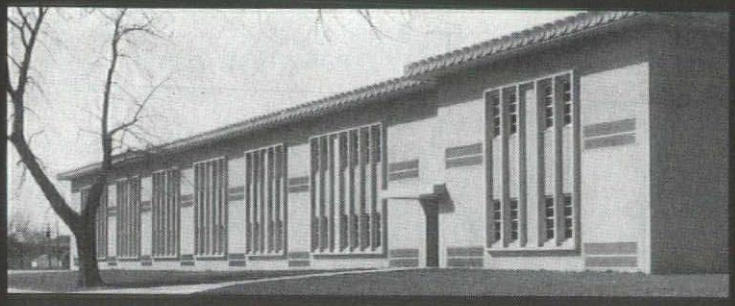

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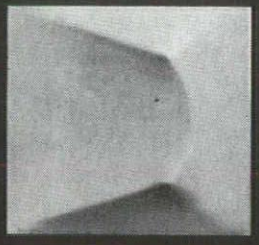

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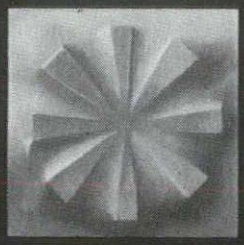

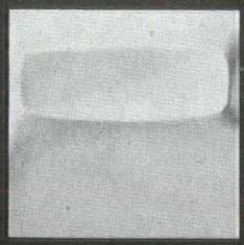

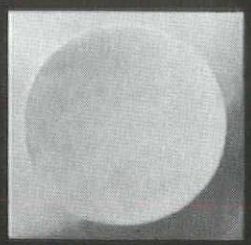

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THE SPIRALING COST OF HOSPITAL CONSTRUCTION— IT CAN BE CHECKED!

Samuel D. Popkin, AIA
Member, Board of Directors
Albert Kahn Associated
Architects and Engineers

This enticing title was not designed to sell more magazines, papers or pocketbooks, but to make you aware of some of the major forces at work which, hopefully, can be modified to bring about some sense of normalcy in this inflationary period.

Medical doctors, technicians, nurses and other hospital personnel are presently in short supply. The cost of developing medical technology and incorporating its results in our hospitals is increasing daily. Hospital beds, generally, are available only on a priority basis and only then after a significant waiting period.

What does this rather bleak but unfortunately true picture of the problems besetting the hospital administrator and his board have to do with architecture? To those of us more closely identified with this type of architectural practice, the warnings are clear that these factors, coupled with construction costs which are generally higher than other types of building facilities, largely determine the total design of a hospital.

The five dollar a day goal for the industrial worker reached by industry following World War I was a milestone eagerly sought after. Conversely, the hundred dollar-plus cost per day for patient care, is not a welcome development. It will nevertheless, soon become an entry in the record books as having influenced our lives even more dramatically than the industrial worker's dream that came to reality almost fifty years ago.

The cost of medical research and the costs applicable to training and maintaining the many and varied hospital disciplines are beyond our sphere of influence but we can, however, influence construction costs, and hopefully in a downward direction.

We know that the selection of given building materials is basically the prerogative of the architect after analyzing and subsequently meeting the needs of his client. But those elements over which he usually has little control —specifically laws, codes, regulations and ordinances — have so influenced building design that increased costs thus occasioned are accepted, however grudgingly, in deference to authority.

To what extent have you, as a practitioner, been *personally* involved in the activities of your local government or in the whys and wherefores of the meaning and interpretations of these regulatory controls?

I do not mean to imply that there is no need for regulation of building components, structure and construction, but only to urge you to become more active in an area where a limited number of your fellow architects are working so diligently to unify and standardize the hundreds of separate restrictive documents in existence across our land.

It is imperative that we keep informed of forthcoming changes in existing regulations so that formative building plans in the schematic stage are not invalidated when they are submitted for approval at a later date.

The inherent danger of a "specification" type regulation or code has been recognized in the past by the incorporation of the "performance" type code that permits the architect to utilize those concepts and materials which will benefit his client, provide a more functional structure, and still retain those basic elements relating to life and fire safety of the individual.

The "layer cake" design of office buildings in our country's largest metropolis is indicative enough of the restrictive character which can be incorporated in our regulations if not enough early interest and action is generated among us.

Plans are presently underway to continue the rewriting of the current Hospital and Institution Regulations which were promulgated on February 14, 1961 and except for adjustments in interpretation have not been revised to date. There is also now in process a plan to rewrite the well-known National Fire Protection Association Building Exits Code No. 101.

An interested and aware profession, whether or not directly involved in Hospital design should ask those questions which are pertinent to building design and construction *now* and not bemoan the action taken by others after the fact.

The architect who may soon be or now is involved in a building program partially financed by funds received from governmental sources, soon becomes aware of the proliferation of the number of mandatory rules and regulations which must be followed, sorting out those that are more stringent and therefore applicable.

A basic query asked of architects by Owners which the architect cannot in good conscience answer is: Why must stair doors be forty-four inches (44") in width when it is not only impractical, but almost inconceivable to evacuate bed patients from a hospital by carrying their beds down the stairway? Considering the size and weight of modern day beds, plus the weight of an adult, how many patients and beds could be safely evacuated in this manner? Disaster plans in hospitals generally call for the evacuation of patients by carrying them out on a mattress.

This single example points up but one of many areas which must be studied and evaluated to establish meaningful minimums of design requirements in order for the architect to be able to produce a set of plans from which a facility can be built at the lowest possible cost.

Our clients may not read or have access to this article, but in their interest and certainly in ours, we cannot remain silent if our voice can help to check increased costs in an area in which we are certainly more knowledgeable than others.

The Spiraling Cost of Hospital Construction....

....has been checked,

with the first fluid generator system installed in any building.

In view of the present trend of ever rising costs, in general, and ever rising costs in construction, in particular, the design of the new Holy Cross Hospital addition was a personal challenge to the A/E team of L. J. Nelsen, Architect and James P. Noble, Consulting Engineer.

As part of the major construction program to increase Holy Cross from 150 beds to a capacity of 350 beds, ten operating rooms, central sterilizing department, x-ray facilities, emergency department, laundry, kitchen and dining room facilities and related services were provided.

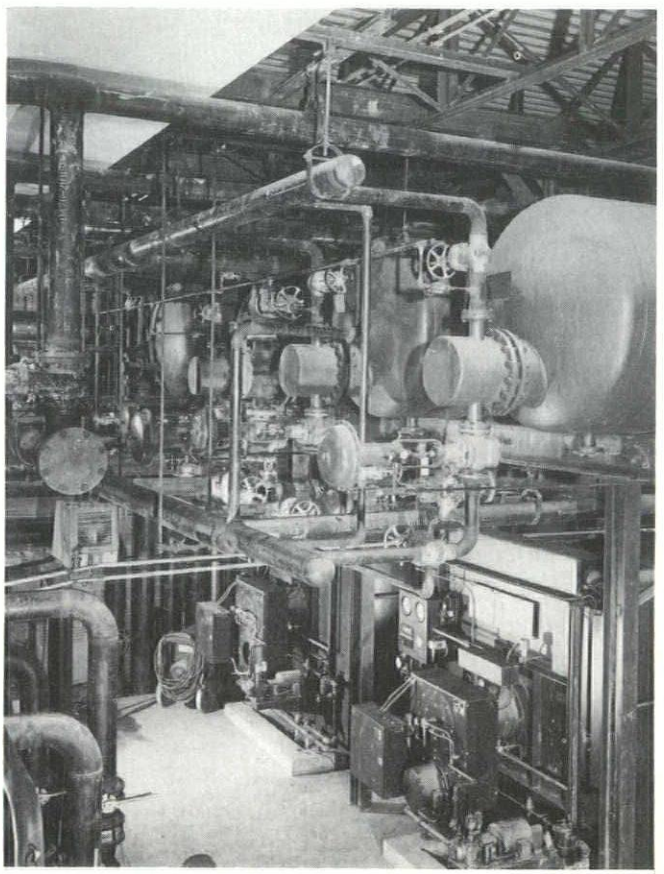
A major breakthrough in the field of hospital design was in the power system designed by Noble. The boiler plant is the first fluid generator system installation of its kind, eliminating all boiler plant operators.

The use of a new, non-pressurized synthetic fluid supplied to five convertors at a temperature of 500° F and returned at 400° F, two 14 million BTU output generators are fired either by gas or oil. This new system, unlike steam, produces high temperature at atmospheric pressures automatically controlled, is so designed to eliminate all possibility of placing the generators and its system under any pressure.

By convertors, steam is developed at 125 lbs. for supply to the existing building steam system, and by pressure reducing stations it is supplied to the equipment for heating, laundry and sterilizing. Each steam absorbtion chiller has its own 15 lbs. steam convertor. The two convertors are designed for 125 lbs. service and should the occasion arise they may be used as standby equipment for the main 125 lbs. steam convertor. One hot water convertor supplies water at 180° F for the laundry; the second convertor supplies 200° F water for heating the building.

Reading from left to right, Frank G. Heidenfelder, Controller, Holy Cross Hospital, Detroit; L. J. Nelsen, AIA, Architect, Detroit; Sister M. Martin de Porres, Administrator, Holy Cross Hospital, Detroit; James P. Noble, CEC, J. P. Noble Consulting Engineer, Detroit and St. Clair Shores.

Reading from left to right, L. J. Nelsen, AIA, Architect, Detroit; Sister M. Martin de Porres, Administrator, Holy Cross Hospital, Detroit; Sister M. Laurentia, O.S.F., Director of Finance, Sisters of St. Francis of Sylvania, Ohio; James P. Noble, CEC, J. P. Noble Consulting Engineer, Detroit and St. Clair Shores; S. A. Bogen, President, Consulting Engineers Council of United States.

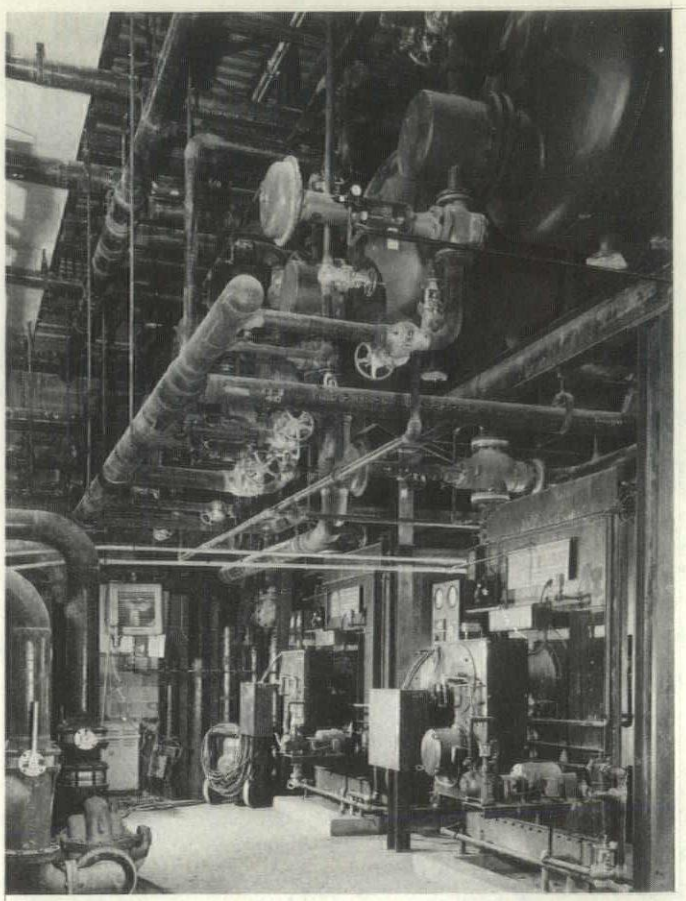


This system does not come under the city code requiring boiler plant operators as defined in a review by the Building and Safety Department of the City of Detroit. By definition the power system must be designed and constructed so that at no time can any pressure occur even thru valve malfunction or personnel error.

Specifications and the contract required the generator manufacturer be responsible to the mechanical contractor for the manufacture and installation of the entire fluid generator system. To accomplish this, the manufacturer provided on-site supervision and sub-let the piping to the mechanical contractor.

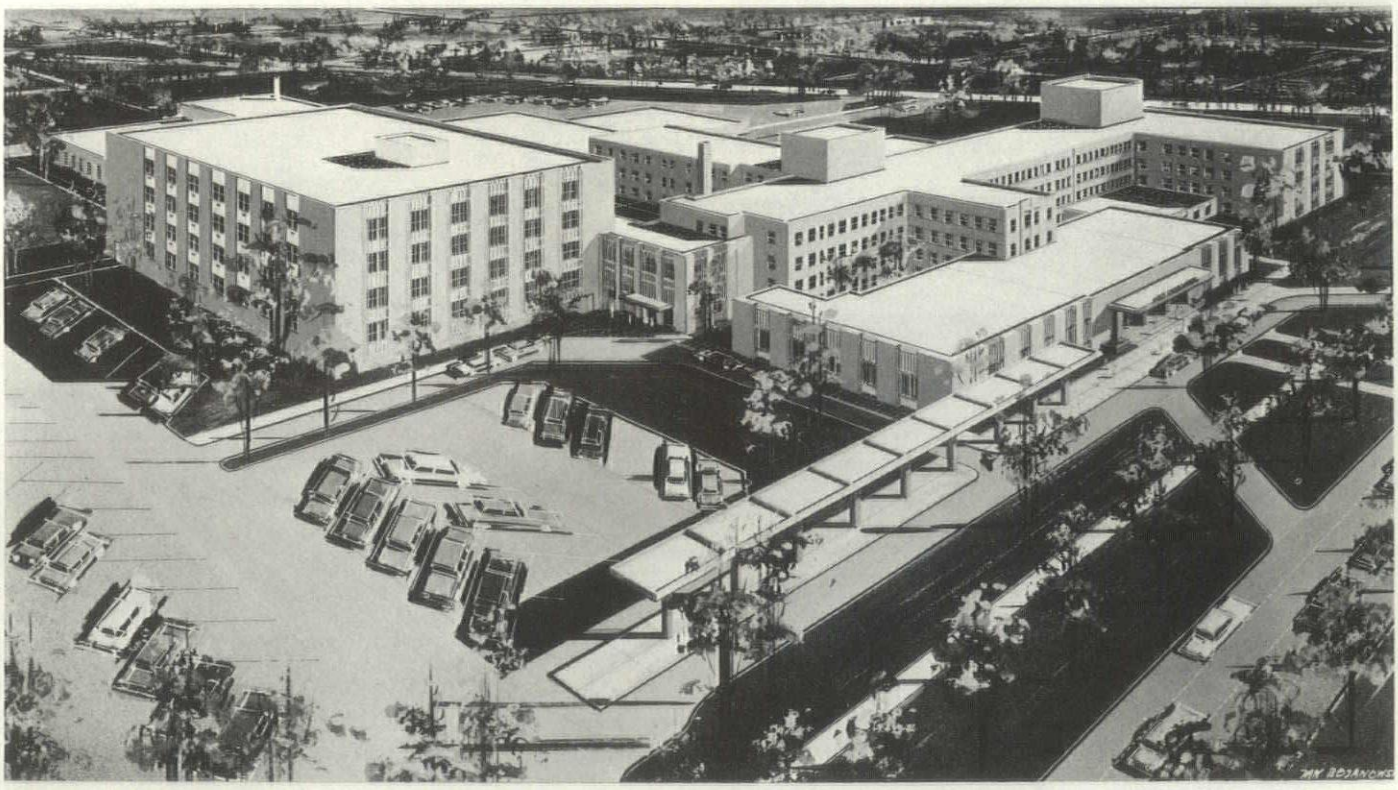
The $125,000 increase in cost over the conventional steam boiler system is estimated to be offset in three years, with annual savings to the owner of $40,000 thereafter. The fluid generator system as installed in Holy Cross Hospital will provide more consistent heat, more stable temperature and greater heat capacity than the conventional system.

With the savings potential of this fluid generator system the Michigan Department of Health is interested in the results of the Holy Cross installation, with plans to lower costs of future construction of medical facilities.



James P. Noble, P. E., established his consulting engineering practice in Detroit in 1955. His organization provides mechanical and electrical consulting engineering service in air conditioning, heating, ventilating, boiler plants and plumbing.

L. J. Nelsen, AIA, a practicing architect in Detroit since 1942 has been engaged primarily in hospital and church design. Grace Lutheran Church and Resurrection Lutheran Church are two of his most recent designs.



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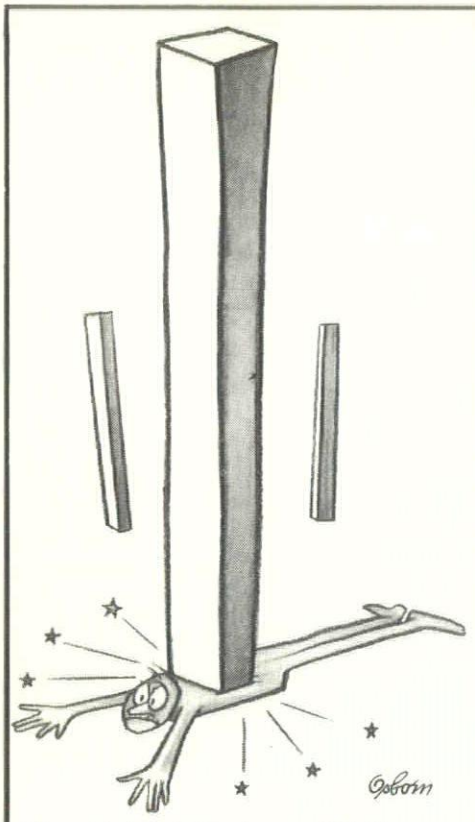

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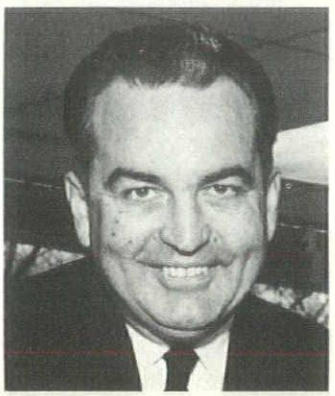
NEWS

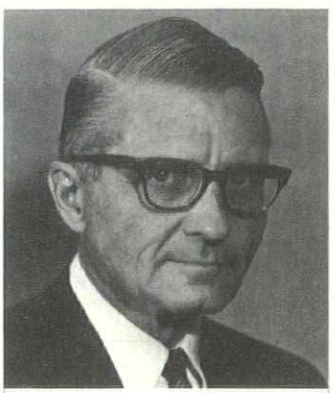
O'Dell, Hewlett and Luckenbach, Inc. Elects Charles Sherman, George Harris

Charles W. Sherman, A.I.A. and George K. Harris, A.I.A., have been elected executive vice president and vice president, respectively, of O'Dell, Hewlett and Luckenbach, Inc.



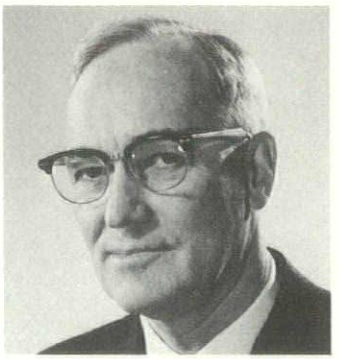
Sherman, who joined O'Dell, Hewlett and Luckenbach in 1952, is responsible for the general management of the 31-year-old firm. A native of Ohio, Sherman attended the University of Michigan School of Architecture. He received his architectural registration from the State of Michigan in 1959.

Sherman is currently chairman of the Professional Employment Practices Committee, Detroit Chapter, Michigan Chapter of Construction Specifications Institute.



Harris has been a member of the Birmingham architectural firm since 1944 and is its Director of Design. He is a graduate of the University of Michigan School of Architecture and was honored in 1967 for his design of the Wayne State University Law School.

Giffels Elected to Michigan C of C



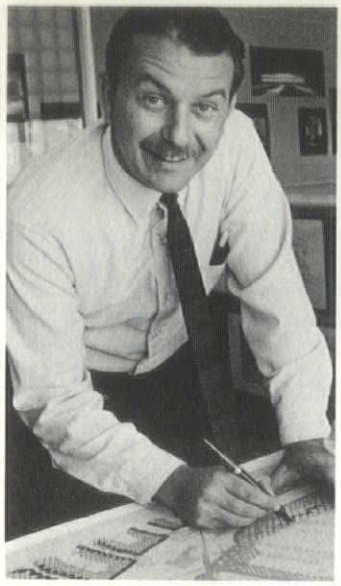
Carl A. Giffels, president. Giffels & Rossetti, Inc., has been elected to the Board of Directors of the Michigan State Chamber of Commerce.

Harry R. Hall, president of the State Chamber, in making the announcement said, "Carl Giffels' election reflects the high level of executives who serve on the 70-men Board of Directors of the Michigan State Chamber. We have been extremely fortunate in having men of Mr. Giffels' caliber agree to serve on the Board and to help us form policies that are conductive to the development of the entire State of Michigan. Because of his reputation in business and his interest in the State of Michigan, we know he will make a distinct contribution to the continued progress of the State Chamber and its influence on economic, social and political progress in Michigan."

Harley, Ellington, Cowin & Stirton, Inc. Appoint Design Director

J. Arthur Miller has been appointed Director of Design for Harley, Ellington, Cowin & Stirton, Inc.

Miller is a cum laude graduate of Amherst College with graduate study at MIT where he received his Masters Degree in Architecture in 1957. He comes to Harley, Ellington, Cowin & Stirton, Inc., with extensive experience in developing and executing design projects for government and corporate long-range planning and building programs.



Miller holds numerous professional awards including National Honor Society, the Heisey Prize from Amherst College, election to Tau Beta Pi, National Honorary Engineering Fraternity at MIT and several design awards from the American Institute of Architects. Currently, he is chairman of the Design Awards Committee, Detroit Chapter, AIA.

New Regional Director

Walter B. Sanders, FAIA, has been elected to the position of Director, Michigan Region of the American Institute of Architects at the National AIA Convention held in Portland, Oregon. He is a member of the Huron Valley Chapter.

Sanders, Professor of Architecture at the University of Michigan, will represent Michigan Architects as one of the 18 regional directors of the Institute. As Regional Director he is also a member of the Board of Directors of the Michigan Society of Architects.

Philip J. Meathe, AIA is the retiring Director of the Michigan Region. The term of office is three years.

Members in Action

The following statement is presented by the Metropolitan Affairs Committee for the Detroit Chapter. A timely statement, it is a starting point for greater efforts by the Chapter to gain acceptance of these broader criteria as primary objectives of planning.

Paul B. Brown, FAIA
Chairman

Architects are concerned with the urban physical environment for one compelling reason: *unless the social, economic, political and visual problems of American cities can be solved, this country will not survive as a civilized nation.*

In a few years, 80% of the American people will be living in urban areas. A superhuman effort will be required to insure equality of opportunity in housing, employment, education and the enjoyment of life. Aside from human problems, there are staggering physical problems: arresting the rapid disappearance of open land; bringing the rate of rehabilitation and renewal above the rate of deterioration; making adequate provision for the automobile; conquering air and water pollution. We will need an entirely new kind of thinking, a degree of coordination, subordination and cooperation between communities of people, government and business that to date has not existed.

Invariably *the margin of profit* is today's accepted measure of worth of new physical developments within the city. This measure alone will not suffice in the future. The emphasis must be on *the margin of 'human amenities'*. In other words, what is the potential of a particular development for improving the quality of human life? How will it contribute to the elimination of poverty, ugliness and crime, and to the enrichment of the lives of all the people in the community? The primary objective of good urban planning and design must be thoroughly understood and sought after by the people living in the cities, their governments, business, architects, planners and engineers: *The creation of a physical and social environment that will bring out the best in people — in their work, their play and their relations with one another.*

Guidelines must be developed to insure more adequate provision for the social, spiritual, emotional and physiological needs of man. Planning in urban areas has tended to deal with the quantitative problems of city living—with numbers of people, acres of land and miles of highway. Qualitative aspects of human life—the needs and desires of individual man—have too often been neglected. Because these human values are of vital and particular concern to the architect, he must assume the primary responsibility for making certain they are the paramount goal of all urban planning.

Before greater coordination of planning efforts can occur, there must be far greater cooperation between local governments in the Metropolitan Region. A Metropolitan Government is the only long-term answer. A new high in civic leadership will be required, particularly among public officials and professionals and, more particularly, among architects.

* * *

A. *Problem Areas*

What are the characteristics of life in Metropolitan Detroit that grate on man's sensibilities, that keep him constantly out of physical and emotional balance? 1. *Travel Time* — In traveling millions of miles daily to and from work, a half million Detroiters have no choice but to spend long hours on car-choked "expressways". The resulting waste in time, money, and human energy is exhorbitant. 2. *Monotony* — The driver who travels 25 miles to work may be fortunate enough to pass through some country on his way to the city but for most, the ride to work is through the sprawl from the fringe to the central core or from one fringe to another.

3. *Absence of Visual Foci* — Other than the river, there is no beginning and no end. Can one picture Detroit without water, with Windsor abutting the city at the river's northern shore? A city should be interlaced with changes of pace, with a skeleton of visual vistas that give it a discernible structure, beauty and organic unity. Of the little natural beauty Detroit had in the beginning, all that is left is the river. Man hasn't quite succeeded in destroying the latter completely.

4. *Lack of Community Identity* — With rare exceptions such as Indian Village, Sherwood Forest, Palmer Park, Elmwood and certain suburbs, there is a lack of community identity throughout Metropolitan Detroit. For the majority of residents there is no sense of place, no distinguishable features between one city or community and another. This results in a lack of scale. There are no intermediate, recognizable elements to relate one's place of residence to the city or region as a whole. Some day, not too far in the future, this endless suburban

sprawl will turn into slums which will make the downtown blight pale by comparison. 5. *Air and Water Pollution* — Only two cities in the United States have more highly contaminated air than Detroit's. The river, Detroit's last remaining natural physical asset, is so contaminated that in one recent year 4,000 wild ducks were trapped and died in its oily waters.

6. *Street 'Furniture'* — The endless clutter of billboards, building signs, utility poles, wires, street and highway signs, telephone booths, public transportation shelters and boarded-up storefronts make Detroit's streets and arteries rivers of ugliness. The same ugliness extends into the scale of the neighborhood — there is no escape. And yet the streets, being publicly owned, are the one area where adequate controls would be relatively easy to obtain and enforce.

B. *Guidelines*

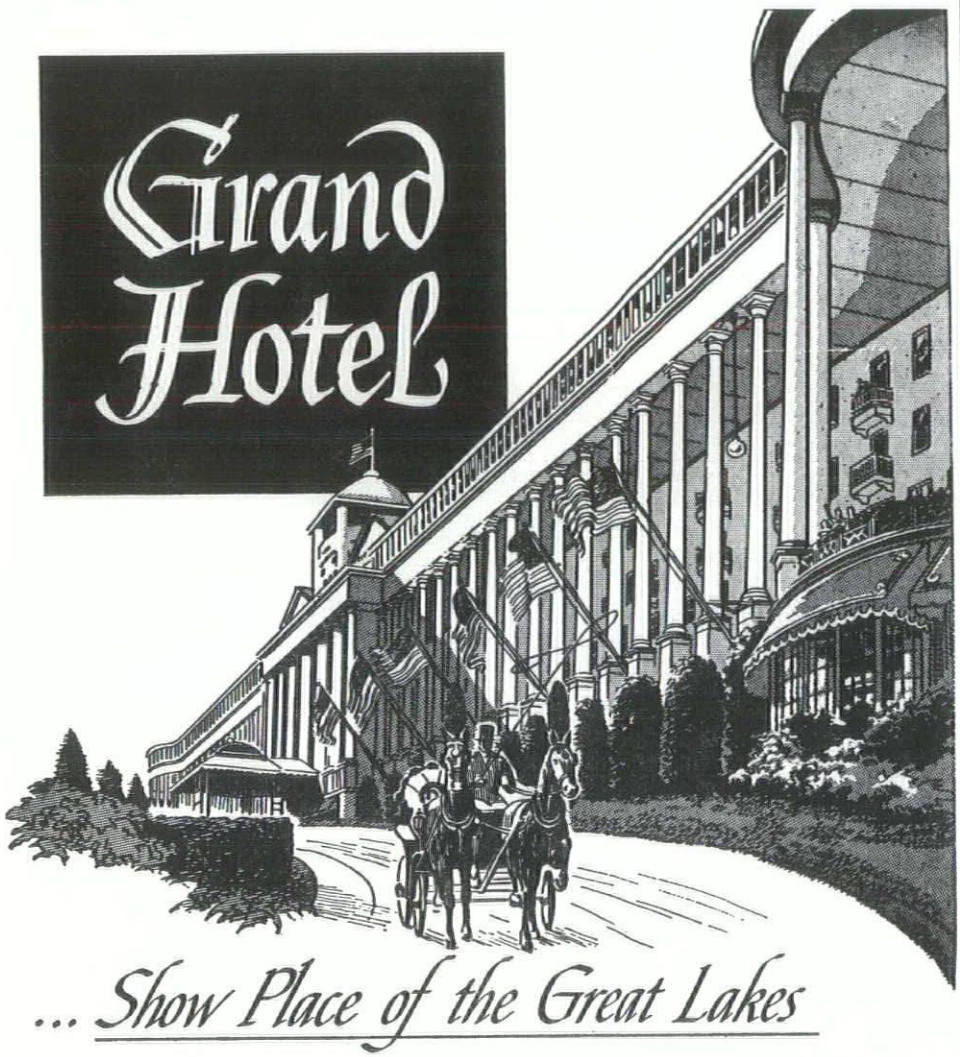
In attempting to establish some 'guidelines' to assist city planners and highway engineers in doing the most humanly satisfying job of integrating a transportation plan with a land use plan for the Detroit Metropolitan Region, it may be useful to view the problem in terms of three different scales: 1. The Metropolitan Region. 2. The City, 3. The Neighborhood. We support the following basic principles of good planning and urge that planning studies reflect and reinforce them:

1. *Some Guidelines for the Metropolitan Region.* a. Every advantage must be taken of the existing geography to exploit the few natural physical assets of the region. b. The most economical route for high-speed traffic arteries may not be the preferable one. We cannot permit visual considerations to be ignored. c. The central core should be a teeming, dynamic, ever-changing space. This can be encouraged by introducing mixed uses into the downtown areas. People would then have wider choice in their place of residence, allowing them to live closer to their places of work. d. More 'breathing spaces' must be provided close to the central core through the addition of parks and other natural or man-made devices. e. Means must be found to make greater use of vertical elements in the visual landscape, to provide visual stopping points for the endless horizontal sprawl.

2. *Some Guidelines for City and Neighborhood*

City: a. Remaining rugged topography and other natural areas unsuited to building should be reserved for public parks. If necessary, such land should be reclaimed and put to the above use. b. The choice land in each city should be reserved for its civic and cultural facilities, not for exclusive residential development. Primary traffic arteries should link these areas with the Metropolitan Expressway System. c. Primary traffic arteries should also link the major open or 'breathing spaces' in each city—parks, recreation areas, hospitals, churches, educational facilities other than elementary schools — with residential neighborhoods, commercial and industrial areas. d. Zoning legislation should be enacted to arrest the endless extension of strip commercial developments.

Neighborhood: a. Neighborhoods should be bounded by, not bisected by, major traffic arteries. b. The design of neighborhood road systems must recognize the demands of variety and good aesthetics as well as safety. c. The pedestrian should receive as much attention as the motorist. To the maximum extent the use of automobiles should be discouraged within the neighborhood. d. Elementary school sites should be located near the center of residential areas served and designed to function as neighborhood park and recreation areas. e. For many people the neighborhood shopping center provides the major oppor-



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tunity for daily social contact. These facilities deserve more design attention and a better setting than the usual sea of blacktop.

The above 'guidelines' are merely a beginning. They represent an attempt to spell out some of the qualitative considerations that are important to the creation of a human urban environment.

Elmer Manson of Lansing is to be congratulated on winning the convention's Grand Prize among the door prizes at the convention exhibit area. Elmer and Mrs. Manson are the owners of a brand new Wurlitzer electronic home organ soon to be installed in their home.

Charles V. Opdyke of Lansing, has been appointed by the Mid-Michigan Chapter to serve on the Tri-County Community Shelter Plan Policy Advisory Committee. Opdyke is a fallout shelter analyst certified by the Defense Department.

All AIA members interested in serving on a national committee are encouraged to contact their Chapter Presidents for recommendations to Walter B. Sanders, Regional Director.

Names of persons to be considered for appointments are to be received by Sanders no later than September 15, 1968.

O'Dell, Hewlett and Luckenbach, Inc., Birmingham architects and engineers, has been selected by the Romulus Township Building Authority to design a new municipal center on a 16-acre site at Wayne and Goddard Roads in Romulus.

The Township has announced plans for new municipal facilities which would include an administration building, public library and other service buildings.

Andrew J. Smith of the Detroit Chapter was the winner of the Standard Class in the eleventh World Gliding Championships at Leszno, Poland.

Letters

Elsewhere in this issue is a statement formulated by the Detroit Chapter's Metropolitan Research Committee. The idea for this statement grew out of two joint meetings almost three years ago with members of the Detroit Area Transportation and Land Use Study (TALUS). The original intent was to present TALUS with a brief statement of the architectural profession's concerns insofar as visual design considerations might enter into their study.

The TALUS Study began in mid-1965. It is a $4-million project scheduled for completion in 1969. The end result will be a "comprehensive plan for the 7-county Southeastern Michigan Region for 1990." And more: "TALUS thus has 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." And more still: "TALUS is to evaluate alternate plans for the region."

To date the Bulletin has carried three summary-type articles on the TALUS Study. Two or three more are planned, we have been told. At the risk of being accused of prejudging the whole TALUS effort, the writer would like to voice the following personal opinions based on the three articles that have appeared so far.

1. The TALUS Study is overly occupied with techniques, jargon, quantitative data and diagrams.
2. There must be a simpler terminology for approaching the whole problem of regional planning than the one Bulletin readers had to struggle through in Report No. 2. If a simpler language cannot be devised, the findings and recommendations will be impossible to explain to the layman, let alone sell.
3. With less than a year to go on the study, isn't it time we had a report from TALUS on the visual or qualitative elements of design as they are being taken into account in the study?

It is not the intent of this letter to put the TALUS staff on the spot. On the other hand, it will be a long time before another $4-million will become available for a study of the magnitude of this one which is apt to be a dismal failure if it does not come up with practical yet imaginative, people-oriented recommendations for vastly improving the total physical environment of the region under study.

Sincerely, William Lyman

Dear Dave:

Regarding your letter of 14 June 1968 concerning the appointment of a "Publicity Chairman" by each of the chapters to act in close liaison with

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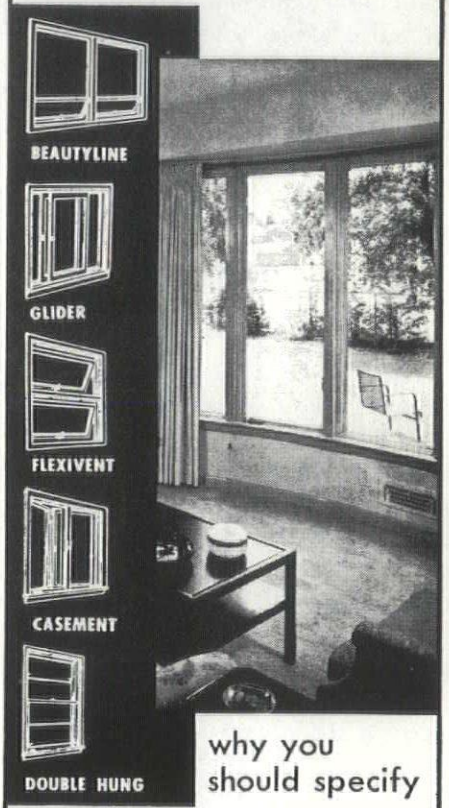

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you and your staff, Herb Jones has indicated that he would be happy to take on that task for the Huron Valley Chapter.

We think that your "News-Snooping" system is important and we will do whatever we can to help develop it. Herb has done an excellent job in this respect and I cannot think of a person better qualified to do the job. He is usually at his office at the college where his telephone number is 764-1301.

Sincerely.

Tivadar Balogh, AIA
President, Huron Valley Chapter

Editor,
Monthly Bulletin, MSA

Dear Sir:

Your "Report", June '68 *Bulletin*, listing items of concern to general contractors in their relationships with architects was extremely poignant.

We concur with the opinion these eight items are of great importance in competitive bidding. Recognition and correction of these areas of concern will greatly benefit the architect-contractor relationship, and will make bidding a sound and competitive business action rather than the "mayhem" it can frequently be.

Yours very truly.

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Detroit Institute of Arts

OCTOBER 15
Annual Meeting, Detroit Chapter

1969

MARCH 19, 20, 21
MSA Convention — Detroit

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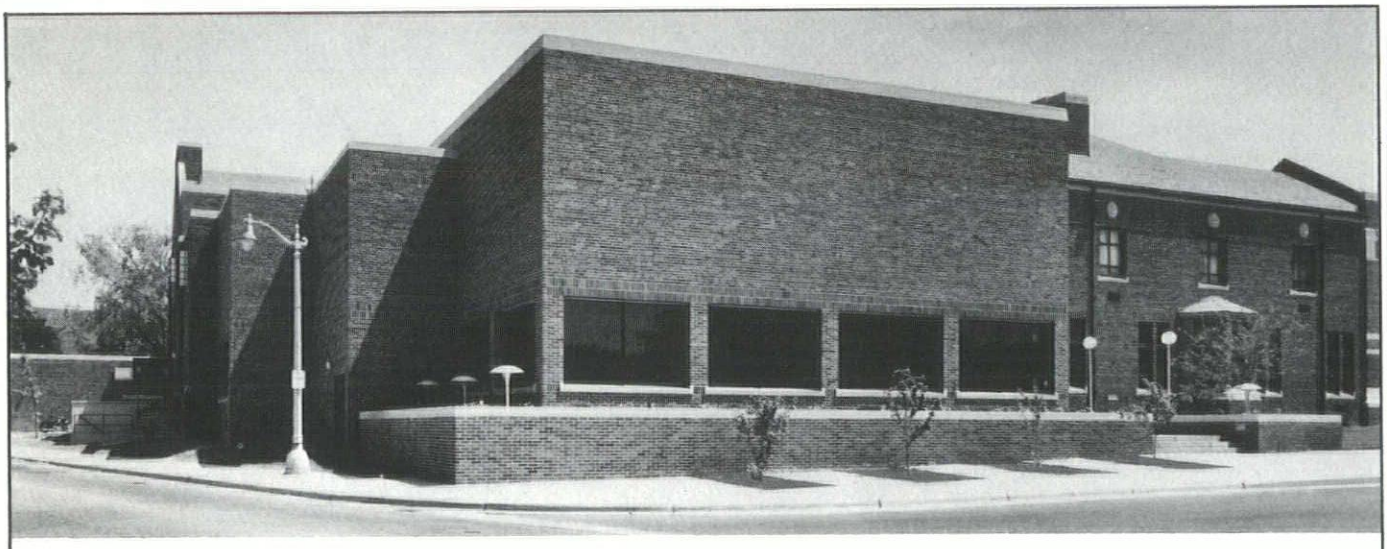

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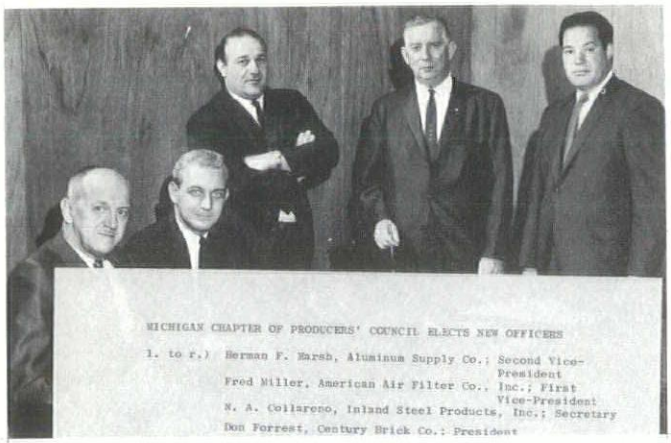
MICHIGAN CHAPTER OF PRODUCERS' COUNCIL ELECTS 1968-1969 OFFICERS



(l. to r.) Herman F. Marsh, Aluminum Supply Co., Second Vice-President; Fred Miller, American Air Filter Co., First Vice-President; N. A. Collareno, Inland Steel Products, Inc., Secretary; Don Forrest, Century Brick Co., President; Paul J. Boudreau, Executone-Detroit, Inc., Treasurer.

At the last meeting of the current year's activities, five officers were elected to serve during the new business year of the Michigan Chapter of the Producers' Council, Inc. Elected as President is Don Forrest of the Century Brick Company at 14910 Linwood in Detroit. Mr. Forrest has been an active member of the Producers' Council since 1963. He previously served as First Vice-President. Mr. Forrest's home is at 27350 Bloomfield in Lathrup Village.

Fred Miller, District Manager of American Air Filter Co., Inc., former Second Vice-President, was elected to the office of First Vice-President.

The new Second Vice-President is Herman F. Marsh of the Aluminum Supply Company. Other officers include Paul J. Boudreau of Executone-Detroit, Inc., Treasurer; and N. A. Collareno of Inland Steel Products Company, Secretary.

The Producers' Council is composed of representatives of quality building products manufacturers, and is affiliated with the American Institute of Architects. Each year the Michigan Chapter presents an active program of service to the construction industry. The program includes educational and display meetings, sponsorship of industry seminars and traveling exhibits meetings.

Pictured here are the new 1968-1969 officers of the Michigan Roofing Contractors Association—From left to right: Richard A. Reynolds, Treasurer, Firebaugh & Reynolds Roofing Company, Detroit; Bennett MacArthur, Vice President, The MacArthur Roofing Company, Saginaw; George F. Steyer, Jr., President, Steyer Roofing Company, Warren; E. Burleigh Grime, Executive Secretary, Detroit.

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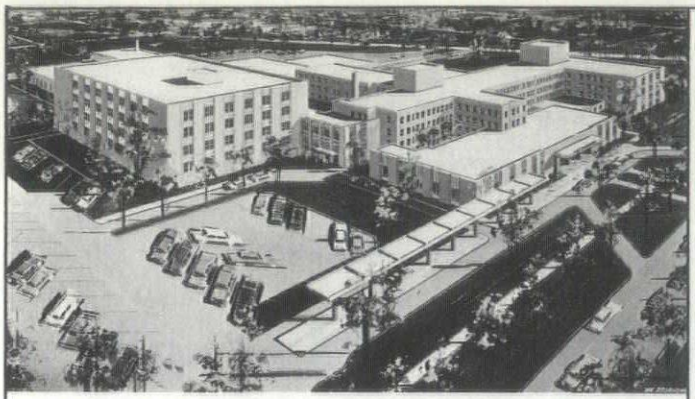

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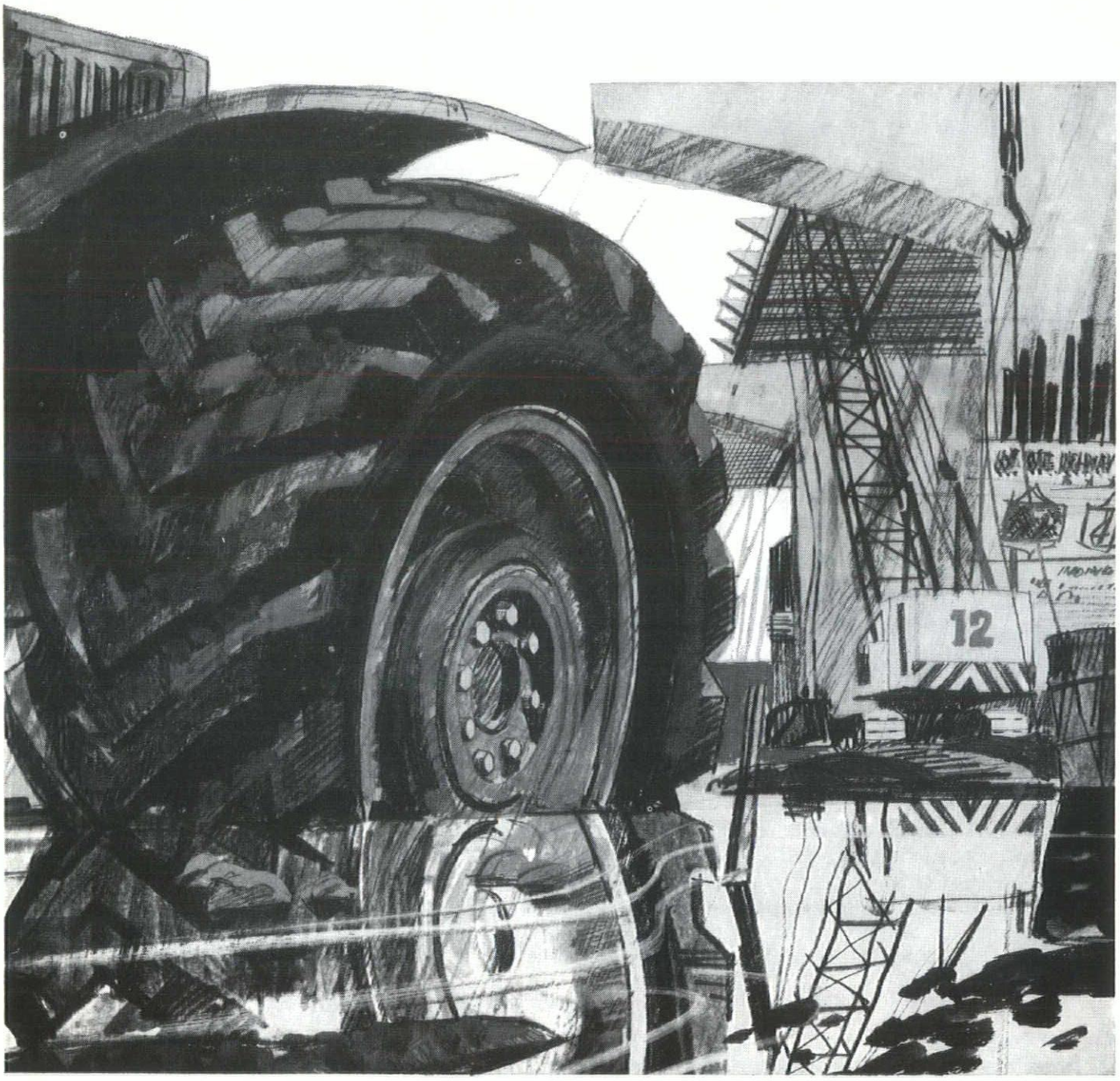

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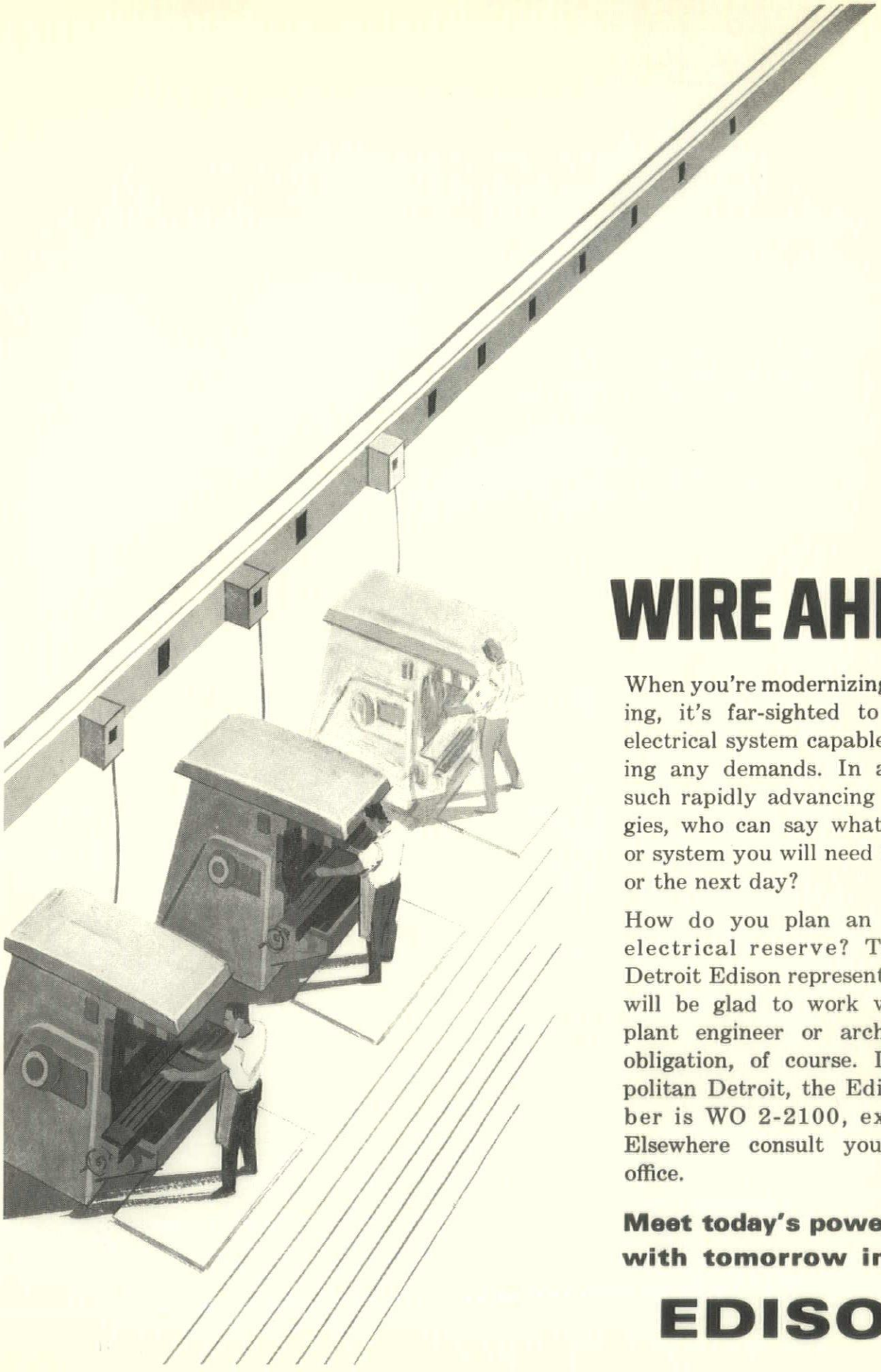

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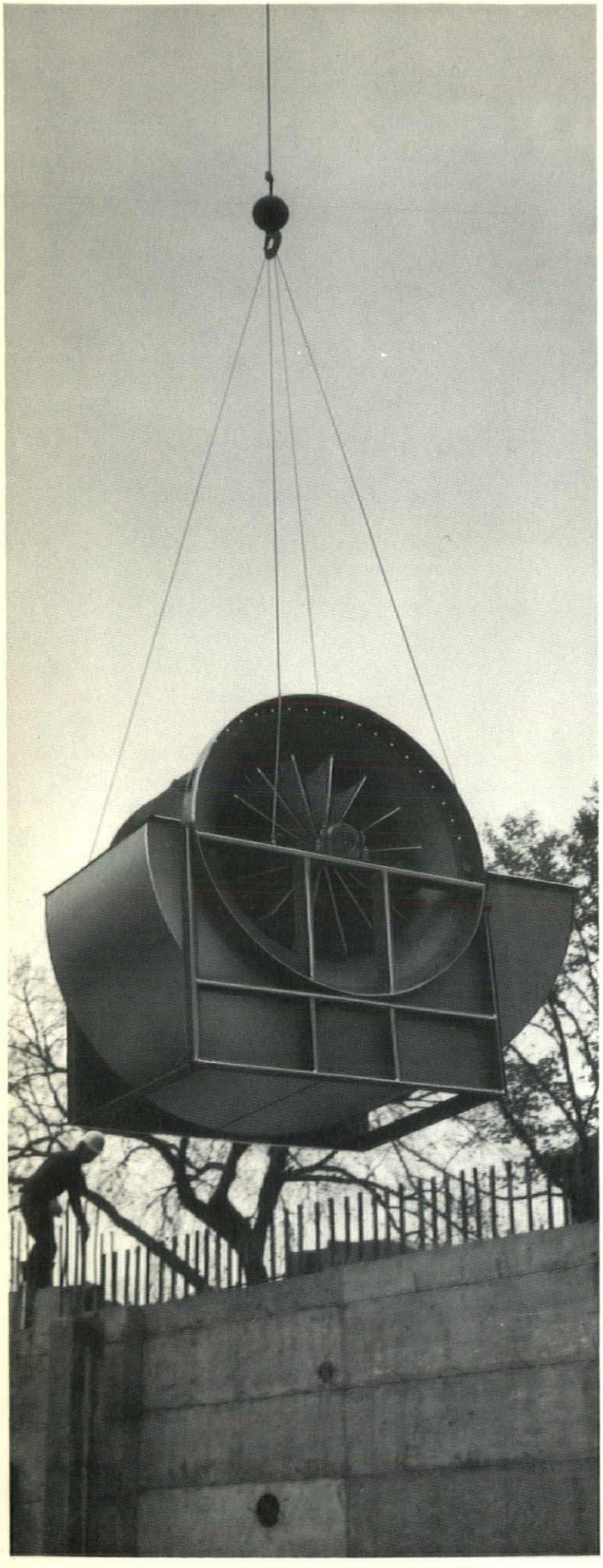

Big Wind at WSU

That's a 115,000 cfm fan being lowered into the basement of Wayne State University's new Natural Science Building and Science Library.

It's just one of three fans that will move almost 300,000 cubic feet of air through the ventilating system every minute. Glanz & Killian installed the complete system plus other major mechanical components.

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