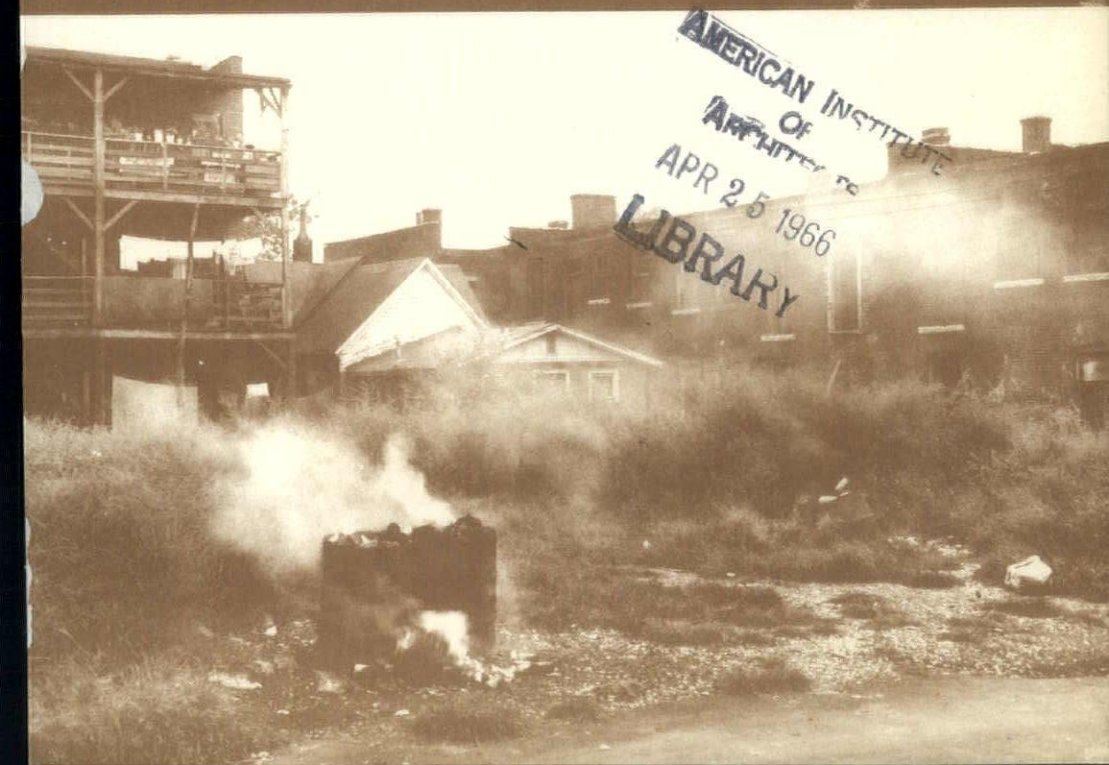
MISSOURI ARCHITECT

APRIL, 1966



AMERICAN INSTITUTE OF ARCHITECTS
APR 25 1966
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THE MISSOURI ARCHITECT

VOLUME 13 APRIL, 1966 NUMBER 2

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President's Letter

To All Registered Architects:

Our annual meeting will be held in Kansas City April 29-30, 1966 at the Sheraton-Prom Motor Inn. This is a superb location for our annual meeting. You will like it in every respect.

The Sheraton-Prom is located just off U.S. Highway I-70 at Sixth and Main. This beautiful new inn is just north of the downtown business area of Kansas City.

We wish to especially invite our ladies. One of the finest speakers in the country will highlight the ladies' luncheon Saturday. She is Mrs. Jean Glenn of radio and TV fame. This will be a gay party.

Ladies will accompany their men Friday and Saturday evenings. Producers' Council members of Kansas City will be hosts at cocktails Friday evening. Carthage Marble Corporation is cocktail host Saturday evening. We are most grateful for this generous cooperation.

All members will do well to take full advantage of the business meeting Friday morning. Two Bylaw amendments will be voted on. One is a dues increase from the present $10 to $15 per year. The other prescribes ethical activities of members.

The panel discussion and the luncheon speaker are outstanding. Don't miss them. Let's break all attendance records this year. I hope to greet each of you.

Sincerely,
Maxwell T. Sandford
President

The MISSOURI ARCHITECT is published quarterly at 210 Monroe Street, Jefferson City, Missouri, by the Missouri Association of Registered Architects. Second Class postage paid at Jefferson City, Missouri. Subscription rate is $1.50 per year. Mailing address:
Missouri Architect, 210 Monroe Street, Jefferson City, Missouri 65101

IMPORTANT NOTICE

Four-day, (36 hour) written architectural examinations are given annually at Jefferson City, Missouri, by the Architectural Division of the State Board of Registration for Architects and Professional Engineers, beginning on the last Monday in September and continuing through the following three days. Applications are accepted for filing throughout the year. Under the law, those applications filed less than 60 days prior to examination date will be held until the next examination. Earlier filing is urged. The Division recommends filing your applications AT LEAST NINETY DAYS PRIOR TO EXAMINATION DATE.

SCOPE OF ARCHITECTURAL EXAMINATION

DIVISION I

Examination A—Building Equipment — 5 hours
Examination B—Site Planning — 4 hours
Examination C—Structural Design — 5 hours
Examination D—History and Theory of Architecture — 3 hours

DIVISION II

Examination E—Architectural Design — 12 hours
Examination F—Building Construction — 3 hours
Examination G—Professional Administration — 3 hours
Examination H—Personal Audience — 1 hour
Examination I—Academic and Practical Training

Examinations A, C, D, F and G are composed of objective-type, (multiple choice) questions.

Attention is directed to a change in length of Examination F, formerly a four hour examination, which is now a three hour examination, and to Examination H, which is now a one hour examination.

STATE BOARD OF REGISTRATION FOR ARCHITECTS AND PROFESSIONAL ENGINEERS

312 East Capitol Avenue
Office hours — 8 a.m. to 5 p.m.
Monday through Friday

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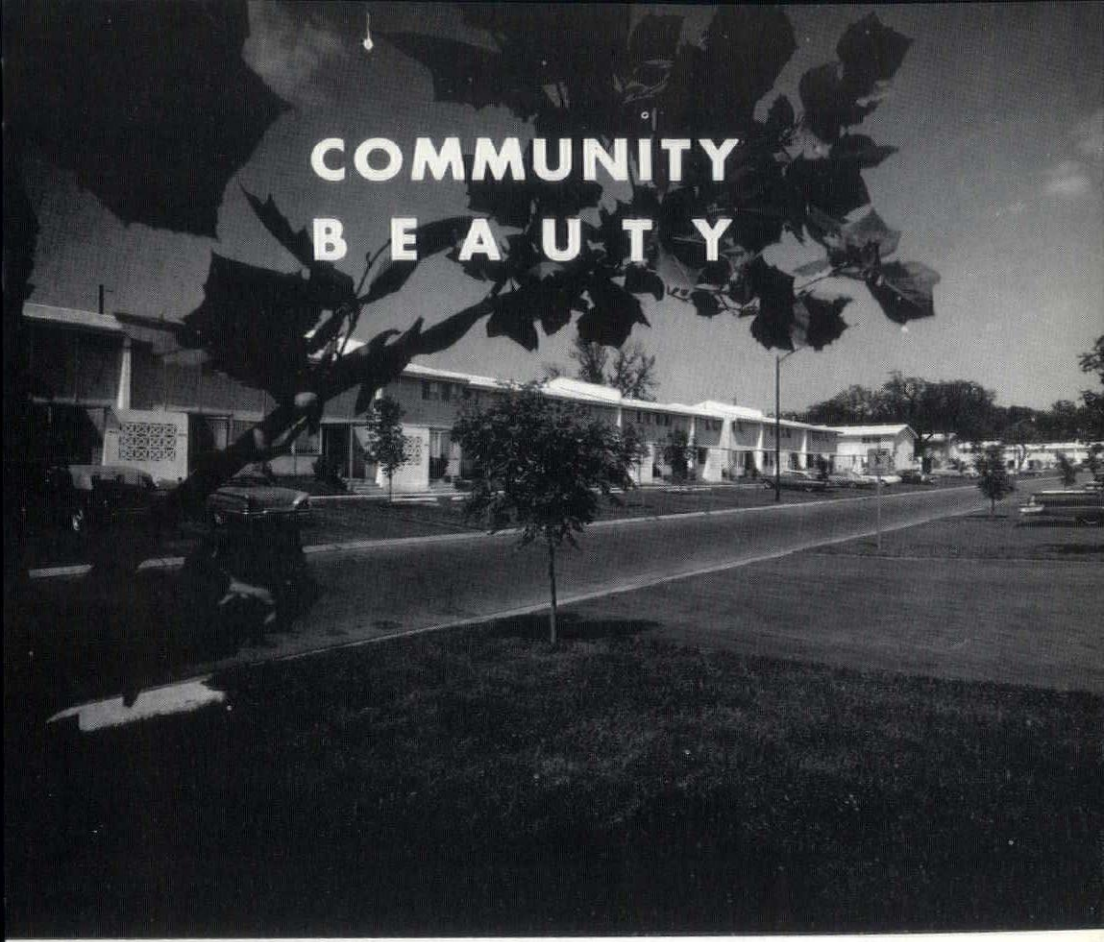

COMMUNITY
BEAUTY

COMMUNITY
BLIGHT

FOREWORD

We are pleased to present in the following pages a brief dissertation and photographs depicting the great challenge to the architectural profession.

The present decade is the golden age of opportunity to change blighted areas in communities into places of beauty.

It is our hope that every Missouri community will take immediate steps to make this change from blight to beauty. This can be done best and most economically through wise community planning.

Grateful appreciation for these photos goes to Robert Dumouchel, Director of Community Relations Land Clearance for Redevelopment, Kansas City, Missouri.

The Community Planning Committee
Hurst John
Lester O. Roth
Syl G. Schmidt
Raymond L. Voskamp
Louis H. Geis, Chairman

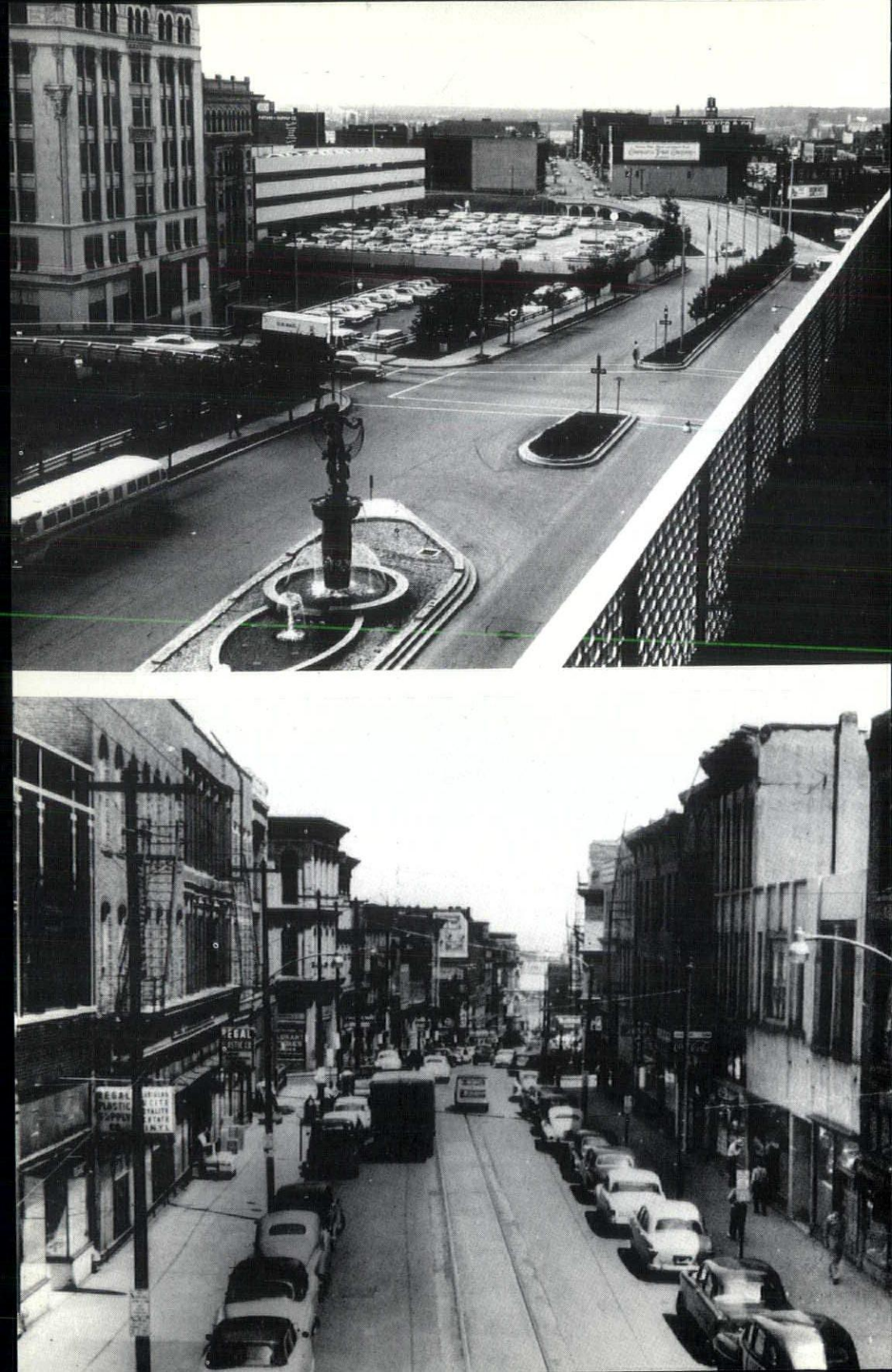
Missouri Association of Registered Architects
201 Monroe Street
Jefferson City, Missouri 65101

COMMUNITY BLIGHT OR BEAUTY
A CHALLENGE TO THE PROFESSION

As Architects, we have too long focused our advances on the individual building or specific area alone — today we must broaden our design vocabulary to the urban scene to better relate buildings to their neighbors. The spaces between structures should be given as much consideration as the individual building themselves. Urban design is the architecture of towns and cities, where the spaces are streets, squares and parks. Urban design translates the social and economic findings of city planning into urban spaces. It relates the spaces to each other and projects them into third dimension. The individual works of architecture can be created all at once or in stages over a long period of time according to a master plan which may be modified. When good urban design is present, new buildings are partners, not intruders. Urban design is not the same thing as zoning. Zoning is a legal tool which communities use to enforce planning decisions. It is a negative tool, in that it keeps bad things from happening — it does not make good things happen. This is where the architect enters to play his role. It is my belief that no generation of architects at any time in history had as promising and inspiring opportunity as we have today.

Looking into the recent past, it is apparent that the man on the street was not giving much thought to the blight that had become a part of his daily routine. He could drive through the park on his route to work, but that was the long way. The short, ugly way through the canyons of signs, poles, wires, tracks and slums was hardly noticed, and if so, was assumed to be a necessary evil that no one could remedy.

Because of this apathy which seemed to extend to all levels of income, economy and local governments, this was done to improve the areas in which we live, unless for reasons of health or related welfare we were forced into action. The investor showed little or no incentive as the possibilities of economic feasibility were nil.

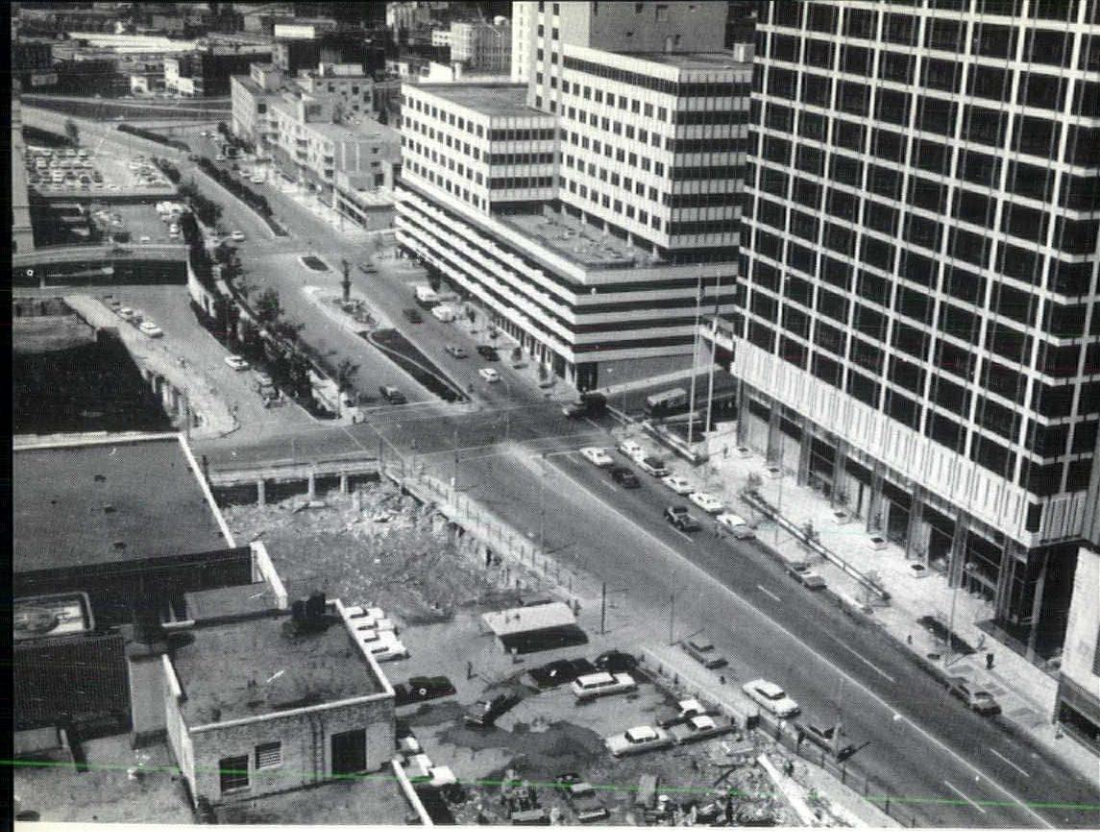


About the time that the beating of drums by those with aesthetic appreciation and social concern for their surroundings began to be heard, local governmental bodies were only listening and perhaps agreeing, but not being able to do much under existing tax structures, did nothing.

As usual, when local government does not do the job, the Federal Government steps in to direct the effort. Call it whatever you wish, "Land Clearance for Redevelopment" or "Urban Renewal," this still new program of federal financial assistance is developing into a most effective tool in the improvement of the beauty and economy of our cities. The value of land within or near areas designated for Urban Renewal has in many instances increased five fold or more in the last few years. Areas that have been rebuilt even under degrees of tax abatement are, or soon will be, supplying sizeable revenue from new tax paying properties which a few years ago contributed very little income to the cities.

To add to this momentum the highway departments (with federal funds) had long been planning super highways to loop the cities and to connect principal routes in ways to provide access and egress from the core of the city and to by-pass congestion if the traveler so wished, all at high speed. This is a large contribution to better functioning of the urban scene as we know it today. Although at this initial recognition one may conclude that these freeways solve the transportation problem, those who have pursued the conditions and possible solutions to the whole metropolitan complex realize that the movement of the automobile is not the total answer. This sole planning for the movement of people is limited and often misapplied. We could say that the current preoccupation with automobile travel is an adolescent stage in circulation planning. Some form of rapid transit other than the family automobile is a must, be it underground, overhead, or on the surface, or a combination of these augmented perhaps by short line conveyors from parking areas or terminals to places of interest, business or pleasure.

But this is only the beginning of a long-range goal



POSTAL BLDG
HOTEL
PARKING
OLD CABIN STILL

and process for the stabilization of the Urban Scene: we need more people in the "core" and they are needed seven days and nights of the week — whether for business, for culture, for entertainment, for sports or for routine daily urban living. Many people are needed to live, work, play and do business in the hub of the wheel or urbanity. Ths is a must if we are to inherit the full benefit of the endeavor to culminate to some degree the ultimate goal.

People should be able to walk from place to place in safety and comfort; to be able to commune with nature in some form while doing so; to be able to rest and converse with others in a clean refreshing atmosphere, free of blight and cautoin, reasonably quiet amid open spaces, with visual cultural forms to appreciate, use and admire, and with the amenities necessary for his comfort and use near at hand.

There must be room in our cities and provisions in our budgets for "art for art's sake". The cities need reminders of human values for its throngs and these reminders may serve as a place of reference. Our facades and masses are becoming larger and larger and it becomes increasingly more difficult to keep them in scale. We must remember that the eye delights in probing objects which do not reveal themselves at first glance. The eye needs the enticement to look more, to discover more, to be surprised by the unexpected, and held by the sublime. Too often today a minor view is overplayed and major objects lack sufficient prominence.

The traveler should be able to get into and emerge from the urban area with speed and ease and be able to economically store his vehicle near the places he wishes to visit. If he uses public means of transportation, they also should be of low cost and should consume a minimum of his time to and from the downtown area.

At this critical time we must remember in our planning that the acceleration of progress is nipping at our heels — we cannot build only for today. If we do, obsolescence will be our product almost as soon as it is finished. We should use every source of research in planning for the future to the maximum extent that we are able to project our vision.

1305
1305 E.

Metropolitan areas — because of boundaries, individual problems and unique characteristics — have problems that do not confront smaller, individual communities. A cooperative effort on the part of all concerned is necessary to evolve a homogeneous overall function to the benefit of all. No part of the metropolitan complex can afford to isolate itself from the entire problem and the individual interests of land owners and others with personal concern must be viewed with thought toward the benefits of the entire program. The end result will most always benefit all for a period of longer duration.

First must come a workable approved plan with a flexibility tempered by professional planning with proper considerations as reflected by our changing times, and technological advancement. A good plan will be flexible and the influences on the original concepts and conclusions should be pondered thoroughly by the proper authorities with the aid of consultants of experience, professional capabilities and integrity. It is necessary to combine all of the elements of metropolitan form into a total approach in order to state the case for design on a metropolitan scale covering transportation, land use designation, open space, satelite towns, both new and old, and new urban corridors.

A synopsis of the problems could be (1) make downtown easy to reach through all transportation media; (2) make it worth frequenting because of facilities, diversity and attractions, and (3) develop a resident population to keep it alive at all times.

As a specific example of progress over the last few years, let us review the recent past of Kansas City in its pursuit of urban redevelopment. The accompanying photographs will bring back to some of us the nightmares of only a few years ago and some of the improvements which have taken place in Kansas City. Also, you will note some of the older originally well-planned areas. Kansas City photographs are used in this article as examples which could apply to some degree to other areas of our State. A. J. Harmon, Executive Director and Counsel for the Kansas City Land Clearance

for Redevelopment Authority, whose office made these photographs available, wrote in an article entitled "Downtown Kansas City Comes Alive Again":

> "Twelve years ago, Downtown Kansas City was listless, constructionwise. Certain key areas of the central business district had totally degenerated into downright slums. The reasonable investor, fearing that downtown was about to perish economically, would not risk construction capital in or even near blight-ridden neighborhoods. Construction dollars followed the population to the suburbs where residential, commercial, and industrial life was beginning to bustle. The economic heart of Kansas City — with its tremendous downtown real estate investment — seemed to be challenged to fight for its life!"

With the progress shown in Kansas City to date, in mind, the remaining undeveloped areas within the scope of urban planning in the State of Missouri indicates vast opportunities for the architect.

Although leadership will, of course, always come from individuals, even the best of individuals work more efficiently when reinforced by strong organizations. Our professional groups in general and MARA in particular should be charged with the obligations to arouse the interest of public and private groups that build our cities.

Would it be possible to establish a Governors Urban and Regional Design Advisory Committee for Missouri. It could be a catalyst for transmitting ideas, between planning commissions of cities, areas, counties and private development. Would it be possible, in our own individual communities to establish a similar Advisory Design Committee to assist the Mayor and Council in decisions pertaining to urban redevelopment.

The opportunities to influence the rehabilitation of our cities are indeed copious — would it not seem logical that MARA assume the leadership necessary to assure adequate and proper planning of the cities within our State.

ANNUAL BUSINESS MEETING OF THE MEMBERSHIP

Saturday, April 30, 1966
9 a.m. to 11:45 a.m., CST
Sheraton-Prom Motor Inn
Sixth and Main Streets
Kansas City, Missouri

Call to order. Maxwell T. Sandford.

Minutes. James T. Darrough.

Finance Report. Donald D. Buller.

Membership. William M. Conrad.

Annual Meeting. Frank Slezak.

Community Planning. Louis H. Geis.

Education and Awards. Donald F. Wilson

Ethics. Rex L. Becker.

Fees and Insurance. Arthur R. Jablonsky.

Interprofessional. Roy J. Pallardy.

Legislation. Kenneth O. Brown.

Long Range Planning. David Pearce.

Natural Beautification. Edward J. Thias.

State Architectural School. Richard P. Stahl.

Nominations and Election of Directors.

Consideration of Bylaws Amendments.

For the Good of M.A.R.A.

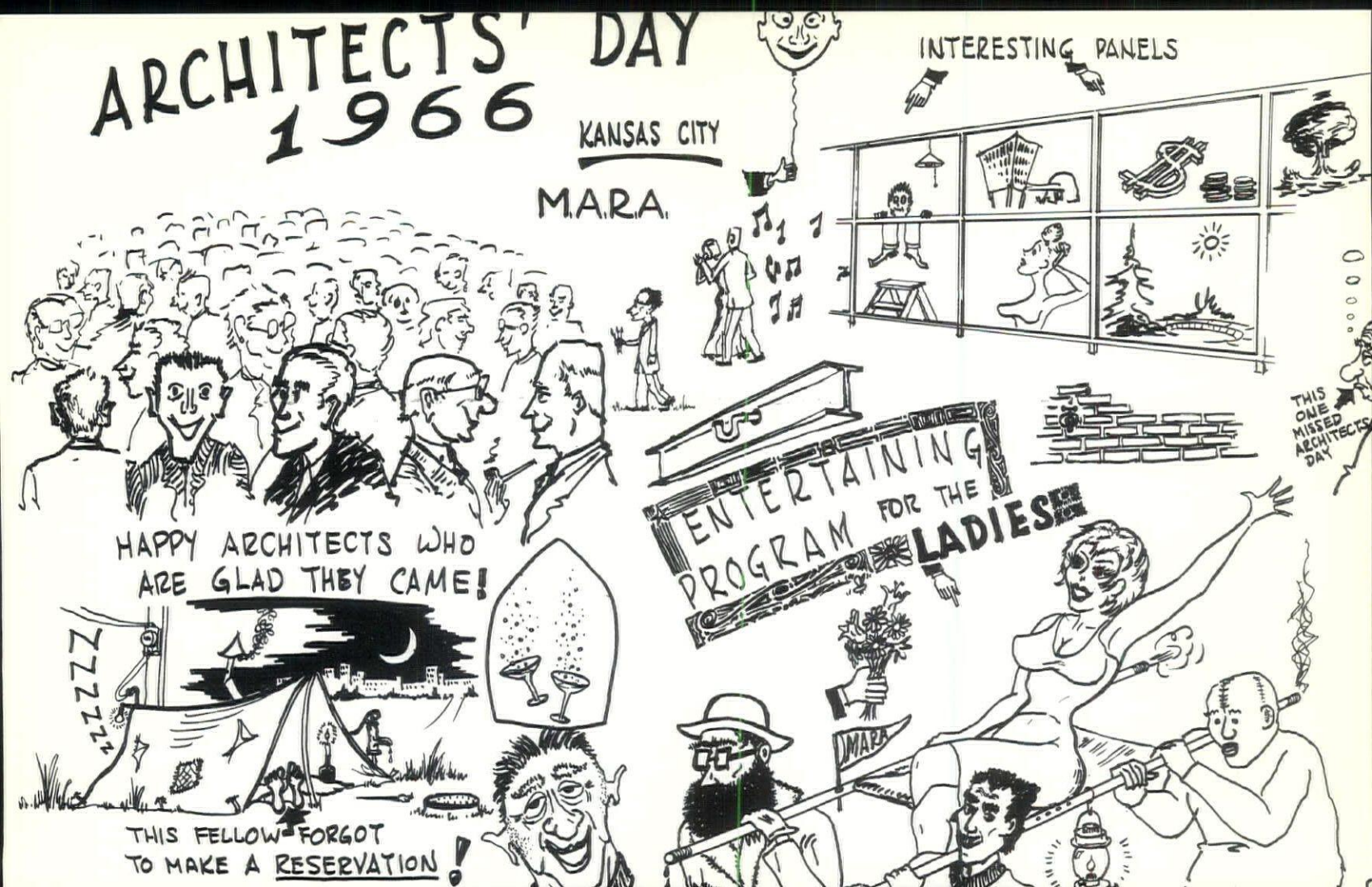
Talk — "State Minimum Wage Laws." John R. Freeman. State Labor and Industrial Relations Dept.

Adjournment.

ARCHITECTS' DAY 1966

KANSAS CITY

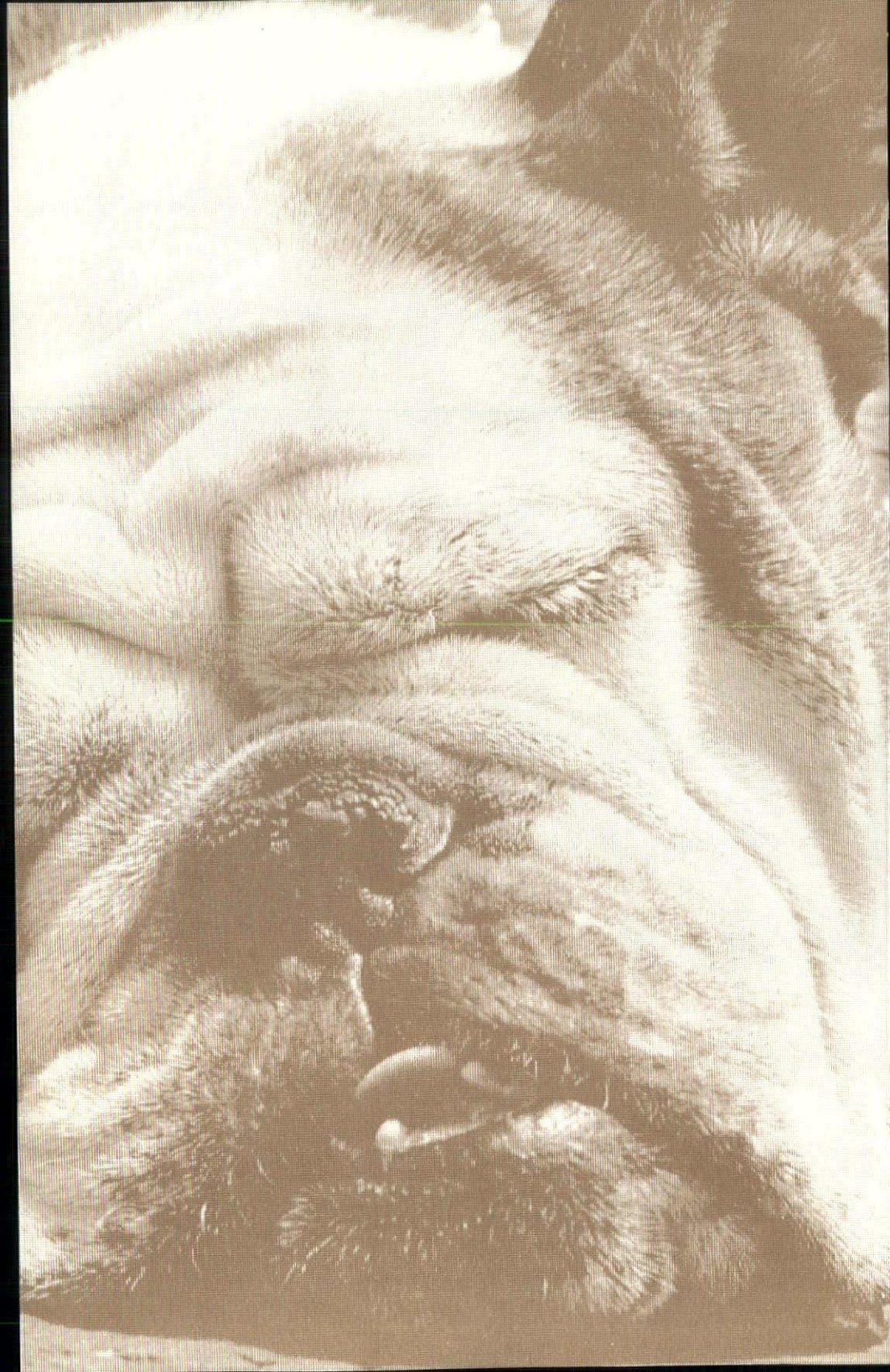
M.A.R.A.



OUR ARCHITECTURAL HERITAGE

MISSOURI
ASSOCIATION
OF REGISTERED
ARCHITECTS

ARCHITECTS' DAY
1966 KANSAS CITY



FRIDAY EVENING AND SATURDAY APRIL 29 - 30, 1966

PROM-SHERATON MOTOR INN

6th and Main Streets
KANSAS CITY, MISSOURI

REGISTRATION

MARA MEMBERS	$10.00
LADIES	NO FEE
NON-MEMBERS, EMPLOYEES, AND GUESTS	$2.50
STUDENTS	NO FEE
KC PC MEMBERS	NO FEE

TICKET PRICES

ARCHITECTS' DAY LUNCHEON	$4.25
LADIES' LUNCHEON	$4.00
ANNUAL BANQUET	
(REGISTERED)	$ 7.50
(NON-REGISTERED)	$10.00

ALL MEMBERS ARE INVITED TO BRING INTERESTED GUESTS

PRO

FRIDAY EVENING - APRIL 29, 1966

4:00 p.m. **REGISTRATION**

6:00 p.m. **COCKTAIL PARTY**
Courtesy Producers' Council, Kansas City Chapter
All registrants invited

SATURDAY - APRIL 30, 1966

8:00 a.m. **REGISTRATION**

8:00 a.m. **PRODUCERS' COUNCIL EXHIBITS OPEN**

9:00 a.m. **BUSINESS MEETING — COMMITTEE REPORTS**

11:15 a.m. **CHARTERED TAXIS LEAVE FROM LOBBY TO TAKE THE LADIES TO PLAZA III RESTAURANT**
Sherry at 12:00, Luncheon and Strolling Fashions
Featured Speaker — Jean Glenn
Followed by Shopping on the Plaza and return by

12:00 **ARCHITECTS' DAY LUNCHEON**
Speaker — Eugene G. Bushmann

2:15 p.m. **PANEL DISCUSSION**
Panelists: John D. Sweeney
Frank Grimaldi
Eugene G. Bushmann

6:00 p.m. **COCKTAIL PARTY**
Courtesy Carthage Marble Corporation
All registrants invited

7:30 p.m. **ANNUAL BANQUET**

10:00 p.m. **MUSIC AND DANCING**

YOU WILL FIND THE LADIES' HOSPITALIT

AM

---------- Ballroom

---------- Exhibition Hall

---------- Ballroom

---------- Exhibition Hall

---------- Prom A

e Hotel

---------- Ballroom

---------- Prom A

---------- Exhibition Hall

---------- Ballroom

---------- Ballroom

(COFFEE & ROLLS) NEAR THE EXHIBITS

Eugene G. Bushmann

Missouri's first administrative hearing commissioner is Mr. Bush mann, appointed by Governor Warren E. Hearnes October 1 1965. He is a native of St. Louis. He graduated in law, Unive sity of Missouri. He has served as Assistant Attorney Gener under Missouri's three most recent Attorneys General. He an Mrs. Bushmann with their three children reside in Jefferson Cit

John D. Sweeney

Mr. Sweeney is chairman of the Missouri State Board of Registr tion for Architects and Professional Engineers, having been ap pointed to this position by Governor Warren E. Hearnes la year. He was a founder of M.A.R.A. and has served as its pres dent. He is past president of A.I.A., St. Louis. He served for fiv years as chairman of Missouri Interprofessional Council. He an Mrs. Sweeney reside in St. Louis.

Frank Grimaldi

A native of Arma, Kansas, Mr. Grimaldi attended school Pittsburg, Kansas before entering the University of Notre Dam where he graduated in architecture. He is member of the Mi souri State Board of Registration for Architects and Profession Engineers. He is a partner in the architectural firm: Shaughness Bower & Grimaldi. He and Mrs. Grimaldi reside with their fiv children in Kansas City.

Charles B. Hosmer, Jr.

Dr. Hosmer is assistant professor of history, Principia Colleg Elsah, Illinois. The eminent historian was born at Naples, Ital He received his A.B. degree at Principia College. Later he a tended Columbia University where he attained degrees of Mast of Arts and Doctor of Philosophy. A prolific writer, his late book is entitled "Presence of the Past, A history of the Preserv tion Movement in the United States before Williamsburg."

Jean Glenn

Mrs. Glenn is one of Kansas City's most informed and engagin personalities. Besides her duties as a housewife and mother, sh is Editor of a surburban newspaper and is very active in civ and public matters. For several years she hosted a national famous and most remarkable radio and television show, "Ta and Conversation," which highlighted the values of conversatio and the spoken word.

THE
PRODUCERS' COUNCIL

The Producers' Council, a national organization of manufacturers of quality building materials and equipment, was organized by the American Institute of Architects in 1921 to improve the level of advertising and sales promotion literature sent to architects.

Now an association comprised of nearly 200 manufacturers and 30 product trade associations, the Council's over-all purpose has widened to include promoting the sale and proper use of their building materials.

At the national level, the Producers' Council operates as an organization working with other national organizations and at the local, or more personal level as a group working with others through a chapter structure.

ANNUAL MEETING COMMITTEE'S LETTER

To All Members:

Your annual meeting committee has left nothing undone that we know of. We have planned for your inspiration, education, illumination, recreation.

We have not overlooked arranging sparkling things for your ladies.

We will have fine exhibits by our very generous members of Producers' Council.

The only unknown at this time is how many of you will come. We have great faith in you folks and we believe this annual M.A.R.A. convention will be the best and most in history.

Please make your reservations for rooms direct with Sheraton-Prom Motor Inn, Sixth and Main Street, Kansas City, Missouri.

Thanks for the privilege in serving you in this manner. We look forward to meeting you Friday afternoon, April 29 and all day Saturday, the 30th at the Sheraton-Prom.

Gratefully,

Louis H. Geis
Frank Grimaldi
John D. Miller
Ethel Sklar
Frank Slezak, Chairman

THE FAMOUS SPRINGFIELD MALL TRIP

Edwin C. Waters

The plane pictured above left the Springfield, Missouri, airport, early September 22, 1965. It had a capacity crowd of 85 business and civic leaders aboard. It was starting out on four-city two-day trip that proved to be "more than even the most optimistic of us anticipated."

The initial stop was at Knoxville, Tennessee, where we met the executive director of the downtown association of that city. We visited Knoxville's new downtown "Market Square", a landscaped produce and flower market, "Gay Way", a canopy business street and the "Promenade", pedestrian area connected with parking facilities by moving sidewalks.

Following lunch with business and civic leaders, the Springfieldians left Knoxville for Rochester, New York, in the late afternoon. Overnight reservations were made at the Manger Hotel, part of the Midtown Plaza, covered pedestrian complex which includes a sidewalk cafe, center court for fashion shows and dances, shops, offices, clock of nations, etc., claimed as an excellent tourist attraction. A dinner meeting was held that night with Angelo Chiarella, formerly with the Victor Gruen organization, who served as architectural consultants for the project.

Leaving Rochester at 8:00 a.m. the next morning, the Mall Trippers left for Kalamazoo, Michigan, which compares closely with Springfield in population, educational facilities, business and industrial development and was the first city in the nation to develop a pedestrian mall. The group toured Burdick Mall, a three-block open air pedestrian development with reflecting pools, bridges, flowers, lawns and trees. The Springfield business men talked with civic leaders at all places in discussing the development, financing, organization and other aspects of the city revitalizations.

That evening, the group was in Urbana-Champagne, Illinois, to view Lincoln Square, the skylighted pedestrian complex involving nine (9) square blocks of center city.

The enthusiasm with which the Springfield business men gave their time and money in this two-day four-city tour of "Center City" areas has spurred on future action towards implementation of Springfield's master plan.

Active in the arrangements of the program was the Springfield Chapter of the American Institute of Architects, Mr. Richard P. Stahl, President, the Springfield Chamber of Commerce and the Downtown Association of Springfield.

M.A.R.A. STUDENT AWARD

The award to a student will be made in 1967 at the Annual Architects' Convention.

ELIGIBILITY

Any undergraduate student of architecture who is attending school in the State of Missouri or a resident of Missouri attending school outside of Missouri. Any Missouri high school or other student who will enroll in a school of architecture in the fall of 1967.

AWARD

$300.00 to be used for tuition in any school of architecture in the United States. Award can only be spent on tuition which will be paid by M.A.R.A. to the school the winner enrolls in.

The winner will be the guest of M.A.R.A. at the 1967 Annual Architects' Convention and will receive tickets to all events and lodging at the hotel for one day.

The winner will receive a handsome award plaque presented by the M.A.R.A. President.

JURY

The award winner will be selected by the Officers and Board of Directors of M.A.R.A. If in the opinion of the jury the submissions do not merit an award the award will be made at a later date. The jury will consider the sculptural quality of the forms, imaginative solution, scale and presentation in its selection.

DELIVER

The design must be delivered or mailed to the M.A.R.A. Office at 210 Monroe Street, Jefferson City, Missouri 65101 on or postmarked not later than March 15, 1967.

ADVISOR

Address all questions on award to Director Donald Wilson, 111 South Bemiston, St. Louis, Missouri 63105.

Education and Awards Committee
Donald F. Wilson, Jr., Chrm.
R. W. Bockhorst
Conrad J. Curtis
Peter Keleti
Robert Marshall

M.A.R.A. STUDENT AWARD

PEDESTRIAN OVERPASS

PROGRAM A

One of the important problems throughout the State of Missouri is the concern for the pedestrian who must cross traffic arteries. This program is for the design of an overpass to help solve this problem. The approaches must be inviting.

Through its singlness of purpose, an overpass can achieve a beauty which is unique. There is no fine formula. The designer must, to a great extent, choose his conditions and his forms. There is not only the choice of locations, of material, of general structural principles and its specific and harmonious development, but there is the choice of detail — railings, lights, approaches, etc., which can either affirm or negate the clea neconomy of the essential form. The solution should be a permanent type of structure.

Design overpass to have a clear span over major State highway with 100' right-of-way. Clear span shall be sixty feet or greater.

Minimum height of overpass at highway gutter shall be 16'-0". Street width from gutter to gutter shall be 40 feet. Site shall pitch up at 10 per cent each side from a point 30 feet from the center of the street.

Width of road from approaches must be within the one hundred foot right-of-way and by means of ramps or stairs or the combination of both.

Maximum pitch of ramps percent 8 feet use per 100 foot length.

Maximum number of steps in one run — 11.

PRESENTATION REQUIREMENTS:

Perspective or elevation at convenient scale.

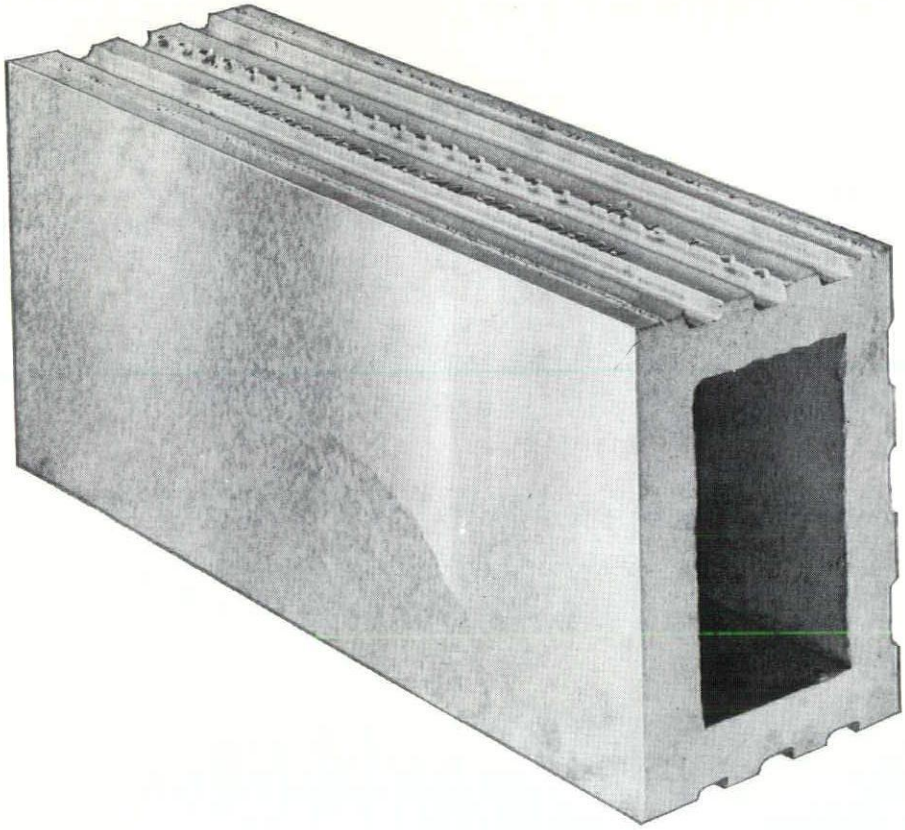
Plan at scale $\frac{1}{8}" = 1'\text{-}0"$

Section — cross section of overpass — Scale $\frac{3}{4}" = 1'\text{-}0"$

Design must be presented on 20"x30" white illustration board. Present in any medium.

Label the board: OVERPASS DESIGN FOR MISSOURI — M.A.R.A. STUDENT AWARD 1967.

The student's name and address should be in a sealed envelope attached to back of the board.



Robco, Elgin-Butler and Metropolitan glazed tile surpasses ASTM and FTI dimensional tolerances.

Representing three manufacturers allows us to offer you a wide selection of colors and the newest of trim shades. Careful attention to delivery schedules that help prevent costly jobsite delays as well as eliminate unnecessary jobsite storage and possible damage, is another part of Carter-Waters' complete tile service. Samples, literature, technical data, specification information, lump sum quotations, shop drawings and jobsite assistance . . . all await your call.

diversified materials service

CONSTRUCTION THE MATERIALS
CARTER-WATERS
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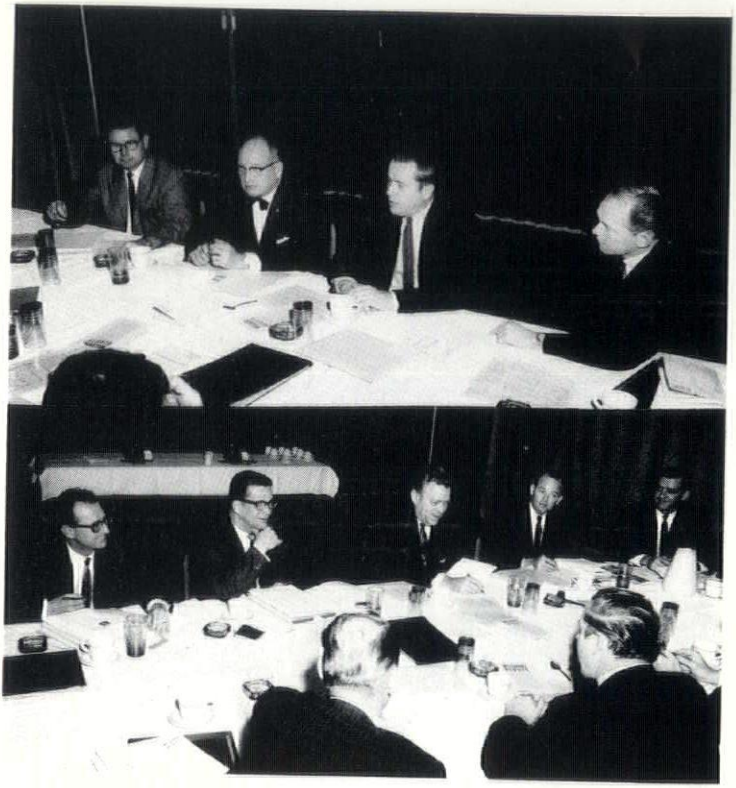

A recent board meeting included, above, from left: James T. Darrough, secretary; Maxwell T. Sandford, president; Edward J. Thias, past president; Donald D. Buller, treasurer. Lower, from left: Roy J. Pallardy, director; Kenneth O. Brown, director; Paul N. Doll, executive director; Edwin C. Waters, vice president and editor.

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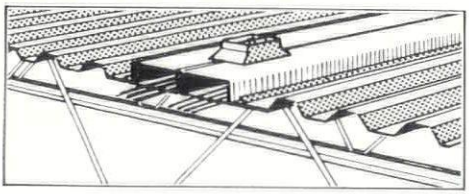

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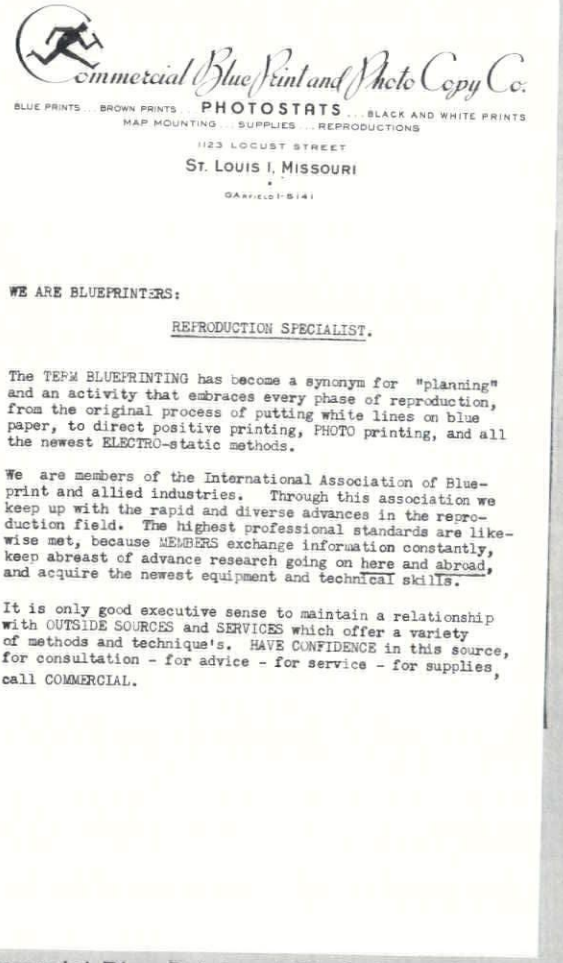

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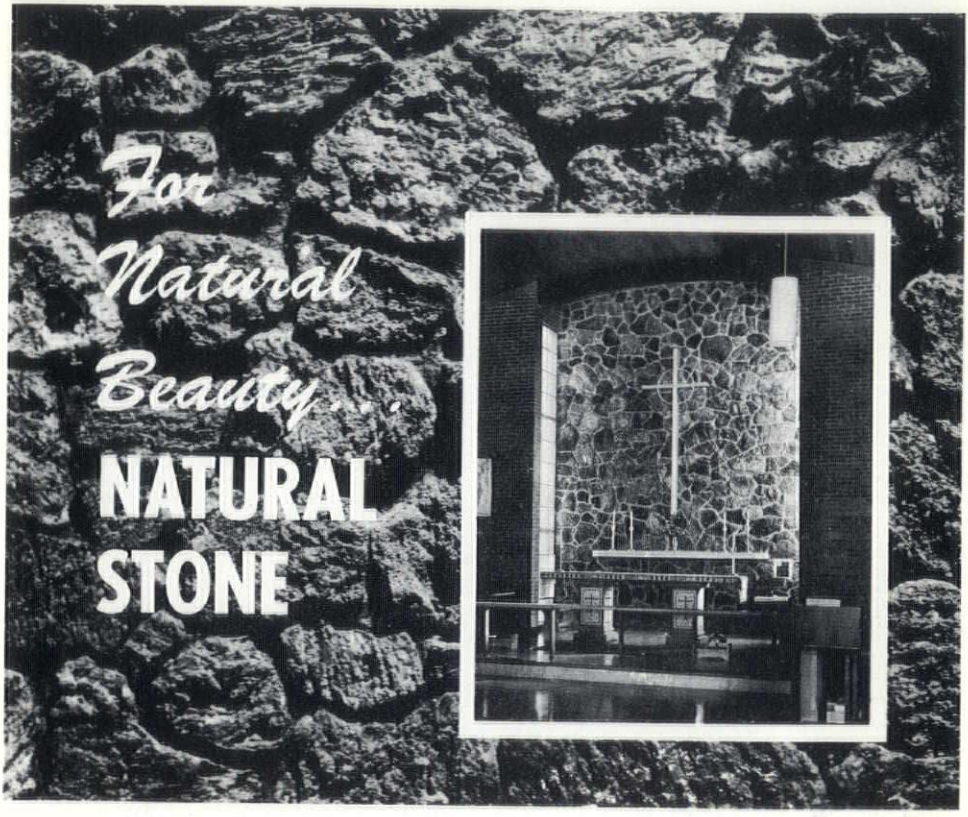
A highlight of the 1966 annual meeting of the Consulting Engineers' Council of Missouri, held recently at the Colony Motor Hotel, St. Louis, was the presentation of awards to organizations for outstanding performance in dealing with consulting engineers and supporting private practice of engineering. Accepting the awards, from l.: Kenneth E. Wischmeyer, partner, architectural firm, St. Louis; John J. Leslie, PE, St. Louis County Highway Engineer; Edwin F. Trunk, PE, former chief engineer, Laclede Gas Company; and R. P. Buchmueller, principal, Buchmueller, Whitworth and Associates, Sikeston.



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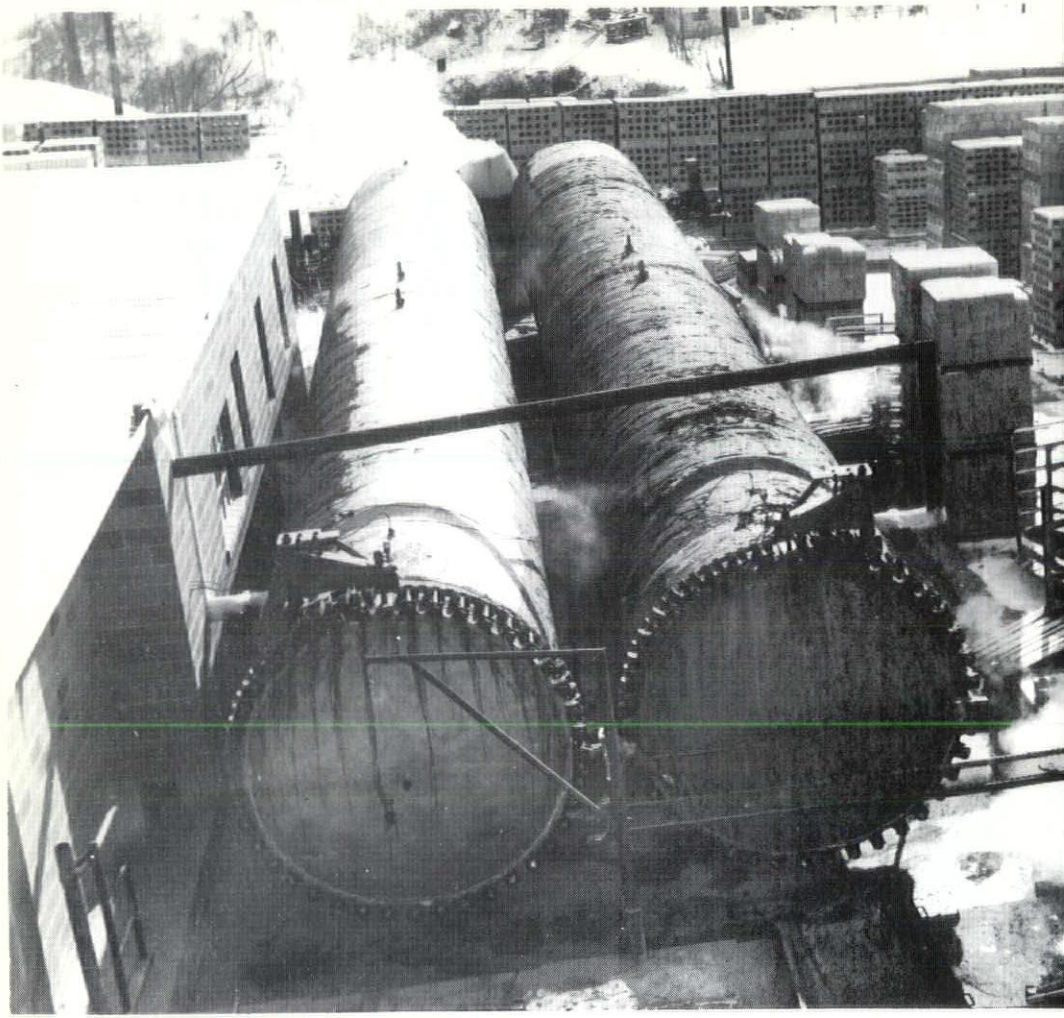

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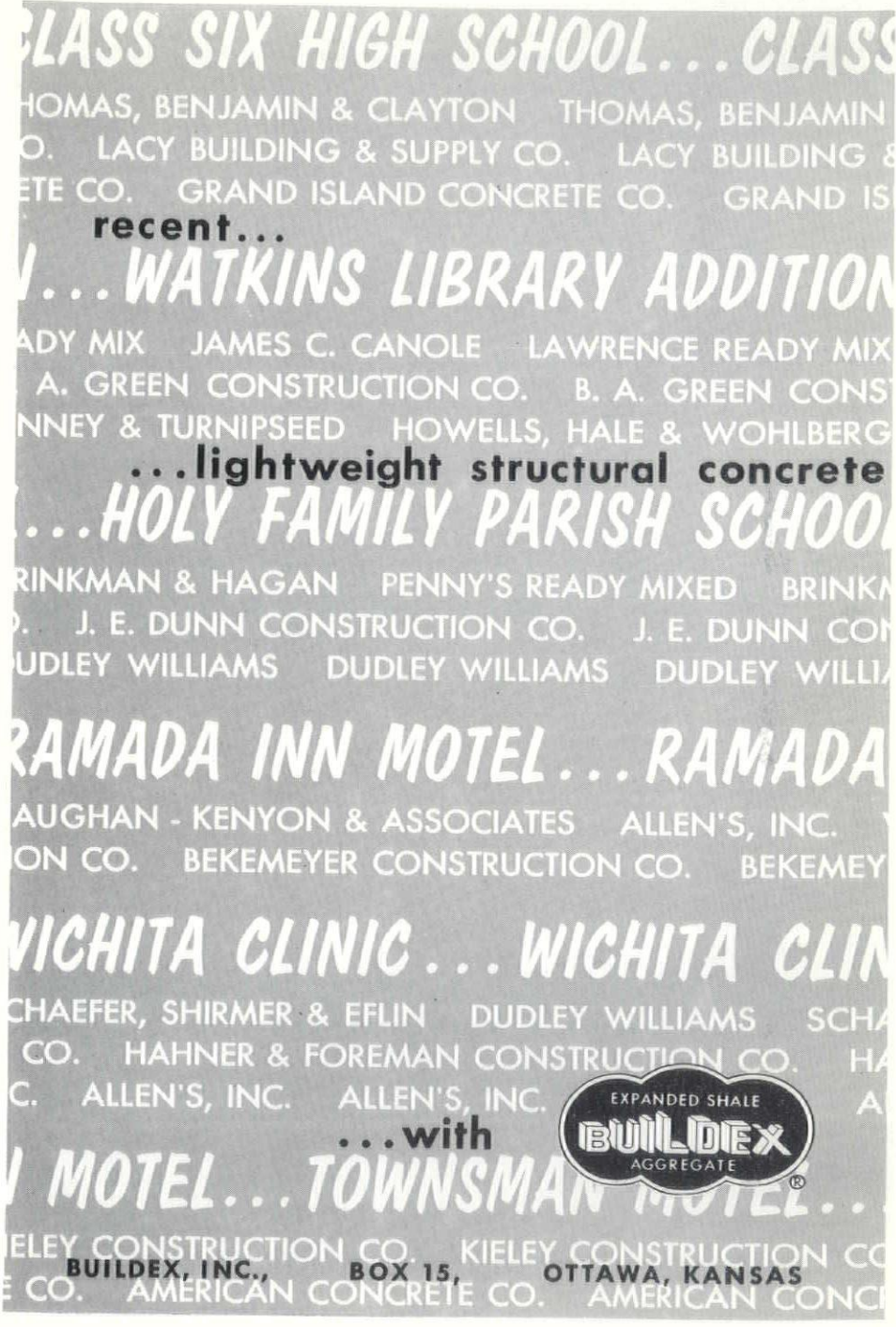
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