

*monthly*

# BULLETIN

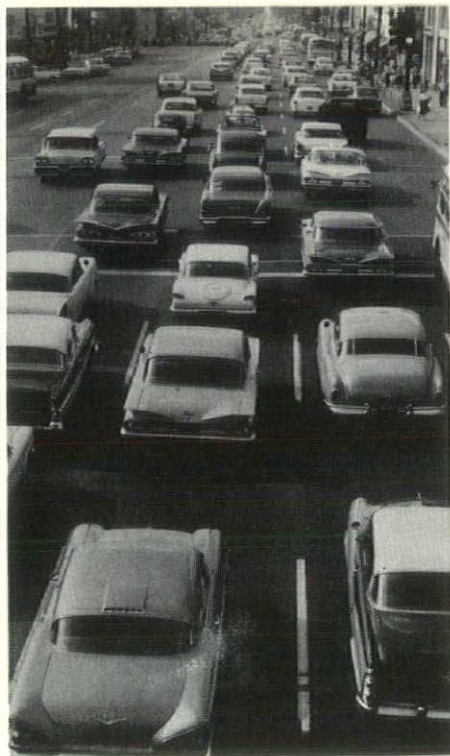
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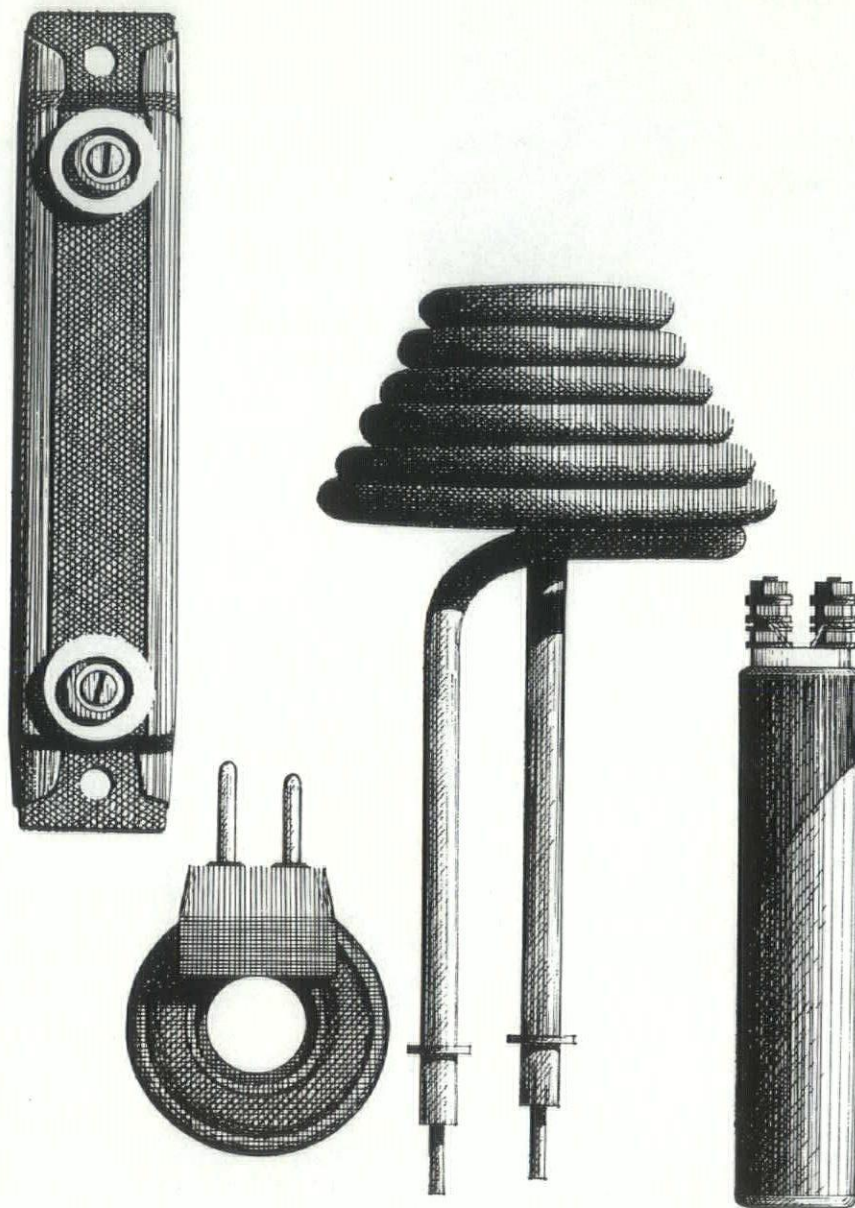
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# EDITORIAL

The visual impact of the building or buildings comprising the Capitol will be an important factor in creating and maintaining the service and image of the government, although this one criterion will not be permitted to infringe excessively upon considerations of function or economy in the building design. The Capitol will reflect dignity commensurate with Michigan's position, with a blending of the qualities of form and scale, the treatment of space, the relationship to neighboring buildings and features, and the use of art in various forms to provide visual delight and comfort. The many functional requirements of the highest levels of government operation will be balanced to provide the utmost convenience in the usage of the Capitol by and for its various demands. Consideration will be given to the public as well as to the various levels of activity of the government itself in matters of access, circulation, and overall convenience.

The major elements to be included will each be readily and appropriately identifiable and accessible to all who will use or visit the building. Cognizance must be given to the future growth of government operations and to the requirements of the City of Lansing. This applies particularly to the control of vehicular and pedestrian traffic, not only functionally but also as it affects the visual presence of the Capitol.

Anticipated advances in scientific and technological development will be recognized. This can be especially important in areas of communication and data processing. Detailed space requirements have been prepared, based on the present organizational structure of the central elements of the three basic branches of government. This was done by the EBS Management Services Company, which was engaged by the State to make a comprehensive analysis of these needs.

In the extensive Capitol Development project now going forward in Lansing the one building that has not yet received the definite attention for which it is scheduled is the center-place, that lovable (to many) monstrosity (to most) with the tall and awkward dome. Michigan's Capitol has been the subject of prolonged and intensive study for several years. The building has many deficiencies which render it inadequate as the seat of the government of a vigorous dynamic, and progressive state. It has been estimated that the \$10 million cost of rehabilitating the building and correcting its physical shortcomings would be excessive in comparison to the resulting benefits. There would still remain functional inadequacies which could be alleviated only by additional major construction, and this would require the separation and remote relocation of certain elements and facilities. This solution could not help but reduce the elements functional effectiveness of central government operations.

Accordingly the State will erect a new Capitol on a site in Lansing other than that occupied by the present building. A location has been tentatively selected in the Capitol Development area, a contiguous site of approximately 75 acres adjacent to and west of the existing Capitol. A large budget has been established, and the firm of Smith, Hinchman & Grylls Associates has been appointed architects for the project.

Of primary value and importance in such a meaningful undertaking is the conceptual scheme which will best serve the people of Michigan and will best portray Michigan's position as an energetic leader among the states. The Capitol must be a visible and tangible representation of the dignity and reliability, the aspirations, and the authority of the State and must at the same time provide the maximum in convenience, economy, and beauty.

It is a tall order. Working with such a conceptual program the architects have presented several schematic design proposals, representing different concepts of plan and mass arrangement. These all have merit, and each has proponents among the government, but in so vast a program having so many applicable and vital criteria, any shades of opinions exist among government officials as to the relative importance of these criteria.

A "capitol" by dictionary definition is a building in which a legislative body convenes to deliberate the making and administration of laws. Among the states of the nation it has become traditional as well as practical for a state capitol also to house facilities for the state's governor and the executive branch of the government, as has been the case in Michigan. Many states have also included facilities for the State Supreme Court among the occupants of the Capitol. Thus the Capitol becomes officially the seat of the three branches traditional in our national and state governmental structure. As presently programmed the new Michigan Capitol will not include Supreme Court facilities. A separate building is planned for the Court at another prime anchor point within the total complex, thus increasing, it is felt, the dignity and individualism of the judiciary. In addition to the principal facilities for each branch the space requirement for support functions of each branch has grown tremendously in recent years and will continue to do so for some time to come.

Of one thing we can be certain. The ultimate answer to Michigan's problem of providing operation space for its central government will be a thoroughly studied and researched solution. Rarely does a similar set of circumstances occur, wherein the need for providing the additional facilities for adequate government functioning is being met with such a capable and balanced combination of resolve and resources. The result will be good.

*David Williams, AIA*



# BULLETIN

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*michigan society of architects september 1968*

## Volume 43 — No. 9

THE MONTHLY BULLETIN  
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Obituary

*The Bulletin regrets to announce the untimely death of Charles O. Irvine, Director of Advertising. Mr. Irvine died suddenly on September 1, his forty-fifth birthday.*



## MSA BOARD RESOLUTIONS

*Resolution adopted by the Michigan Society of Architects in General Meeting, Friday, August 2, 1968, Mackinac Island, Michigan.*

### RESOLUTION

WHEREAS, the spirit and direction of the Nation and the State of Michigan are founded upon and reflected in the historic past, and

WHEREAS, the buildings and structures which are architecturally, historically and culturally significant in our nation, our state and our communities are the living examples of our historic past, and

WHEREAS, the Congress of the United States has acknowledged and endorsed these facts by the enactment of Public Law 89-665, and

WHEREAS, the American Institute of Architects has recognized the importance of architectural heritage through its Committee on Historic Buildings, its continuation of the regional and local chapter Preservation Officer program, and its establishment of a State Preservation Coordinator program,

THEREFORE, BE IT RESOLVED by the Michigan Society of Architects, a Region of the American Institute of Architects, that this organization representing the architectural profession in the State of Michigan firmly supports a rational and organized effort to preserve our heritage as it is embodied in architecture. The Michigan Society of Architects endorses the program for preservation which has been established by Congress in Public Law 89-665 and urges the Michigan State Liaison Officer, created by that Law and appointed by the Governor of the State of Michigan, to take such actions as are necessary to implement the intent of this federal legislation.

The Michigan Society of Architects urges that this be expedited without delay so that the State of Michigan will be among the leaders in the Nation in preserving its State heritage.

The Michigan Society of Architects further endorses the American Institute of Architects' State Preservation Coordinator program, and through the State Preservation Coordinator appointed in Michigan offers such aid and assistance as may be appropriate to the deliberations of the State Liaison Officer.

*The Following Resolution was Adopted by the Board of Directors of MSA on June 14, 1968.*

The Committee on Federal Procurement of Architect-Engineer Services, having carefully reviewed recent developments in the procurement of professional services, strongly recommends that its member societies adopt the following policy:

Resolved, in the interest of the public and the taxpayers, an architect or engineer should not submit a price proposal nor enter into competitive price negotiations for any services prior to final selection as being best qualified for the particular project.

### 1968 Architect-Researcher's Conference scheduled

The annual AIA Architect-Researcher's Conference will be held this year in Wisconsin Dells, Wis., September 25-26, with the School of Environmental Design at the University of Wisconsin as host. Byron Bloomfield, AIA, who heads the program at the University in Madison, will be the conference program coordinator for the AIA Committee on Research for Architecture.

The 1968 conference will consist of the presentation of scientific and research papers by architects and others concerning new concepts and research in the architectural field. Some 27 papers will be presented with considerable time allowed for discussion and analysis. One of the featured speakers will be Mr. H. Ralph Taylor, Assistant Secretary for Demonstrations and Intergovernmental Relations of the U.S. Department of Housing and Urban Development in Washington, D.C.

For further information, contact James L. Haecker, AIA, Associate Director of Education and Research Programs, The American Institute of Architects, 1735 New York Avenue, N. W., Washington, D. C.

### Gavras Named Project Manager

C. Dino Gavras, an Associate in the firm of Albert Kahn Associated Architects and Engineers, was recently appointed to the AKA project management staff.

Gavras has been a Staff Architect in the Kahn organization since 1955 and an Associate in the firm since 1961. Prior to joining AKA his experience included service as a research

engineer with the National Advisory Committee for Aeronautics, the predecessor of NASA.

Registered both as an architect and an engineer, Gavras also holds certificate from the National Council of Architectural Registration Boards: a graduate of the University of Michigan, with a Bachelor of Architecture degree, he also holds a Bachelor of Arts degree from Stanford University, and a B.S. in Electrical Engineering from Lawrence Institute of Technology.

Gavras is a member of the Detroit Chapter, AIA and of Tau Sigma Delta.

### Cavanagh on Housing

Writing in the April 1968 issue of the AIA Journal, Detroit Mayor Jerome P. Cavanagh presented a cogent picture of the current low-cost housing situation in his city, and pointed out that here is a problem to which architects need to address their attention, both professionally and as responsible participants in our developing social structure. Quoting some impressive statistics on urban housing problems (the Detroit area gained 700,000 people in the last eight years but only 160,000 new housing units) he described the task of bringing housing supply in line with demand and need as a most formidable challenge. He called on architects to meet this challenge through not only continued effort and ingenuity in developing new housing patterns but in the rehabilitation of housing at the other end of the line—the vast number of existing units that are concurrently declining into substandard and useless condition constituting a tremendous waste of convenient and valuable land.

Cavanagh described briefly efforts being made by the Metropolitan Detroit Citizens Development Authority in the direction of solutions to this and called for a "new breed" of architect particularly specializing in what is a serious manifestation of a nationwide problem.

Cavanagh's statement is a good one, as is the entire article on "The Architect and Housing" of which it is a part. Here is an area in which a crying need can be and must be met with the professional resources of the architect and their truly responsible professional application. Dig it out and read it.

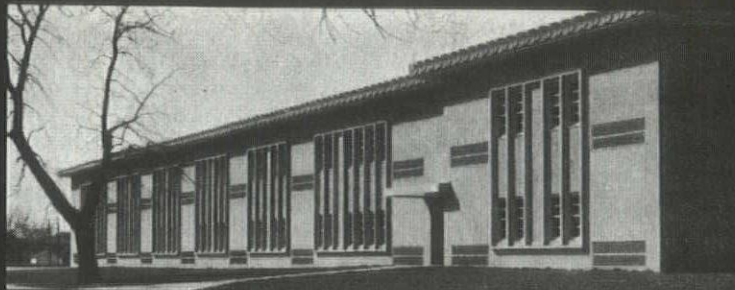
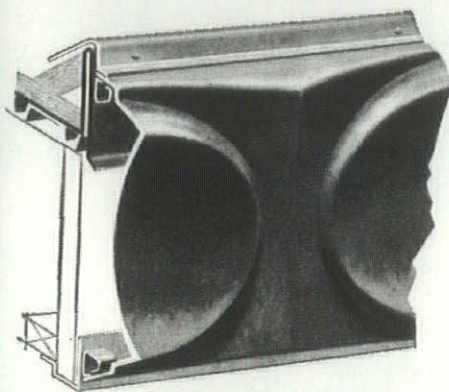


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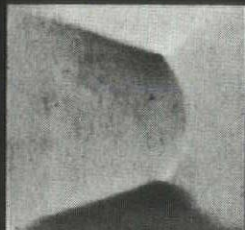
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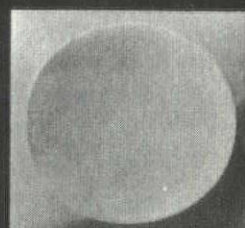
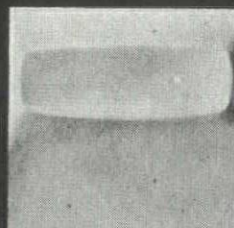
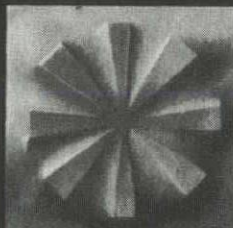
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## Local Level Architectural Competition

Recently in Lansing local talent and management joined forces to attack an issue which is very much a part of the local scene. The Lansing Metro Bus Company is increasingly aware of the needling annoyance caused its customers in having to wait for a bus on an exposed and unprotected street corner. They approached the Mid-Michigan Chapter last Spring, and discussions of this problem led to a competition sponsored jointly by the Chapter and the Bus Company for the design of an inexpensive and functional bus stop shelter structure which could be built by the Bus Company at various locations around the city.

Competition entries could be submitted by architectural firms or by employees of architects, with a prize of \$100 to be presented to the winner.

An 8 point one page program was prepared, reading in part: A. 1. **PURPOSE:** Urban growth is causing an increasing use of bus transportation. Better facilities are required. The Lansing Metropolitan Bus Co. contemplates improvement of the bus stops in the Central Business District, with special emphasis in the new capital development area. This project is the design of a bus shelter for the central business district.

2. **FUNCTION:** The bus shelter serves as a marker for the bus stop location, provides protection from sun

and rain, gives information to strangers, and may produce a small income thru discreet advertising. The structure should shelter approximately twenty to thirty patrons.

3. **OBJECTIVES:** The structure should require a minimum foundation. A demountable structure is desirable but not essential. Lights and heat lamps may be incorporated at the option of the Architect. The structure should be relatively inexpensive to fabricate, in expectation of several being utilized in the downtown area.

4. **REQUIRED DRAWING:** The intent of this competition is to present design concepts, not detail drawings for fabrication. The principal drawing should be a perspective sketch suitable for reproduction. A plan and section at approximate scale shall be included. Suitable details to illustrate the design concept may be included at the option of the architect. The size and media for the drawings is a minor factor. Preferably, the drawings should not exceed 20" x 30" in size. Tracing paper drawings should be mounted on a board for easy handling.

B. The appointed jury consisted of C. H. Rosa, FAIA, Chairman; E. C. Vlisides, Manager, Lansing Metro Lines; Raymond C. Guernsey, City Planning Director; Allen T. Hayes, City Traffic Director; Leo H. Fraser, Chairman, Lansing Traffic Board and Melvin Reiter, President, Mid-Michigan Chapter, AIA.

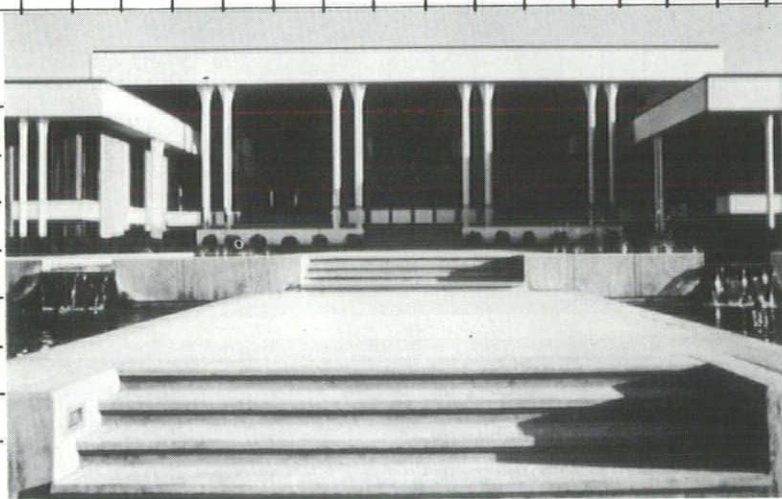
Entries were received from: Walter Cesarz, AIA Associate, Howard E. DeWolf, AIA (R. P. McAllen, AIA Associate, Project Designer); Charles Haddad; Elmer J. Manson, AIA, Charles Opdyke Associates, AIA; Robert L. Seifert, AIA; Ed Shelby; F. Joh Walter, AIA Associate and George P. Moutsatson and Dixon Wilson, AIA.

The following criteria were used by the jury in analyzing and evaluating the entries: Attractiveness of design; protection to patrons; space for bus schedules and advertising; simplicity of foundation; method of heating; comparative cost; capacity and demountability.

The entry of Howard E. DeWolf (R. P. McAllen, Project Designer) was considered to most nearly fulfill criteria used in judging the entries. The manager of the Lansing Metro Lines, Mr. Vlisides, expressed enthusiasm for his design and hoped that the shelter would be constructed at an early date.

The selected design is a shelter that is demountable, expandable and flexible, consisting of an arrangement of identical umbrella shell units. The

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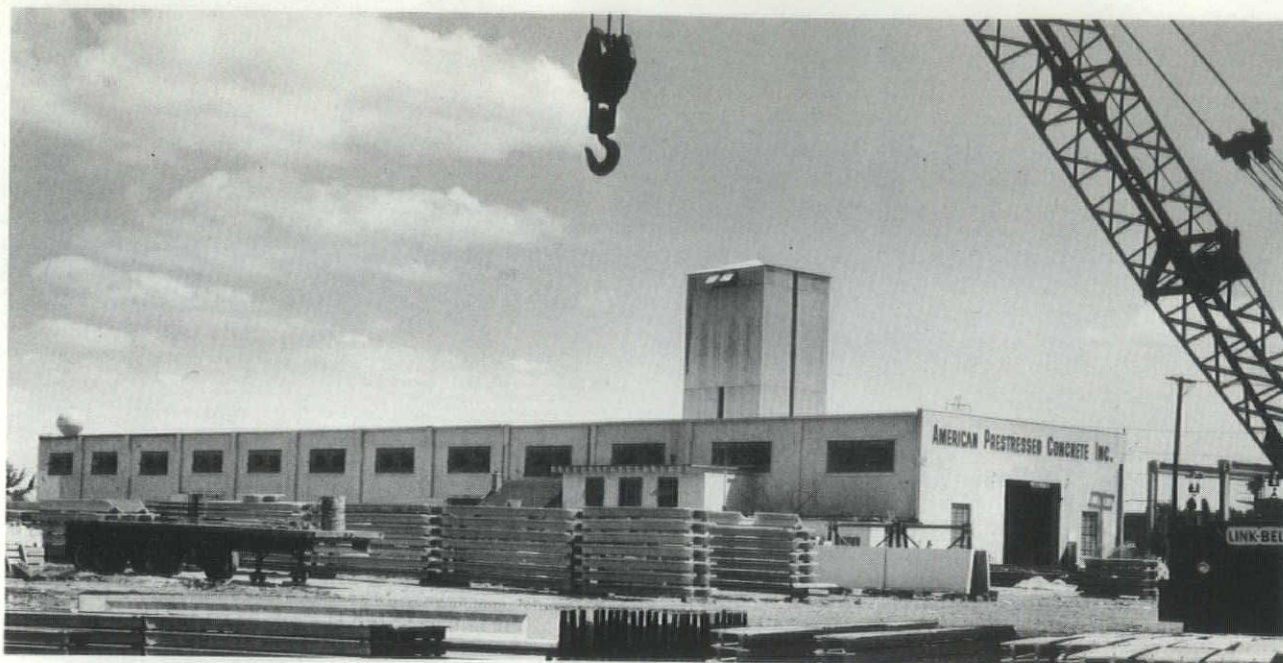
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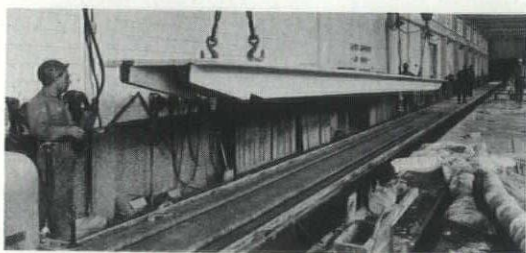
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### Fujii elected V.P.

Ralph R. Calder, AIA, President and Treasurer of Ralph Calder and Associates, Inc., Architects, announces the election of Hideo Fujii, AIA, to the office of Vice President in charge of design. Fujii is well known as an architect and gifted designer and is active in the Detroit Chapter of the American Institute of Architects and the Michigan Society of Architects. He is Chairman of the Michigan Society of Architects Convention for 1969.

A graduate of the College of Architecture of the University of Michigan, class of 1953 he joined the staff of Ralph Calder and Associates, Inc., as chief designer in 1961.

The other officers of the firm are Lyall Askew, AIA, Vice President and Secretary, and Dennis Anderson, AIA, Vice President.

### Concrete Reference Publication Available

Copies of "Design and Control of Concrete Mixtures" are available from the Portland Cement Association, 900 Stoddard Building, Lansing 48933.

This new publication, announced by William V. Wagner, Jr. Michigan District Engineer for PCA, updates current information on the properties of materials, the design of mixtures and construction procedures for concrete users.

Richard R. Drury, AIA, has joined the staff of Noordhoek-Scurlock Architects, 1611 Portage, as a project architect and designer.

Drury is a registered architect in Michigan and Indiana, comes to Kalamazoo after 10 years as a partner in the architectural firm of Strong, Drury and Cunningham in Traverse City.

Nathan Johnson, AIA, has been elected to the Board of Directors of the alumni association of Kansas State University.

Johnson is a 1950 graduate of Kansas State University with an A.S. degree in Architecture.



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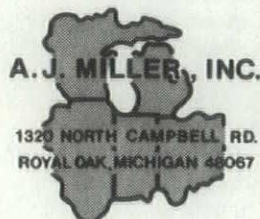
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## The Great Ore Dock

*Kingsbury Marzolf, AIA*

Jutting out into the Little Bay De Noc at Escanaba in Michigan's upper peninsula is a huge wooden structure, which must certainly be one of America's most monumental examples of anonymous architecture. This structure is the only remaining example of an ore dock constructed of wood on the entire Great Lakes.

From Escanaba's waterside park one sees to the north a massive timber structure 70' high and reaching some 1920' out into the bay, like an enormous wooden "bridge to nowhere." The dock is the most impressive piece of architecture in this town of some 16,000 people and dominates its waterfront by virtue of its immense size and bulk.

This dock, built of huge fir timbers, was first erected in 1903, and then reconstructed in 1924. It is the last of a series which the Chicago & Northwestern Railroad built at Escanaba starting in 1871 for the purpose of delivering iron ore from the Menominee, Marquette and Gogebic ranges of the upper peninsula to the steel mills of the Chicago region. The Little Bay De Noc leads into Green Bay which then opens onto Lake Michigan. Although similar docks were constructed on Lake Superior, Escanaba was the location of the only such docks on Lake Michigan and at the early part of this century had six at one time. And now this last example is to be taken down and replaced by a lower and apparently more efficient concrete dock with mechanized loading facilities. But the new one will never have the character of the existing giant.

The height and length of these mammoth structures has been increased through the years as the ore ships have grown in size. The iron ore is delivered to storage "pockets" along each side of the dock by railroad cars which come out on top of the dock. The ore, in the form of pellets, is loaded in the ships by means of chutes which are swung out from the side of dock, so that the entire delivery process is done by gravity. The new operation will employ conveyors to raise the ore up to the ships from the dock. The present dock, which is the second longest to be built at Escanaba, can handle two or three ships on a side at one time. The longest one, 2220' in length, was dismantled in 1960.

As one approaches the dock from the land side, one sees that it is really composed of three stages. The first is a high earth mound which slowly lifts a double set of railroad tracks up from the level of the surrounding countryside. Then about 2000' from shore the tracks run onto a wooden trestle which carries them out to the dock at the water's edge. The trestle, also of fir timbers, is light in feeling, formed of vertical and horizontal members spaced at least a dozen feet apart in each direction, with crossbracing pieces within each square. The trestle has a curve in its length, as the earth mound is in line with the remains of the earlier longer pier, and it is punctured at ground level by a large opening for some rail lines and smaller ones for access roads. The openness of its construction lets its texture stand out against the lighter background of the sea and sky.

The dock itself, which begins a few feet offshore, has a decidedly more compact and heavy appearance. Its 12" by 12" timber posts which come thrusting up out of the red-stained water are three feet on center along the length of the dock. This spacing has been set by the size of the pockets and chutes, there being one of each in every two spaces. The dock is some forty feet wide, and supports four rail lines. Across the width of the dock there are sixteen posts in each bent, the spacing of which varies in an

# \$22 million wasn't spent to sharpen someone's axe

The AASHO Road Test at Ottawa, Illinois, was a \$22 million research project. It was undertaken because research holds the key to the solution of many troubles that beset highways and highway administrators. As such, it was the source of much valuable data.

However, hardly were the test results made public than a welter of claims and counter claims were made by irresponsible special interests—each one trying to outdo the other and twist the findings to his own use.

The public was exposed to much misinformation via ads in national magazines.

Recently, these interests have launched a fresh wave of assaults in the trade publications, spearheaded by wild claims and a completely unrealistic approach to design standards. We are frankly shocked and disappointed by these tactics.

The AASHO Road Test was not set up as a project to help sell materials, equipment or methods. There was no intent to promote one kind of design over another. The reprint on the facing page is well worth reading again.

After all, it would be a tragedy if \$22 million had been spent simply to sharpen someone's axe.

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# A Research Project

(Reprinted from BETTER ROADS, issue of July, 1959)

RESEARCH holds the key to the solution of many troubles that beset highways and highway administrators. Enormous amounts of money are spent annually on highways. The money may be used to build an expressway with complex interchanges, or for a 22-ft. secondary road covered with a thin bituminous surface, or for spreading chlorides on an icy pavement or for patching.

It is often misleading to compare public and private enterprise. But it may be permissible to observe that modern business is sparing of neither research time nor research money in an effort to obtain new products or to improve existing ones. Thousands of dollars may be spent on a project, only to discover its impracticability. Business reasons it makes sense to lose money to find out how not to lose more.

Highways are big business. But for all the money that is spent now and will be spent in the future, we really know very little about highway building. There are so many variables. The weather, for example, the aggregates, the soils, unpredictable traffic volumes, or even, perhaps, the disposition of the machine operator or an inspector. There is no formula, no air-tight recipe for a good road.

The pavement may not noticeably fail for 5 or 10 years. It may hold up under traffic as it should for a few years and then some sections may suddenly disintegrate. A road on which was lavished the most careful design and millions of dollars may fail sooner than another that was, by comparison, thrown together.

Even the most disinterested motorist knows that a highway should be a smooth, wide structure, curving just enough to break the monotony, well signed and well marked, well maintained and well equipped with safety devices. The layman doesn't know what goes into this ideal highway. The engineer should know, and he undoubtedly does. But he can also be surprised at the way one section may perform.

It is in matters like this that the huge research project, the AASHO Road Test at Ottawa, Ill., will help to fill the gap. If it is allowed to.

Controlled truck traffic is rolling over test pavements 18 out of every 24 hours, 6 days a week. The test traffic started moving last November and will continue until the fall of 1960. Pavements have been built in 836 separate sections, covering a wide range of thicknesses and design. Total structural thickness in asphalt pavements ranges from a surface treatment up to 31 in. In portland-cement-concrete pavement the thickness ranges from 2½ in. up to 12½ in.

Test vehicles range from pickup trucks with 2,000 lb. single-axle loads to semi-trailers carrying 30,000 lbs. on single axles and 48,000 lbs. on tandem axles. All trucks running in each lane carry identical axle loads. Instruments of every conceivable kind, electronic and mechanical, are being used to measure the effects of controlled traffic loads on the test sections.

During the 2 years of testing, the instruments,

coupled with the expert observations of engineers assigned to the test, will amass a vast quantity of data. When these have been analyzed and studied in relation to test-section design and construction, some of the answers will be found to problems that have never had definitive solutions.

THE STATED PURPOSE of the road test is simply to see how various pavement and bridge designs perform under known and controlled traffic loads. *In the design of the test sections there was originally no intent—nor is there any now—to prove one kind of design or material better than another.*

This is a research project. As much so as when a chemist in a pharmaceutical laboratory tests a mixture, not to determine whether it is better than some other mixture, but to discover how it will perform under certain controlled conditions.

The Highway Research Board, which is conducting the test project for the American Association of State Highway Officials, will not make public any findings or conclusions of the project until all the data is in and analyzed. To do so could quite obviously mislead everyone.

It should be remembered that in some ways the performance of pavement test sections was provided for in the design. Certain sections and certain bridges were designed to fail. Perhaps some sections failed sooner than had been anticipated, but this serves to add to the value of the research project.

Although no reports that can be called definitive will be forthcoming until some months after the close of traffic, the test road built in the middle of an Illinois prairie is there for all to see. It is easy enough to point to one test section and then to another and imply, without saying anything, that one material is better than another.

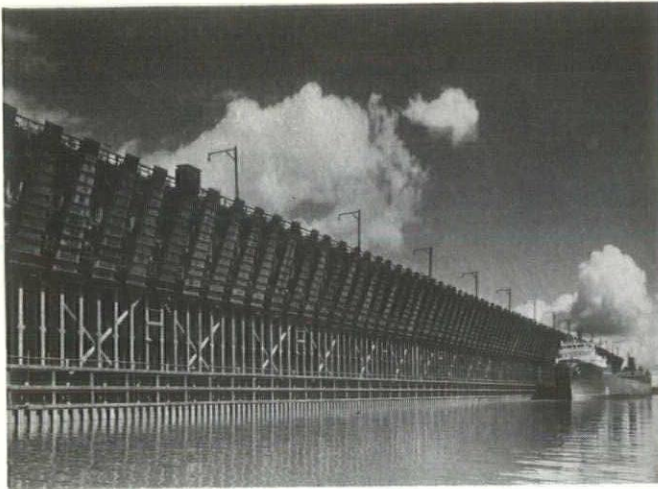
This is a research project. Its goal is to determine how various designs of pavements function under traffic. The kind of material used is not of primary consequence. *What does matter is the design.* When the testing is finished and the data analyzed and sifted, the AASHO and the Highway Research Board will probably know more than anyone else pavements react under traffic.

It cannot be emphasized too strongly and it cannot be said too often that nothing in the AASHO Road Test is of any value whatsoever until the testing is completed and the data have been analyzed. Looking at a test section can tell you nothing. An obvious failure has no significance until it is related to the entire mass of relevant data.

There is danger that the valuable findings of the test project will be lost in claims and counter claims, in the bitterness and the charges of irresponsible special interests. This has happened before.

For everyone interested in highway development, this would be a tragedy. It would make a huge, miserable joke of the \$22,000,000 laboratory built on Illinois farmland. The road test is an attempt to gather information on how to build better highways. It has not been set up as a project to sell materials, equipment or methods.





interesting pattern. On each side the outermost post and the next inner one are almost touching. Progressing inward the post spacing increases so that the seventh and eighth posts are about four feet apart, and in the very center of the dock there is about an eight foot open width. Therefore, from the exterior, viewing the dock from anything but perpendicularly, the structure gives the impression of being enclosed.

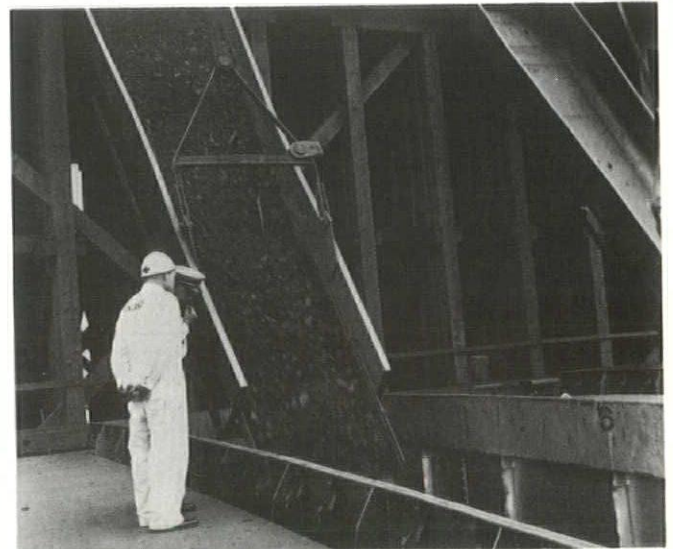
The top of the dock is surfaced with 10" by 14" planks, and within the dock are two catwalks running the length of the structure in the wide space down the center. One is about halfway up the height of the dock and is for inspecting the shutes and pockets. The other is just above the waterline. Upon entering the lower catwalk, one is aware of a number of strangely conflicting but exciting



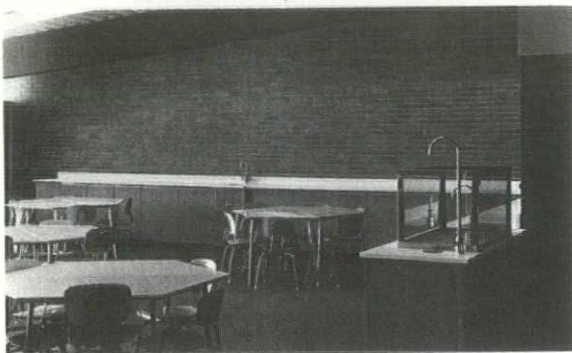
impressions. The water is very much in evidence as it comes right into the dock structure, and in this respect the catwalk seems as a bridge. By looking out laterally between the post bents, one sees sky, water and land in the distance and is aware that this structure is open to the elements. But when one looks along the length of the structure, a distinct sense of enclosure replaces the original impression. There are metal firewalls and firedoors every 300 along the length of the dock which heightens this feeling of enclosure. This entire structure is braced with 4" by 8" and 4" by 10" cross members, and a pair of these intersect at each bent a dozen or more feet above the catwalk. This detail adds a very strong cathedral feeling to the space, somewhat akin to the impression one has in the stave churches of Norway. At this point the catwalk has become the center aisle of some incredible sanctuary one quarter mile long.

One sees at close hand that the timbers are connected by five-eighths inch bolts which are run through joints made by cutting away half of each timber end and lapping at the joint. During the winter the members are checked over, and weak ones replaced. In this respect also, one is reminded of the constant maintenance work that is done on a cathedral.

But soon this maintenance work will be stopped, and the dock will be disassembled. With the passing of this dock will be lost both a part of our history, and a utilitarian structure of a remarkable architectural quality and emotional impact.



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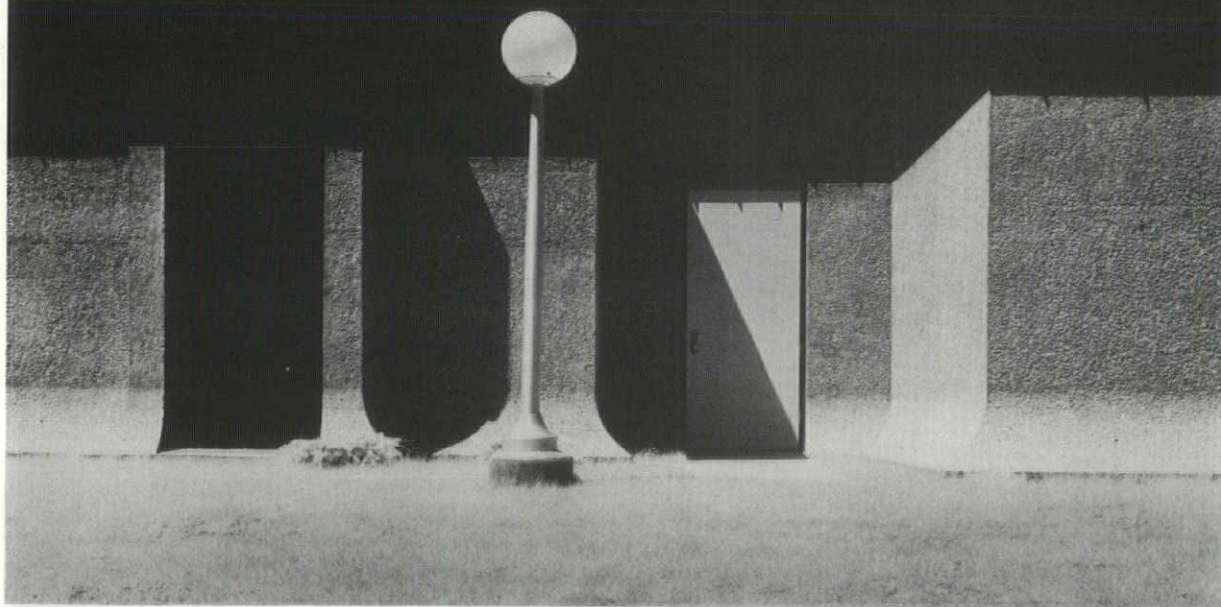
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# Greater Network Facilities — Telephone Communications



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The Telephone communications facilities in Michigan are experiencing a tremendous building expansion program in keeping with the ever increasing demands on their services.

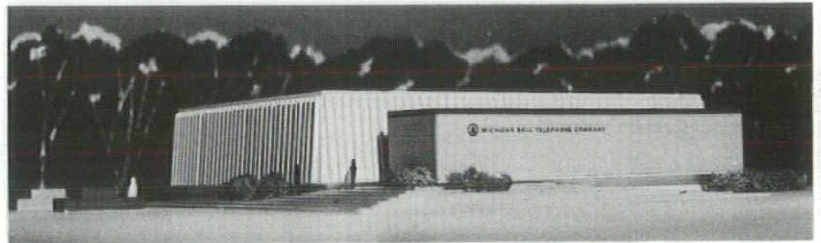
The companies are particularly sensitive in the area of environmental surroundings and are outspoken in their desire to harmonize architecturally with the community.

Demand for new service requires new and more efficient equipment which, in turn, calls for expanded housing and more often for completely new installations. Illustrations on the following pages are in evidence of this trend.

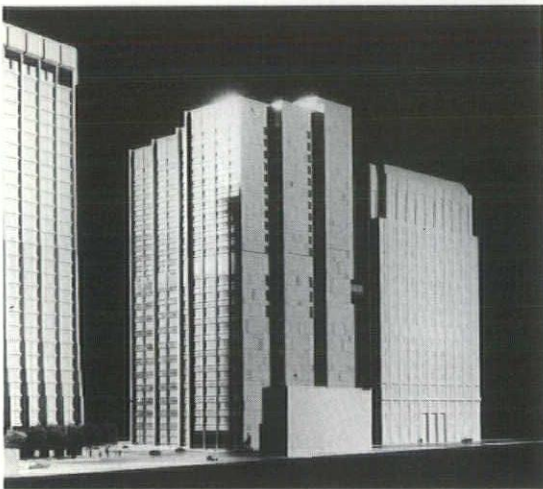




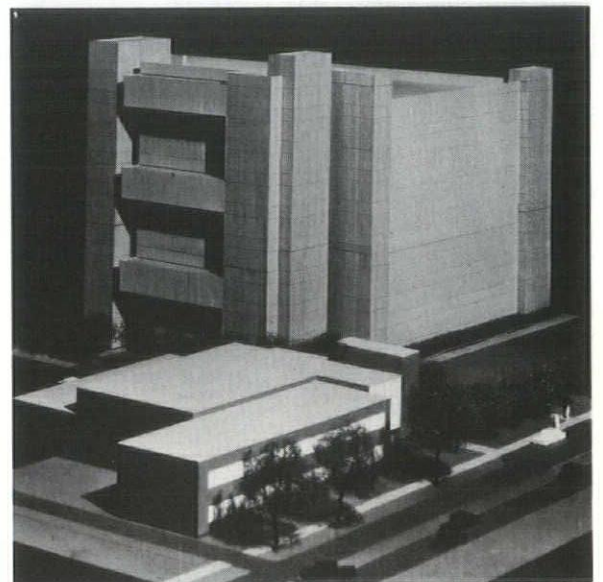
*General Telephone  
State Headquarters Bldg.  
Night View of Front Entrance  
Vander Meiden, Koteles & Associates*



*Michigan Bell Telephone Company  
Bridgeport  
Prine, Toshach, Spears*



*Michigan Bell Telephone Company  
New Office Building on Cass and Michigan Avenue, Detroit  
Smith Hinchman & Grylls Associates, Inc.*

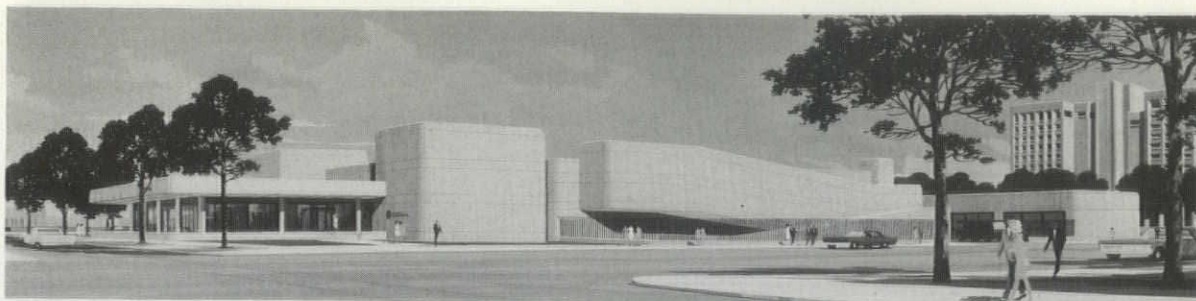


*Michigan Bell Telephone Company  
Telephone Exchange Building  
Plymouth, Michigan  
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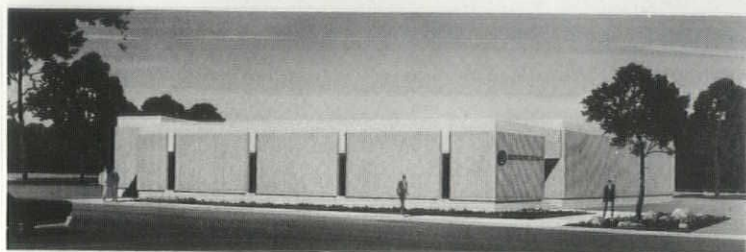


*Michigan Bell Telephone Company  
Harbor Springs  
Prine-Toshach-Spears*





*Michigan Bell Telephone Company  
Woodward District Plant Office  
Smith, Hinchman & Grylls Associates, Inc.*



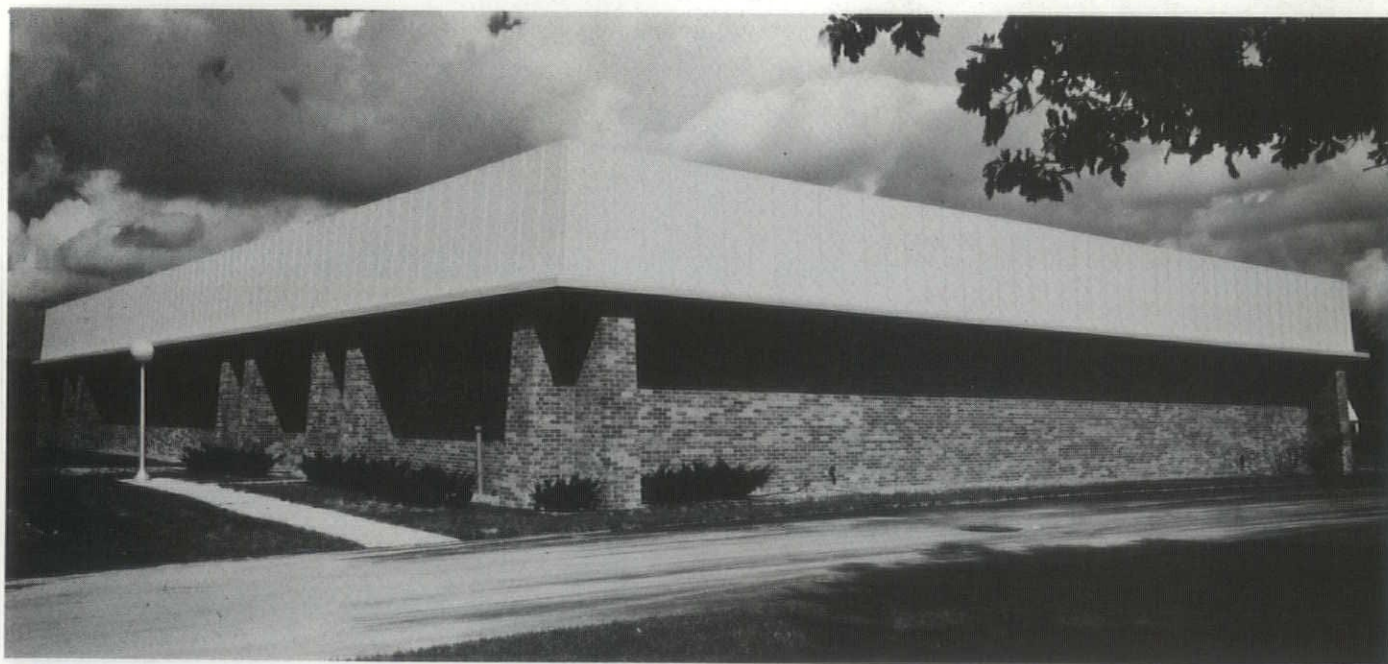
*Michigan Bell Telephone Company  
Pontiac Northeast  
Exchange Building  
Ellis/Naeyaert Associates*



*Michigan Bell Telephone Company  
Exchange Building Addition  
Ann Arbor, Michigan  
Smith, Hinchman & Grylls Associates, Inc.*



*General Telephone  
State Headquarters Bldg.  
Lobby  
Vander Meiden, Koteles & Associates*



*Michigan Bell Telephone Company  
Exchange Building  
Ann Arbor  
Linn Smith, Demiene, Adams, Inc.*

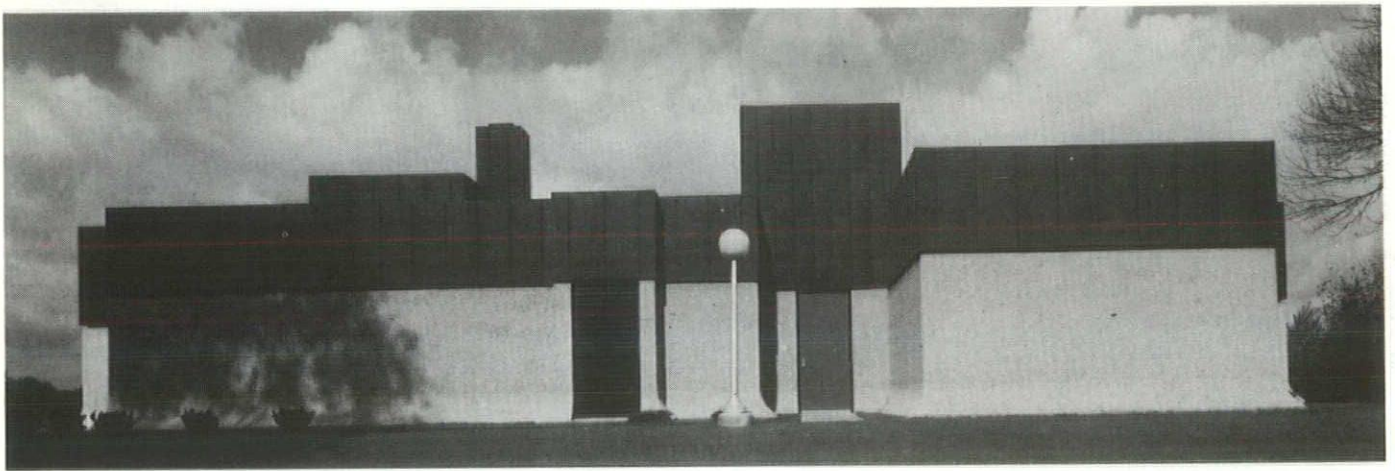




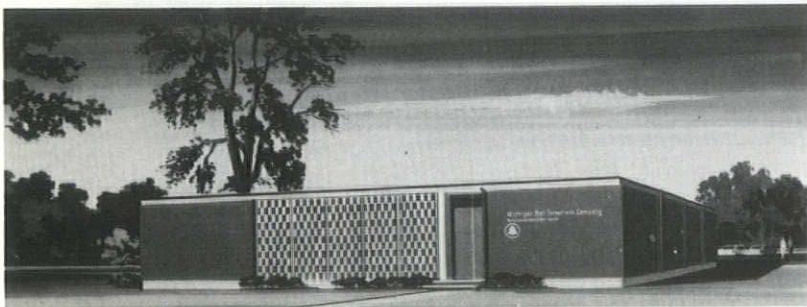
*Michigan Bell Telephone Company  
Exchange Building  
Dutton, Michigan  
Greater Grand Rapids Area  
Ellis/Naeyaert Associates*



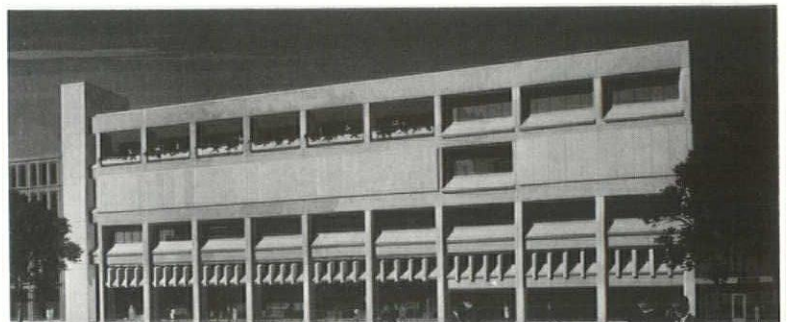
*Michigan Bell Telephone Company  
Exchange Building Addition  
Flint, Michigan  
Smith, Hinchman & Grylls Associates, Inc.*



*Michigan Bell Telephone Company  
Walled Lake  
Exchange Building  
Linn Smith, Demiene, Adams, Inc.*



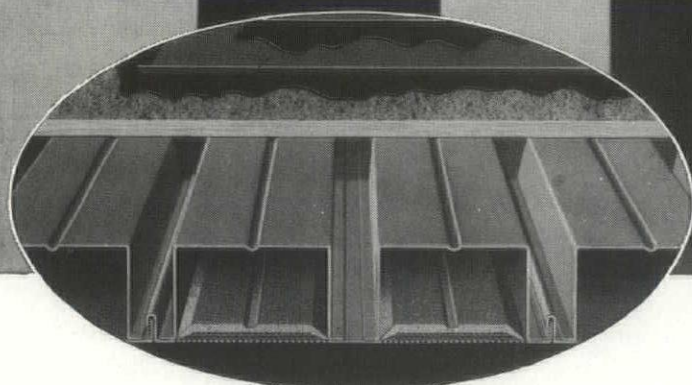
*Michigan Bell Telephone Company  
Hudsonville  
Prine-Toshach-Spears*



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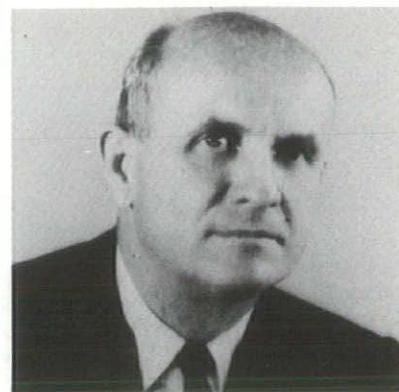
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Roger L. Stevens

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### The Yearly Allied Arts Festival

Promising to outdo the successful previous Allied Arts Festivals, this year's event will offer a varied and interesting program.

Date: September 21, 1968 — Saturday

4:30 P.M. Champagne reception at the School of Arts & Crafts

6:15 Assembly at the Art Institute  
Symphonette, Preview of the Archeological  
Exhibition, 'Masada'

7:15 Gala Dinner (served with wine)

8:30 Speaker of the evening Mr. Roger L. Stevens,  
Chairman, National Council On The Arts

Roger L. Stevens is also Chairman of the Board of Trustees of the John F. Kennedy Center for the Performing Arts.

Before leaving an active business career for a theatrical one, he was Chairman and a Member of the Board of many important business concerns.

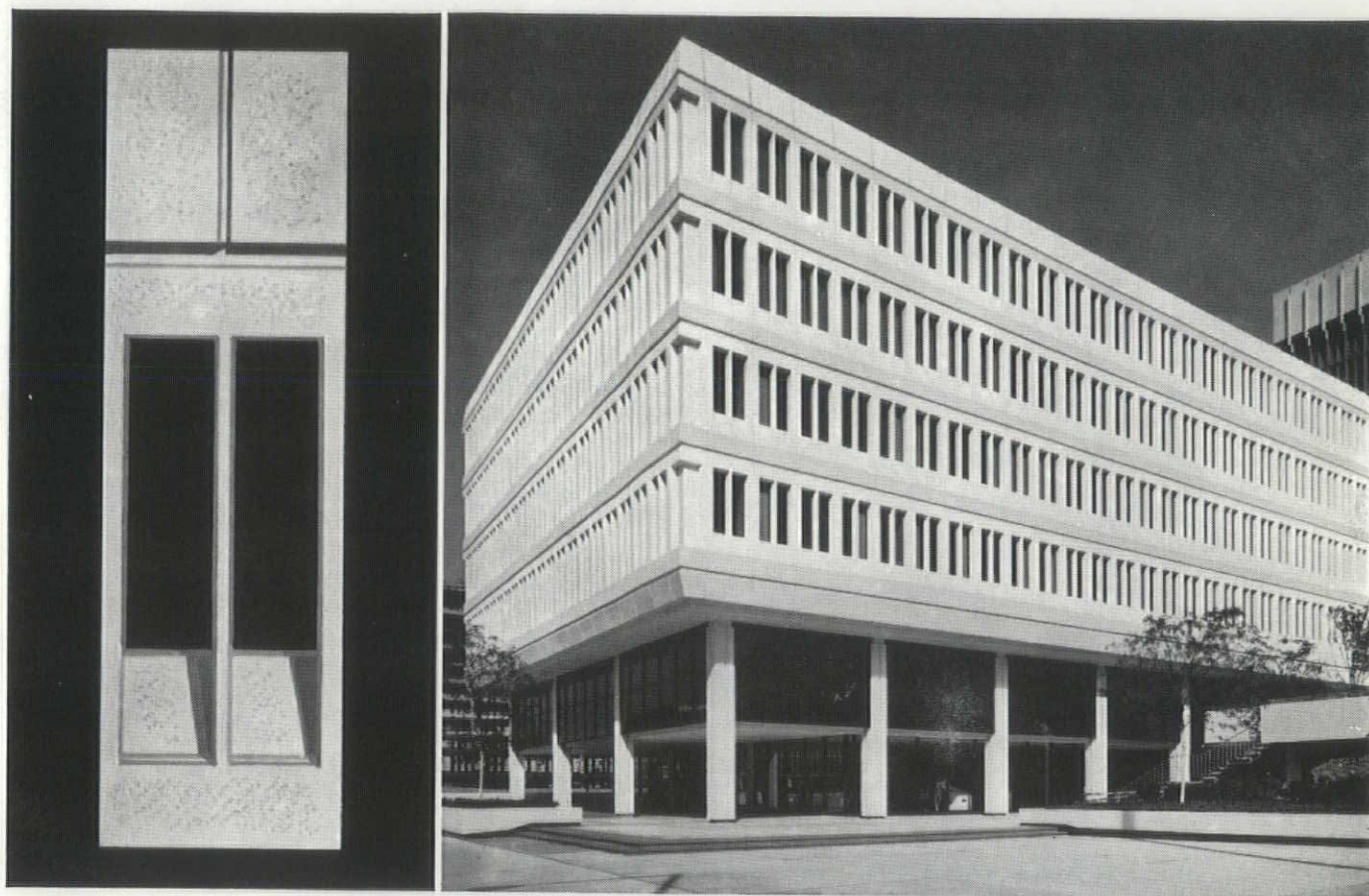
His theatrical career included either producing or co-producing over 125 plays. Among his hit productions were *A Man For All Seasons*, *West Side Story*, *The Best Man*, *The Visit*, *Mary, Mary*, *The Four Poster*, *The Bad Seed*, and *Ondine*. Five of his productions won the New York Drama Critic's Circle Award. Two of them won the Antoinette Perry Award.

All A.I.A. members and their families as well as their friends are invited. Due to space limitation, reservations should be made as early as possible.

Members of the Allied Arts Committee: Louis G. Redstone, FAIA, Chairman; Robert E. Greager, Vice Chairman; Michelangelo Balderi, Gerome Chirco, Edward D. Francis, Charles D. Hannan, Sunni Jannuzzii, William S. Quinlan, John V. Sheoris, G. John Stevens, Robert J. Tobin, Harold E. Ward, Roderick E. Warren.



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## Workshop Scheduled at Schoolcraft

Schoolcraft College, which recently awarded construction contracts for a \$2,701,000 physical education plant, will sponsor a one-day workshop this fall on planning and building gymnasiums, field houses and other athletic and recreational facilities.

Schoolcraft Athletic Director Marvin Gans, who is workshop chairman, said invitations for the Saturday, Sept. 28, session are being sent to Michigan university, college and secondary school business officers, athletic directors, superintendents, and a selected list of architects involved in school construction projects in the state. 150 persons are expected to attend the day-long program in the Lois L. Waterman Campus Center on the Haggerty Road campus in Livonia.

Discussion subjects will include planning techniques and procedures, the role of the program specialist, design of tennis courts, tracks and swimming pools, innovations in physical education facilities, and development of outdoor play and recreation areas.

Workshop speakers will include Dr. Lloyd Fales, supervisor of school plant planning, State Dept. of Education, who will address a luncheon meeting

on standards and requirements for gymnasium construction in Michigan.

Dick Thiebert, director of athletics at Brown University, Providence, R.I., and consultant for the Educational Facilities Laboratory, and W. Kenneth Lindner, Schoolcraft College vice-president for business affairs, will conduct other sessions during the day.

Other experts on the program are Cory Van Fleet, aquatic specialist, Oakland University; George Wibby, director of water safety, American Red Cross, Detroit; Paul Hodges, division of engineering, Michigan Dept. of Health; and Lee Hasslinger, city director of physical education and recreation, Pontiac.

Design aspects of various types of physical education facilities will be discussed by a group of architects including Linn Smith, Birmingham; Richard Hawley Cutting, Cleveland, O.; Ed Hammarskjold, Detroit; and a representative of O'Dell, Hewlett & Luckenbach, Inc., Birmingham.

### Blue Cross Notice to Members

Once each year Blue Cross and Blue Shield schedules an "open" period for those of our members who wish

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Please take time to completely fill in the form you will receive from Blue Cross and Blue Shield. If you have Blue Cross and Blue Shield coverage, through any source whatsoever, be sure to list the group and contract numbers in the spaces provided.

Failure to supply this information could result in loss of eligibility for group coverage for the MSA.

### Beckley Awarded Grant

Robert M. Beckley, AIA Associate Professor of the Department of Architecture, College of Architecture and Design, University of Michigan has been made a fellow of the Graham Foundation for Advanced Study in the Fine Arts. The fellowship includes a \$10,000 grant to develop a study of Concepts of Integrated Transportation Systems and Their Effects on Urban Form. The study is expected to be completed in the Spring of 1969.

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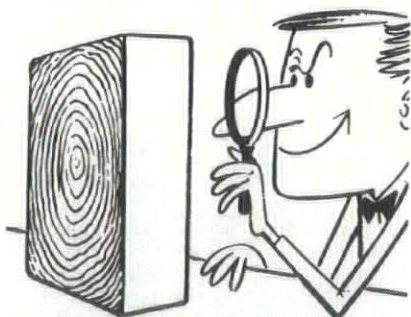
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## Letters

Dear Mr. Williams:

Your editorial citation of Kalamazoo architects for speaking out on the issues in their community (Bulletin, July 1968) is to be commended. Your article stirred much interest in this planning office, where our current effort is to bring insight and responsibility from an architectural background into the planning field.

It would be interesting and helpful to increase professional knowledge of substance of the issues in Kalamazoo, as might be given by printing portions of the architects' statement. The time approaches (or is already here) when the issues of one community are the issues of all; at least attitudes and feelings are similar from one community to another, and knowledge of types of problems in one could be useful in another. Although taking this approach might involve the Bulletin in an expanded editorial and reporting role secondary to its main concerns, it is my one suggestion to supplement your excellent editorial viewpoint.

Sincerely,  
Stephen W. Osborn, Arch.  
Principal City Planner  
City of Ann Arbor

Dear Ann:

After attending the Lower Lake Huron Drainage Basin Hearing in Saginaw, conducted by the Water Resources Commission, I felt it would be appropriate for our group to add their statement to the record. Enclosed is a copy of this statement for your records.

We urge other Chapters in the MSA to thoughtfully consider such public testimony as part of their professional responsibility in our society. Such agencies need the combined thinking of everyone, including Architects, in order to aid them in solving their increasingly complex problems.

Sincerely,  
Arthur E. Nelson, AIA  
Vice President  
Saginaw Valley Chapter, AIA

Mr. L. F. Oeming, Director  
Water Resources Commission  
State of Michigan  
200 Mill Street  
Lansing, Michigan

Re: Lower Lake Huron Drainage Basin

Gentlemen:

The American Institute of Archi-

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fects, Saginaw Valley Chapter, is vitally concerned with the environment of the Saginaw River Valley. We urge the Commission in its deliberation to carefully consider *all* aspects of the water qualities proposed and their present and future effect not only on the immediate area served but the "down stream" residents also, whether they be people or fish or crops or animals or machines. The coordination of municipal, recreational and commercial uses must be weighed most thoughtfully for each portion of this Basin lest in our zeal for "Clean" water we destroy rather than enhance our intricately built, multifaceted civilization. We submit the thesis that a total environmental concept encompassing the rivers, land, man, and the bay, studied in its broadest aspects, will yield the best water solution as well as the solution to many other problems we encounter in life in this complex Society of ours. Even though your area of concern and jurisdiction is limited to water quality, we adjure the Commission to exercise to the best of its ability the concepts of total environmental planning lest rank inequities and injustices brought about by one-idea thinking dampen the healthy growth of this marvellously integrated industrial — residential — agricultural — institutional — recreational Saginaw Valley. Fortunately, through your area hearings you are gaining this broad perspective to help you in making the wisest decisions.

Lastly, since we live in a dynamic age in which our most learned forecasts usually fall far short of the reality of tomorrow, we urge the Commission to make provision initially for periodic review of whatever standards are adopted and thus insure a healthy continuum of life.

The Architects of the Saginaw Valley commend your efforts and wish you well in your endeavor to keep Michigan the Water Wonderland of the World.

Sincerely,  
Arthur E. Nelson, AIA

Dear Miss Stacy:

Thank you so much for sending the application for emeritus membership in the AIA.

We are sending it directly to the Institute in Washington as you suggested.

Dean Youtz and I want you to know how pleased we are with the good job you are doing for the Detroit Chapter. We look forward to receiving the Bulletin and various announce-

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ments which keep us in touch, in spirit at least, with the various chapter events.

Our best wishes and congratulations.

Sincerely,  
Francis L. Youtz  
(Mrs. Philip N. Youtz)  
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Walnut Creek  
Calif. 94598

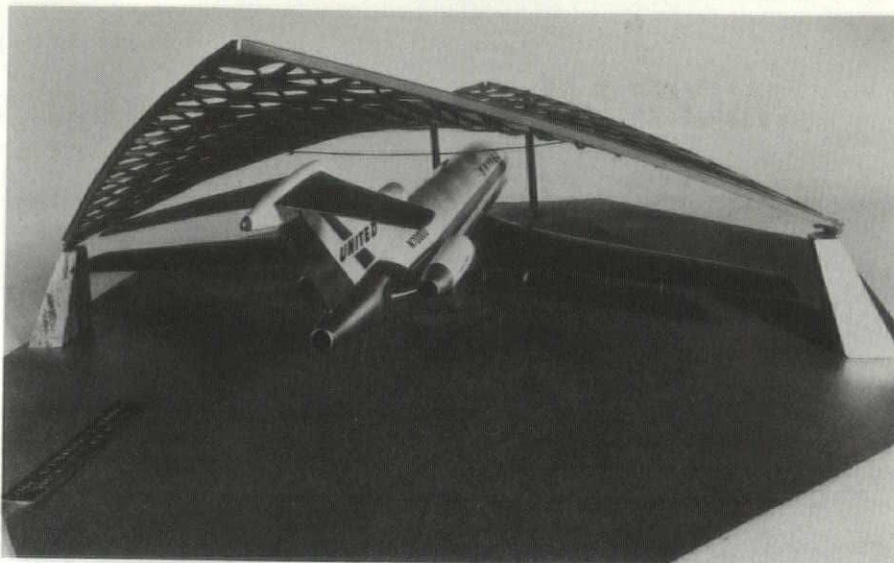
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### PICTURED:

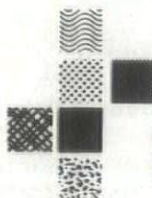
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## CALENDAR

1968

- SEPTEMBER 21** *Allied Arts Festival  
Detroit Institute of Arts*
- OCTOBER 15** *Annual Meeting and Election of  
officers, Detroit Chapter  
Whittier Hotel*
- NOVEMBER 23-27** *National AIA Student Meeting  
University of Michigan, Ann Arbor*

1969

- FEBRUARY 12** *Feed Forward Seminar*
- MARCH 19-20-21** *MSA 55th Annual Convention  
Statler Hilton Hotel, Detroit*

## OBITUARIES

### Garner C. (Cam) Beld

Funeral services for Garner C. (Cam) Beld, vice president of Peerless Division, American Cement Corporation, were held July 9 at the Howe-Peterson Funeral Home Chapel in Dearborn with interment at the Acacia Park Cemetery.

Born in Grand Rapids in 1904, Mr. Beld died on July 6. In 1930, he joined Peerless Cement as a salesman in South Bend, Indiana. Well known in the construction industry, Mr. Beld served on numerous committees and boards and was a member of the Detroit Club.

He is survived by his wife Dorothea, a daughter, Mrs. J. Daniel Kutt, a granddaughter, three brothers, George, Donald, Virgil and a sister, Mrs. Esther Stadt.

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