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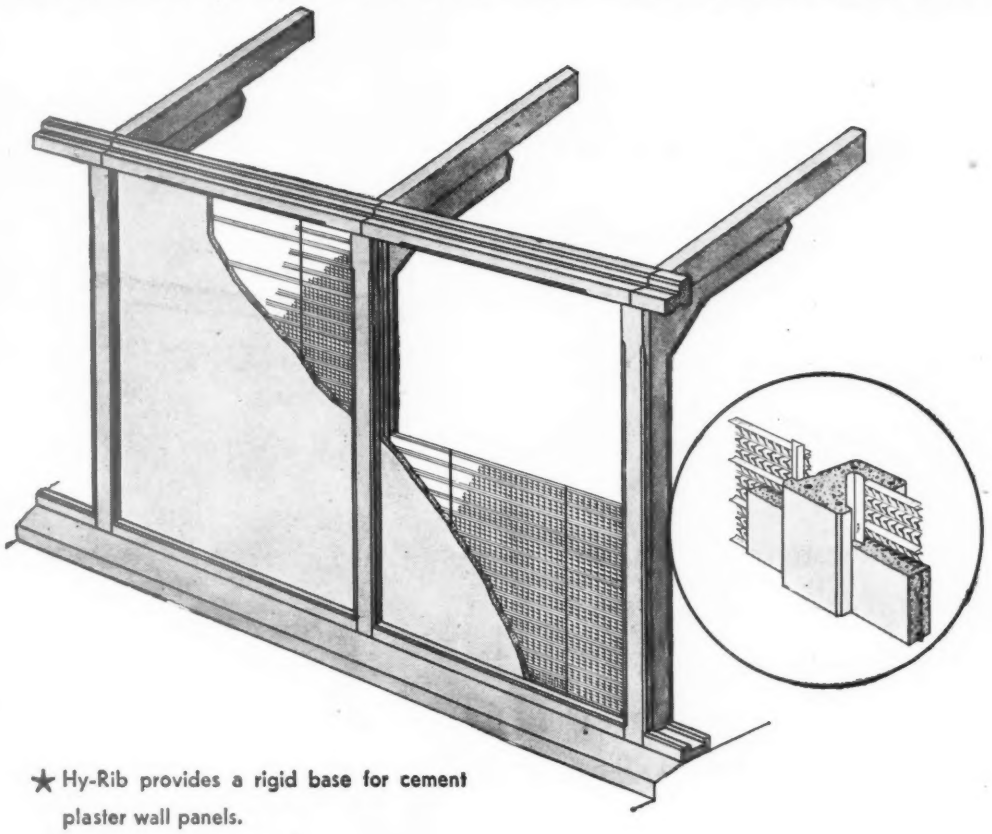

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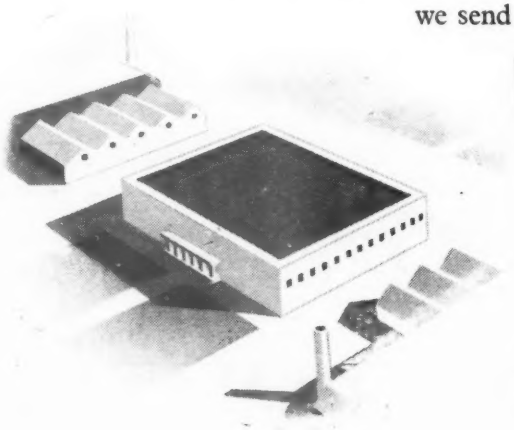

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THE ARCHITECTS' JOURNAL
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The Editor will be glad to receive MS. articles and also illustrations of current architecture in this country and abroad with a view to publication. Though every care will be taken, the Editor cannot hold himself responsible for material sent him.

THURSDAY, NOVEMBER 19, 1942. NUMBER 2495 : VOLUME 96

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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.*

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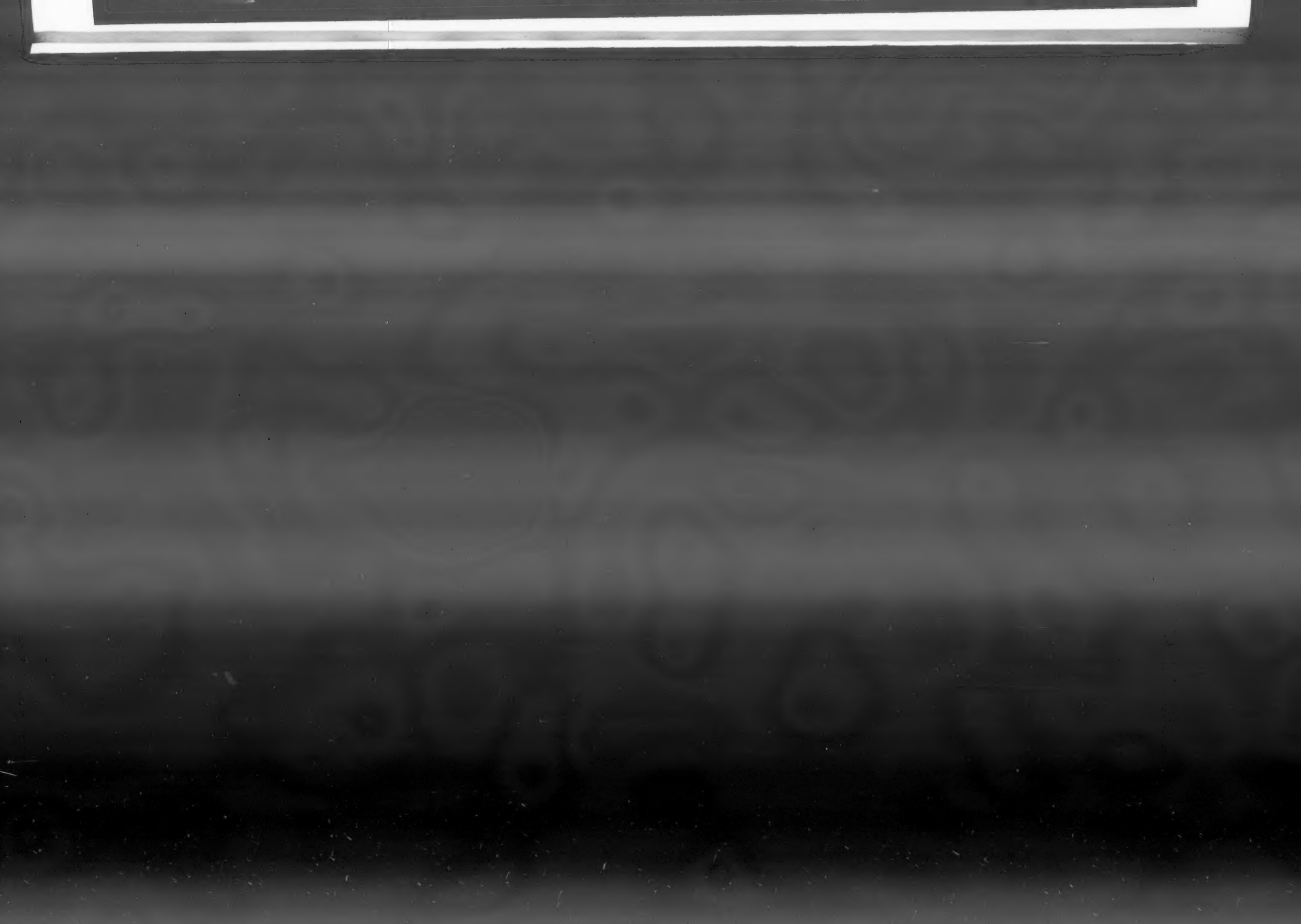
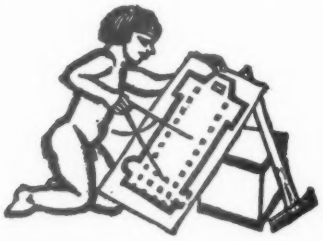


In common with every other periodical and newspaper in the country, this JOURNAL *is rationed to a small proportion of its peace-time requirements of paper. This means that it is no longer a free agent printing as many pages as it thinks fit and selling to as many readers as wish to buy it. Instead a 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*

Houses have their own ways of dying, falling as variously as the generations of men, some with a tragic roar, some quietly, but to an after-life in the city of ghosts, while from others—and thus was the death of Wickham Place—the spirit slips before the body perishes. It had decayed in the spring, disintegrating the girls more than they knew, and causing either to accost unfamiliar regions. By September it was a corpse, void of emotion, and scarcely hallowed by the memories of thirty years of happiness. Through its round-topped doorway passed furniture, and pictures, and books, until the last room was gutted and the last van had rumbled away. It stood for a week or two longer, open eyed, as if astonished at its own emptiness. Then it fell. Navvies came, and spilt it back into the grey.

Howards End, *By E. M. Forster.*

Though every news item is news to someone, it doesn't follow that all news has the same value for everyone. The stars are used to draw attention to the paragraphs which ought to interest every reader of the Journal.

★ *means spare a second for this it will probably be worth it.*

★★ *means important news, for reasons which may or may not be obvious.*

Any paragraph marked with more than two stars is very hot news indeed.

N E W S

Mr. Brown, Minister of Health, speaking in London last week, revealed that more than one out of every five houses in the country had been damaged by BOMBS.

He gave the following figures:

Damaged.	*Repaired. and Occupied.*	*Pulled down. Left or still Unoccupiable.*
2,750,000	2,500,000	250,000

Of the 250,000 under the last heading 100,000 had received first-aid repairs, but for various reasons were not occupiable at the present time.

Against this loss we had brought into use 135,000 new houses which were in course of construction at the outbreak of war.

The Minister of Labour and National Service has made an Order—the Building and Engineering Construction (Young Persons) Order, 1942—which comes into force on November 29 next, and restricts the hours of EMPLOYMENT OF YOUNG PERSONS *in various building and civil engineering operations, and in places where such operations are carried on. Full details appear on page* 336.

The policy of the Government to SPREAD THE AVAILABLE WORK *in the building programme among as many suitable firms as possible has been extended during recent months. The measures adopted include restrictions on the total load that individual contractors may carry, provision for compulsory subcontracting, grouping of firms to enable the smaller firms to undertake Government contracts, and consultation in the preparation of tender lists.*

The nineteenth report from the Select Committee on National Expenditure, issued last Friday, is devoted to AERODROME CONSTRUCTION. *A summary of the Committee's recommendations appears on page* 336.

A Committee under the Chairmanship of Mr. T. W. Haward has been set up by the Minister of Agriculture and Fisheries " to consider and make recommendations regarding the lay-out, design and construction of FARM BUILDINGS *after the war."*

All communications should be addressed to the Secretaries, Farm Buildings Committee, Ministry of Agriculture and Fisheries, 55, Whitehall, S.W.1. The names of members of the Committee are printed on page xxvi.

★★

The Moscow Section of the Committee of Arts attached to the Soviet Union of Architects, in collaboration with the Committee of Arts attached to the Council of Peoples' Commissars of the U.S.S.R. is to hold a COMPETITION *for designs for monuments to the heroes who have fallen in Russia. This news is contained in a cablegram from Dmitri Chechulin, which is printed in full on page* 326.

Under the heading " R.I.B.A. EXHIBITION," *a note appeared in this column last week commenting on the preparation for the exhibition now in full swing. We have been asked to call attention to the fact that the R.I.B.A. is far from being the sole parent of the enterprise, though the R.I.B.A. is responsible for its form and contents. The whole Building Industry—Builders,*

Seventy on Monday Next

William Henry Ansell is the eleventh architect to occupy the Presidency of the R.I.B.A. for more than two years. He was elected to that office in 1940 in succession to the late E. Stanley Hall. Born in 1872—he celebrates his seventieth birthday on Monday next—Mr. Ansell was educated at Derby and was articled to a firm of architects in that town. He commenced practice in London in 1900 and has been responsible for the design of a large number of buildings throughout the country, including hospitals, churches, office buildings and houses. He served throughout the last war and was awarded the Military Cross and mentioned in despatches twice. Mr. Ansell was President of the A.A. in 1928 ; Chairman of the Board of Architectural Education, 1931-33 ; Vice-President, R.I.B.A., 1933-35 ; and Hon. Secretary of the Institute in 1938, which office he held until his election as President. He is the representative in the United Kingdom of the Royal Australian Institute of Architects.

Operatives, and Manufacturers—is equally responsible for its materialization, the industry having enthusiastically undertaken to raise the necessary funds.

★

At a meeting of the Federation of Greater London Master Builders the following RESOLUTION *was passed*:

That this meeting, representing 1,700 members, confirms its determination to assist H.M. Government to bring the war to a successful conclusion, but views with alarm the lack of method shown by the Ministry of Labour and National Service in regard to the transfer of building operatives. It strongly deprecates the lack of courtesy shown to the Federation's request to the Ministry of Labour for a deputation to be received in this connection. It urgently claims that this Federation should be consulted as to the method of selection and transfer, and that local panels should be set up to advise the national service officers so that equitable distribution of the burden might be secured ; and further, that suitable guarantees should be given as to the return of the labour transferred.

★

The annual general meeting of the A.A.S.T.A., on November 28, is

the twenty-fourth anniversary of the foundation of the Association. Established after the last war the Association celebrates this anniversary as a turning point in its history. By the rapid formation of district committees and branches an increasing number of active members are undertaking work in the front line of the Association. At the meeting new rules are to be put forward which mark the new stage of development. These rules provide for increased power to District Committees and Branches, and for an enlarged, more representative General Council. The development of the Association is marked by the proposal, already ratified by two-thirds of the membership, to change the name to the ASSOCIATION OF BUILDING TECHNICIANS—*proof that it is established as the trade union for all technical men and women in the building industry.*

LORD ESHER AND THE R.A. EXHIBITION

LORD ESHER complains* because the JOURNAL has raised an eyebrow at his association with the Royal Academy Plan for London. While not unsympathetic to the bright young moderns he fails to see how they can expect one who really cares for London, its character and personality, to side with them in their determination to tear the old place down and build a modern city. In making out his case he implies that the JOURNAL is on the side of the bright young moderns and that the Royal Academy Planning Committee is on the side of those who care for London.

Lord Esher is obviously quite sincere in this belief, but the JOURNAL is also sincere in believing him to be mistaken. It is important that the public should not be fooled into thinking that the R.A. Plan is the work of men who care for London and seek to preserve its character against the assaults of *avant-garde* reds burning to raze the place to the ground. For the truth is far different. The truth is, no modern architect worthy of the name wants to tear down that part of London which has character. Contrariwise, whether the members of the R.A. Planning Committee care for London or not, their designs show little understanding either of the personality or of the peculiar beauties of the city they are setting up to save. This is no question of the styles. If the Academy had made a satisfactory attempt to reveal the visual possibilities of the London landscape, it would, in the opinion of the JOURNAL, have done a useful work. It is here, however, in the very task it set itself to carry out, that this committee seems to us to have failed.

For in the matter of the visual possibilities of landscape there is a clear-cut English tradition. It is not easy in a sentence to describe what amounts to a national esthetic, developed over more than three centuries, particularly as the technical terms evolved in Georgian times have changed their meaning (*picturesque* for instance), but since for brevity the issue must be condensed into a word, let us say that in place of the idea of *symmetry* the English taste has substituted the idea of balance. Balance in place of symmetry. Hailed throughout 18th century Europe as an epoch-making esthetic development, this English way of building up a scene swept through France and Germany, and penetrated Russia. In Europe it was (and still is) known as the English, though according to Loudon, it was known in the England of George III. as the *modern* style. Horace Walpole defined it as the art of making landscape.

What was the landscape idea? Landscape or picturesque theory, about which a large literature arose in the years pre-

---

* In the following letter:

SIR,—As you were kind enough to mention my name in your interesting criticism of the Royal Academy plan, perhaps I may be allowed to express my regret that your too rigid adherence to the theory of planning will not allow you to collaborate in the practical task of dealing with the ancient but battered city of London. You say that "engineering plus architecture is not town-planning." Nobody ever said that it was, and the epigram begs the question. I have studied with care the admirable diagrams with which Mr. Tatton-Brown has elaborated the sort of city in which modern people want to live. The ideas which he advocates seem to be perfectly suited to Mr. Trystan Edwards' hundred new towns, or even to an industrial city without character or history. But I cannot conceive how they can be applied to a capital city that, whatever its defects, has for a thousand years developed its own peculiar personality and become deeply embedded in the affections of its citizens. Even the changes suggested by the Royal Academy Committee, which are not fundamental "town-planning" in the modern sense, have excited alarm lest the character of London be lost and Haussmannized into a reflection of Paris. If the town-planners want to go farther than this, it is surely essential that they should show how the application of their ideas can be effected without London becoming, perhaps "better," but decidedly something else.

Destructive criticism is easy enough. Half-an-hour's concentration on an editorial can demolish a year of other people's work. Even more harmful is the eager welcome it will receive from the inert mass who are determined to do nothing at all, and who will watch with delight the experts wrecking each other's schemes. The Royal Academy Committee consider their plan to be "tentative and provisional" and, in view of so modest an attitude, it was to be hoped that constructive collaboration rather than contemptous superiority would be the reaction of the critics.

ESHER.

ceding Trafalgar, consisted in looking for a more subtle approach to landscape, whether rural or urban, than that which the continental tradition had been found capable of. It spurned the symmetrical approach just because it lacked subtlety, because it was too crude. In terms of town planning the symmetrical approach is that which seeks to impose arbitrarily, irrespective of whether the case warrants it, an artificial uniformity. Straight Streets, Triumphal Ways, *Places,* are its stock-in-trade. The idea of balance involves the technique of free composition. First applied to the laying-out of grounds by William Kent, it spread in ever-widening waves through the landscape, first of England, then of Europe, and finally under Nash became incorporated in town planning theory.

It was the study of such apparently accidental compositions of landscape as, say, St. Paul's from Fleet Street (and a city from the visual planner's point of view is *a landscape*, an urban landscape) that led English planners to develop the landscape theory. Believe it or not this view of St. Paul's, so essentially a *London* view, providing as it does exactly the kind of effect that is typical of London, and alone of London, is rubbed out by the R.A. Planning Committee. Instead of Ludgate Hill we are offered a symmetrical lay-out, complete with straight avenues plumb on the axis. As it happens the lay-out, at least the part directly round the base of St. Paul's, is a good one, and shows an understanding of 17th century ideals, but—London is not a city of 17th century ideals. It is a romantic city, of picturesque caverns, of strange infernal openings revealing unexpected perspectives. Abingdon Street Georgian sandwiched in between the great bulk of Abbey and Parliament; the loop of Whitehall from the House of Lords; the Embankment buildings, more surprising than the Himalayas, clearing the tree-tops of St. James'; the tiny Horse Guards seen from under the great bastion of the India Office—these are the typical London views. If the Academy had used its exhibition to explain to Londoners that the alert planner can multiply such apparently accidental charms up to a point where the streets of a city, which may seem to the ignorant merely undesigned, can reveal an endless succession of fascinating vistas and juxtapositions; that landscape theory represents the great English improvement upon orthodox continental practice; that the character of London particularly demands development in landscape terms; then the Academy would have done a notable thing for the man in the London street. Instead it has ignored the English tradition. It has treated London as though it were Buenos Aires. It has taken half-a-dozen traffic points and laid them out according to the symmetrical South American convention taken over from the dead Beaux Arts dictatorship of France.

The JOURNAL maintains that re-development along these lines would be utterly false to the tradition of London.

The Architects' Journal

War Address: 45, The Avenue, Cheam, Surrey

Telephone: Vigilant 0087-9

NOTES & TOPICS

THE GREAT AMERICAN MYSTERY CONTINUED

Between the announcements by the Ministry of Labour that (i) Mr. Bevin and Lord Portal had called upon the industry to put forth a great effort in a new rush building programme, and (ii) Mr. Bevin had written to the leaders of the industry asking them to thank employers and workers for their efforts in building such things as camps and aerodromes for the American Forces in the European theatres of operations, we have been given but two brief peeps behind the curtain.

★

First, MOWP told how a departmental store had been converted at great speed into a headquarter building for the General Purchasing Board of the U.S. Army; secondly, some weeks later MOWP issued scanty information about another quick job—the conversion of another store into a canteen for Americans serving in this country. Meanwhile, hundreds of American soldiers can be observed walking the streets of our cities, and we read of the raids carried out by Flying Fortresses, flown by American airmen. Even Dr. Watson could deduce from these two facts that Americans are with us, living in this country, fighting from bases in this country.

★

Next, the housing problem is be-

On Sunday last, in the B.B.C. weekly series of programmes called "Workers of the Week," the story was told of how a firm of builders completed a military camp in two months under the scheduled time. Here are the four members of the firm who took part in the broadcast discussing the script with Miss Marjorie Banks, who produced the programme in collaboration with MOWP. From left to right: Jack Fowler (Foreman), Tom Clift (Labourer), Fred Caplin (Bricklayer) and Len Rance (Bricklayer).

coming more and more acute. From that we deduce that Americans are being provided with camps for their troops; we assume that camps are being provided for their airmen. We have been told that the Americans are bringing over their own armaments, their own food, their own clothes. We assume, therefore, that they will require their own aerodromes, their own camps.

★

If this be so then either MOWP was very far-sighted and built camps and aerodromes for the Americans before they arrived in this country or the new rush programme announced by Bevin and now being carried out, is to provide the Americans with camps and aerodromes. If the former, then MOWP should be given credit for vision rare in Government history. If the latter, then we should be told more of the achievements of the men who are doing the work, for they must be working at a speed previously undreamed of in our philosophy. Records of achievement are the best spur to effort.

WHO WAS THE ARCHITECT?

Since the above notes were written some of the achievements of the men who are building these camps were recorded by the B.B.C. on Sunday last in "The Workers of the Week," the third of a series of programmes introducing the week's outstanding workers on the war front.

★

A firm of builders, whose name should most certainly not be suppressed, Messrs. Hinkins and Frewin of Oxford, have completed a soldiers' camp in two months under the scheduled time, and four of their employees came to the microphone to tell the world how they accomplished this excellent piece of work. They were Jack Fowler, the foreman, Tom Clift, labourer, and two bricklayers, Fred Caplin and Len Rance.

★

The programme lasted fifteen minutes and the men got across their story in a convincing manner, with the help of an architect and an American soldier. Records broken included: huts completed in 211 man hours, when the target was 450 hours, and bricks laid at the rate of over a thousand a day, when the target was 600 bricks a day. Said Fowler: "The boss always says you can't expect the men to do what you won't do yourself. And I must say everyone here has been ready to turn a hand to anything. Why, I've seen the assistant architect stay behind at night and take off his jacket and do a bit of navvying."

LUTYENS AND MAISKY

Sir Edwin Lutyens and M. Maisky were twin stars at the opening of *Twenty-five Years of Soviet Progress* at the Wallace Collection on November 8. It is certainly the most impressive show yet organized of the achievements, both in war and peace, of our ally.*

★

The exhibition was designed by Ernö Goldfinger, representing the A.A.S.T.A., on a committee made up mainly from bodies specifically interested in Anglo-Soviet relations. Sir Edwin spoke briefly of the honour he felt at being asked to open it. M. Maisky reviewed the many reasons put forward to explain the successful resistance of Russia. He said that no doubt the vastness of the country, the bravery of the people, the coldness of the winter and the heat of the summer all played a part; but the most important factor was that the national economy and political structure were socialist.

★

Sir Edwin and M. Maisky were shown round after the ceremony by Mr. Goldfinger. Said Goldfinger to Lutyens, on entering the room devoted to Soviet building: "I think you'll like this." And then, diffidently, "I'm an architect, you know." Sir Edwin extended his hand. "So am I. Shake!" A tour of an hour and a quarter did not damp his spirits or quench his wit.

SEE-SAW

The headmaster was showing his guest round his new axially-planned school. They walked east one hundred yards down a long corridor. They returned one hundred yards to the central entrance. Then they walked one hundred yards west. Wearied with walking the visitor asked: "Why on earth is the building symmetrical?"

★

The headmaster gazed at his questioner blandly while he searched in his mind for the explanation his architect had given. "Symmetrical? Ah yes, that is for rather technical reasons. It is—ah—to prevent unequal settlement."

ASTRAGAL

* The exhibition will be open every day until Sunday, November 22, from 10 until 5, at Hertford House, Manchester Square.

LETTERS

Dmitri Chechulin
(Chairman, Moscow Section of the Soviet Architects' Union).

Malcolm Mactaggart

Frederick T. Bush, A.R.I.B.A.

N. C. Stoneham

George Fejer

Charles Read

Cablegram from Russia

The following cablegram headed "Russian Peoples Erect Memorials to their Heroes," has been received from Dmitri Chechulin, Stalin Prize-winner and Chairman of the Moscow Section of the Soviet Architects' Union.

Moscow Section of Committee of Arts attached to Soviet Union of Architects, in conjunction with Committee of Arts attached to Council of Peoples' Commissars of U.S.S.R., has announced big competition for designs for monument to heroes of great patriotic war. Ten subjects have been set; pantheons to all members of the forces, including partisans who have fallen in war; memorials to heroic defenders of Moscow, Leningrad and Sevastopol; to twenty-eight guardsmen from Major-General Parfilov's Division who gave their lives to check advance of fifty tanks at Moscow's approaches; to eight Volokolamsk girls and young men who were hanged by German executioners because these youthful Russian patriots refused to throw down their arms before invaders; and to Zoe Kosmodemyanskaya, hero of Soviet Union, who was also executed by the Fascists. In addition Committee suggests as subjects for creative studies by architects and sculptors, designs for monuments over common grave or graves of individual Red Army men and commanders. There are no strict requirements as regards form or medium. On contrary, scope is practically unlimited. Monuments may take either architectural or sculptural form or be synthesis of both. Thirty prizes will be awarded. On occasion of celebration of twenty-fifth anniversary of Soviet power, best designs will be on view in State Tretyakov Picture Gallery. Jury will include such prominent architects as veteran Alexei Schusev, who designed and built Lenin Mausoleum in Red Square, Kazan Railway Station, "Hotel Moskva" Tbilisi Branch of Marx Engel's Lenin Institute; vice-president U.S.S.R. Academy of Architecture, Karo Alabyan, who was one of the builders of Soviet Pavilion at New York World's Fair in 1939, veteran architect who has been given title of honour for work in arts and science and was builder of American Embassy in Moscow; Stalin prizewinners—sculptor Vera Mukhina, author of that remarkable work in rustless steel that crowned Soviet Pavilion at Paris Exhibition; sculptor Sarah Lededeva; authors A. Korneichuk and Ilya Ehrenburg; composer Vano Muradeli, whose symphony has often been played in U.S.A. There can be no doubt that these connoisseurs will select designs that are most deserving and most gifted. Similar competitions have already been held this summer. Here preference was given to memorial which was architectural treatment of ancient Russian Tumulus—work of two young designers, Ashat Medoyant and Mikhail Posokhin—and to monument to heroes of Leningrad's defence. This monument, which is the work of Leo Kaluga, is intended to be erected on bank of Neva.—DMITRI CHECHULIN.

Registration

SIR,—With reference to Mr. Pembroke Wicks' letter in the JOURNAL for November 5. I should very much like to have some definition of what, under the title of "architect," is to be meant by "practising or carrying on business"?

For instance, were I not registered and were I to call myself an architect, would I be deemed to be "practising or carrying on business"? I ask this question with reference to the fact that I am working for a Railway Company for a regular salary—my work consisting in taking part in the planning, detailing, and otherwise designing of buildings, and in thereafter acting as may be necessary in the supervision of their erection.

MALCOLM MACTAGGART

Berkhamsted

Polish Students in Liverpool

SIR,—May I openly congratulate Liverpool on their adoption of such a practical scheme for helping a few of our sorely tried friends to prepare for the reconstruction of their own country.

This spirit of friendship and collaboration, which is in sharp contrast to that displayed by your unnamed (Architect) correspondent, should help us all to emerge from the snarling and hideousness of the past and present days.

London FREDERICK T. BUSH

Plastics

Sir,—I note that when referring to the structural possibilities of plastics, your "Optimist"* refers to resin-bonded ply as a semi-plastic. In other parts of your admirable issue, resin-bonded ply is also referred to as if it were not a true plastic, but a sort of step-sister.

Now, I grant that with the ordinary conception of plywood as being relatively thick veneer joined together by relatively thin adhesives, this connotation is correct, but it is not imaginative, nor really in keeping with the spirit of your supplement, because you were so obviously looking forward to the future; yet resin-bonded ply was referred to as it is commonly used at present. I purposely use the word "commonly" because there are a great number of instances where the veneers are relatively thin and the resin relatively thick, so that the veneer becomes a filler and strengthener of the resin, just as steel is used to reinforce concrete.

The future of resin-bonded ply seems to lie so much in the further development of this veneer reinforced resin that I have ventured to coin a term "plyplastic" or (if somebody might prefer it) "veneer plastic." I cannot help thinking that it was a pity you did not devote a little space to consideration of this form of plastic.

"Optimist," for instance, says "The plastic manufacturer would hate the idea of making H sections to the same sizes and purpose as metals." Would he? I dare not say too much for fear of giving away a war secret, but H sections are already being made from plyplastic, i.e. synthetic resins strengthened by veneers of tissue-paper thickness. What they are being used for must not be said.

That by now celebrated aeroplane, the Timm trainer, which is so frequently referred to as the plastic aeroplane, is actually a plyplastic aeroplane, and it seems to me that one of the greatest architectural developments of plastics lies in the development of ply or veneer plastic, call it which you will.

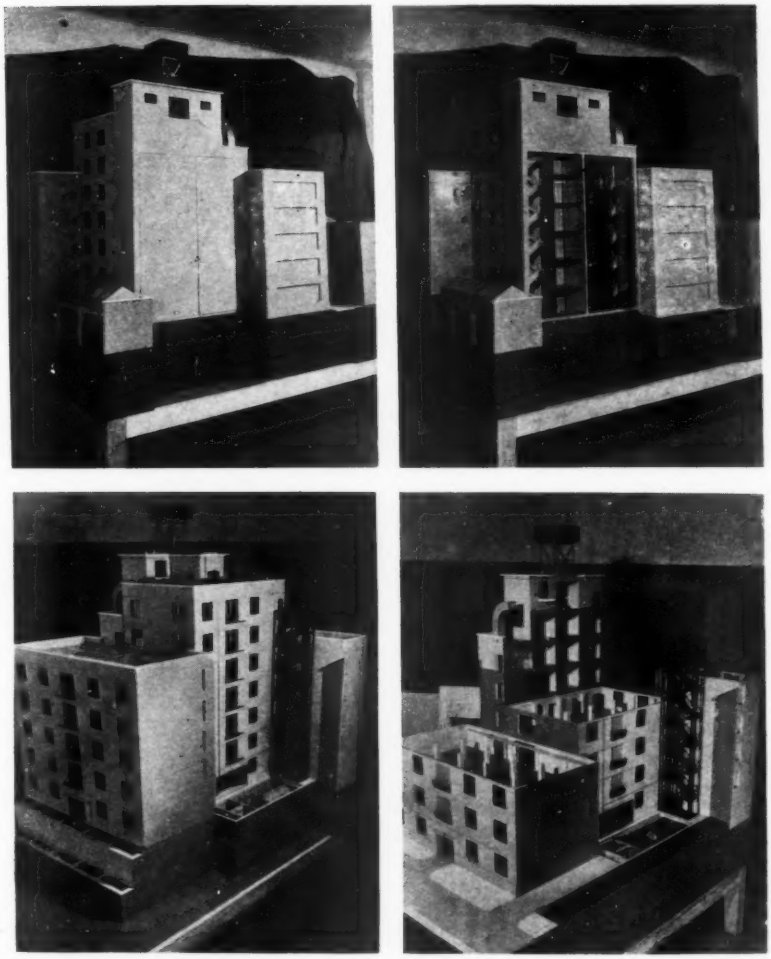
N. C. STONEHAM.

Mr. Fejer replies:

Sir,—Mr. Stoneham's letter calls for a brief explanation. I did not intend to minimize the importance and value of laminated plastics by calling them semi-plastic or partly-plastic materials. On the contrary, some of my statements (see page 280, section "2. Rigid Sheets," ARCHITECTS' JOURNAL, October 29, and also page 286) are meant to underline the versatility of the products made of synthetic resins and reinforced with wood-veneer, fabrics and other fibrous materials, and to stress the fact that we have it in our power to formulate and create a range of new materials by such combinations.

* A.J., October 29, p. 286.

F I R E - F I G H T I N G



This model was designed by Mr. G. C. Logie, A.R.I.B.A., an architect in the London Fire Service. Firemen operating miniature hoses use it to demonstrate to their instructors how much they have learned of fire-fighting technique. The model, of course, is completely to scale, hence the need for an architect. Its proportions have been carefully worked out to provide examples of the different hazards firemen have to cope with. The building faces on to fire breaks of different widths, is overlooked by blocks of differing heights, and its storeys are constructed as trays that can be taken on and off, so that the stage has been set to represent almost any type of problem. Largely as a result of the war fire-fighting has already become a highly scientific business. Perhaps before the end of the war the Fire Research Station at Elstree will have come to sufficiently definite conclusions about fire prevention, for that side of the question to be equally well worked out in practice. Looking at the model one can't help agreeing with firemen who say that if towns were properly planned most of the fires they are asked to put out would never occur—even in war-time.

I have already made, elsewhere, quite detailed suggestions as to the future uses of laminated plastics, for certain minor structural purposes such as frames for built-in panels (see "Plastic Building Components," which appeared in *Plastics*, August issue) and also for making the skeleton work of prefabricated kitchen units (*Plastics*, November issue).

I regret that I made no special comment on the *future possibilities* of the particular type of laminations referred to by Mr. Stoneham, namely, those with the small wood-veneer content. I hope he will excuse me for this, on realizing that the main aim of the article was to give a description of the best known types of synthetic resins and examples of some architectural uses to which these have been put in the past. I devoted only about one page out of the total nine to the future possibilities of plastics.

There is, however, one point on which we do not quite seem to agree, i.e. the H sections. As far as major structural elements of building are concerned, I still maintain that it is not a particularly good idea to substitute for standard steel beams a laminated plastic—of identical section. The thicknesses (not exceeding 1 inch, ½ inch respectively) of certain steel sections, and other features of the design, are in direct relation to the specific properties of steel, and the methods used in the manufacture of the beams. The sections, therefore, cannot be successfully imitated in any other material—not even in "ply-plastics."

On the other hand, channel type sections and hollow tubes are more suitable for the manufacture of laminated plastic elements; there are many new types being developed, but these sections will eventually prove to be very different in sizes and proportions to their steel counterpart. As the characteristics and manufacturing methods of laminated plastics are inherently different, we can anticipate that their field of uses will also be somewhat different from that of structural steel.

GEORGE FEJER

Gothic

SIR,—Recently letters from members of the public have appeared in the daily press, advocating clothing our post-war city buildings in a Gothic cloak to obtain an "olde-worlde" atmosphere.

Shortage of metal unfortunately prevents the wearing of armour at the present time, but this atmosphere could even now be fostered by disguising the Sten gun as a cross-bow and the Spitfire as a pterodactyl.

What do the Forces think?

CHARLES READ

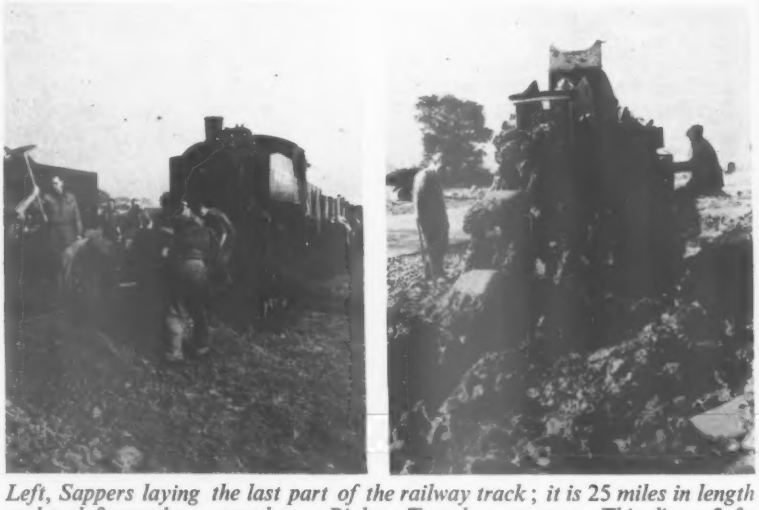
Chorley Wood

C A M P S

A military camp, described by the War Office as the largest single project of its kind in this country, is rapidly approaching completion in the Midlands. The work is being carried out by 2,500 R.E.'s and 4,000 civilians (including the MOWP Flying Squad) and records are being broken in the speed of erection. Another camp has also been built in record time, and was the subject of a broadcast last Sunday night. *See page 334.*

The prefabricated huts (3 dormitories, 1 canteen, 1 store and 2 offices), built by MOWP's mobile builders to house the advance party of workmen of the main contractor.

Twelve cubic yard scraper for road making. It does the work of 400 men—400 ft. by 12 in. deep in 90 minutes.



Left, Sappers laying the last part of the railway track; it is 25 miles in length and took 3 months to complete. Right. Trench excavator. This digs a 3 ft. 6 in. trench for water-mains at a speed of half-a-mile an hour.

Erecting an Iris hut for storage and workshop. It is of tubular steel construction.

A battery of concrete mixers; in the rear are completed huts ready for occupation.

The four building trades operatives employed on a similar camp for American soldiers who broadcast their experiences in the B.B.C. "Workers of the Week" programme last Sunday night. Here they are seen in the studio with Miss Marjorie Banks, the B.B.C. producer. What they said is printed on page 334.

V I S I T
TO A CAMP

Mr. Henry Strauss, M.P., Joint Parliamentary Secretary to MOWP, asked by Mr. Rostron Duckworth, M.P., what steps the Government are taking to ensure that war factories unneeded after the war will be treated as part of projected garden cities and not allowed to revert to exploiters, as was the case at Slough after the last war, replied: "My Noble Friend recognizes the importance of the treatment of Government factories after the war, and information is now being collected which will facilitate decisions on the future use, removal or disposal of such factories in the light of the circumstances then prevailing."

It is good to know that the Government has decided to consider this grave problem and is already taking preliminary steps to deal with it. But it will be no easy task to reinstate the land covered by such war necessities as the War Office Base Depot which is now being built in record time "Somewhere in the Midlands." When I visited this Depot as one of a party of newspapermen, I was grieved to see how the beauty of the country was being scarred by roads and railways and obliterated by the "hard standing" and concrete bases for huts that were being put down at prodigious speeds.

Into this perfect setting for a romance, on May 19 this year, came 900 Sappers to disturb the productive calm of the farmland. Their job was not an easy one. They knew that by the middle of December, three camps each for 1,000 men, an engineer's depot, an ordnance depot and a signals depot had to be ready for occupation by Allied Forces. Their job was to lay eight miles of railway track, with sidings and marshalling yards, engine sheds, water towers, signal cabins and coal bunkers, and to provide a drainage system, on land that had not even been surveyed. Had they known that a fortnight before they were to complete their part of the job, 600 more Sappers would arrive to tackle an even bigger task, they might have been dismayed. For requirements change rapidly in modern warfare and in June it was decided to enlarge the Depot by adding, a few miles away, five more camps for 1,000 men, a quartermaster's stores, an air stores, and a 750-bed hospital, which would turn the job into the largest single project of its kind in the country . . . a Base Depot worthy of the country whose troops are to occupy it fully by Christmas.

The two sites are well chosen from a military point of view, for they can easily be bound by more than the railway track that at present is their only link, apart from narrow, winding country lanes, while they are well

placed from a strategic point of view. The larger part, which completely surrounds a farm that has been left intact, is three and a half square miles in area; the smaller is 350 acres. Eighteen farms once occupied the land, and, through the forethought of the Army, only two farmers have been compelled to leave, while only one building had to be demolished. Even this was re-erected a few yards from its former site. By a redivision of the land arranged between the Colonel in charge and the farmers, only two farms have had to be fully abandoned.

A Colonel of the Royal Engineers is in charge of the work. A Dorset man, he is the youngest C.R.E. in the Army, and it is due to his powers of organization, and the first-rate support he has received from the 1,500 Sappers and 5,000 civilians who formed the peak labour force, that records are being broken almost every day. On both parts of the site the first job was to lay the railways and complete the drainage systems. Once the Sappers were well ahead with this the civilians moved in to lay the roads and put up Iris sheds and Nissen and Plasterboard huts by the hundred, to provide living accommodation with a floor area of 900,000 square feet, 1,088,000 square feet of covered storage and 3,600,000 square feet of hard standing.

Time and progress sheets were drawn to record the speed with which every section of the work was being carried out, and if one section was lagging too far behind, labour was switched to bring it into line. Thus at one stage the civilians—a large percentage of whom are designated craftsmen and all of whom were directed to the sites by the Ministry of Labour—were concentrated on road making, at another on laying concrete foundations for huts, at a third on erecting the huts. Labour was also switched to suit the materials supply position. Sometimes Iris sheds were being erected where foundations had already been laid; sometimes they were erected on virgin soil—the foundations being left until later. All through the weeks of work there has been an atmosphere of hustle, of urgency, of vital energy which has been transferred to everyone on the sites from two men—the Colonel and a Communist, named Dai Lee.

Dai Lee is a labourer who was once a miner, an agitator and a soldier. To-day, wearing the ribbon of the Mons Star, he is still a soldier and an agitator. He knows that a Second Front cannot be opened in Europe until the builders have forged their link in the chain. He realizes that he and his fellows are in the front line, and he agitates for speed, speed and good workmanship. The Colonel did a wise thing when he encouraged the contractor for the smaller part of the job—Messrs. W. J. Simms, Sons & Cooke, Ltd., of Nottingham—to form a works committee on which Dai Lee is the chief representative of the men. Merely by being present on the site Lee makes the men work harder. By giving pep talks during the meal breaks, by telling the men the part they play in the war effort, by explaining to the men how the bonus system works and a hundred and one other things, Dai Lee is doing a fine job. The contractors for the larger part of the site—Messrs. W. J. Whittal & Sons, Ltd., of Birmingham—have been so impressed that after only a few weeks they, too, have formed a works committee.

It was on May 19 that the War Office sent up the 900 Sappers to start operations on the first part of the Depot. At that time the ground had not been surveyed and the C.R.E. knew that if any mistake were made in siting the track he would have to abide by it when planning the layout of the camps and depots. Work was straightforward, no errors were made and the job was completed in only 10 weeks, at a cost of £60,000.

Before this part of the work had been completed, MOWP's Flying Squad sprang into action to erect for the first time a site construction camp—composed of seven Hall huts, three dormitories for 50 men in all, a canteen and a couple of offices—for the use of the main contractor. This was completed in 16 days and has now been extended by the addition of several more Hall huts to be the labour camp for this part of the job. There concerts, darts matches, sing-songs and lectures now enliven the men during the long evenings. On July 29, a week after the contract had been let, the main contractor moved in with 50 men, to be reinforced at a rate of 100 men a week for two weeks and then 200 a week until the peak labour force of 1,300 men was reached.

The scheduled time for work at this site was 18 weeks. It comprised three depots of Iris sheds, three camps for 1,000 men (Nissen huts), and a labour camp (Hall huts) which will be incorporated in the main camp—work which entailed 22,000 cu. yds. of excavation; 45,000 sq. yds. of concrete roads; 60,000 sq. yds. of hard standing; two and a half miles of main drainage; four miles of open ditching; three miles of water mains; 376 Nissen huts (many with brick partitions) giving 225,000 sq. ft. of floor space; 50 Iris sheds, giving 168,000 sq. ft. of floor space; Hall huts to accommodate the 1,300 civilian labour force; sewage treatment and outfall works; water and filtration works; four and three-quarter miles of fencing; installation of electric light and power and 600 telephones and a teleprinter system. The work will be completed in 12 weeks.

The 'phone rang in the C.R.E.'s headquarters at this site one day and he was told that the Depot was to be extended and that another site, a few miles away, had been requisitioned for this purpose. He was informed that records must be broken on both sites. The tenders for the "extension" had not then been invited. No one knew either how many men or how many machines would be available. But the Colonel was informed that the job consisted of an air stores, a quartermaster's stores, five camps each for 1,000 men, a 750-bed hospital and a "divil" of a lot of railway track and roadway. The Colonel got out his maps, had site maps scaled up to 6 in. to the mile, and proceeded to make a "reconnaissance from maps" which served as a detailed site survey. With a major and four lance-corporals he made his plans, and it was not until work had started that he discovered that his maps had a Southern datum line instead of the expected Liverpool line. Apart from this contretemps, and the fact that the Colonel had sited his own office on a dung-heap, the reconnaissance was most effective.

On July 12 the Sappers moved in 600 strong. On July 30 they were reinforced by the 900 men from the first site. On October 6 they completed a complicated piece of constructional work valued at £300,000, having laid 25 miles of track, including sidings and marshalling yards, and put in seven miles of ditching and 1,000 yards of culverts, work which involved the use of 200,000 tons of clinker, 50,000 sleepers and 750,000 bricks. Work on the railway was scheduled at one mile per 4 days. It was completed in 99 days.

At 11 a.m. on July 27 the tenders for the contract were opened in the War Office and 20 minutes later the Colonel was informed that Messrs. W. J. Whittal & Sons of Birmingham were the contractors. He immediately telephoned them and arranged a meeting for the following day of the contractors, sub-contractors and all others concerned. At this meeting the job was planned and by the end of the day men and machines were arriving on the site.

On this site Hall huts were used, in conjunction with Iris sheds. Once again progress sheets were drawn and by the time the peak civilian labour force of 3,700 had arrived the job was well under way. Here the scheduled time was 35 weeks. The Colonel estimates that he will be able to hand over before Christmas—21 weeks from the start of the job.

At the end of the day we paused at a bend in a country lane. On our right a mechanical digger was doing the work of 400 men a day, straightening out the bend and widening the road.

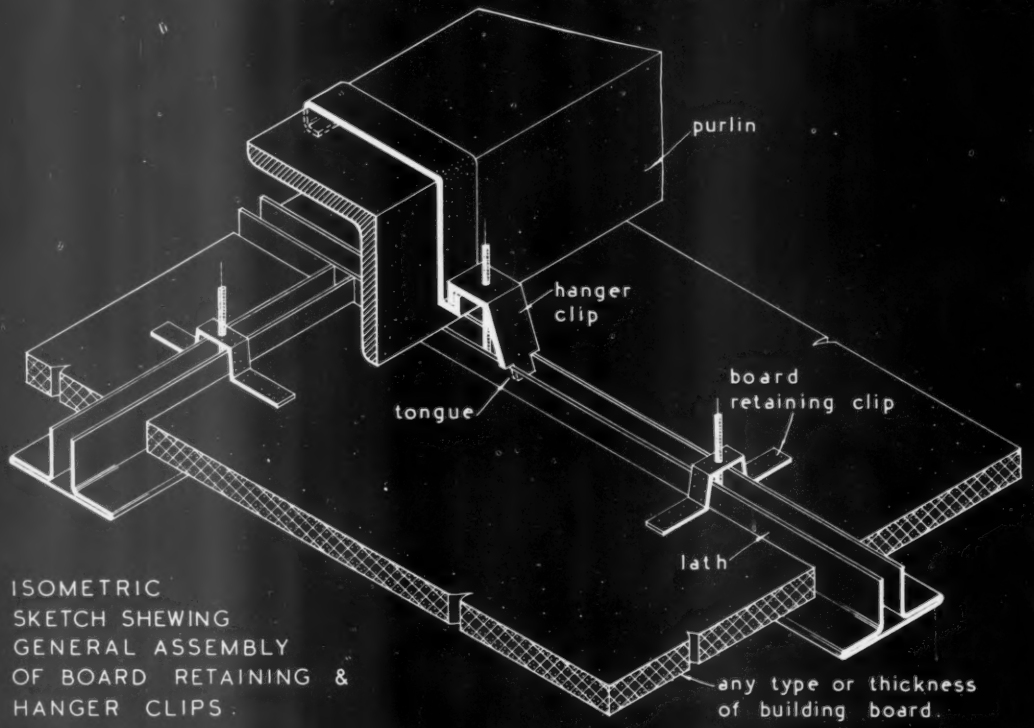
"A week ago, gentlemen," said the Colonel, "that was virgin soil. Not a sod was turned."

My friend summed up the situation when, in the train on the way back to London, he whispered in my ear: "An engineer's delight, a war's necessity, a countryman's despair."

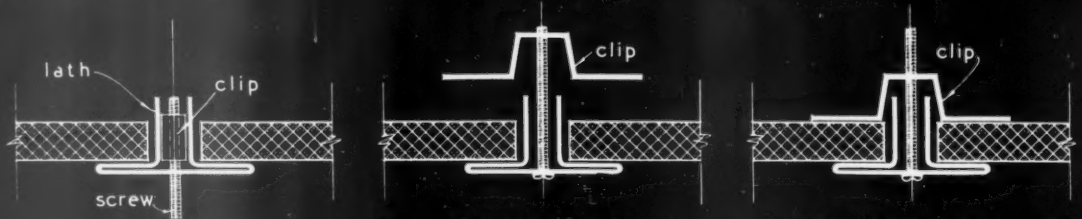
M.M.H.V.

088. THE ARCHITECTS' JOURNAL LIBRARY OF PLANNED INFORMATION.

PIMCO SYSTEMS : ADJUSTABLE CLIP FIXING — UNDER PURLINS.
(facilitating removal and replacement of wall and ceiling linings.)

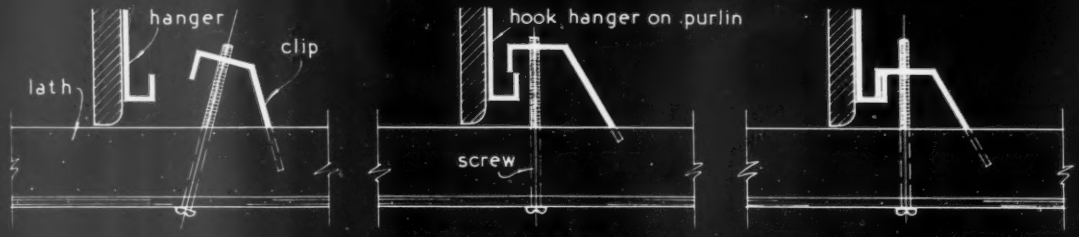


ISOMETRIC SKETCH SHEWING GENERAL ASSEMBLY OF BOARD RETAINING & HANGER CLIPS.



1. Clip located in metal section.
2. Clip raised and rotated to position for tightening up.
3. Clip fully tightened securing board to ceiling section.

BOARD RETAINING CLIP : SEQUENCE OF LOCATION AND FIXING.



1. Lath in position, clip ready for location.
2. Clip located for tightening up.
3. Clip fully tightened securing lath to purlin.

HANGER CLIP : SEQUENCE OF LOCATION AND FIXING.

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

1042. INFORMATION SHEET : CEILINGS WITH REMOVABLE PANELS 2
Sir John Burnet Tait and Lorne Architects One Montague Place Bedford Square London WC1

INFORMATION SHEET • 884 • WALL & CEILING LININGS (Removable)

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• 884 •

WALL AND CEILING LININGS

(Removable)

Product : Pimco Systems Adjustable Clip Fixing 2. (Patent No. 544389).

Description :

An all-metal assemblage for fixing any type or thickness of building board to structural members—steel or timber, or linings to soffits of concrete floors and roofs. This method of fixing is designed primarily to facilitate the removal and replacement of any sheet without disturbing adjacent sheets, and thus affording easy access to electric light conduits, sprinkler points, etc. Where such access is not required, the method described in Sheet 879 (Pimco System " V " Clip Fixing) should be used ; also in conjunction with Sheet 872 (Pimco Systems Adjustable Clip Fixing), if only a few panels need to be removable.

The method uses T section laths—webs spaced apart to receive (longitudinally) clips at 12 in. c's for holding the boards to the T flanges. Where necessary for additional stiffness, the web opening at top of the T section may be bridged at suitable intervals. The base of the T lath is continuous in width, presenting a neat finish. The T laths are attached to structural members by hangers which are finally engaged and adjusted from the underside after the laths and boards are positioned. After the boards are positioned on the laths and offered up, the hanger clips are engaged on the hook hangers and then tightened up. The board retaining clips are then pushed up, rotated and drawn down on to the boards by the screws. All materials are sherardized.

Erection :

(*a*) On bench. Enter screws through holes in base of T lath and mount clips on screws, driving only the first few threads of screws through clips, the clips at this stage being seated within lath. Mount hanger clips.

(*b*) *In situ.* Attach hook hangers to structural members—spaced at 2 ft. 0¼ in. centres if 2 ft. widths of board are used. Offer up lath vertically so that flange engages face of previously erected board. Swing over hanger clips to engage hook hanger and tighten.

After hangers are fully tightened and boards are supported on both flanges of T lath, push up board retaining clip by means of screw, rotate and tighten down.

Removal and Replacement :

To remove any sheet from completed ceiling, slacken off board retaining clips on one lath to allow clips to be pushed up and dropped inside lath webs. Slacken off screws and disengage hanger clips from hangers. The lath may now be removed and board withdrawn laterally from remaining lath—board retaining clips on which have been slacked off to allow removal. To replace, insert edge of board between clips and flange of positioned lath. The removed lath may now be fixed as described above, the hanger clips in this case being manipulated entirely from the underside.

If the board cannot be removed and replaced laterally (e.g. if penetrated by ducting), it may be removed and replaced vertically by disengaging entirely the laths at both edges. Generally the necessity for this may be avoided by providing .1 in. clearance when trimming around the obstruction, a cover plate being provided to close the clearance gap.

Previous Sheets :

No. 854, Metal-framed Partitioning ; No. 858, Edge-Pinned Roof and Wall Insulation ; No. 861, Adjustable T Suspension for Wall and Ceiling Linings ; No. 864, Edge-Pinned Insulation Board Ceilings ; No. 868, Concealed Reinforcement to Ceiling Panels ; No. 872, Wall and Ceiling Linings (Removable) ; No. 879, Wall and Ceiling Linings (" V " Clip Fixing).

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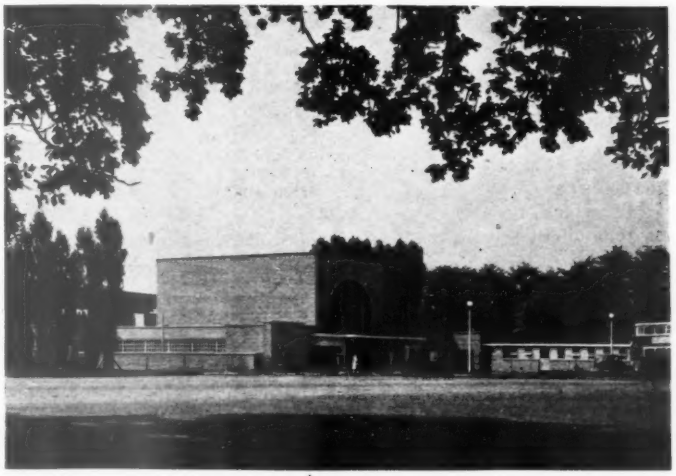
STATION

IN ESSEX

BY STANLEY HALL AND EASTON AND ROBERTSON

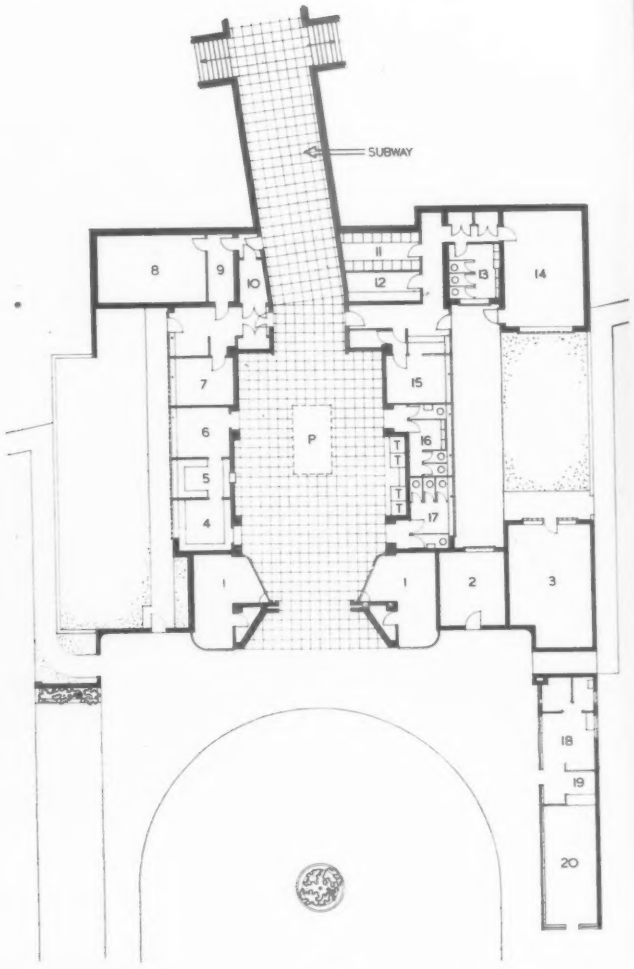


GENERAL. — This is a joint L.P.T.B. and L.N.E.R. station, combined with a sub-station. The two were originally intended to form one group. Ultimately, however, the sub-station was moved to an adjacent site. This got rid of a difficulty of composition, since the height and bulk of the sub-station was of necessity greater than the station itself would have had any excuse for attaining. An embankment carries the track and separates two sets of playing fields fringed with Lombardy poplars. The station butts up against the embankment and stands at the end of its forecourt which also provides a terminus for buses. It was built by the L.P.T.B., but it was the express desire of the L.N.E.R. that it should be clearly distinguishable from L.P.T.B. stations. The not-too-easy task of deciding how a similarity could be avoided to one or other of the varied Underground stations was spared by a decision to adopt the barrel vault as the theme, with some sort of allusion in general handling to King's Cross, one of the original L.N.E.R. stations. This very dominating condition apart, there were no special limitations imposed on design. In its working out the scheme had the advantage of Frank Pick's critical interest, of the repertory of closely studied details evolved by the architects associated with the L.P.T.B., and, of course, of full co-operation with the Board's engineers.

CONSTRUCTION AND EXTERNAL FINISHES — The station proper is a steel-framed building. The facing bricks are rebated to give recessed joints. The colour is uniformly that of old stock brick. There is a black, frost-resisting tiled front to shops and entrance. The windows have

Top, the main entrance; left, view looking towards main entrance.

STATION IN ESSEX: BY STANLEY H



1. STALL
2. PUBLIC CYCLES
3. STAFF CYCLES
4. LEFT LUGGAGE
5. TICKET STOCK
6. CLERICAL STAFF
7. UNIFORM STAFF
8. TELEPHONE EXCHANGE
9. CONTROL ROOM
10. SWITCH ROOM
11. LOCKER ROOM
12. LAMP ROOM
13. STAFF LAVATORIES
14. TRAINSMEN'S MESS
15. YARD MASTER
16. MEN'S LAVATORIES
17. WOMEN'S LAVATORIES
18. KITCHEN
19. SERVERY
20. CANTEEN

concrete or metal frames. The arch opening of the front is provided with thick glass between concrete ribs. The characteristic London Transport mast which was part of the design was omitted till after the war. A canteen on the west side of the courtyard for the use of busmen was added later. The sub-station is built of similar materials to those of the station. The only problems here were the treatment of openings, roof-lights and canopies. The construction of the retaining wall which replaced the railway embankment at this point was a task of considerable difficulty, since it had to be done while the tracks were in constant use.

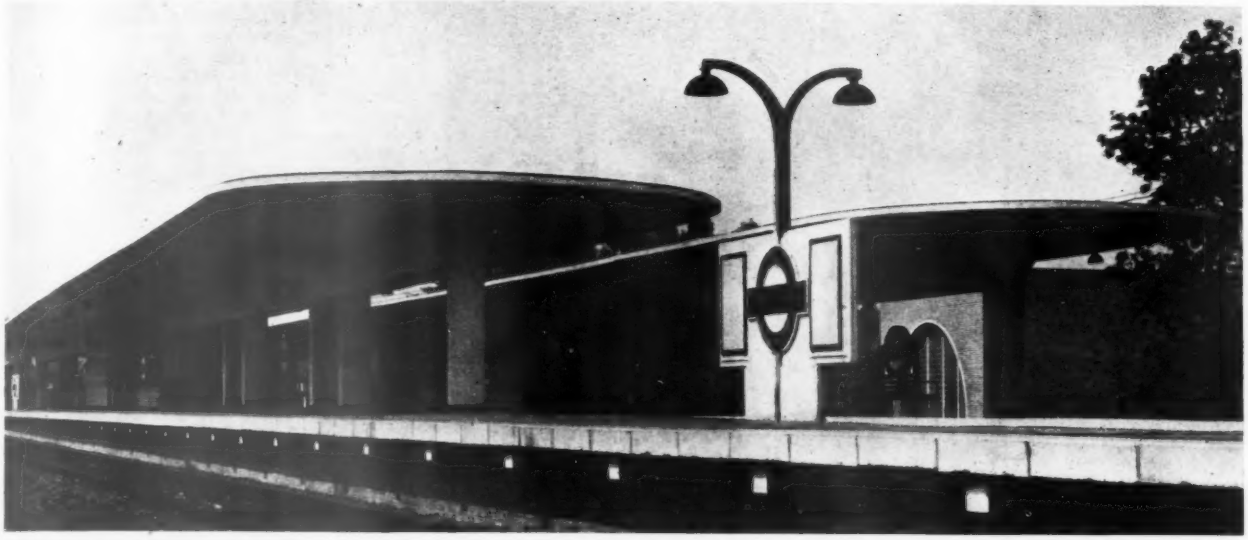
PLATFORMS—The special feature of the platforms is the concrete canopy roofs, the design of which received a good deal of consideration. The roofs drain to the centre, the rain water being taken down through the columns which are grouped in pairs at nine feet centres, the large span being twenty-seven feet. Pavement lights are inserted in the canopies. All the concrete work is painted with cement paint in two shades of off-white which has a little grey and a little pink in it. The casting of these roofs was a job of considerable difficulty owing to the vibration transmitted to the shuttering by passing trains.

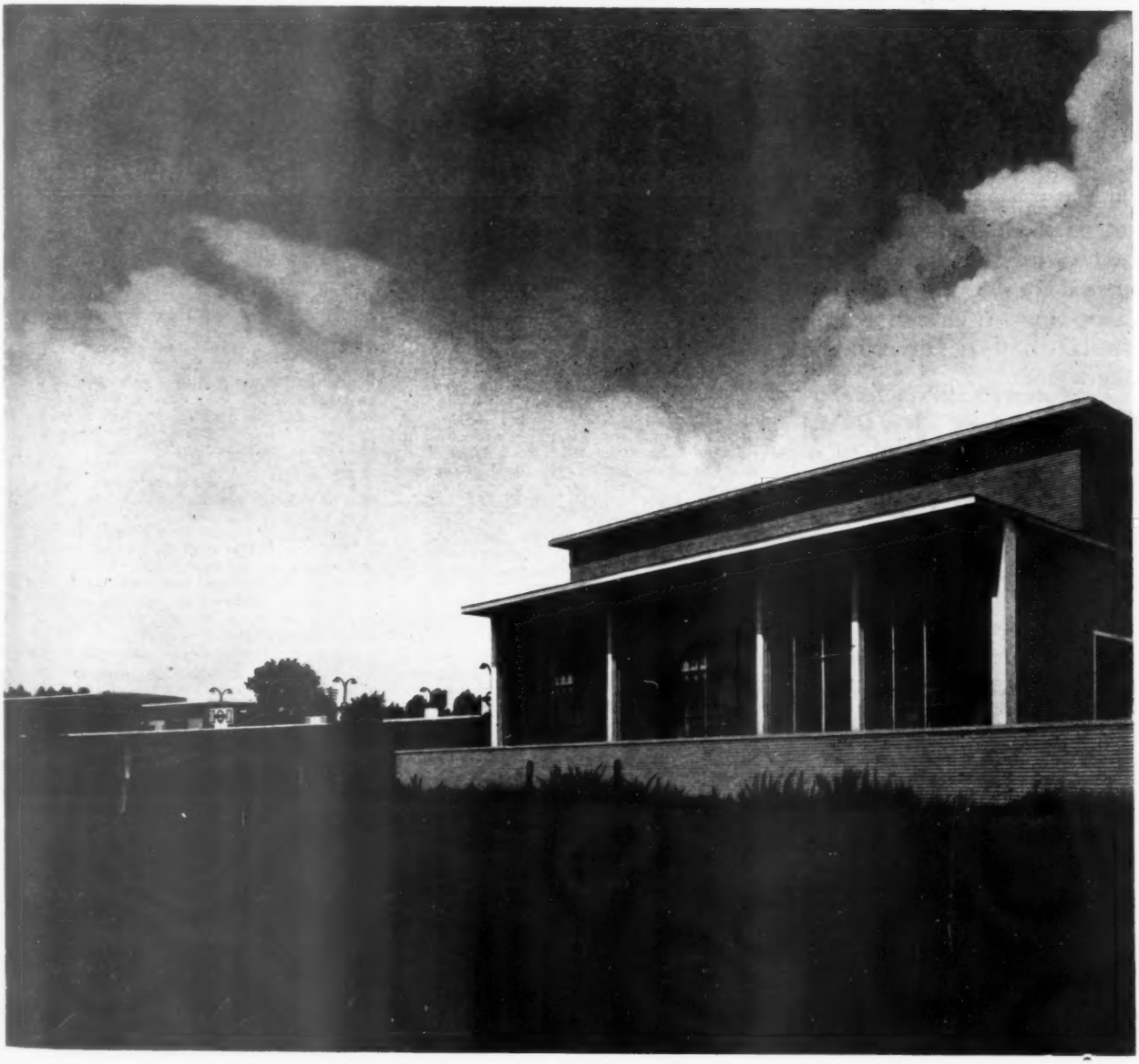
PLAN—A barrel vault necessarily exercises a dominating influence on the plan, and the arrangement of the customary service rooms round the booking hall is conditioned by it. Generous dimensions are called for to make such a shape really effective, and the principal problem was to achieve them on a comparatively small scale. A more straightforward handling of the barrel vault by making it the structure and showing it as such externally was at first considered, but had, for various reasons, in the end to be abandoned, with the result that now, in the exterior view of the front, a certain thinness makes itself felt at the foot of the vault. The group falls roughly into three parts: station proper, platforms and sub-station.

INTERNAL FINISHES — The vault is rendered and was designed to be covered with a new type of tile, first shown at the New York World's Fair, which is sound-absorbing, not too dirt-collecting, and produces a pleasant surface. Importation of these proved, however, impossible for the time being. The floors are terrazzo tiles in public parts, tiles, wood blocks or concrete in others.

Left, the main entrance. Facing page, one of the platforms and the sub-station. The general contractors were William F. Blay Ltd.; for list of specialists, sub-contractors and suppliers, see page xxvi.

HALL AND EASTON AND ROBERTSON





The broadcast about to start: left to right, Jack Fowler, Tom Clift, Miss Banks (The Producer), Len Rance and Fred Caplin.

The third of the B.B.C. "Workers of the Week" programmes, broadcast on Sunday last, recorded the story of how, two months under the scheduled time, a firm of builders completed a camp for American soldiers similar to those described on page 329.

ON THE AIR

Countryman: It's a beautiful part out here. One of the beauty spots of England, it is. Peaceful and quiet, and the woods all brown and gold on the slopes just now. And in the summertime—why, you can't see the earth for bluebells and primroses. It does you good to rise on a morning and see the sun a-shining on the dew and . . .

American: Aw, reckon it would do a guy like me a heck of a lot more good to see the lights shining on Broadway right now. Say, mister—what kind of a dump is this anyway? Four miles to the saloons and the drug stores and the movies. Sure, I guess it's quiet alright. Just wants hotting up a bit, that's all. And this is where us doughboys have got ta park ourselves while we wait to take a crack at Hitler. Gee—that guy has plenty to answer for. I guess it's worth putting up with something just to get that gangster squalling.

Fowler: Yes—that's the way the builders look at it. The lads in the Forces aren't the only ones who get browned off with the quiet places. There's the builders too—the men who come out here and put the camp up for you doughboys—and the Canadians—and the Britishers.

American: Say—so you're a builder?

Fowler: Yes—and the builders come out here where it's all trees and mud to put up the camps for you folks, and for all the lads who need a roof over their heads.

Doughboy: Say, I guess we think those huts kinda grow like mushrooms in the night. Might be a good thing if we knew how they actually got there.

Fowler: See this wood? Well—you can't *see* the huts for the trees, but there's a whole camp in there, nicely camouflaged by nature as well as by the painters.

Architect: Even nature needed a bit of help before she could do a job of camouflage, don't forget. We had to plan out all these huts—main offices and canteens along the roadways—canteen where all the men could get at it—huts where the ground sloped the right way—trees left where they'd help to camouflage—and trees felled if it was absolutely necessary. And as for the painting . . .

Painter: A stinking job that is. They make the camouflage paint of rotten vegetables now. Ugh, smells like a farmyard, it does. But it saves tons of shipping space and raw materials every year. But a painter's life ain't worth . . .

Fowler: Oh come off it Bill—Give yourself your right name. Painter—you're a bedmaker you mean.

Workman: He's a what? He's a ruddy *bag* maker. You 'ave to sit on your pillow and slide y'self into the beds 'e makes. 'E tucks you up like before y' get into the darn bed.

Fowler: That's just one of the things a builder has to put up with. Plenty of the men have to sleep on the site when they're building a camp, or one of these outta the way places. And they don't even get the comforts a tommy or a doughboy gets. When we started building this camp—that was of course, before the Mobile Flying Squads came along and put up the first huts as they now do when a new site is started—the men who first came out here had to sleep in the first building they put up—a poky little office. And out came the beds every day—sun or rain. It's real austerity here for the lads who have to live on the site—but they put up with it—and they don't let anything stand in the way of completing the job in record time. Isn't that right Tom? Let's hear what you've got to say.

Tom Clift: Me? Oh, it's my missus has all the say.

Fowler: Well—she's a long way off so now's your chance.

Tom Clift: Yes—she's out of the way all right—living in a camp she is too, along with the kids. Y' see, we were evacuated out of London on account of the blitz. That's why I had t' give up my old job. I used to be an electric meter reader before Jerry dropped his bombs on a few of our meters—went all out for 'em he did.

Doughboy: Sure was a tough break and it sure is a heck of a change-over you've made.

Tom Clift: Yeah—plenty of dirt now—but the money's clean. Besides, I like the country, it's a treat.

Doughboy: You don't wanta go back to the lights o' London?

Tom Clift: Oh—I dunno about that. But after the Northwest frontier of India you can put up with anything. I was out there, and in France in the last war—I joined up when I was fourteen and served me twelve years.

Fowler: I reckon that's why you know how to be on a team now, Tom. That's been the great thing about the work on this job—the team spirit. Tom's a navvy out here. And though he used to be an electric meter reader, he's managed to be a good navvy right from the start—digging, concreting, waiting on the tradesmen—excavating for drains and sewers. And right up from the men like Tom to the architects and the management, there's been co-operation round here.

Doughboy: Management? You don't often hear guys boosting the big shots—it's kinda like the corporal sayin' the colonel's swell.

Fowler: Well, here it's like this. The name of this firm is . . .

Doughboy: Hey — wouldn't that be known as pluggin' around here?

Fowler: Well—it's H and F. And that stands for Hurry Up and Finish with the lads. Whenever they see the boss coming it's always : "Here comes old Hurry Up and Finish."

Len Rance: Yes—and as one of the bricklayers here, I'd like to add that we say it with a smile because the management have gone out of their way to help us—and that goes for the stewards on the job too. They don't try to rule the roost, and never mind the consequences.

Tom Clift: That's right. And I'd like to add that Jack Fowler here, our foreman, has lived out on the job along with the rest of us.

Fowler: Well, the boss always says you can't expect the men to do what you won't do yourself. And I must say everyone here has been ready to turn a hand to anything. Why, I've seen the assistant architect stay behind at night and take off his jacket and do a bit of navvying.

Unloader: That's been when the lorries arrive late at night and the gang have come back to work all through the night pretty nearly.

2nd Unloader: And I'd like to add that when the stuff turns up after 5.30 it comes off the lorries quicker than any other time.

Fowler: Well, I reckon that's hardly doing justice to the gang. You know, the chief of the unloading gang has had 40,000 different hut sections to deposit at the right places all through this wood. He has to dump the right bit at the right hut, and I don't think he's ever gone wrong.

Doughboy: Say—you give me big ideas. You could fit a coupla sections of the Quartermaster's stores on to the orderly room—might kinda cheer the old place up.

Fowler: Well — there's the Quartermaster's stores over there—we're using it as a canteen now—it's where we get our hot meat and two veg.

PATENT WELDED TUBULAR CONSTRUCTION

Data Sheet No. 8

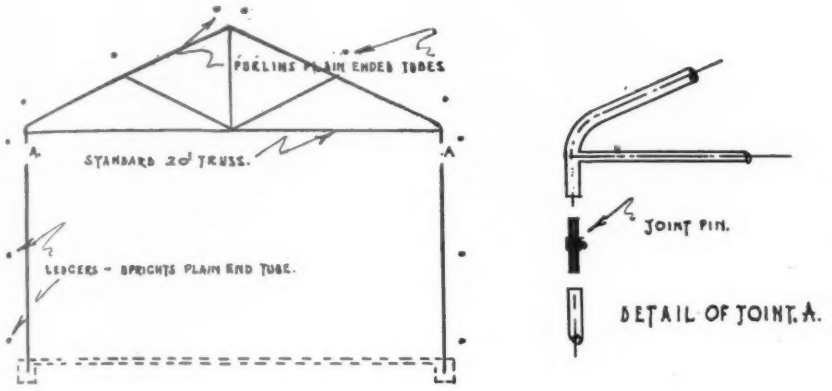
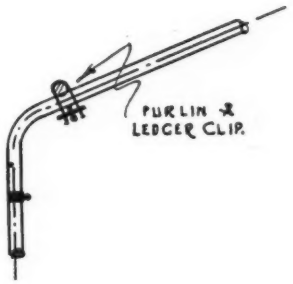


Fig. 18. Tubular sections for 20′ span assembly, with special joint pin and ledger clip.

20′ TO 40′ SPANS

The simple form of assembly indicated in Fig. 18 is suitable only for small temporary structures of a span not exceeding 20 ft. The standard roof truss is connected to the tubular uprights by means of a special joint pin.

The trusses, gable ends, door frames and double doors (10 ft. by 5 ft.) are supplied to be used with plain ended tube and couplings, and the whole of the structural frame is covered externally with asbestos-cement or corrugated iron sheeting. These tubular framed hutments, simply erected and equally simply dismantled, are being used as temporary site-workshops, cement stores, etc.



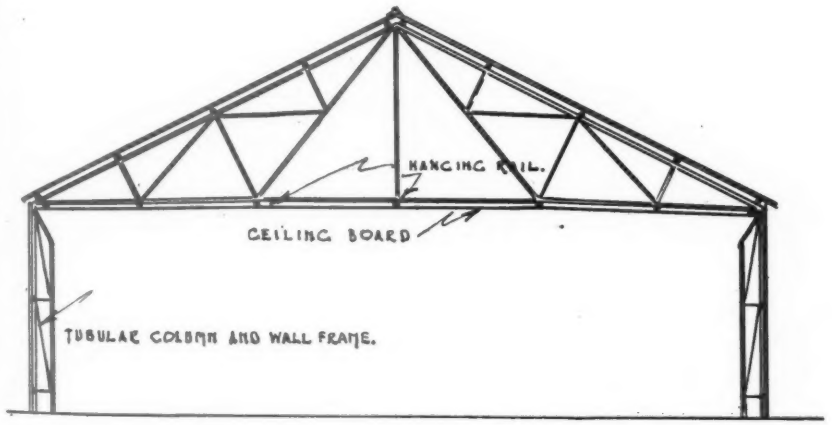
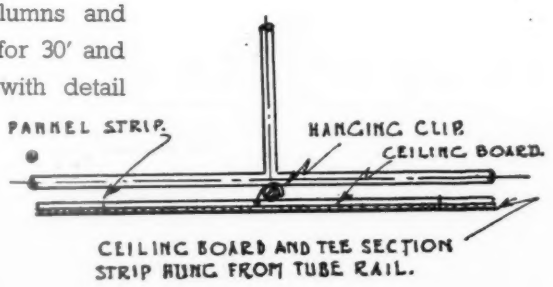


Fig. 19. Tubular columns and composite roof truss for 30′ and 40′ span structures, with detail shewing method of ceiling suspension.



Buildings of 30 ft. to 40 ft. span incorporate the composite truss, tubular column and tubular wall frame as shewn in Fig. 19. A ceiling lining of insulating board or plasterboard can be incorporated at tie level; the detail in Fig. 22 shews "Celotex" board suspended at tie level, the "Celotex" clip-suspension method being utilised.

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

Doughboy : Gee—and before long the dear old Sarge will be handin' out the fried Maryland chicken and the pumpkin pie and maple syrup waffles—gee and the corn on the cob . . .

Fowler : Well, if that's what you're expecting you'll soon find yourself in the hut just behind you—yes, that one. It's the orderly room.

Doughboy : You don't say ! Gee—well honest, Colonel, I only socked the Sarge on the jaw because the guy was gettin' fresh . . .

Fowler : Yes—that's the sort of talk that'll be going on in there before long—or something like it. So far there's only been me talking like a father to the men.

Unloader : And sometimes another way !

Fowler : Well, seriously, I don't believe in driving a chap to the last nail. If you're reasonable it's wonderful what results you can get. There's been the right spirit all along here. The men have stuck at it in every kind of bad weather—in the old days they would have been playing cards at times when they have gone on working on this job—with the rain pouring down. That's just one of the reasons why this camp is ready almost 2 months ahead of schedule—and why huts have been completed in 211 hours when the target was 450 hours, and bricks have been laid at the rate of over a thousand a day when the target was 600 bricks a day. We've done things in a week that we should have thought about for a week before we tackled 'em at all in the old days. I'll tell you what we've really done. We've worked out how many months it would take to do a job at the old peace-time rate—and then we've done it in as many weeks. And one of the main reasons for our success has been the way the men have accepted designated labour.

Doughboy : Dessicated — desig — say would you translate that into American ?

Len Rance : Well—it's like this. I'm a bricklayer, you see. And it takes about four years of apprenticeship to become a good bricklayer . . .

Fowler : And let me tell you—Len Rance here *is* a good bricklayer. He's one of the gang of six who put up the two water towers at the rate of over one thousand bricks a day—when the target was 600.

Len Rance : Yes — but what's more worth boasting about is the way us bricklayers have knuckled under to this designated labour idea—labourers are nearly all in the army now ! We're skilled tradesmen, as I was saying. But under this new scheme we've agreed to do whatever's wanted most urgent. We don't just stick to our craft. I've done a bit of tree felling and navvying and carpentering—all sorts. Everything but the painting . . .

Painter : And that stinks too much for you, don't it, Len ?

Len Rance : Aye, but we bricklayers have had some fun—and pulled each other's legs a bit on the job.

Doughboy : Well—I get the idea of this designated labour business. You mean—it would be kinda like—well like the Colonel havin' to *do* the work of one of his " Tommies " after having given the order !

Painter : *Something* like that !

Fowler : Anyway—it's nearly as tough for a bricklayer to get down to navvying jobs after years of doing nothing but his own trade, as it would be for a Colonel to do his bit with the boys on the " square ! " And what I'd like to say is—*all* the men on this camp have accepted the idea cheerfully. And that's what counts—having gangs of half a dozen or more all in the same humour, going at it full pelt from daylight to dark.

Fred Caplin : And I'd like to point out that one of the reasons why there's been that sort of spirit here, is that the men are properly organized in the union—and the management have readily agreed to their organization and to co-operating with the Works Committee.

Fowler : One of the most amazing things of all is that the management have given Fred here the job of working out the bonus.

Fred Caplin : Yes—I should think this must be the only site where one of the men's representatives helps with that job—and it's been a wonderful success. There's been some really keen competition on the job. Living huts to house 24 men have been put up in 210 man hours—and smaller types have been put up in less than a day by gangs of six mixed operatives. They've bust the target sky high !

Fowler : Best of all—absenteeism has been almost nil. Only 5 out of 410 men have come in front of the works committee—and we haven't had to report anyone to the National Service Officer.

Doughboy : That's swell—but doesn't anyone have any time for a little fun around here ?

Fowler : Oh—we have fun alright—some of it not so funny at the time though.

Painter : Like that time, Jack, when we stopped all the local train services.

Doughboy : Don't tell me you were out making whoopee on the rail track—gee . . .

Fowler : Not as bad as all that. Although to hear that bobby you'd have thought so. by gum. No—it was just that one of the lads had placed a night watchman's lamp on the parapet of the local railway bridge.

Painter : Aye—and all the trains took it for the red light and came to a dead stop.

Fowler : Then there's the bit of fun we have with the girls at the telephone exchange. It's a job here with no lines to spare when you want to get important materials in a hurry. I get on and say it's A Priority—absolutely the highest priority in the land. Well, and the girl says " Who's that, Winston Churchill ? " But they're a good crowd—and they help all they can.

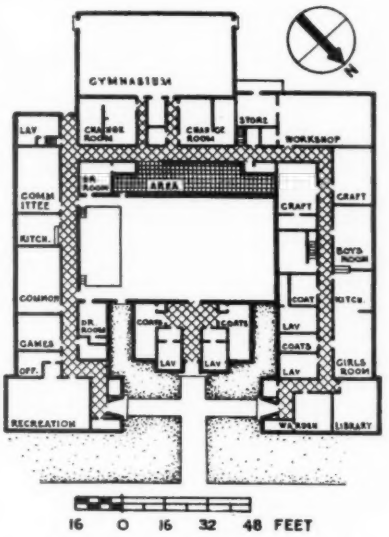
Doughboy : Sure—but it's not exactly my idea of relaxation. Don't you folks ever hot things up—jitterbug around a bit ?

Fowler : Oh yes—we have our Ensa show every Wednesday—see that big hut ? It's where we have our films with the help of a little bit of string and a lot of good humour.

Painter : Don't forget our concerts in the light of the Hurricane lamps too, Jack. Jack here is one of Caroll Levis's discoveries—he can give us a tune out of Gilbert and Sullivan along with the best—show them how we entertain ourselves around the camp fire. Come on, Jack. [*Song by Fowler*].

Fowler : Sleeping on the site has given me a shocking cold—but if you like I'll chance it. Well—we men on building sites sometimes feel so far from home as the men in the Forces—and that's why we like to sing.

There's one last word I'd like to say. Now this camp is completed, we younger men who have been deferred in order to complete it, must hand it to the older men and take our places in the armed forces. Well, I for one hope I'll be able to fight alongside the same sort of men I've worked with on this contract. Men who are fighting Hitler with bricks—and slabs of concrete. And I'll be glad to come face to face with those swines who have destroyed so many of the things we men have worked so hard to build.



South Reading Community Centre. By the Housing Architect, County Borough of Reading.

LITERATURE

COMMUNITY CENTRES

Community Centres. A survey by Flora and Gordon Stephenson for the Community Centres Joint Research Committee. Published by Percy Lund, Humphries & Co., Ltd. Price 3/6.

In the mass of verbiage that is being published these days on " reconstruction," there very occasionally appears data of some real importance. In such a category must be placed Flora and Gordon Stephenson's survey on Community Centres. The survey was carried out on a Leverhulme grant for the Community Centres Joint Research Committee ; a Committee formed by the R.I.B.A., the National Council of Social Service and the Housing Centre. The report is a valuable one and should be obtained from the Housing Centre, 13, Suffolk Street, S.W.1, by all who claim to be interested in planning ; the cost including postage is 3s. 10d.

The Authors visited Community Centres in England, Scotland and Wales and the report in the main contains an analysis of the buildings visited. Eight centres are described in detail and rather more condensed information is given on thirty more. It must not be imagined the report is only a bald statement of the architecture the Authors found on their visits ; on the contrary, it is most comprehensive and deals with the membership, the administration, the centre's activities and its relationship to the neighbourhood. And, a rare thing in these days, the Authors have the courage to criticize the buildings they examined ; the following on the planning of

Filwood Social Centre, Bristol, is typical :—

"Many difficulties have been created in the plan of the Filwood Social Centre by adopting an arbitrary pattern which is not suitable for a building where the occupants and their activities will be changing to keep in step with the times. The open courtyard plan has resulted in what appears to be several different buildings joined together, rather than one Social Centre. Different parts of the plan are not clearly defined, but are strung out, one after another. In this type of plan the plumbing and other services are widely scattered and are therefore expensive and wasteful of space. The open courtyard increases the length of external walls and makes both the construction and heating more expensive."

Perhaps the most valuable part of the report is a section in which the Authors give the conclusions they have arrived at from their study. This begins with a discourse on the formation of the Community Association ; and goes on to deal with the relationship of the Centre to the Neighbourhood Unit. The siting on new estates, tenement estates and old neighbourhoods ; the advantage and disadvantage of the American practice of combining the Centre with the Senior School ; and the choice of the building site, are amongst the problems examined. The analysis of the planning is most comprehensive, not only are the main dimensions of the plan clearly explained but the detailed requirements of each activity is investigated. Advice is given on the services, construction, choice of materials, finishes and colour. Anyone who attempts to design a Community Centre before first digesting this section is guilty of negligence.

The report is illustrated with nineteen pages of detailed plans. The larger plans are reproduced on folded sheets 14 in. × 9½ in., so that they can be easily read. The draughtsmanship with its firm line, legible lettering and uniform hatching, north point and scale is a model of clarity. Would that one could be equally enthusiastic about the plans themselves. Few of the buildings are properly related, if related at all to their surroundings, and individual plans are conspicuous for forced symmetry and tight courtyard planning. Surely a Community Centre of all building types requires a proper site and open planning.

The Authors have proved themselves authorities on the subject; is it too much to ask that they shall be given an opportunity to put their findings into practice ?

FREDERICK GIBBERD.

BOOK RECEIVED

Industry and Rural Life. By H. Bryan Newbold. London: Faber and Faber Ltd. Price 8s. 6d.

SOCIETIES AND INSTITUTIONS

BUILDING REQUIREMENTS OF MODERN FARMS

At a meeting of the Association for Planning and Regional Reconstruction, held on Tuesday, November 3, Mr. G. Rosenberg talked on certain aspects of the planning of farm buildings. He stated that there was both an architectural and an economic approach ; the former was well disposed towards anything that helped towards unity of design and that enabled the planner to cope satisfactorily with the multitude of different elements that compose a complete set of farm buildings. The economic approach was well disposed towards the advantages of standardization of detail, prefabrication, ease of erection and adaptability. Both approaches led to the conclusion that a case could be made out for certain "Master Dimensions" suitable for a standard farm shed or bay. Two standards were suggested, one for the small farmer and the other for the larger farmer. The best size for the small shed or bay seemed to be about 10 ft. 6 in. by 16 ft. 6 in. For the larger shed or bay it seemed to be about 12 ft. by 18 ft. 6 in. A number of scale drawings of buildings for livestock and implements were shown to indicate how various needs were met by these standards. It was stated that groupings of the smaller standard were well suited for cow-sheds, loose boxes, bull pens, stables for light or medium horses, horse-drawn or light tractor implements and Danish-type piggeries. Groups of the larger standard were suitable for cow-sheds or piggeries with passages wide enough for feeding and dunging-out by means of horse and cart or trolley, stables for heavy horses, loose boxes with feeding passages, implement shelters for wide tractor-drawn implements or implements of the combine harvester type, milking bail and dairies, open sheds and shelters for cows and bullocks, etc. These standard sheds had also been considered from the point of view of suitable building materials, but constructional drawings were not shown.

Several farmers and other experts took part in the discussion. It was suggested that although useful work had been done on buildings for livestock, much work remained to be done on buildings for various farm processes and for the storage of fruit, grain, etc.

MORE BOOKS FOR PRISONERS OF WAR

Prisoners of War in Germany and Italy are to receive more technical books. The R.I.B.A. is administering a fund which has been made available through the generosity of the National Federation of Building Trade Operatives.

The books, which will be on subjects dealing with architecture, surveying and all branches of the building industry—for operatives as well as professional members—will be sent out under the aegis of the Red Cross Society continuing and amplifying the work which has been done already in this particular field by that organization. It is thus hoped to make available many more books for men who are either studying for examinations or studying in order to keep themselves abreast of current problems and modern developments. It is also hoped to stimulate interest in others and so help to prepare them for the time when they will be taking up some form of civilian employment.

Though the fund is sufficient to provide for a preliminary despatch of books to a considerable number of camps, there are many expensive books which it would be desirable to send if possible, and if some of these can be added by gift, it would enable the scheme to be more comprehensive and at the same time of greater value to those concerned. Contributions to this fund are urgently needed and donations should be sent direct to Mr. R. Coppock, N.F.B.T.O., Dalton Hill, Albury, Surrey.

In addition to the above, there are many useful text books which are now out of print and can only be sent if copies are given by members of the industry. It must be stressed that out-of-date books are useless, the need being for good up-to-date books of recognised worth.

Gifts of books such as the above would be greatly appreciated. They should not be sent to the R.I.B.A., but would-be donors are asked, in the first instance, to get into touch with Miss Monica Bromley, Secretary, Prisoners of War Fund, care of The R.I.B.A., 66, Portland Place, London, W.1, stating particulars and nature of their gifts, and where secondhand books are concerned, the date of publication.

BUILDING

Details of the new Order concerning the employment of young persons in the Building trade (see page 321) are :—

The Order* fixes maximum hours of employment as follows :—

(1) Young persons under 16 : 48 working hours in any week.

(2) Young persons aged 16 and 17 : 54 working hours in any week.

The Order provides also that a young person under 18 shall *not* be employed :—

(1) continuously for more than five hours without an interval of at least half-an-hour for a meal or rest (continuous means, for this purpose, uninterrupted by an interval of at least half-an-hour) ;

(2) on a Sunday, unless the young person receives in respect of his employment on that Sunday a whole holiday on a week-day, either in the week beginning with that Sunday or in the previous week.

The Order also contains provision for cases where a young person is also employed by the same employer in some other employment, or by two or more employers in premises or operations to which the Order applies.

Further, the Order requires employers to keep records, in a prescribed or approved form, of the working hours of the young persons, and of the intervals allowed for meals or rest. A record book (Factory Form 39) is being printed and placed on sale by H.M. Stationery Office for the convenience of employers.

* The Order applies to all places where there are carried on such building operations and works of engineering construction (as defined by sub-section (1) of section 152 of the Factories Act, 1937) as are undertaken by way of trade or business or for the purposes of any industrial or commercial undertaking, or by any municipal or other public authority, or by or on behalf of the Crown.

AERODROMES

Summary of the recommendations from the Report of the Select Committee on National Expenditure on Aerodrome Construction :

(1) The Air Ministry should consider more carefully the time that it will take to complete each contract, having regard to the various factors which are likely to cause delay to the work.

(2) The Ministry should consider the advisability of inviting contractors to tender on a wider basis.

(3) Before any future work is undertaken by the Ministry, time and progress schedules should be prepared by the contractor and lodged with the Ministry.

(4) More attention should be given to the importance of avoiding, once construction has

FACTS ABOUT GLASS FOR ARCHITECTURAL STUDENTS

USES—No. 4 Wired Glass

WIRED GLASS is approximately ¼" thick reinforced with a wire mesh embedded in the middle of the glass, and is valuable as a safeguard against accident, burglary and fire.

Translucent Types

GEORGIAN WIRED CAST	Reinforced with fine ½" square mesh wire electrically welded at the intersections.
WIRED CAST	Reinforced with a ⅞" hexagonal mesh wire.
WIRED ARCTIC	A Figured Rolled glass reinforced with a ⅞" hexagonal mesh wire.

Georgian Wired Cast and Wired Cast are used for the glazing of roof lights and lantern lights, also for the vertical windows in warehouses, factories, workshops, etc. where maximum protection is needed against shocks and risk of spreading fire.

Wired Arctic has a patterned surface and affords a greater degree of privacy than the textured surfaces of Georgian Wired Cast and Wired Cast.

A typical installation showing the extensive use of Wired Glass in a factory roof.

A shelter for London Transport showing the use of Georgian Polished Wired Glass.

Transparent Types

POLISHED GEORGIAN WIRED	Reinforced with a fine ½" square mesh wire electrically welded at the intersections.
POLISHED WIRED	Reinforced with a ⅞" hexagonal mesh wire.

These glasses are used for the windows of public buildings, offices, stores, partitions, doors, etc. where clear view is desired together with protection against breakage, fire, burglary, etc.

Specification: Decide which type of Wired Glass will be most suitable for your purpose, i.e., transparent or translucent glass reinforced with square or hexagonal wire mesh, and then specify by the recognised trade name.

FIRE-RESISTING GLAZING: The types of Wired Glass described above have been approved as a fire-resisting material when glazed in panes not exceeding two feet either way and secured with fire-resisting materials.

Note.—Local regulations vary in different parts of the country.

PATENT GLAZING: Georgian Wired Cast and Wired Cast are largely used for roof and factory glazing in patent glazing bars, either vertical or sloping, and are supplied in sizes to suit the patent glazing contractors' requirements.

This is published by Pilkington Brothers, Limited, of St. Helens, Lancashire, whose Technical Department is always available for consultation regarding the properties and uses of glass in architecture.

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where architectural students may get advice and information on all questions relating to the properties of glass and its use in building.

begun, any alteration in plans which is not absolutely necessary.

(5) The date for the completion of a contract should be agreed upon by the Air Ministry and the contractor in consultation ; penalties for failure to complete works within the contract time should be strictly enforced ; and a bonus should be paid for early completion.

(6) The Ministry should ensure that plans for new aerodromes are completed and finished at an earlier stage than in the past.

(7) Workmen should be encouraged to live on aerodrome sites, by making the camps more attractive and comfortable.

(8) Steps should be taken to ensure that disciplinary action against workmen for misconduct or absenteeism be taken as speedily as possible.

(9) Men with the necessary technical knowledge should be stationed at ports and goods stations to avoid losses and delays in the transport of machinery to aerodromes.

(10) Arrangements for liaison between the department of the Ministry in charge of plans and the department responsible for the supply of equipment should be improved.

(11) The Ministry should adopt a system of priority for completing aerodromes.

(12) The remuneration of resident engineers should receive the attention of the Ministry.

(13) Consideration should be given to the Air Ministry undertaking all aerodrome construction for the Government.

(14) Land otherwise unused should be cultivated at all Royal Air Force stations.

FARM BUILDINGS

Members of the Government's Farm Buildings Committee (see page 321) are : Mr. T.W. Haward (Chairman) (Past President of the Land Agents Society; agent to the Duke of Northumberland); Professor L. P. Abercrombie, M.A., F.R.I.B.A. (Professor of Town Planning, University College, London, since 1935) ; Mr. William Alexander (farmer in Kent) ; Mr. Stanley Chivers, J.P. (farmer in Cambridgeshire, Director of Chivers Ltd.) ; Major A. Douglas, M.R.C.V.S., D.V.S.M. (Deputy Chief Veterinary Officer, Ministry of Agriculture) ; Professor F. L. Engledow, C.M.G., M.A., B.SC. (Draper's Professor of Agriculture, Cambridge) ; Mr. George Gee (building contractor ; farmer in Buckinghamshire and member of the Bucks W.A.E.C.) ; Mr. Edwin Gunn, A.R.I.B.A. (former Superintending Architect to the Ministry of Agriculture) ; Mr. Edward Holland-Martin (Director of the Bank of England ; landowner in Worcestershire) ; Mr. W. Holmes, C.B.E. (General Secretary of the National Union of Agricultural Workers) ; Mr. R. W. Trumper (partner in the firm of Messrs. Clutton, agents for the Ecclesiastical Commissioners) ; and Mr. James Turner, B.SC. (Nottinghamshire farmer ; member of the Council of the National Farmers' Union).

DIARY

Thursday, November 19.—T.C.P.A. At the Y.W.C.A., Great Russell Street, W.C.2. 1.15 p.m. "Beauty and Utility in Planning" By W. H. Ansell, P.R.I.B.A.

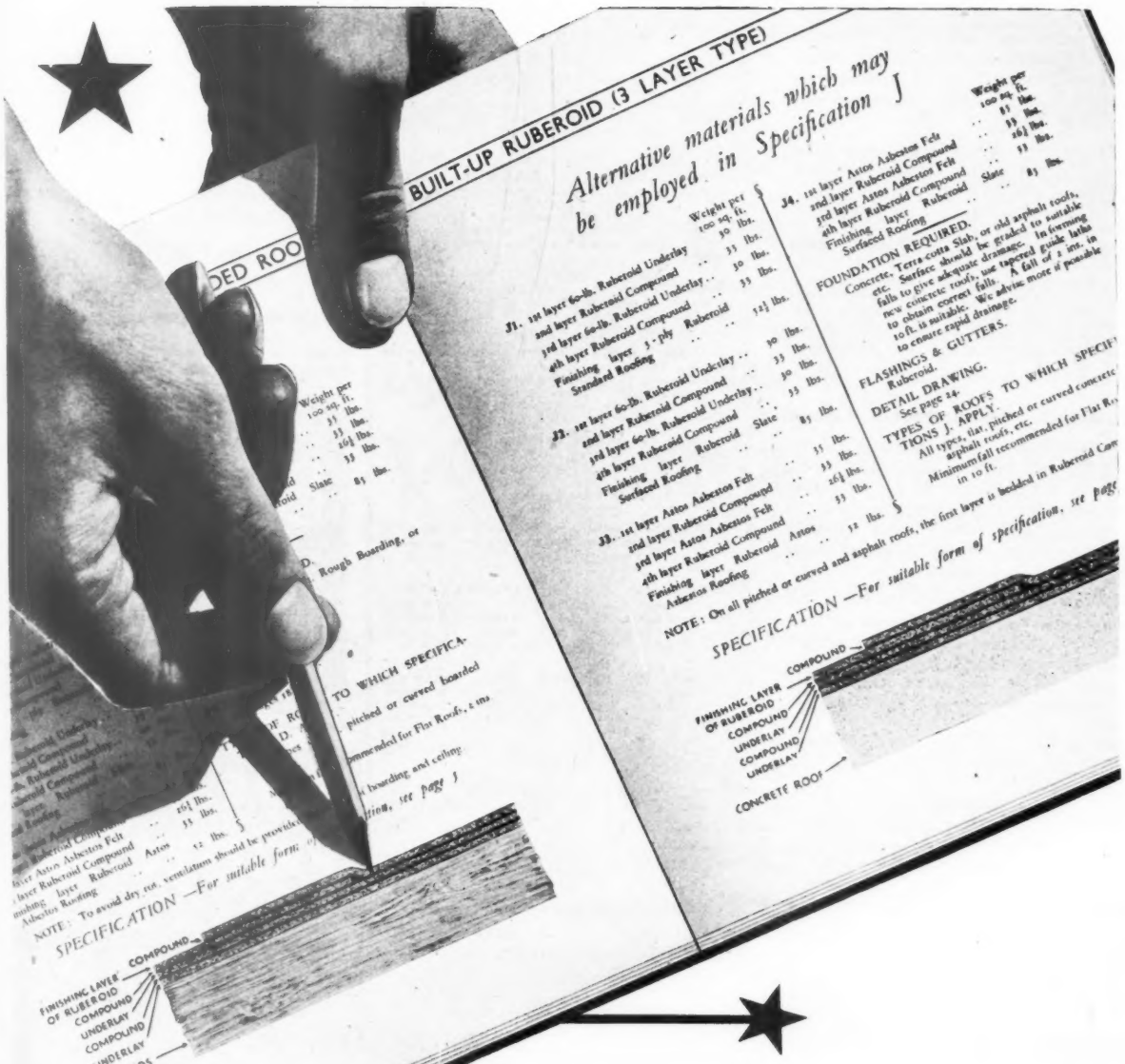
Saturday, November 21.—A.A.S.T.A. visit to "Twenty-five Years of Soviet Progress Exhibition," conducted by Mr. Erno Goldfinger. 2.30 p.m. Meet at the Wallace Collection, Hertford House, Manchester Square, W.1, at the entrance at 2.20 p.m.

Tuesday, November 24.—Architectural Association, 36, Bedford Square, W.C. 6 p.m. "Towards a Consolidated Building Profession." By Eric L. Bird.

Friday, November 27.—Town Planning Institute. 3 p.m. General Meeting at Caxton Hall, Caxton Street, Westminster, S.W.1. Colonel W. S. Cameron, M.Inst.C.E. (*M.*), will deliver his Presidential Address.

BUILDINGS ILLUSTRATED

STATION IN ESSEX (pages 331-333). Architects, Stanley Hall & Easton and Robertson ; consulting engineers, R. Travers Morgan & Partner ; quantity surveyors, George Corderoy & Co. The general contractors were William F. Blay, Ltd. Principal subcontractors are as follows : Helical Bar and Engineering Co., Ltd., reinforcement ; Dawnays, Ltd., structural steelwork ; William F. Blay, Ltd., air raid protection, drains and plasterwork ; Stevens and Adams, Ltd., wood block floors ; R. Y. Ames, Ltd., facing bricks ; Excel Asphalte Co., Ltd., damp proofing and roofing ; W. Richardson, Ltd., stone pavings, etc. ; Bryon and Co., Ltd., Art Pavements and Decorations, Ltd., and Van Straaton & Co., Ltd., piling ; J. P. White & Sons, Ltd., doors and frames ; N. F. Ramsay & Co., Ltd., door and window furniture ; Robert Davidson, Ltd., plumbing ; Shanks & Co., Ltd., sanitary fittings and equipment ; Light Steelwork, Ltd., steel doors, balustrades, etc. ; G. E. Welstead & Co., Ltd., steel and glass screen and glazing to metal windows ; J. R. Pearson, Ltd., canopy fascia and sign, etc. ; London Passenger Transport Board, lifts, and heating and ventilating equipment ; J. A. King & Co., Ltd., glass concrete construction and patent roof glazing ; Palorit Paints, Ltd., paintwork ; Decorative Specialists, Ltd., wallpapers ; J. M. Newton & Sons, Ltd., mirrors ; Roneo, Ltd., steel equipment ; Eric Munday, lettering ; Ascot Gas Water Heaters & Co., Ltd., gas water heater ; Incinerator Co., Ltd., incinerator ; E. Pollard & Co., Ltd., shop fronts, etc. ; Bowes, Scott & Western, Ltd., metal stair treads ; Wm. Bacon & Co., lightning conductors ; Frederick Jukes, transformer grilles ; and Stelcon, Ltd., cycle parking blocks.



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Classified Advertisements continued on page xxxii.

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