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# THE TEXAS ARCHITECT

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#### COVER PHOTO & PAGE 3

A paved plaza with canopied interior-exterior entry court provides transition from the rolling site of the new College of Law on the University of Houston campus. Structure is the first of a five-phase expansion program.



7 "Ysleta del Sur Pueblo Community Building" may be the oldest building in Texas. Constructed between 1682 and 1690 to house missionaries and Tigua Indians working on building the nearby Ysleta Mission, the structure has been restored by the State Building Commission.



10 Congressman Jim Wright discusses "A Broader Role For Highway Programs" in a recent address on changing national priorities.

12 Noise, like smog, is a slow agent of death. If it continues to increase for the next 30 years as it has for the past 30, it could become lethal.

17 In the 1870's, Texas was experiencing inward expansion and many people migrated from the coast inland. New railroad tracks and telegraph lines marked the way for settlers. This was the case when the railroad started laying track from Galveston to San Antonio. Flatonia was one of dozens of small communities developed in 10 to 15 mile intervals along the track path.



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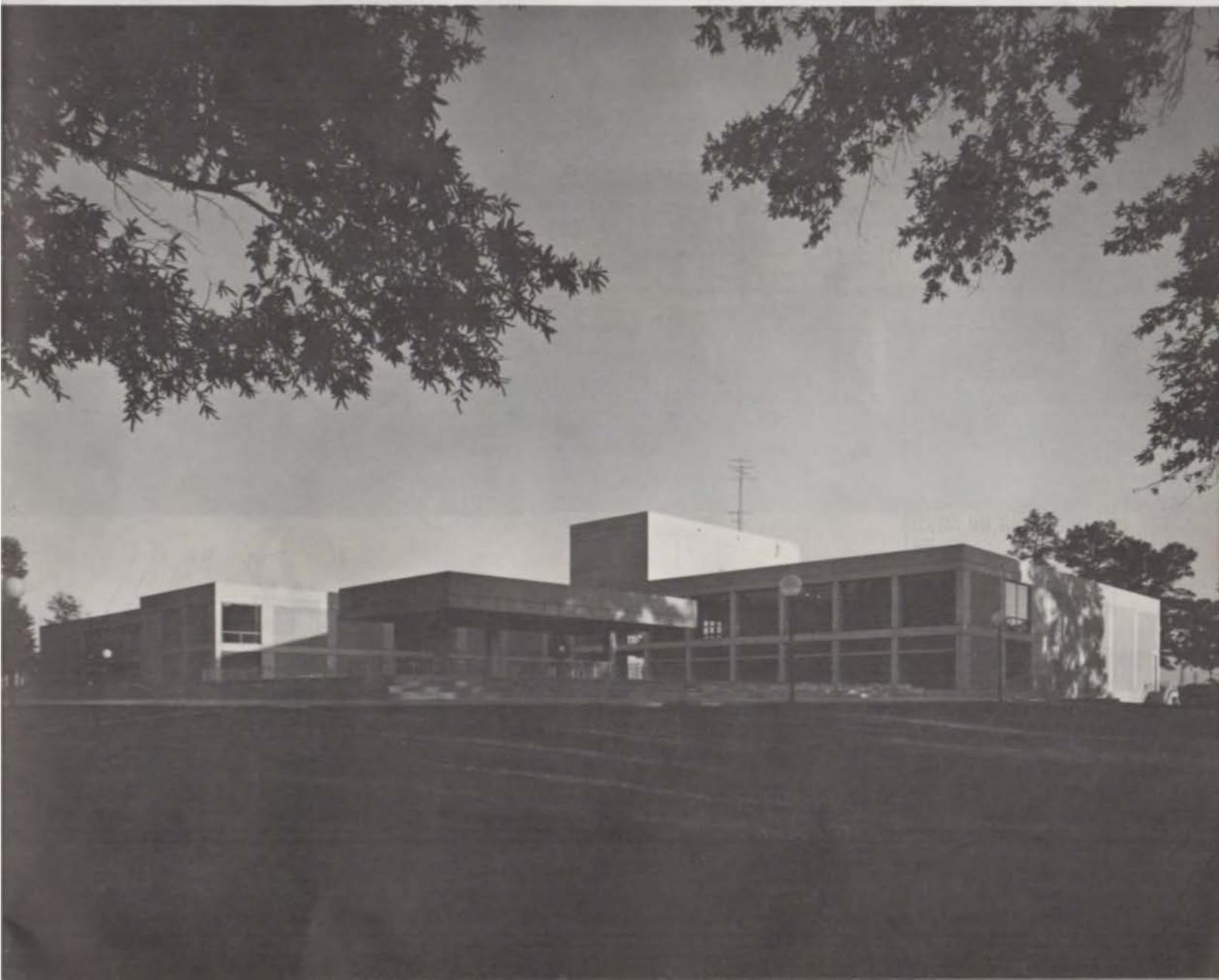
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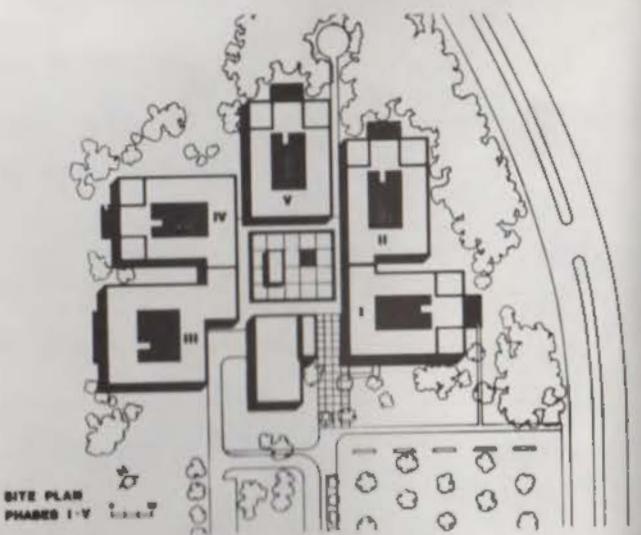
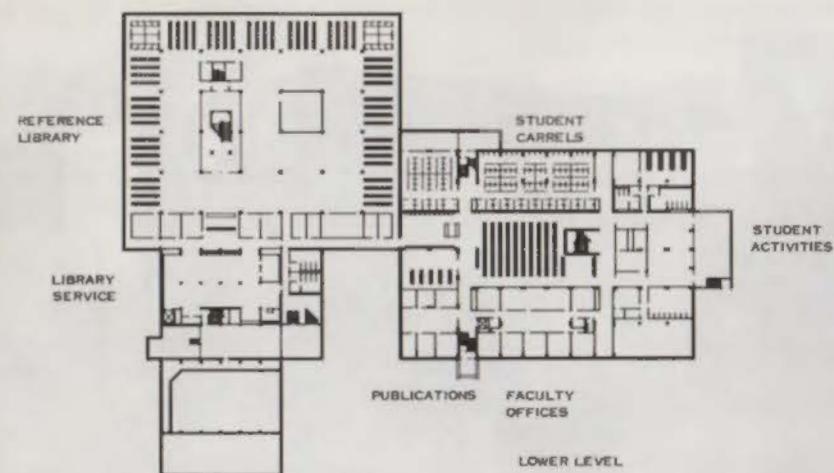
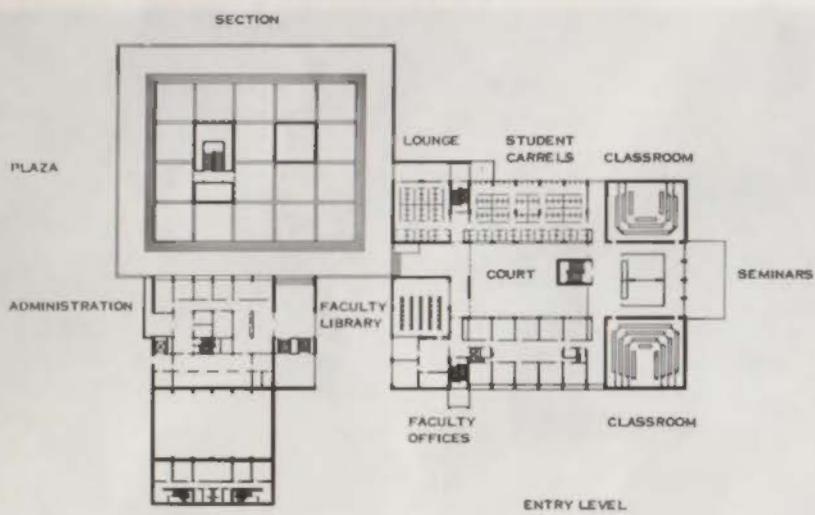
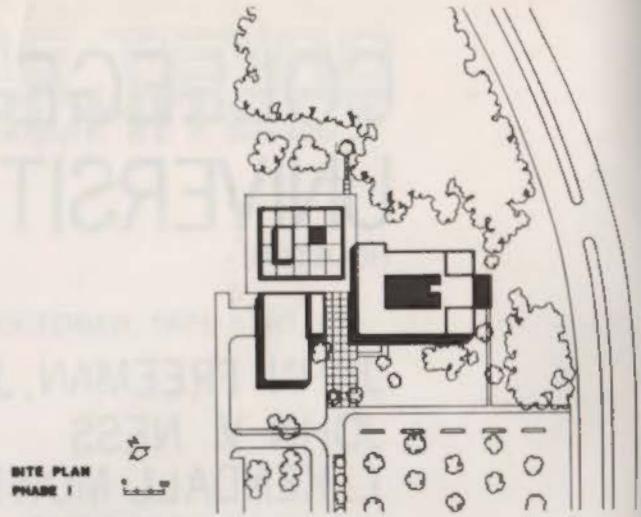
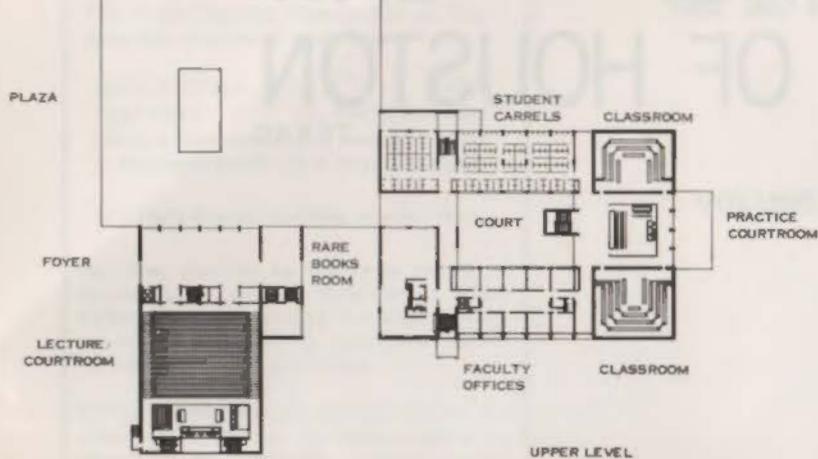
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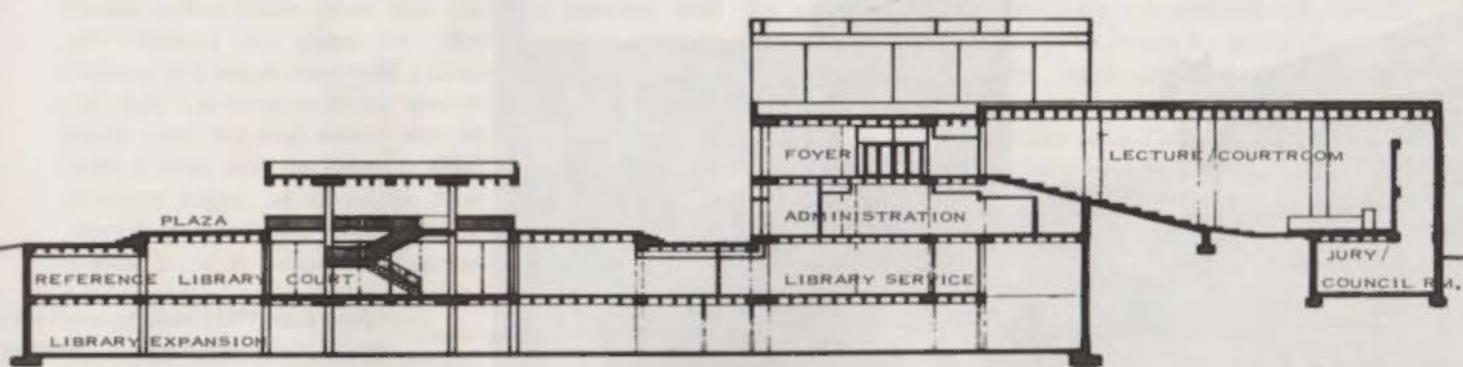
HONOR AWARD • TEXAS ARCHITECTURE 1970

PHOTOGRAPHS BY RICHARD PAYNE





LOCATED ON A SIX ACRE CORNER OF THE UNIVERSITY OF HOUSTON CAMPUS IS THE FIRST PHASE OF A FIVE PHASE COLLEGE OF LAW, COMBINING AN INNOVATIVE ACADEMIC GROWTH PLAN WITH THE PROVISION OF SPACES FOR A "CONTINUING DIALOGUE" PHILOSOPHY OF TEACHING. THE PEDESTRIAN SCALED COMPLEX OF BUILDINGS IS GROUPED AROUND THE SUNKEN REFERENCE LIBRARY, THE ROOF OF WHICH BECOMES A PEDESTRIAN PLAZA. THE FIRST TEACHING UNIT, ACCOMMODATING 500 STUDENTS AND 30 FACULTY, IS DESIGNED WITH ITS OWN TEACHING LIBRARY AT THE CENTER AND WITH FACULTY, STUDENTS AND "U" SHAPED CLASSROOMS AROUND THREE SIDES. A STUDY CARREL IS PROVIDED FOR EACH STUDENT. ADMINISTRATION AND LECTURE HALL SERVE THE ENTIRE FUTURE COMPLEX. THE STRUCTURAL SYSTEM IS SAND-BLASTED CAST-IN-PLACE CONCRETE COLUMNS AND POST-TENSIONED PRESTRESSED BEAMS AND SLABS. WALLS ARE PRECAST CONCRETE IN-FILL PANELS. FLOORS ARE CARPET AND BRICK PAVERS. HVAC IS A DOUBLE DUCT HIGH VELOCITY SYSTEM WITH CENTRAL PLANT COOLING AND HEATING.



SECTION

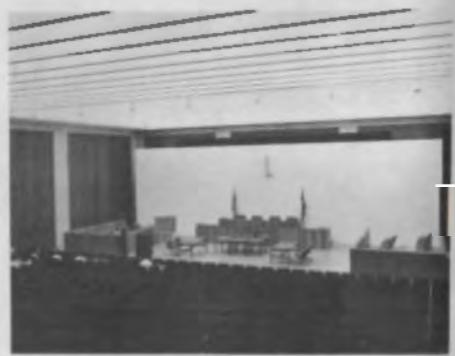
View of Teaching Unit Courtyard showing open circulation areas allowed by Houston's mild climate. Formwork was carefully coordinated so that form ties inherent in poured-in-place concrete would create a logical visual texture.



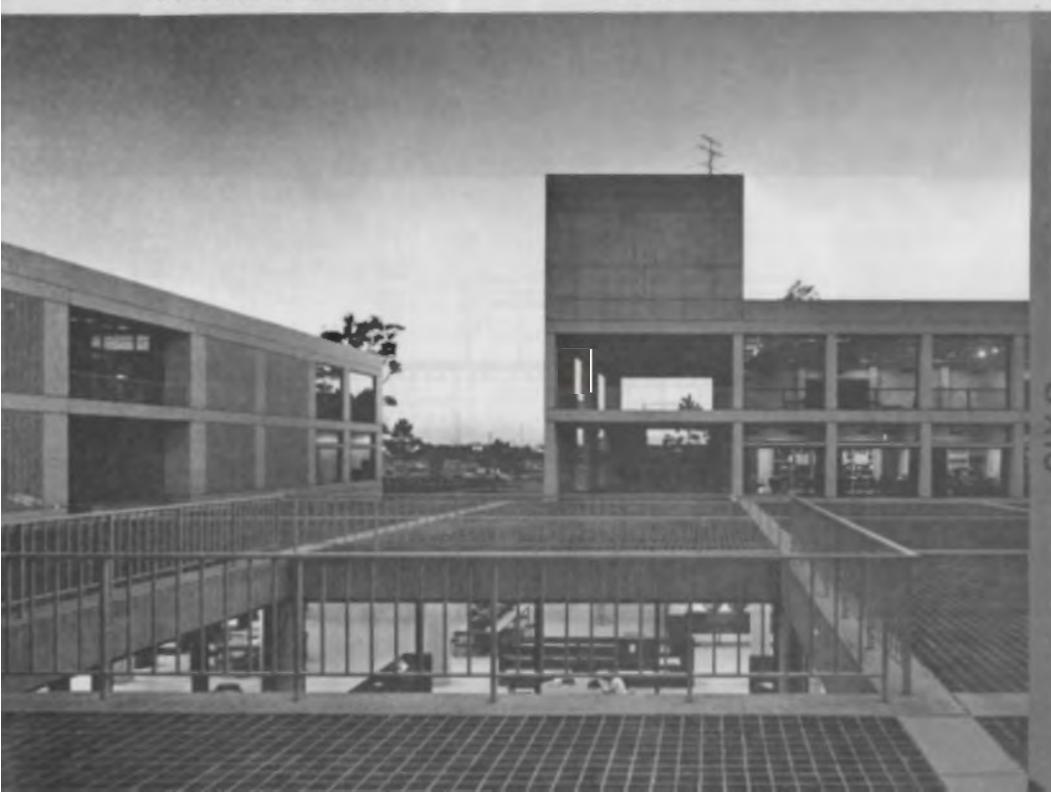
TYPICAL CLASSROOM



FOYER TO LECTURE/COURTROOM



LECTURE / COURTROOM



View from Plaza looking south toward open Reference Library. Building in background houses Lecture/Courtroom and Administration offices.



## YSLETA del SUR PUEBLO COMMUNITY BUILDING

It may be the oldest building in Texas. It is typical of the earliest type of permanent construction in the Southwest. It has just been restored by the State Building Commission in a most authentic manner. It houses one of only two recognized Indian tribes in the State of Texas — the Tigua Indians. It was originally built by the Tigua Indians with the help of Spanish Missionaries. It was reconstructed with the help of these same Indians!

The building was originally constructed by the Tigua (pronounced Te-wa) Indians of Ysleta Pueblo, El Paso, Texas, who are a displaced portion of the Tiwa people of the Isleta Pueblo near Albuquerque, New Mexico. Archeologists can trace the Pueblo Indian culture back past the cliff dwellers era about the 13th Century to a period from 1500 B.C. to 300 A.D. Coronado and his Spanish forces were the first white men to make contact with the Tiguas at what is today known as Bernalillo, New Mexico in 1540. He found people already living in towns or villages in houses made of adobe or stone.

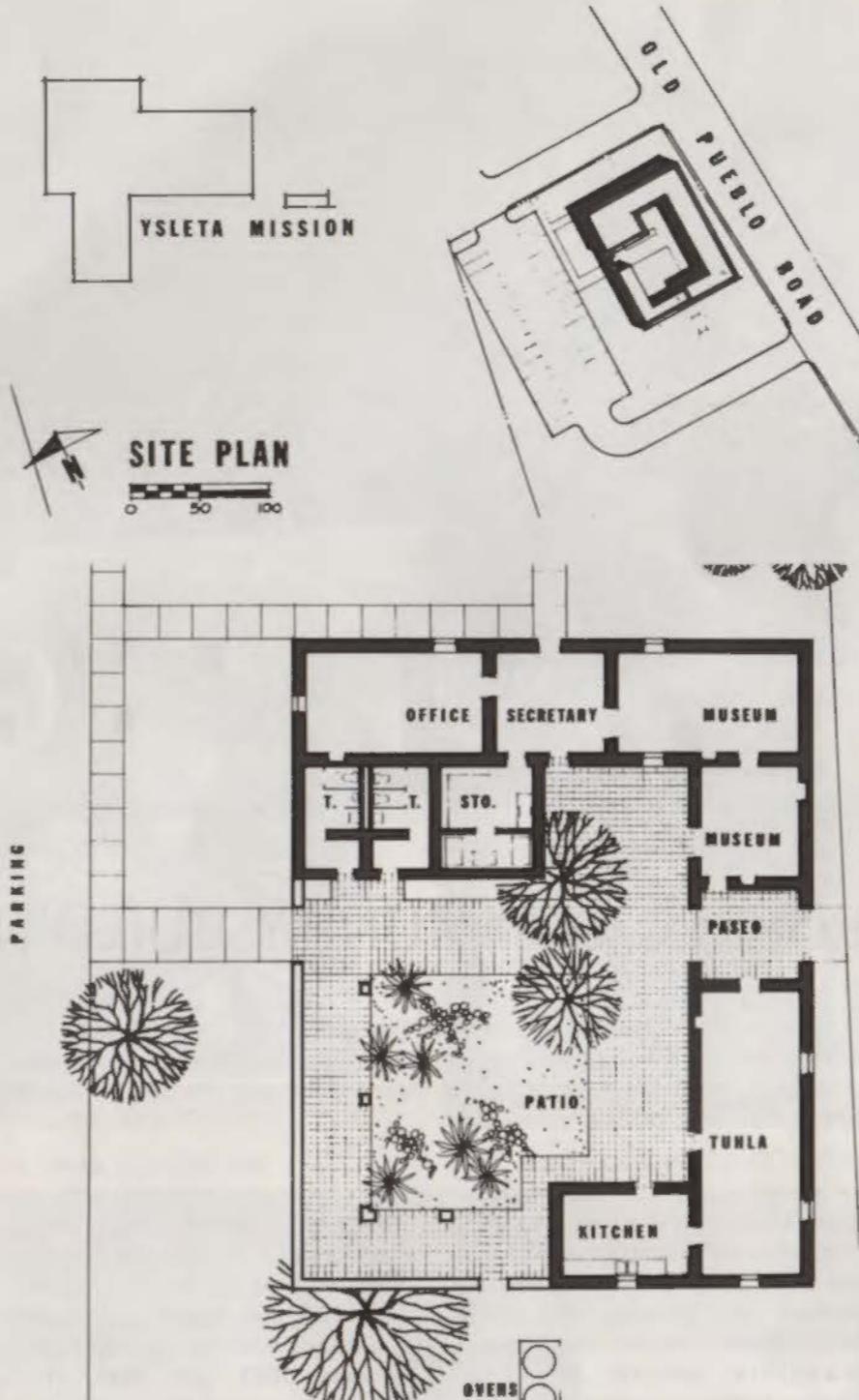
The Commission of Indian Affairs and the Tribal Council have adopted a long

range master plan for development of the human and economic resources of the Tigua Indian Community which is aimed at making the tribe self-sufficient within the shortest possible period of time. (Self-sufficiency is defined in this case, as meaning both the capacity and financial ability to carry out their own programs of education, health, housing and economy).

According to Tigua oral traditions carried forward over the years by the "Caciques", (chiefs), as well as data contained in the Manchero Report of 1744, Hackett and Bandelier 1937, pages 406-7; Gerardo Decorme S. J. 1760, and Bishop Pedro Tamaron of Durango and in the original Spanish

Grant from Diego de Vargas 1692 to Fray Joaquin Ynojosa, El Paso, and Deed Records No. 98115, Book 287, Page 298, the original building and subsequent additions were established between 1682 and 1690. It is important to note that at this time, saws were not available and timbers had to be shaped by means of an adz. The walls are of ancient adobe construction — 14" to 18" thick with an additional 2" to 4" of adobe plaster utilizing river clay and wheat straw. The roofs were made by placing "Tule" (river cane leaves) over "Hara" (3/8" to 3/4" diameter willow branches) over "Vigas" — 10" to 12" diameter dried cottonwood and pine logs with the bark peeled off.

(Continued on next page.)



In carrying out the restoration, great care was taken to preserve the original construction characteristics and to utilize, whenever possible, the original materials. Except for the addition of certain necessary conveniences, the building stands today as it did 260 years ago. Originally, it was utilized to house the missionaries and Tigua Indian workers who were building the nearby Ysleta Mission (1692). Later, additional rooms were added and the structure was used as a convent, school and fortress for protection from raiding Mescaleros and Apaches. The partially covered patio was used as a corral for livestock, the basic prey of the raiding Indians.

In its restored state, it will be used for tribal meetings and as an Indian museum. The photographs show the types of adz-hewn beams and lintels as well as the typical vertical Indian fire places.

Wherever possible, the reconstruction contractor employed Tigua Indians nearby for restoration work. The work was issued by the State Building Commission and carried out under the guidance of H. M. Bart Fischer, Architect, El Paso, Texas and Alton Griffin, Superintendent of the Tigua Indian Community.

Photographs by PRINCE GEORGE  
McKENZIE, EL PASO, TEXAS



# A BROADER ROLE FOR HIGHWAY PROGRAMS

BY CONGRESSMAN JIM WRIGHT

Long time member of House Public Works Committee, Congressman Wright of Ft. Worth has given effective leadership for sound federal highway programs. His remarks here are adapted from an address on the subject of changing national priorities. Recently Congressman Wright was named chairman of the House Public Works Sub-Committee on Investigation and Oversight, given the function of seeking ways to enhance the effectiveness of some 15 billion public works projects each year and suggest means for improving administrative procedures. Reprinted with permission from "Texas Parade" Magazine.

**T**HE HIGHWAY program in this nation is changing in subtle but dramatic ways. This does not mean the end of the highway program, nor that it will be downgraded and de-emphasized. In a country which values the freedom of automotive mobility more than any other on earth, the only way to end the need for modern, functional highways would be to stop the purchasing of cars. And this simply isn't going to happen.

The program, nevertheless, is under attack by a new breed of sociologists, ecologists and Waldensian reformers. To pretend that this were not so would be folly. Some are clamoring to divert the National Highway Trust Fund into local mass transit programs. In some of our larger cities, there is growing resistance to urban expressways. Office seekers increasingly resort to invidious rhetoric about "paving the whole country over with concrete." These attitudes, if essentially negative, are born of frustration over our apparent inability to solve newly emerging social problems.

The nation's highway program, with the application of sufficient vision, can help to ease rather than aggravate these problems. But we must see it in a new perspective. A nation's transportation system, after all, serves a very basic social as well as economic function. Highways can help to broaden rather than limit the freedom of the individual, enlarge rather than dwarf his outlook, supply his need for inspiration as well as mobility—for space and recreation and creative contemplation. It should not be surprising that the highway program, so integral a part of our whole life should undergo a change in outlook.

Its initial concept, in the middle 1950s, the Interstate Highway Program, faithfully reflected our national domestic preoccupations and priorities. The Program was the most dramatic single expression of our postwar economic and social outlook: our drive to build the domestic economy . . . our pride in the growth of our cities . . . our demand for speed and mobility . . . our attachment to the automobile

as the symbol of family affluence . . . our obsession with bigness and numerical quantity . . . and a vaguely felt concern for national unity.

All of this was implicit in the Interstate Highway Act of 1956. Its execution has been faithful to its mandate.

In the intervening years, while we have feverishly striven to complete this network of concrete, there have been changes—both subtle and sudden—in our national goals. It is altogether natural that new shifts in national emphasis—and new tugs upon the national conscience—would superimpose themselves upon the highway program, giving it new dimensions if not a new direction.

Highway transportation is far too integral a part of our national life to function as a separate entity. It cannot exist in an airtight compartment. For better or worse, it influences the whole environment—profoundly.

**T**he highway program of the future, then, must contribute to the harmony of the total environment. As so primary an expression of the public policy, it must facilitate—not frustrate—the ever-changing aspirations of our people.

Let us look, then, to the newly emerging scale of American values.

The city today is our number one public headache. During the 1960's, the burgeoning bigness of America's cities ceased to be a boast and began to be a curse. More and more Americans are trying to escape from the asphalt jungle and the neon wilderness. But still the cities grow—or sprawl.

**T**he vitality of the inner-city, once aided by highway traffic, has begun to suffocate, strangling from crowding, clutter, and traffic congestion. The freedom and dignity of the individual, so long symbolized by his automotive mobility, actually suffers today from the glut of traffic, the noise of traffic, the fumes of traffic, which increasingly

inhibit his life in the central city.

Americans, surrounded and surfeited by quantity, are questing anew for quality in their environment. Let me give one illustration.

One generation ago, the cry for pure air, pure water, noise abatement, open spaces and scenic preservation would have sounded a little silly to the average American. Today that cry is an insistent popular clamor. In a few years, it will be an imperative public demand.

The new American emphasis is upon quality rather than quantity, upon beauty as well as business, upon conservation as well as commerce, upon scenery as much as science, upon people as much as progress. All of it has something to do with the question of environment. This is the cry of the Seventies.

America must grow, and America will grow. Highways will stimulate and expedite that growth. But as we grow we must not, simply in the name of headlong progress, ignore the human values which have given flavor and character to American life.

Each of these newly enunciated goals is a challenge to state highway planners. Congress has seen these growing imperatives of the American people as "through a glass darkly." We have groped for words and means to give them expression.

But the Congress at best can provide only the skeleton framework for the highway system of the future. It remains for highway planners and engineers and road builders in each of our states to give to the skeleton flesh and blood and breathe into its lungs the breath of life.

Let me mention one innovation in the 1970 bill as drafted by the House Public Works Committee. It allots \$100 million for each of the next two years for demonstration projects in the area of "Economic Growth Center" Development Highways. Such a center is defined in the bill as a city of *not more* than 100,000 people. This charts an entirely new direction. For the first time, as a matter of conscious policy, we are endeavoring to provide a stimulus for the dispersal of industrial growth and population—away from the already overburdened population centers into the smaller towns with potential to absorb the population wave.

The long-range effect of this new perspective could be far reaching indeed. The most disturbing aspect of what has been called the "population explosion" is not simply the question of how many, but the more urgent question of *where*.

Demographers forecast that, if present population trends in this country continue unabated, by the year 1990 eighty percent of America's people will reside in four great, sprawling megalopolises—one clustered around the Great

Lakes, one along the Gulf Coast and the other two spread up and down the Atlantic and Pacific coastlines. This appalling prospect would leave only twenty percent of America's people living on the entire remainder of the nation's real estate. The social implications of crime, crowding, pollution, physical and psychosomatic diseases are staggering to contemplate!

Solomon wrote that "where there is no vision the people perish." It takes but little vision to see that the time is upon us when by conscious effort we must actively encourage the dispersal and decentralization of industry and population. The highway system can play a vital role in the achievement of this imperative goal.

The great unanswered challenge of the next 30 years is this: Where shall we put 300 million Americans? Surely the answer is not simply to build up and up in unending layers of high-rise apartments, like so many Towers of Babel. Surely it is not our national fate to dwell out a sunless existence like so many drones in an anthill, and with hardly more control over the direction of our lives.

And surely the answer does not lie in a continued haphazard random sprawl, the cities spreading to unmanageable blobs upon the face of the land, the green earth absorbing the masses like a blotter soaking up spilled ink . . . until the ink blots run together.

There has to be a better way—and I am convinced that American ingenuity will find it. I see a future of new towns, limited in size and largely self contained, with gardens and playgrounds and open spaces, circled by belts of nature's greenery—where the spirit of man can breathe.

I see towns in which the most unpretentious citizen can be known by his name, where people speak of homes and not of "housing," where there can be a sense of community because there is a sense of personality.

But it needs one magic ingredient to make such a vision come true. Such towns of the future can exist, like a huge string of pearls, only if they are tied together with one another and with ever more dispersed centers of opportunity and employment, by ribbons of modern transportation.

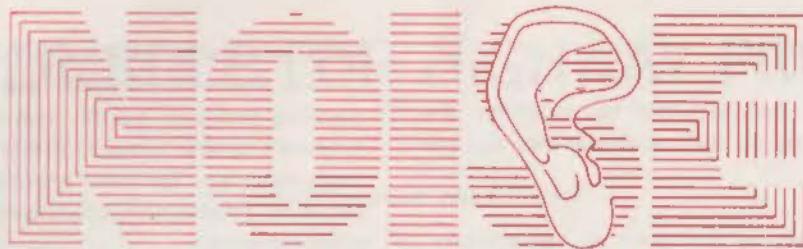
And it can be this way only if we plan it this way.

Some years ago, a contractor friend of mine spoke to me of his profession.

He said: "An architect is a dreamer of dreams, but a builder is a doer of deeds." My friend was an activist, and proud of it. But I think he made a false distinction.

We shall need both the dreams and the deeds.

For without the deed the dream may be little. But without the dream the deed could not be.



From the roar of jet aircraft at full throttle to the furious din of air compressors and rock bands, noise levels have doubled in American cities since 1954. The assault of sound can be controlled and the agent of control is public opinion that is only beginning to be aroused.

Noise, like smog, is a slow agent of death. If it continues to increase for the next 30 years as it has for the past 30, it could become lethal. Curbing of noise pollution depends upon three areas of attack: 1) Public control of major environmental noise such as sonic booms from aircraft, airport ground and liftoff rumbles, highway truck traffic, excessive use of emergency sirens and automobile horns, high-volume air conditioners and construction equipment, and electronic music in public places; 2) Improved noise shielding inside buildings, primarily apartments and homes near noise sources. Armed with city codes, architects can achieve significant noise reduction for under five to ten percent of total building costs; 3) Urban design that recognizes noise and diverts or reduces it in such new projects as highways, subdivisions, schools, hospitals, shopping centers, and parks.

Even the way highways are built affects noise. Asphalt roadways are as much as 10 decibels quieter than concrete. Lowering the freeway and placing earth mounds at the sides can reduce noise to nearby homes by 10 to 15 decibels. Trees can help shield muffler booms as well as carbon dioxide. Highways could be entirely underground, inside tunnels or tubes, at the heart of the nation's largest cities. Excavation costs have been dropping while surface right-of-way costs soar. So tunneling is becoming a more economic possibility.

Progress and a curious twist of the national psychology have fueled the noise explosion. Transportation, including 17 million trucks, and construction, now running around \$90 billion, are the chief noise producing sectors of the U.S. economy. As they balloon, so does sound pollution. Builders are using lighter materials to erect bigger structures with little attention to sound insulation. Consumers apparently feel appliances are not powerful unless they are noisy. Vacuum cleaners, sport cars, and motorcycles that emit more noise sell better. An automotive corporation discovered half the drivers of a test gas-turbine car wanted more noise.

Outpouring of noise in city and suburb is a major contributory cause in ulcers, cardiovascular disease, and mental breakdown, former U.S. Surgeon General William H. Stewart told an American Speech and Hearing Association

conference in 1968. The World Health Organization estimates excessive noise costs Americans \$4 billion a year in health expenses and lost pay. By age 55, men working in heavy industry show twice the hearing loss as men in the general population, according to Aram Glorig of Dallas' Callier Hearing and Speech Center.

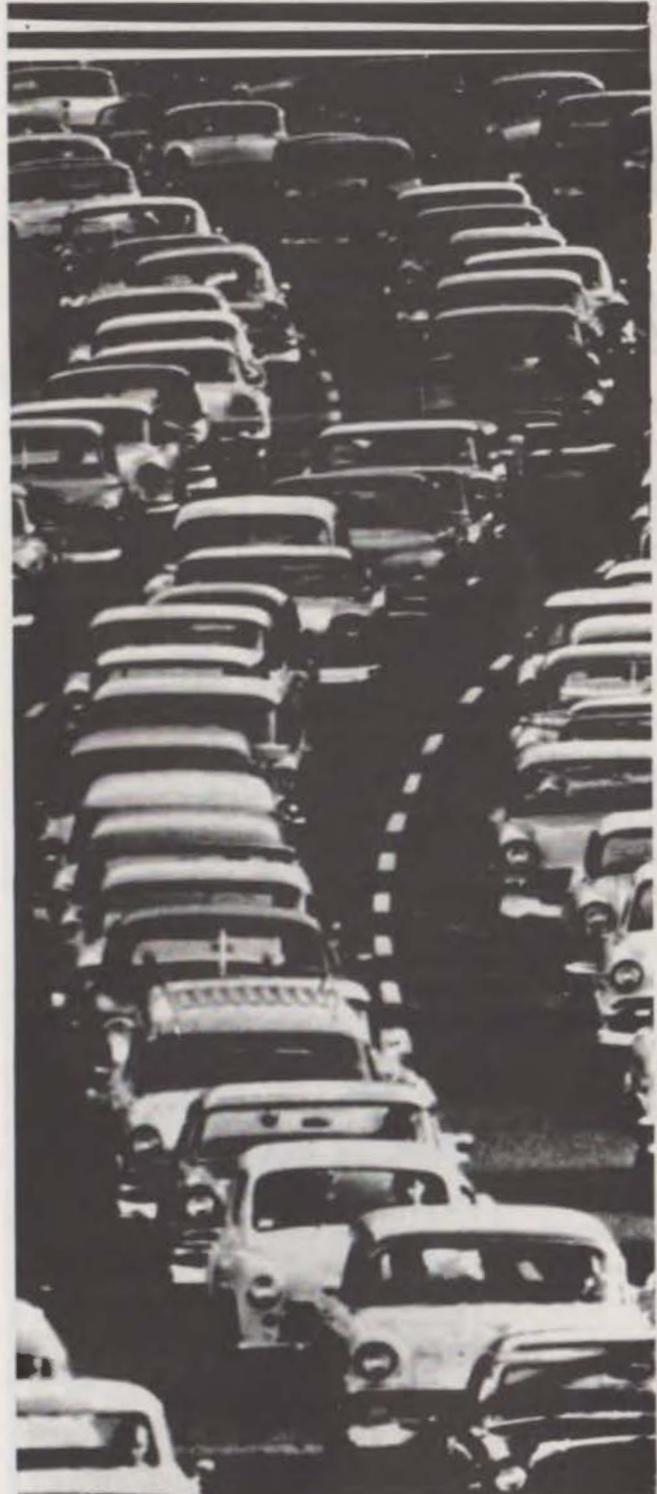
In the years 1954 to 1966 the rate of the city sound increased about one decibel a year. That's very significant because each 10 decibels results in a doubling of the sound sensation perceived by the ear. Noise surrounds us. It comes from all directions. It's difficult to erect barriers against it. Buildings build up noise as well as shield it. There would be less impact from noise on an open plain.

Using microphones, amplifiers, frequency filters, and recorders, men measure the pressure of sound at a location. Listeners are different — some are unconscious about almost any noise. But for most persons a decibel level of 80 or higher causes discomfort. At 90 or above for a sustained time, ear doctors predict damage to the hair cells that carry messages from the ear to the brain. Human breathing registers 10 decibels, using a weighted scale to emphasize high-frequency sounds. Rustling leaves produce 20 decibels, a whisper 30, conversation from 40 to 60. A kitchen blender screeches at 93 decibels, an accelerating motorcycle 110, a jet plane at take-off up to 150, power lawnmower 96, and a "hard rock" band perhaps 115, reports Medical World News. The rock band riveting a college discotheque at 115 decibels is definitely dangerous to a person's hearing.

Architects have worked with the City of New York to establish a 45-decible standard for noise transference through walls of new apartments. The ordinance, enacted one year ago, will result in added cost well under five percent to provide this standard in most new apartments. It's mainly a matter of assembly so that you separate one wall surface from another, leaving space between which is filled with acoustical material. Careful examination of air conditioning and heating lines is required so that sound is isolated correctly, avoiding bridges that build noise. Spring mounts, lead, resistant materials like rubber and synthetics should be used. At sites impacted by noise, such as schools or airport neighborhoods, double glazed windows can help.

In an experiment to reduce aircraft noise entering five houses near Los Angeles, New York, and Boston airports, windows, roofs, doors, and chimneys were found to be the weak spots. Engineers and architects installed double windows and storm sashes, affixed storm doors, exhausts for kitchen mufflers, and chimney dampers, plus siding for

wall exteriors and skins and some resilient material for floors. Noise dropped as much as 10 to 30 decibels, a major loudness reduction. Major sound reduction can be 10 percent of the original construction costs in existing homes. Department of Housing and Urban Development (HUD) has research underway to see if new materials such as plastics can cut this extra cost. As we move toward mass production we can consider materials which would be too expensive if put together at the site. No breakthrough in materials or methods will be of any use unless there is good on-site supervision. Acoustical quality is only looked at as a



last consideration or not at all by banks, saving and loan institutions. Carpenters nearly always ignore the problem.

Citizens can score significant city noise reduction, sometimes at little or no cost. For only \$1.50 to \$1.80 extra, New York has installed garbage cans with noise deflecting strips. The City is also buying quieter garbage trucks, and a citizens' task force soon will request controls on cranes, construction equipment, trucks, and other noise breeders. Zones may be set up to prevent real estate interests from locating new buildings near noise sources.

Since 1938 the old river hub of Memphis, Tenn. has had a city ordinance banning "any unreasonably loud, disturbing and unnecessary noise," including automobile horns. In 1945 the city, which now has more than 650,000 residents, was called "America's Quietest City." During the ordinance's first 90 days, some 500 motorists paid fines for excessive horn honking. Today "it's most unusual for somebody even to blow a horn." It's a very rare thing now that a ticket for any kind of noise is issued because people have accepted the ordinance.

Memphis' joint city-county planning commission also helped move an airport and enacted an approach zone which will discourage construction of housing near flights.

For around \$200 a quieting device can be attached to the annoying air compressors that turn city streets into rivers of reverberation. Truck mufflers could be greatly improved and city noise abatement offices established.

Connecticut, New York, and California have enacted highway noise limits. A six-month study on the Connecticut Turnpike showed 11 percent of traveling vehicles created noise higher than 94 decibels. State police consider 88 decibels grounds for a citation. California reports only a tiny number of violations based on its 1967 law which allows cars up to 86 decibels and trucks and motorcycles up to 92. The state has six patrol units checking 11 million vehicles. Critics say the standards are not tough enough.

Trucks stopping and starting at traffic lights during the night are prime sources of noise. An orange traffic light which allows trucks through passage at night is one suggested improvement.

Citizen resistance to proposed jetports in the Florida Everglades and New Jersey, a \$95.8 million lawsuit against Los Angeles' International Airport by schools, and 38,483 claims against the U.S. Government from 1956 to 1968 for alleged damage caused by sonic boom illustrate the dimension of noise as an environmental crisis.

Many noise problem solutions are not prohibitive in cost if sound control is an integral part of advance planning. The loss of productivity, sleep, hearing, and speech costs far more than modifying equipment and buildings.



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Mind your own business. It's not a threat; it's a challenge to become involved. But you're not facing it alone. Others like you are stirring all over the land. Mind your own business. When you think about it, it's another way to say "Love your neighbor."



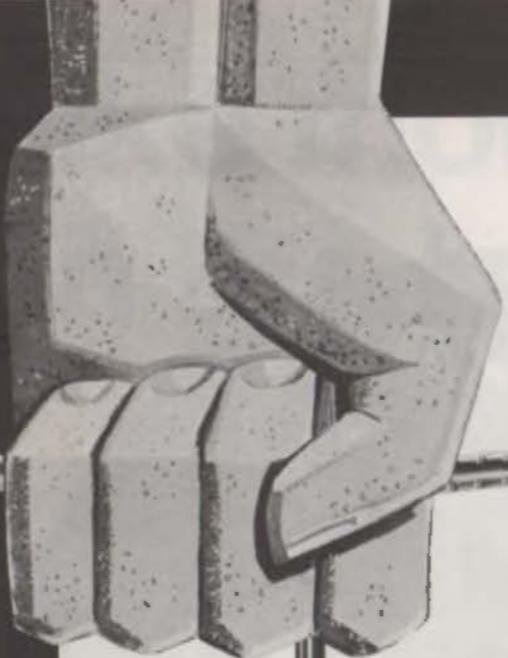
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Stick-to-it-ness! That's what MidSTATES puts into its ladder-type Strongwall reinforcing to help it grab hold of the mortar better. And it does it in four important ways:

- 1 Knurled side rods bite into mortar on all four sides for a better bond.
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- 3 Deformed side rods with 10 degree bends can not slide in mortar.
- 4 Crossbar is extended  $\frac{1}{8}$ " over side rods. Stress is evenly distributed across weld at critical stress point—the joint.

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# FLATONIA 1890

## AN HISTORICAL SURVEY

excerpts from a  
graphical essay by

ALLAN NUTT  
DAVID WALL  
PAULA WALL  
UNIVERSITY of TEXAS

In the 1870's, Texas was experiencing inward expansion and many people migrated from the coast inland. New railroad tracks and telegraph lines usually marked the way for these settlers. This was the case when the railroad started laying track from Galveston to San Antonio. As the railroad progressed towards San Antonio, people followed and small communities developed in 10 to 15 mile intervals along the track's path. Flatonia was one of these communities, established in 1873 and incorporated in 1875.

The Germans and Czechoslovakians settling in the area of Flatonia found the life style hard. Machinery was scarce, tools were crude, and the natural elements often harsh. Women often worked alongside their husbands in the fields as well as in the home. Plus the hardships encountered in daily activities, there were other perils. Wild wolves roamed, disease and fever were prevalent and even a few bandits were there to raid and rob the settlers. Infant mortality was especially high.

By 1890 the lifestyle within the city limits of Flatonia was much more comfortable. The town was active and prosperous. Several large mercantile stores were well established as well as a furniture store. For entertainment there was a saloon, a community dance hall, and even an opera house for traveling performers.

OCTOBER, 1971



THE OLD SALOON, built in the early 1870's

VAN HAM BUNTING MERCANTILE, built in 1880



VAN HAM WAREHOUSE



THE OLD POST OFFICE, 1890



ALLEN



ARNIM & LANE MERCANTILE  
ESTABLISHMENT, 1886

MILLER



YEGAR BUILDING, 1880's

HARRISON HOME



COCKRALL HOME, 1880's



HOME

BUILDING, 1886



FOSTER BUILDING, 1880's



FLATO HOME





© TSA Environmental Campaign, 1971

Is your Legislator handling Texas with care when he votes? Is your Councilman handling Texas with care? Your County Commissioner? Ask him.

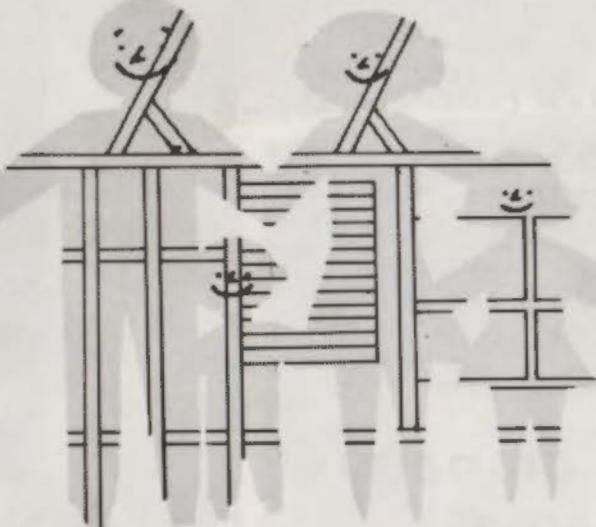
Is the businessman in your community handling Texas with care when he makes a business decision? Your local school administrator handling Texas with care? Your health official? Ask him.

And are YOU handling Texas with care when you throw litter from your high-powered automobile? When you ignore an opportunity to teach your children about the environment? Ask yourself.

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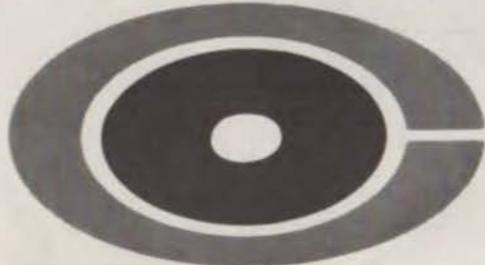




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## DALLAS

# TSA's 32nd ANNUAL MEETING HOST

Crusader Ralph Nadar, AIA President Max O. Urbahn and Texas Land Commissioner Bob Landis Armstrong will join a host of Texas architects in Dallas, October 27-29, for the Thirty-second Annual Meeting of the Texas Society of Architects.

On Thursday afternoon, October 28, Nadar will be a featured guest at a special session open to the public. Following his appearance, TSA will tell its membership and the public about "Texas: Handle With Care"—the state-wide campaign to focus concern on the protection of our environment. Lending support to the program will be Land Commissioner Armstrong who will be designated Honorary Chairman of "Texas Handle With Care Week".

Convention activities begin at noon on Wednesday, October 27, with the opening of exhibits and registration in the Regency Room of Dallas' Fairmont Hotel. Golfers will already have been on the course during a Wednesday morning tournament at Royal Oaks Country Club. Texas Quarries will host the golfers.

Also during the afternoon, Leon Johnston Supply and State Stove Company will host a skeet shoot at the Alpine Range. Bus transportation will be furnished from the Fairmont to both Royal Oaks and the Alpine Range.

Social activities that will include TSA's ladies will begin at 7:00 p.m. on Wednesday evening with cocktails on the Roof Garden at the Fairmont.

After cocktails, early pre-registrants will be hosted for dinner at the homes of Dallas architects.

Presiding at the first general session on Thursday morning, October 28, will be Thomas A. Bullock of Houston, 1971 president of TSA. AIA President Urbahn will keynote the meeting. Following his appearance, the membership will be brought up to date on the activities of the society through reports of its officers and committee chairmen.

Also on Thursday, the ladies will browse, shop and lunch at Dallas' famed Quadrangle.

Thursday afternoon will be devoted to Nadar's and Armstrong's presentations. That night, a new kind of "President's Toast" will be emceed by Dallas' Dave Braden. Tom Bullock's year of service as TSA's president will be highlighted along with the work of others who have served Texas and the Society in this and past years.

On Friday morning at 9:00 a.m., a breakfast hosted by Acme Brick Company in the Fairmont's Venetian Room will start the day in elegant fashion. Later in the morning, practitioners will learn about the new NCARB registration and examination procedures. Student architects will also be honored at this time and receive awards.

Following cocktails in the Exhibit Area, the Annual Awards Luncheon will begin at noon in the International Ball Room. The luncheon will take on a new look this year — a lot of entries — and a record number of winners.

Architects and their ladies will spend the rest of the afternoon with fun, games, prizes and refreshments in the Exhibit Area. A final "wrap-up" business session will begin at 4:00 p.m.

Then, that night, costumes are in order for the big wind-up "bash" at the Pearl Street Warehouse. Plan to come as the construction worker of your choice — hard hat and all.

And each evening while architects are enjoying their convention activities, songstress Peggy Lee will be warming-up during her dinner show in the Venetian Room and preparing to greet TSA guests to her 11:00 p.m. appearance.

You will probably leave Dallas tired — but you will have learned much new about your profession and the goals and actions of your TSA.

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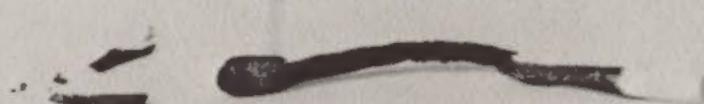
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