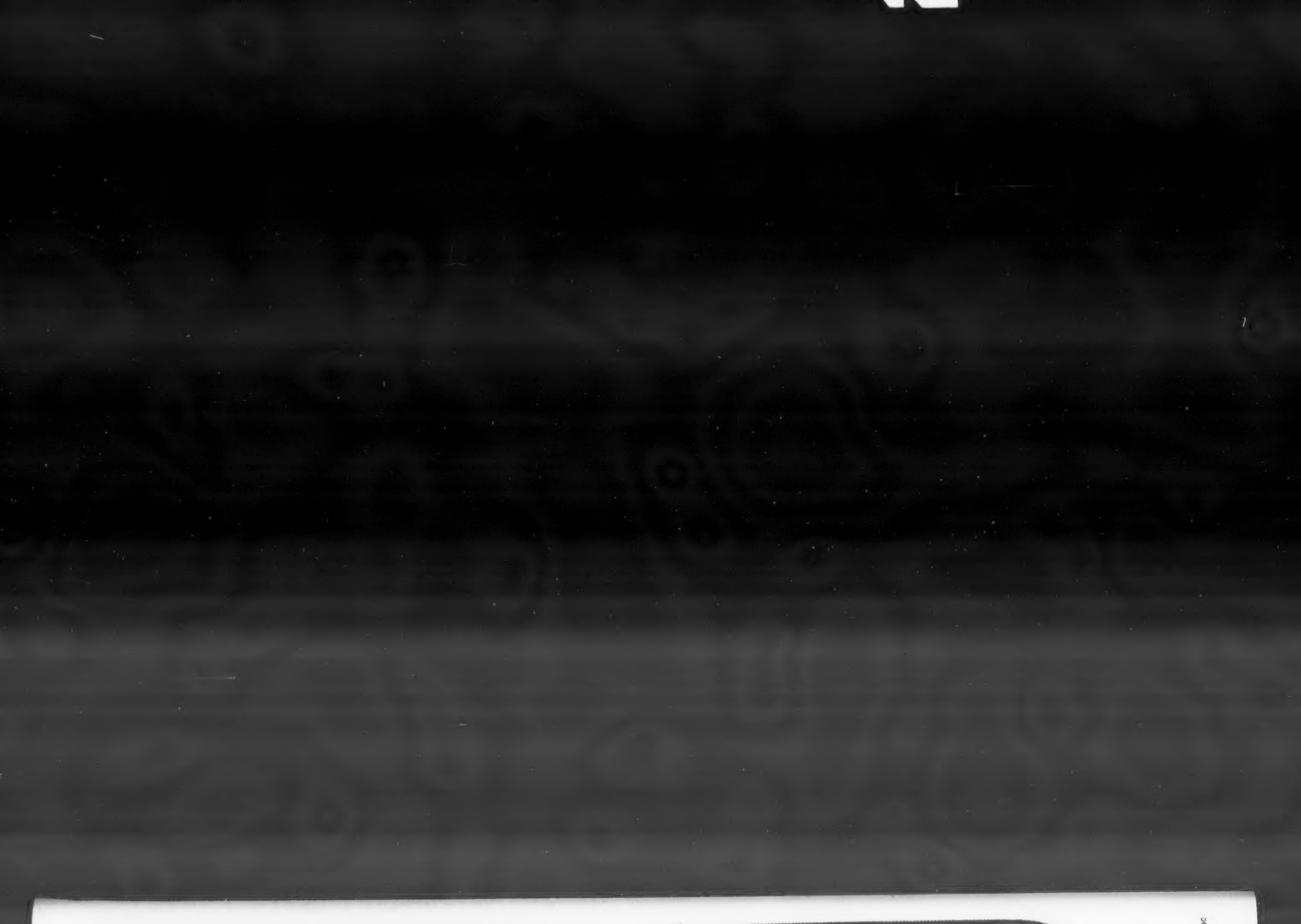
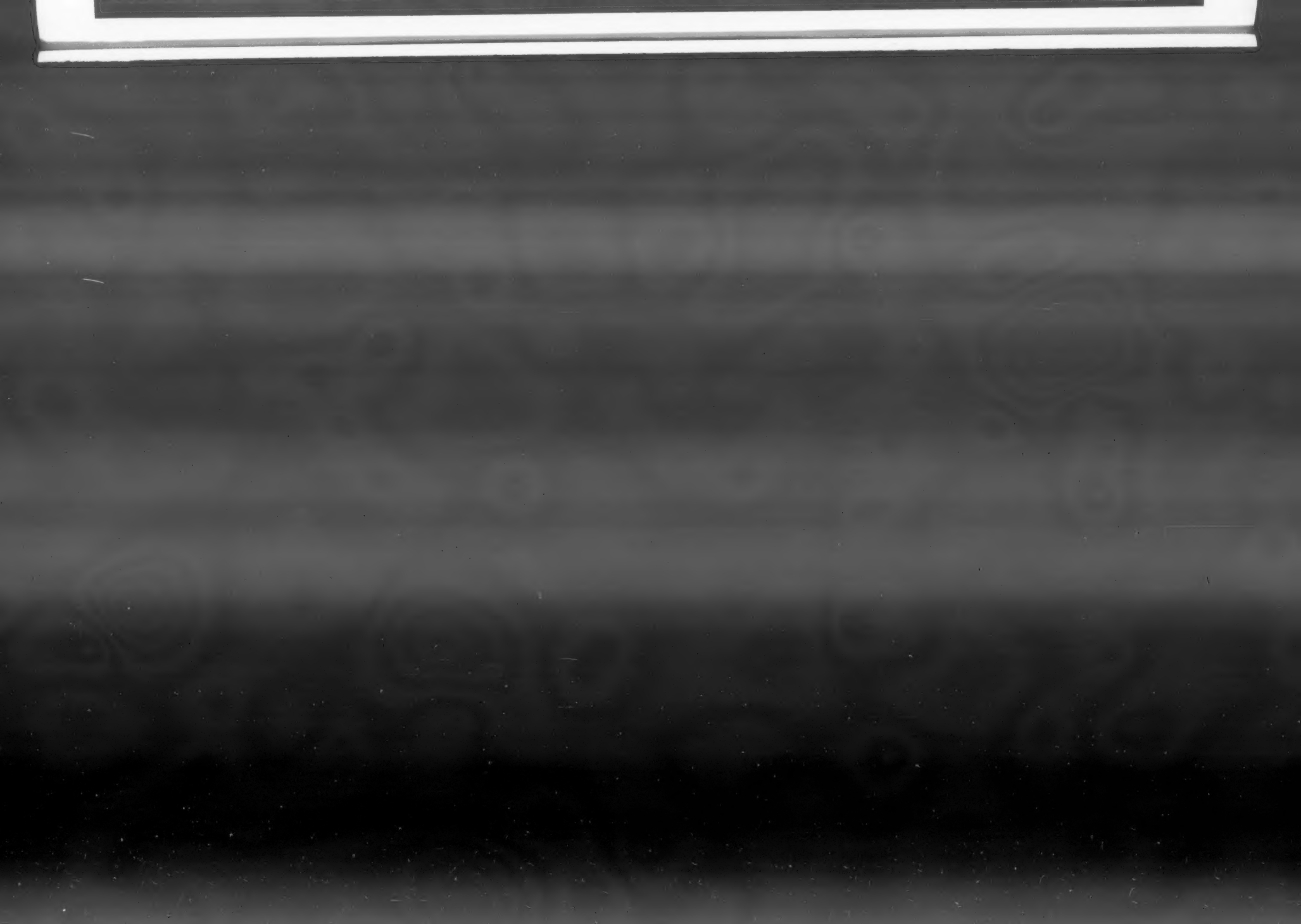
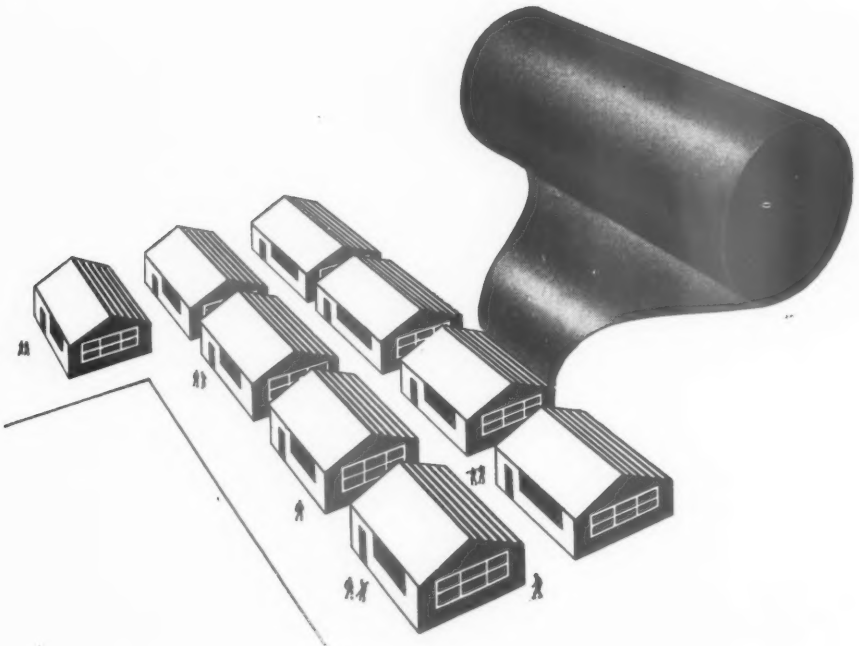
# Alphabetical Index to Advertisers



For Appointments (Wanted or Vacant), Competitions, Open, Drawings, Tracings, etc., Educational Legal Notices, Miscellaneous Property and Land Sales—*see* pages xxiv and xxvi.







# Warm-hearted walls!

WHEREVER A wooden building goes up, whether for army or civilian or storage use, wind and damp come creeping around to destroy the comfort and security of whatever lives within . . .

Line all wooden walls — and roofs — with IBECO waterproof kraft ! No wet or damp gets past the close-knit fibres of IBECO, impregnated with bitumen *in the process of making.*

No extremes of temperature will "sweat out" the bitumen from IBECO. It has no fragile skin of proofing to break down with handling, folding or stretching. It is waterproof to start with and it *stays* waterproof. It has excellent insulating properties against heat and cold. It is completely light-proof. There are four weights, and the lightest costs round about twopence a square yard.

Use it in air-raid shelters, too ; under wallpaper on damp walls ; beneath parquet where moisture is suspected. It spells shillings' worth of insurance against pounds' worth of damage and discomfort.

IBECO is British-made (remember that in war-time !) and is in steady production all the time. Technical details, samples and prices on request.

**WATERPROOF IBECO KRAFT PAPER**

MADE BY C. DAVIDSON & SONS LTD., DEPARTMENT K.6 : MUGIE MOSS, BUCKSBURN, ABERDEENSHIRE

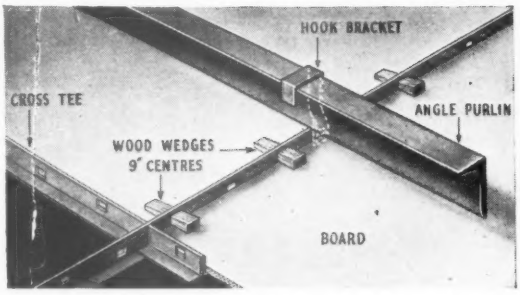
AnD WEDGE METHOD

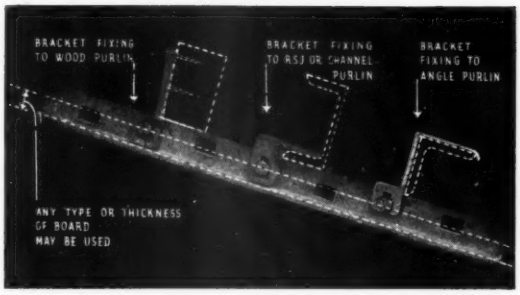
Patent No. 519406

# FOR APPLYING ANY TYPE OF BOARD TO CEILING & WALLS

The Wallboard is secured to sherardised, pressed steel, slotted T-section by wedges. To the right are shown the methods of attaching the support to various forms of purlin.

*Escalator Tunnel at St. John's Wood Underground Station. Architect: S. A. Heaps.*




## 8 POINTS TO BE NOTED

1. Fixed to UNDERSIDE of purlins — steel or wood — covering unsightly hook bolts, clips, etc.
2. Assures the insulating value of air-space between roof and underside of purlins. No dust or dirt.
3. Can be fixed to steel or wood purlins of roofs and joists of flat ceiling.
4. No unsightly nail heads showing.
5. Can be applied to new or old buildings of any construction independently of the roofing contractor, who proceeds with his work ahead of the AnD Wedge Method.
6. Any thickness of board can be used, from $\frac{1}{8}$" to $\frac{5}{8}$".
7. This method can be used for applying linings to exterior walls.
8. The simplicity of application is such that any contractor can apply the AnD Wedge Method, and the materials making up this method can be purchased by the contractor.

*Full particulars, specification and a typical layout will be sent on request*

# C. F. ANDERSON & SON, LTD.

*Wallboards for Government Work*

Send us your "certificate of requirements" (such as Form PC/WD/1 War Dept.) and we will arrange for licence application to Paper Control

HARRIS WHARF, GRAHAM STREET, LONDON, N.1. TELEPHONE: CLERKENWELL 4582

AN/40

# 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
BY POST TO CANADA ..... £1 3 10
BY POST ELSEWHERE ABROAD ..... £1 8 6
SPECIAL COMBINED RATE FOR SUBSCRIBERS TAKING BOTH THE ARCHITECTURAL REVIEW AND THE ARCHITECTS' JOURNAL: INLAND £2 6s.; ABROAD £2 10s.
SUBSCRIPTIONS MAY BE BOOKED AT ALL NEWSAGENTS

*

SINGLE COPIES, SIXPENCE; POST FREE, EIGHTPENCE. SPECIAL NUMBERS ARE INCLUDED IN SUBSCRIPTION; SINGLE COPIES, ONE SHILLING; POST FREE, 1s. 3d. BACK NUMBERS MORE THAN TWELVE MONTHS OLD (WHEN AVAILABLE), DOUBLE PRICE.

*

SUBSCRIBERS CAN HAVE THEIR VOLUMES BOUND COMPLETE WITH INDEX, IN CLOTH CASES, AT A COST OF 10s. EACH. CARRIAGE 1s. EXTRA

*

45 *The Avenue, Cheam, Surrey*
TELEPHONE: VIGILANT 0087-9 (3 LINES)

*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, JULY 23, 1942. NUMBER 2478: VOLUME 96

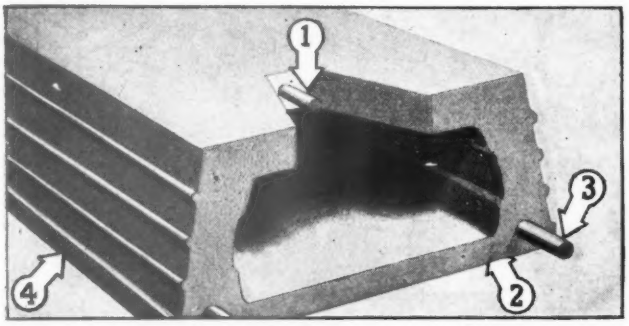
## PRINCIPAL CONTENTS



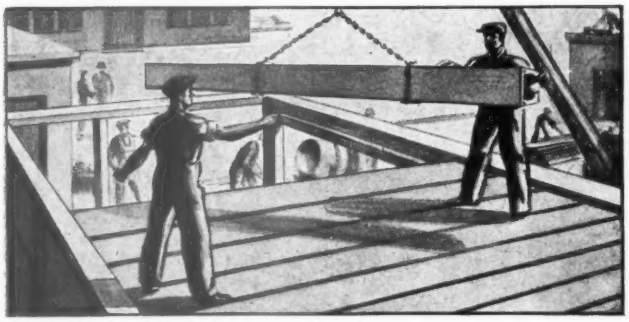
*The fact that goods made of raw materials in short supply owing to war conditions are advertised in this* JOURNAL *should not be taken as an indication that they are necessarily available for export.*

*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.*

# Save Timber-Time-Labour




**SPECIAL FEATURES:** 1. Designed compressive strength ensured by accurate thickness of top flange. 2. Smooth and level soffit requiring no plastering. 3. Steel reinforced. 4. Without twist or wind. 5. Recess at end to provide for in situ concrete filling over supports to take up shear and compression stresses.



**EASE OF INSTALLATION:** Easily and quickly laid by ordinary labour. Girling Beams also form an ideal working platform for following trades thus reducing building time to the minimum.

**FREE TECHNICAL ADVICE:** The services of our Drawing Office Technical Staff are at your disposal for assistance and advice on all matters relating to the use of precast concrete units.

# GIRLING'S

Replacing now scarce timber and steel, Girling's Precast Concrete Hollow Beams are to-day being specified extensively for wartime priority flooring and roofing installations.

# HOLLOW

Combining strength with lightness, they are designed to carry loads from 30 lbs. to 5 cwts. per super foot, and are available in any length to suit individual needs.

# CONCRETE

Enabling fixing progress at the rate of 1,000 yards per day to be maintained, and saving 3/- per yard by dispensing with undercoats and plastering, Girling Beams are a definite aid to economy.

# BEAMS

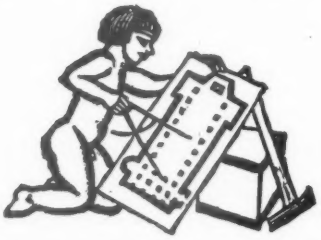
BY APPOINTMENT

## GIRLINGS FERRO-CONCRETE CO., LTD.

**SOUTH:** Great West Road, Feltham, Middlesex. *'Phone : HOUnslow 1158.*
**MIDLANDS:** Rothwell, near Leeds. *'Phone : Rothwell 3174 (Leeds Extension)*
**SCOTLAND:** Southbank Road, Kirkintilloch, Glasgow. *'Phone : Kirkintilloch 1785*

## -for all flooring and roofing requirements

*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*

"And when he (Herod) observed that there was a city by the seaside, that was much decayed, its name was Strato's Tower, but that the place, by the happiness of its situation, was capable of great improvements from his liberality, he rebuilt it all with white stone and adorned it with several most splendid palaces, wherein he especially demonstrated his magnanimity . . . Besides this, he brought a mighty quantity of water from a great distance and at vast charges."

*Josephus, Wars of the Jews. Book I. Chapter XXI.*

# NEWS

★ *Mr. Felix J. Samuely replies to our criticisms of the MARS plan for London* page 54

★ *Three weeks of the nation's time has been saved by 35 men building the site construction for an army camp* page 60

## MOWP

The Ministry of Works and Planning will cost the nation over £5,000,000 in salaries and expenses during the year ending March 31, 1943. Details are given in a supplementary estimate which shows that the total expenditure will be £5,765,400, of which salaries account for £5,282,900.

## SHEFFIELD CATHEDRAL

The Provost of Sheffield (Dr. A. C. E. Jarvis) announces in the *Sheffield Cathedral Messenger* that the part of the enlargement scheme for which a war-time licence was secured is now nearing completion; and that the response to the public appeal issued four years ago has been £87,888 11s. 6d.

## SALVAGE

Reports reaching the Waste Paper Recovery Association show that many offices and factories throughout the country are not bothering to keep their waste paper separate from other salvage. In areas where sacks are provided for the collection of office and factory waste, it is evident that sacks provided for waste paper only are being used as general dustbins. The result is that sacks supposed to be full of waste paper are arriving at the paper mills containing every possible type of salvage—rags, string, rubber, bottles, tins and even old boots and odd bits of machinery.

Serious hold-ups at the paper mills are a result of this practice. In one mill near London visited by a representative of the Waste Paper Recovery Association recently, production has dropped by 15 per cent. in recent weeks because of damage to plant from foreign matter such as tins and bottles and the necessity for frequent clearing out of clogged machinery.

Besides the loss in production there is the serious loss of valuable salvage, including paper which cannot be separated from rags, string, etc., to which it has adhered in the process of being pulped. In one mill a recent delivery of waste paper weighing 30 tons produced, after sorting, one ton of tins alone, besides quantities of string and rubber.

## COMPETITION

Mr. Percy Dalton invites architects, town planners, architectural and/or town planning students to submit, in competition, designs for the development of the Castle Site, including the Parish Church, the Roman Fort, Bridges and land adjoining the River Wharf, Ilkley. Assessors: J. S. Allen, B.ARCH., A.R.I.B.A., M.T.P.I.; D. L. Bridgwater, B.ARCH., A.R.I.B.A.; John Dower, M.A., A.R.I.B.A., A.M.T.P.I.; R. H. Mattocks, DIPL.C.D., P.P.T.P.I. Premiums: 50 guineas, 30 guineas, 20 guineas. Last day for submitting designs, September 30, 1942. Last day for questions, July 30, 1942. Conditions of the competitions may be obtained on application to Mr. Percy Dalton, Leeds, 9. No deposit.

## R.I.B.A.

The R.I.B.A. Library will be closed entirely from Monday to Saturday, August 10 to 15, for cleaning and stock taking. During this week it will not be possible to answer library telephone calls nor to deal with the issue and receipt of lending library books. Books on loan which would normally have to be returned that week will be automatically extended for return to Monday, August 17.

The following cablegram has just been received by the R.I.B.A. from Moscow: "On behalf all architects our country we send cordial greetings Royal Institute British Architects on occasion conclusion Treaty between Great Britain and Sovunion. Our organisation is united with you not only by professional and creative interests in common, but also by singleness our aspirations and efforts in great fight against common enemy, against barbaric Hitlerism. Architects our country give all their strength and knowledge to this fight and attentively follow wartime work their British colleagues. We are sure that henceforth our friendly relations will grow still closer and that architects both our allied countries will multiply their efforts for achieving sacred aim—our common victory over enemy.—Union Sovarchitects K. Alabyan, Secretary General Transmitted Society Cultural Relations—Liberson."

The following reply has been sent: "K. Alabyan, General Secretary, Union Soviet Architects, Granatny 7, Moscow, 2, U.S.S.R. Royal Institute of British Architects warmly welcomes Treaty between Great Britain and Soviet Union. It confirms friendship already existing between the architects of our two countries. We are united in determination to crush common enemy of freedom, and to work together for creation of a better and happier world.—William Henry Ansell, President Royal Institute of British Architects."

# *Planner of Greater London*

***In April of last year Lord Reith, then Minister of Works and Buildings, asked the L.C.C. to prepare plans for the reconstruction of London. It was decided that the plans should be carried out by the Architect to the L.C.C. and his staff and that Professor Leslie Patrick Abercrombie, M.A., F.R.I.B.A., should act as consultant. Lord Portal, Lord Reith's successor, recently announced in the House of Lords that these plans were now in an advanced stage of preparation and he was therefore of the opinion that the time had arrived when consideration should be given to the planning of the area surrounding the County of London. He had therefore appointed Professor Abercrombie to carry out this scheme. Born in 1879, Professor Abercrombie was educated at Uppingham. He was Professor of Civic Design, University of Liverpool, from 1915 to 1935, when he became Professor of Town Planning at University College, London. He is Chairman of the Housing Centre and the C.P.R.E., and a member of the following bodies: Royal Fine Art Commission; Royal Commission on the Location of Industry; Miners' Welfare Commission; National Camps Corporation; Advisory Panel on Planning to MOWP. He won (in partnership with S. A. Kelly) the competition for the replanning of Dublin and is consultant to the Dublin Corporation. He is the author of a number of publications, including several regional reports and plans.***

The R.I.B.A. Intermediate Examination was held in London, Manchester, Leeds and Belfast from May 15 to 21, 1942. Of the 115 candidates examined, 39 passed and 76 were relegated. The successful candidates are as follows:

Angus, Alexander Valentine; Bull, Roy Herbert Ernest; Burford, Douglas William; Capey, Alan George; Cheetham, James Harold; Coakes, Peter Arthur; Cousins, James Sydney; Cumming, Geoffrey Stanbrook; Frankland, George Henry; Freeborn, Rodney Walter; Gardner, Vernon William Robert; Goddard, Mark; Grose, William Peter Jackson; Grove, Donald Edward; Halliwell, Laurence Victor; Harvey, Kenneth (subject to completion of testimonials of study), Henly, Rupert Desmond; Hodgson, Frederick Archibald; Horsham, Ronald John Eric; Houghton, John; Humphreys, Henry Robert; Jarvis, John Kenneth; Johnson, Peter Eatough (subject to completion of testimonials of study); Johnston, Cecil; Keen, Frederick Jack; Leach, Alexander; Levy, Michael Metcalfe; Mack, George Robert Ashworth; Mason, Richard Anthony; Moon, Arthur Leslie; Oldham, George Scarr; Pert, Keith Giscard; Purkiss, Donald Newton; Spurr (Miss) Margaret Enid; Taylor, Maurice James Wilson; Todd, Philip Matthew; Vickery,

David John; Westrope, Frederick Henry; Wyatt, Samuel Thomas.

## IN PARLIAMENT

*MOWP.*—Mr. Cyril Lloyd asked the Parliamentary Secretary to MOWP., by whom Professor Abercrombie was selected to undertake the replanning of London; whether he was a whole-time member of the staff of the Ministry; and what were his emoluments?

Mr. H. Strauss (Joint Parliamentary Secretary, MOWP), replied that on the suggestion of the Standing Conference on London Regional Planning, which represented the local authorities concerned, Lord Portal intended to appoint Professor Abercrombie to prepare the outline plan and report for the area surrounding London so as to form, with the plans of the city and county of London which were already being prepared, a comprehensive plan for the whole region. Professor Abercrombie would be paid a fee as a consultant and it was not proposed that he should become a member of the staff of the Ministry. The exact terms of the appointment were under discussion.

*Building Construction.*—Mr. Bossom asked the Parliamentary Secretary to MOWP whether, in connection with the construction programme now starting, his Ministry was giving contractors complete information in the way of plans and specifications before work was commenced; whether a time and progress schedule was to be prepared for each undertaking; was a close estimate of the number of operatives and labourers required for each job made before contracts were let; and had he ascertained from the Ministry of Labour that the operatives and labourers required would be available when needed?

Mr. Hicks replied to the question. He said that so far as urgency and circumstances permitted, contractors were given full information before work was commenced; and it was the practice of his Ministry for a schedule to be prepared for each contract to show labour and materials demands, as well as required progress. The Ministry of Labour and National Service was advised at once of all new works and the labour needed for them.

Mr. Bossom said if that was the case, why were so many of the present contracts being delayed for lack of labour? Where was the hon. Gentleman going to get it from.

Mr. Hicks replied: "I cannot accept that statement."

Mr. Bossom: "If I give particulars to the hon. Member to show him that I am correct, will he see that these contracts are finished quickly?"

Mr. Hicks: "Out of the thousands of jobs which are in hand the hon. Member may be able to give me a few cases where the labour force is not equal to the present demand, but then it would not be necessarily true to say, unless the figures had been adequately checked, that the labour was really necessary in such cases."

Major Lyons asked the Parliamentary Secretary to MOWP whether he was aware of the fact that bills of quantities recently issued to potential contractors in respect of certain new works contained some 300 sheets of foolscap paper; and whether, in the interest of economy in staff, handling and paper, he would introduce some simpler and more economical method of estimating for, or carrying out, work of this kind?

Mr. Hicks replied Yes. He pointed out that owing to the urgency of placing contracts for these particular services, it was decided that the most expeditious method of obtaining tenders was to adapt an existing bill of quantities prepared for a recent building of similar type. The length of the bill was partly due to the necessity of providing for alternative methods of hutting construction. In normal cases, bills of quantities based upon the Ministry's Standard Schedule of Prices were used, wherever possible, to secure the economies mentioned by Major Lyons.

*A Committee for the Industrial and Scientific Provision of Housing confidently looks forward to the mass production of houses after the war. On the other hand Mr. Coppock (President of the N.F.B.T.O.) referred to prefabrication talk as nonsense (in a recent speech to the Town and Country Planning Association). What results can we expect from the application of modern production methods to the Building Industry?*

# PREFABRICATION & LABOUR

TWO ideas that seem to go together are dilution of labour and prefabrication. The more the work of shaping parts of buildings is transferred to the factory, people argue, the less skilled the workmen need to be who piece these parts together on the site. How far, one wonders, is this really true?

Skill required for a certain type of work can be judged by two different standards: (i) the time it takes a person to learn a particular job and (ii) the intelligence, *i.e.*, quickness of mind a person must have if he is to learn it at all. The work of a building assembler is undoubtedly less skilled than the work of a specialized craftsman, from the first point of view. But it is not at all certain that it is less skilled from the second. In fact it seems probable that the *reverse* is true. However much one may compare the erection of a prefabricated house to assembly line methods in a factory, there is one big difference between them. The worker on an assembly line performs exactly the same operation again and again and it is virtually impossible for him to do it wrong. The building assembler performs a large number of rather similar operations one after the other—the greater the progress made in simplifying building components the less scope there is for specialization and the greater the variety of operations the building assembler will be required to perform. Much more is required of him than automatic accuracy. Add to this the fact that plans cannot be completely standardized and that standardization has grave disadvantages if it is interpreted to mean more than repetition on a single large site, one sees that the building assembler will need a higher degree of mental quickness and adaptability than is called for by most occupations.

That the quality of labour must be high for this type of

work is borne out by facts. The Nissen hut for instance is a relatively simple type of prefabricated building. Yet it has been found by experience that gangs of unskilled workmen after a fortnight's intensive training are very much slower at erecting a Nissen hut than gangs made up of skilled craftsmen —so much slower that attempts to employ them for this purpose have largely been given up. The reasons for this are illuminating. It appears that the degree of precision needed to make the parts of this type of hut fit accurately together is so great that it is usually quicker in practice to allow for a certain amount of cutting and fitting on the site, which can be done more rapidly by skilled workmen. In other words even skilled craftsmen find difficulty in reaching the required standard of accuracy. Another fact which points in the same direction is that no time can be given for the erection of a B.C.F. hut. Apparently the time required varies enormously according to the quality of the labour available. The quality of the craftsmanship required is obviously not very great, but as the need for craftsmanship is eliminated the need for another type of skill arises—a type of skill which takes a lifetime to acquire or which, if one prefers, one can say must be inborn.

This fact is one which should be taken into consideration when discussing the possibilities of prefabrication as a means of facilitating widespread dilution of labour after the war. The process of acquiring craftsmanship is slow, but it can be acquired by relatively slow-witted people. It is also possible to employ half-trained craftsmen, without loss of speed, by lowering the standard of quality demanded. The average standard of craftsmanship in this country is high and there is no doubt that it could be lowered without impairing the usefulness of building. In an industry, on the other hand, where relatively large parts are factory produced for assembly without alteration on the site, there is no alternative to loss of speed if the quality of the labour is lowered, because the work *must be accurate*. As the degree of mechanization is increased this loss of speed becomes increasingly uneconomic.

It seems from these considerations that the growth of a building industry based on prefabrication is bound to be a slow process, dependent on the rate at which it is possible to recruit a new labour force with a high standard of general intelligence, drawn partly, no doubt, from the existing class of skilled workmen, not necessarily building craftsmen, but chiefly composed of young people not previously employed. While this re-organization is taking place, and it will take time before it can be expected to produce results that are quantitatively important, it seems probable that we must face a period during which old methods predominate. This is no reason for despising prefabrication. It is clear by now that housing will never cease to be a problem until modern production methods are applied to the building industry and that they *must be* applied.

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

# NOTES & TOPICS

THE NEW WORK

It has now been made clear to everyone that an attempt is being made to carry out a large building programme at high speed. Thousands of building operatives are being transferred to chosen sites, the calling up of thousands more is being postponed and everyone is being asked to do their damnedest.

★

The only thing which is far from clear is who is designing, laying out and controlling construction on the sites. The more people one asks about this the more mysterious it becomes; at times one cannot repress a suspicion that no one is doing so—that we are back to the good old days of August, 1939.

★

In the press there have been veiled references to standard hutting and standard plans, to one or two resident engineers (sometimes in khaki and sometimes in tweeds) striding over sites sketching layouts on the backs of envelopes with a mechanical excavator tapping their heels and thousands of sun-browned labourers digging away around them. It is a romantic picture; as romantic as that painted to a delighted House of Commons of Lord Beaverbrook carrying on six simultaneous, separate and lucid discussions, and probably it is equally true.

★

And apart from the newspapers there seems to be something very funny about the Second Building Drive. The one real lesson learnt

from the First Building Drive was the absurdity of thinking one was going to save time by cutting out the careful preparation which was always made in pre-war days before the first soil was turned for a high speed job. The *time of* preparation might have to be cut down in war-time but never the number of things to be prepared or the care with which they had to be considered. Yet it is just this preparation which seems now to be being omitted.

★

The necessities of war can be very stern. One can imagine circumstances in which our rulers have to say: this and that must be done by such and such a date and we intend to take every single man who is skilled in preparing for such things and in controlling their execution and to tell him to do his very best. What one can't understand is this and that being put in hand while larger numbers of those skilled in preparing for and controlling their execution are not asked to help or even whether they can spare men to join the unknown organization which *is* to control so heroic a job. ★

There may be a simple, even a satisfactory, explanation. At the moment one cannot help wondering how long it will be before Sir John Wardlaw-Milne is on tour again.

COMPETITION

The competition for the replanning of a portion of Ilkley, conditions of which have just been issued, is, I believe, the first post-war planning competition.

★

Architectural and town planning competitions in the past have, of course, been attractive features of the profession, particularly to the younger members. In many cases, I imagine, the competitors did the competition partly as a change from routine office work. One well-known architect, who before the war won many competitions, told me that he did them "as they were so much more interesting than crossword puzzles."

★

From the conditions it appears that the minimum restrictions have been imposed on the competitor. The competition is not a large one and drawing has been kept to a minimum although, as it is intended to stimulate public interest, a small but simple perspective is considered desirable. ★

Ilkley, world famous for its moors, has its blemishes like all beauty spots. It will be interesting to see the outcome of this competition.

PREFABRICATING SHIPS

Henry J. Kaiser, whose construction companies helped to build the Coulee, Boulder and Bonneville dams and the San Francisco–Oakland Bridge, has begun to break all records in the shipbuilding industry by *prefabricating* ships. The story is not without interest to architects.

★

Henry J. Kaiser became a shipbuilder just one year ago when he announced his intention of building 10,000-ton Liberty cargo boats in half the normal construction time, which was 105 days. Experts said it couldn't be done but like his namesake Henry Ford, Henry J. Kaiser chose to ignore experts.

★

He took over some shipyards and built one or two new ones. Now he has three big yards on the Pacific Coast in full working order and smashing all records. In May he delivered a ship built in 86 days, and by June he was delivering ships built in 74 days. Now the time has come down to a mere 46 days and he hopes to reduce it still further. It is already well under half the official time. ★

What Kaiser has done for the shipbuilding industry is "to bring ordinary up-to-date production methods into shipbuilding." The bigger the component he can make outside the shipyard the quicker the ship gets built because more people can be set to work at every stage of manufacture and the shipyard itself becomes more and more an assembly plant. ★

This of course is just what architects want to do for the building industry. Architects are said not to know much about building. Well, Henry J. Kaiser knew nothing at all about ships.

MR. STRAUSS SPEAKS OUT

Mr. Strauss' recent speech to members of the Town Planning Institute tempts one to think that the government is beginning to appreciate the real nature of the town planning problem. "Existing town planning powers," he said, "are known to be inadequate. He gave no details of changes to be expected, but he gave an encouraging description of what planning ought to mean.

★

"We are concerned," he said, "not with maps in the flat, but with homes and cities; towns and villages; construction in three dimensions; civic design. Without architecture town planning is mischievous and even useless. . . . Architectural advice is therefore needed at an early stage of the plan. It is again, of course, essential when buildings are designed."

★

It is good to hear such views expressed by a person in authority. Large numbers of plans are said to be in course of preparation without architectural advice of any kind. This situation has, not unnaturally, given rise to considerable anxiety. To postpone the making of plans until after the war is an understandable policy. To prejudice the future by making bad plans now is a policy which doesn't seem to have anything to recommend it. ★

Mr. Strauss went on: "When districts which have been destroyed by enemy action are rebuilt I trust that the street, the square and the crescent, not the individual house, will be regarded as the unit. He attributed existing chaos to a mistaken idea that uniformity is the same thing as monotony. At no great period of architecture, he urged, have people been frightened of uniformity, and pointed to Bath, Bloomsbury and Nash's London as examples of it. ★

In conclusion he advised the public not to confuse physical planning with more hazy questions of reconstruction.

★

There is only one point in this excellent speech which raises a query—maybe it is only a verbal quibble—it is Mr. Strauss' use of the word uniformity.

★

Most architects would, I think, agree that uniformity is the right

word to describe a bye-law street, but that it is most emphatically not the right word to describe Bath or Nash's London. In Lansdown Crescent, for instance, it is true that the same house plan and elevation is repeated a number of times ; but in principle each house is designed as part of a group, and the proportions of each are varied wherever necessary to weld the whole into a single composition. The result is not uniformity but unity.

★

In passing it is perhaps worth mentioning that while terraces, crescents, streets and squares were satisfactory units of development in the eighteenth century, when towns were small and people mostly walked, the modern architect needs a unit that is more in scale with the size of a modern town and the speed of modern transport. He needs a unit of development which will make it possible to get away altogether from the need to design buildings as so much *road frontage*. A street, after all, is merely a compact form of ribbon development.

★

This distinction between unity and uniformity is an important one, because control can produce uniformity, but it can't produce unity. Town planning has failed in the past not so much because town planners have failed to think in three dimensions—angles of light and height restrictions have been part of the machinery of planning from the earliest days—but because they never even aimed at achieving architectural unity. So long as piecemeal development remains the rule, it's difficult to see how they can do better.

★

The problem town planners have got to face if town planning is to produce civic design as worthy of the twentieth century as Bath is of the eighteenth, is the problem of manufacturing an entirely new type of client out of the existing mêlée of small property owners. Would Mr. Strauss call this a " hazy question " ? One is left hoping, but not absolutely certain, that he would not.

ASTRAGAL

# LETTERS

*FELIX J. SAMUELY*

*H. J. KNOWLES, A.R.I.B.A.*

*MAJOR G. B. J. ATHOE,*
*Secretary, I.A.A.S.*

## *The MARS Plan*

Sir,—As one of the authors of the description of the MARS Plan that appeared in *The Architectural Review*, I have read with great interest the leading article in THE ARCHITECTS' JOURNAL for July 9. I should like to say a few words on the questions raised, which seem to be very much to the point, although I had hoped that certain misunderstandings would not arise from the article in the *Review*.

(1) It has never been the intention of the MARS Group Town Planning Committee to advocate a uniform or standardized town. On the contrary, the idea of a master plan is merely to provide a working system, or a skeleton on which to develop the town, and it was always assumed that rehousing would be the task of the whole architectural profession and that every residential unit would be designed by a different architect. Each architect would have to conform with certain general principles, which would hamper his personal ingenuity no more than present town planning regulations do. The committee has never taken it upon itself to provide a general standard of design.

Unfortunately, an example of detailed planning had to be worked out if the committee did not wish to lay itself open to criticism on the ground that the grid was theoretical, not practical. It would be very misleading if more importance was attached to the example than was intended.

(2) According to the MARS plan, industry need not be entirely concentrated along the main artery but, as pointed out and shown in Table 4 and Figure 8, a certain part of it should be arranged near the goods ring, i.e. on the outside of the artery. Again the design is absolutely flexible in this respect and if a decision is to be reached as to the distribution of industry between the goods ring and the main artery, the question of peak traffic is one to be taken into consideration—but there are others, e.g. the accessibility of goods, and it must not be forgotten that a large industrial concentration along the outskirts of the town, cutting it off from the surrounding country, would be detrimental to general health. In this connection, I think it is to be regretted that, while justice has been done to the MARS plan with regard to transport, its merits in connection with public health have not been emphasized in your leading article.

(3) As for the east-west artery, there is no need to transport anything like the number of people mentioned, as the majority of the workers would be assumed to live in the district opposite to their work, and thus travel mainly north-south. If it is appreciated that these figures are 200 per cent. too high, and that there is a special artery for goods traffic, the idea need not be considered as megalomaniacal. There is, also, no reason why public vehicles should not run on east-west roads, parallel to the main artery, if they are required.

(4) You say that Londoners " want to see London grow more like London," and I quite agree, but care must be taken to distinguish between : (*a*) Historical London and the parts that are worth keeping ; (*b*) slums ; (*c*) districts without character, exemplified by many of the new suburbs. I take it that you refer only to the first group, but important landmarks are found mainly within the centre of the town, and will easily survive any building scheme. May I point out, however, that these landmarks are gradually dying out owing to the haphazard building of the last 25 years, and that they can only be saved by building to a plan.

When I read the Hon. Lionel Brett's article for the first time I was startled that anybody could make himself the advocate of those things that, not only the Town Planning Committee of the MARS Group, but the whole intelligence of England, wants to weed out, the misguided Sentiment, the Parsimony, and the Laziness of former generations. When I read it for the second time, I realized that this article was an excellent example of style without substance, and particularly distasteful in that it implied doubts without giving them actual voice.

What aspect of London is it that the author likes so much and that the MARS Group aims to abandon ? Is it the character of London ? Its spirit ? Does that really depend on " black relieved by sulphur yellow " buildings, " soot encrusted and rain washed," and " the fine din of the big streets ? " Surely he has forgotten to mention the horse-drawn hackney carriages, the Yeomen of the Guard and the old night watchman ? Not to mention many other relics of the middle ages. Does the author realize that the greater part of the town, although not officially classified as slums, would be so considered if judged by any other standards than those prevailing in London. Surely he will not agree with Colonel Blimp that poverty must be kept, as it is the only picturesque thing in life for the wealthy to look at.

But all these do not constitute the spirit of London. The spirit of London that distinguishes it from other capitals,

is the smile and the cheerfulness of the man in the street, his belief that no matter what adversity he must overcome (and many that he now faces are unnecessary), things will be better one day. Give the Londoner a town where he can live, and he will model it to his spirit, but the black and yellow houses, the stucco porches and the other features mentioned by the author are merely the outcome of a past, and at that a dreary, period of London life.

He mentions Bedford Square. True, Bedford Square, and Russell Square, and all others like them are historical, and at least one of them is worth keeping as a museum piece, but there are eight and a half million people in London who want to live, and the town must be planned as a working town for them, and not to suit the idiosyncrasies of two or three hundred who love one place or another so much.

As for the style which the new London will take, I would not dare to make even a suggestion. Certainly it will not be the romantic style. Just as certainly it will not be the "international style," but something new, because the unity of purpose symbolized by the rebuilding of London is the one incentive which can create a style for which we have been waiting a long time.

I am really dumbfounded that as an alternative solution at the end, the author should put forward nothing but . . . the essentials of the MARS plan itself. I have read with interest: "The nuclei are there. The port; the eastern and western industries, centres of local life, some pleasant and worth reviving (Dulwich, Hampstead, Blackheath, Richmond), some unpleasant and worth replacing; the central shopping district east of Hyde Park; the university quarter; the ceremonial and administrative strip from Westminster to St. Paul's; and south of the river bend, obviously, the great new business district, displaced from the strangled city."

What else does the MARS plan ask for but this development on established centres? Does not the plan try to base itself on exactly these nuclei, and is there anything in the plan which excludes the development of those existing centres of local life which have not been entirely killed off?

May I recommend that every reader go through the Hon. Lionel Brett's article once again.

F. J. SAMUELY.

[Mr. Samuely's defence of the MARS plan can be summarized in one sentence. "The MARS plan is all right if one does not take it too literally." The question at issue is, have the limitations of the MARS plan been made sufficiently clear to the public? Would any ordinary person confronted by the MARS plan as it stands and told that the suggestion was to execute it in 21 years or so, be left with the impression that MARS proposed nothing more than the development of existing centres? Or would they agree with the Hon. Lionel Brett in being unable to locate Dulwich, Hampstead, Blackheath and Richmond, not to mention bits of Highgate, Stoke Newington, Barnet, Morden and even Uxbridge, and therefore assuming that MARS proposes to sweep these old village centres away and replace them by mile upon mile of undifferentiated modernism. The JOURNAL suggests that the *method of presentation* adopted may have the unfortunate effect of creating a popular prejudice against the very excellent ideas which MARS has in the past done so much to promote.—ED., A.J.]

## *Unity in the Architectural Profession*

Sir,—I have read with interest the letters lately published in the JOURNAL regarding the above subject. The R.I.B.A. has already anticipated F.R.I.B.A.'s suggestion of touting, as I have seen a circular letter from them inviting a borough surveyor, who is a registered architect, to apply for licentiate membership, and I had to agree with him when he condoled with me for having troubled to pass the qualifying examinations. The General Secretary of the I.A.A.S. has expressed what I think of the present value of licentiateship. The layman has no idea of the relative merits of associateship and licentiateship, and I have been told by some who "knew" that the latter was a higher qualification. The inference is obvious. I wonder how many licentiates are elected on quality of personal work and not on the ability to employ capable assistants. A man who is a practical architect can, if he takes the trouble, pass the special for associateship easier than a student can qualify while not possessing practical experience.

The genuine L.R.I.B.A. is suffering by this debasement of the value of the licentiateship.

H. J. KNOWLES.

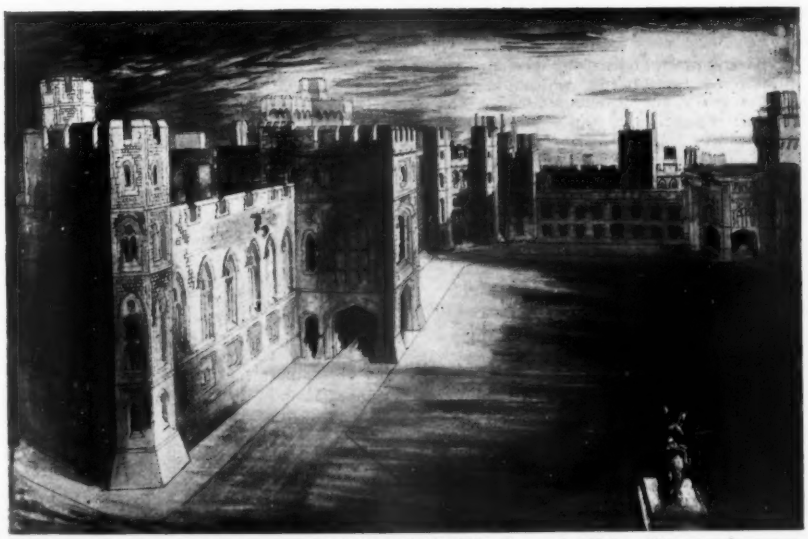
Darlington.

## *Salvage*

Sir,—At a time when iron railings—many of artistic merit—are being torn up and used for scrap, it may not be out of place to suggest that the authorities concerned might turn their attention to the thousands of lamp standards which serve no useful purpose in our unlighted streets. I refer particularly to those tall standards—most of them very ugly—which were originally designed for the now obsolete arc lamp. In the majority of cases each of these standards contains enough metal to make four or five ordinary standards. As the war is likely to last at least another winter, and as the black-out will obtain in most places, they would not be missed.

Now that the salvage hunt is in full-cry, it is interesting to recall what the late Sir Alfred Gilbert, R.A., said to me in the early part of 1930. The discussion about the return of Eros to its original site in Piccadilly Circus was then at its height. Gilbert, an honorary member of this Association, who had been pestered for years about his masterpiece, said:—"Oh, give it to the Office of Works and melt the whole thing down, or let them sell the metal for the benefit of the poor."

G. B. J. ATHOE,
Secretary, I.A.A.S.



*Windsor Castle, a painting executed for H.M. The Queen by John Piper and now on view at the Topographical Exhibition at the National Gallery.*

# PRICES

## NINTH WARTIME LIST

### *EXPLANATORY NOTES*

The only important change that has occurred since the last issue is the levy of 3s. 0d. per 1,000 which was imposed by the Ministry of Works and Planning on all bricks delivered on and after May 18 and which is included in the present prices.

The Rates of Wages have not changed and are as follows :—

| *LONDON DISTRICT* | *Craftsmen.* | *Labourers.* |
|---|---|---|
| Within 12 miles radius .. .. .. .. .. | 2s. 0½d. | 1s. 7¼d. |
| From 12-15 „ „ .. .. .. .. .. | 2s. 0d. | 1s. 7d. |

*GRADE CLASSIFICATIONS*

| | A | A¹ | A² | A³ | B | B¹ | B² | B³ | C |
|---|---|---|---|---|---|---|---|---|---|
| Craftsmen.. | 1s. 11d. | 1s. 10½d. | 1s. 10d. | 1s. 9½d. | 1s. 9d. | 1s. 8½d. | 1s. 8d. | 1s. 7½d. | 1s. 7d. |
| Labourers.. | 1s. 6¼d. | 1s. 5¾d. | 1s. 5½d. | 1s. 5d. | 1s. 4¾d. | 1s. 4¼d. | 1s. 4d. | 1s. 3½d. | 1s. 3¼d. |

F.S.I.

# CURRENT MARKET PRICES OF MATERIALS

## BY DAVIS AND BELFIELD, Chartered Quantity Surveyors

**Prices vary according to quality and the quantity ordered.**

**Those given below are average market prices and include delivery in the London area, except where otherwise stated, but do not include overhead charges and profit for the General Contractor.**

### CONCRETOR

*Cements*

† All delivered in paper bags (20 to the ton) free and non-returnable.
* Paper bags charged at 7/– extra per ton non-returnable; jute sacks charged at 1/9 each and credited on return at 1/6.

| | 6 Tons and over | In 80-ton freights F.A.S. Safe Wharf in River Thames, London Area. |
|---|---|---|
| *Portland ... ... per ton | 49/6 | 47/– |
| *"417" Ultra rapid hardening ... ... per ton | 69/6 | — |
| *Rapid hardening ... per ton | 55/6 | 53/– |
| *Water repellent ... per ton | 79/6 | — |
| Atlas White (1 barrel 376 lbs.) ... ... | | per barrel — 6 ton upwards |
| *Colorcrete rapid hardening, buff and red | per ton | 89/6 |
| *Colorcrete rapid hardening khaki ... | per ton | 89/6 |
| †Colorcrete rapid hardening dark ... | per ton | — |
| †Colorcrete non-rapid hardening ... | per ton from | 175/– to 399/– |
| †Snowcrete ... ... ... ... | per ton | 205/– |
| | 1–9 cwts. | 10–19 cwts. 1 ton and upwards |
| *Ciment Fondu, delivered Central London area ... ... per cwt. | 15/3 | 14/9 12/9 |

*Aggregate and Sands (Full Loads)*

| | |
|---|---|
| 2″ Unscreened ballast ... ... ... ... | per yard cube 9/10 |
| ¾″(Down) Washed, crushed and graded shingle ... ... ... ... ... | per yard cube 10/4 |
| ¾″ (Down) Ditto ... ... ... ... | per yard cube 11/4 |
| 2″ Broken brick ... ... ... ... | per yard cube 12/6 |
| ¾″ Ditto ... ... ... ... ... | per yard cube 14/– |
| Washed pan breeze ... ... ... ... | per yard cube 9/6 |
| Coke breeze 1″ to dust ... ... ... | per yard cube — |
| 1/16″ Sharp washed sand ... ... ... | per yard cube 13/9 |
| White Silver Sand for white cement (one ton lots) | per ton — |

(For Sands for Bricklaying and Plastering *see* respective trades)

*Pavings*

| | |
|---|---|
| Brick hardcore ... ... ... ... | per yard cube 5/3 |
| Concrete ditto ... ... ... ... | per yard cube — |
| Clean furnace clinker and boiler ashes ... | per yard cube 4/6 |
| Coarse gravel for paths ... ... ... | per yard cube — |
| Fine ditto ... ... ... ... ... | per yard cube — |
| Clean granite chippings ... ... ... | per ton 36/– |

### CONCRETOR—(*continued*)

*Pavings—continued*

| | | |
|---|---|---|
| Red quarry tiles, 6″ × 6″ × 7/8″ ... ... | per yard super | 7/2 |
| Ditto 6″ × 6″ × 5/8″ ... ... | per yard super | 6/– |
| Buff ditto 6″ × 6″ × 7/8″ ... ... | per yard super | 7/10 |
| Ditto 6″ × 6″ × 5/8″ ... ... | per yard super | 6/7 |
| Hard red paving bricks, 2″ ... ... | per 1,000 | 203/– |
| Ditto 1½″ ... ... | per 1,000 | 178/– |

*Reinforcement*

Home trade maximum basis price for mild steel rods, ⅜″ diameter and upwards, ex mills delivered to station or siding ... ... per ton £16 19 6

Extras for :—

| | |
|---|---|
| 9/16″ and ½″ diameter... ... ... ... ... | per ton 10/– |
| 7/16″ diameter ... ... ... ... ... | per ton 15/– |
| ⅜″ diameter ... ... ... ... ... | per ton 20/– |
| 5/16″ diameter ... ... ... ... ... | per ton 30/– |
| ¼″ diameter ... ... ... ... ... | per ton 40/– |
| 1/16″ diameter ... ... ... ... ... | per ton 60/– |
| Lengths of 40 ft. to 45 ft. ... ... ... | per ton 10/– |
| Lengths of 45 ft. to 50 ft. ... ... ... | per ton 15/– |

*Sundries*

| | | |
|---|---|---|
| Retarding liquid, in 5-gallon drums (for exposing aggregate) | per gallon 21/– | Ex Warehouse, Southwark Bridge. Drums chargeable and credited, if returned. |
| Ditto (for obtaining a bond) | per gallon 13/1½ | |

### BRICKLAYER

*Common Bricks*

| | |
|---|---|
| †Rough stocks ... ... ... ... ... | per 1,000 62/6 |
| †Third stocks ... ... ... ... ... | per 1,000 53/– |
| †Mild stocks ... ... ... ... ... | per 1,000 68/6 |
| Sand limes ... ... ... ... ... | per 1,000 — |
| ‡Phorpres pressed Flettons ... ... ... | per 1,000 54/9 |
| ‡Phorpres keyed Flettons ... ... ... | per 1,000 56/9 |
| Blue Staffordshire wirecuts ... ... ... | per 1,000 233/– |
| †Lingfield engineering wirecuts ... ... | per 1,000 83/– |
| Firebricks, best Stourbridge 2½″ ... ... | per 1,000 — |
| Firebricks, best Stourbridge 3″ ... ... | per 1,000 — |

*Facing and Engineering Bricks*

| | |
|---|---|
| Sand Limes, No. 1 ... ... ... ... | per 1,000 — |
| Sand Limes, No. 2 ... ... ... ... | per 1,000 — |
| ‡Phorpres rustic Flettons ... ... ... | per 1,000 74/9 |

‡ At King's Cross. For delivery in W.C. district add 6/6 per 1,000.
† Price ex works, delivery extra.

## BRICKLAYER—(*continued*)

*Facing and Engineering Bricks—continued*

| | | |
|---|---|---|
| Midhurst Whites ... ... ... ... ... | per 1,000 | 113/- |
| Hard stocks, firsts ... ... ... ... ... | per 1,000 | 88/6 |
| Hard stocks, seconds ... ... ... ... | per 1,000 | 81/6 |
| Sand-faced, hand-made reds ... ... | per 1,000 from | 153/- |
| Sand-faced, machine-made reds ... ... | per 1,000 from | — |
| Red rubbers (9¾-in.) ... ... ... ... ... | per 1,000 | — |
| Uxbridge Flints (white) ... ... ... ... | per 1,000 | 78/- |
| Uxbridge Flints (creams, light greys, etc.) per 1,000 ... ... ... ... ... ... | from | 113/- |
| Dunbriks (concrete), standard greys, ex works ... | per 1,000 | 63/- |
| Dunbriks (concrete), in various colours, ex works | per 1,000 | 98/- |
| Southwater engineering No. 1 (first quality red pressed) ... ... ... ... ... | per 1,000 | 128/- |
| Southwater engineering No. 2 (second quality red pressed) ... ... ... ... ... | per 1,000 | 108/- |
| Blue pressed ... ... ... ... ... ... | per 1,000 | 253/- |

† Price ex works, delivery extra.

*Limes and Sand*

| | | 1-ton lots | 6-ton lots |
|---|---|---|---|
| Lime, greystone ... ... ... | per ton | 57/6 | — |
| Lime, chalk ... ... ... ... | per ton | 57/6 | — |
| Lime, blue Lias (including paper bags) | per ton | — | — |
| Lime, hydrated (including paper bags) | per ton | 67/- | — |
| Washed pit sand ... ... ... ... | per yard cube | 12/- | |

(For cements, *see* "Concretor.")

Hire of jute sacks charged at 1/6 and credited at 1/6. If left charged at 1/9.

*Sundries*

| | | |
|---|---|---|
| Wall ties, self coloured ... ... ... | per cwt. | — |
| Wall ties, galvanized... ... ... ... | per cwt. | — |
| D.P.C. slates, size 18″ × 9″ ... ... ... | per 100 | 38/- |
| D.P.C. slates, size 14″ × 9″ ... ... ... | per 100 | 34/3 |
| D.P.C. slates, size 14″ × 4½″ ... ... | per 100 | 15/- |
| ‡Ledkore D.P.C. Grade A ... ... | per foot super | 6¾d. |
| ‡Ledkore D.P.C. Grade B ... ... | per foot super | 8½d. |
| ‡Ledkore D.P.C. Grade C ... ... | per foot super | 10½d. |

‡ Trade discount 5 per cent. and cash discount 5 per cent. Prices include delivery on minimum of £5 orders.

| | | | | | |
|---|---|---|---|---|---|
| Earthenware airbricks: Red, blue, vitrified and buff terra cotta ... each | 9″×3″ –/11 | 9″×6″ 1/10 | 9″×9″ 3/4 | 12″×9″ — | 14″×9″ — |
| Black cast iron, School Board pattern airbricks per doz. | 9″×3″ 3/9 | 9″×6″ 7/7 | 9″×9″ 15/1 | 12″×6″ 15/1 | 12″×9″ — |
| Galvanized ditto per doz. | 7/7 | 15/1¼ | 30/2½ | 30/2½ | — |
| Black hit and miss cast iron ventilators per doz. | 18/- | 27/6 | 37/1 | 37/1 | — |
| Galvanized ditto per doz. | 36/- | 57/2 | 74/3 | 74/3 | — |

| | | | | | | |
|---|---|---|---|---|---|---|
| Buff terra cotta chimney pots ... ... each | 1′ 0″ 3/3 | 1′ 6″ 3/11 | 2′ 0″ 5/8 | 2′ 6″ 7/6 | 3′ 6″ 17/6 | 5′ 0″ 29/3 |
| Fireclay ... per ton | — | | | | | |

Wall reinforcement supplied in standard rolls containing 25 yards lin.

| | | |
|---|---|---|
| *2″ wide black japanned ... | per roll | 2/5 |
| *2″ wide galvanized ... | per roll | — |
| *2½″ wide black japanned... | per roll | 3/- |
| *2½″ wide galvanized ... | per roll | — |

Greater widths pro rata 2½″ price carriage paid on orders of £5. Discounts for quantities

* Prices subject to 5% advance.

*Partitions*

| | | 2″ | 2½″ | 3″ | 4″ |
|---|---|---|---|---|---|
| Breeze ... | per yard super | 2/3 | 2/8 | 3/2 | 4/2 |
| Clay tiles | per yard super | 2/8 | 2/11 | 3/6 | 3/10 |
| Pumice ... | per yard super | 3/6 | 4/6 | 5/3 | 5/9 |
| Plaster ... | per yard super | 3/8 | 4/9 | 5/9 | 6/6 |

*Gas Flue Blocks*

| | | Single Flues | Double Flues |
|---|---|---|---|
| Straight blocks ... ... .... | each | 1/3 | 2/3 |
| Building in set ... ... | per set of 3 | 3/1 | 5/6 |
| Cover blocks ... ... ... | each | 1/7 | 3/4 |
| Raking blocks 45° ... ... ... | each | 3/- | 4/8 |
| Raking blocks 60° ... ... ... | each | 2/1 | 3/3 |
| Offset blocks ... ... ... | each | 3/8 | 5/3 |
| Closer blocks ... ... ... ... | each | 1/3 | 2/3 |
| Closer flashing blocks ... ... | each | 10d. | 1/9 |
| Straight flashing blocks ... ... | each | 11d. | 1/9 |
| Terminal and cap ... ... | per set | 7/- | 12/- |
| Middle terminal and cap ... | per set | 6/6 | 11/3 |
| End terminal and cap ... | per set | 6/9 | 11/9 |
| Corbel block ... ... ... ... | each | 5/2 | 10/5 |
| Gathering block ... ... ... | each | — | 5/3 |

## DRAINLAYER

*Agricultural Pipes*

| | | 2″ | 3″ | 4″ | 6″ |
|---|---|---|---|---|---|
| Pipes in 12″ lengths ... | per 1,000 | 75/- | 105/- | 142/6 | 270/- |

(Delivered in full loads Central London Area.)

*Salt Glazed Stoneware Pipes and Fittings*

| | | 4″ | 6″ | 9″ |
|---|---|---|---|---|
| Pipes (2′ lengths) ... ... ... | each | 1/8 | 2/6 | 4/6 |
| Bends, ordinary ... ... ... | each | 2/6 | 3/9 | 6/9 |
| Single Junction, 2′ long ... ... | each | 3/4 | 5/- | 9/- |
| Yard Gulley, without grating ... | each | 6/3 | 6/10½ | 11/3 |
| Ordinary round or square Grating, painted ... ... ... ... | each | –/7½ | 1/3 | 2/6 |
| Ordinary round or square Grating, galvanized ... ... ... ... | each | 1/0½ | 2/1 | 4/4½ |
| Extra for Inlets, horizontal ... ... | each | 1/6 | 1/6 | 1/6 |
| Extra for Inlets, vertical ... ... | each | 2/3 | 2/3 | 2/3 |
| Intercepting Trap with Stanford Stopper ... ... ... ... | each | 17/6 | 22/6 | 37/6 |
| Grease and mud interceptor with bucket for removing silt and grease for 6″, 9″ and 12″ drains, with iron grating, painted ... ... ... ... ... | each | 20/- | | |
| Ditto, with iron grating galvanized ... ... ... | each | 21/10½ | | |

The above prices to be varied by the following percentages for the different qualities given. All subject to 2½ per cent. cash discount.

| | British Standard | British Standard Tested |
|---|---|---|
| Orders for 2 tons and over ... ... | Plus 2½% | Plus 27½% |
| Orders under 2 tons, 100 pieces upwards | Plus 20% | Plus 45% |
| Orders under 2 tons, less than 100 pieces | Plus 30% | Plus 55% |

| | Best | Seconds |
|---|---|---|
| Orders for 2 tons and over ... ... | Less 5% | Subject to 15% off the price of best quality for all sizes |
| Orders under 2 tons, 100 pieces upwards | Plus 12½% | |
| Orders under 2 tons, less than 100 pieces | Plus 22½% | |

*Cast Iron Drain Pipes and Fittings*

Socket and Spigot Pipes :—

| Weight (per 9 ft.) | Size | 9 fts. | 6 fts. | 4 fts. each | 3 fts. each |
|---|---|---|---|---|---|
| 1 . 1 . 8 | 4″ per yard ... | 7/7 | 8/5 | 13/1 | 10/- |
| 1 . 1 . 20 | 4″ per yard ... | 7/11 | 8/7 | 13/4 | 10/4 |
| 2 . 0 . 6 | 6″ per yard ... | 11/5 | 13/5 | 21/5 | 17/2 |
| 4 . 0 . 2 | 9″ per yard ... | 21/- | 26/9 | 45/6 | 35/- |

| | | 2 fts. | 18 ins. | 12 ins. | 9 ins. |
|---|---|---|---|---|---|
| 1 . 1 . 8 | 4″ each ... ... | 8/2 | 6/11 | 6/1 | 5/7 |
| 1 . 1 . 20 | 4″ each ... ... | 8/3 | — | — | — |
| 2 . 0 . 6 | 6″ each ... ... | 12/10 | — | — | — |
| 4 . 0 . 2 | 9″ each ... ... | — | — | — | — |

Tonnage Allowances :—
Orders up to 2 tons nett.
Orders 2 to 4 tons less 2½%
Orders 4 tons or over less 5%

| | | 4″ | 6″ | 9″ |
|---|---|---|---|---|
| Bends ... ... ... ... | each | 7/1 | 14/8 | 45/2 |
| Single junctions ... ... ... | each | 12/5 | 25/5 | 78/- |
| Intercepting traps ... ... | each | 33/10 | 56/6 | 139/- |
| Gulleys ordinary trapped ... | each | 16/5 | — | — |
| Extra for inlet 4″... ... ... | each | 4/3 | — | — |
| Grease Gulley trap ... ... | each | 128/7 | — | — |
| H.M.O.W. large socket gulley trap with 9″ gulley top and heavy grating and one back inlet | each | 29/9 | 52/6 | — |

*Channels in Brown Glazed Ware*

| | | 4″ | 6″ | 9″ |
|---|---|---|---|---|
| Half round straight channels 24″ long | each | 1/3 | 1/10½ | 3/4½ |
| Half round straight channels 30″ long | each | — | — | 4/2¾ |
| Ditto, short lengths ... ... ... | each | 1/3 | 1/10½ | — |
| Half round ordinary channel bends ... | | 1/10½ | 2/9½ | 5/0½ |
| Ditto, short ... ... ... ... | each | 1/10½ | 2/9½ | — |
| Ditto, long ... ... ... ... | each | 3/9 | 5/7½ | 10/1½ |
| Three-quarter round branch bends | each | 5/- | 7/6 | — |

| | | 6″×4″ | 9″×6″ |
|---|---|---|---|
| Half round taper channels 24″ long ... | each | 3/9 | 6/9 |
| Half round taper channel bends ... ... | each | 4/8½ | 8/5¼ |

The above prices are subject to the same discounts as those given for "Best" quality salt glazed stoneware pipes.

*Manhole Covers, etc.*

| | Black | Galvanized |
|---|---|---|
| 24″ × 18″ single seal for foot traffic. (Weight 0.0.3 in lots of 24) ... ... ... each | 14/3 | 28/6 |
| 24″ × 18″ single seal for light car traffic. (Weight 2 cwts. in lots of 24) ... each | 40/6 | 81/- |
| 24″ × 18″ Wood Block pattern. For road traffic. (Weight 3 cwts.) ... ... each | Coated 67/6 | |

## DRAINLAYER—(*continued*)

*Manhole Covers, etc.*—(*continued*)

| | | Fine Cast | Galv. |
|---|---|---|---|
| Cast iron steps, 13½″ long, 6″ wide, 9″ in wall, approximate weight 5½ lbs. each | per dozen | 14/9 | 25/6 |
| Galvanized fresh air inlets with cast brass fronts (L.C.C. pattern) ... ... | each | 4″ 6/9 | 6″ 26/6 |

## MASON

*Yorkstone*

Building quality Robin Hood and Woodkirk Blue Stone.

| | | |
|---|---|---|
| Blocks scrappled, random sizes... ... | per foot cube | 5/7½ |
| Add for blocks to dimension sizes ... | per foot cube | 7½d. (each dimension) |
| Templates with sawn beds, edges rough (up to 4 ft. super and not over 2′ 6″ long) ... | per foot cube | 6/3 |
| Templates with sawn beds, sawn one edge, per foot cube | | 7/6 |
| Templates with sawn beds, sawn two edges, per foot cube | | 8/9 |
| Prices f.o.r. Yorkshire, railway rate to London Station per ton. (Minimum 4-ton loads.) | | 29/1 |

*Artificial Stone*

| | | |
|---|---|---|
| 6″ × 3″ Copings and sills ... ... | per foot run | 1/10 |
| 6″ × 6″ Copings and sills ... ... | per foot run | 2/10 |
| 9″ × 3″ Copings and sills ... ... | per foot run | 2/2½ |
| 9″ × 6″ Copings and sills ... ... | per foot run | 4/0½ |
| 12″ × 3″ Copings and sills ... ... | per foot run | 2/10 |
| 12″ × 6″ Copings and sills ... ... | per foot run | 4/7 |
| Cornices according to detail, per foot cube (from) | | 8/3 |

## SLATER, TILER AND ROOFER

*Best Bangor Slates*

| | £ | s. | d. |
|---|---|---|---|
| 24″ × 12″ ... ... ... ... ... per 1,000 actual | 58 | 0 | 0 |
| 20″ × 10″ ... ... ... ... ... per 1,000 actual | 38 | 0 | 0 |

Prices include for delivery to site in lots of 1,000 and upwards.

*Tiles*

| | £ | s. | d. |
|---|---|---|---|
| Hand-made sandfaced 10½″ × 6½″ red roofing tiles per 1,000 | 7 | 10 | 0 |
| Machine-made sandfaced 10½″ × 6½″ red roofing tiles per 1,000 | 6 | 10 | 0 |
| Berkshire rustic pantiles... ... ... per 1,000 | 35 | 0 | 0 |

*Asbestos-cement*

| | |
|---|---|
| †6″ corrugated sheets, grey ... ... | per yard super 3/0¾ |
| †Standard 3″ corrugated sheets, grey ... | per yard super 2/9½ |

Slates (*Manufacture temporarily suspended*) :—

| | | |
|---|---|---|
| * 15¾″ × 7¾″ grey ... ... ... | per 1,000 | £6 15 9 |
| * 15¾″ × 15¾″ diagonal, grey ... | per 1,000 | £13 11 6 |
| * 15¾″ × 15¾″ diagonal, russet or brindled | per 1,000 | £21 19 6 |

Pantiles (*Manufacture temporarily suspended*).

| | | |
|---|---|---|
| * Large russet brown ... ... ... | per 1,000 | — |

* Prices are for minimum two-ton loads, and are subject to 5% trade discount.

† Do., but 3¾% advance and 5% trade discount.

## JOINER

*Asbestos-cement and Asbestos Products*

| | |
|---|---|
| †1/32″ Semi-compressed flat building sheets, grey per yard super | 1/3½ |
| †3/16″ Ditto ... ... ... ... ... | per yard super 1/4 |
| †¼″ Ditto ... ... ... ... ... | per yard super 1/11 |

†Prices are for orders of two tons and over and are subject to 10% advance and 5% trade discount.

| | |
|---|---|
| *1/4″ Asbestos wallboard (in sheets 8′ 0″ × 4′ 0″), per foot super | –/4⅝ |
| *3/16″ Ditto ... ... ... ... ... | per foot super –/3¾ |
| *3/16″ Asbestos wood (in sheets 8′ 0″ × 4′ 0″) | per yard super 2/4 |

*Prices are for orders of 2 tons and over and are nett.

The following asbestos prices are subject to 10 per cent. trade discount :—

| | |
|---|---|
| Asbestos-cement stipple glazed sheets (in sheets 8′ 0″ × 4′ 0″ and 4′ 0″ × 4′ 0″) ... | per yard super 8/– |
| Ditto, plain white glazed sheets (in sheets 8′ 0″ × 4′ 0″ and 4′ 0″ × 4′ 0″) | per yard super 9/6 |
| Marble glazed sheets (in sheets 8′ 0″ × 4′ 0″ and 4′ 0″ × 4′ 0″) ... | per yard super 8/– |
| ½″ Asbestos Insulating Board ... ... | per foot super –/8½ |

| | | 25–75 yards | 150–300 yards | Over 600 yards |
|---|---|---|---|---|
| ¾″ Fireproof plaster board | per yard super | 2/5 | 2/1 | 1/9 |
| ¼″ Ditto ... ... | per yard super | 2/3 | 1/11 | 1/7 |
| Joint tape (approx. 250 feet run) | per roll | — | — | 1/6 |
| Joint filler ... ... ... ... | per lb. | — | — | –/4 |

*Sundries*

| | |
|---|---|
| Slaters or sarking felt ... ... ... | per yard run –/7½ |
| Roofing felt ... ... ... ... ... | per yard run –/10 |
| Bituminous hair felt ... ... ... ... | per roll 46/– |

All rolls 25 yards long by 32″ wide.

## JOINER—(*continued*)

*Sundries*—(*continued*)

| | | |
|---|---|---|
| Building paper, 50″ wide (B.I. 80) ... ... | per yard run | –/9 |
| ,, (K. 40) ... ... ... | per yard run | –/5¼ |
| "Cabots" Quilt :—(Ex Works) Twenty roll lots delivered carr. free. | | |
| Double ply ... ... per roll | — per half-roll | — |

All rolls 28 yards long by 36″ wide. Special terms for quantities.

| | | | | | |
|---|---|---|---|---|---|
| Cut steel clasp nails | 1″ | per cwt. | 39/3 | 4″ per cwt. | 30/3 |
| ,, ,, floor brads | 2″ | ,, | 30/3 | 3″ ,, | 29/– |
| Bright oval wire nails | 1″ | ,, | 43/4 | 4″ ,, | 31/3 |

| | |
|---|---|
| Galvanized wire staples with slice cut points ... ... ... ... | 1″ × 12 gauge per cwt. 52/– |
| Scotch glue ... ... ... ... ... ... | per cwt. — |

## STEEL AND IRONWORKER

*Steelwork*

| | £ | s. | d. |
|---|---|---|---|
| Basis price for rolled steel joists sections 5″ × 3″ to 16″ × 6″, in 10 ft. to 50 ft. lengths per ton | 15 | 10 | 6 |

## PLASTERER

*Plaster and Cement*

| | | 1-ton loads |
|---|---|---|
| Sirapite (coarse) ... ... | per ton | 88/6 |
| ,, (fine) ... ... | per ton | 87/6 |
| Victorite No. 1 ... ... | per ton | 110/– |
| ,, No. 2 or non-sweat | per ton | 105/– |
| Thistle (browning) ... | per ton | 88/6 |
| Thistle (haired) ... ... | per ton | — |
| Pink plaster ... ... | per ton | 83/6 |
| White plaster ... ... | per ton | 93/– |
| Keene's pink ... ... | per ton | 138/– |
| Keene's white ... ... | per ton | — |
| Super Carbo ... ... | per ton | — |
| Carbo-setting ... ... | per ton | — |

| | | 1 ton upwards £ | s. | d. |
|---|---|---|---|---|
| Cullamix No. 2 cream (rendering mixture) | per ton from | 7 | 3 | 6 |
| ,, No. 3 cream ,, ,, | per ton from | 7 | 3 | 6 |
| Snowcrete mixture ,, ,, | per ton from | 6 | 18 | 6 |

*Sundries*

| | |
|---|---|
| Sharp washed sand ... ... ... ... | per yard cube 13/9 |
| Cow hair ... ... ... ... ... | per cwt. 46/– |
| Goat's hair ... ... ... ... ... | per cwt. 72/– |
| Expanded metal lathing, 9′ 0″ × 2′ 0″ ⅜″ mesh × 26 gauge ... ... ... | per sheet 2/9 |
| Wire Slate nails (galvanized) 1½″ × 15 gauge | per cwt. 62/5 |
| ,, ,, ,, (bright wire) ,, ,, | per cwt. — |

| | Less than 150 yds. | Less than 300 yds. | Over 300 yds. | Over 600 yds. |
|---|---|---|---|---|
| ⅜″ Plaster board per yard super | 2/– | 1/8 | 1/7 | 1/6 |
| 1½″ Galvanized nails ... per cwt. | 56/7 | | | |
| Scrim cloth in 100-yard rolls per roll | 3/10 | | | |

*Wall Tiles*

The following prices are subject to 50 per cent. addition :

| | |
|---|---|
| Commercial quality. | |
| Ivory, white, etc., glazed 6″ × 6″ × ⅜″ ... | per yard super 10/1 |
| Angle beads (1½″ wide) ... ... ... | per yard run 1/2¼ |
| ,, ,, (1″ ,, ) ... ... ... | per yard run –/10 |
| Rounded edge tiles ... ... ... ... | per yard run 2/6½ |
| Coloured enamelled bright glazed, 6″ × 6″ × ⅜″ ... ... ... ... | per yard super 14/3 |
| Angle beads (1½″ wide) ... ... ... | per yard run 1/4½ |
| ,, ,, (1″ ,, ) ... ... ... | per yard run –/11¼ |
| Rounded edge tiles ... ... ... ... | per yard run 2/7 |
| Eggshell gloss enamelled, 6″ × 6″ × ⅜″ ... | per yard super 15/– |
| Angle beads (1½″ wide) ... ... ... | per yard run 1/7½ |
| ,, ,, (1″ ,, ) ... ... ... | per yard run 1/0½ |
| Rounded edge tiles ... ... ... ... | per yard run 2/8½ |
| Special rates for quantities | |

## PLUMBER

*Lead*

| | | |
|---|---|---|
| 3½ lbs. and upwards milled sheet lead in quantities of 5 cwts. and upwards ... ... | per cwt. | 38/– |
| Add if cut to sizes ... ... ... ... | per cwt. | 3/– |
| Lead ternary alloy, No. 2 quality extra over sheet lead ... ... ... ... ... | per cwt. | 7/– |
| Allowance for old lead delivered to merchant | per cwt. | 18/– |

## PLUMBER—(*continued*)

*Cast Iron Goods*

| | Percentage Adjustment on List No. 3100 A.B, 1/2/40 |
|---|---|
| Rainwater Goods (painted or unpainted) ... | *Plus* 12½% |
| Soil goods (coated or uncoated) ... ... | *Plus* 12½% |

*Mild Steel Rainwater Goods*

The following prices are subject to 2½ per cent. trade discount and 32½ per cent. advance.

24 gauge rainwater slip jointed pipes.

| | 2″ | 2½″ | 3″ | 3½″ | 4″ |
|---|---|---|---|---|---|
| Galvanized round pipes with ears ... ... per 6′ 0″ | 2/7½ | 3/1½ | 3/9 | 4/3 | 4/9 |
| Painted round pipes with ears per 6′ 0″ | 2/4½ | 2/9 | 3/1½ | 3/7½ | 4/– |
| Painted or galvanized short lengths with ears, extra each | –/6 | –/6 | –/6 | –/6 | –/6 |

| 18 Gauge gutters. | 3″ | 3½″ | 4″ | 4½″ | 5″ | 6″ |
|---|---|---|---|---|---|---|
| Galvanized half round gutters per 6′ 0″ | 2/– | 2/3 | 2/4½ | 2/9 | 3/– | 3/7½ |
| Painted half round gutters ... per 6′ 0″ | 1/6 | 1/9 | 2/– | 2/3 | 2/6 | 3/– |
| Painted or galvanized short lengths extra each | –/3 | –/3 | –/3 | –/3 | –/3 | –/3 |

*Asbestos-Cement Rainwater Goods*

The following prices are subject to 15 per cent. advance and 12½ per cent. trade discount.

Orders over £30 are subject to 17½ per cent. trade discount.

Rainwater pipes.

Prices are for 6′ 0″ lengths, and 10′ 0″ lengths in 2″, 2½″ and 3″ diameters. Short lengths up to 2′ 0″ are charged as one yard. From 2′ 0″ to 4′ 0″ charged as 1½ yards. From 4′ 0″ to 6′ 0″ charged as 2 yards. Over 6′ 0″ charged as 10′ 0″.

Round pipes.

| | |
|---|---|
| 2″ ... ... ... ... ... ... per yard run | 1/10 |
| 2½″ ... ... ... ... ... ... per yard run | 2/0¾ |
| 3″ ... ... ... ... ... ... per yard run | 2/5½ |
| 3½″ ... ... ... ... ... ... per yard run | 2/11¼ |
| 4″ ... ... ... ... ... ... per yard run | 3/4¾ |
| 4½″ ... ... ... ... ... ... per yard run | 4/10¼ |
| 5″ ... ... ... ... ... ... per yard run | 5/9½ |
| 6″ ... ... ... ... ... ... per yard run | 7/1¾ |

Gutters.

Short lengths of gutter up to 2′ 0″ charged as 1 yard; from 2′ 0″ to 4′ 0″ as 1½ yards, and over 4′ 0″ as 2 yards.

| Half round gutters | 3″ | 4″ | 4½″ | 5″ | 6″ | 8″ |
|---|---|---|---|---|---|---|
| per yard run | 1/3¾ | 1/6¾ | 1/7¾ | 1/11 | 2/8 | 3/3½ |
| Ogee gutters per yard run | — | 1/11 | 2/0¾ | 2/5¾ | 3/0¼ | 3/11¼ |

## INTERNAL PLUMBER

| | |
|---|---|
| Lead pipe in coils, 5 cwts. and upwards ... per cwt. | 38/6 |
| Lead soil pipe ... ... ... ... ... per cwt. | 42/6 |
| Add if ribbon marked ... ... ... per cwt. | –/6 |
| Lead ternary alloy, No. 2 quality extra over lead pipe per cwt. | 7/– |
| Plumber's solder ... ... ... ... per cwt. | 145/– |
| Tinman's solder ... ... ... ... per cwt. | 200/– |

Drawn lead traps with brass screw eye, 6 lbs.

| | 1″ | 1¼″ | 1½″ | 2″ |
|---|---|---|---|---|
| S. trap ... ... ... each | 2/5¾ | 2/11¼ | 3/8 | 5/2¾ |
| P. trap ... ... ... each | 2/2½ | 2/4½ | 2/5¾ | 3/5¾ |
| Extra for 3″ deep seal ... each | –/6 | –/6 | –/6 | –/6 |

*Screwed and Socketed Steel Tubes and Fittings for Gas, Water and Steam, etc.*

| Tubes. | ⅜″ | ½″ | ¾″ | 1″ | 1¼″ | 1½″ | 2″ |
|---|---|---|---|---|---|---|---|
| Tubes 2 ft. long and over per ft. | –/5½ | –/6¾ | –/9¼ | 1/1 | 1/4½ | 1/10 | |
| Pieces 12″ to 23½″ long each | 1/1 | 1/5 | 1/11 | 2/8 | 3/4 | 4/9 | |
| Bends ... ... each | –/11 | 1/2 | 1/7½ | 2/7½ | 3/2 | 5/2 | |
| Fittings. | | | | | | | |
| Elbows, square ... each | 1/1 | 1/3 | 1/6 | 2/2 | 2/7 | 4/3 | |
| Elbows, round ... each | 1/2 | 1/5 | 1/8 | 2/4 | 2/10 | 4/8 | |
| Tees ... ... ... each | 1/3 | 1/7 | 1/10 | 2/6 | 3/1 | 5/1 | |
| Crosses ... ... each | 2/9 | 3/3 | 4/1 | 5/6 | 6/7 | 10/6 | |
| Sockets, plain ... each | –/4 | –/5 | –/6 | –/8 | –/10½ | 1/3 | |
| Sockets, diminished each | –/6 | –/7 | –/9 | 1/– | 1/4 | 2/– | |
| Flanges ... ... each | 1/– | 1/2 | 1/4 | 1/9 | 2/– | 2/9 | |
| Caps ... ... each | –/5 | –/6 | –/8 | 1/– | 1/3 | 2/– | |
| Plugs ... ... each | –/4 | –/5 | –/6 | –/8 | –/10 | 1/3 | |

## INTERNAL PLUMBER—(*continued*)

*Screwed and Socketed Steel Tubes and Fittings for Gas, Water and Steam, etc. (continued)*

Fittings and flanges and tubes ordered in long random lengths are subject to the following trade discounts:—

| | Tubes | Fittings | Flanges |
|---|---|---|---|
| "Light Weight" ... | 51½% | 47½% | 43½% |
| "Heavy Weight" ... | 44% | 39¾% | 33½% |

## COPPERSMITH AND ZINC WORKER

*Copper*

| | | |
|---|---|---|
| Hot rolled copper sheeting in 1 cwt. lots, all gauges to 24 wire gauge ... ... ... | per lb. | –/11¾ |
| Light gauge copper tube, solid drawn ... ... | per lb. | 1/3½ |
| Copper tube, solid drawn screwing sizes ... | per lb. | 1/2½ |
| Copper wire, 10 and 12 gauge ... ... ... | per lb. | 1/1 |
| Copper nails, 1″ and up ... ... ... ... | per lb. | 1/1½ |

## GLAZIER

*Sheet Glass cut to size (ordinary glazing quality)*

| | | In squares not exceeding 2 ft. | 4 ft. | 6 ft. | Over 6 ft. |
|---|---|---|---|---|---|
| 18 oz. clear sheet ... | per foot super | — | –/3½ | –/3⅝ | –/3⅞ |
| 24 oz. ditto ... | per foot super | — | –/4½ | –/4¾ | –/5½ |
| 32 oz. ditto ... | per foot super | — | –/6⅞ | –/8 | –/9 |
| Obscured sheet glass net extra ... | | — | –/3 | –/3 | –/3 |
| ⅛″ figured rolled glass, white and cathedral | per foot super | –/7½ | | | |
| ⅛″ ditto, normal tints | per foot super | –/10½ | | | |

*British Polished Plate Glass cut to size*

| Ordinary ¼″ Substance In Plates not exceeding | | Glazing for Glazing Purposes | Selected Glazing Quality | Silvering Quality |
|---|---|---|---|---|
| 1 ft. super ... | per foot super | — | — | — |
| 2 ,, ... | per foot super | 2/– | 2/4 | 2/10 |
| 3 ,, ... | per foot super | 2/6 | 3/– | 3/9 |
| 20 ,, ... | per foot super | 3/6 | 4/– | 5/5 |
| 100 ,, ... | per foot super | 4/6 | 5/7 | 7/2 |

Plates exceeding 100 ft. super or 160 in. long or 100 in. wide at higher prices.

Special quotations should be obtained for other qualities and thicker substances.

*Wired Glass Cut to Sizes*

| | |
|---|---|
| ¼″ Rolled or rough cast ... ... ... | per ft. super 10½d. |
| ‡¼-in. Georgian rough cast ... ... ... | per ft. super 11d. |

| ‡¼-in. Georgian polished plate | In squares not exceeding 1 ft. | 2 ft. | 3 ft. | 4 ft. |
|---|---|---|---|---|
| per ft. super | 2/6 | 2/8 | 2/10 | 3/2 |
| | 8 ft. | 12 ft. | 20 ft. | 30 ft |
| ‡¼-in. Georgian polished plate per ft. super | 3/8 | 3/10 | 4/2 | 4/6 |

Supplied in sizes up to 110 in. long and up to 36 in. wide.

‡ For cutting to allow for wires in adjacent pieces to be "lined up," add 4d. per foot super.

## PAINTER

| | | |
|---|---|---|
| White ceiling distemper ... ... ... | per cwt. | 16/6 |
| Washable distemper ... ... ... ... | per cwt. | 60/– |
| Petrifying liquid ... ... ... ... | per gallon | — |
| Ready mixed white lead paint (best) 5-cwt. lots, in 14 lb. tins ... ... ... ... | per cwt. | 90/– |
| White enamel ... ... ... ... ... | per gallon | 27/6 |
| Stiff white lead, genuine English stack process, 1-ton lots, in 1-cwt. kegs ... | per cwt. | 67/– |
| Driers ... ... ... ... ... ... | per cwt. | 52/– |
| Linseed oil raw (5-gallon drums) ... ... | per gallon | — |
| ,, boiled ,, ,, ... ... | per gallon | — |
| French polish ... ... ... ... ... | per gallon | 12/6 |
| Knotting ... ... ... ... ... | per gallon | 16/– |
| Oil stain... ... ... ... ... ... | per gallon | 12/– |
| Varnish, oak ... ... ... ... ... | per gallon | 15/– |
| ,, copal ... ... ... ... ... | per gallon | 20/– |
| Varnish, flat ... ... ... ... ... | per gallon | 24/– |
| Turpentine, genuine American, 5-gallon lots | per gallon | 4/– |
| Creosote, 1-gallon lots... ... ... ... | per gallon | 1/9 |
| Putty ... ... ... ... ... ... | per cwt. | 22/3 |
| Size ... ... ... ... ... ... | per firkin | 4/6 |
| Best quality English gold leaf, 23 carat ... | per book | 3/2 |
| Extra thick, ditto ... ... ... ... | per book | 4/– |

# MOBILE BUILDERS

*Thirty-five of MOWP's mobile builders have just completed the site construction work for an army camp. The men are employed by the Ministry as part of its plan to expedite the construction of camps for the forces. Normally there is a delay of 3 weeks between inviting tenders for this work and in the starting of the contract. In this case, directly tenders were invited for the job, the mobile builders went off to the site and erected, in 16 days, huts to accommodate the advance party of the main contractor. Thus, work on the camp proper was able to start immediately the advance party arrived. On this and the following two pages we reproduce illustrations of the huts and photographs and plans of the vehicles used by the mobile builders.*

## 1: SITE CONSTRUCTION

*Above and below : two general views.*

**The Ministry of Works and Planning has formed a force of mobile builders to tackle emergency building work anywhere in Great Britain. There are six hundred mobile builders in ten compact flying squads, complete with mobile feeding and sleeping accommodation, materials and plant and each squad is equipped with specially designed vehicles. The emergency building work carried out by these men falls into two categories : first, in the event of a town being blitzed overnight, they can arrive within a few hours and get to work without calling on local resources for billeting, food, tools or even materials ; secondly,**

they can start instantly an urgent job for one of the services in any lonely spot, without any need for huts, bedding or canteens. The first job carried out for the forces by these mobile builders is here illustrated—a site construction for an Army camp. It is an example of what can be done to expedite building work of national importance. MOWP points out that there is normally a delay of something like three weeks between inviting tenders for camps and in the starting of the contracts. The Ministry of Works is therefore utilizing this interval by employing mobile builders to erect the huts to accommodate the advance party of the main contractors. In the scheme illustrated it took 35 men, sleeping and eating in MOWP Flying Squad vehicles, 16 days to complete the erection of 7 prefabricated huts (3 dormitories, 1 canteen, 1 store, and 2 offices) and put down rough roads of hardcore and clinker. The scheduled time for this was 21 days. This accommodation enabled 50 men employed by the main contractor to start work on

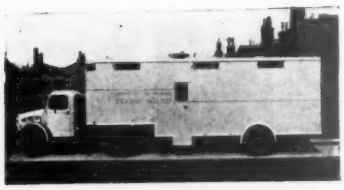
the camp within a few hours of their arrival at the site. The roads facilitate access to wheeled traffic, heavy plant, etc., and materially contribute to speeding work on the site. Below are details of the construction of the 7 huts built by the Flying Squad for the advance party. Standard plasterboard huts. Internal partitions; timber framed, faced one side with plasterboard. Walls: distempered. Black-out porches: wood frame covered with asbestos. Black-out shutters: portable, of $\frac{1}{4}$-in. plasterboard on $1\frac{1}{4}$ in by $\frac{7}{8}$ in. frame; centre portion is rebated into back of frame to form vent; shutters are hung on metal straps fixed to the wall. Each Flying Squad comprises

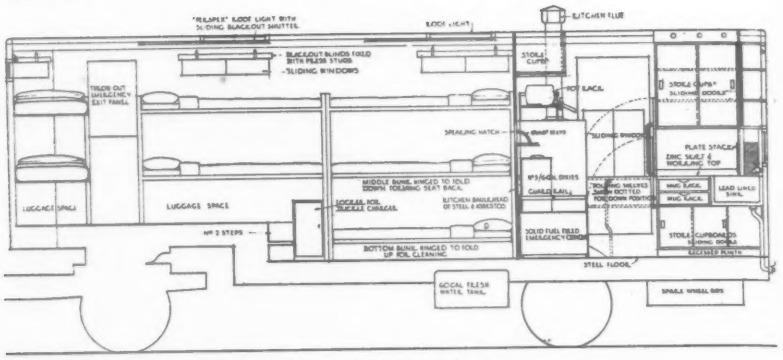

*The Flying Squad's final meal before departure*


*Plan of canteen unit*

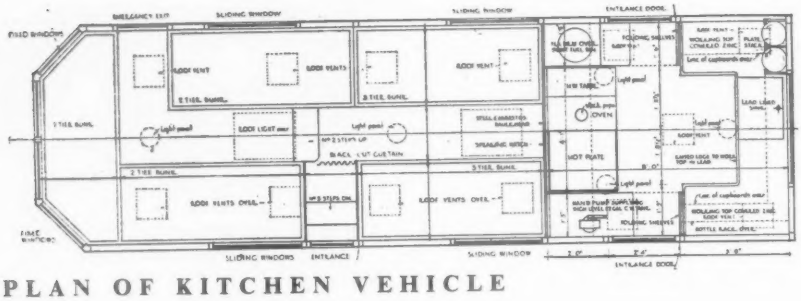
## 2: THE VEHICLES


*The kitchen and twelve-bunk vehicle. Further photographs and plans of these vans appear overleaf.*

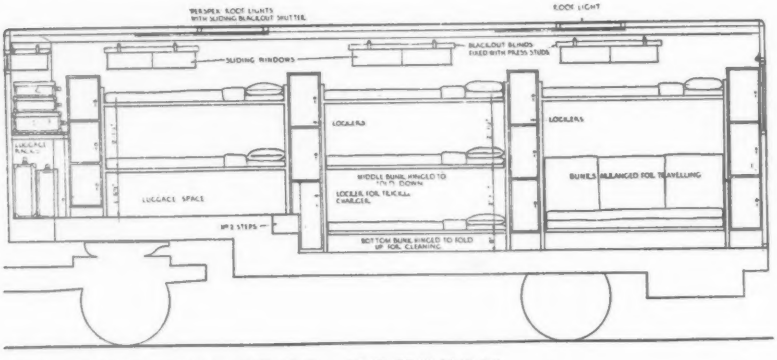




SECTION: KITCHEN VEHICLE

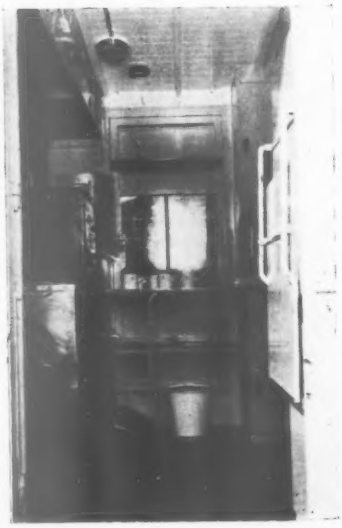


PLAN OF KITCHEN VEHICLE



SECTION: SLEEPER VEHICLE

60 men and is equipped with specially designed vehicles—three fitted with sixteen bunks each, a fourth with twelve bunks and a kitchen to provide the squad with three meals a day for seven days, while a 5-ton lorry acts as tender to the convoy, carrying plant and sufficient materials to enable the squad to be independent for seven days. The bunks are in three tiers, similar to those used in Underground stations. For seating purposes when travelling the centre bunk is hinged to fold down and, for cleaning purposes, the lower bunks are hinged to fold up. In the 12-bunk vehicle space for luggage is provided beneath the bunks; in the 16-bunk vehicle lockers are provided between the bunks for each man. The kitchen, which is connected to the sleeping quarters by a speaking hatch, has ample provision for the storage of crockery—plates in stacks and mugs in drawer-racks. 60 gallons of drinking water is stored under the chassis of the kitchen vehicle; it is pumped by a rotary hand pump to a high level 12-gallon storage tank, with gravity feed to the sink tap. Shelves fold flush to the walls when not in use. Stove is similar to those used in W.V.S. mobile kitchens. Electric light is provided from batteries; there are Perspex roof lights and sliding black-out shutters in ceilings of bunk rooms. Tarpaulins can be lowered from either side of the kitchen to form covered space for meals.



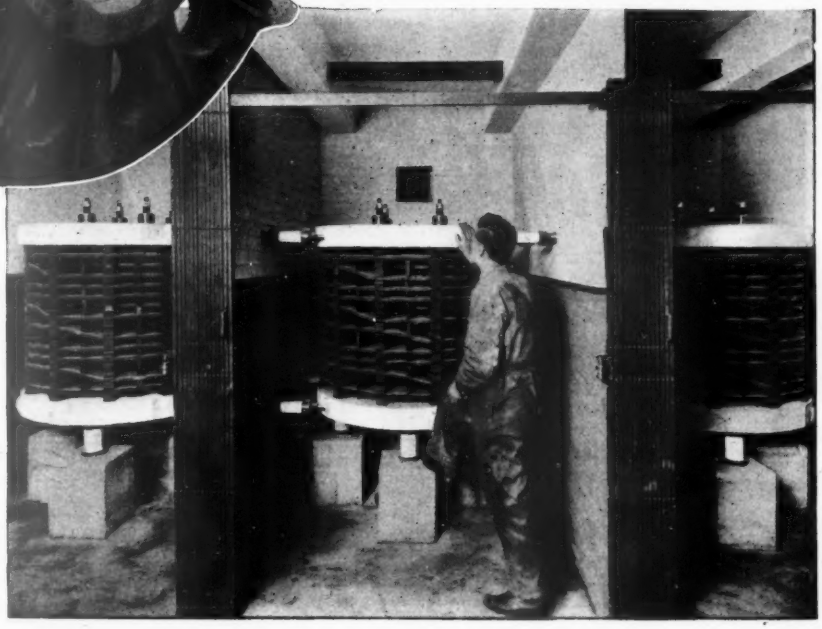
*Above, the kitchen vehicle showing tarpaulins lowered to form space for meals; right, the kitchen. Left, two views of a sleeping vehicle.*

# MOBILE BUILDERS. 2, VEHICLES

# WATERPROOFING PREVENTS INSULATION LOSS

## IN COIL END CLAMPS OF CURRENT LIMITING REACTORS MADE BY A. REYROLLE & COMPANY, LTD., HEBBURN-ON-TYNE.

Reyrolle & Co., Ltd., have a world-wide reputation for the high quality of the electrical apparatus they manufacture and their choice of 'PUDLO' Brand waterproofer, after rigorous test, is the best possible evidence that it can be depended upon to make concrete completely and permanently waterproof.



BEFORE deciding upon the use of 'PUDLO' Brand waterproofer in these concrete components of their apparatus, Messrs. Reyrolle made a series of tests which shewed that, although the non-waterproofed specimens were made with equal parts of cement and granite chips, they absorbed a considerable amount of moisture. A comparison of these specimens with others which had 5% of 'PUDLO' Brand waterproofer included, but were identical in other respects, demonstrated that the amount of moisture excluded by this means amounted to 9.6% of the total weight of the specimens, thus proving the substantial advantage of this waterproofing in maintaining the electrical insulation value of the concrete castings.

# 'PUDLO'

BRAND

CEMENT WATERPROOFER

Ask for the Waterproofing Handbook—free.

## KERNER-GREENWOOD & COMPANY, LIMITED

ANN'S PLACE KING'S LYNN

Sole Proprietors and Manufacturers

Od.P.S&

*The word 'PUDLO' is the Registered Trade Brand of Kerner-Greenwood & Co., Ltd., by whom all articles bearing that Brand are manufactured or guaranteed*

*A debate was held recently by the A.A.S.T.A. and the subject discussed was: Reconstruction — has the time come for preparing schemes? For three hours the advocates of putting all aside to win the war argued with those who believe in devoting attention to post-war planning. The debate is reported below.*

# D E B A T E

In the chair was Professor **Eva Taylor.** She said: "The issue before us is whether all our efforts should go into the present struggle, or should some of our time go to the future? The A.A.S.T.A. is anxious that the work of technical people should be used to the full in the war effort. Their work is not being used. There is a traditional attitude to technicians, among our ruling classes, as servants on whom they call for advice, when necessary."

**Miss Jane Drew,** F.R.I.B.A., opening the discussion in favour of preparation now, said: "Many people consider that too much thought—and woolly thought, has been given to reconstruction. There are too many un-co-ordinated bodies dealing with the problem. There has been more destruction of housing than of people. The reason why planning must be done now could be seen from the history of the period after the last war. Then, spirits had been low; there was unemployment, misery and epidemics which had carried off more victims than the war itself. 99 per cent. of our people should be on full time war effort, but the rest should work on peace problems. We must have the plans ready to put into operation. We have the machinery and you have the people; we must have something for them to do. We must know where to lay the services—heating, water supply, etc.—which are the most important part of housing, and are equally necessary for temporary and permanent housing. Unless we make plans now so that people want something better than they have, they will be content with any kind of shelter. The social programme; the technical possibilities; town planning; on these three problems preliminary work must be considered now, whatever kind of state we have after the war. The good things the war has brought—communal restaurants, more music and art, must go on."

**Mr. Kenneth Campbell,** of the A.A.S.T.A. Council, said he came to demolish a case that had not been put. Miss Drew believed in information rather than plans. He reminded his audience of the old proverb of the man who prepared a place for a bearskin rug, but got killed while trying to catch the bear. The type of survey mentioned by Miss Drew was not necessary for *all* types of society. "It is no good building concert halls and museums for people who are too worried about mere existence to appreciate music and art. We don't know what post-war conditions are going to be; will there be a nice socialist regime, a thundering communist one, or a corporative state such as Lord Reith appears to favour?" Mr. Campbell commented on an article in the *Daily Telegraph* which stated that planning revolves round roads. "You're not up against anything with roads. For real planning you have to know to whom land and railways belong. The position of goods yards is more important than that of roads. You can't plan without common ground—if you try to find it among all those who are planning you will find a bear garden. National unity is maintained by a gentlemen's agreement not to raise controversial issues. There is no agreement on *how* to plan. Those with anti-planning records are now busy making schemes. Ordinary people want a better world whether we tell them so or not. Plans can be made, but people must have *confidence in the will of their leaders to carry them out.*" Mr. Campbell drew attention to the serious war situation, east of Moscow, in Egypt, in the Atlantic, in the Far East. Even M.P.s were making arms in their spare time. To win this war we should have to get our hands dirty. Every architect should be in direct war work, if not in building or the forces, then in making munitions.

**Mrs. E. V. Penn,** Acting Secretary, A.A.S.T.A. read several messages. **Mr. Harry Adams** (Divisional Secretary, A.U.B.T.W.) wrote: "The will to win the war and the will to get rid of all forms of economic, social and political subjection at home, are indivisible, and if we succeed in convincing the majority of our people that this is so, and I believe we shall, the people will decide the form of structure our next society will take and leave to those they have confidence in, the working out of the details . . ." **Professor Patrick Abercrombie** wrote: "I would like to state quite emphatically that I am in favour of drawing up plans of future development of town and country at the present moment. . . . Any other policy appears to me to be criminal and race-suicidal and furthermore would conduce to losing the war and the peace." Mrs. Penn read cables exchanged on the anniversary of the Nazi invasion of the U.S.S.R. From the A.A.S.T.A.: "British Building Technicians actively preparing second front warmly greet Soviet comrades now for whole year spearhead of anti-fascist front. Forward together to victory and reconstruction. Penn, President." From the Union of Soviet Architects: "Warm thanks for your cordial greetings. Giving all their strength to great fight against Hitlerite invaders, Sovarchitects deeply appreciate activity of their British comrades. Alliance our nations will bring our righteous cause victory and will rid world of barbaric tyranny. K. Alabyan, Secretary General."

In the discussion, **Mr. Edward Hulton** urged planning now. "When peace breaks out people will want a holiday. We must beware of active groups like the 1922 Committee. We ought to work for a politically progressive structure. We don't want fox-hunters, and we don't want fanatical bolsheviks. This is not so much a war of guns as of ideas."

A housewife representing the **London Women's Parliament** told architects: "I don't want you to draw plans of pleasant kitchens and beautiful houses—I want them, and I shall get them. *I* am going to do everything *now* to make this possible, and so must you. Don't prepare plans now, that you will have to scrap. Win the war first. I saw a film of Nazi atrocities. Things like that do happen. That's what we're fighting. Don't let's have alternative plans for whatever colour of government we achieve. If we have the right sort of political direction, we shall get our reconstruction all right. We can do it. There must be no day-dreaming now."

**Mr. A. H. Moberly** (R.I.B.A. Reconstruction Committee), said that the difference of opinion was over what would best win the war. "The making of plans is useful to morale. Even if we all dirtied our hands making munitions—if we succeeded in getting a job in a factory—could the energy thus diverted from making plans be essential to winning the war? Can we plan without knowing the kind of government we shall have after the war? Yes. We shall still want a big export trade. We will not grow all our food, and will have to pay for imports. Government is not merely parliament, it is the social fabric. Whatever its complexion, lots of problems will be common. There are four stages in planning: 1. To create machinery for making plans. 2. To create machinery for execution, on national, regional and local scale. 3. To fill in the plans. 4. To carry them out." Mr. Moberly believed that the first two stages could to some extent be carried out by the present government, and taken over by whatever government succeeded it. "It's easy to say that no plans should be made. If planning is important you should deal with it now. Planning is not a short job. It requires organization. If you can build that up now, the relationship of forces will be correct. You can't talk about leaving off organization, telling the working class to put everything behind the war effort as 'we are all agreed.' There must be a framework to prevent mass pressure, resulting in the building of houses when the need is urgent, on the wrong sites. Plans for reconstruction and winning the war are complementary. Making a picture is part of the war effort."

**Mr. Ted Bryan,** London Organizer of the Amalgamated Union of Building Trade Workers, warned against the too easy assumption of victory. We needed more and better organization to achieve victory, and it would stand us in good stead after the war.

**Miss Jacqueline Tyrwhitt** (Association for Planning and Regional Reconstruction) said that "the women, refugees, senile C.O.'s and C.3's who had no job elsewhere should devote their intelligence and training to thinking out for the future. They cannot themselves do the job of reconstruction. They can provide the tools. Proper surveys of soil and water do not exist. They must be made. We must find out what people wanted in the design of housing, and get together with doctors, educationists and other experts."

**Mr. Peter Rosenfeld,** A.M.I.C.E., speaking for the Fulham Borough Council House Branch of the A.A.S.T.A., reported its unanimous rejection of the idea of planning now. "The people who have a say in building during the war, will have a say during peace. We have work to do in wartime building, not only munitions to make, but premises to alter for wartime day nurseries, and A.R.P. services to keep as well equipped as possible."

**Professor William Holford,** in a written contribution read for him by Mrs. Penn, opposed the making of plans of an architectural or civil engineering kind. "But if by 'planning' is meant a survey of present resources in land, minerals, buildings, population and industry, and the working out of a technique of development and redevelopment now and in the near future, then my vote would be strongly in favour. You cannot escape from the fact that the stage is being set, at the moment, on which the post-war play is to be acted. I assume, first of all, that it will not pass into alien management; and that means *victory at all costs.* . . . I am not going to assume that nothing else matters and leave it to chance as to whether it is comedy or tragedy that treads the boards. If no preliminary thinking is done, it is more likely to be farce—and of the bitter kind. This kind of thinking is a spare-time job for everyone, a part-time job for a few, and a full-time job for, perhaps, one in ten thousand of the adult population. And millions in the post-war period may live to acknowledge the wisdom of maintaining an advance guard, even of such minute proportions, during the war . . . it is essential that someone should

have a bird's-eye view—and by a bird I do not mean an ostrich."

**Mr. Tom Braddock,** A.A.S.T.A., said it seemed to have been forgotten that the people of this country stood alone in the world between the collapse of France and the entry of Russia into the war. They lived through because they adapted themselves to circumstances. "Devotion, skill and hard work of the whole population can sweep away anything. All obstacles and private interests must be swept away *now*."

**Mr. J. Alan Slater** said that he spoke as a socialist and as a member of the R.I.B.A. Reconstruction Committee, incompatible though this might seem. He was wholeheartedly in agreement with Mr. Braddock. We can't assume victory, but we must adopt *faith* in it. Reconstruction would depend on the government in power at the end of the war. Helping to achieve victory would not prevent anyone spending time on bringing political influence to bear, so as to get, during or after the war, a government of the right kind.

**Mr. J. Spiwak** (A.A.S.T.A. Technical Committee), said that no detailed plans should be drawn up by people out of touch with the masses. Questions of demobilization, labour allocation, and so on, must, however, be considered now. "The conditions under which we live now will go on in peace time."

**Miss Justin Blanco-White,** Chairman of the A.A.S.T.A. Technical Committee, pointed out that the Committee had often been asked to deal with questions of reconstruction, but that there was so much work on wartime building urgently demanding attention that the Committee had hard work to keep up with it. In fact, the help of those now on reconstruction work was needed on immediate research. She deplored the tendency of some organizations to forget this, and instanced the Building Research Station's present work on post-war problems of lighting and heating. "If we do the necessary research on wartime problems, we shall learn how to solve peacetime problems when the time comes."

**Mr. David Percival,** Chairman of the A.A.S.T.A., said that "the small Society for the attainment of self-contained objectives flourishes among the Island Race as nowhere else." Such societies only had value when their work corresponded to real social needs. He was convinced that capitalism was now a fetter on production, but the struggle against fascism must take precedence over any struggle to supersede capitalism. Past suspicions must be put aside. He had told an operative who asked: "What sacrifices are the boss-class making?" that illicit profits could be dealt with after the war, if the people were *organized*. Organization for wartime building would become organization for reconstruction, with the same hindrances. Building workers must develop job committees and learn to control the industry, by tackling hindrances now. Where workers' control was complete, in the U.S.S.R., reconstruction would simply be a continuation of past work, and a technical matter. We also needed to achieve a scientific control.

**Miss Nancy McKinnon** (London Council of Social Service) said that her views were not representative of her organization. "Where are we? When peace breaks out, things go on. The post-war period is with us now. Our job is to plan wartime nurseries, etc., and thus create the post-war: out of the present planning the future will be created. Ideal conditions will not suddenly arrive with peace. The conditions of war will be with us for many years."

**Mr. Birkin Haward,** A.A.S.T.A. Organizer, said that while working on the building of factories and hostels he had been impressed by the fact that the powers-that-be were incapable of planning successfully for wartime needs. Our ability to plan in the future depended on our ability to plan for the present. The general opinion of the technical staff of a large job he had just left was that all technicians should be employed on immediate war work, or in the armed forces.

**Mr. Smart,** Secretary of the Clerks of Works Provident Association, was anxious that the mistake over Wren's plan for London should not recur. There should be a committee representing technicians and workpeople. "The body of architects Miss Drew represents can force the government to get on with reconstruction."

**Mr. Colin Penn,** President of A.A.S.T.A., declared that there was unanimity against the preparation at present of detailed plans. "There is work for everybody on wartime building. But the *best* people are working on reconstruction, not only the small number that has been suggested. We need their help in wartime building. Why did we not have proper plans before the war? It was certainly not for lack of ideas. Some people were concerned about a lag after the war. The organization of planning is far more important than planning itself. Full attention should be devoted to the present building programme, which is of tremendous importance."

**A Member** of A.A.S.T.A. now in the Forces, said that the men in the canteens were asking for something tangible to fight for, like the Russians seemed to have.

**Professor Taylor** then called upon the openers of the discussion to sum up.

**Mr. Campbell** said that the plans and the men had always been there. It depended on government as to whether or not they were used. The discussion had shown that the difficulties before us now were more than enough to occupy our full time. **Miss Drew** said that a few people must have reconstruction at their finger tips. There was not much difference of opinion, except possibly on the spiritual side. The war effort was all-important, but thinking and dreaming had its use. Unwin, Morris and Ruskin had all made significant contributions to society.

---

★ *A dwelling-house is let on a yearly tenancy—without any agreement concerning repairs. Some of the sash cords in the windows have broken; whose liability is it to repair the cords—the landlord's or the tenant's?* Q 937

★ *CAN you give me the names of paint firms who manufacture an anti-condensation paint for use on the highly enamelled painted surface of the staircase walls of a block of flats where very severe condensation is experienced?* - - - - - - Q 939

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.

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 937

ARCHITECT, LANCS.—*A dwelling-house in Lancashire is let on a yearly tenancy—without any written agreement concerning repairs. Some of the sash cords in the windows have broken—whose LIABILITY is it to repair the cords—the landlord's or the tenant's?*

In the absence of any reference as to repairs in the agreement, the landlord is free from all liability to repair and a tenant from year to year is only obliged to use the premises in a proper and tenant-like manner and to keep them wind and watertight.

In fulfilling his obligations to keep the premises wind and watertight, there is no need for the tenant to execute permanent repairs, e.g. if a window became broken he could paste brown paper over it, if that effectively prevented rain driving in.

There is no obligation on either side to repair the sash cords but if as a result of the sash cord breaking a window was left permanently open, the tenant would be obliged to take steps to keep the weather out.

## Q 938

ENQUIRER, LONDON.—*I am studying REINFORCED CONCRETE DESIGN in connection with post-war housing and have come across references to the*

# PATENT WELDED TUBULAR CONSTRUCTION

Data Sheet No. 5

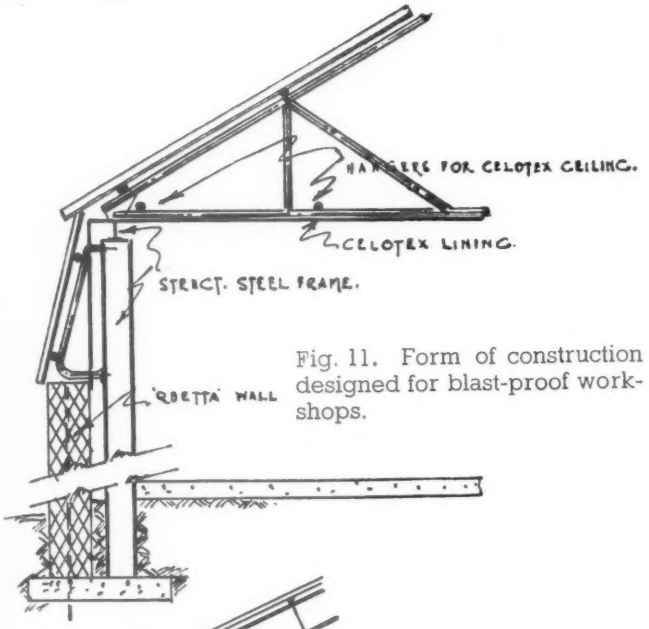



Fig. 11. Form of construction designed for blast-proof workshops.

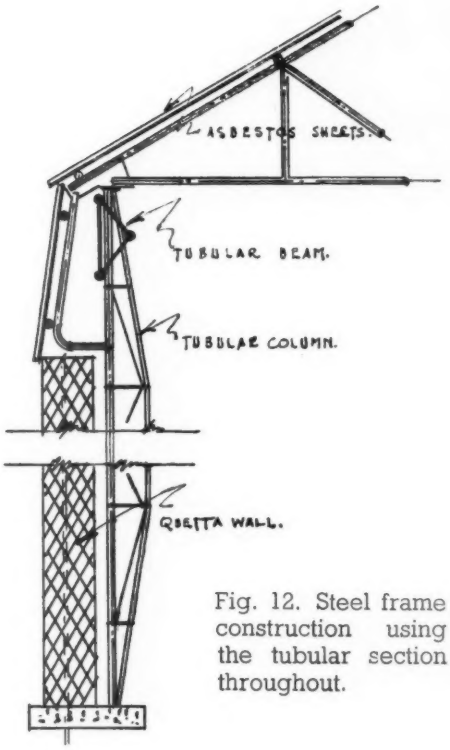



Fig. 12. Steel frame construction using the tubular section throughout.

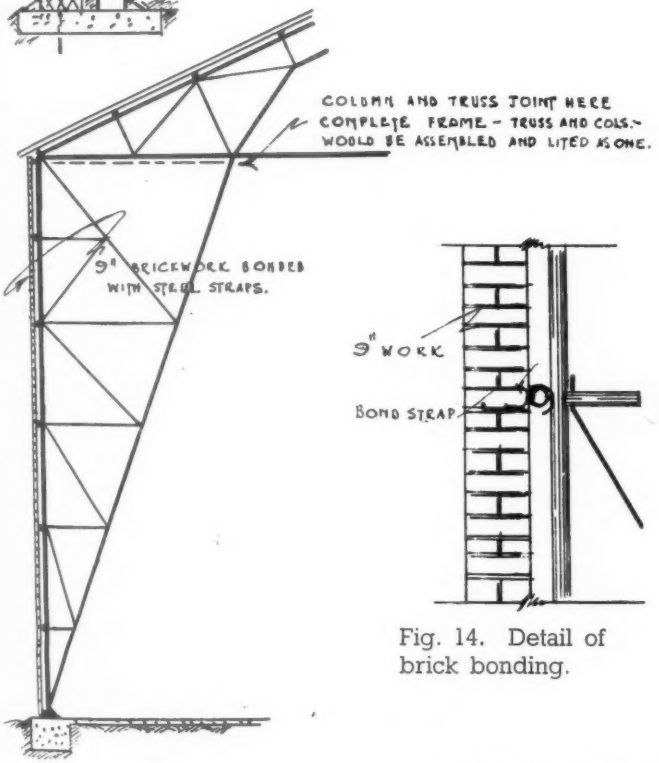



Fig. 13. 9" brickwork bonded to tubular steel column.




Fig. 14. Detail of brick bonding.

## BLAST-PROOF CONSTRUCTION

The form of construction detailed in Fig. 11 was designed for the erection of blast-proof workshops (Architects: Messrs. Turnbull & Fraser), and incorporates the new Quetta reinforced brickwork. It will be noted that the structural steel frame is independent of the outer shell.

A development of this form of construction is shewn in Fig. 12 where the whole of the structural framework is carried out in prefabricated welded tubular steel sections—again the structural frame is independent of the outer wall of Quetta reinforced brickwork.

Fig. 13 shews another design for a prefabricated tubular steel column, the whole of the steelwork consisting of tubular sections, including the longitudinal ties and braces. In place of asbestos sheeting, which is being more generally employed with this form of construction, the structural frame is faced with 9 in. brickwork bonded by steel straps to the tubular steel columns (see detail in Fig. 14). Pre-cast concrete walling could be bonded in a similar way.

This system of prefabricated tubular construction is exceptionally flexible and adaptable, and lends itself admirably to the prefabrication of single storey buildings of any size. The advantages of the tubular section, as compared with other steel sections, may be summarised as follows: Reduced weight in section to resist compression. Its stiffness during handling, i.e., allowing larger prefabricated sections to be handled. Its uniformity in all directions—allowing connections to be made from any side and at any angle. Assembly and erection on site can be carried out rapidly and any subsequent alterations or extensions to the existing building can be simply and speedily effected.

*NOTE.—These data sheets are appearing weekly in* THE ARCHITECTS' JOURNAL *—they will be available shortly in complete Folder form and application for these Folders should be addressed to Scaffolding [Great Britain] Limited, 77, Easton Street, High Wycombe, Buckinghamshire.*

*Myko system of mass-produced flooring and roof units. Can you let me have some information on this system?*

For full particulars you would be advised to write to the designers—Dr. K. Hajnal-Konzi and Sidney M. Myers of 22, The Park, Golders Hill, London, N.W.11.

The designers themselves do not manufacture, but will arrange for manufacture or collaborate with the contractors selected for the job. There is no reason why the latter should not be resorted to, as the process of manufacture is simple and well within the capabilities of the average general contractor.

The complete Myko floor or roof has the characteristics of a monolithic T-beam construction. The pre-cast beams consist of a reinforced high grade concrete core with a light weight foamed slag concrete casing. The slabs bridging the pre-cast beams are of light weight foamed slag concrete made in an ordinary block-making machine.

Over the slabs is laid a concrete topping, trowelled smooth for the direct application of lino, etc., or which may be finished to falls in the case of a roof. Granite chippings may be incorporated in the mix to form a granolithic floor, which renders a separate floor finish unnecessary.

The overall depth of a normal Myko floor is 9 in. and ordinary work requires only 6 or 7 lb. of steel per square yard.

The chief advantages are that all units are pre-cast, and expensive in-situ shuttering is not required, as the slabs act as permanent shuttering for the concrete top layer. Further, as the ceiling and beam casings consist of foamed slag concrete, the thermal insulation qualities are excellent.

If the ceiling is unlined, such as would be the case in an air raid shelter, the foamed slag concrete forms a very good anti-condensation surface. If a lining is required, fibre board or plaster board can be nailed direct to the beam soffites as foamed slag concrete will hold nails and the resulting air space increases the thermal insulation qualities of the system.

One other point is worthy of note. The foamed slag concrete beam casing is non-structural and can be chased for electric light conduits, etc.

The system has been used by most of the Ministries and been tested at the Building Research Station.

## Q 939

ARCHITECT, BERKS. — *What paint firms manufacture an anti-condensation paint for use on the highly enamelled painted surface of the staircase walls of a block of flats where very severe condensation is experienced.*

*An article I have read advocates the use of powdered cork "such as is obtained from barrels of grapes," but I am afraid that source of supply is out of reckoning for the present. Is there, however, any chance of a cork flooring firm having a supply of that material? The suggestion is to throw handfuls on to a thick paint whilst the latter is still tacky, and the writer claims success with this treatment.*

*I believe there are paints containing powdered cork and that is the treatment I should like to try if cork is not obtainable separately.*

The paints given below contain granulated cork and have a similar effect to the process you mention except that they are more decorative. We cannot suggest any source where you can obtain powdered cork as a separate commodity.

The Fairfield Paint Co., Ltd., London Colour Works, White Horse Lane, Mile End, London, E.1. — Fairfield Anti-Condensation Paint.

Thos. Parsons & Sons, Ltd., 315, Oxford Street, London, W.1.—Corktex-B.

## CHANGE OF ADDRESS

Rhodes Chains Ltd., have removed their head office back to London. Their address is: Beacon House, 113, Kingsway, W.C.2.

## CLASSIFIED ADVERTISEMENTS

*Advertisements should be addressed to the Advt. Manager, "The Architects' Journal," 45 The Avenue, Cheam, Surrey, and should reach there by first post on Monday morning for inclusion in the following week's paper.*

*Replies to Box Numbers should be addressed care of "The Architects' Journal," 45 The Avenue, Cheam, Surrey.*

### Public and Official Announcements

*Six lines or under, 8s.: each additional line, 1s.*

**THE POLYTECHNIC**

REGENT STREET, LONDON, W.1.

SCHOOL OF ARCHITECTURE, SURVEYING AND BUILDING.

Applications are invited for the post of temporary FULL-TIME LECTURER in ARCHITECTURE and CONSTRUCTION. The selected candidate will be required to commence duty on 14th September, 1942.

Candidates must hold the qualification of A.R.I.B.A., and the degree or diploma of a recognised school of Architecture. Previous teaching experience desirable.

The appointment will entail attendance at the school for approximately 27 hours per week.

The salary, which will be in accordance with the Burnham Scale for London, is payable monthly, and is determined on qualification and previous teaching or professional experience.

Forms of application, which must be returned not later than Saturday, 15th August, can be obtained by sending a stamped addressed foolscap envelope to the Director of Education, The Polytechnic, Regent Street, W.1. 786

**The Incorporated Association of Architects and Surveyors** maintains a register of qualified architects and surveyors (including assistants) requiring posts, and invites applications from public authorities and private practitioners having staff vacancies. Address: **75 Eaton Place, London, S.W.1. Tel.: Sloane 5615** 991

### Architectural Appointments Vacant

*Advertisements from Architects requiring Assistants or Draughtsmen, and from Assistants and Draughtsmen seeking positions in Architects' offices will be printed in "The Architects' Journal" free of charge until further notice. Other "Appointments Vacant" and "Wanted" will be found under later headings, and are subject to the charges given under each heading.*

*Wherever possible prospective employers are urged to give in their advertisement full information about the duty and responsibilities involved, the location of the office, and the salary offered. The inclusion of the Advertiser's name in lieu of a box number is welcomed.*

**ARCHITECTURAL ASSISTANT**, R.I.B.A. Intermediate Standard at least essential, with experience in large factory work, required at once. Write, stating salary, to Lavender & Twentyman, Waterloo Road, Wolverhampton. 485

*Classified Advertisements continued on page xxvi.*

## Architectural Appointments Wanted

**ASSISTANT,** aged 21, recently discharged army, 4 years' country and W.D. offices. Good draughtsman and modeller. London preferred. Available immediately. Box 466.

**ARCHITECT,** experienced in carrying through large and small schemes, all parts country. Salary £800 to £1,000 per annum, according to locality. Box No. 468.

**B.A. (Arch.), A.R.I.B.A., A.M.T.P.I.,** requires responsible position. Varied experience of all types of work over last 6 years, including full supervision. A.R.P. and War Damage. Replies to Architect, 194, All Souls Avenue, London, N.W.10. 469

**REGISTERED ARCHITECT,** exempt from military service, requires responsible position. Eight years in general practice and with public authorities. Experienced in design and construction of factories, housing, war buildings, etc., civil defence schemes. Reconstruction and post-war planning. Can drive car. Available immediately. Write: Architect, "Keeper's House," Roffey Park, Faygate, nr. Horsham. 470

**A.R.I.B.A.** requires part-time work, many years experience all types of work, including war damage. Box 472.

**WOMAN** (30), good draughtsman, 2½ years' architectural training, desires work with Architect or Planning Committee. Experienced Architect's Assistant, some typing. Exempt from calling-up. Box 474.

**EXPERIENCED SURVEYOR** offers part-time services in connection with war damage repairs, bills of quantities, estimates, specifications, etc. North-west London area. Box No. 477.

**ARCHITECTURAL ASSISTANT** (24), invalided from army after active service, desires post in the London area; not liable to further call-up. Will have completed full-day course at the Polytechnic School of Architecture, W.1, and taken Part II R.I.B.A. finals by the end of July. Will be free in August. Public School and University education. Drive car. Some office experience during vacations. Salary by agreement. Patrick B. Sweetnam, 166, Roxeth Green Avenue, Harrow-on-the-Hill, Middlesex. 481

**CLERK-OF-WORKS, BUILDING SURVEYOR,** requires an appointment in Birmingham district, the Midlands, or West of England (Birmingham resident). Over military age; rendered war service during 1914-18, first great war; over 25 years' experience and qualifications (practical and theoretical) of all branches of the building, allied and specialists trades and the profession; on various classes of important and extensive modern works and buildings, in first-class work; testimonials, etc., from municipal engineers and surveyors and architects and surveyors, on request. Salary to mutual arrangement, etc. Box No. 478.

**QUANTITY SURVEYING**—drawing office (architectural). Youth 16½, Technical School training, seeks opening, London. Box 482.

**YOUNG MAN,** exempt military service, studying for R.I.B.A. Final, seeks constructive post of national importance. P. H. F. Stiles, East Lodge, Vigo, South Holmwood, Surrey. 479

**DRAUGHTSMAN (Architectural),** requires change, aged 17, 2½ years' experience in preparing working drawings of small structures under supervision, constructional details, tracing and building surveys. Write A.H., 61, Openview, Earlsfield, S.W.18. 483

**ARCHITECTURAL STUDENT,** at present engaged as Engineering Draughtsman, requires part-time Architectural Drawing work. D. Wheeler, 28, Endymion Road, Hatfield, Herts. 484

## Other Appointments Vacant

*Four lines or under, 4s.; each additional line,* 1s.

**DESIGNER** required by large Company manufacturing heating and cooking apparatus. Creative ability, modern outlook and architectural training necessary. Salary will be paid in accordance with qualifications. Box 486.

## Miscellaneous

*Four lines or under, 4s.; each additional line,* 1s.

**A. J. BINNS, LTD.,** specialists in the supply and fixing of all types of fencing, tubular guard rail, factory partitions and gates. 53, Great Marlborough Street, W.1. Gerrard 4223-4224-4225.

**SPECIFICATIONS AND BILLS OF QUANTITIES,** etc., expeditiously and accurately typed or duplicated. Translations and Facsimile, Typewriting. All work treated confidentially. Miss G. Saunders, Typewriting Bureau, 17, Dacre Street, Westminster, S.W.1. Telephone: Whitehall 2605.

**WANTED.** Copy of the "Architectural Review" for September, 1940 Box 475.

**AUTHORS** invited submit MSS (especially Fiction and Poems) to London Publishers of 43 years' standing. Advice free. Stockwell, Ltd., Elms Court, Ilfracombe (Duration Address). 787

## Educational Announcements

*Four lines or under, 4s; each additional line,* 1s.

**R.I.B.A. QUALIFYING EXAMINATIONS**
Mr. C. W. Box, F.R.I.B.A., M.R.San.I.
**Short Term Wartime Tuition Arranged.**
Courses by Correspondence and Personal in Studio.
115, Gower St., London, W.C.1. Telephone: Euston 3906

**R.I.B.A. AND T.P. INST. EXAMS.** Private Courses of tuition by correspondence arranged by Mr. L. Stuart Stanley, M.A., F.R.I.B.A., M.T.P.I. Tutor, St. Catherine's College, Cambridge. 231