THE ARCHITECTS' JOURNAL

THE ARCHITECTURAL PRESS: 45 THE AVENUE, CHEAM

NO. 2462] Price 6d. [VOL. 95

REGISTERED AS A NEWSPAPER

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THE ARCHITECTS' JOURNAL

THE ARCHITECTS' JOURNAL
WITH WHICH IS INCORPORATED THE BUILDERS' JOURNAL AND THE ARCHITECTURAL ENGINEER IS PUBLISHED EVERY THURSDAY BY THE ARCHITECTURAL PRESS (PUBLISHERS OF THE ARCHITECTS' JOURNAL, THE ARCHITECTURAL REVIEW, SPECIFICATION, AND WHO'S WHO IN ARCHITECTURE) FROM 45 THE AVENUE, CHEAM, SURREY

THE ANNUAL SUBSCRIPTION RATES ARE AS FOLLOWS :
BY POST IN THE UNITED KINGDOM..... £1 3 10
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BY POST ELSEWHERE ABROAD..... £1 8 6
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The Editor will be glad to receive MS. articles and also illustrations of current architecture in this country and abroad with a view to publication. Though every care will be taken, the Editor cannot hold himself responsible for material sent him.

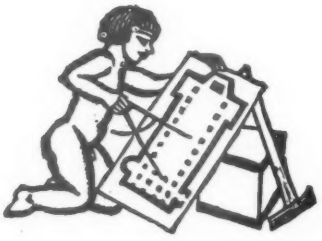
THURSDAY, APRIL 2, 1942. NUMBER 2462: VOLUME 95

PRINCIPAL CONTENTS

The fact that goods made of raw materials in short supply owing to war conditions are advertised in this JOURNAL *should not be taken as an indication that they are necessarily available for export.*

Owing to the paper shortage the JOURNAL, *in common with all other papers, is now only supplied to newsagents on a "firm order" basis. This means that newsagents are now unable to supply the* JOURNAL *except to a client's definite order.*

In common with every other periodical and newspaper in the country, this JOURNAL *is rationed to a small proportion of its peace-time requirements of paper. This means that it is no longer a free agent printing as many pages as it thinks fit and selling to as many readers as wish to buy it. Instead a balance has to be struck between circulation and number of pages. A batch of new readers may mean that a page has to be struck off, and conversely a page added may mean that a number of readers have to go short of their copy. Thus in everyone's interest, including the reader's, it is important that the utmost economy of paper should be practised, and unless a reader is a subscriber he cannot be sure of getting a copy of the* JOURNAL. *We are sorry for this but it is a necessity imposed by the war on all newspapers. The subscription is £1 3s. 10d. per annum.*



from AN ARCHITECT'S *Commonplace Book*

" When he (Lord Palmerston) was Prime Minister, he noticed that iron hurdles had been put upon the grass in the Green Park; he immediately wrote to the Minister responsible, ordering in the severest language their instant removal, declaring that they were 'an intolerable nuisance' and that the purpose of the grass was 'to be walked upon freely and without restraint by the people, old and young, for whose enjoyment the parks are maintained."

From " Queen Victoria," by Lytton Strachey, Chap. V.

NEWS

★ *Tests show that brickwork built with salvaged bricks is equal to brickwork built with new bricks of same type* page 239

★ *A petition has been addressed to Marshal Petain opposing town planning projects which menace Paris* page 241

★ *Professor Holford on Hostels* page 248

BEDFORD SCHOLARSHIP AWARDS, 1942

West Yorkshire Society of Architects have provided, with funds obtained from the Bedford Scholarship Fund, a number of prizes for measured drawings to be awarded to student members. This step was decided on as all members who were eligible for Bedford Scholarships under the previous arrangement are of military age and with few exceptions are serving with H.M. Forces.

Council originally allotted £60 for this purpose but the entry was so good that it was decided to increase the amount to £120 and the awards have been made as follows:

Messrs. D. P. P. Chambers, G. G. Furness, T. T. Holden, C. E. Pogson, D. Russell, G. A. Saville, V. Shortt, and A. Simpson. Of these candidates, seven are students of the Leeds School of Architecture, Leeds College of Art, and one student, Mr. G. G. Furness, is at the Huddersfield School of Arts and Crafts. The successful candidates are required to carry out measured work and prepare careful drawings of selected buildings within the boundaries of the West Riding. A committee of the West Yorkshire Society have drawn up a list of suitable buildings. It is hoped that if the present scheme is successful the Society will in time form a collection of recorded work of the best historical buildings which would not only be of archeological interest but of great value in the event of war-time damage.

SALVAGED BRICKS

Among the various factors which must be considered by the architect before employing salvaged bricks for any particular job is the question of the strength of the resulting brickwork.

In order to provide information on this point, tests have recently been carried out by the Building Research Station of the Department of Scientific and Industrial Research which indicate that the strength of reinforced and unreinforced brickwork built with salvaged bricks of various types is at least equal to that of brickwork built with new bricks of the same type.

Details of the tests are given in a leaflet *The Strength of Brickwork Built with Salvaged Bricks*, copies of which may be obtained free of charge on application to the Building Research Station, Garston, Watford, Herts.

PAINT

The Minister of Supply has made the Control of Paint, Lacquer and Varnish (Nos. 1 and 2) Orders, 1941-2, Direction No. 2. This Direction exempts paints, lacquers and varnishes containing Belgian Congo copal from the operation of the Orders, and such paints, etc., may therefore be acquired and disposed of, or further manufactured without licence.

Copies of the Direction may be obtained (price 1d.) from H.M. Stationery Office, York House, Kingsway, W.C.2 or through any bookseller.

NEW PRESIDENT

Mr. Arthur W. Kenyon, F.R.I.B.A., has been elected President of the Architectural Association for the second year in succession.

SOUTH WALES INSTITUTE OF ARCHITECTS

A tea discussion meeting of the South Wales Institute of Architects, Central (Cardiff) Branch, was held at the Park Hotel, Cardiff, on Thursday, March 5, when a representative meeting of architects and students of architecture met under the chairmanship of Mr. John Bishop, A.R.I.B.A., and took part in a discussion on " The Architect and Post-war Reconstruction."

The discussion was opened by Mr. T. Alwyn Lloyd, F.R.I.B.A., P.P.T.P.I., who answered various questions which were raised, and the discussion was then continued, the members taking part including Messrs. C. F. Jones, A.R.I.B.A. (President of the South Wales Institute of Architects), H. Gealy, L. R. Gower, F.R.I.B.A., S. Knight Thomas, A.R.I.B.A., G. D. L. Hughes and W. S. Purchon, M.A., F.R.I.B.A.

Mr. L. R. Gower, F.R.I.B.A., has been elected Chairman of the Central Branch of the South Wales Institute of Architects for the year starting July 1 next. Other officers elected:—

Hon. Treasurer: H. Teather, F.R.I.B.A. *Hon. Secretary:* W. S. Purchon, M.A., F.R.I.B.A. *Executive Committee:* Messrs. J. W. Bishop, A.R.I.B.A., J. A. Hallam, M.T.P.I., C. B. Jones, A.R.I.B.A., Ivor P. Jones, A.R.I.B.A. and T. A. Lloyd, J.P., F.R.I.B.A. *Associates and Students' Representatives:* Messrs. P. G. Alport and M. C. Williams.

Representatives on the Council of the South Wales Institute of Architects: Messrs. E. Attree, L.R.I.B.A.,

secretary of mars

***Mr. Ralph Tubbs** (renowned as author of the* Living in Cities Exhibition) *holds the fort and keeps the MARS group alive by maintaining contact between ninety members flung by the war into the most unexpected places. Amongst those withdrawn from circulation for the duration are Brett, Gunnery Instructor; Nicholson, Royal Navy; Fry, Major, R.E.; Samuel, Captain, R.E.; Gropius, Harvard Professor; Moholy Nagi, Head of the Bauhaus, U.S.A.; Tatton Brown, Officer Cadet. However, though war has put an end to most of MARS corporate activities it has landed a number of members in good positions to forward ideas they originally banded together to promote. Martin, for instance, is in a key position in the L.M.S.; Holford (see this week's leading article) is Consultant to Sir Alexander Gibb & Partners; Sharp is in MOWP; Gibberd is the new Head of the A.A. School; and Lock has been granted a Leverhulme Fellowship to work on the replanning of Hull. The influence of MARS is also spreading overseas. In addition to the Australian MARS, whose existence is revealed by Astragal this week, ARGIT (The Architectural Research Group in Toronto) has been set up in Toronto and an orggnization called TECNE has appeared in the Argentine.*

J. W. Bishop, A.R.I.B.A., C. K. Brice, A.R.I.B.A., E. A. E. Evans, A.R.I.B.A., L. R. Gower, F.R.I.B.A., J. A. Hallam, M.T.P.I., L. R. J. Hallett, L.R.I.B.A., L. R. Harries, L.R.I.B.A., T. Alwyn Lloyd, J.P., F.R.I.B.A., W. S. Purchon, M.A., F.R.I.B.A., F. W. Roberts, L.R.I.B.A., T. Edgar Smith, L.R.I.B.A., Percy Thomas, O.B.E., PP.R.I.B.A., Miss J. B. Treatt, A.R.I.B.A., Messrs. Howard Williams, F.R.I.B.A. and J. Williamson, F.R.I.B.A. *Associates and Students Representatives*: Messrs. P. G. Alport and M. C. Williams.

SALVAGE AND THE A.J.

Here is a request from the Secretary of the Central Council for the Care of Churches, Earlham, Dunster, Somerset :—

May we ask that before readers dispose of their old copies of THE ARCHITECTS' JOURNAL, they will send a card to this office ? We are most anxious, for the benefit of future students, to complete our records of ancient or historically interesting churches and their fittings, and the JOURNAL contains much valuable material for the purpose. Of any copies sent to us, only the small proportion of relevant material will be retained, the rest being consigned to the pulpers. The present most necessary drive for salvage will have the effect of making odd back numbers very scarce, and we earnestly ask that readers will respond to this appeal.

TOWN PLANNING OPPOSED

A petition has just been addressed to Marshal Pétain opposing town-planning projects which menace Paris. Nearly the whole centre of the capital, including the quarters Palais-Royal, Marais, St. Germain-des-Prés, les Halles and St. Gervais, is concerned in plans for dismemberment adopted by the city authorities. The petition is signed by numerous eminent French personalities including Paul Valery, Bellesort, de Lacretelle, Guitry, Rosny-Jeune, P. Champion, Colette, Morand, Giraudoux, A. de Chateaubriand, Drieu La Rochelle, Cheradonne, as well as a large number of painters, musicians, professors, architects, historians, and doctors.

ARCHITECTS' WILLS

Sir George Felix Neville Clay, Bt., F.R.I.B.A., of Kensington Park Gardens, W., and of Shere, Surrey (net personalty £12,019), late Architect to the Board of Education, left £25,062.

Mr. John Stanley Heath, F.R.I.B.A., of Weybridge and of New Bridge Street, E.C. (net personalty £30,169), left £30,374.

B.S.I.

On the instructions of the Iron and Steel Control, a memorandum of the utmost importance to all users and producers of wrought and alloy steels has just been issued by the B.S.I. (reference No. 970A).

In August last year B.S.970 was issued. It included 58 steels, in what is called the En series, and it was stated that it was considered that this range would be adequate to cover all the essential needs of the general engineering industry. This work of co-ordinating the steel production of the country has now been taken a stage further and has been given practical effect by a direction which has been issued by the Iron and Steel Control to all steel producers stating that in future all wrought and special alloy steels supplied shall be made to a selected list of 44 of the 58 steels given in B.S.970.

This decision, which represents a very important step in rationalization in the steel industry, has been taken in full consultation with all the services. The memorandum now issued explains the directions and sets out the steels actually available.

Any user, producer or contractor who has not so far received a copy of the memorandum which is being circulated to contractors by Government Departments, is advised to communicate with the B.S.I., from whom copies are obtainable, price 6d. net (9d. post free)—(British Standards Institution, 28, Victoria Street, London, S.W.1)

Second Thoughts on HOSTELS

THE hostels by Professor Holford which were illustrated in a recent issue of the JOURNAL contained several points of interest to those who find any time to wonder where building is going in wartime and what it will be like after the war.

Professor Holford was called on* to house in a very short time a total population equal to that of a small town by almost any means that he thought fit. If ever there was a chance for using prefabrication to the full, that might have been thought to be it. But prefabrication was not used for any large building; partly for reasons caused by the war, partly because of probable upsets in imposing a new structural system on local labour divided into the usual packets of conservative tradesmen.

But where prefabrication was used—in standard huts with a timber frame of extreme lightness—it was a great success. A hut could be assembled in a day and be finished complete in two more.

Secondly, the hot water heating and supply system used in the hostels shows that it is possible for the equivalent of two or three hundred families, living in buildings quite as widely spaced as semi-detached houses, to be served from two, or more strictly one and a half, boiler houses about twenty-five feet square.

It seems certain that more will be heard of these two aspects of Professor Holford's hostels when peace comes.

For all buildings in uncongested areas—schools, small houses, trading estates—the increased use of prefabrication seems unavoidable. Few people, even before this war, had lived in the same house for twenty years, and most buildings, and all schools, will in future find it necessary to have changes made in them in a much shorter time. And once people have enjoyed "district heating" in a house they are not likely to want to part from it.

But if prefabrication is to be used to the extent which wartime's endless light-assembly factories hint that it will be used two big changes will have to come about.

The awkward anachronistic craft divisions of the building industry will have to be broken down into closer conformity with what tradesmen are even now needed to do. Possibly skilled operatives will be divided into Layers who handle concrete and any form of brick or block laying or rendering,

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* *In collaboration of course with others, including first and foremost Sir Alexander Gibb & Partners, to whom Professor Holford refers in a letter on page 248 of this issue. The point he raises of collaboration between architect and engineer isn't referred to in this leader, since we hope Mr. Hugh Beaver will himself discuss it later.*

and Assemblers who can handle any form of sheeting or framing. But redivided somehow they must be.

Secondly, the idea must be banished that any maintenance needed in a building arises only from the negligence or dishonesty of the builder. Such an idea is not held about motor cars or gas cookers and it will have to become equally silly to think it about buildings. Regular maintenance of all parts of a building will have to be provided by the building owner either by having a maintenance service of his own or by a contract with a company. Contracts of this kind should be as general as those for cleaning windows, washing cars or covering fire risks; and if made universal and compulsory need cost no more.

The Architects' Journal
45, The Avenue, Cheam, Surrey
Telephone: Vigilant 0087-9

NOTES & TOPICS

DOWN UNDER

From Australia comes the news that there's a new MARS group operating in Sydney. When their constitution was framed at the end of 1938 MARS of Sydney addressed a letter to the English group applying for affiliation but the war prevented active co-operation. Their letter may never have reached England; at any rate no reply to it appears to have reached Australia so research has been continued on local lines.

★

Australian MARS keeps alive by circulating a leaflet called *Angle*—an intriguing affair of sixteen dwarf pages made out of one folded sheet. The cost of printing can't be much and the small scale of the pages (5 in. by $3\frac{1}{4}$ in) makes it possible to cram a surprising amount of matter into the space; while the fact that the whole is a single sheet preserves the possibility of a free and easy treatment. The style of writing is free and easy, too. Here are some examples.

★

Is the Architect Educated? Editor interviews John Student and asks some questions:

Does your work and study allow you time to think?

How can I when I work all day, Tech all night and fag the week-end. I've only got half the terms sheets done, I'm weeks behind with my notebook, and there's a term exam. the week after next.

Do you read architectural books?

Fletcher and Mitchell, of course.

I should have qualified my question, I meant books written since the Nineteenth Century.

The only books I ever have time to look at are text books.

In that case how do you do research before attempting a design problem?

We manage alright by getting straight on with the problem. We've only got six years of nights to get everything in for the final, so we can't waste any time.

Do you study the historic development of building in relation to the growth of the people and limitation of materials?

Well we draw the orders and styles out of Bannister Fletcher. We have three years of that.

Besides drawing historic buildings are you taught of their relationship to society?

Oh, I don't know—I thought we drew these things to have a good stack of details to use in designs later on.

The reader by this time is aware that to prolong this interview in print is only labouring a point that Architectural education in Sydney leaves something to be desired.

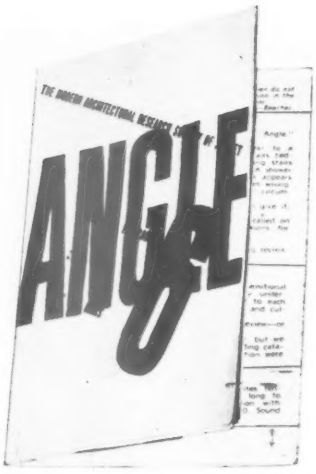
★

Later, under the cryptic heading Architectonic the same editor addresses a similar series of questions to the woman-in-the-street.

Is the Dining Room when opened for breakfast an odoriferous memory of last night's dinner and cigarette smoke?

Or is it part of the living space, screened if necessary whilst the meal is being cleared away and the after-dinner guests arrive?

Is the Kitchen a rectangular room containing stove, sink, table, chairs and "nook" where Dad and the kids feed in their braces and Mum



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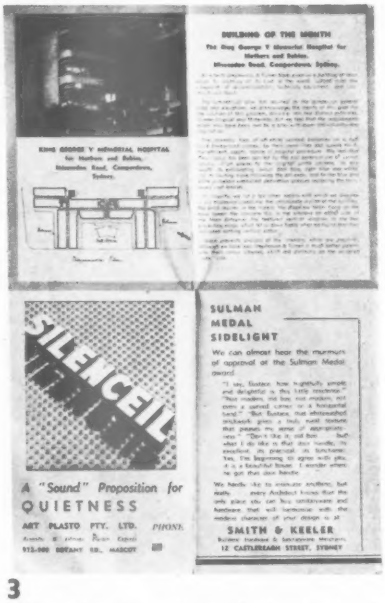

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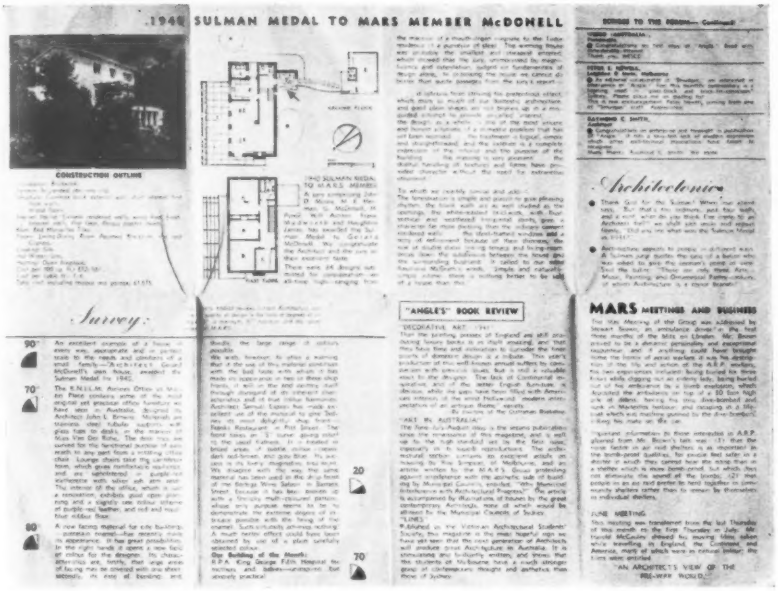
With the exception of the back all the pages of MARS of Sydney's leaflet Angle *are reproduced above in miniature.* **1**, *the title page;* **2**, *the first double-opening;* **3**, *the first opening sheets are raised and show four pages;* **4**, *pages in figure* **3** *are turned over and show eight pages—one half of the leaflet; actual size of the illustration is 13 in. x 10 in.*


1940 SULMAN MEDAL TO MARS MEMBER McDONELL

Survey:

"ANGLE'S" BOOK REVIEW

Architectonics

MARS MEETINGS AND BUSINESS

4

gets so sick of the food she has cooked she is unable to eat at all?

Or is it a workroom large enough and small enough for easy working, containing the things needed for the correct preparation of food, each in its proper place and nothing else?

Is the laundry hot and steamy during the wash, cold and slippery afterwards, abandoned to the brooms, pick, shovel and last year's seed potatoes, whilst Mum bolts for the kitchen to do her ironing?

Or can it be made at least as comfortable as a progressive pickle factory?

Is the Bathroom tucked away in the south-west corner of the plan because that was all that was left, not big enough to swing a cat or a towel, so cold that the family only wash down as far as possible in the morning, up as far as possible at night, possibly only once a week?

Or is it allowed an east window for the morning sun? (Advantages of tiled walls and built-in bath refer to any "spec" builder).

Is the Bedroom furnished with a three-piece suite in pickled walnut or drawn and quartered maple, paper flowers on the walls and plaster flowers on the ceiling?

Or is it a room for sleeping and where cupboards fit into the walls where they belong. Is there sufficient space to move or read the morning paper before dressing and in the children's room at least a place to do their homework away from the rest of the family?

Is the Living Room a kitchen filled with cooking smells; a parlour approached through the stately sliding-doors-on-Bangor-tracks reeking of mothballs and the family album; a den lined with bound volumes of Dickens that no one reads; a sitting room filled to bursting with four chairs and lounge?

Or is it a room for living in?

★

The purpose of the group is to "initiate co-ordinated research by progressive technical bodies on plans of national reconstruction."

SOAP FOR THE SACRED WAY

Princes Street, Edinburgh, usually—even automatically—described as "the most beautiful street in the British Isles," is rocking on its granite pedestal. First push was recently administered by Messrs. Hurd & Reiach, who in their booklet *Building Scotland* referred to it as "an unseemly bicker from end to end," and a new jolt to its prestige has been given in the will of the late Lord Salvesen, former judge of the Court of Sessions in Scotland.

★

"I have always thought it a disgrace," he states, "that the houses in Princes Street should remain covered with the soot and dirt of 50 years," and he directs his trustees to offer £500 as an inducement to property owners to get their stonework cleaned.

★

Public spirited, but alas misplaced devotion to cleanliness. Coal-smoke has six thousand disadvantages and one asset; which is the covering, the soft Guinness-is-good-for-you covering, of soot it lays over the facade of a city.

DANGER OF STEEL WINDOWS IN A FIRE

A pamphlet containing two lectures by Col. C. S. Lyon of the Liverpool Salvage Corps, would bear some study by architects. He says "No attempt has been made in this country to get the views of the Fire Service or Insurance Companies' Surveyors in the matter of fire prevention across to those whose profession it is to design our factories, office blocks, public buildings."

★

He wants architectural students to have the benefit of fire officers at fires, and he suggests that at the planning stage the fire prevention authorities should be free to make their recommendations. It is clear that in a fire many modifications in the original design would make all the difference both by limiting the spread of fire and by reducing damage by water. I doubt if the items Col. Lyon mentions would occur to most architects.

★

One of them ought to have the attention of the MOWP Committee on Standards. He states that steel-framed windows often become impossible to open, because of heat, and that, unless the frames are large enough to admit a body, such windows are extremely dangerous. Why shouldn't large-pane windows be made standard in multiple storey buildings? I hear it said that small horizontal panes are favoured by the Committee. If we neglect the experience gained in the great fire blitzes, we shall be one down on our forefathers who at least revolutionised the building laws after the Great Fire.

ARCHITECTS IN KHAKI

They were carrying out a scheme of field-defences, designing and digging trenches, building pill-boxes, sand-bagging, revetting and camouflaging.

★

The architects were mixed up with engineers, surveyors, land agents, builders and electrical men. I tried to pick them out. Dressed all alike in their rompers, with close-cut hair, it wasn't easy.

★

"Yes," said the guide, "there's a difference. The architects are all critical guys. They pull everything to pieces. In fact they're so busy criticizing, and making suggestions, they can't get on with the job."

ASTRAGAL

First Report of the Committee on BRICK Industry

The First report of the SIMMONDS COMMITTEE, *set up last September by Lord Reith to advise him on the steps to be taken for increased efficiency and economy in the manufacture of bricks has recently been issued. We submitted the report to a well-known member of building industry and asked him to summarize the report. He does so below: extracts from the Committee's findings are in Roman type, with notes by our expert in italics.*

Report: We consider that the following matters should be reviewed by the Committee: (*a*) The range of varieties of bricks available, and their performance in use. (*b*) The size and shape of bricks. (*c*) The range of method and efficiency employed in the manufacture of these bricks, with special reference to: (i) nature of raw materials, (ii) extent to which machinery is used, (iii) economy in handling, (iv) kiln design and efficiency, (v) fuel economy. (*d*) The numbers, qualifications and utilisation of the operatives engaged in this manufacture, their conditions of work and welfare. (*e*) Relation of supply to demand. (*f*) Technical research and investigation. (*g*) Marketing methods and practices. (*h*) Transport. (*j*) Methods of utilisation. (*k*) Technical, commercial and economic organisation of the brickmaking industry. (*l*) The adequacy with which the industry has up to the present met the requirements placed on it. (*m*) The modifications, developments or reforms which may be necessary to ensure that the industry will meet the future requirements and limitations likely to be placed on it.

Remarks: Primary issues under consideration appear to be: (1) *how many men may be released for the armed forces and yet leave enough to maintain production adequately? This should involve an analysis of the man-hours/bricks/fuel ratio as existing in brickworks of all types to-day. On this basis only is it possible to determine the maximum number of men possible to release while maintaining adequate supplies.* (2) *It should involve an examination of the extent to which—and in which type of works—women might replace men at optimum efficiency.*

Report: The Director of Bricks has prepared estimates of future demand for common bricks based on: (*a*) An examination of present demands on the industry, the known trend of the building programme and the seasonal influences on the rate of building. (*b*) An examination of the labour forces engaged in bricklaying, the seasonal influences on employment and the anticipated demand of the fighting services on the manpower within the building industry. In the light of these estimates, which are in close agreement, we have accepted that during the six months October, 1941, to March, 1942, the average monthly demand is likely to be 12½ per cent. less than the estimated output of the industry during that period assuming the current level of production. We note that allowance has not been made in (*b*) for any increased consumption of bricks following the application on June 9th, 1941, of the Essential Work (Building and Civil Engineering) Order, 1941, with its provision for payment by results. We consider that this factor, the extent of which cannot yet be clearly gauged, might require to be taken into account in future calculations of this kind, but it seems probable, nevertheless, that further progressive contraction will take place during the war period. The present demand for engineering bricks appears to be approximately equal to the supply, but the market for facing bricks has diminished considerably since the outbreak of war and does not seem likely to revive until a period of substantial permanent reconstruction is reached. The probable demand for bricks for the six months April to September, 1942, is now under review.

Remarks: Frequent references are made in the initial stages of the Report to efficiency of production, and it is safe to assume that the Committee are aware of this issue.

Report: We have made certain limited uses of figures expressing the efficiencies of individual works in man-hours per thousand bricks and we find that the values vary widely according to the nature of the raw materials and process of manufacture, and to the type and quality of the products. Also, a works exhibits a considerable variation of efficiency depending on whether it is operating to full capacity or not. There is, in other words, an optimum value for the number of operatives engaged on each production line, and if variations in total output or in total number of operatives are required without serious loss of efficiency, adjustment must be made in the number of production lines in operation.

Remarks: In this paragraph the works efficiency aspect although admitted is not stressed. Why "limited use of figures"? The answer, presumably, is contained in paragraph 37 of the Report—insufficient time. Points in the first two sentences are correct; the first is the more important of the two, but the latter has been given more attention.

Report: Two methods of reducing output are possible, (*a*) by restricting in a suitable proportion the output of all works at present in operation, and (*b*) by closing down entirely a number of works. We have examined these alternatives, and we consider that so far as this first reduction is concerned, and except in the case of large works, (*a*) has two objections, in that its adoption would (i) result in reduced efficiency and increased cost of production throughout the industry, and (ii) involve considerable delay in inaugurating the administrative machinery to apply the quota or other control system necessary. After consideration of the two methods and their implications we have unanimously concluded that the reductions of output recommended in the previous paragraph, namely 12½ per cent. and 4 per cent., should be obtained by compulsory closure of works, or production lines of large works, representing that proportion of the national output. We suggest that this procedure should come into force as soon after January 1, 1942, as is practicable.

Remarks: Why compulsory closure of works, or production lines of large works? This is where efficiency is probably highest?

Report: A first list of works provisionally recommended for closure has been prepared, based on the following factors: (*a*) An initial contraction of 12½ per cent. of current output of common bricks. (*b*) An equal degree of contraction throughout the country, with local adjustments to provide for existing or anticipated variations in demand. (*c*) Each group of makers in the industry to be affected equally by the scheme. (*d*) Undertakings owning two or more works to be encouraged to arrange for concentration within their own organisation, with transfer of the maximum number of operatives. (*e*) Special consideration of the relevant factors in the cases of works producing bricks as an essential accompaniment of some other product for which there is a large war-time demand, or which produce bricks for their own use as in a colliery.

A second list has been similarly prepared to cover a 4 per cent. reduction of output based on shrinkage of stocks.

Remarks: The factors outlined in the above paragraph are in many respects admirable but surely only if ancillary to point (1) *in the italic note in the first column.*

Report: We have not at this stage been able to give full consideration to efficiencies as affecting the consumption of manpower, fuel and transport, nor to weigh up relative degrees of national urgency of these factors under present conditions. We have therefore been forced in our first and second lists for closure to a more qualitative basis. This is by no means wholly satisfactory, but the urgency of taking some first step has left us no other course.

Remarks: The crux of the issue appears in above paragraph. Why is the Committee unable to give full consideration to man-hours/bricks/fuel question? Why was it necessary for Committee to be forced to work on qualitative basis? The only answer given appears to be urgency.

Report: The Technical Committee has considered the types of operation in brickmaking which can be performed by women, and has classified these as light or heavy work. A schedule of these operations is set out in Appendix III. Information has also been obtained showing the current view of the industry on the replacement of men by women, and from this it appears that a proportion of approximately 20 per cent. women is the maximum which would be found immediately practicable without serious loss of efficiency. It is generally agreed that three women are the equivalent of two men as regards brick output, so that the man-equivalent of the maximum number of women employable in the industry is approximately 14 per cent. of the total personnel of the industry expressed in terms of manpower. The number of men whose places will require to be taken by women will depend on the number of transfers which can be arranged by

the Ministry of Labour. From the figures quoted in paragraph 43 it will be seen that the number might vary from 1,036 to 4,147. The number of men and women remaining in the industry after 12½ per cent. and 4 per cent. closure will be 24,110 (29,539–5,429) and 3,154 respectively, or an equivalent of 26,212 men on the basis of the ratio stated above. Fourteen per cent. of 26,212 is 3,669, so that a total of 5,503 women could be employed in the industry, or an additional 2,349 (5,503–3,154), replacing 1,566 men. The relation of release of manpower to transfer of men and recruitment of women is summarised in Table 14.

Remarks: *This does not appear to be related to mechanisation factors. Obviously, in highly mechanised works the 3/2 ratio would not be true, if it is true for non-mechanised works! Surely women should be used to replace men where the ratio is nearer 1/1 if maximum release of men is to be obtained with minimum reduction in output.*

Report: Recommendations:(1) The current total national output of bricks should be decreased by 12½ per cent. and 4 per cent. by the closure under compulsory order of specific brickworks, or in the case of large works by reduction of productivity. (2) A scheme should be established for contribution towards the care and maintenance of works closed under compulsory order or with the approval of the Minister. (3) Unless essential output is to be jeopardised, the maximum release to the Forces which the industry might be called on to make under the present arrangement of reservation, deferment and release from the Forces is only possible if there is a more comprehensive transfer of labour than at present appears practicable. It is essential that the closest possible consultation with managers of works should take place before transfers are made. (4) The loss of men by the industry on account of the calling up for the Forces or other national work of a number in excess of those transferred from closed works should be made up by the employment, under specified conditions, of women of a suitable type in the ratio of three women for each two men replaced, but subject to a limit so that the proportion of women to total operatives in the industry does not in the immediate future exceed 20 per cent. (5) There should be one standard size of common brick throughout Great Britain.

Remarks: *The Report, as it stands, could have been almost entirely produced by reference to existing files. In order to effect a really efficient adjustment, one which would not have a most unfortunate effect on subsequent attempts to bring the Industry back to normal, something more than reference to files is necessary—a comprehensive study of production-efficiency as existing in the Industry, and on this basis a determination of which works should be closed. It is true that this is only a "first report," but by closing efficient works equally with inefficient ones, irreparable harm could be done. If* (vide *excuse given*) *there has not been time to work on a quantitive basis, it is better to allow normal economic considerations to govern the release of the "grand total of* 5,429 *" men* [*which is likely thereby to be greatly increased*] *until revision* could *be made on a soundly planned basis.*

F L A T S

K E N N I N G T O N, S.E.

BY NEWMAN AND NEWMAN

GENERAL AND SITE—St. Olave's Mansions is situated at the junction of Kennington Road and Walnut Tree Walk, Lambeth, S.E.11, and was built for St. Olave, St. Thomas and St. John United Charities. The site was previously occupied by houses owned by the Trust. These houses were structurally unsound and it was decided to demolish them and build a block of flats partly to re-house the tenants, who were mainly old people; for this reason bed-living room flats were incorporated in the scheme. The external walls of the houses were pulled down to a height of 4 ft.; they were then topped with concrete cappings, brick piers inserted, and left as dwarf walls. One of the conditions laid down was that the walnut tree should be preserved. This tree is seen in the photograph at the bottom of page 246.

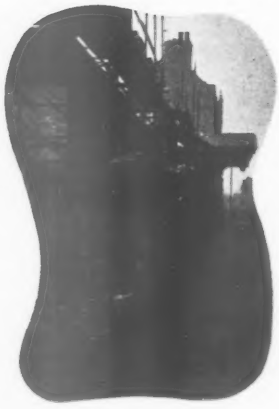
RENTS—The weekly rents are as follows:—1 room flats, 10s.; 3-room flats, 21s.; 4-room flats, 27s. 6d.

Above, detail of the balconies on the front overlooking Kennington Road. On the left the staircase tower.

Two views of the main front facing Walnut Tree Walk ; entrances to the air-raid shelters are seen in the lower illustration. The external walls of the houses which originally stood on the site were demolished to a height of 4 ft. and used as dwarf walls. The illustration (top, right), shows these walls being demolished and the flats in course of construction.

FLATS IN

BY NEWMAN



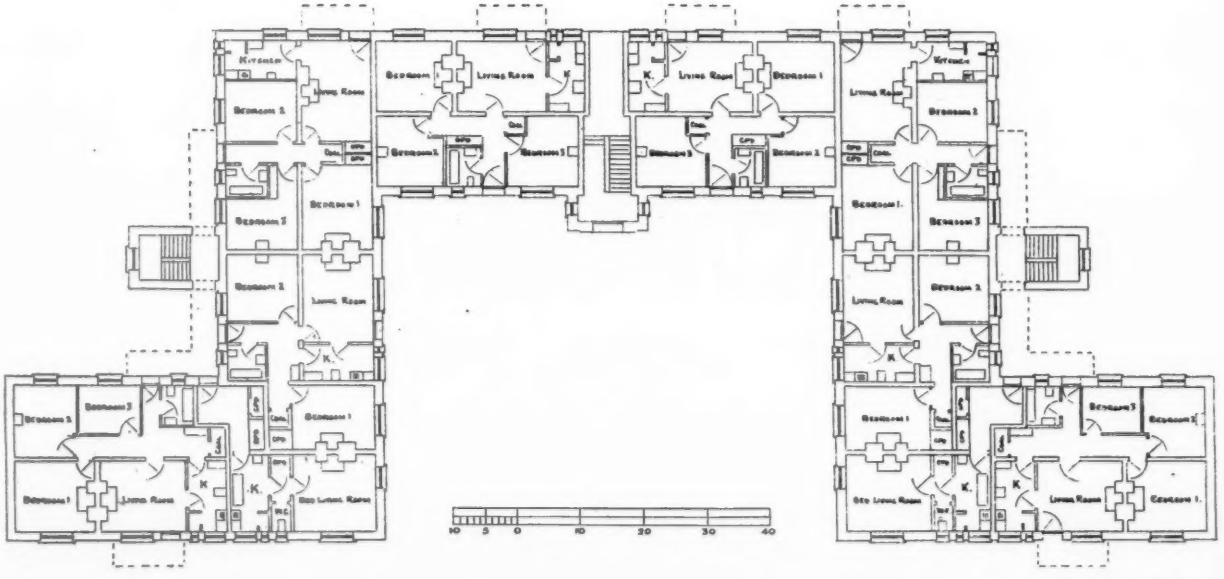
CONSTRUCTION AND EXTERNAL FINISHES — Steel and brick with reinforced concrete floors. Walls above the concrete plinth are faced with hand-made, sand-faced, multi-coloured bricks relieved by string courses of red bricks ; the roof is covered with interlocking pantiles. The steel-casement windows, external pipes and doors are painted green. The balconies are of reinforced concrete.

PLAN — The main front faces Walnut Tree Walk ; side elevations overlook Kennington Road and a block of terraced houses ; at the rear is a large field which was originally a football pitch. There are three staircases ; one in the centre and one at each end. Accommodation : 40 flats, as fol-

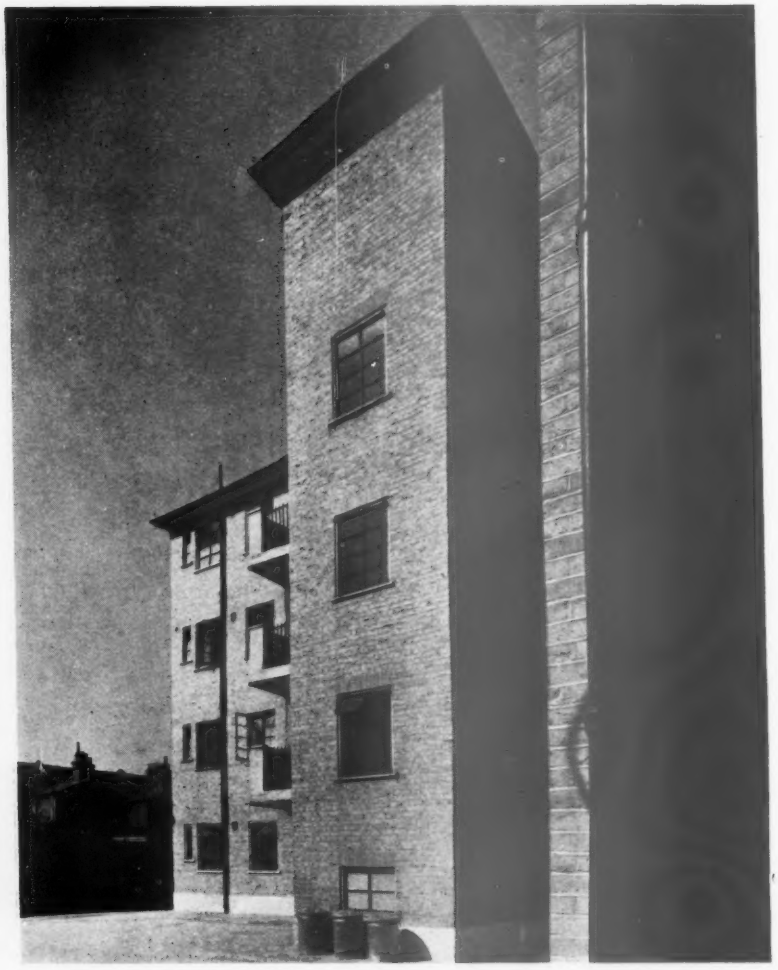
KENNINGTON
AND NEWMAN

lows : eight bed-living room flats ; eight 3-room flats (living room and two bedrooms), twenty-four 4-room flats (living room and three bedrooms). The 1-room flats, planned two on each floor, are fitted with baths in the kitchenette ; other flats have separate bathrooms. Each of the upper-floor flats (with the exception of the small type) has a balcony leading off the living room.

Above, side elevation facing Kennington Road, showing the staircase tower. On the facing page is a typical living-room in a four-room flat ; the door at the end of the room leads on to the private balcony. Left, a typical kitchen in a four-room flat.



GROUND FLOOR PLAN



Side elevation showing staircase tower.

INTERNAL FINISHES AND EQUIPMENT—Floors are of special composition with coved skirtings and the walls and ceilings are distempered according to the requirements of the tenants. The coal fireplaces in the living room and main bedrooms have tiled surrounds. Built-in cupboards are provided in the living room, main bedrooms and kitchens. Picture rails, in all rooms, are of 1 in. by ¼ in. wrought iron screwed to walls with 1 in. distance pieces. Each flat has a coal cupboard which holds approximately 7 cwt. Doors are of pine, wax polished.

SERVICES — Instantaneous multi-point gas water heater is installed in each bathroom, which serves the bath, hand basin and kitchen. In some of the flats a separate gas heater is provided in the kitchen. There are coal fires in living rooms and main bedrooms ; gas point provision for fires in bedrooms ; also plugs for electric heating in living room and main bedroom.

A.R.P.—Two reinforced concrete shelters are provided, 10 ft. below ground level, in the entrance forecourt ; they are fitted with bunks and electric lights and special water closets.

General contractors were R. Mansell, Ltd., of Croydon.

FLATS IN KENNINGTON

DESIGNED BY NEWMAN AND NEWMAN

LETTERS

Professor WILLIAM HOLFORD

A. H. MOBERLY
(Secretary R.I.B.A. Reconstruction Committee)

Hostels

SIR,—In the editorial to the special number on *Hostels* of March 5, you comment as follows :—

" . . . it was only by strange routes, not unhelped by the commentaries of the Select Committee, that a small number of architects have come eventually to positions of influence in the direction of war building."

I cannot claim to have reached such a position, being of the same mind as Robert Louis Stevenson when he wrote : " to travel hopefully is a better thing than to arrive." Nevertheless, I appear to be among those who travel " by strange routes " ; and I would like to state that the buildings illustrated in your issue for March 5 were, in fact, the second fruits of an early collaboration with a well-known firm of Consulting Engineers—Sir Alexander Gibb & Partners—which was initiated just before Christmas, 1939. Should you care to know more of the inner history of that collaboration between engineer and architect, you could not do better than consult Mr. Hugh Beaver, who was then the engineer concerned, and is now Director-General of Works and Buildings.

WILLIAM HOLFORD.

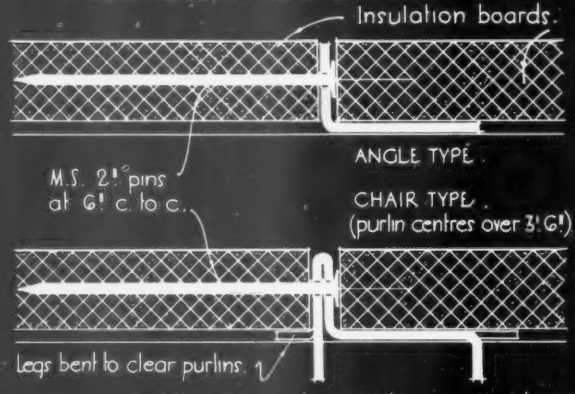
Liverpool.

[*The future not merely of architecture but of the building industry, its character, efficiency, ability to meet the requirements of a new age, depends largely on what Professor Holford calls the collaboration between engineer and architect. Mr. Hugh Beaver is in a unique position to know about the past—and the future—of this matter. We hope he will respond to Professor Holford's suggestion that the inner history should be told of the collaboration which produced the hostels, the best yet in war architecture.*—ED., A.J.]

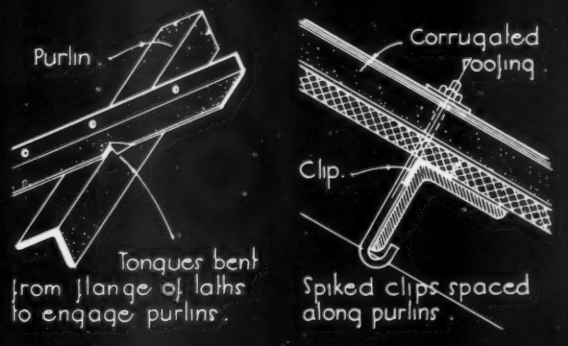
THE ARCHITECTS' JOURNAL LIBRARY OF PLANNED INFORMATION

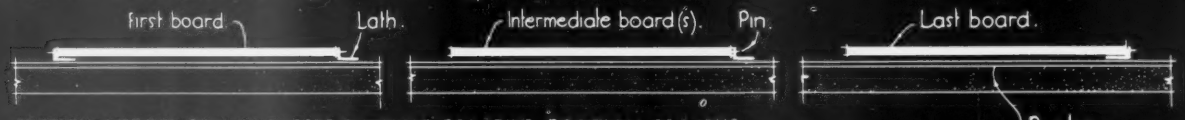
•PIMCO• SYSTEMS : EDGE-PINNED ROOF INSULATION :

F.S. SECTIONS OF 18 G. M.S. LATHS :

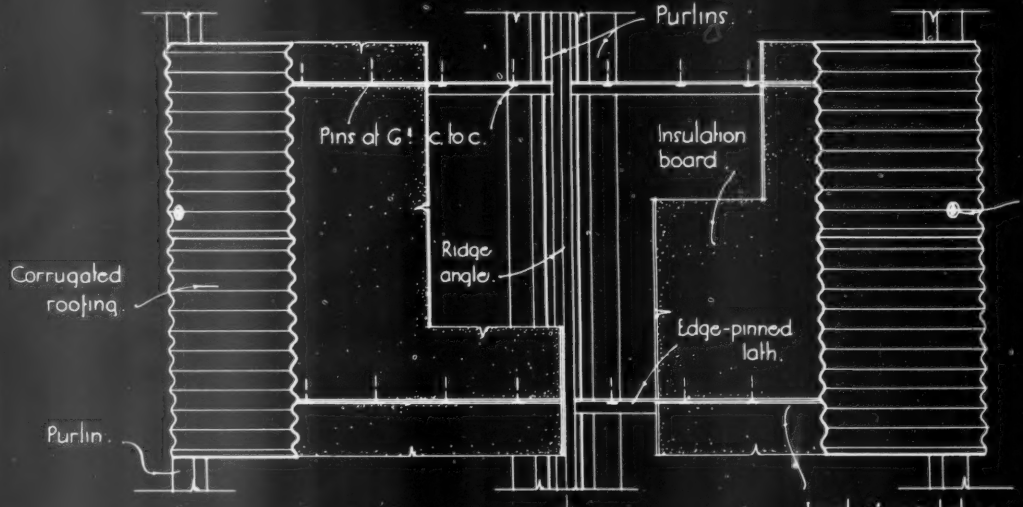


METHOD OF PREVENTING BOARDS & LATHS FROM SLIPPING:

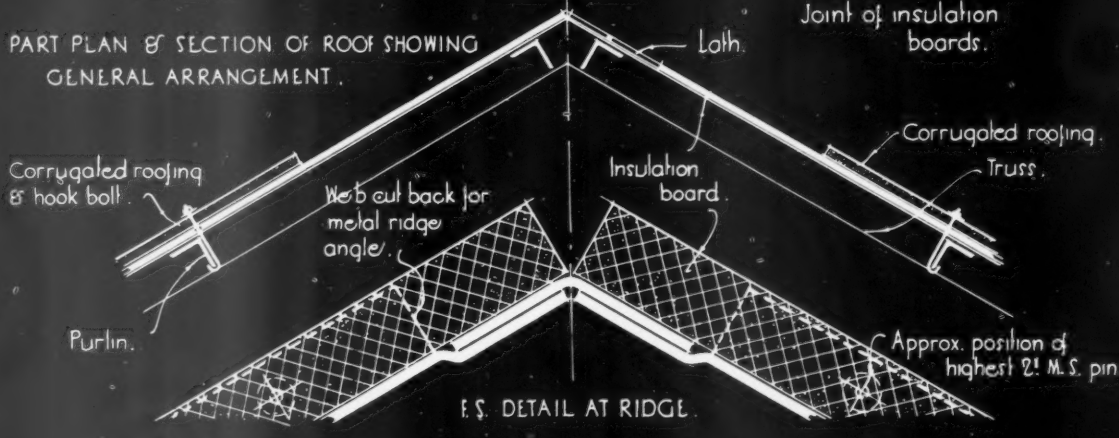




SECTION ACROSS ROW OF SHEETS SHOWING RELATIVE POSITION OF LATHS.



PART PLAN & SECTION OF ROOF SHOWING GENERAL ARRANGEMENT.



F.S. DETAIL AT RIDGE.

Issued by P.I.M. Board Co., Ltd. & T.T. Trading Co., Ltd.

INFORMATION SHEET : INSULATION OF ROOFS AND WALLS.

SIR JOHN BURNET TAIT AND LORNE ARCHITECTS ONE MONTAGUE PLACE BEDFORD SQUARE LONDON W.C.1.

THE ARCHITECTS' JOURNAL
LIBRARY OF PLANNED INFORMATION

INFORMATION SHEET

• 858 •

INSULATION

Product : Pimco Systems Edge-Pinned Roof and Wall Insulation.
(British Patent No. 525413.)

Description :

Edge-pinning, by substituting a series of pins for one of the flanges normally used as a support for insulation board, effects saving in steel in addition to providing joint finish of half usual width. Method is applicable under or over purlins.

Illustrations deal with the latter application. Laths are of angle or chair section, latter being normally used where purlin centres exceed 3 ft. 6 in. Vertical member of lath perforated at 6 in. centres to receive 2 in. by 15 g. pins. Spiked clips are provided to engage in the boards and against purlins, thus preventing slip. Means are also provided to prevent laths slipping. All materials sherardized. Width of boards : normally should not exceed 2 ft. for $\frac{1}{2}$ in. board or 3 ft. for $\frac{5}{8}$ in. board.

Erection :

May be carried out by roofing contractor and consists of two main operations :

(*a*) Pinning : Place lath adjacent to edge of board on flat surface, e.g. bench or plank. Using special guide plate supplied with laths, insert pins by thumb pressure. First board of each row to have laths pinned to both edges—one lath with flange projecting from board, the other with flange engaging under edge of board. In all other cases except at last sheet, lath to be fixed with flange projecting from board. With the exception of the commencing row of sheets, only one lath per sheet is required.

(*b*) Fixing (1) : Lay first series of boards across purlins—the edges with projecting flanges being placed away from end of roof, i.e. those edges with flanges engaging under boards should be nearest to ends of purlins. (2) Lay next series of boards—lath attached to one edge only, free edge of board to be placed on flange of first series. Insert spiked clips as required towards free edge. Laths for last series of boards to be attached with flange engaging under board. In positioning last series, the edges with laths attached must be placed away from preceding row of boards.

After completing whole or part of the roof slope, ridge angles to be placed between ends of boards and lath flanges.

When boarding other roof slope, remaining flange of ridge angles to be engaged over flanges of top row of boards.

Roofing should keep step with board laying. Care should be taken to prevent exposure of the insulating boards to wet weather. If roofing cannot be completed over any part of the boards they should be protected by tarpaulins.

Issued by : P.I.M. Board Co., Ltd., Sunbury-on-Thames, and T.T. Trading Co., Ltd.

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Telephone : Chancery 8150 and 8159.

Telegrams : Sprufibre, Estrand, London.

Architects and "Planners"

SIR,—Section II. of Interim Report No. 4 of the R.I.B.A. Reconstruction Committee contains the phrase: "It is clearly desirable to establish as far as possible the relations between architectural and planning functions before the end of the war." The sense in which the words "planners" and "planning" are used is defined in the report but it has come to my notice that the use of these words has led to some misunderstanding.

The word "planning" as normally understood by architects connotes a matter of design, and the Committee fully recognizes, of course, that planning as such is one of the main, if not the main, functions of an architect. But the word "planning" in this report is used in a different sense. It was intended to stand for planning the use of land as laid down in the Town and Country Planning Act, 1932. The Planning Officers who administer this Act are not concerned with design, except in so far as the Act gives a measure of control over design in the interests of amenities. It is likely that a single town and country planning scheme will need to cover many square miles of land comprising urban, suburban and rural areas.

The sites with which architects are concerned may comprise streets and squares as well as single buildings, and may extend over estates, or areas of hundreds of acres. Within this framework, however large it is, the architect is responsible for design and layout. The larger the area, however, the greater the number of interests to be consulted. The report does not suggest that the architect should serve *under* the Planning Officer, but that the latter's duty is to collaborate with the architect and act on his advice, as he does on that of the solicitor, valuer, clerk, engineer and medical officer; neither does it suggest that there is any reason why an architect should not be able to combine the functions of architect and planning officer, if he has special qualifications and experience for doing so.

A. H. MOBERLY,
Secretary, R.I.B.A.
Reconstruction Committee.

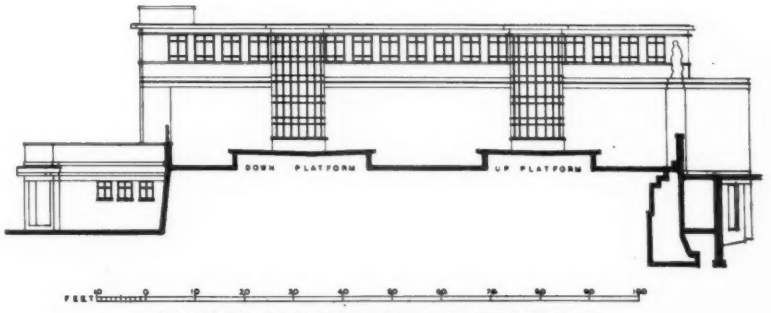
OBITUARY

We regret to record the deaths of Mr. Kenneth Lisle Murray, F.R.I.B.A., Mr. John Taylor, L.R.I.B.A., of Bo'ness; Mr. James G. Callander, L.R.I.B.A., of Falkirk; and Lieut. Denis Bethune-Williams, L.R.I.B.A. (on active service).

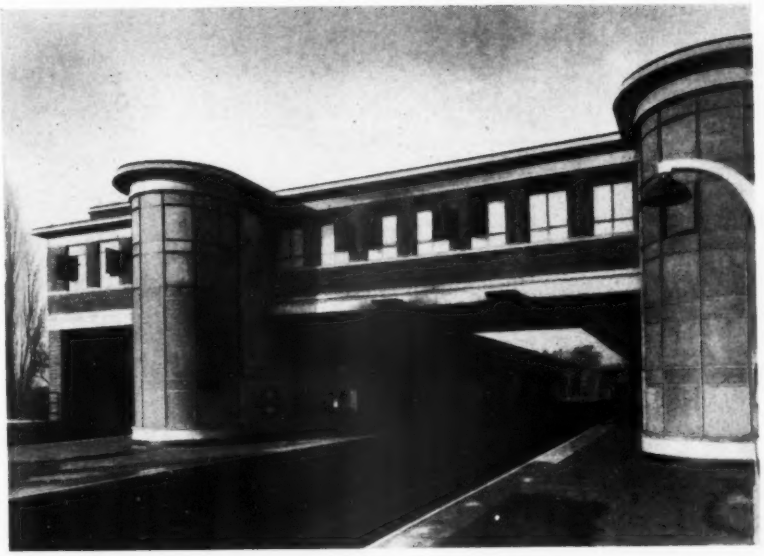
Mr. Murray, who was 61 years of age, was County Architect to the Staffordshire County Council, to which position he was appointed in 1929.

STATION

BY ADAMS, HOLDEN AND PEARSON



ELEVATION OF BRIDGE OVER RAILWAY TRACKS



Top and above, two views of the bridge over the tracks taken from the platforms of the new station for the London Passenger Transport Board. The bridge houses the yard master's and foreman's offices, lamproom, trainmen's mess, and locker rooms, and has direct access to each platform by semi-circular staircases.

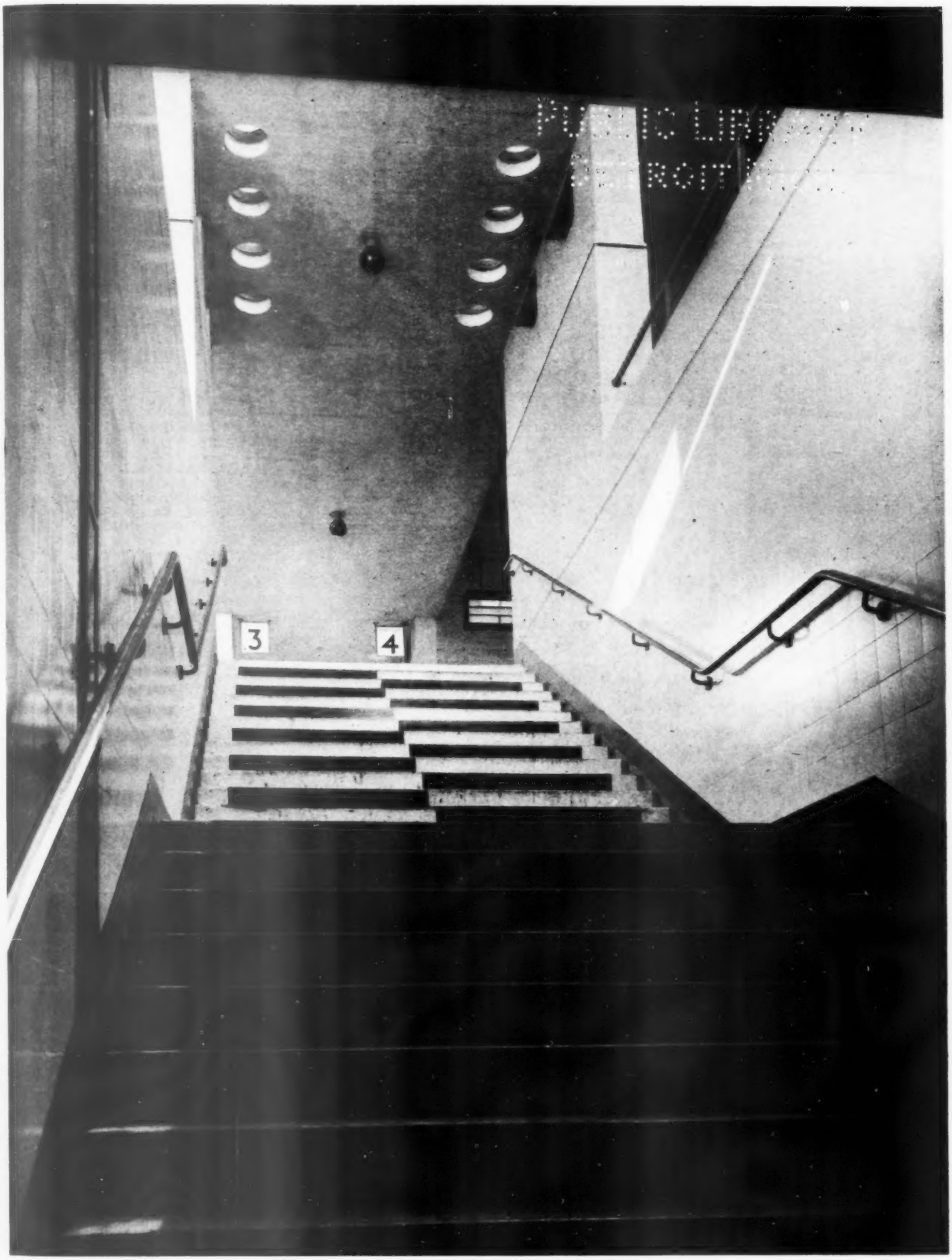
GENERAL—The station for the London Passenger Transport Board provides four tracks on an open embankment and replaces an old out-of-date building serving only two tracks. It is also a change-over depot for train crews and has a coal and goods yard. The platforms at embankment level are partly covered by concrete canopies and further protected by screen walls, serving also as an orderly advertisement hoarding, and provided with enclosed waiting rooms at each end. The wing adjoining the principal entrance comprises office accommodation and faces an open space, at present only half its eventual size, forming a bus station and turn-round and destined to have a waiting room on the central island.

EXTERIOR TREATMENT — The architectural treatment bears a family resemblance to that of all recent L.P.T.B. stations, carried out under the supervision of the architects, Messrs. Adams, Holden and Pearson, with concrete and artificial stone copings, strings and canopies and Buckinghamshire brick facings to the brick walls.

Above, two of the platforms ; right, the principal entrance to the station and, on the right, the coal and letting offices.

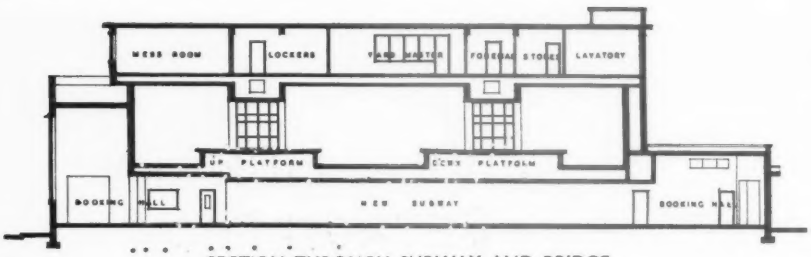
SECTION THROUGH CENTRE RAILWAY TRACK

UNDERGROUND STATION



One of the staircases leading from the subway from the booking hall at street level to the platforms.

DESIGNED BY ADAMS, HOLDEN AND PEARSON



SECTION THROUGH SUBWAY AND BRIDGE

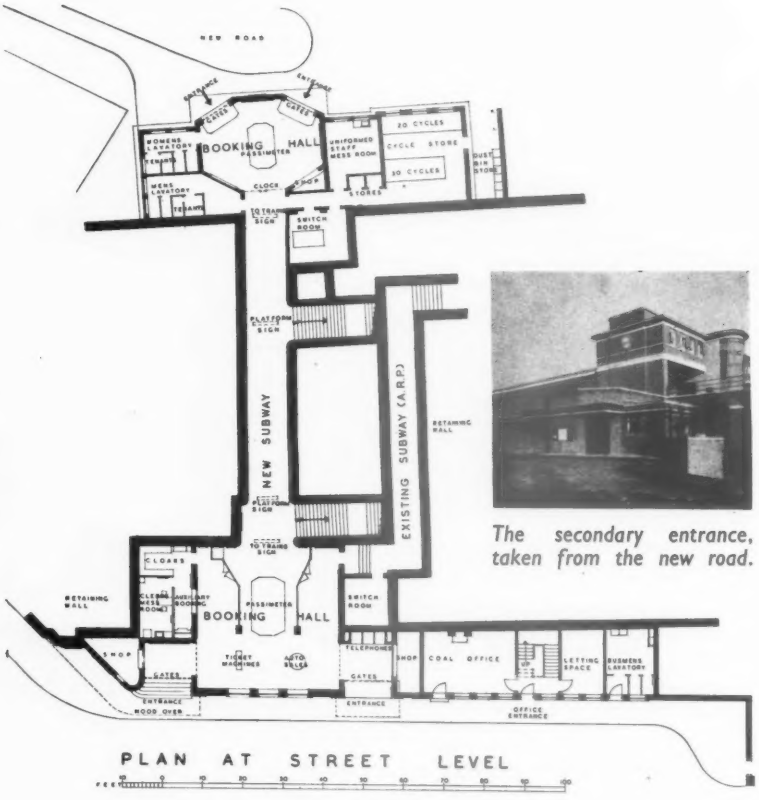
This is an address by HOWARD ROBERTSON *delivered before a meeting of the Illuminating Engineering Society at the Royal Society of Arts.*

Advance Planning in LIGHTING Reconstruction

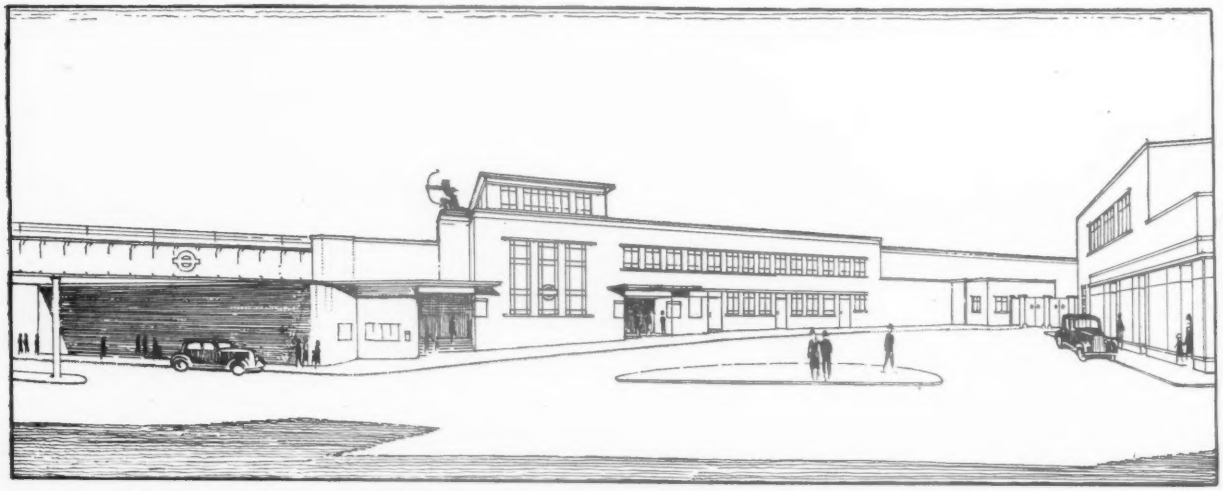
The planning and architectural aspects of reconstruction are but elements in the pattern of general reconstruction, which in turn must be based on a social, political and industrial policy. To take a concrete example :—There are some who hold that Great Britain will not, after the war, be in a position to rank as a great mass-producing industrial nation, capturing markets by the supply of cheap, efficient, utility products. That, on the contrary, our highest asset, our greatest commercial tradition, derive from *quality* as opposed to quantity. That England in the future should be the place where people go to procure the best things of their kind.

Suppose such a policy were implemented. We would then logically attempt to bring into our planning and building those same standards of quality which we would be aiming at in industry. We would say, with truth, that what we have been doing for the past 50 years or more is not good enough. That we have little by little sacrificed everything to expediency. That we have always been too willing to spoil town and countryside by mess, untidiness, and slipshod planning and construction, provided that it brought an immediate return and showed considerable saving over doing the same thing in a much better alternative way.

The conception of post-war planning and architecture will have to be examined in the



The secondary entrance, taken from the new road.



STATION. *BY ADAMS, HOLDEN AND PEARSON*

light of general policy. We might say—there will be no money to spare, an enormous amount to rebuild, and to build afresh. It must all be done very quickly. Therefore, we must work on simple clear-cut lines, and be practical, which may well mean that æsthetics—in their aspect of service to the community—have to take a secondary place. As regards buildings, we can assume that heights are controlled, standardized economic spacings for spans will be available, fenestration is governed by daylight illumination graphs, and standardized elements can do the rest, especially if certain ranges of materials are specified for certain streets. In housing, the system will be the same, or more so, because housing can be pared down to a very low point and still provide adequate shelter.

If something like this is envisaged in reconstruction, it is pretty safe to guess that such questions as illumination will be treated in the same spirit. Provided that you can get light at night as well as by day, the minimum necessary that anyone can ask for will have been provided.

But if that is going to be the national policy, we can say good-bye to the finer conception of planning and building which regards all technical and scientific progress as profoundly influencing design, and as calling for far more design ability than ever before. Architecture is not merely designing and putting up strong economic workable buildings. It embraces the welding into the structure of all the complex services required to-day and doing it in such a way that all these services are combined and focused to make a resultant building, not only useful but functional in the sense of satisfying the higher demands of the spirit. If man is merely an animal, give him a kennel, if he is anything like homo sapiens, let us work along different lines.

Illumination provides a capital instance of showing the difference between building and architecture. Suppose you put up a factory in peace-time, building it in the quickest and cheapest way, perhaps with north-lights, and then call in the illuminating engineer to string his lights wherever the equipment and heating engineers have left him some room. Will you get an efficient factory? You won't. Compare such a building with some of the latest American factories where lighting—whether fluorescent or wire filament—is admirably built into the structure, not interfering with daylight or any other requirements. In which factory will the work be more efficient? Which is just construction and which architecture?

Take again a shop. For example the new Tiffany Shop in New York, which is admirably illuminated both generally and in the showcase detail by lighting practically invisible. That lighting is all built-in. It could never have been achieved if it were not that the whole design of this showroom is built-up round the lighting. I am not quoting these examples in order to go into detail. What I am trying to stress is that illumination is part of architectural design, and in that I include the design of streets and cities.

Furthermore, I believe that illumination should enter into all reconstruction conceptions. That standards should be set and insisted upon, and that there should be legislation to ensure control of signs, standard illuminated street numbers, and the lighting of public streets and open spaces.

The whole field has been admirably covered by Mr. R. O. Ackerley in his paper read before the Illuminating Engineering Society in May, 1941, entitled Lighting and Reconstruction. Everyone interested should read that paper. It has obviously been constructed with great care, and after consideration of suggestions made to the lecturer by many qualified people. In it Mr. Ackerley points out that we are on the verge of great progress and possibly fundamental changes in sources of illumination.

What is wanted now is to go a step further and implement that collaboration between the architect and the illuminating engineer which, as Mr. Ackerley said, provides the only hope of furthering the common cause.

The difficulties are very great. Few qualified individuals have the time or the means to devote to this subject the necessary time. Committee work is not rendered easier by the fact that innumerable architects cannot earn a bare living these days. They have to turn to something else; they cannot live on air and on the innumerable offers of unpaid work which is about all they get.

In my opinion, the Ministry of Works and Planning ought to appoint a Director of Illumination in the same way as it has Directors of Bricks, of Standardization, etc., and it ought to appoint a small paid panel of qualified men from the Illuminating and Architectural professions to make a proper study and report. Only that way will it get results. The Ministry cannot do the work itself, nor is there anything to prove that the Ministry unaided would have the right outlook on Reconstruction. It may confuse the necessity for rapid temporary building in the immediate post-war period with the long-term policy of setting far better standards for the future. It will require great courage on the part of the Minister to convince the Government that to do things badly, and cheaply (in the derogatory sense) is to breed endless trouble in the future. One of our great defects is the inclination to patch, and make do, and consider expense first and foremost, without profiting by that bitter experience which shows time and again that we pay a far higher price in the end.

Parsimony and lack of imagination at the outset go hand in hand in too much of our national business. Illuminating Engineering is one of the professions which is going to suffer most from just such policies. So is Architecture. Perhaps joint representation in right Government quarters may achieve results. This meeting will, I hope, express its opinion and give guidance. I do not think we are here to discuss details of technics, or claims of rival systems, but to table our views on the importance or otherwise of considering illumination—and it will be almost the first time we have done it—as part and parcel of a programme of construction.

PURCHASE OF CONTRACTORS' PLANT

The following points arise in connection with the notice published on page 237 of last week's issue.

Scope of Permit System.—Permits to purchase the types of plant listed in the previous notice and below are required by all purchasers (other than Government Departments) obtaining plant for their own use. Thus permits to purchase are required by all contractors, whether or not they are engaged wholly or partly on Government contracts for one or more Departments, and by all local authorities and public utility companies and other civil users. Application must be made to the Ministry of Works and Planning, AS. 72, Lambeth Bridge House, S.E.1, on the form AS. 72/CP/AR1, obtainable from the address given.

Permit Plant.—The following additional details are available concerning permit plant listed in the previous notice: (*a*) Bitumen mixers. This includes asphalte mixers and cookers. (*b*) Locomotives, narrow gauge. This includes only locomotives of contractors' type, 3 ft. gauge or less. (*c*) Screening plant, portable, for aggregates. This includes rock-crushing plant, portable, for road construction and aggregates only. (*d*) Tarmacadam plant. This includes portable or mobile plant only. (*e*) Tipping waggons. This includes railway waggons of contractors' type, 3 ft. gauge or less, and contractors' tipping waggons on road wheels. It does not include tipping lorries on road wheels.

Non-permit Plant.—(*a*) Manufacturers of the following types of plant should apply for steel replacements from the Ministry of Supply DDG/REE, South-West Wing, Bush House, W.C.2.

1. Pneumatic drills.
2. Asphalte cauldrons.
3. All spare and repair parts for the above and for permit plant.

(*b*) Manufacturers of the following types of plant should apply for steel replacements to the Board of Trade, Industrial Supplies Department, Millbank, S.W.1.

Pulley blocks.

(*c*) Manufacturers of the following types of plant should apply for steel replacements to the Ministry of Works and Planning, AS. 72, Lambeth Bridge House, S.E.1.

1. Railway tracks of contractors' type, 3 ft. gauge or less.
2. Wheelbarrows and navvy barrows.
3. Steel shuttering.
4. Steel piling.

NOTE.—Purchasers may obtain plant of the types listed in (*a*) (*b*) and (*c*) above, including all spare parts (except wire ropes) direct from the manufacturers, without a steel authorisation. They should not therefore make individual application for steel, which will be covered by a "float" to be provided by the appropriate Ministry, mentioned in (*a*) (*b*) (*c*) above.

(*d*) All persons intending to purchase plant of the following types should apply for steel authorisations from the Ministry of Works and Planning, AS. 72, as above:

1. Wire ropes.
2. Steel scaffolding and fittings.

LUNCHEON TO LORD PORTAL

Lord Portal, the new Minister of Works and Planning, is to be entertained to lunch by the National Federation of Building Trades Employers at the Savoy Hotel on Wednesday, April 8. Mr. Thomas Howarth, O.B.E., J.P., President of the Federation, will preside.

TOWN AND COUNTRY PLANNING ASSOCIATION

"The Dispersal of the Arts" was the subject of a talk by Mr. Ivor Brown at a lunch-time meeting of the Town and Country Planning Association.

In the course of his talk Mr. Brown dealt with pre-war congestion in London—traffic queues, tube queues and theatre queues. He pointed out that the "square mile" round Shaftesbury Avenue contained 30 theatres, all of the main Art Galleries and Music Rooms, as well as films, restaurants and all the chief places of entertainment. In the vast new suburbs that sprang up in the 20 years between the Wars the minority had not even a single community building. Everyone went "up West" for art, entertainment, and to make "whoopee."

In the big provincial centres there was the same trend. The large centres destroyed the small, and all worked to make their own "square mile" of entertainment. Thus the towns of 50,000 to 100,000 became more and more derelict as to the arts, because their populations tended to go to Leeds, Manchester, Birmingham, Liverpool or Glasgow for their diversions and entertainment.

Mr. Brown outlined C.E.M.A.'s experience in war-time. "Plays and concerts visited remote areas and mining villages, bringing good plays and music to rural populations for the first time. It has all been very popular, but it is uneconomic. It is better to have performances, say, in Merthyr or Durham City, and bring the people into these. This should certainly be possible after the War when transport is once more available.

"C.E.M.A.'s experience shows that there are acute signs of hunger all over the country for the arts. There is also amazing ignorance which is founded on a lack of opportunity. Many teachers have never even seen a play."

"The future," said Mr. Brown, "lies with a pattern of dispersed activity beginning in London and moving to the Regional Centres, and from them to towns of 50 to 100,000. The villages, however, are a different problem.

"Such a pattern, if developed, would probably pay its way. The Arts in this country only need endowment to cope with exceptional problems and conditions. They do not need this endowment as a regular diet."

★ *WHAT is the best method of treating stonework in a cellar where it has been partially covered with the fungus usually associated with dry rot from the joists of the floor above?* - - - Q 887

★ *CAN you give me the names and addresses of one or two manufacturers of pressed steel staircases such as might be used in a prefabricated house?* - Q 888

THE ARCHITECTS' JOURNAL

INFORMATION CENTRE

THE Information Centre answers any question about architecture, building, or the professions and trades within the building industry. It does so free of charge, and its help is available to any member of the industry.

Enquirers do not have to wait for an answer until their question is published in the JOURNAL. Answers are sent direct to enquirers as soon as they have been prepared. The service is confidential; and in no case is the identity of an enquirer disclosed to a third party.

Questions should be sent to—
THE ARCHITECTS' JOURNAL
45 THE AVENUE,
CHEAM, SURREY.
Telephone: VIGILANT 0087

Q 884

ARCHITECT, SURREY.—*Can you inform me which of the three SERVICES is the best FOR A QUALIFIED MAN—in which Service are his special capabilities likely to be utilized the most?*

As a general rule we consider that architects are most likely to get work for which they are suited, if they join the Army, preferably the Engineers, or as a secondary consideration, Gunnery or Signals.

Q 885

STUDENT, SUSSEX.—*I have just commenced a course of preparation for the subject of TOWN PLANNING contained in the syllabus for the "Testamur" (Final) Examination of the Institution of Municipal and County Engineers. Owing to the war-time conditions I am on loan to the Admiralty and consequently not in a position to obtain any practical experience in this subject. My course of preparation assumes that practical experience is available and no doubt this is most desirable, but as Town Planning will play such a prominent part at the end of the war I do not feel inclined to wait until I can obtain actual experience. Can you advise me of the name of a book or books which will give me a sound insight into the practical and functional aspects (as distinct from the legal aspect) of the subject, to replace as far as possible the practical experience which I cannot obtain.*

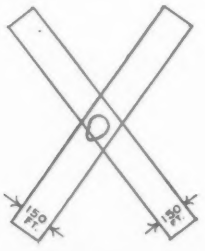
There are a considerable number of books on Town Planning and it is difficult for anyone who has not read them all to advise you as to which of them will be particularly suitable for your purpose. We asked for the assistance of the R.I.B.A. Librarian, who has kindly suggested the two given below:—

Thomson: T. F.—*A Short Guide to Planning Procedure.* Estates Gazette, 1939. 8vo., 134 pp., 6s. 6d.

Thomson: T. F. and Cumberbirch, A.—*Procedure and Progress Schedule for . . . Planning Schemes, etc.* The Town and County Planning Act, 1932. The T — and C —P Procedure Regulations, 1933. Pam. 13 in. priv. prin. (Elmodesham House, High Street, Amersham) (1939), 5s. 0d.

Q 886

ENQUIRER, CHESHIRE.—*I should appreciate your advice on following question: Sketch shows two RUNWAYS*



150 ft. wide to be concreted to a depth of six inches. Where the O is there is a large pond. The pond is about 20 ft. deep and at a guess there is about 6 ft. of slime at the bottom. Now this has to be filled up, as the Runways cross here; the position is important as it carries the two Runways, and if anything went wrong two Runways would be out of commission. The pond is about 40 ft. in diameter. The subsoil in this area is clay, the top soil about four inches deep. Would it be satisfactory for the pond to be filled with hardcore on top of the slime, or would the presence of the slime make this form of foundation faulty?

Hardcore varies in weight according to the type of brick or stone used, and as slime is not a very definite term, it is not possible for us to say what the bearing capacity is. If the slime really is equivalent to liquid mud, there is no doubt that its bearing capacity would not be sufficient to stand the weight of hardcore which you propose filling in on top. For this reason we think that the hardcore would sink to the bottom of the pond, and, further, that the slime which would be forced into the interstices of the hardcore would have no harmful effect.

We should like to make it clear that our remarks are confined to the effects of the slime; such a depth of hardcore would have a tendency to settle unless consolidated in layers. The desirability of the foundation as a whole appears to be one for the appropriate Ministry.

Q 887

ARCHITECTS, YORKS.—*We should be glad of your opinion as to the best method of TREATING STONEWORK in a cellar where it has been partially covered with the fungus usually associated with dry rot from the joists of the floor immediately above. We know, of course, that creosote is an effective remedy to apply to the diseased floor timber, but whether the best plan as regards the wall is to knock off the dry rot fungus by cleaning with a wire brush and then apply creosote to prevent further growth to the wall surface is another question, upon which we shall be pleased to have your opinion.*

In your enquiry you state that you know that "Creosote is an effective remedy to apply to diseased floor timber." This is not the case; all infected woodwork should be removed and burnt.

To guard against a recurrence of the trouble, it is advisable to treat the sound timber in the immediate neighbourhood, or subjected to the same conditions, with a preservative, and Creosote is suitable for this purpose, but it should be Creosote conforming to the British Standard Specification No. 144, and should be applied hot in two coats, at a temperature of 140° F. In this connection it is worth mentioning that Creosote should not be used where food is stored, and

there is a risk of it "bleeding" through paintwork or into plaster.

With regard to the walls, all fungus growth should be carefully removed and burnt, and dust and dirt which may contain spores of fungus should be removed as far as possible. The walls should then be sterilized and the most effective method is by the application of heat. Normally a blow lamp can be employed and the flame should be applied evenly and slowly over the surface until the latter becomes uncomfortably hot to the touch. If the fungus has travelled behind the plaster, it should be removed and the face of the wall sterilized.

If the fungus has penetrated into the centre of the wall, treatment by heat may not be sufficient and the surface of the wall should be coated with an antiseptic solution; for this purpose a solution of sodium fluoride or of magnesium silico-fluoride is suitable (see footnote). After the surface of the wall has been sterilized it may be desirable to cover it with a layer of cement rendering or hard plaster to assist in sealing in any fungus that may still be alive.

The necessity for the latter precaution must depend upon the extent of the growth and the nature of the walling, and must be left to your judgment, but we would remind you that dry rot is very virulent and is likely to appear at a later date if not entirely eradicated and the causes removed.

For your information, our remarks are based on Forest Products Research, Bulletin No. 1, *Dry Rot in Wood*, third edition, published by the Department of Scientific and Industrial Research, price 1s. 0d., which deals with the whole problem in great detail, and which you might like to study.

*A Solution of sodium fluoride can be made by dissolving 6 ozs. of commercial sodium fluoride in 1 gallon of water. Two coats should be given and it should be used cold, and be applied by means of a brush, every effort being made for penetration into the cavities and cracks.

Q 888

ENQUIRER, DEVON.—*I am an architectural student preparing a thesis on PREFABRICATION in respect to the post-war housing. Could you give me the names and addresses of one or two manufacturers of pressed steel staircases such as might be used in a prefabricated house.*

We suggest the following :—

Messrs. Fredk. Braby & Co., Ltd., Petershill Road, Glasgow, N.

Messrs. Haywards, Ltd., Union Street, Borough, London, S.E.1.

TRADE NOTES

ANNOUNCEMENT

Colonel H. B. Sankey has joined the Board of Directors of Harris & Sheldon Ltd., shop design, equipment and display specialists. He also holds the following directorships :—Guest, Keen & Nettlefolds, Ltd., John Lysaght & Co., Ltd., Joseph Sankey & Sons, Ltd. (Chairman), and Robert Jenkins & Sankey, Ltd.

LIMESTONE AGGREGATE FOR PORTLAND CEMENT CONCRETE

Notes on Carboniferous and Mountain Limestone as an aggregate for Portland Cement Concrete is the title of a new booklet compiled by Messrs. Derbyshire Stone, Ltd., of Matlock. The information relating to limestone and the principal factors which determine the efficiency of a Portland cement concrete is given under the following heads: fire resistance, compressive strength, flexural strength, shrinkage and volumetric charge, permeability, slipperiness, workability and durability, and all these properties are dealt with in detail. After prolonged investigation Messrs. G. & T. Earle, Ltd., Cement Manufacturers, decided as far back as 1928 to use limestone as the coarse aggregate for the whole of the concrete for the erection of their new works, and this was done in the construction of the buildings, foundations, storage tanks, silos, and two large chimney stacks. Over 30,000 tons of crushed limestone was used for this work. When extensions took place some years later, linestone was again used as the coarse aggregate. During eighteen months more than 60,000 tons of limestone aggregate was used in Portland cement concrete in one factory alone with, it is stated, eminently satisfactory results.