

THE WISCONSIN ARCHITECT

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A CHAPTER OF THE AMERICAN INSTITUTE OF ARCHITECTS

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Business Meeting of the Milwaukee
 Division of the Wisconsin
 Architects Association

Thursday, June 19, 1952

at Joe Deutsch's Cafe, 6:30 P.M.

After the 6:30 Dinner, the Business Meeting was called to order by Alvin E. Grellinger, President.

The first matter that came up was a Roster of the Milwaukee District. The matter was discussed thoroughly and resulted in a motion by Harry Bogner, which was seconded by Wallace Lee, and carried, that such roster be published.

Item Two was a discussion of the new Milwaukee Building Code. The late Fred A. Luber was Chairman of this Committee. His place as a member of this Committee is now filled by Alvin Grellinger.

Mr. Grellinger explained what had been done on the code to date and stated that at some code hearings, no Architects attended, and at best, one or two. The suggestion was made that the committee personnel be examined and this will be done and a report will be made at the next meeting.

Item three — T. L. Eschweiler brought up the matter of revision of the Document known as SCHEDULE OF PROPER MINIMUM CHARGES AND PROFESSIONAL PRACTICE, and suggested that the Board of the Wisconsin Architects Association be advised of this suggestion. During the discussion, it was suggested that the Committee on the Practice of Architecture work with Mr. Eschweiler to get his ideas on the revision. It was also suggested that the approach to the subject might be in line with the documents of the A.I.A., one on fees and one on work of the Architects.

Item Four — Elmer Krueger of the Land Commission requested that Harry Bogner get a recommendation for a member of the Civic Design and Advisory Committee to sit with the Land Commission. The Secretary was to confer with Mr. Bogner and advise Mr. Krueger of the selection.

Item Five — A long discussion on Business Meetings and Educational Meetings was held and it was finally moved by Mike Meyer and seconded by Wallace Lee that there be eight Business and four Educational meetings each calendar year. The motion was carried.

Item Six — Frederick Schweitzer spoke on the coming drive of the 1952 Community Chest and stated he had been selected to contact the Architects as a body and asked for the cooperation of the Milwaukee Division.

Those attending were:

Alvin E. Grellinger, Frederick J. Schweitzer, Arthur O. Reddemann, Maynard W. Meyer, Hubert L. Hirsch, Walter E. Zoller, Robert L. Tveit, Howard Wedegartner, Wallace R. Lee, Earl Madrich, Edwin A. Wagner, Harry A. Ollrogge, John P. Jacoby, Murray L. P. Kinnich, Francis J. Rose, Abe Tannenbaum, Roswell H. Graves, T. L. Eschweiler, Don P. Libby, Walter A. Domann, Carl Lloyd Ames, Mark F. Pfaller, W. Robert Jennings, Harry Bogner, Walter M. Trap, Leigh Hunt.

Respectfully submitted
 LEIGH HUNT, *Secretary*
 Milwaukee Division

Milwaukee Division Board Names Appointees to Committees to Serve Year 1952-1953

The Board of the Milwaukee Division of the Wisconsin Architects Association has appointed the following members to serve on the Division's various committees and to represent the Division on certain Civic Organization committees:

• • •

EDUCATION AND EXHIBITION COMMITTEE

Carl Lloyd Ames, *Chairman*

Frederick J. Schweitzer Anthony Wuchterl

BUILDING CODE COMMITTEE

Alvin E. Grellinger, *Chairman*

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CIVIC DESIGN AND ADVISORY COMMITTEE

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MEMBERSHIP COMMITTEE

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Herbert W. Bradley Lester J. Niehoff
Erwin P. Dembeck Harry A. Ollrogge
George W. Gunn, Jr.

COMMITTEE ON RELATIONS WITH CONSTRUCTION INDUSTRY

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Gregory G. Lefebvre Mark F. Pfaller

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MAYOR'S ADVISORY COUNCIL

Stanley A. Rypel, *Member*

Portland Cement Association Pre-Stressed Concrete

(As explained to Wisconsin Architects Convention by Charles E. Yoder, district structural engineer of Portland Cement).

* * *

Rarely is it possible for any of us to witness a major engineering development in its inception. Frankly, that is what is happening in pre-stressed concrete. The subject or the material is not new. As a matter of fact, the first patent on it was granted about 1886, and after some early development in this country shortages of materials particularly took the idea across the Atlantic where such engineers as Hoyer, Freysiniet and Magnel took it up and have developed it to where in Europe it is an accepted standard method of construction. There may be several reasons why that is true there, but we have come again to a time when in this country steel again is scarce, and I think necessity once more has been the reason for, or the mother of re-inventing pre-stressed concrete.

Most of what you have been hearing about has developed in a period of about two and three-quarter years, since it was in April, 1949, that ground was broken for the now famous Walnut Lane Bridge in Philadelphia. That was the first major pre-stressed concrete application of linear type in the United States.

Now, we have had before that other developments, but that has really been the catalytic agent that brought us to where we grew very much interested in knowing what are the possibilities in pre-stressed concrete construction. Since that time we have gone through a period that has been unparalleled, at least in the engineering world, where engineers, contractors, educators have dug very deeply in an attempt to find where and how to use this material.

I probably should try to define it and go on from there and give you a comparable picture of it as a material. It seems to me the best definition is one given by a British scientist, Dr. Thomas, who said the basic principle of pre-stressing concrete is "the imposition of preliminary internal stresses in a structure before the working loads are applied in such a way as to lead to a more favorable state of stress when these loads come into action."

(Continued on Page 5)

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(Continued from Page 4)

Pre-stressed concrete is concrete with built-in compression. By the use of high-tensile wires we build into the concrete a compressive force which for all practical purposes exists — I should say compressive stress which exists, for all practical purposes, throughout the life service of the member. To that extent, if you prefer, you can say pre-stressed concrete is natural concrete in that it uses concrete's natural and best property, compression.

The design and construction of pre-stressed concrete members, more than in reinforced concrete, relies pretty much on technical know-how, not just analytical skill in developing the section. I'd say it is probably a case of about fifty-fifty. When you look at the design required in pre-stressed concrete, you will approach it from a different angle than what we do in reinforced concrete, and to many people it actually seems simpler. It is a little longer because you have more conditions that you have got to recognize and investigate, but it isn't quite as complicated in some ways as reinforced concrete.

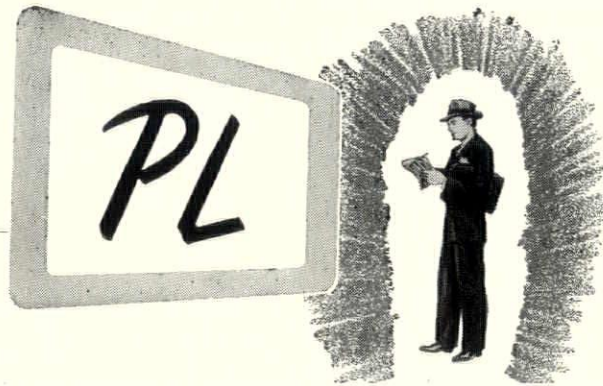
When it comes to building it, it requires anchorage. You are playing with great stresses. You are dealing with wire that has been stressed, or you will stress it, to as much as 160,000 pounds per square inch. You can't hold a piece of cable with your hands when you have that kind of stress in it.

The anchorage, therefore, of the wire becomes of major interest. Before going further I'd like to point out, too, that in addition to the anchorage question we have to further clarify the picture by saying that there are really two kinds of pre-stressed concrete members. One is pre-tension; the other, post-tension. Generally speaking, the pre-tension schemes are those that are more susceptible to factory production, casting in a central yard. Also in the pre-tension scheme bond is usually the sole means of transferring that great tensile stress into the concrete to develop residual compression. Contrariwise, in post-tensioning we rely on external anchorages.

In post-tensioning the wires are placed into a desirable shape, the concrete member is framed about them, the concrete is poured, and after it has attained sufficient hardness the wires are then released and by bond compression is induced in the member. Post-tensioning is particularly adaptable to site construction, that is to say, where your pre-stressing operations are going to be done on the site.

To the structural man each system has merits and at the same time each has disadvantages. Performance-wise, I suspect that the pre-tension scheme has advantages that would put it in more desirable condition for our use than the post-tension. However, I'd have to qualify that pretty quickly. The perform-

(Continued on Page 7)



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Wisconsin's Edgar H. Berners Elected Regional Director of North Central States District, A. I. A.

At two successive conventions of The American Institute of Architects, signal honors have been conferred upon Edgar H. Berners, member of the Board of the Wisconsin Architects Association and its first president.

At the 1951 Convention in Chicago, Mr. Berners was made a Fellow of The American Institute of Architects and at the June, 1952, Convention held in New York City, Mr. Berners was elected to the A.I.A. Board as Regional Director of the North Central States District. He succeeds Wilbur Henry Tusler of Minneapolis.

It is needless to say that the Wisconsin Architects Association feels equally honored and gratified, as some twelve years have passed since a Regional Director was selected from Wisconsin to represent this District.

That Regional Director was the late Peter Brust, F.A.I.A., of the then existing Wisconsin Chapter, A.I.A., when this regional area comprised the Illinois-Wisconsin District. Later it was to become the North Central States District which includes Illinois, Wisconsin and Minnesota.

Edgar H. Berners, instrumental in the formation of the Wisconsin Architects Association, heads the Green Bay architectural firm of Foeller, Schober, Berners, Safford and Jahn. He was graduated from the University of Illinois.

* * *

INSTITUTE ELECTION

All officers of The American Institute of Architects were re-elected at the Eighty-fourth Annual Convention. They are: Glenn Stanton, Portland, Ore., President; Kenneth F. Wischmeyer, St. Louis, Mo., First Vice President; Norman J. Schlossman, Chicago, Ill., Second Vice President; Clair W. Ditchy, Detroit, Mich., Secretary; Maurice J. Sullivan, Houston, Texas, Treasurer.

The 1953 Convention will be held in Seattle, Wash., June 15-19, with the Olympic Hotel, the headquarters.

R. W. E. PERRIN CHOSEN BY A.I.A.

Another member of the Wisconsin Architects Association has been honored by The American Institute of Architects. Richard W. E. Perrin, Executive Director of the Milwaukee Housing Authority, was selected from the North Central States District by The Institute to accompany architects from other districts to Germany, where they will study the remarkable results achieved by German architects in the rebuilding of their war-torn cities.

This trip is a part of the Exchange of Persons Program, the purpose of which is the exchange of ideas in the way of rehabilitation. On his own behalf, Mr. Perrin plans not to limit his study to Germany but to incorporate Sweden, Great Britain and the Netherlands. He sails for Germany September 2, returning to the States about the middle of October.

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(Continued from Page 5)

ance of a pre-tension member has greater resilience, greater stiffness, and as ultimate and failing load develops on the member you get quite a bit of warning. It deflects and deflects before it fails.

Post-tension members, however, usually fail by the concrete failing compression; that is to say, we have a fractural failure in the concrete. There is a certain amount of deflection, but not much, and when concrete fails, as any of you know who have seen a concrete cylinder broken between the jaws of a press in the laboratory, you get some noise and some shattering.

Some of you may have heard of the railway slab which we tested in our laboratory in cooperation with the American Railway Engineers' Association. To use the word "explosion" at failure is a strong word, but it is an indication that the concrete just crumples. So much by way of history and definition.

You have probably been told that pre-stressed concrete in construction, or pre-stressed concrete members, relatively require little steel. To get the comparable picture, the pre-stressed concrete member of equal load capacity, span and everything else re-

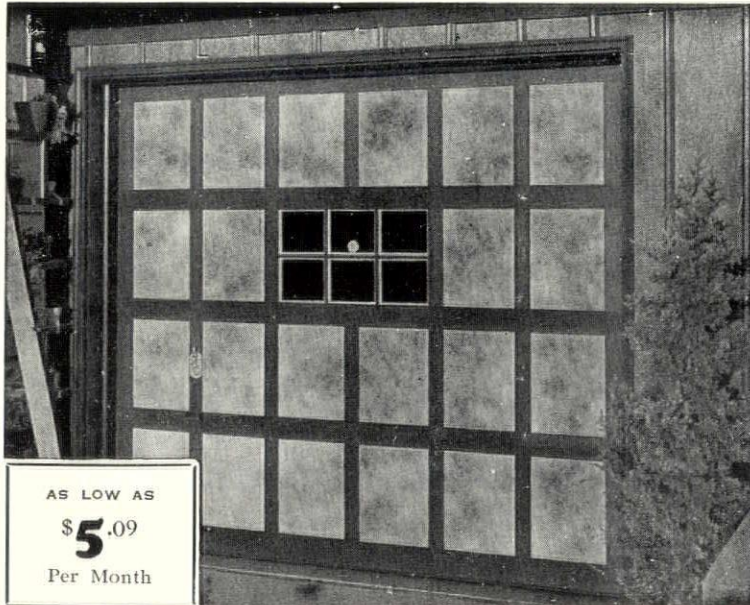
quires about one-tenth as much steel as a structural shape. It weighs about three times as much. Probably I should qualify this to make you realize I am stating the general. There are exceptions to every rule. You compare it to concrete; pre-stressed concrete members have approximately 25 to 33 per cent as much steel and weigh about a half as much.

With that kind of comparison you can rapidly develop at least some idea of where it belongs. You will need to recognize, of course, that the steel that is used in pre-stressed construction is a higher-grade steel and costs more money. I think we can safely say the steel used there costs perhaps two or not more than three times as much as structural grade steel. I am thinking there of structural grade running about 15 cents a pound; comparing it with reinforcing steel the cost is probably four times as great — up to four times as great — and again I am thinking there of 12 cents a pound for reinforcing bars.

Now, the concrete you use in pre-stress construction is a better grade concrete. It has to be because we work with on the order of 18- to 2200 P.S.I. Such concrete might cost 25 per cent more than ordinary reinforced concrete. On that basis you who are still

(Continued on Page 8)

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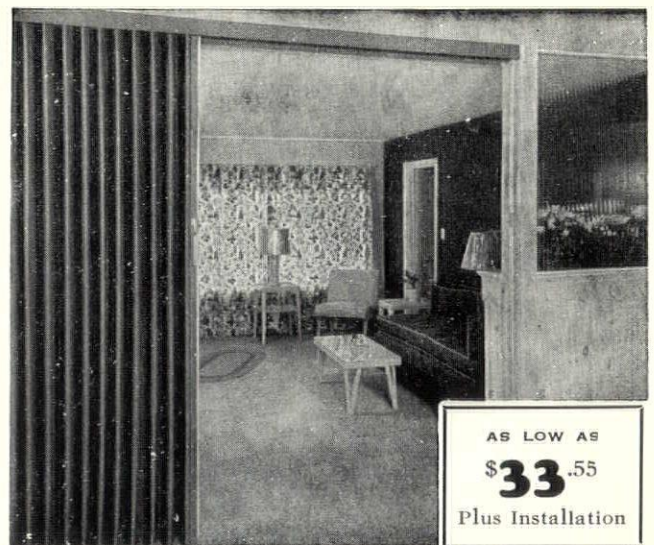
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(Continued from Page 7)

fairly sharp and alert this morning can see the pre-stressed concrete is a natural in many places. It is, and it will be.

There are other costs that I haven't mentioned, and that is the cost of anchorage, but when you sum up all of these costs, we have found to date that pre-stressed concrete compares very favorably with structural shapes and structural girders and trusses.

For something like a year the Austin Company has been investigating the possibilities of pre-stressed concrete both as a temporary expedient and as something finally that they may be interested in forever. The conclusion Mr. Gann, the vice-president of the Austin Company, gave is this: That of all types of construction considered by his company as a means of meeting the present material shortage, pre-stressed concrete offers by far the greatest possibilities, and that it is competitive on a cost basis.

I think the time may come as we develop in using this material that you may think of it just as quickly as you think of wood.

* * *

In Wisconsin to date pre-stressed concrete has been used in three jobs, one in Wauwatosa, one in Wausau and one coming up in Appleton. These three examples are all tanks, reservoirs, if you please, and possibly it should be pointed out quickly in fairness to science that in this field America leads the world. There are more pre-stressed concrete tanks in the United States than there are pre-stressed structures of all types in the rest of the world, and the reason there is very obvious.

On the Wausau reservoir, a rather large structure, some 160 feet in diameter, holding around 3,000,000 gallons of water when completed, the designer took alternate bids five ways. He compared it with steel; he compared it with reinforced concrete and a conventional roof, and then he took bids on pre-stressed concrete, both walls only, orthodox roof, pre-stressed walls and pre-stressed roof, pre-stressed roof without pre-stressed walls. The job was built pre-stressed

(Continued on Page 9)

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(Continued on Page 8)

walls without pre-stressed roof for a particular reason, but cost-wise the nearest competing material was orthodox concrete, and the advantage there was about 10 per cent in favor of pre-stressed construction.

As most of you know, it is only a matter of time to where the Hurlbut Company in Green Bay will be ready to sell pre-stressed concrete members. You need to know that what they are doing is of two types. They are going to make a member that will span in the 20 to 30-foot range, carry floor to roof loads on a center spacing of somewhere between 6 and 10 feet. It is the field normally served by your light shapes, purlins, and the second they have in mind is a bridge girder where pre-stressed concrete has probably moved most rapidly in this country.

Bridges, as I earlier indicated, are a natural, and the reason there is in the 30-foot span, everything else being equal, the pre-stressed member will be about three-quarters as deep. The depth saving is very important, as you know, both in buildings and certainly in bridges. Deflection-wise its characteristics are more

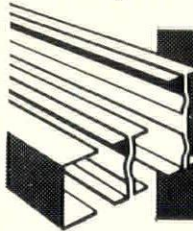
desirable and, finally, it requires no maintenance. To that extent it is quite understandable that pre-stressed construction would move ahead first in bridges.

In the structural field there is under construction now Pier 55 in New York City which will be built almost entirely of pre-stressed concrete members. The Austin Company has gone ahead with their first job in Vermillion, Ohio, for the F. W. Wakefield Company, where pre-stressed girders will span 50 feet and be the main carrying members clear-span-wise for a factory building. On the designing boards are numerous schools. Mr. Blair in Oklahoma has built several; has more coming; one up in St. Louis on the designing table now; in New York City there is another one coming. I can't give you a good picture because there is so much of it that is really not known nationally. So much is being done and we have been unable to keep in touch or keep up to date with all of it.

In other general fields pre-stressed construction has been used in millwork and has distinct advantage there over reinforced concrete as well as structural

(Continued on Page 10, Column 1)

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Architects, as well as artists and designers who specialize in ceramics and enameling, will have an opportunity to exhibit their work at the 17th Ceramic National, the nation's foremost exhibition of contemporary ceramics.

The exhibition will be jointly sponsored by the Syracuse Museum of Fine Arts, the Onondaga Pottery Company, Makers of Syracuse China and the Ferro Corporation of Cleveland. Entries chosen by the Jury of selection and awards will be exhibited at the Syracuse Museum of Fine Arts from November 9 through December 7, 1952.

Besides awards totalling \$2450 offered in the fields of ceramic sculpture, pottery, enamels and dinnerware designs, an Architectural Citation will be offered for the best example of the use of ceramic sculpture as an integral part of an architectural plan. (Entries to be in the form of photographs of actual installations).

A special panel will serve as judges for the Architectural Citation, which is being offered for the second time in the exhibition's history: J. Byers Hays, F.A.I.A., Cleveland, and Ivan Mestrovic, Professor of Sculpture, Syracuse University.

All entries for the Architectural Citation must be sent to the Syracuse Museum of Fine Arts on September 18, 19, 20, marked "For Architectural Ceramic Sculpture." Blanks and information will be sent on request.

The awarding of the First Architectural Ceramic Sculpture Citation last year aroused widespread interest, and proved that "the perfect coordination of such an artistic contribution could only result from an ideal working collaboration between the architect and the sculptor, under conditions where each is fully acquainted with the other's viewpoint and both mutually directing their talents toward a common goal."

(Continued from Page 9)

shapes. It has been used on floors. Possibly one of the most interesting examples I can tell you of is down in Chicago where a new warehouse was built about four years ago. To cast the floor they built it two ways, one orthodox slab on ground, the other a three-inch pre-stressed slab on what would be about a 1500 pound concrete base slab some seven inches thick.

Roebling, handling wire as they do, were interested in storing in this warehouse coils of wire that developed contact pressures on the order of a

thousand pounds per square inch, which is a terrific floor load. At the same time they have to move these coils, or spools as they call them, and to that extent they have quite a bit of truck wear and the floor gets terrific abrasion punishment. Nevertheless, after some four years of service were you to look at that floor, it is almost as shiny as this terrazo floor we are standing on. It makes me think as I see it of a slab about 30 days old where the sheen of freshly hardened concrete is still visible; no holes, no cracks, no nothing; four years of terrific punishment.

In the same way pre-stressed construction is being considered for highway work as pavements. The reasons there would be obvious. Its performance characteristics are most desirable. It is crack-free; has ability to carry terrific loading, and it can at the same time carry terrific loading and deflect and return to normal condition after deflection.

We have seen in a short period the period of two and a half years, something sprout almost over night. I believe we are justified in believing we are going to see a lot of it, chiefly because of its relative cost and its performance.

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**JAMES MITCHELL HEADS
 LOCAL PRODUCERS' COUNCIL**

James Mitchell, representative of the Overly Mfg. Co. has been elected President of the Producers' Council, Wisconsin Chapter. Orley Brown of Edward T. Ver Halen, Inc., is the newly elected Vice President; John Hanlon, representing Ceco Steel Products Co., is the new Treasurer, and James Smith of the H. H. Robertson Co., the newly elected Secretary.

In notifying Leigh Hunt, Secretary of the Wisconsin Architects Association, of the results of the recent election, Walter G. Winding, retiring President, writes:

"I would appreciate it very much if in the next issue of the Wisconsin Architect you would advise the members of your Association how much I appreciated the cooperation, interest, and attendance that was shown by their group at our various joint meetings with the Producers' Council and Architects.

"The new officers are all grand fellows and I am sure they are looking forward to a very interesting year with your group."

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KOHLER Built-in Lavatories

Home planners are attracted by the new convenience and smart decorative effects made possible by Kohler Arrowhead and Tahoe lavatories. With flat rims for building-in, they are adaptable to a variety of dressing table and cabinet installations.

ARROWHEAD — Vitreous china, 20" x 18". Combination fitting with Synchro drain, also available with compact Centra fitting.



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