

# THE ARCHITECTS' JOURNAL



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## standard contents

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No. 3056] [Vol. 118  
THE ARCHITECTURAL PRESS  
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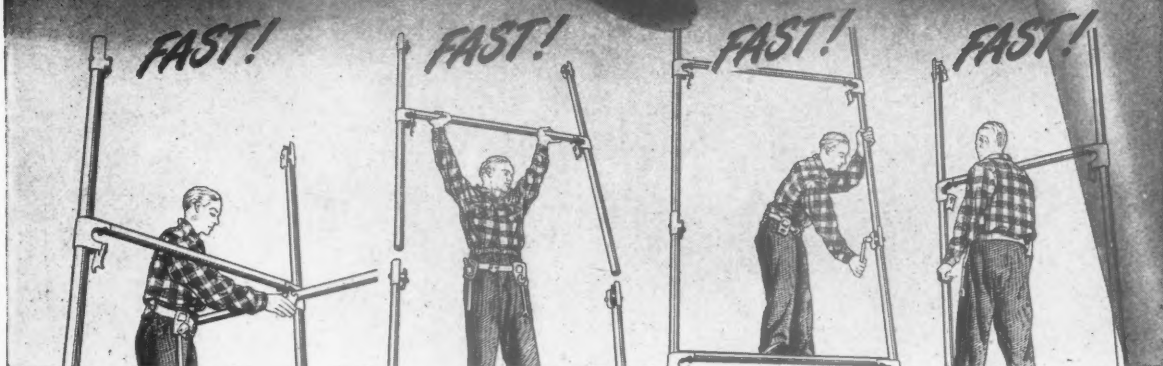
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Registered as a Newspaper.

★ A glossary of abbreviations of Government Departments and Societies and Committees of all kinds, together with their full address and telephone numbers. The glossary is published in two parts—A to Ie one week, Ig to Z the next. In all cases where the town is not mentioned the word LONDON is implicit in the address.

IGE	Institution of Gas Engineers. 17, Grosvenor Crescent, S.W.1	Sloane 8266
IHVE	Institution of Heating and Ventilating Engineers. 75, Eaton Place, S.W.1.	Sloane 3158/1601
IIBD	Incorporated Institute of British Decorators. Drayton House, Gordon Street, W.C.1.	Euston 2450
ILA	Institute of Landscape Architects. 12, Gower Street, W.C.1.	Museum 1783
I of Arb	Institute of Arbitrators. 35/37, Hastings House, 10, Norfolk Street, Strand, W.C.2.	Temple Bar 4071
IOB	Institute of Builders. 48, Bedford Square, W.C.1.	Museum 7197/5176
IR	Institute of Refrigeration. Dalmeny House, Monument Street, E.C.3.	Avenue 6851
IRA	Institute of Registered Architects. 47, Victoria Street, S.W.1.	Abbey 6172
ISE	Institution of Structural Engineers. 11, Upper Belgrave Street, S.W.1.	Sloane 7128
IWA	Inland Waterways Association. 14, Great James' Street, W.C.2.	Chancery 7718
LIDC	Lead Industries Development Council. Eagle House, Jermyn Street, S.W.1.	Whitehall 7264/4175
LMBA	London Master Builders' Association. 47, Bedford Square, W.C.1.	Museum 3891
MARS	Modern Architectural Research Group (English Branch of CIAM) Secretary: Gontran Goulden, Building Centre, 26, Store Street, W.C.1.	Museum 5400
MOA	Ministry of Agriculture and Fisheries. 55, Whitehall, S.W.1.	Whitehall 3400
MOE	Ministry of Education. Curzon Street House, Curzon Street, W.1.	Mayfair 9400
MOH	Ministry of Health. 23, Saville Row, W.1.	Regent 8411
MOHLG	Ministry of Housing and Local Government. Whitehall, S.W.1.	Whitehall 4300
MOLNS	Ministry of Labour and National Service, 8, St. James' Square, S.W.1.	Whitehall 6200
MOS	Ministry of Supply. Shell Mex House, Victoria Embankment, W.C.	Gerrard 6933
MOT	Ministry of Transport. Berkeley Square House, Berkeley Square, W.1.	Mayfair 9494
MOW	Ministry of Works. Lambeth Bridge House, S.E.1.	Reliance 7611
NAMMC	Natural Asphalt Mine-Owners and Manufacturers Council. 94-98, Petty France, S.W.1.	Abbey 1010
NAS	National Association of Shopfitters. 9, Victoria Street, S.W.1.	Abbey 4813
NBR	National Buildings Record. 37, Onslow Gardens, S.W.7.	Kensington 8161
NCBMP	National Council of Building Material Producers, 10, Princes Street, S.W.1.	Abbey 5111
NFBTE	National Federation of Building Trades Employers. 82, New Cavendish Street, W.1.	Langham 4041/4054
NFBTO	National Federation of Building Trades Operatives, Federal House, Cedars Road, Clapham, S.W.4.	Macaulay 4451
NFHS	National Federation of Housing Societies. 13, Suffolk St., S.W.1.	Whitehall 1693
NHBRC	National House Builders Registration Council. 82, New Cavendish Street, W.1.	Langham 4341
NPL	National Physical Laboratory. Head Office, Teddington	Molesey 1380
NSA	National Sawmilling Association. 14, New Bridge Street, E.C.4.	City 1476
NSAS	National Smoke Abatement Society. Chandos House, Buckingham Gate, S.W.1.	Abbey 1359
NT	National Trust for Places of Historic Interest or Natural Beauty. 42, Queen Anne's Gate, S.W.1.	Whitehall 0211
PEP	Political and Economic Planning. 16, Queen Anne's Gate, S.W.1.	Whitehall 7245
RCA	Reinforced Concrete Association. 94, Petty France, S.W.1.	Abbey 4504
RIAS	Royal Incorporation of Architects in Scotland. 15, Rutland Square, Edinburgh	Edinburgh 20396
RIBA	Royal Institute of British Architects. 66, Portland Place, W.1.	Langham 5721
RICS	Royal Institution of Chartered Surveyors. 12, Great George St., S.W.1.	Whitehall 5322/9242
RFAC	Royal Fine Art Commission. 22A, Queen Anne's Gate, S.W.1.	Whitehall 3935
RS	Royal Society. Burlington House, Piccadilly, W.1.	Regent 3335
RSA	Royal Society of Arts. 6, John Adam Street, W.C.2.	Trafalgar 2366
RSI	Royal Sanitary Institute. 90, Buckingham Palace Road, S.W.1.	Sloane 5134
RIB	Rural Industries Bureau. 35, Camp Road, Wimbledon, S.W.19.	Wimbledon 5101
SBPM	Society of British Paint Manufacturers. Grosvenor Gardens House, Grosvenor Gardens, S.W.1.	Victoria 2186
SCR	Society for Cultural Relations with the USSR. 14, Kensington Square, London, W.8.	Western 1571
SE	Society of Engineers. 17, Victoria Street, Westminster, S.W.1.	Abbey 7244
SFMA	School Furniture Manufacturers' Association. 30, Cornhill, London, E.C.3.	Mansion House 3921
SIA	Structural Insulation Association. 32, Queen Anne Street, W.1.	Langham 7616
SIA	Society of Industrial Artists. 7, Woburn Square, W.C.1.	Langham 1984
SNHTPC	Scottish National Housing. Town Planning Council. Hon. Sec., Robert Pollock, Town Clerk, Rutherglen.	Holborn 2646
SPAB	Society for the Protection of Ancient Buildings. 55, Great Ormond Street, W.C.1.	Temple Bar 5006
TCPA	Town and Country Planning Association. 28, King Street, Covent Garden, W.C.2.	City 4771
TDA	Timber Development Association. 21, College Hill, E.C.4.	Victoria 8815
TPI	Town Planning Institute. 18, Ashley Place, S.W.1.	City 5051
TTF	Timber Trades Federation. 75, Cannon Street, E.C.4.	Whitehall 4341
WDC	War Damage Commission. 6, Carlton House Terrace, S.W.1.	Oxford 47988
ZDA	Zinc Development Association. Lincoln House, Turl Street, Oxford.	

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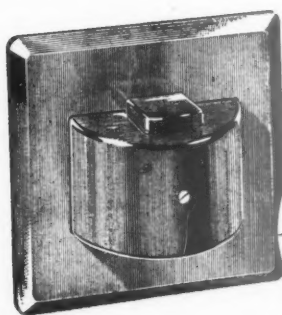
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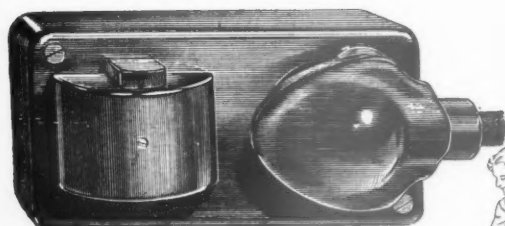
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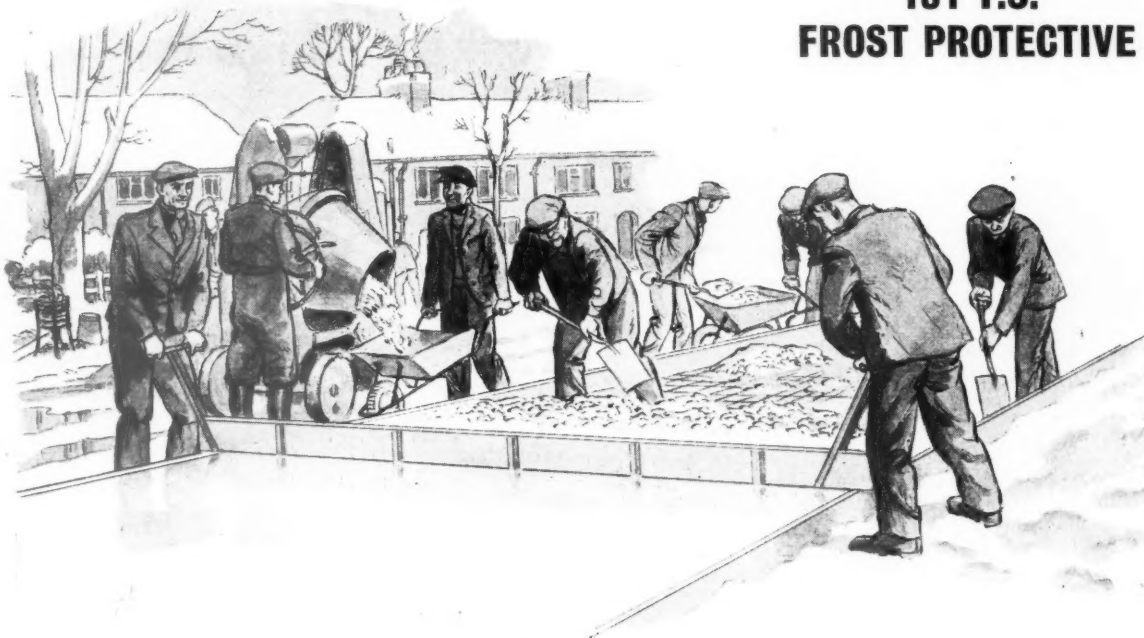
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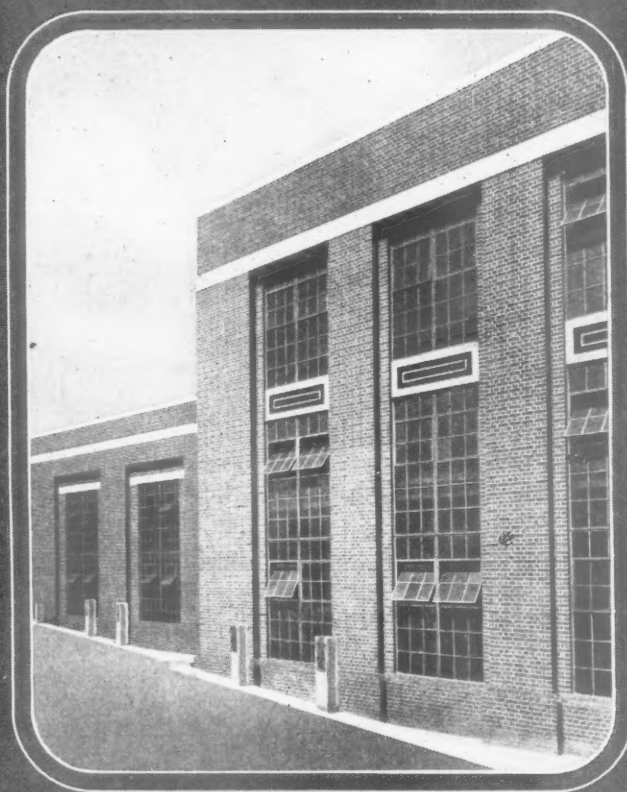
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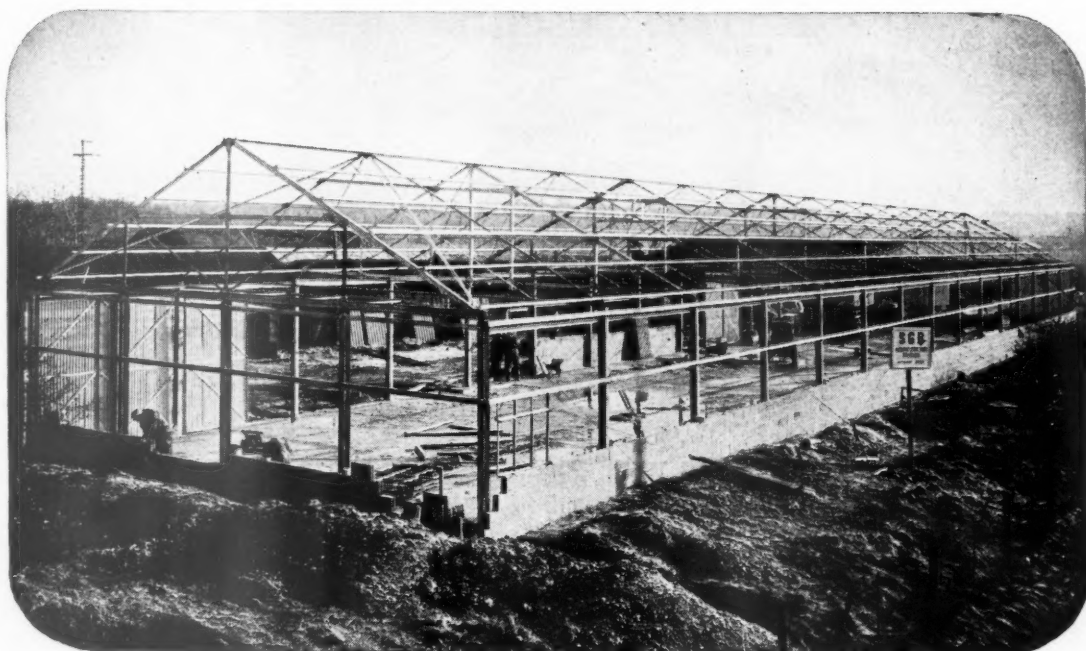






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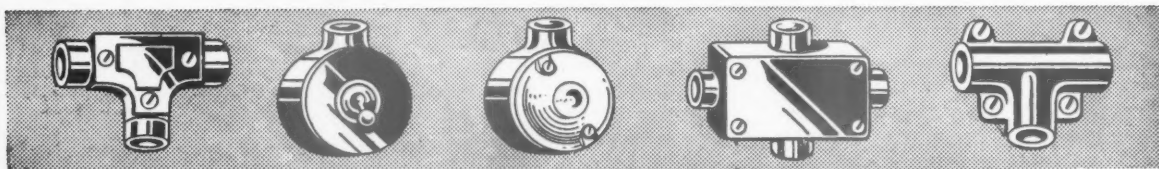


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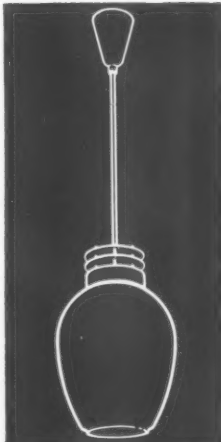
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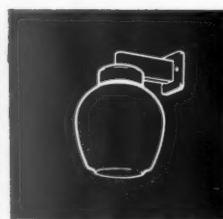
**U.309** SIZES: Diameter 7½" Depth 9½"  
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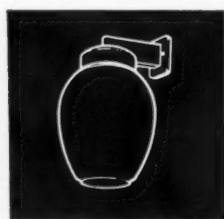
**U.310** SIZES: Diameter 8½" Depth 12"  
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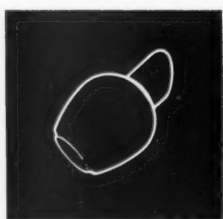
**U.311** SIZES: Diameter 10" Depth 1' 1½"  
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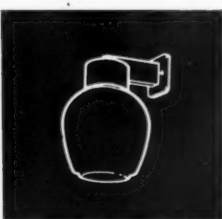
**U.318** SIZES: Diameter 7½" Proj. 9"  
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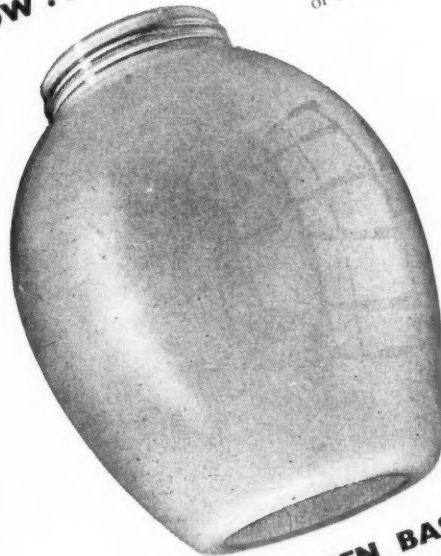
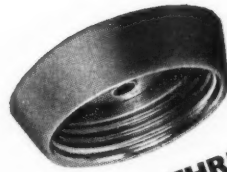


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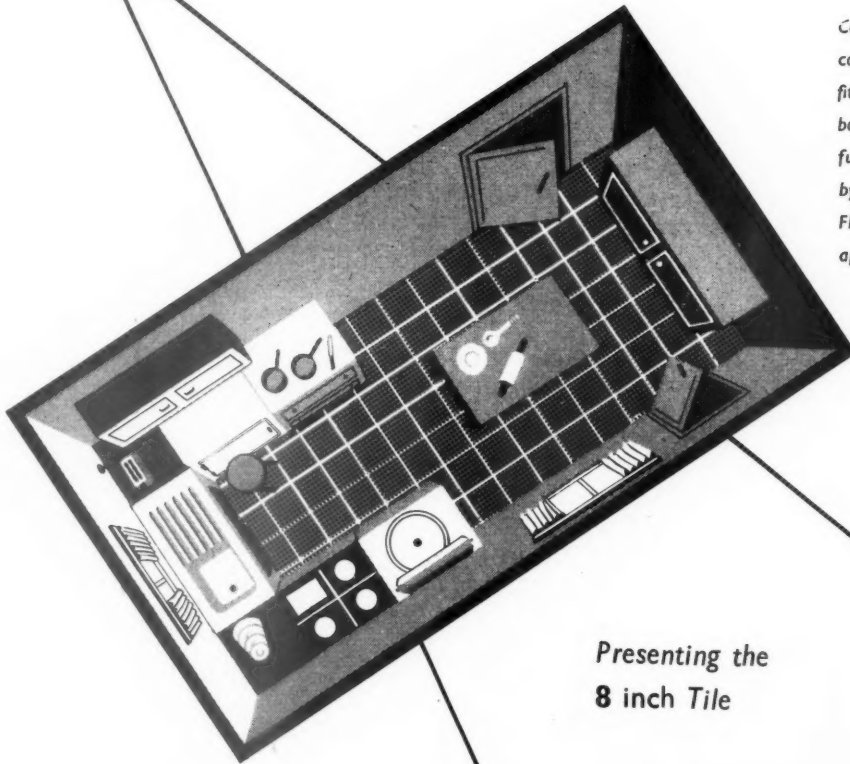
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## Bird's eye view of a room

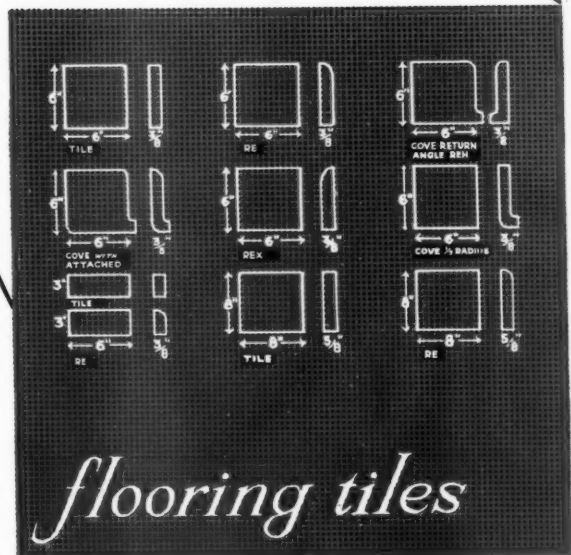


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"But unfortunately it's not an even heat. I'll never be done to a turn if you cannibals can't control the temperature more closely. You're not using the right fuel, you know."

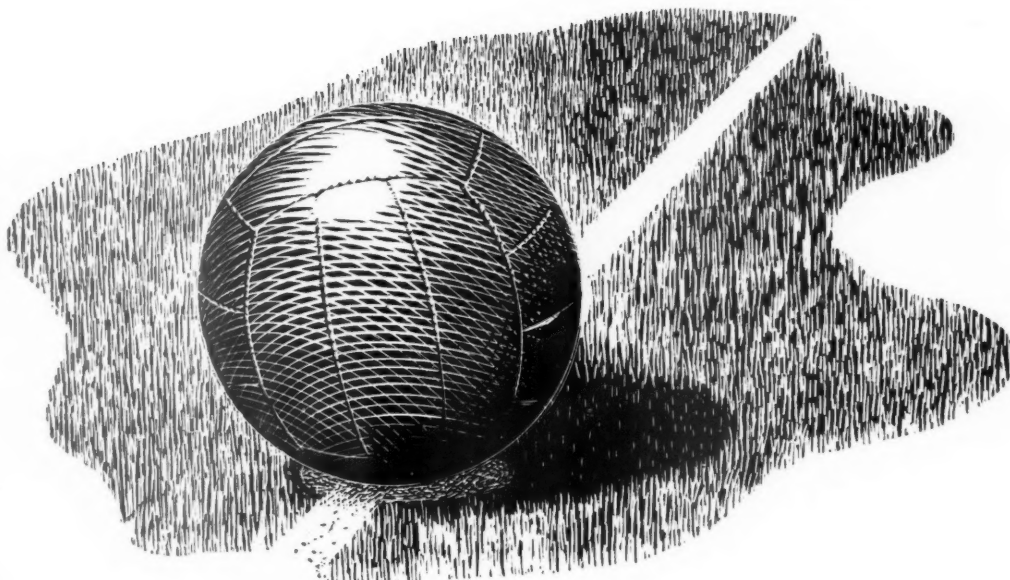
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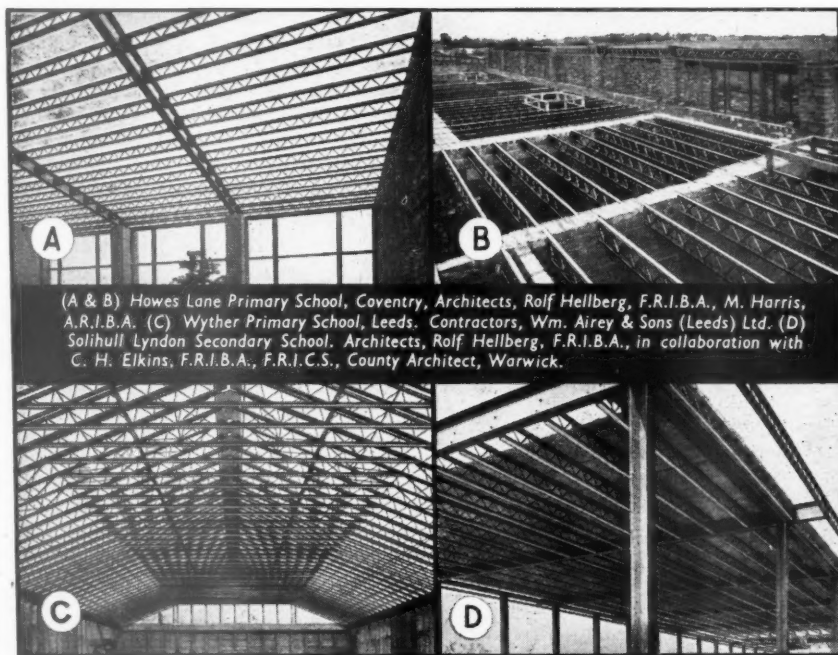
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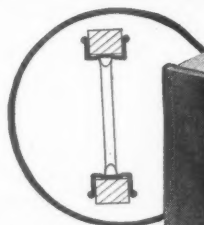
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# SUPPLIED READY FOR PLACING ...without cutting or fitting



(A & B) Howes Lane Primary School, Coventry. Architects, Rolf Hellberg, F.R.I.B.A., M. Harris, A.R.I.B.A. (C) Wyther Primary School, Leeds. Contractors, Wm. Airey & Sons (Leeds) Ltd. (D) Solihull Lyndon Secondary School. Architects, Rolf Hellberg, F.R.I.B.A., in collaboration with C. H. Elkins, F.R.I.B.A., F.R.I.C.S., County Architect, Warwick.



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for roofing & side cladding  
is a Phenol-Formaldehyde  
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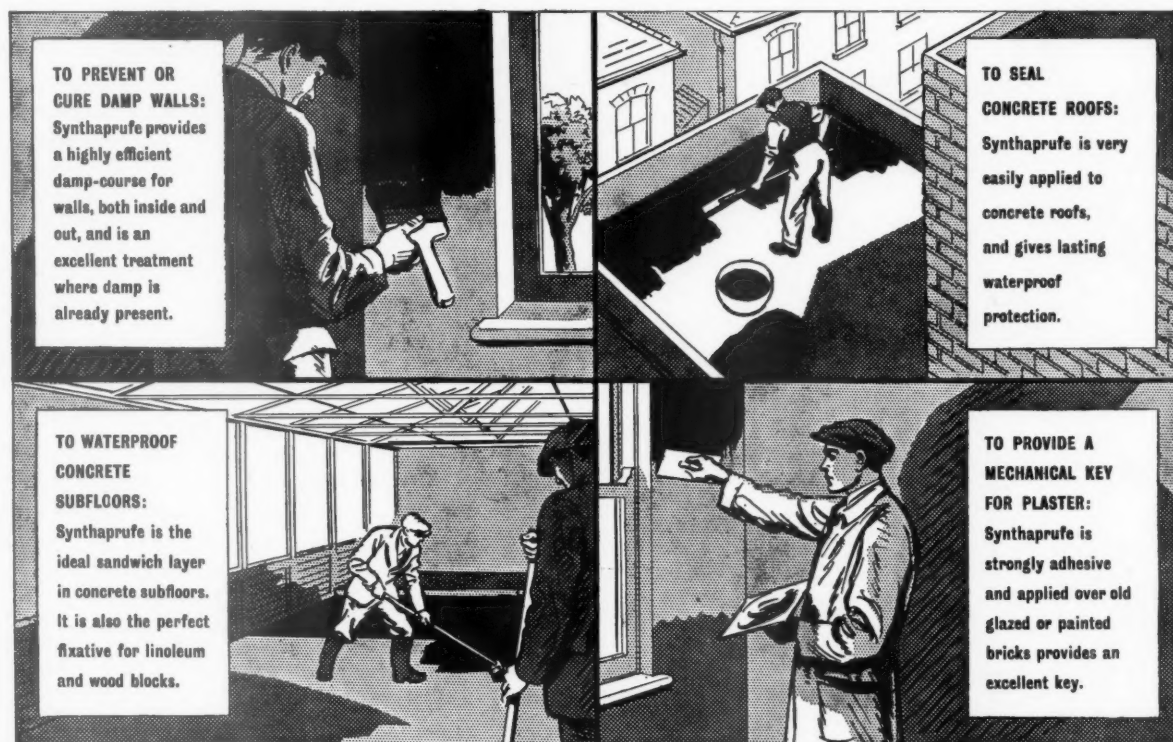






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**S**YNTHAPRUF is a waterproofing compound which can be applied cold by brush; its rubber content makes it strongly adhesive, and it sets quickly and forms a strong, elastic, moisture-proof film.

Most surfaces will take Synthaprufe—concrete, plaster, brick, metal or timber—and it is equally effective on old or new buildings.

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When applied over old and shabby glazed brick or painted brick wall surfaces (e.g. in hospitals, institutions and factories) Synthaprufe provides an excellent mechanical key for plaster finishes. This process obviates the noise, discomfort and expense of hacking.

Applied to outer surfaces, Synthaprufe can be rendered with cement mortar. When applied to inside walls it may be finished in distemper or wall-paper, according to the manufacturer's instructions.

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- Protecting concrete piles, steelwork, sewer-pipes, and joints, etc.
- Waterproofing old asphalt, lead, zinc, corrugated iron, or felted roofs.

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*Synthaprufe is a product of British Coal. Further details, and advice on any technical problem, will gladly be given on application to the National Coal Board, By Products, National Provincial Bank Buildings, Docks, Cardiff.*

*Now* YOU CAN  
CHOOSE ON PRICE AS  
WELL AS QUALITY



Hiduminium rainwater goods are now competitive in price and have these outstanding advantages:—

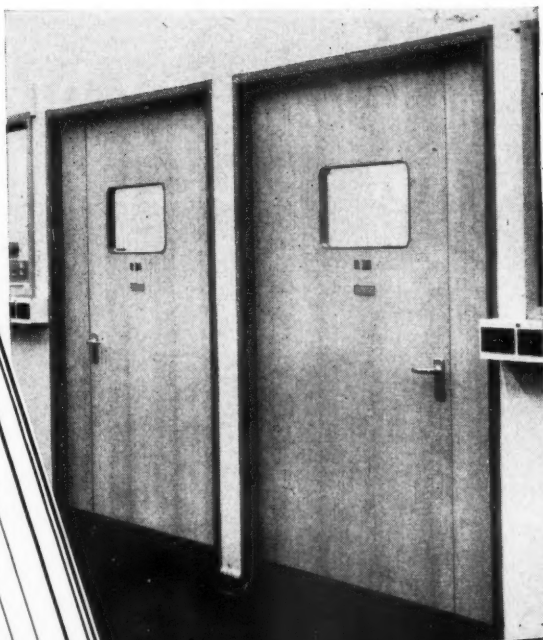
- 1 They won't rust and can't cause ugly wall stains.
- 2 They don't need painting.
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## **HIDUMINIUM** *Rainwater goods*

**OBTAINABLE FROM BUILDERS' MERCHANTS, WHOLESALE IRONMONGERS, ETC.**

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to Sound  
the core

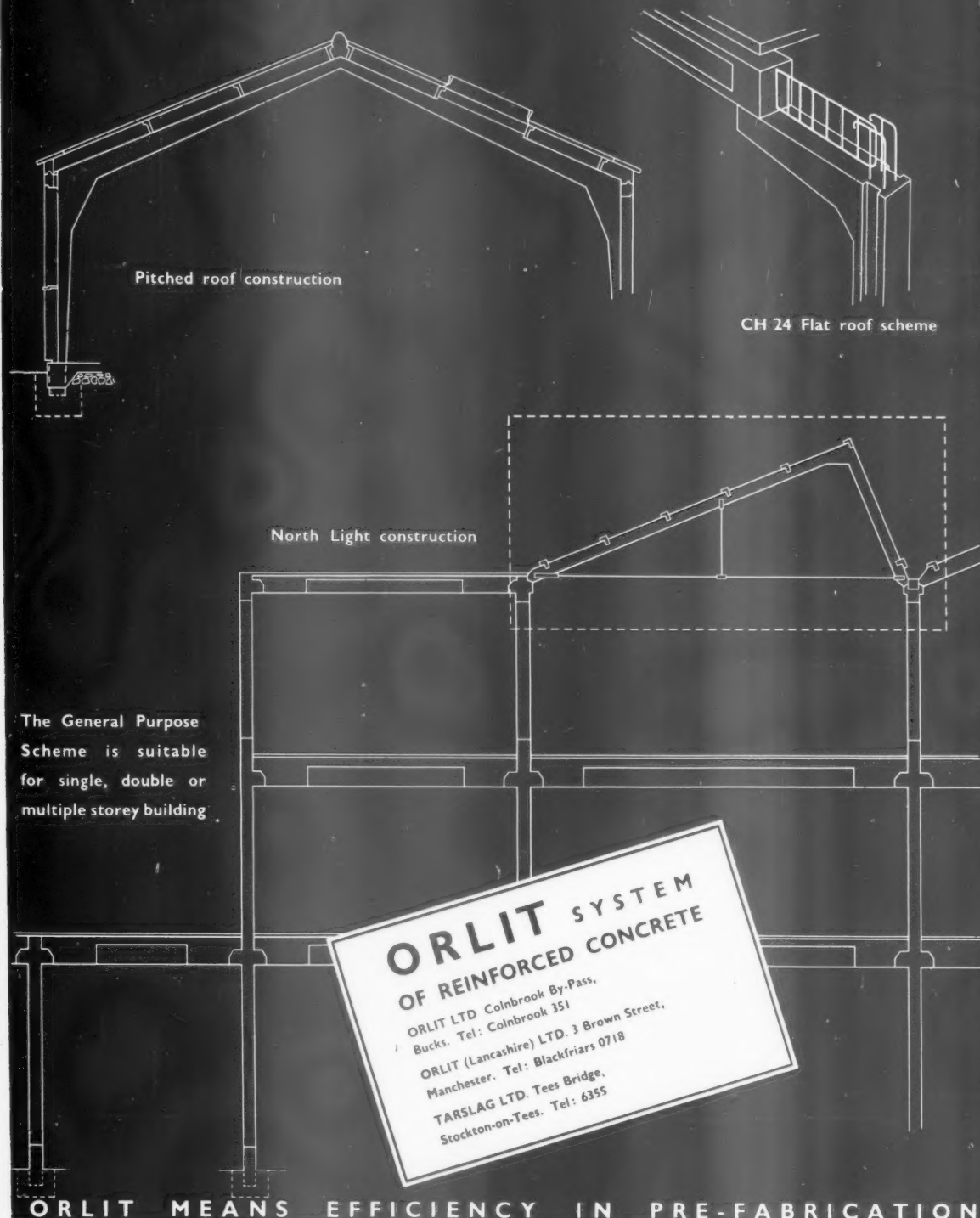
Saro Flush Doors are built on experience — specialised experience. Selected seasoned timbers are used for the inner core and the laminations are bonded with thermosetting synthetic resin glues producing a strong door, perfectly rigid and free from distortion. The finest decorative veneers provide a finish in keeping with the highest standards of architectural design, whilst plain veneers provide an equally high quality finish for painting.

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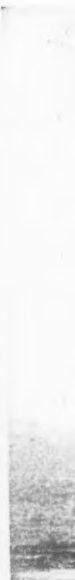
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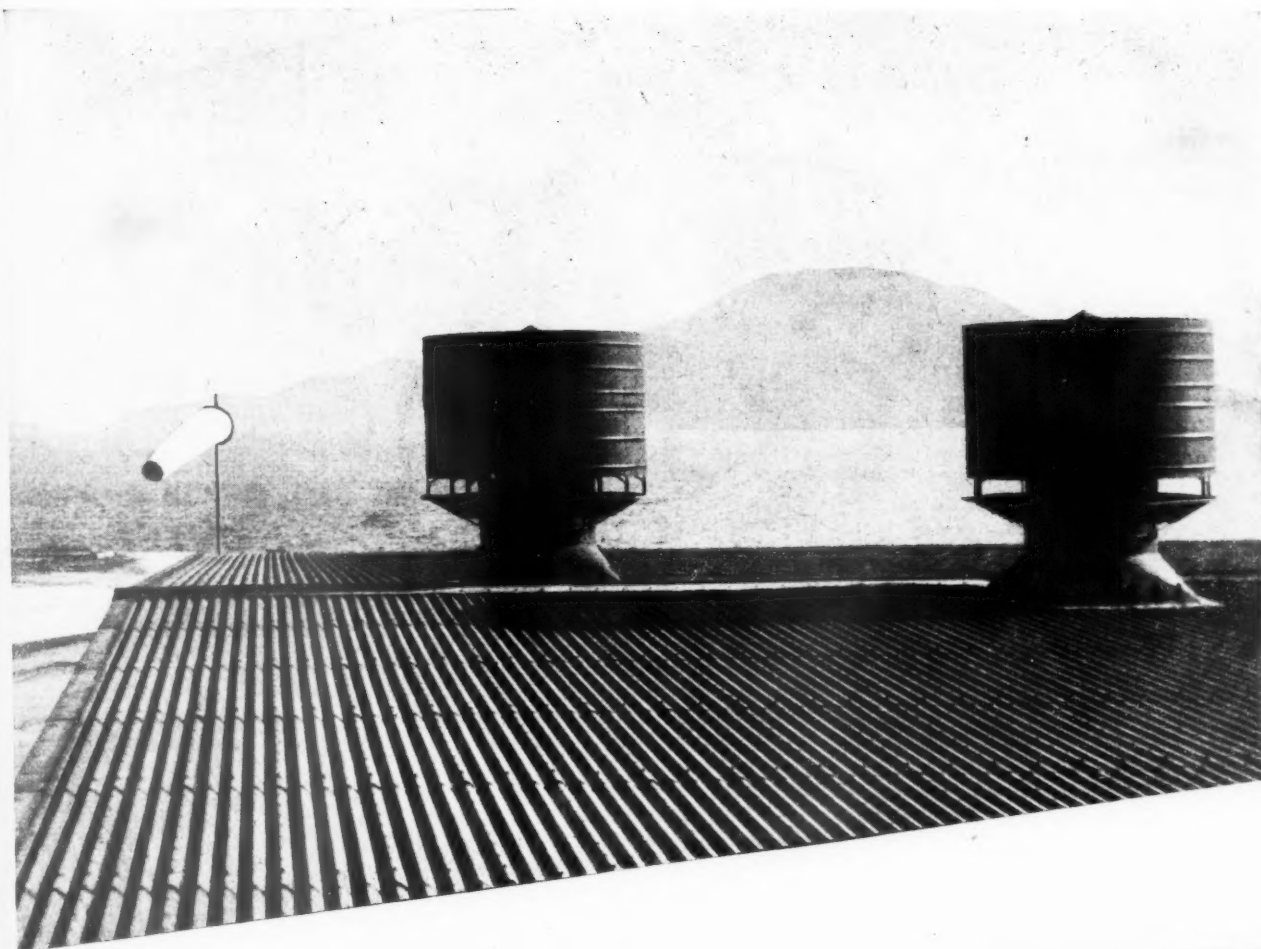


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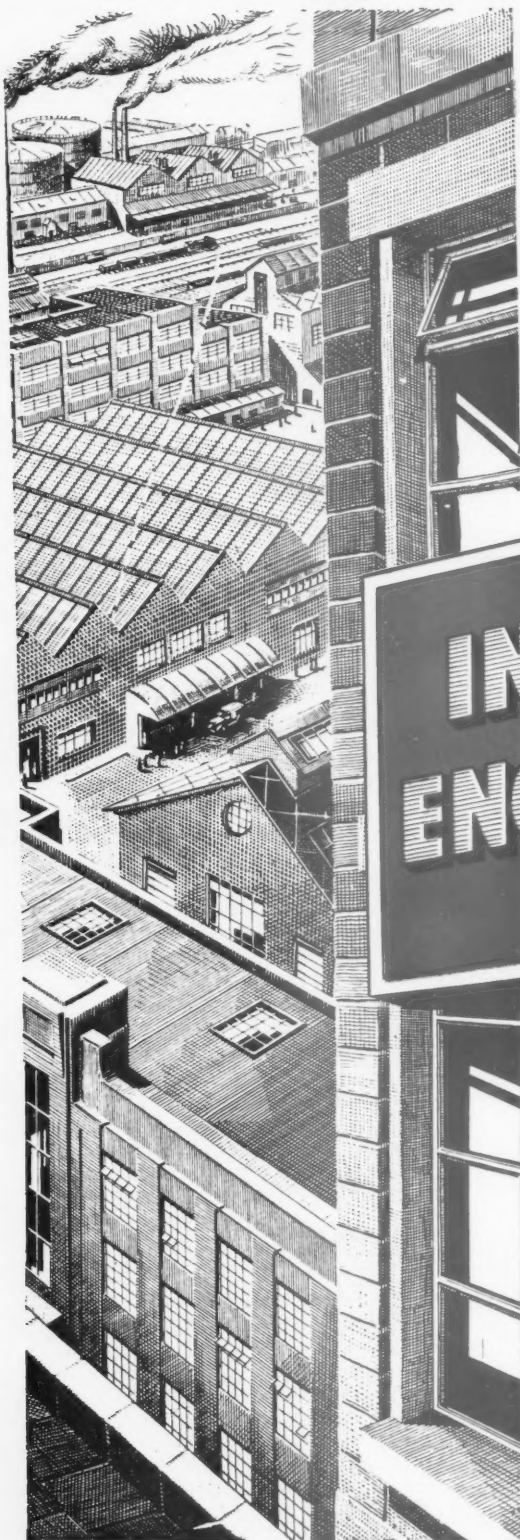
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P.3.

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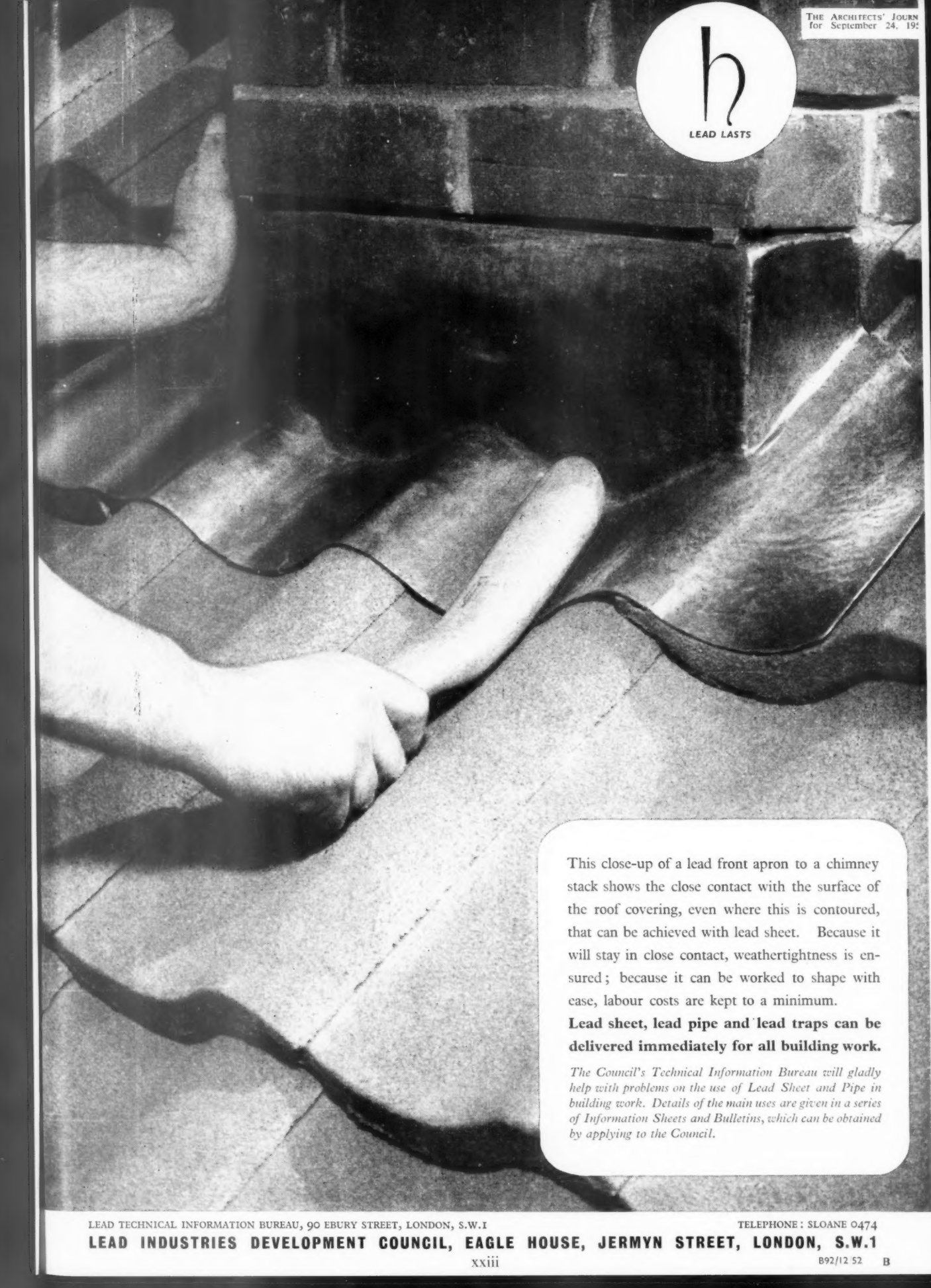
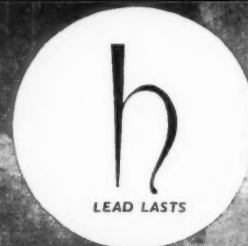
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This close-up of a lead front apron to a chimney stack shows the close contact with the surface of the roof covering, even where this is contoured, that can be achieved with lead sheet. Because it will stay in close contact, weathertightness is ensured; because it can be worked to shape with ease, labour costs are kept to a minimum.

**Lead sheet, lead pipe and lead traps can be delivered immediately for all building work.**

*The Council's Technical Information Bureau will gladly help with problems on the use of Lead Sheet and Pipe in building work. Details of the main uses are given in a series of Information Sheets and Bulletins, which can be obtained by applying to the Council.*

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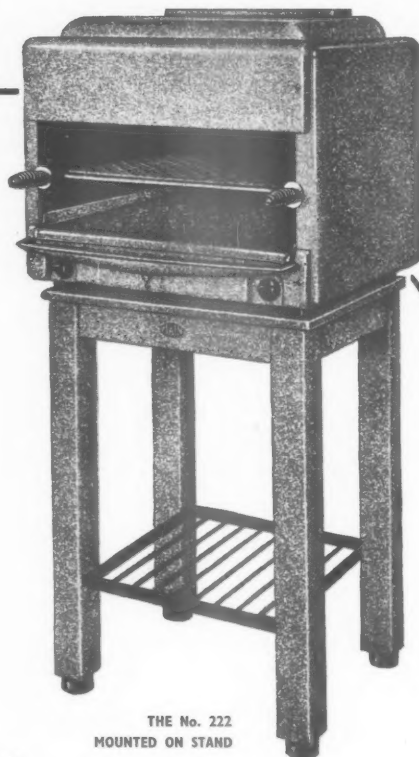
....the fastest and most  
economical appliance  
of its kind

The GG 222 is heated by an entirely new enclosed flame unit, which heats rapidly and gives fast, even cooking over an area of 350 sq. ins. The gas consumption is automatically reduced by 20% in 20 minutes without affecting the useful heat output. The high thermal efficiency of the unit ensures economy. The grill is fired by silent, non-lighting-back neat gas jets, giving convenience and control.

The griller is strongly constructed of cast iron, with heat-conserving insulation between the outer casing and interior lining.

It is available with or without the stand shown in the illustration. Overall size is 28" wide x 23½" high x 26" deep and the grill opening is 24" wide x 9" high x 19½" deep. The stand is 34" high.

Vitreous enamel finish—available in dapple grey as illustrated or in cream with black interior.



THE No. 222  
MOUNTED ON STAND

## \* Some features of the GG222

Patented high efficiency neat gas unit—non-lighting-back—silent and completely controlled • insulated and air-cooled body—ensuring low surface temperatures • gas supply automatically reduced—economy in gas consumption achieved • cool-type burner control taps • large working area provided • one half of grill can be used if desired • fat runs to collection trough in front • fully vitreous enamelled surfaces



OP7

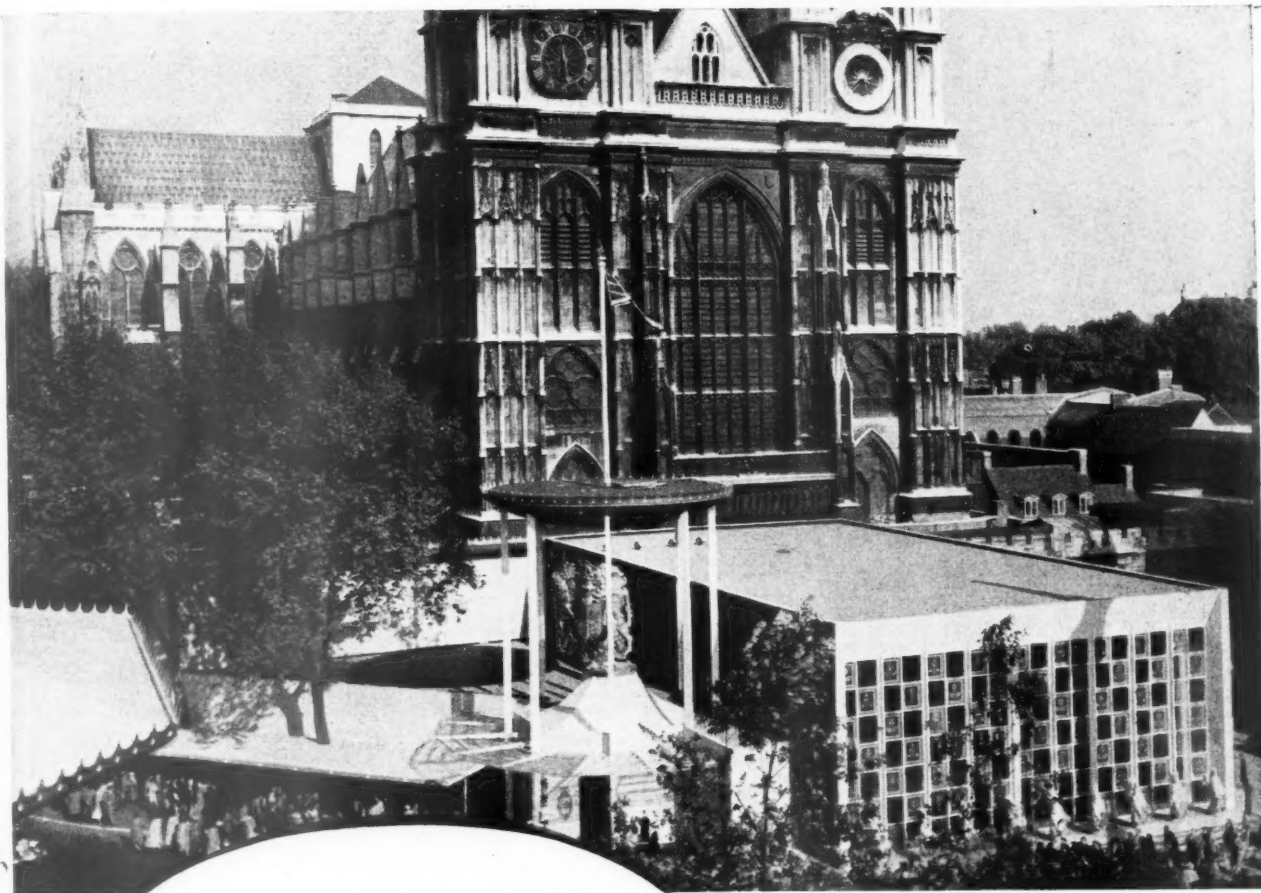


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This dignified and imposing Annexe to Westminster Abbey is another example where expert craftsmanship has earned for Briggs their unassailable position as leaders in the field of Roof Covering.

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Contractors: John Mowlem and Co., Ltd.*

Architects who wish complete technical data on "BITUMETAL" Aluminium Deck and Multi-layer Bitumen Roofing should contact our nearest Area Manager.



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Photo: Courtesy of The Steel Company of Wales Ltd.

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There's moderation in all things. Because no one expects a cathedral hush in a busy office, there's no reason to accept noise as normality. For noise means trouble. Efficiency slumps and mistakes increase; concentration falls off and absenteeism rises. To put things right you need quiet — and that is why offices all over the world have installed Acousti-Celotex Sound Conditioning. These sound-absorbing tiles

mop up unwanted reverberation, bringing noise down to comfortable levels, creating conditions in which people can *work*. Acousti-Celotex Tiles can be installed at moderate cost, with little or no interruption to normal routine. They need no maintenance and their efficiency is unimpaired by repeated painting and decorating. If you have a sound problem consult your regional distributor of Acousti-Celotex Tiles.

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*Made in Great Britain by*

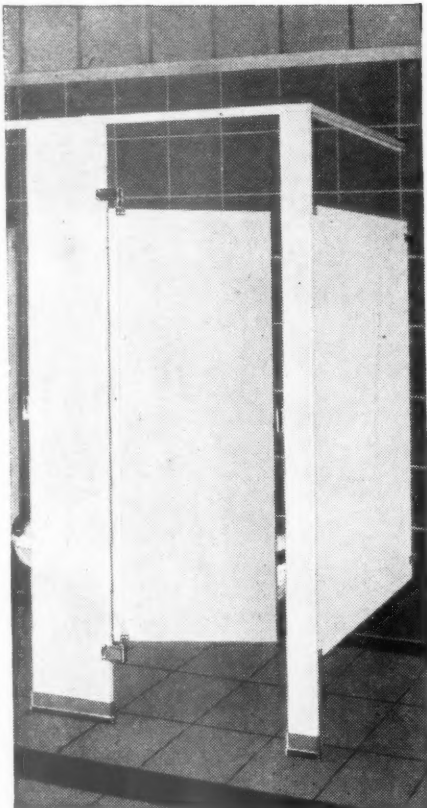
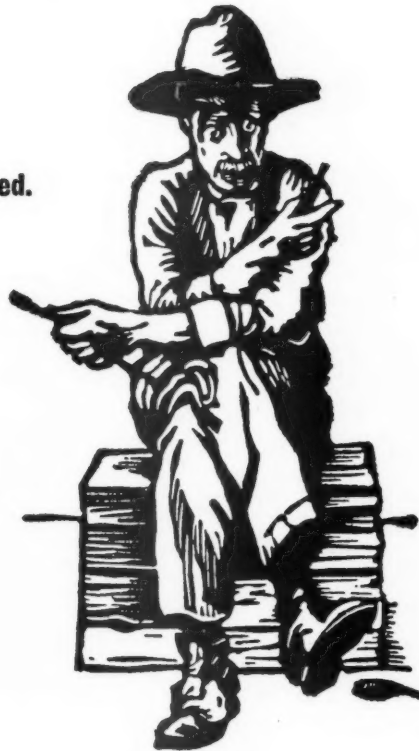
**CELOTEX LIMITED, NORTH CIRCULAR RD., STONEBRIDGE PARK, LONDON, N.W.10.**

Telephone: ELGar 5717

"Now", I sez, 'about the painting of her.  
What colour do you want 'er, Elmer?' He said red.

'Elmer' I sez, 'Red makes a  
beautiful job; but it ain't practical to  
use a single colour, and I'll tell  
you why. She's too durn hard to  
see at night".

Lemuel Putt \*



There speaks the old Specialist, the world's most famous  
privy† builder... and speaks common sense about an outdoor job.  
But at Roften, where we believe we now build the world's best  
privies†, we allow the customer to specify his colour. When it's  
done, we think he will have to go a mighty long way to find  
anything as good.

Here are some points to prove their worth.

- RUSTPROOF, AND FIRE RESISTANT. *They are made of high quality sheet steel.*
- DOUBLE SKINNED DOORS *prevent warping.*
- PROOF AGAINST ANY CLIMATE, *hence suitable for use in any part of the world.*
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- LIMITLESS GROUPING. *They can be assembled in any number.*
- FINISHED IN COLOURS TO SPECIFICATION *to suit any colour scheme anywhere.*

Whatever colour you prefer, solid red, or striped as  
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Our representative will be glad to talk over its points  
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† Translation: lavatories or toilet cubicles!

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ALL SORTS OF BUILDINGS *use*



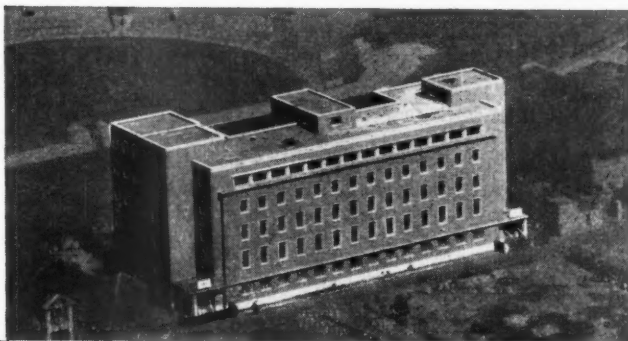
REMOTE CONTROLS,  
COVERED BY PATENTS

*especially* SCHOOLS *and* HOSPITALS

OFFICE, exchange and airport all agree that

**ARENS WINDOW CONTROL GEAR**

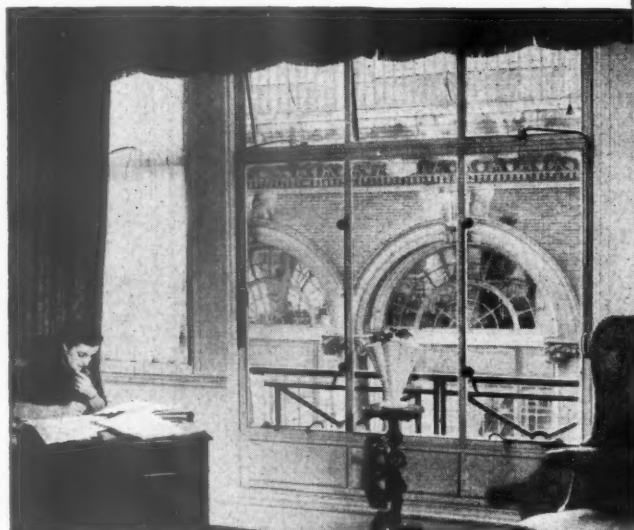
is ideal for the remote operation of windows, dampers and all sorts of plant and machinery.



The Telephone Exchange, Cardiff.

Architects : The Ministry of Works.

Arens gear supplied by J. Williams & Sons (Cardiff) Limited, East Moors Road, Cardiff.



An Office in Mappin House, Oxford Street, London, W.1.  
Arens controls supplied by Mellows & Company, Limited, of Sheffield.  
Photograph by courtesy of Mappin & Webb, Limited.

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76 pages—fully illustrated

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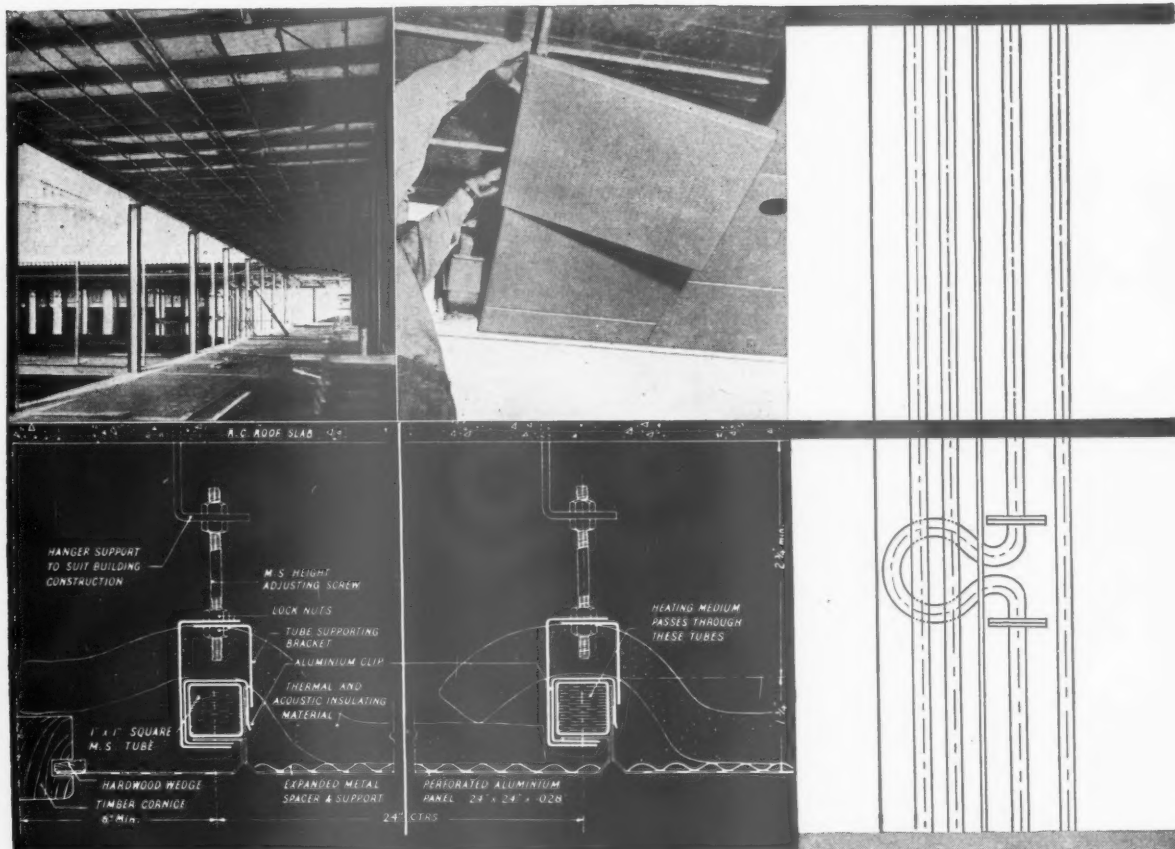
The Dublin Airport Terminal Buildings are fitted with Arens window control gear.

Architect : Desmond Fitzgerald, B.Arch., A.R.I.B.A., F.R.A.I.A., A.M.P.T.I.

**ARENS CONTROLS LTD.**

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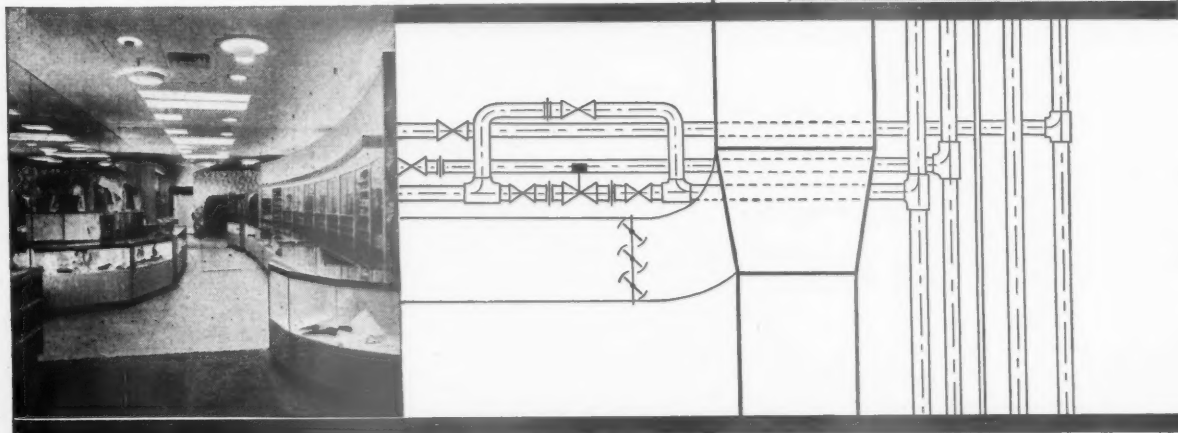
## FRENGER—three ceilings in one

Here is a ceiling, that is *first*: a radiant panel heating unit with an immediate response to changes in temperature; *second*: a most efficient sound absorbing surface; and *third*: a suspended, removable ceiling that serves to conceal a mass of ugly pipes, wiring, ducts and other services while leaving them completely accessible.

The ceiling is pre-fabricated and made up of a grid piping system supporting perforated, square, metal panels of aluminium and blanketed by insulating material. A Frenger can be installed in existing buildings with very little structural alteration and is easily adapted to fit any shape of room or lighting and ventilation system.

Technical leaflet with full data from.—

FRENGER CEILINGS LTD., 67 GREAT RUSSELL STREET, W.C.1. CHANCERY 5534











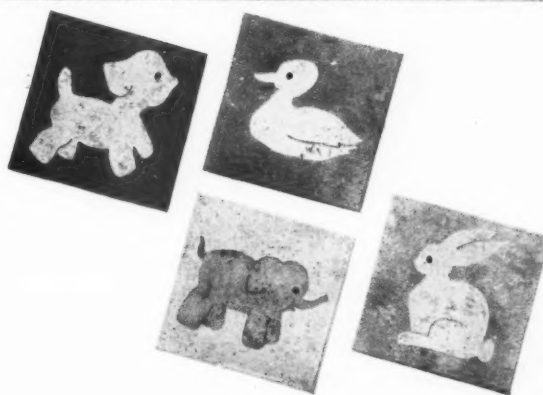
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OF COLOURFUL INTEREST

for durability plus beauty

lay *Accotile*<sup>★</sup>  
F L O O R I N G

When opportunities for attractive colour harmonies and infinitely variable design are allied to tough, wear-resisting properties — the perfect floor results. Accotile — the modern tile-flooring, made in 22 colours — provides this ideal surface for modern schools at low cost. Easy to lay and to clean, constant in colour throughout, with good non-slip characteristics, Accotile is available in standard sizes 12" x 12" and 9" x 9",  $\frac{1}{8}$ " or  $\frac{3}{16}$ " thick. Approved Specialist Contractors have over 90 branches and depots for laying Accotile in buildings of every type throughout the country.



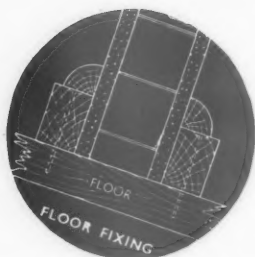
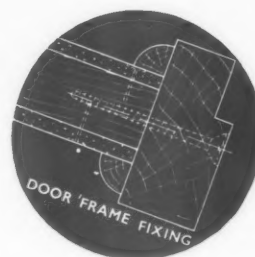
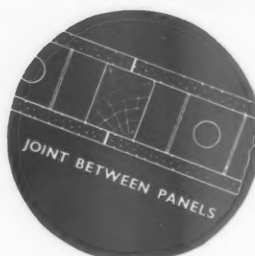
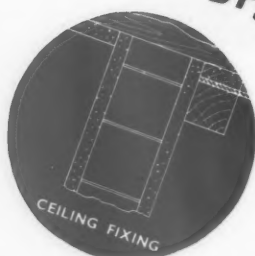
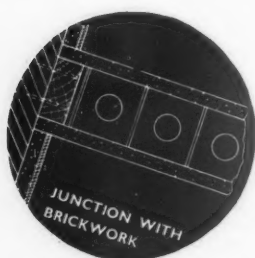
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Available in any combination of our colour range — Animals, Decorative Designs, Numerals and Letters are pictured in colourful Accotile, for working into a floor design. Send for illustrated Colour Range Booklet, publication No. 305.

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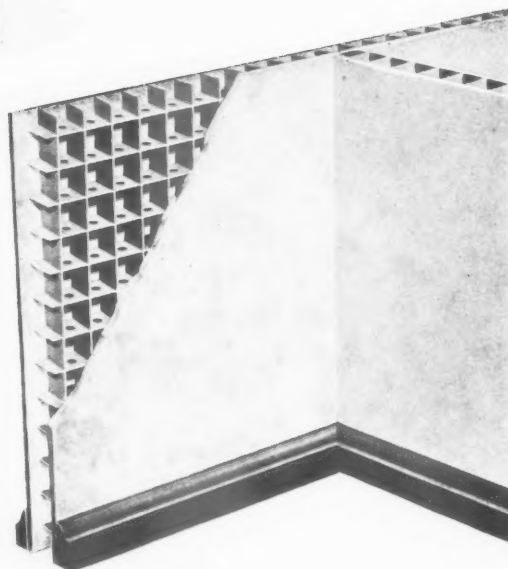
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8' 0"	3' 0"	2½" or 2¼"
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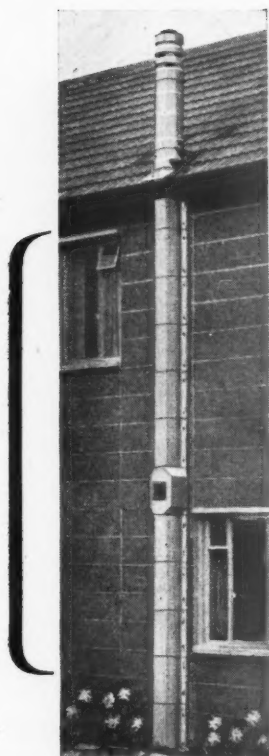
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**TRUE-FLUE**  
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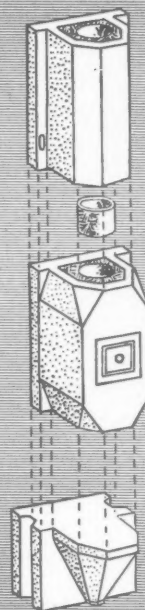


*an Outstanding problem solved!*

This is an economical and efficient Boiler Flue of pleasing appearance which can be bolted quite simply to an external wall. Each section is easily handled and no elaborate scaffolding is required.

The Flue has a refractory lining and is well insulated to overcome the condensation troubles so often experienced with asbestos or iron flue pipes and can be erected at a fraction of the cost of a brick stack.

Although this is one of our most recent developments we have already supplied approaching 2,000 of these flues to various local Authorities and Contractors.



Write for illustrated booklet and price list to the address at the foot of this page.

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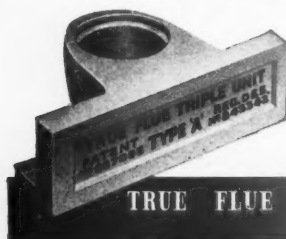
This THREE-FOLD labour saving and efficient device is made of heat resisting refractory concrete and forms a stream-lined connection between the fire and the flue.

**1** The Restricted Throat is scientifically designed to ensure maximum heat retention and economy in fuel.

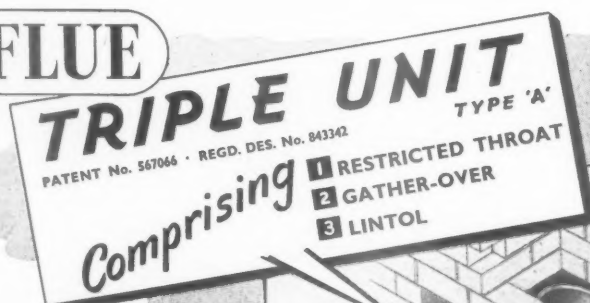
**2** This unit eliminates the labour involved in forming the Gather-Over in brickwork above the fireplace opening. When placed in position over the fire-back it forms a base for TRUE-FLUE circular rebated linings or for the 9in. by 9in. parged flue as shown.

**3** The Lintel has a weir-shaped front and is of sufficient width to afford adequate seating on jambs with all normal fireplace openings. The face of the Lintel is recessed to provide an insulation space at the back of the fireplace surround.

FOR MANY YEARS these TRUE-FLUE TRIPLE UNITS have been increasingly specified by numerous local Authorities and Architects. They were employed in the tests carried out by the Ministry of Fuel and Power on a large range of heating appliances and are also specified by the Ministry of Works, Metropolitan Police, British Railways and London County Council. During the past four years we have supplied approximately 15,000 complete flues to the latter Council alone.



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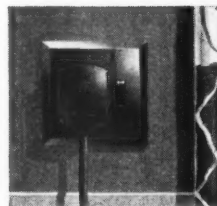
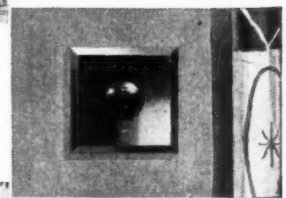
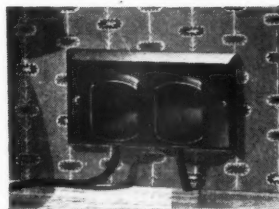
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THERE'S nothing like an extra  
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Equivalently there's nothing  
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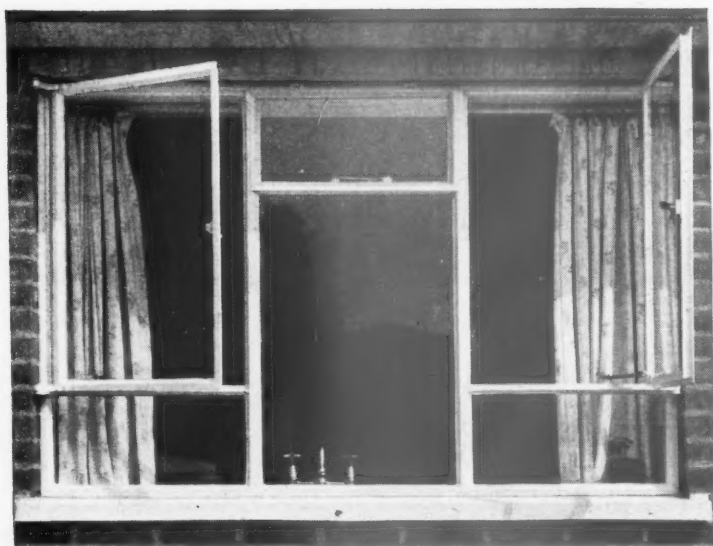
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731/646 13 amp. Two-gang  
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MK 65

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# CRITTALL WINDOWS



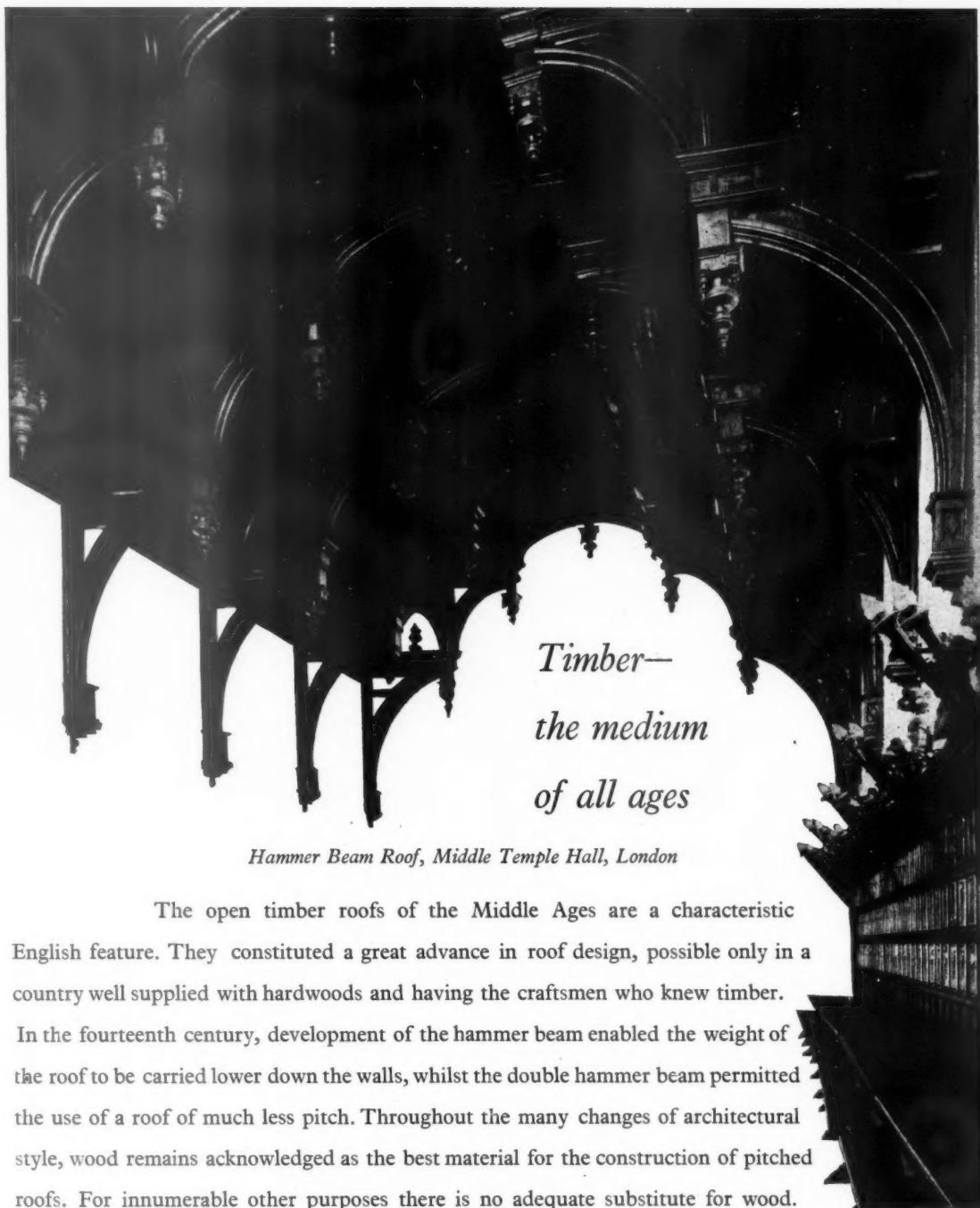
*many  
architects prefer  
“ZN” types*

In this new range of standard windows the height remains unaltered but the unit width has been increased from 1' 8" to 2' 0". With less brickwork and more daylight, the range is more in keeping with contemporary architectural design.

“ZN” types with hot-dip galvanized rustproof finish are now readily available.

THE CRITTALL MANUFACTURING CO. LTD, BRAINTREE





*Timber—  
the medium  
of all ages*

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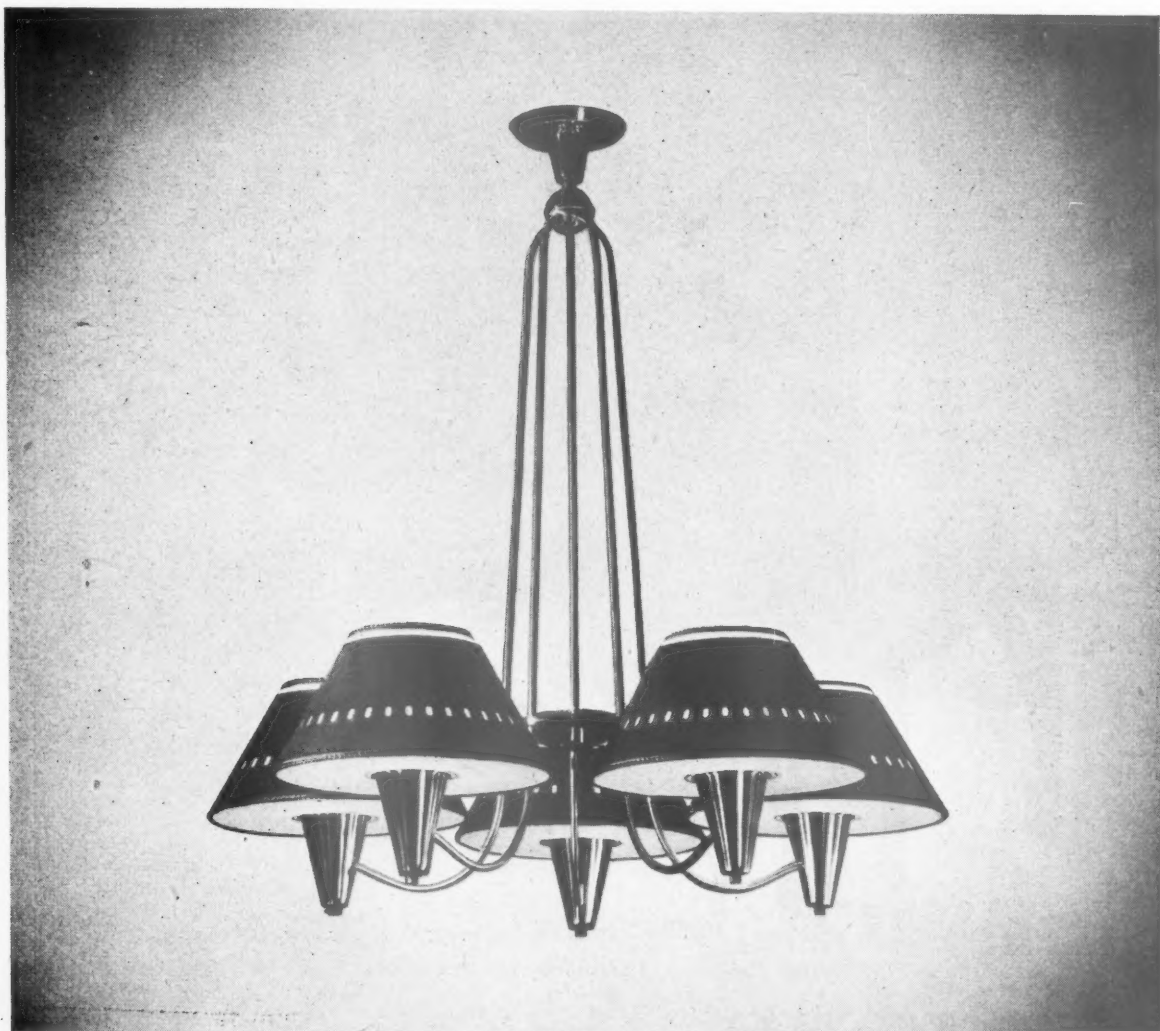
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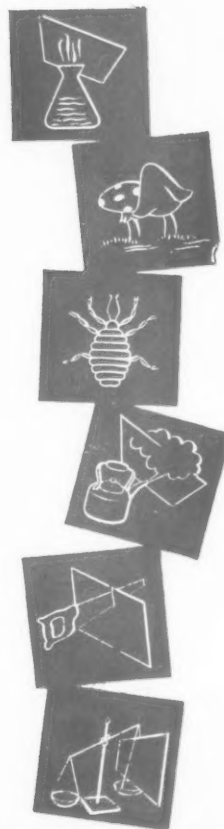
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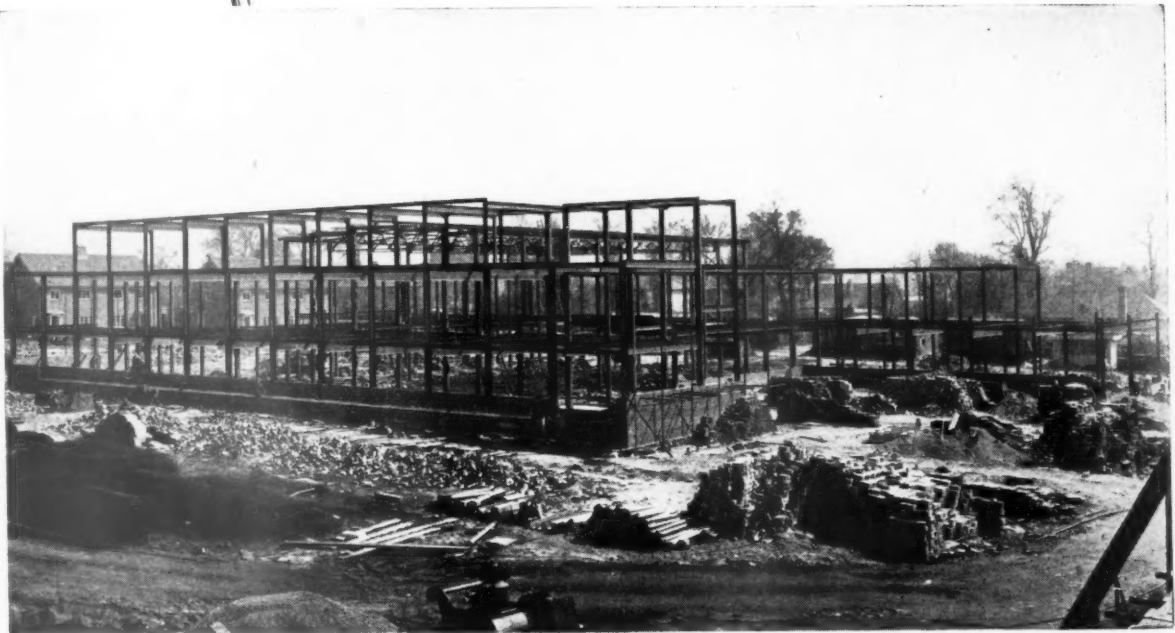
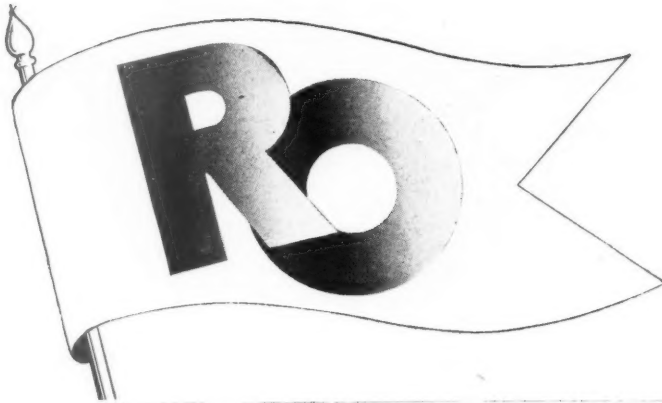
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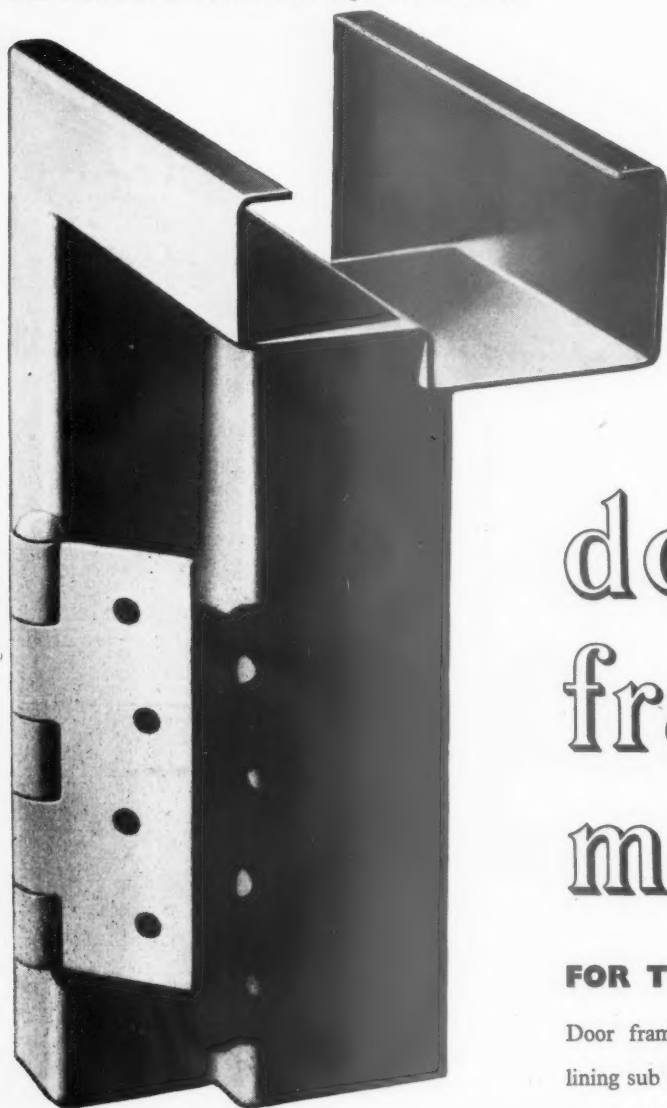
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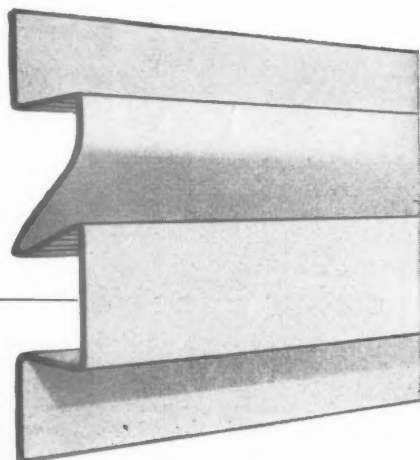
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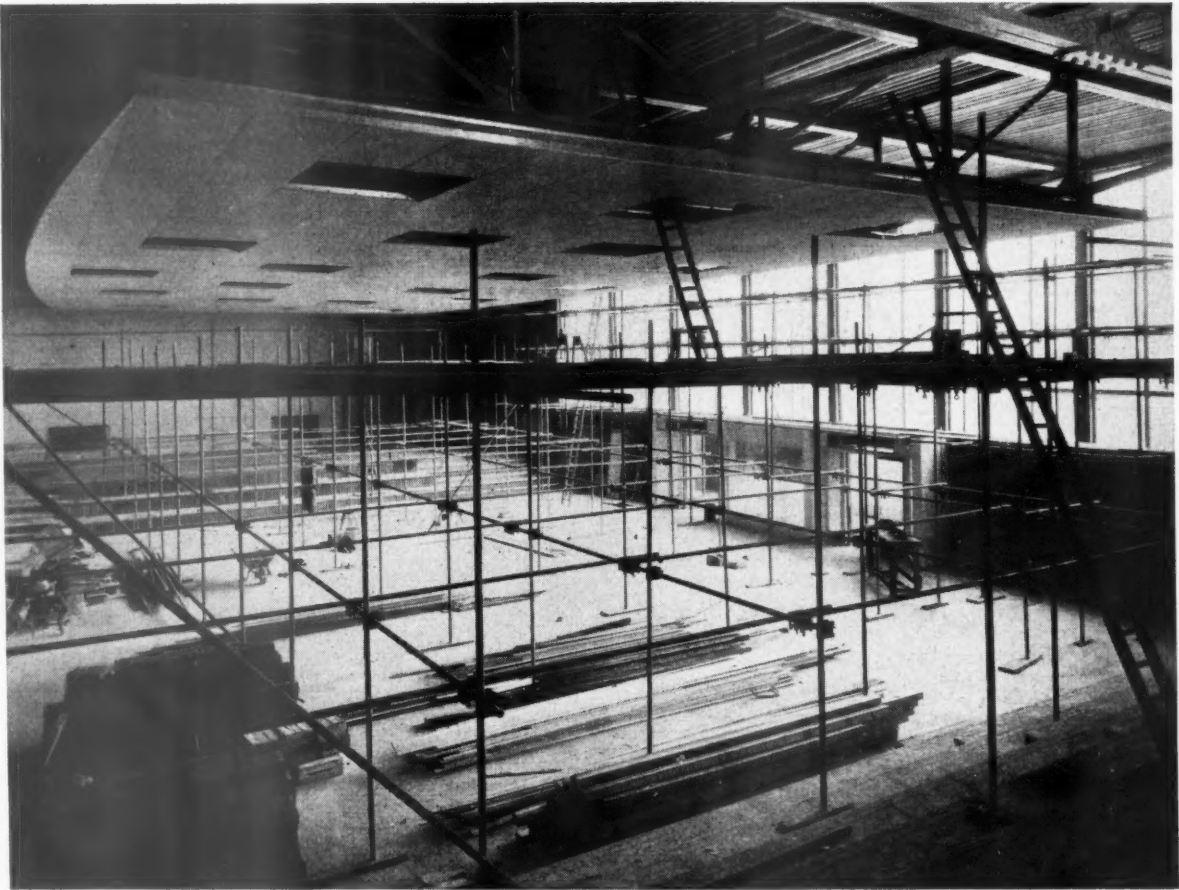
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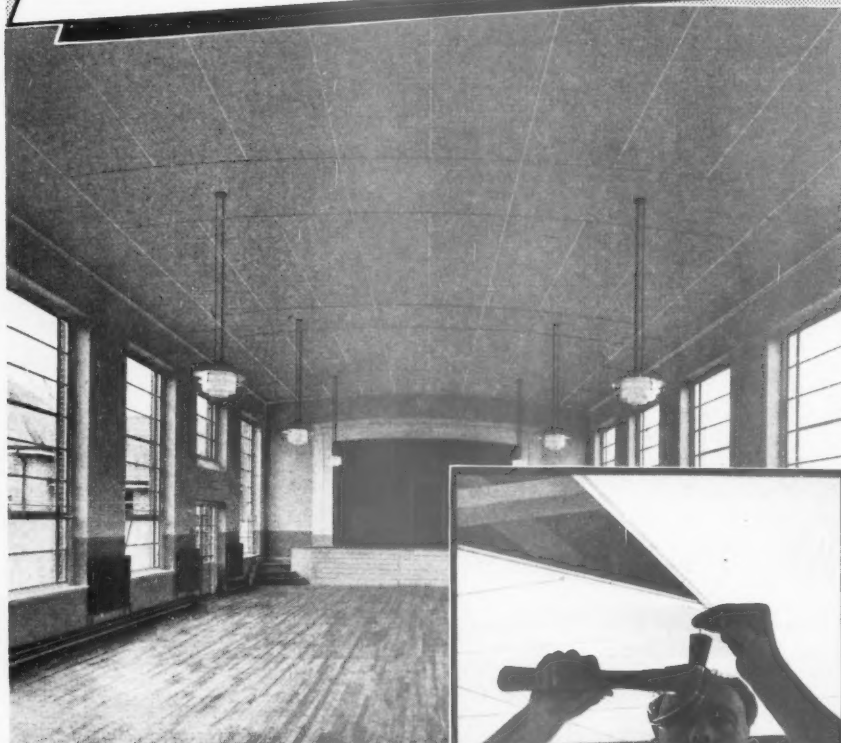
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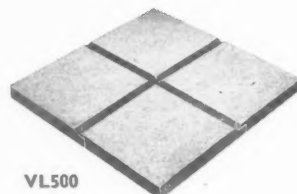
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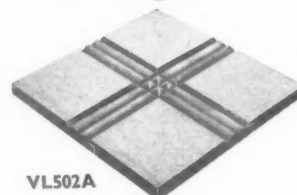


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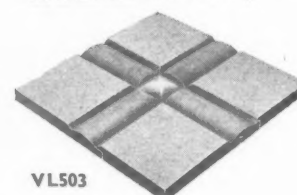


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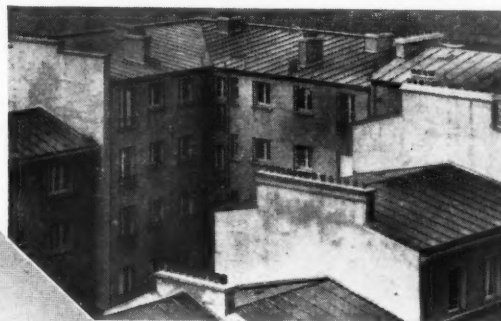
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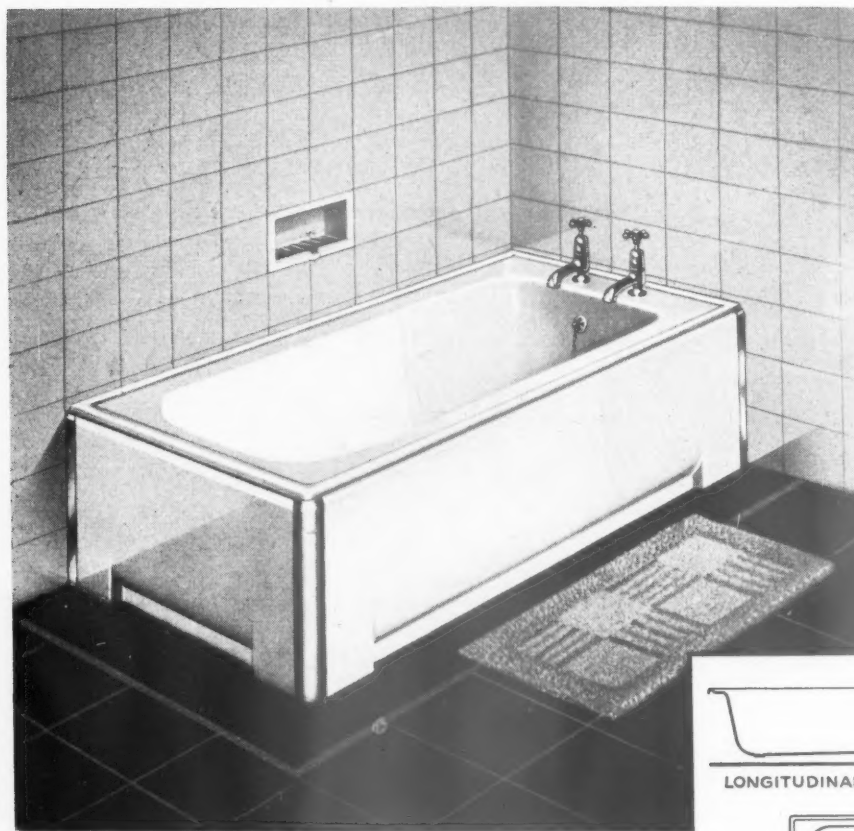
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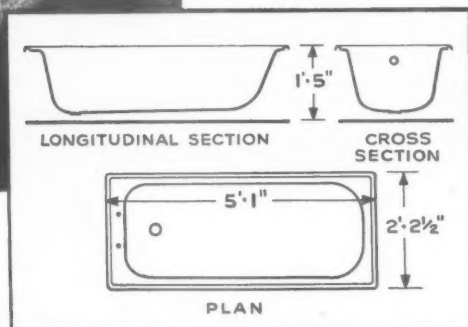
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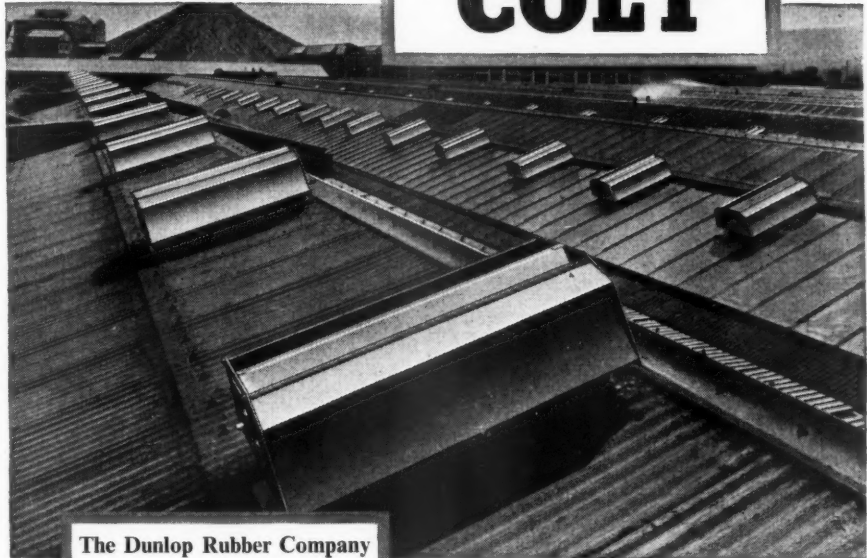
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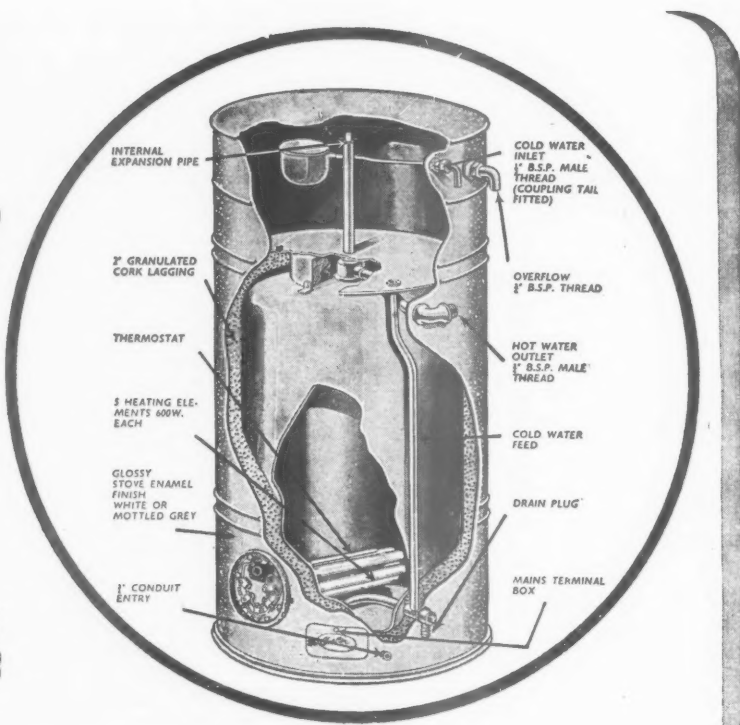
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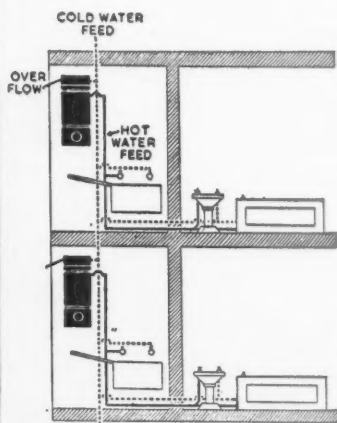
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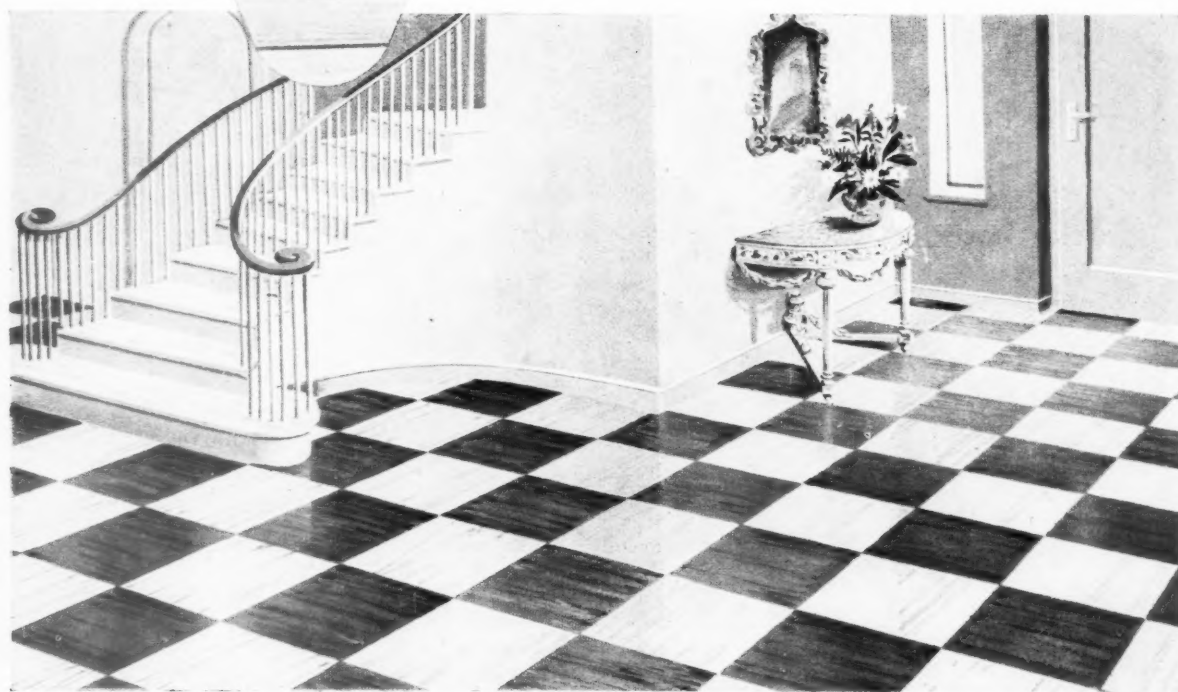






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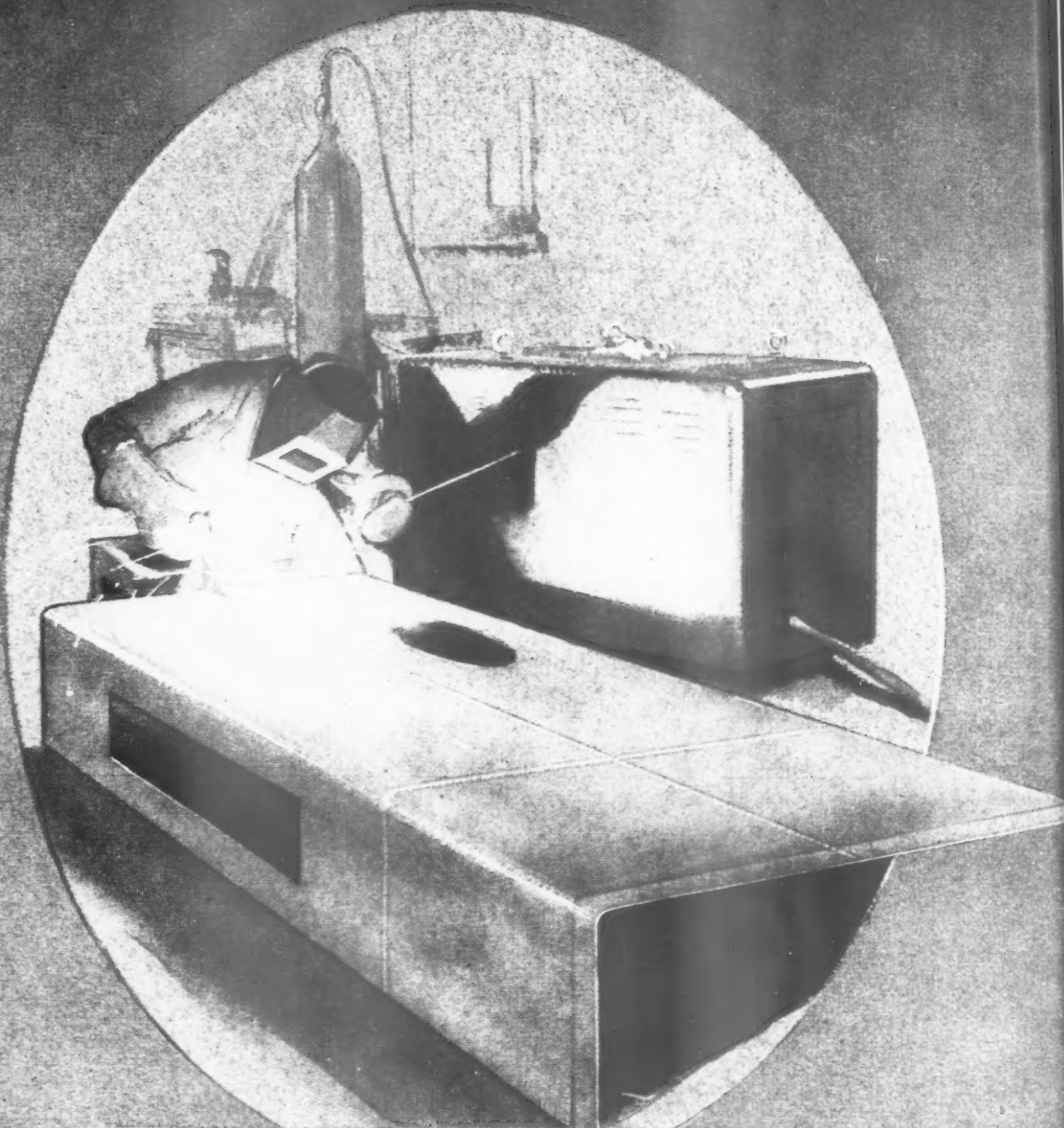
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No. 3056 September 24, 1953 VOL. 118

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## THE FIRST OF THE MODERNS

Many architects must have felt the touch of an icy finger when they read of the death of Erich Mendelsohn, for he is the first of the great generation of moderns to go—an unwelcome reminder that nearly all those great international personalities on whose achievements we have been leaning for so long are now old men, even if, like Corb. and Gropius, they are still on their best form. Mendelsohn has had an enormous influence in England, not only by personal contact during the years he was here, but also in the sense that one can hardly visit a town in the country without seeing a super-cinema, a garage or a factory-façade that does not exhibit some unmistakable (though usually misunderstood) quotation from

his works. In fact one has only to hear or read the average layman's argument about modern architecture to realize that the popular idea of the modern movement consists chiefly of Mendelsohn's favourite horizontal fenestration and projecting staircase drums.

\*

He contributed something vital to the growth of modern architecture not only in his native Germany and his adoptive homeland of England, but also in Israel, with which he had strong emotional ties, and in USA where he worked for the last dozen or so years, and where he died. With the younger generation his reputation is currently in eclipse, but when the histories of the first fifty years of twentieth century architecture are finally written, ASTRAGAL suspects that the name of Mendelsohn will figure very large, and very frequently.

## MORE CREDITS PLEASE

How many architects' names, I wonder, mean anything to the general public. Two or three? Hardly more I should guess, and I'm not going to ask for trouble by suggesting which three they might be. And industrial designers? Not counting the engineers like de Havilland, I would say none at all. And why? I suppose because manufacturers hardly ever mention them in their advertising, perhaps being afraid to admit that they could need outside help. Yet a recent Lockheed advertisement of the new Constellation lists the Henry Dreyfuss interior as one of the five or six major points which will keep passengers happy; and does so on the obvious assumption that the public will know who he is.

The same applies to lots of other American manufacturers, even if it's only the deplorable "Styled by . . ." Will British manufacturers please do the same sort of thing and give the public the idea that design (and designers) can matter.

## STEAM PHOTOGRAPHY

The wonders of photography grow every day more wonderful and now include (according to a friend in Paris) the Venus de Milo and the Winged Victory of Samothrace on 3-D postcards—not to mention the sort of postcards for which Paris is more famous in the Anglo-Saxon world, which can also be had in three dimensions, one understands. While we wait for these technological marvels to reach our shores—(can't you just picture the Brighton police "swooping" on post-card shops, with their 3-D specs. at the ready?)—the wonders (or some of them) of steam photography are on show at the ICA.\*

\*

The exhibition makes some pretty steep assumptions about its status and importance, which one can accept or not as one thinks fit, but it does include some of the most extraordinary photographs that ASTRAGAL has ever seen. They make one realise that though the camera cannot lie, it is apt to take a pretty queer view of truth on occasions, and that looking at two wildly different objects it is apt, unlike the human eye, to make them look the same.

\*

A further interest that this exhibition will have for architects is that among its organizers are Peter and Alison Smithson, designers of the school at

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*Women building labourers at work on flats for University workers near the recently-completed Moscow University, which can be seen in the background. This picture was brought back from Russia by one of the British architects who returned last week from a visit to that country. A report on conditions in the building industry and the architectural profession in Russia will appear shortly in the JOURNAL.*

Hunstanton which was lately discussed in the JOURNAL. If you are wondering about the visual education of architects who could be guilty of such unprofessional conduct as to use the word "ugly" in public, then here is some of it at least. And while we are speaking of visual education it is very much to be doubted that either yours or mine is so complete that we won't see *something* which is new to us in this show.

\*

A final word of warning—take your stilts; for some reason the greater part of the exhibition has been hung above head level.

#### REBUKE FROM THE 19TH HOLE

A series of sharp raps on the knuckles has been administered to ASTRAGAL by the Royal Blackheath Golf Club, as a result of his recent remarks about the condition of Eltham Lodge.

\*

Through their captain, the club have pointed out the inevitable complications of the process of repair and restoration. The number of different bodies involved is appalling—the property actually belongs to the Crown, so that the Ministry of Works are involved for a start, then the Commission on Ancient Monuments, the District Surveyor, and so forth, and, inevitably, work is held up at the

moment pending settlement of the War Damage Claim arising from the bomb that dropped near the house.

\*

The whole thing, as ASTRAGAL suspected, is bogged down in the usual chaos and, as usual, the real authors of the chaos have not come forward to explain themselves. The club, whose long-term plans for the house show an intelligent blend of respect for a monument with reasonable sense of their own functional requirements, are obviously doing their best under very trying circumstances. To them we wish good luck, to the authorities who are holding things up we wish hardly anything printable—and the same goes for those responsible for the present condition of Barnhurst and Beckenham Place.

#### THE FACE OF RURAL ENGLAND

On a recent trip through the Midlands, ASTRAGAL became increasingly depressed by the squalid appearance of British farmland. Agriculture has been prosperous for fifteen years and has had eight years of peace in which to recover from make-shifts of wartime. Yet almost every farm seen had a depressingly high proportion of land growing thistles or left as pasture so rough that it might be called derelict. Moreover, in the hill country, most views included a field pattern of stone

walls enclosing bracken and flanked by a few ruined cottages to emphasize that land once farmed had now been abandoned.

\*

One is left with a very strong impression that if the Dutch, Danes and Germans were shown the results of our eight years of subsidies, grants, and drives for afforestation and reclamation of marginal land they would think nothing of them.

#### FELIKS KEEPS ON WORKING

Rumours about the future whereabouts of Coronation Bits and Pieces continue to penetrate to this office. Mall Arches to Kew (for a new Palm House)—Whitehall feature to Australia—the Eros cage "to an unknown buyer"—and now, the huge glass window of the Abbey Annexe to Feliks Topolski, who, so it is said, plans to use it to fill in the ends of his new studio in one of the arches under Charing Cross Bridge, on the old South Bank site.

\*

We wish him well with it; we hope it fits neatly, and that behind its nostalgic light he will continue to work happily on his monthly broadsheet. (Second issue—entirely devoted to really splendidly macabre drawings of the Prime Minister—now available).





## *Air Terminal Buildings, London Airport*

This model shows three buildings designed by Frederick Gibberd which are, at present, under construction at London Airport. Each is illustrated and described elsewhere in this issue. They will be situated in a diamond-shaped area in the centre of the Airport, enclosed by the six runways (in three parallel pairs). The Control Building (in the background) will be in the centre of the diamond; the Passenger-handling Building (left) will be on the south-eastern side of the diamond, and the Eastern Apex Building (right), which will probably acquire a less formidable name in time, will be—as might be supposed—on the eastern apex of the diamond. The other sides (and apexes) of the diamond will eventually be filled by four other buildings. When these are built the temporary terminal building, on the north side of the Airport, will no longer be used. However, the temporary building will be in use even when the three buildings now being built are completed, for the new Passenger-handling Building will exist solely for

the handling of short-distance traffic, which is now dealt with at Northolt Airport. A feature of the Passenger-handling Building is the "waving base" which is exactly what it would seem to be: an area from which friends and relatives of departing passengers may signal final farewells. The "waving base" is, in fact, a roof garden. The long curved area of glass which can be seen in front of this garden is the window to a public restaurant, where the floor is stepped so that all patrons may have a grandstand view of the airfield. The architect, Mr. Gibberd, has made a point of stressing that he has used areas of glass only where they are necessary. There was a danger—he told a Press conference last week—that such a building as an airport might be over-dramatized. Such a building, he said, should not be streamlined; there was enough streamlining on the airfield. For this reason he has given the building what R. Furneaux Jordan describes as a "traditional modern" appearance.

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## PLANNING FOR JUSTICE

Apart from designing the perfect small house, an architect is not likely to be asked to do anything more difficult than to design an assize court; and by this I do not mean the whole building—just the court itself. Since procedure has been much the same for several centuries and many able men spend their working lives in the courts, one might think that by now the best arrangement would be agreed. This is not so; but in case your next job is an assize court, ASTRAGAL can—as a result of personal experience—help you part of the way.

\*

First, do not waste your time looking at those two reference books, and don't strain your eyes in the RIBA library over postage-stamp reproductions of those well-known schemes at X and Y, or even at Z. Just look at the nearest court, consult your experts and then begin.

\*

It looks so easy. Judge, jury, witness shorthand-writer and counsel must all be close together, within a 15 ft. square if possible. Curiously enough the prisoner doesn't matter much, and nobody else—Press included—matters at all. After a bit you're quite glad of this because other requirements trickle in and begin to get in your hair. The witness must face counsel, but must also face judge and jury (and the prisoner if possible). The shorthand-writer must be next to the witness, and also between jury and judge during summing up. The clerk of assize must be invisible to the judge when seated, but able to whisper in His Lordship's ear when standing. There are about ten more essentials, for the most part incompatible with each other.

\*

Well up among things *not* required are (1) seats which tip up unasked and (2) seats which won't tip up when asked, and draw attention to their surliness by tearing off counsel's gown close under the armpits.

\*

There you are. You're on your own from now on, so don't make a hash of the job—if you ever get it.

ASTRAGAL

## POINTS FROM THIS ISSUE

<b>London Airport Buildings:</b> described and illustrated	pages 368 and 371 to 390
<b>BRS forms architects' division</b>	page 370
<b>Competition announcement:</b> School at Falmouth	page 376
<b>The new BBC building, White City</b>	page 391

## The Editors

## THE NATIONAL TRUST

IT seemed, when the Historic Buildings and Ancient Monuments Act had gone through Parliament, that a new day of hope had dawned for those parts of our architectural heritage which are worth preserving—that those who had laboured under adverse circumstances were at last to receive due recognition and have the load lifted from their shoulders. But while we still wait for the sun of governmental benevolence to clear the horizon, the National Trust has appeared with its pocket-lamp of truth, the Annual Report, and revealed a scene still in the state of protracted crisis which has been its normal condition for nearly ten years.

The unfailing optimism of this publication cannot conceal that the National Trust still has a working deficit of £29,000 on its last year's operation, and that its Jubilee Fund and certain "special resources" are now exhausted. Beyond this, the main cause of the Trust's continual embarrassment remains—inflation. Endowments which were adequate twenty years ago are not so now, and the process continues. These dwindling resources are still, in many cases, being expended on repairs that had to be postponed during the war, and hardly any property comes into the Trust's possession that does not need immediate first aid repairs. The Trust, in fact, will need a fair-sized slice of Sir David Eccles's cake when the distribution finally begins.

But when does it begin? It appears that the Trust, in spite of its pre-eminent claims to favoured treatment, will have to take its place in the queue along with all the other bodies and private persons who have historic buildings or ancient monuments which they hold to be in need of preservation. But, in any case, no one at this moment is empowered to distribute anything. Applications must be made to the relevant one of the three Historic Buildings Councils (one each for England, Wales and Scotland) and, as yet, these councils do not exist, nor is it known when they will, or what persons will compose them.

The Minister will have about a quarter of a million pounds a year to apply to preservation and restoration, and that clearly is not a sum to be distributed in a casual or off-hand manner. The composition of the councils is a matter for serious thought, for the whole scheme will depend on the strength and authority with which they can act. They must be able to decide fairly and firmly who shall have the money, and how much. But

the temporary building will be in use even when the three buildings now being built are completed, for the new Passenger-handling Building will exist solely for the airfield. For this reason he has given the building what R. Furneaux Jordan describes as a "traditional modern" appearance.

there can be no argument about the claims of the National Trust; if one accepts that the preservation of noteworthy buildings is an act having any virtue whatsoever, then the Trust, an active body with a nation-wide organization and in possession of the requisite skills, needs and deserves immediate assistance.

But this coin must have an obverse, the Government's responsibility is only one side of the penny, the head on the other side is your own. More than ever the Trust needs active subscribers—active not only in paying up, but also in taking an interest in what goes on in their own localities. The Trust's local committees are among the liveliest parts of its necessarily complex organization, but they are not enough. Local architectural societies, study groups, historical associations and schools have a responsibility in watching what happens to worthwhile buildings in their own areas, in finding out what is worth preserving and what could be sacrificed if good cause were shown, and in educating the public to distinguish between an old building and a good one. Less indiscriminate sentimentality about our architectural heritage, and more action, is needed, and at every level.

## LETTERS

*P. H. Bosanquet, A.R.I.B.A.*

*L. W. Ruse, Director of Dunn's of Bromley*

### New Towns

SIR.—When THE TIMES the REVIEW and the JOURNAL all give the New Towns full marks—but in black—and with a single voice describe them as a failure, I am reluctant to join issue. I was a New Town resident once—I traversed the prairieland daily, I felt the "ebbiness" of wide and endless streets, I heard the weekly bell of the travelling shop—and I must agree with all that the critics write.

But if the line of battle is to be drawn up, let us at least be certain who is friend and who is foe. True, Mr. Cullen (writing in the JULY REVIEW) recognises his friends, and even if the militant architect hears bullets whistling dangerously near his ear, he need apparently fear no more than an occasional misguided missile. However, it would be comforting to feel that the sights were a little more surely trained.

Let us be clear on this point: the architects—if the ones I know are typical—are still championing the very things that the REVIEW and the JOURNAL value so highly—the element of surprise, the closed but developing view, the contrasts of spaces; in brief, townscape.

But the heavy hand of Practical Utility stays the architect's progress at every turn—and remember, every turn must have a sightline. If it is decreed that drains and services must have each their appointed place inside the road limit, but beside (not under) the pavement—then it must be made as difficult to build between the highway boundaries as between a couple of railway tracks. Or if the British public declines to rent a 3-storey house or flat near the town centre because wide-fronted semi's are still to be had on the outskirts—then away with all but 2-storey houses. It's reasonable isn't it? Maddeningly reasonable.

So townscape dies and suburbia spreads.

Any week, in any New Town committee room, you may hear the architect arguing, pleading, attacking to save his darling—a single block of flats, perhaps, or a modest cobbled square or even a garden wall, against friendly but immovable opponents.

Theirs are the voices of Reason; his the solitary voice of one crying in the wilderness—but a wilderness certainly not of his creating.

P. H. BOSANQUET

Oxon.

### Architects Don't Think About Carpets

SIR.—Modules, grid plans, dimensional co-ordination and so forth are excellent subjects to discuss, as indeed are any matters where discussion leads to simplification of construction and good design, but to the potential house owner the deliberations end just before he steps in, so to speak.

After spending a small fortune on having a house built the unhappy owner discovers that his architect has not given a thought about providing him with floor areas relative to standard widths of floor-covering materials, and has thus created needless difficulties and expense. Carpets, for instance, are made up from piece goods 2 ft. 3 in. wide or from broadloom—a seamless carpeting woven 3 ft. wide and in multiples of 1 ft. 6 in. up to 18 ft. Linoleum is always 6 ft. wide.

Rooms invariably require odd half inches or so to be filled in somehow, or edges have to be cut off to make a carpet fit accurately; corridors and passages never obligingly accept a standard width of carpet; kitchens and bathrooms too often require narrow strips of linoleum to fill out. Coco doormats are also made in a large number of standard sizes—but does a well ever take one? Very, very rarely.

Expensive and frustrating problems that arise in covering floors could easily be eliminated if architects would take the trouble to understand the characteristics of floor covering materials, what qualities and widths are most likely to be wanted in this room and that, and in what direction carpets should be run . . . and so on.

L. W. RUSE.

Bromley.



BRS

### New Architects' Division

William Allen has been appointed head of a newly-formed architects' division at BRS.

Hitherto the architects on the BRS staff generally worked individually in the scientific and information divisions. Some of them will continue to work in this way; the remainder will form the nucleus of the new division, which is designed to conduct investigations of a predominantly architectural character and to carry out experimental building work incidental to the research station's other research operations.

One of the first things the new division will do is to study "modular co-ordination and its implications for building design and construction."

Mr. Allen will also be responsible for professional matters affecting the architectural staff, except that of the Colonial Liaison Officer's section.

The deputy head of the division is Allen S. Meyrick.

### COMPETITION

#### School for Falmouth

The Cornwall County Council proposes to hold a limited competition for the design of the buildings for a secondary modern school, at Falmouth, estimated to cost £184,000. They have appointed Howard V. Lobb as assessor.

Registered architects willing to compete should send in their names to E. T. Verger, Clerk of County Council, County Hall, Truro, Cornwall, by October 31, giving such information as they may think likely to advance their claims to be admitted to the competition.

From these names it is proposed to select a limited number to compete. Each competitor will receive £350.

It is expected that the competition conditions will be available early in November. Final designs must be submitted by the middle of March, 1954.

### OBITUARY

#### Erich Mendelsohn

Erich Mendelsohn has died in San Francisco at the age of 66.

Among his better-known works are the Schocken stores at Chemnitz, the Luxor Palast in Berlin, the Government Hospital at Haifa, the Universum Medical Department at Jerusalem, and the De la Warr Pavilion at Bexhill.

## AIR TERMINAL BUILDINGS

at LONDON AIRPORT

designed by FREDERICK GIBBERD

consulting engineers, SIR WILLIAM HALCROW and PARTNERS;

G. H. BUCKLE and PARTNERS, and EWBANK and PARTNERS

London Airport, the main base of BOAC and BEA, comprises six runways (arranged in parallel pairs), a temporary terminal area on its northern boundary, three maintenance areas, only two of which are in use, and a permanent terminal area which is now being constructed under the supervision of the Director-General of Works. The first three buildings of the terminal area, which are illustrated and described

in the following pages, will cost approximately £3½m. Tunnels and subways for the area will cost approximately £1½m. Estimated completion dates are:— Control Building, July 1955 (control tower and telecommunications wing, Autumn 1954), South-East Face Passenger Building, September 1955; Eastern Apex Building, January 1956. Part of the Passenger Building will open in March, 1955.

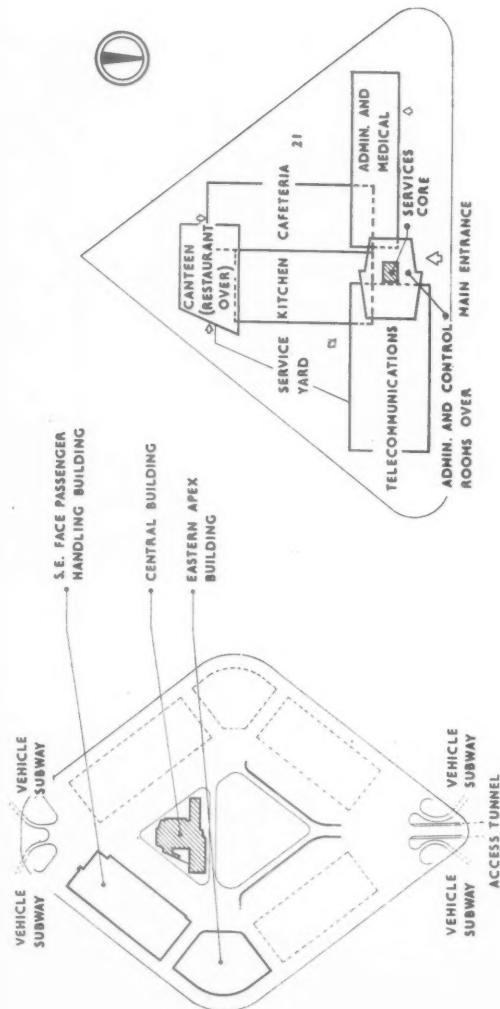
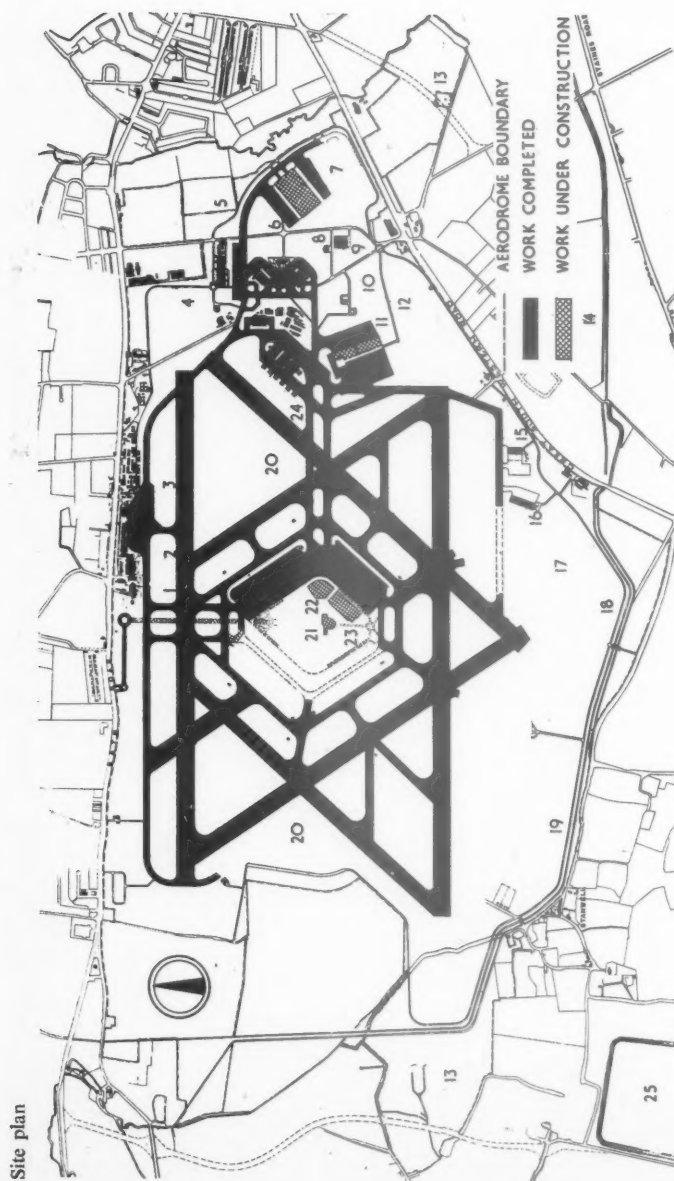
*Model of Control Building : north elevation.*





# AIR TERMINAL BUILDINGS at LONDON AIRPORT designed by FREDERICK GIBBERD

**GENERAL.**—London Airport, which was opened for civil aviation on January 1, 1946, now covers an area of 2,827 acres south of the Bath Road. It is at present used by twenty-three international airlines. It handled 845,000 passengers and 2,000 tons of mail and freight in 1952, and corresponding figures for 1953 will be bigger. The temporary terminal area alongside the Bath Road contains the present control tower, the passenger-handling buildings of temporary construction, and airport and airline administration offices. These buildings are capable of little further extension and will shortly reach the limit of their capacity. The six runways are long enough and strong enough to serve any transport aircraft likely to be operated in the foreseeable future. The runways should be able to handle all traffic for many years to come, except in certain weather and when summer travel is at its height. There is room in the central area to accommodate enough buildings to handle all the passengers and freight that the runways can deliver to them. The tower of the new control building is planned as the focal point of a highly complex system of radio and line communication, radio and radar navigational aids, airfield lighting, and ground movement control.



- KEY**
1. Flying control.
  2. Passenger building.
  3. Freight sheds.
  4. BEAC freight shed.
  5. Link trainer offices.
  6. Temporary BI hangars.
  7. BOAC workshops.
  8. BOAC stores.
  9. BOAC station.
  10. BEAC building.
  11. BEAC hangar.
  12. No. 1 Maintenance Area.
  13. Stormwater balancing reservoir.
  14. Duke of Northumberland's River.
  15. Pan-American hangar.
  16. 3-bay alloy hangar.
  17. No. 2 Maintenance Area.
  18. Airport beacon.
  19. No. 3 Maintenance Area.
  20. Runways.
  21. Control building.
  22. Eastern Apex building.
  23. Passenger handling building.
  24. Temporary hangars.
  25. Staines Reservoir.

facing the southern entrance to the main tunnel.

TERMINAL BUILDINGS

aircraft and motor vehicles the airport movement



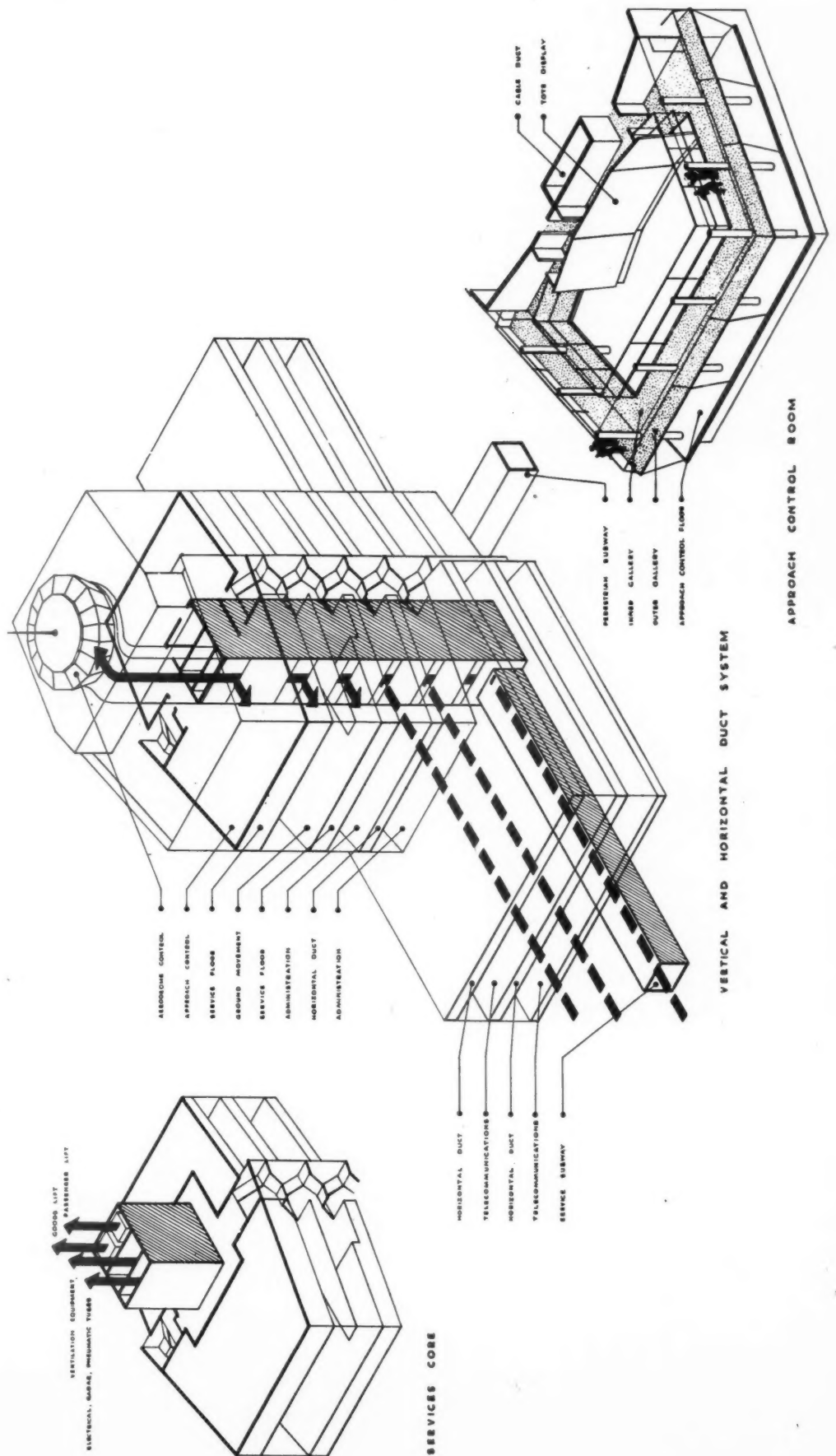
- 21. Control building.
- 22. Eastern Apex building.
- 23. Passenger handling building.
- 24. Temporary hangars.
- 25. Staines Reservoir.

aircraft and motor vehicles on the airport movement area will be controlled from the control building. This building will also contain the headquarters of airport management, aeronautical telecommunications, the medical centre, restaurants and welfare facilities for all staff employed in the central area.

facing the southern entrance to the main tunnel. From this position the upper portion of the tower will command an all-round view of the dual parallel runway system and its approaches and of the outer taxiway. All movements of aircraft approaching to and departing from the airport and all movements of

## AIR TERMINAL BUILDINGS NO. 1: CONTROL BUILDING

SITE.—The Control Building will stand to the south of the centre of the inner terminal area,



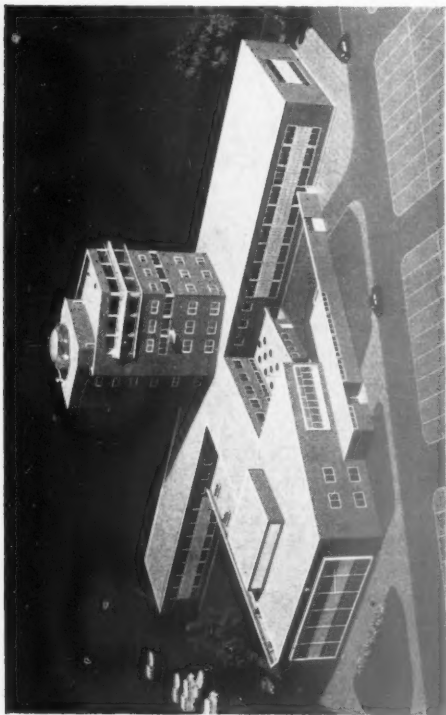
VERTICAL AND HORIZONTAL DUCT SYSTEM

APPROACH CONTROL ROOM

## AIR TERMINAL BUILDINGS NO. 1: CONTROL BUILDING

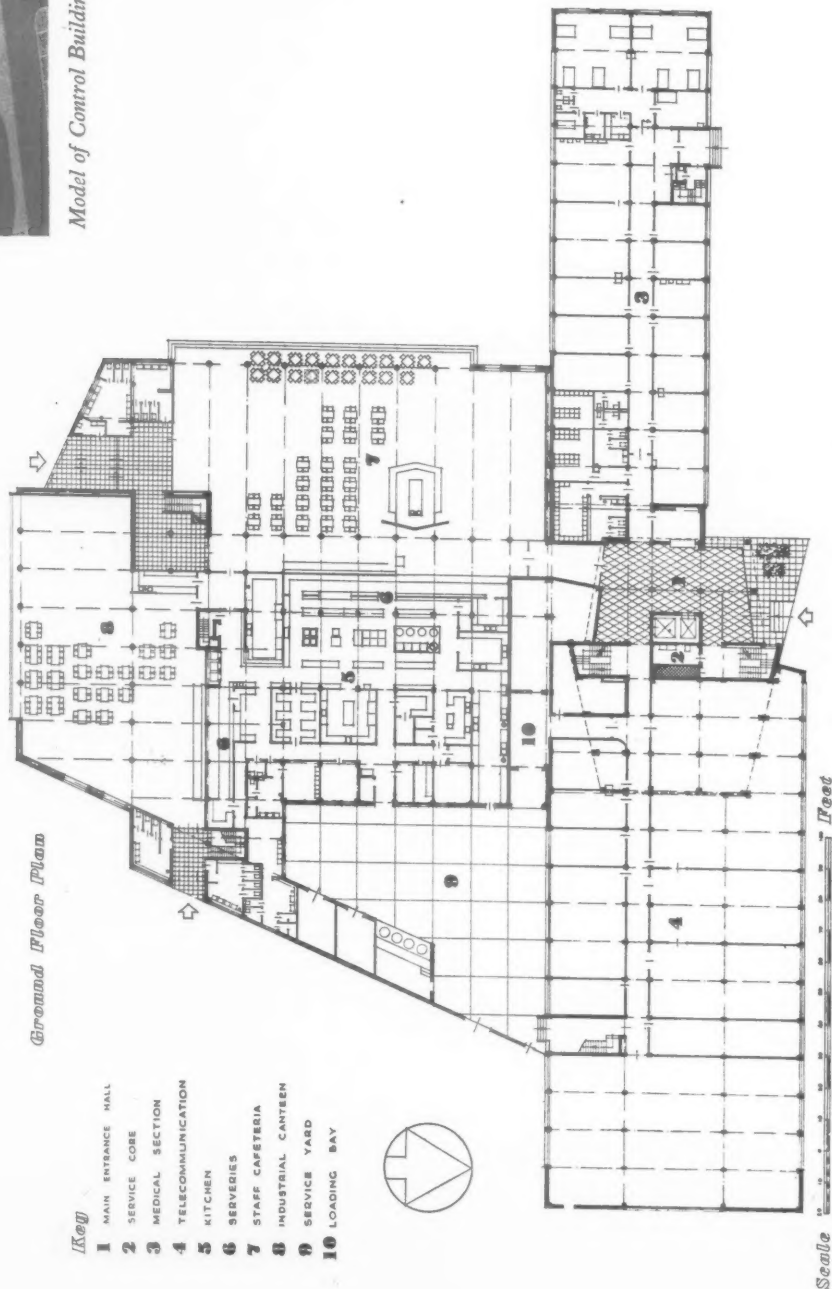
**PLAN.**—The building is arranged in a T-shaped plan with a control tower, 122 ft. 6 in. high, at its fulcrum. Restaurants will be grouped with the kitchen in the leg of the "T" to the south side. The west wing is planned to house the medical centre with administrative offices on the first floor. The main telecommunications services will be housed in the east wing. Management offices will

occupy the lower part of the control tower and part of the wings. The air traffic control services will occupy the upper floors of the control tower and a glazed penthouse on the roof. The height of 122 ft. 6 in. was needed to give a view (over the top of the buildings) of the runways and of the outer taxiway. The shape of the tower was determined by a number of practical considerations. The more important of these were the need to provide the view required by air traffic control and the layout of technical equipment with an inter-connecting



*Model of Control Building, showing south-east aspect.*

vertical duct. Furthermore, the arrangement of the tower walls on varying planes at angles to each other is intended to minimize the interference which large flat surfaces are likely to cause to radio approach and landing aids. The tower, in plan, consists of two intersecting trapeziums with staircases between them and a central services core. The wider trapezium faces east and contains the approach and ground movement control rooms with windows on three sides; the narrower trapezium faces west and contains smaller rooms serving the control organization. The penthouse on the roof will be the aerodrome control room and from it an all-round view of the airport is obtained. The roof will be partly glazed to improve the view upwards from the control desks. The height of the approach control room is to be 15 ft. in order to accommodate a control information panel ("tote" display) which will be placed against the back wall in the widest part of the room and with access to the vertical duct. The approach control room will be cantilevered beyond the face of the tower and enclosed with glazing sloped to avoid reflection on the three

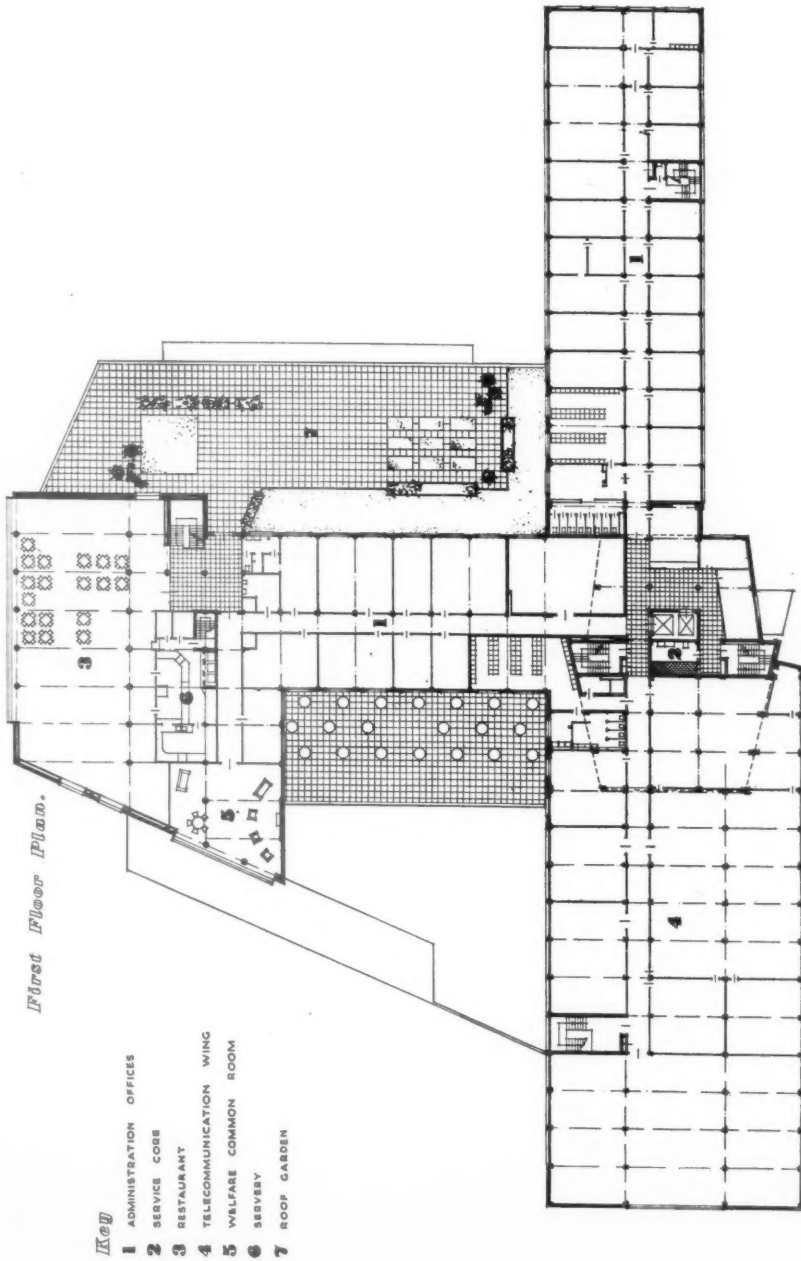


remaining sides. A mezzanine gallery will run round the window line and will be in direct con-

beyond the face of the tower and enclosed with glazing sloped to avoid reflection on the three

remaining sides. A mezzanine gallery will run round the window line and will be in direct connection with the seventh floor. This will be arranged so that one half is enclosed by windows to form a balcony inside the room overlooking the control panel and the other half an external balcony overlooking the airport. All aircraft and motor vehicles on the movement area will ultimately be controlled from the ground movement control room, which will be immediately below the approach control room and of the same shape. The ground movement control room is designed to take a mimic diagram of the aerodrome on the wall adjacent to the vertical duct. The windows on three sides will also be sloped to avoid reflection. The east wing of the tower will contain aeronautical telecommunications staff and equipment related to the control of aircraft. The medical centre will be in the west wing of the tower. It will be the headquarters of the medical services of the airport and will be fully equipped as a casualty clearing station. Aircrew licence examinations will also be carried out there.

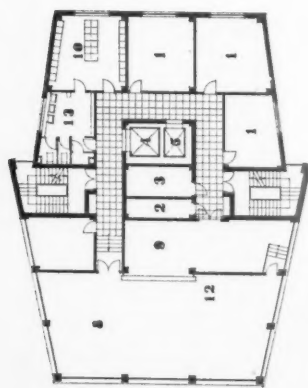
**SERVICES.** — A central services core, which will extend to the full height of the tower, will contain the lifts, ventilation trunking and the pneumatic tube and cable duct. Underneath all control rooms there will be a false floor in which cables and tubes can be run from the vertical duct to any position in the room thus ensuring flexibility in the layout and ease of maintenance of technical equipment.



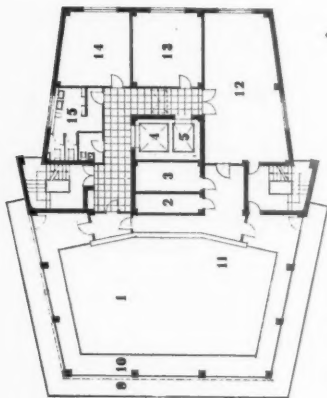
are provided throughout most of the buildings to house ventilating ducts, service pipes, cables, pneumatic tubes, etc. The buildings are sealed as far as possible from external noise, and control rooms and offices have double glazed windows. Special acoustical treatments and finishes are used in the control room and telecommunications rooms, and absorbent materials in other parts to reduce the internal noise level.

**CONSTRUCTION OF ALL BUILDINGS.**—All the buildings are designed on a grid of 12 ft. with a steel-framed main structure, on which are hung the external walls of brick, stone or glass. The floors and roofs are, for the most part, pre-cast units and the remainder are normal reinforced concrete construction. The customs hall in the Passenger-Handling Building has a roof construction of exposed welded "Portal" trusses and beams. False ceilings

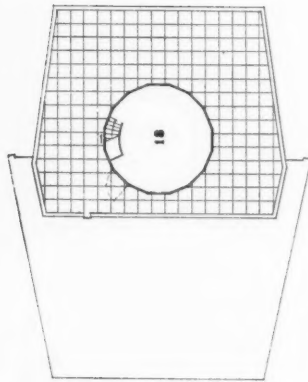
# AIR TERMINAL BUILDINGS NO. 1: CONTROL BUILDING



Fourth floor



Seventh floor





## AIR TERMINAL BUILDINGS

### NO. 2: PASSENGER-HANDLING BUILDING

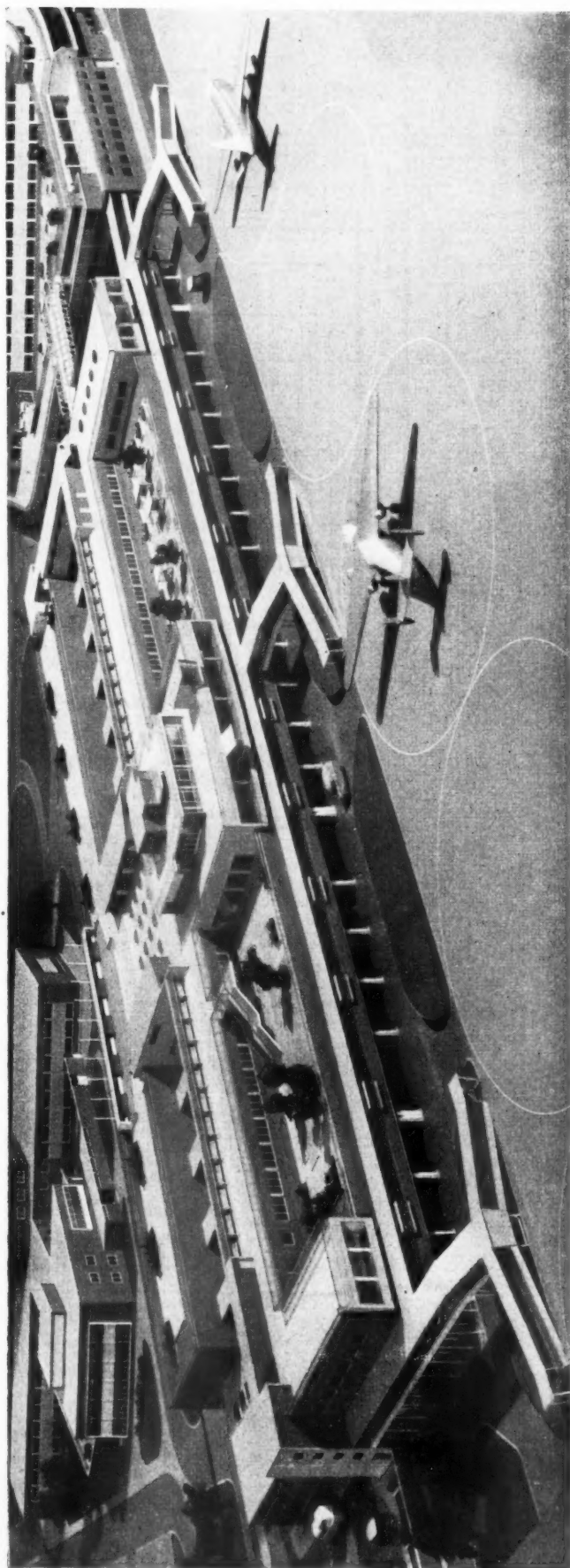
**SITE.**—This building is sited opposite the south-east terminal apron. It is connected to the adjoining Eastern Apex Building by a bridge at roof level for spectators and a gallery on the air-side at first-floor level for passengers. The main function of the building is to provide for the handling of incoming and outgoing passengers and their luggage. The building has to deal with three kinds of passenger: passengers travelling on overseas routes subject to clearance through customs, health and immigration

formalities; passengers travelling from one country to another *via* London Airport who do not officially enter this country and do not pass the customs health and immigration examination; passengers travelling on internal services within the United Kingdom or on other services not requiring customs, health and immigration examination. In addition, the building provides facilities for spectators' entertainment, storage of bonded spare parts, baggage stores and minor maintenance work on aircraft.

**PLAN.**—The Continental section of the building is planned at first-floor level as a series of transverse bands, containing respectively the concourse, customs, immigration, health and waiting rooms. Ten parallel passenger-handling channels cut

through these bands at right angles between the land-side and the air-side of the building. Each channel is served by a baggage conveyor belt running beneath the first floor, except in the customs hall where the baggage is brought up for inspection. Passengers should thus be able to pass easily and quickly through the control formalities. Stretching the whole length of the building is a customs barrier which the general public cannot pass. Transit passengers have their own self-contained suite on the air-side of the customs barrier. The whole of the ground floor of the building is given over to the handling of baggage, the accommodation of technical staff and equipment, and the preparation of food and other services. The first floor, as mentioned above, is given over to passengers. On

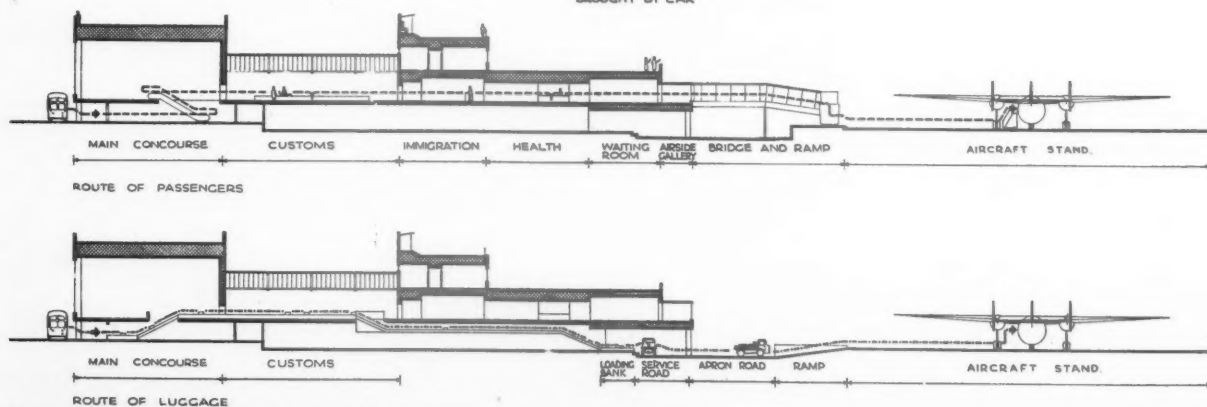
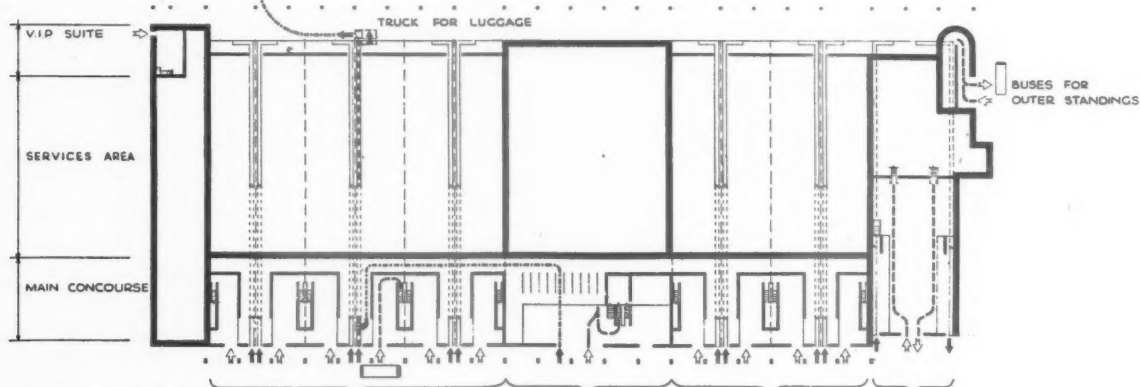
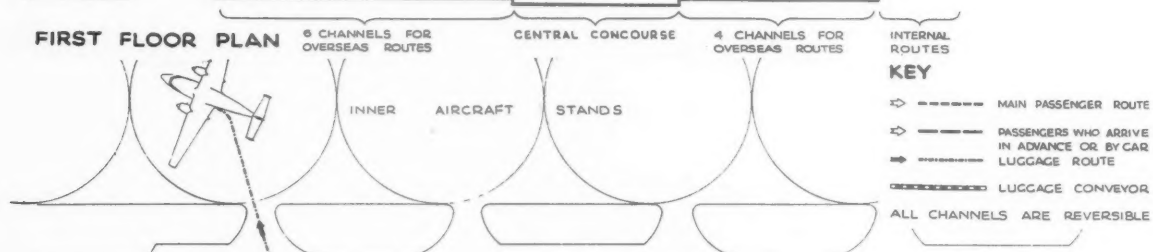
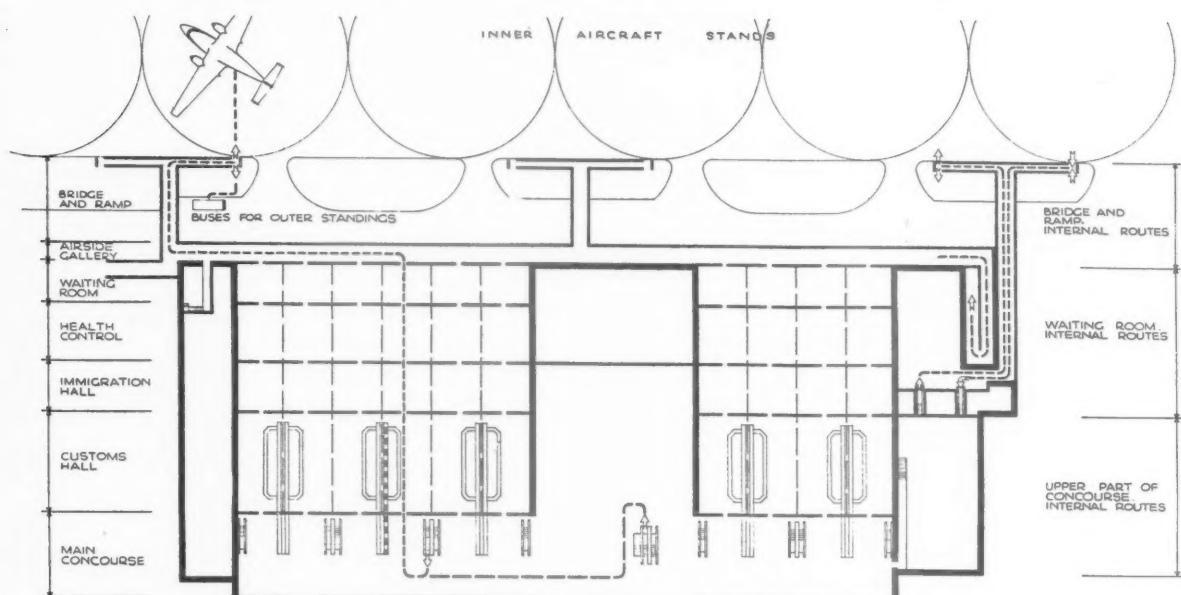
*Model of Passenger-handling Building: south-east aspect.*



- 1. Male Rest Room
- 2. Female Rest Room
- 3. Lavatories
- 4. Reception Plant and Tanks
- 5. Reception
- 6. Wireless Telegraphy
- 7. Offices
- 8. External Balcony
- 9. Aerodrome Control Room

Fifth floor

Second floor



Diagrammatic sections and plans of passenger and luggage flow

15. Control for preparation of meals in aircraft (B.E.A.).  
 16. Kitchen for preparation of meals for restaurants, etc.  
 17. Passenger entrance halls to channels.

GROUND FLOOR KEY

to the Continental section and has its own separate

AIR TERMINAL BUILDINGS

## AIR TERMINAL BUILDINGS

### NO. 2: PASSENGER-HANDLING BUILDING

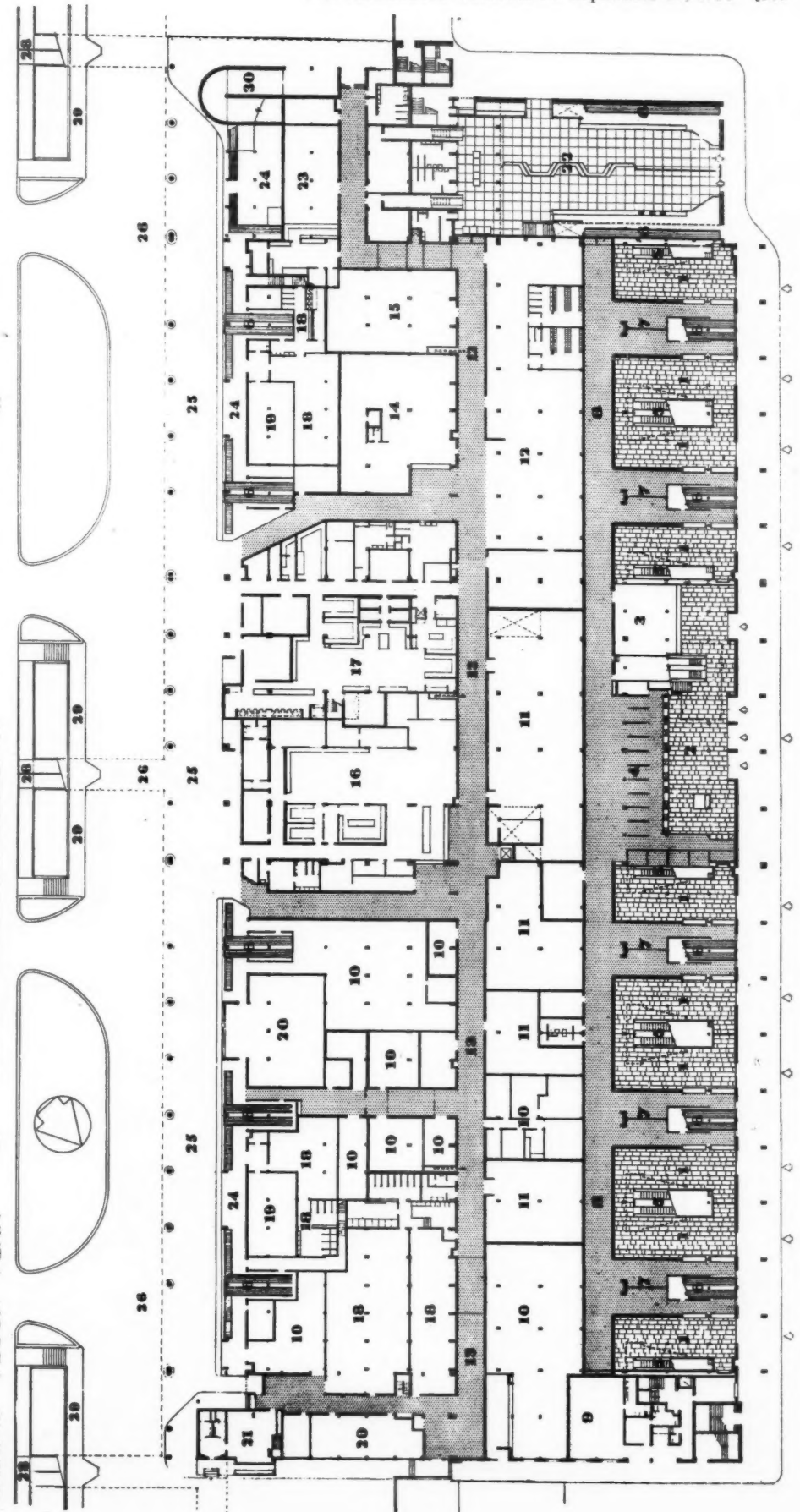
to the Continental section and has its own separate entrance. It by-passes the customs barrier but is linked to the main concourse in the Continental section at first-floor level. The main function of handling passengers is concentrated on the first floor. At this level, departing passengers or those arriving from abroad pass through one or other of the ten parallel channels already mentioned. Each channel

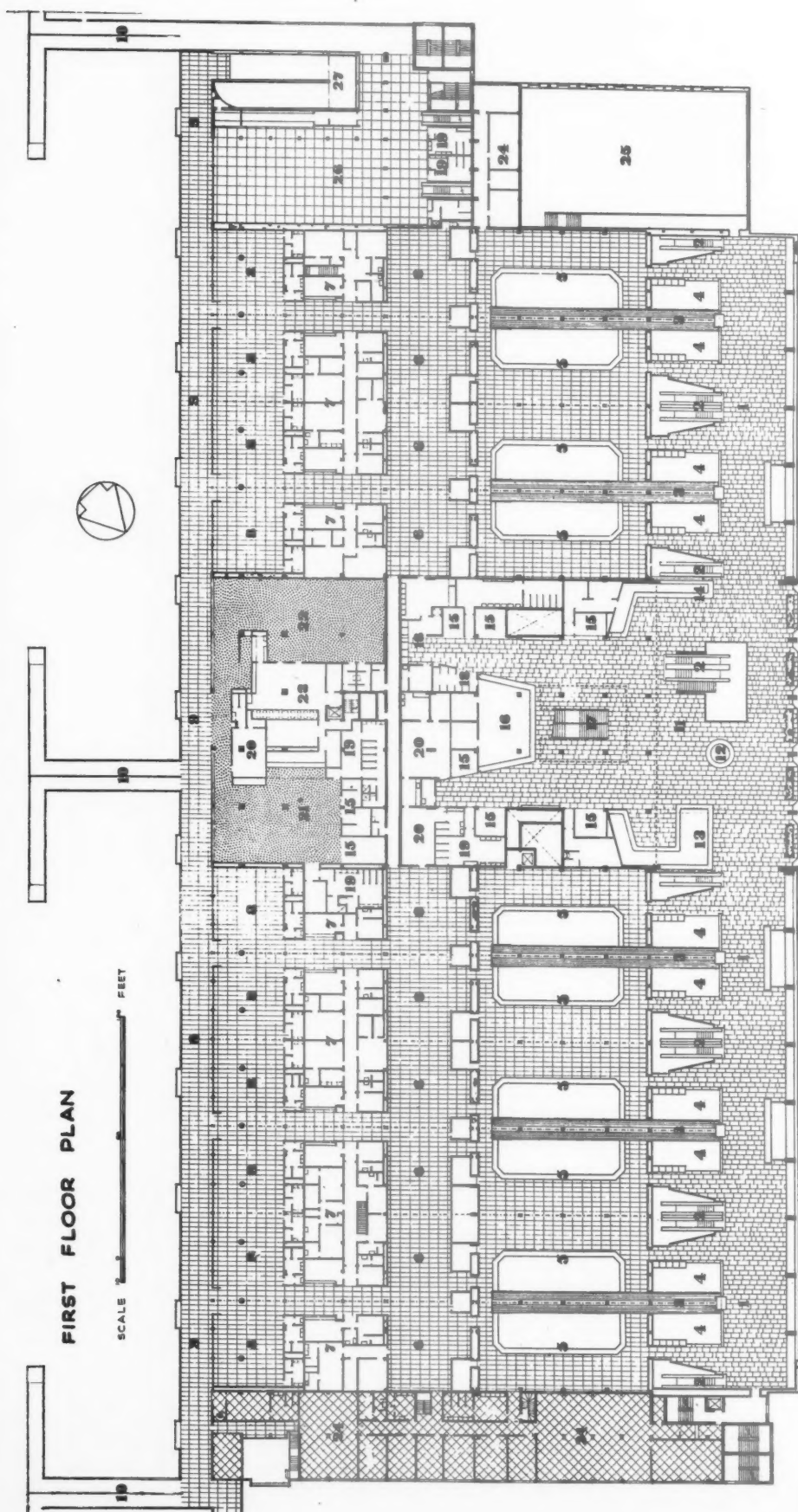
- GROUND FLOOR KEY**
1. Passenger entrance halls to channels.
  2. Central passenger entrance hall (passengers and by own transport).
  3. Left luggage.
  4. Advance luggage.
  5. Escalators to main concourse.
  6. Luggage conveyor belts.
  7. Bins for advance luggage.
  8. Luggage trucking corridor.
  9. Bus drivers' common room.
  10. Heating, ventilation and electrical plant rooms.
  11. Aircraft equipment stores.
  12. Service corridor.
  13. Bonded store.

15. Control centre.
16. Kitchen for preparation of meals in aircraft (B.E.A.).
17. Kitchen for preparation of meals for restaurants, etc.
18. Outside staff common rooms.
19. Outside staff common rooms.
20. Offices.
21. V.I.P.s, reception suite.
22. Concourse for services not subject to customs control.
23. Staff canteen.
24. Luggage loading bank.
25. Service road.
26. Access circulation road.
27. Inner aircraft stands.
28. Bridges and ramps from first floor to aircraft stands.
29. Layby for buses to outer aircraft stands.
30. Ramp from airside gallery for buses to stands.

### GROUND FLOOR PLAN

SCALE 1" = 40' FEET





## FIRST FLOOR KEY

1. Main concourse.
2. Escalators.
3. Conveyor belts.
4. Processing points.
5. Customs hall.
6. Immigration hall.
7. Immigration control.
8. Waiting area.
9. Airside gallery.
10. Bridge and ramps to aircraft stands.
11. Centre concourse.
12. Information bureau.
13. Airline companies counters.

14. Buffet.
15. Shops.
16. P.O., cables, car hire, etc.
17. Staircase to balcony lounge.
18. Telephones.
19. Lavatories.
20. Nursery.
21. Transit passengers' lounge.
22. Transit passengers' restaurant.
23. Servicing.
24. Officers.
25. Upper part of internal services.
26. Internal services waiting room.
27. Ramp down to buses for the outer aircraft stands.

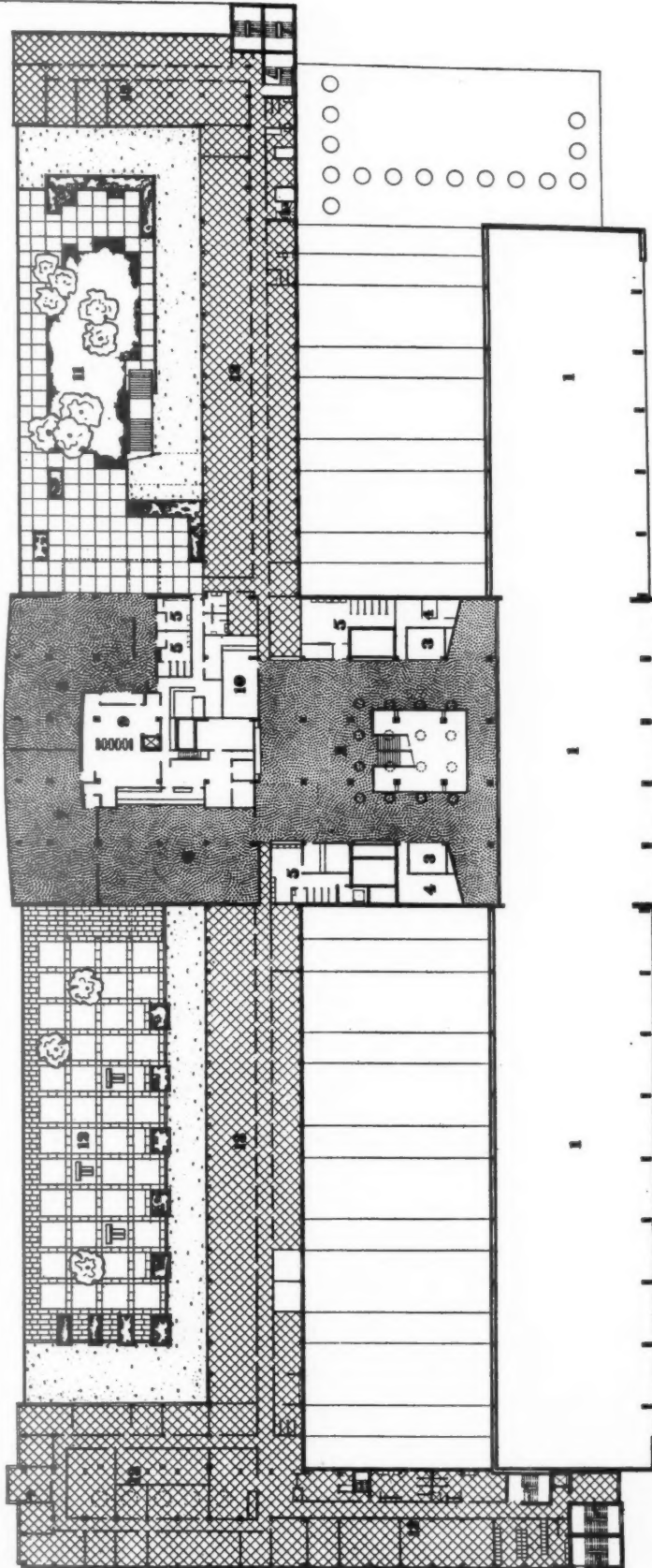
## AIR TERMINAL BUILDINGS NO. 2: PASSENGER-HANDLING BUILDING

is self-contained, the route being unmistakable and free from interruption by cross-flow. The channels are on two levels and a passenger arriving by coach from the town terminal passes through the appropriate channel entrance at ground-floor level and reaches the main concourse at first-floor level by

escalator, his luggage following a similar route by conveyor belt. The channels with the conveyor belts are arranged in pairs so that two can be used together whenever it is necessary to handle unusually large aircraft loads. Each channel is completely reversible and thus capable of handling either inward or outward bound passengers. Inward and outward traffic peaks seldom coincide. Consequently, by



## SECOND FLOOR PLAN.



## SECOND FLOOR KEY

1. Upper part of concourse.
2. Balcony lounge.
3. Shops.
4. Hairdressers.
5. Lavatories.
6. Lounge and buffet.
7. Restaurant.
8. Spectators' restaurant.
9. Servery.
10. Staff snack bar.
11. Beer garden.
12. Roof garden (waving base).
13. Offices.

making the channels reversible fewer of them are needed and considerable economy is achieved. Apart from the series of entrances to the individual channels there is a central ground-floor entrance hall.

This serves passengers and others arriving in their own transport. Passengers are received by airline representatives at counters where they have their luggage weighed and labelled and their tickets examined or issued. They then take the central escalator to the main concourse. The main concourse occupies the heart of the building at first and second-floor levels. At first-floor level are airline counters, shops, post and cable offices, buffet

and lavatory accommodation. At second-floor level a balcony lounge overlooks the main concourse, and a restaurant with lounge bar overlooks the airfield. The lavatory accommodation is repeated at this level with more shops, hairdressing saloons and cloak-rooms. Opening directly off the lounge bar is a roof garden "waving base," where passengers' friends can watch the departure of the aircraft. Placed centrally at first-floor level on the air-side of

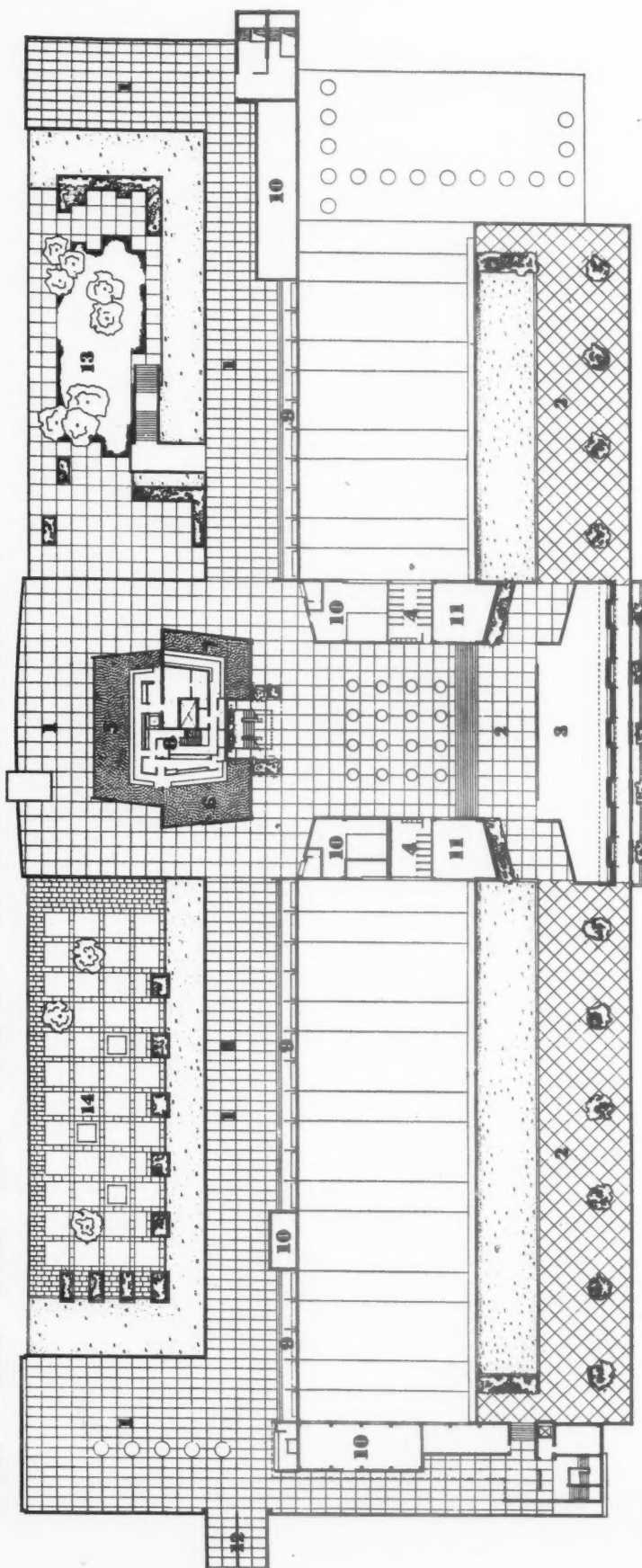
or outward bound passengers. Inward and outward traffic peaks seldom coincide. Consequently, by

private channel entrance at ground-floor level and reaches the main concourse at first-floor level by

27. Ramp down to buses for the outer aircraft stands,

13. Airline companies counters,

THIRD FLOOR PLAN. ROOF GARDEN. SCALE 1" = 20' FEET



## THIRD FLOOR KEY

1. Spectators' roof terraces.
2. Spectators' roof gardens.
3. Children's playground.
4. Lavatories.
5. Cafeteria.
6. Tea bar.
7. Licensed bar.
8. Serveries.
9. Raised covered seats for spectators.
10. Ventilation plant rooms.
11. Tank rooms.
12. Bridge to Eastern Apex building.
13. Beer garden.
14. Roof garden (waving base).

## AIR TERMINAL BUILDINGS

### NO. 2: PASSENGER - HANDLING BUILDING

the building, but not in any way connected with the main concourse, is a self-contained suite for transit or inter-line passengers who have to remain on the air-side of customs while waiting to continue their

journey. This suite contains a buffet-lounge, restaurant, shops, cabling facilities, lavatory accommodation and showers, as well as a small nursery. An air-side gallery runs the full length of the building connecting all channels and providing a link with the transit suite and the adjacent Eastern Apex building. From this gallery, foot bridges and ramps lead down to the apron. The gallery, will eventually link with a similar gallery serving the adjoining apron on

the north-east face. Apart from the entrance halls the ground floor provides accommodation for technical staff, technical supplies and equipment, bonded stores and luggage warehouses. A main kitchen serves all restaurant facilities within the building and there is a second kitchen to be used exclusively by British European Airways for the preparation of meals served in aircraft. Passengers travelling on internal services or other services not

subject to customs, immigration or health examination are accommodated in a separate section at the

bridge and ramp to the apron. In the absence of control facilities two handling channels suffice, one

from which spectators will have a panoramic view of the terminal apron and of the airfield as a whole

or inter-line passengers who have to remain on the air-side of customs while waiting to continue their

subject to customs, immigration or health examination are accommodated in a separate section at the southern end of the building. A concourse with reception and despatch counters is at ground-floor level. A waiting room at first-floor level is connected to the concourse by escalators leading to an extension of the air-side gallery, and thence by

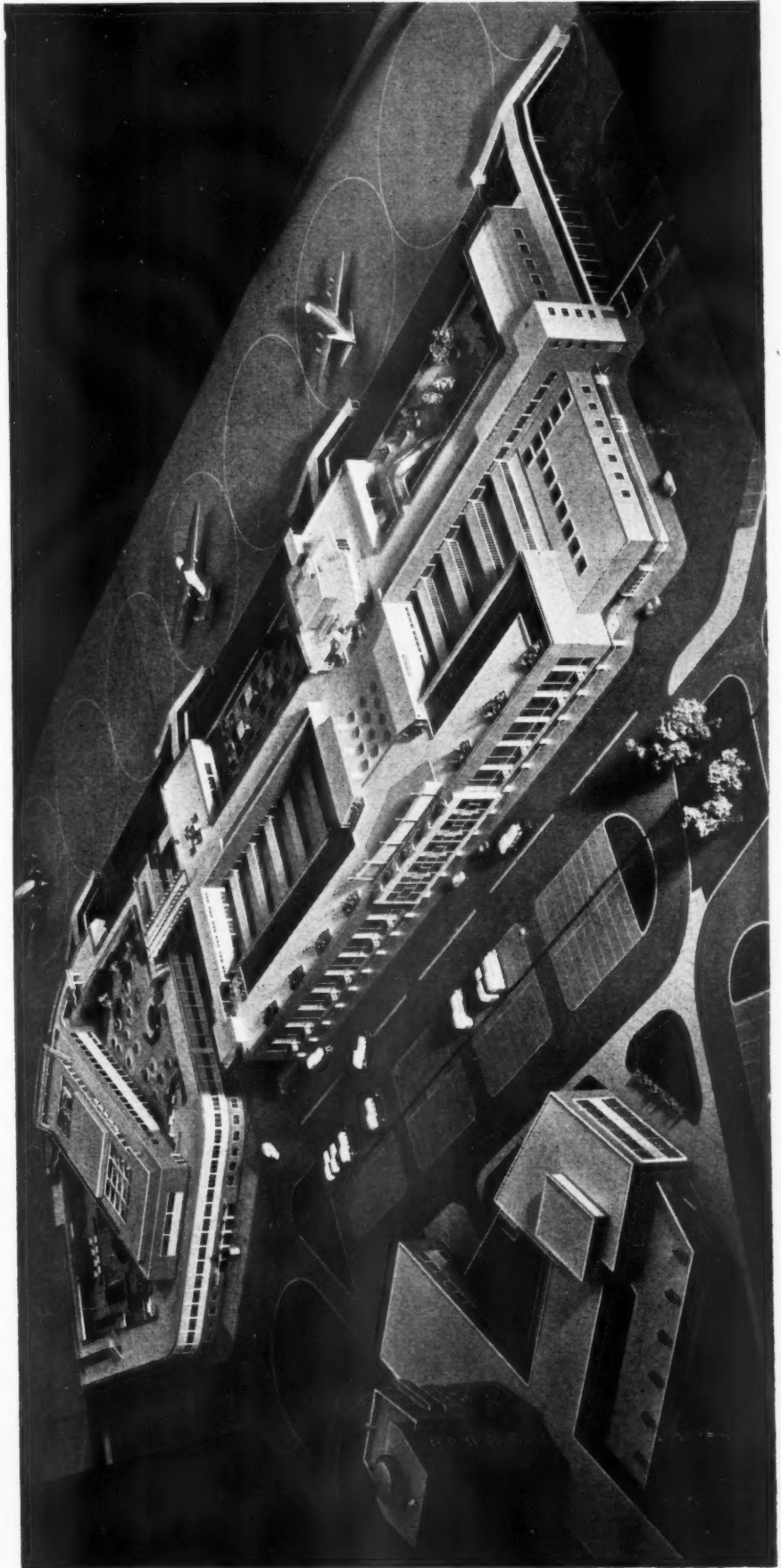
to the apron. The gallery, will eventually link with a similar gallery serving the adjoining apron on

bridge and ramp to the apron. In the absence of control formalities two handling channels suffice, one inward and one outward. There is no connection on the air-side with other channels used by passengers subject to customs and other controls. Advancement has been taken of the large roof areas to design a series of gardens and terraces at different levels

preparation of meals served in aircraft. Passengers travelling on internal services or other services not

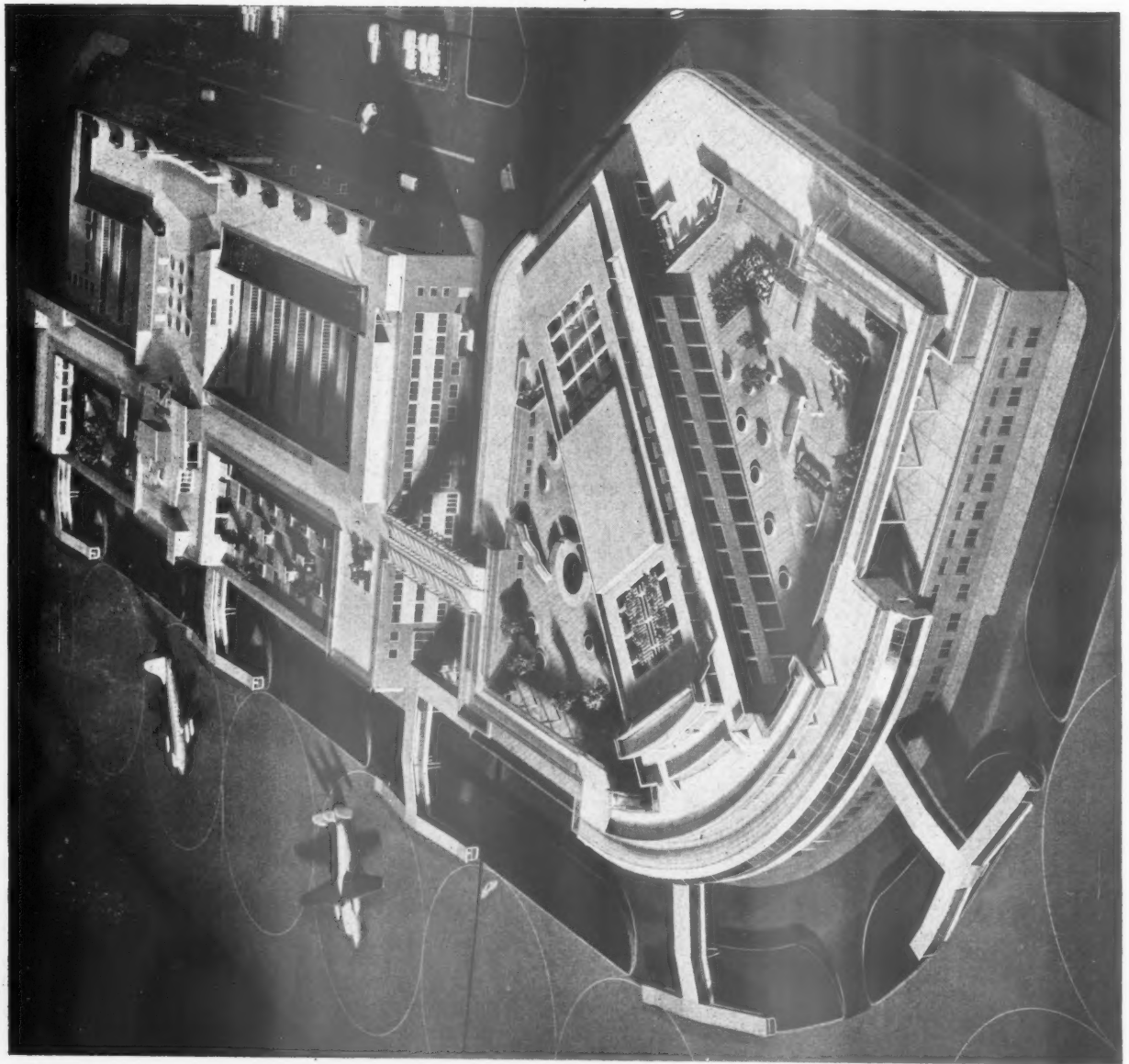
from which spectators will have a panoramic view of the terminal apron and of the airfield as a whole. There are also a separate refreshment building and a children's playground. Overlooking the apron at roof level is a Marshalls' Office from which all movement of aircraft on the adjoining apron will be supervised.

*Model of Passenger-handling Building : left, Control Building ; beyond, the Eastern Apex building.*



# AIR TERMINAL BUILDINGS NO. 3: EASTERN APEX BUILDING

**SITE.**—This building is sited midway between the two terminal aprons on the north-east and south-east faces of the central area. In this position it will form a link between the south-east face Passenger-handling Building and a similar building to be erected on the north-east face. It is centrally placed both for aircraft crews and the operations staff of the airlines as well as for the general public. The Eastern Apex building fulfils two major purposes—the handling of aircraft operations and crews and the provision of amenities for the public. Under the heading of aircraft operations and crews it provides: Aircraft and crew clearance, including customs examination; aircraft load control; meteorological forecasting; flight-planning and crew briefing. For the general public it provides the main access to the roof gardens of all the buildings, an exhibition hall and a general post office, news cinema, grill room and buffet.



*Model of Eastern Apex Building from the north; Passenger-handling Building beyond.*

PLAN.—The segmental shape of the building was

from the operational side of the building. There

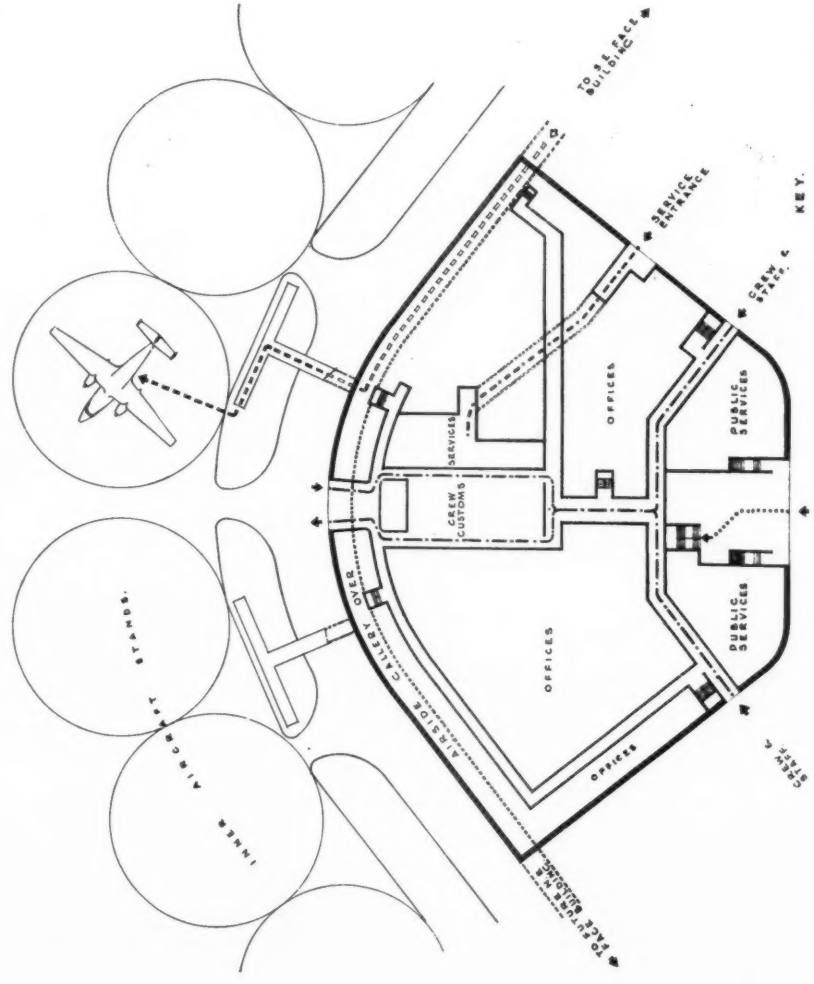
facilitate the manifold tasks which crews have to



PLAN.—The segmental shape of the building was dictated by the area remaining at the eastern apex of the diamond, being limited on one side by the Passenger-handling Building and on the other by the future north-east face building. The air-side face follows the apron curve and commands an excellent view of the aprons and the airfield. On the land-side, facing west, is the main public entrance giving direct access to the first floor but completely isolated

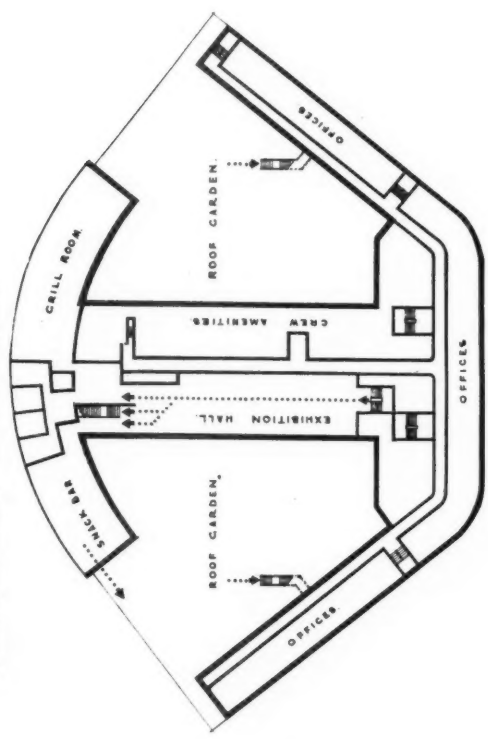
from the operational side of the building. There are two separate entrances for crews, one on each side. A central corridor gives them access to flight-planning and briefing rooms and to their companies' operations offices as well as to crew customs. The crew dining and rest rooms on the first floor are reached by a convenient staircase. This grouping of the crew accommodation with access to the aprons through the customs hall is designed to

facilitate the manifold tasks which crews have to carry out in collaboration with the operations staff of their companies before every flight. On the first floor is a central block containing the crew dining rooms and an exhibition hall which leads to the grill room and snack bar on the curved east face of the apex. The two side wings are planned as airline offices. The second floor of the centre block accommodates the main kitchen and further air-line offices. Facing the public entrance will be placed a memorial to Alcock and Whitten-Brown who made the first direct Atlantic crossing in 1919. William MacMillan is the sculptor, and the cost is being met from the fund opened for the purpose by the Royal Aero

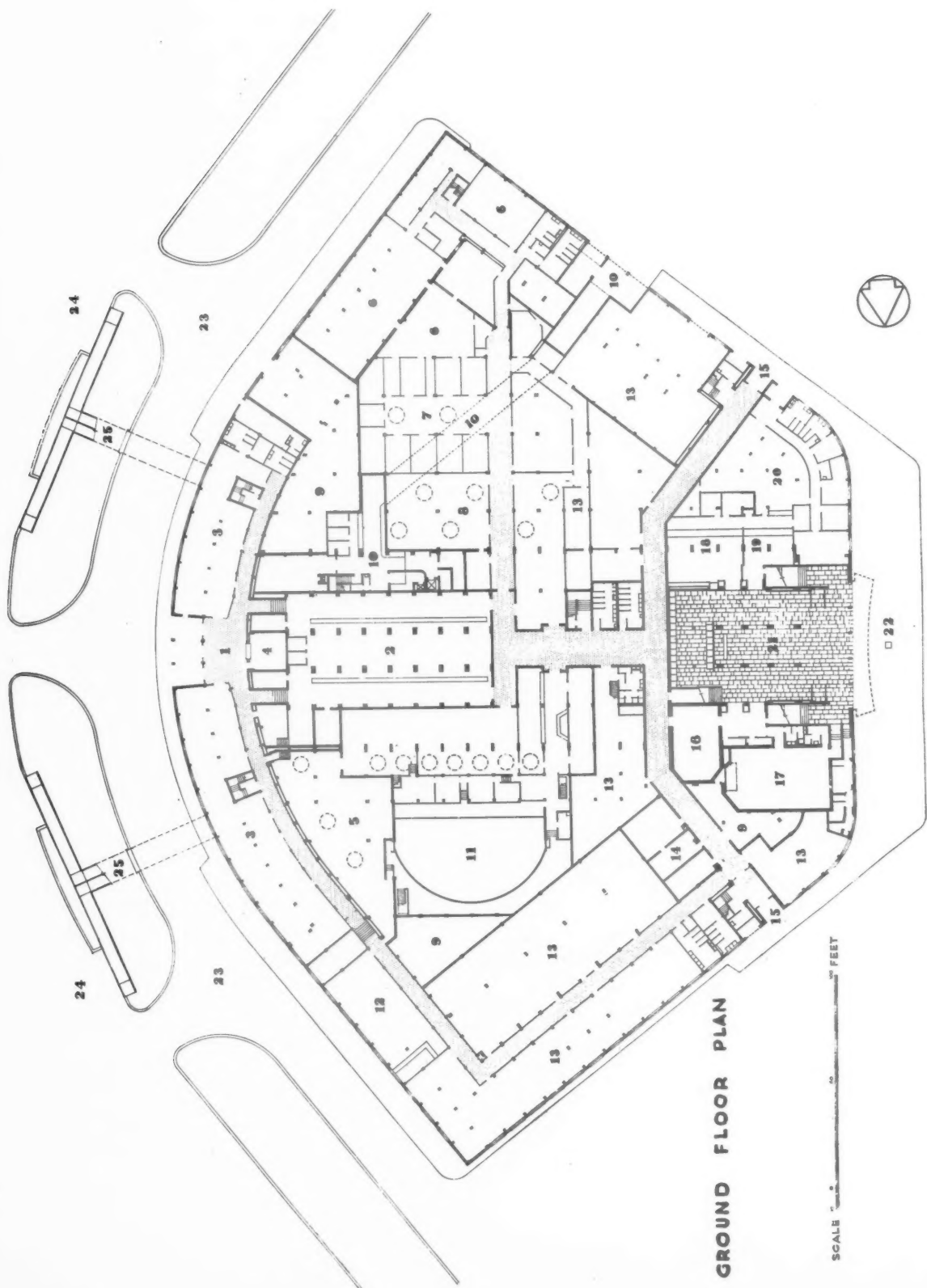


GROUND FLOOR PLAN.

Eastern Apex Building. Circulation diagrams.



FIRST FLOOR PLAN

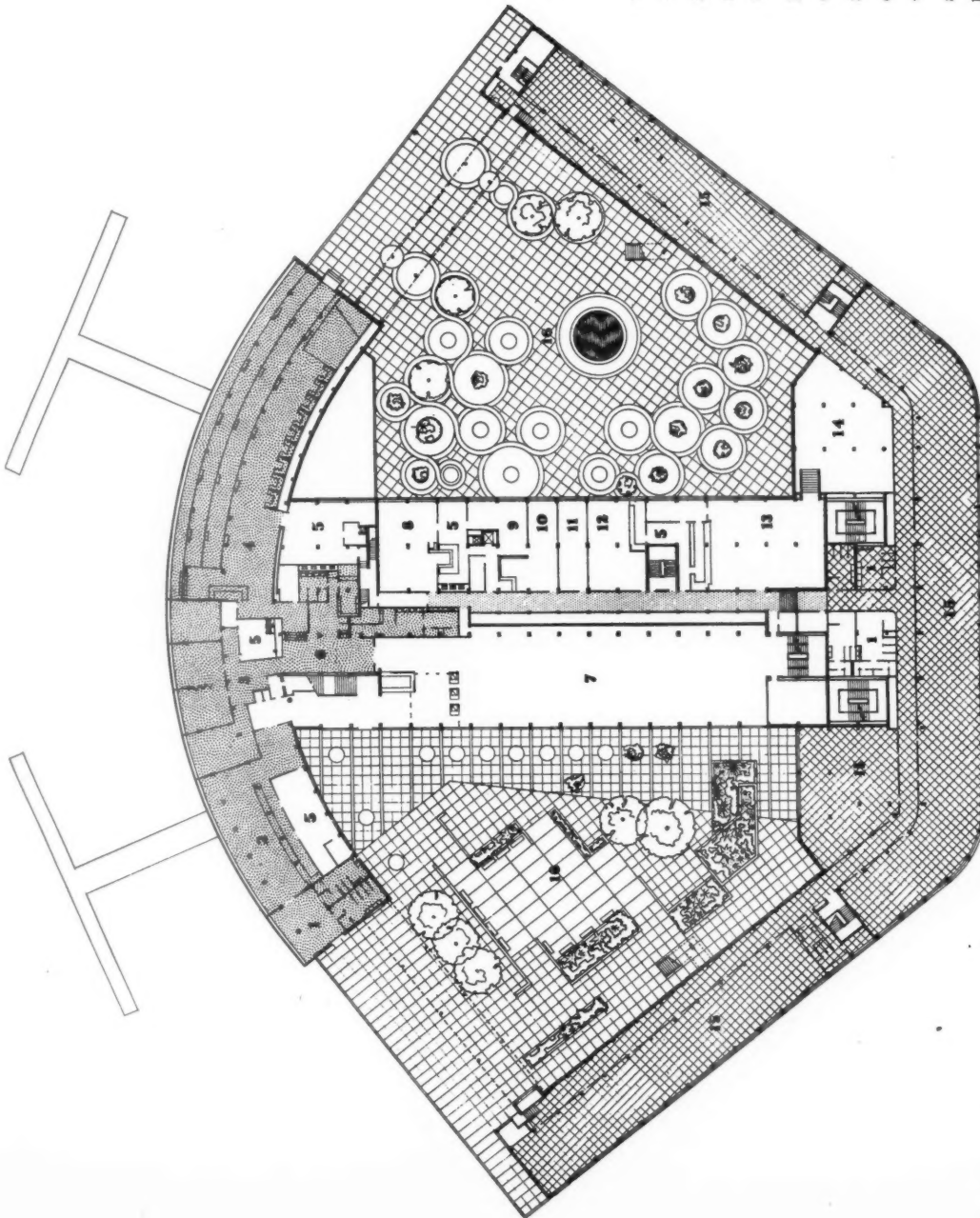


KEY TO GROUND FLOOR PLAN

1. Crew entrance hall.
2. Crew customs examination hall.
3. Customs offices.
4. Flight clearance and landing fees.
5. Aircraft load control.
6. Meteorological forecasting.
7. Meteorological offices.
8. Navigational and signals briefing.
9. Plant room.
10. Kitchen service area and connecting subway.
11. B.E.A.C. operational control.
12. B.O.A.C. operational control.
13. Airlines offices.
14. G.P. and staff room.
15. Crew and staff entrances.
16. Lecture room.
17. News cinema.
18. Public post office.
19. Staff post office.
20. Sorting office.
21. Public crush hall.
22. Airline Board Memorial.
23. Apron circulation road.
24. Inner aircraft stands.
25. Bridge and ramp from mezzanine floor to aircraft stands.

AIR TERMINAL BUILDINGS  
NO. 3: EASTERN APEX BUILDING

Club. The single-storey segmental area on the south side of the central core is planned as offices for meteorological forecasting with inter-connected briefing rooms and for navigational and signals briefing for the crews. In these offices flights are planned, crews receive their orders, control is exercised over the load to be carried on each departing flight and "ship's papers" are prepared. These offices are therefore provided on all main floor levels with ready access to the crew briefing rooms. The accommodation for the public has been designed to knit into, yet be entirely separated from, the



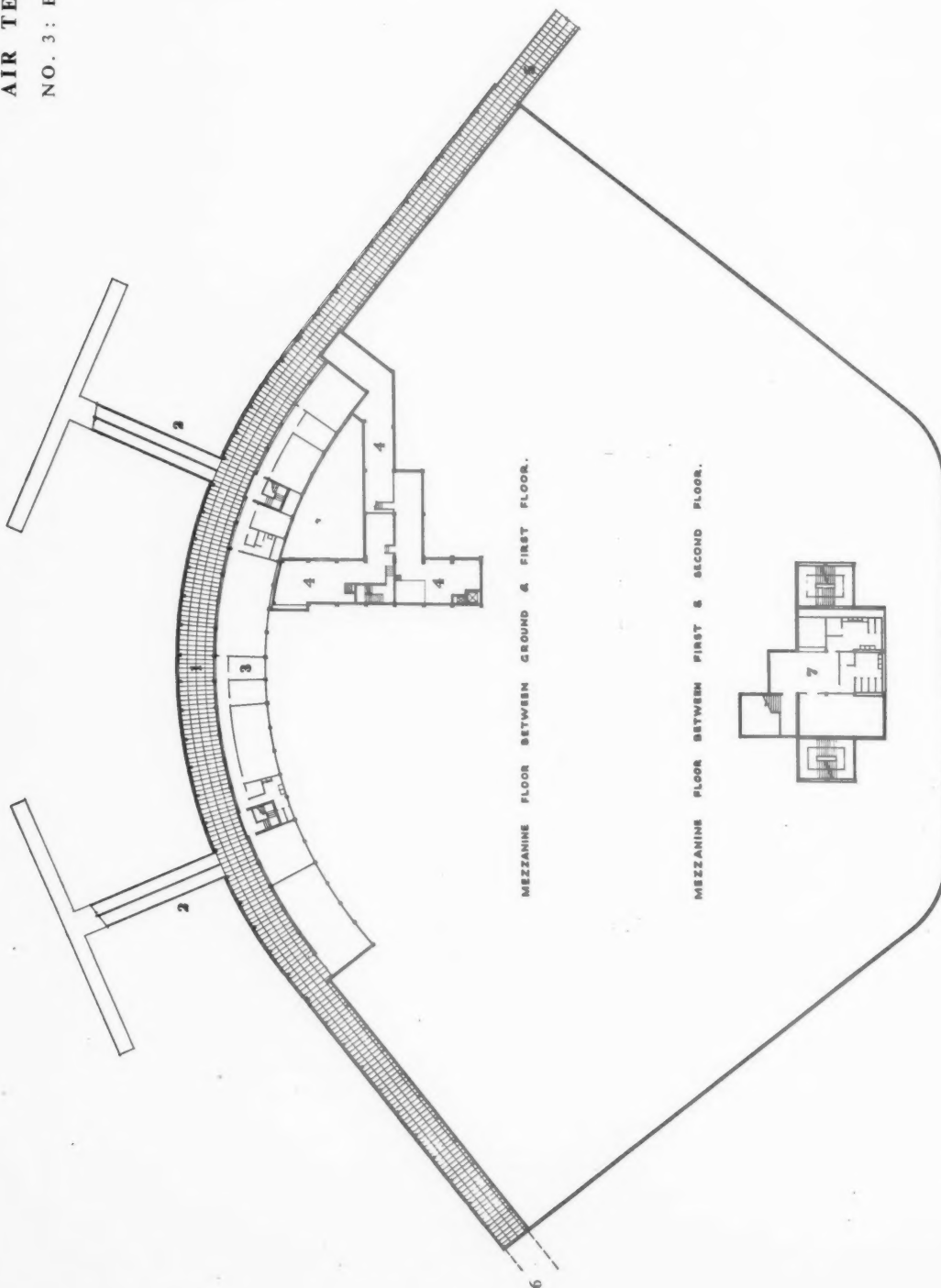
First floor plan

KEY TO FIRST FLOOR PLAN

1. Lavatories.
2. Spectators' snack bar.
3. Private dining room suite.
4. Grill room.
5. Servery.
6. Grill room foyer and lavatories.
7. Exhibition hall.
8. Crew dining room.
9. Captain's dining room.
10. Captain's lounge.
11. Female crew lounge.
12. Staff snack bar.
13. Crew snack bar.
14. Crew lounge.
15. Airlines offices.
16. Roof garden.

# AIR TERMINAL BUILDINGS NO. 3: EASTERN APEX BUILDING

- KEY
1. Airside gallery.
  2. Bridges and ramps to aircraft stands.
  3. Customs offices.
  4. Plant room.
  5. Airside gallery bridge to Passenger-handling Building.
  6. Future bridge to N.E. face building.
  7. Lavatories and cloakrooms.



Mezzanine plan

building's operational side. The public entrance is on the land-side of the building with a post office for the general use of the airport and a news cinema. The staircase for spectators leads direct from the main entrance hall to the exhibition hall at first floor

level. At the end of the exhibition hall on the left are turnstiles for spectators going to the roof gardens and terraces and on the right is the foyer to the public grill room. The hall opens out into a large roof garden over the north segmental area; there is

a similar roof garden over the south segmental area and both are sheltered from the wind. Further connecting terraces have been designed along the whole of the air-side face of the building at higher levels to provide a wide view of the airfield and



The staircase for spectators leads direct from the main entrance hall to the exhibition hall at first floor

public grill room. The hall opens out into a large roof garden over the north segmental area ; there is

whole of the air-side face of the building at higher levels to provide a wide view of the airfield and

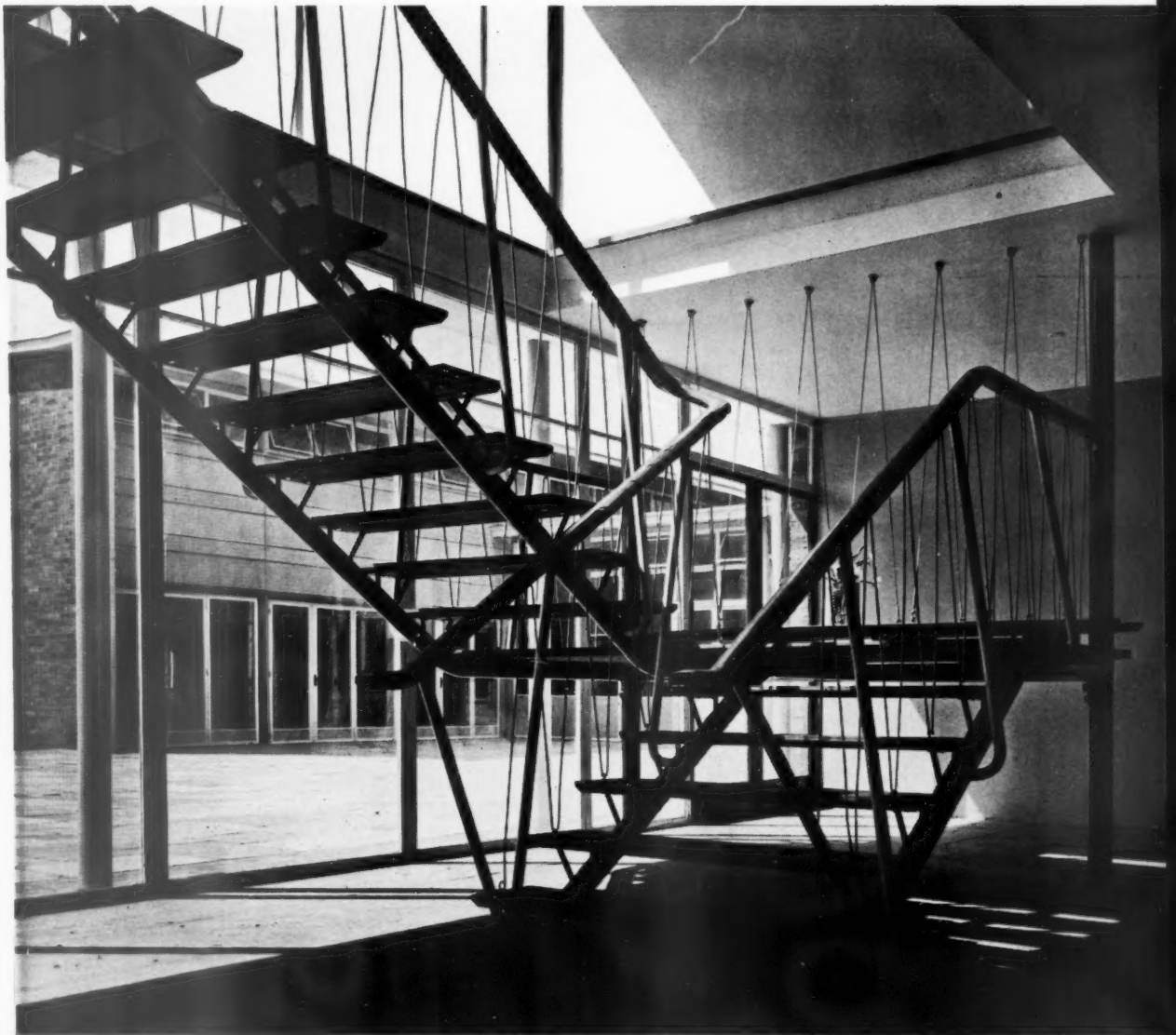


**WORKING DETAIL**

**STAIRCASES : 15**

HALL STAIRCASE : SCHOOL AT COVENTRY

*A. M. Gear, the late Edric Neel and Rodney Thomas, architects*



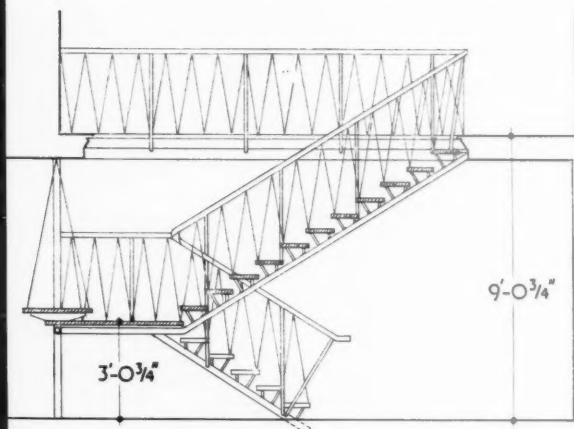
*Tubular steel strings support the hardwood treads and landing : on the edge of the latter a shaped hardwood shelf is set between the two steel columns.*

# WORKING DETAIL

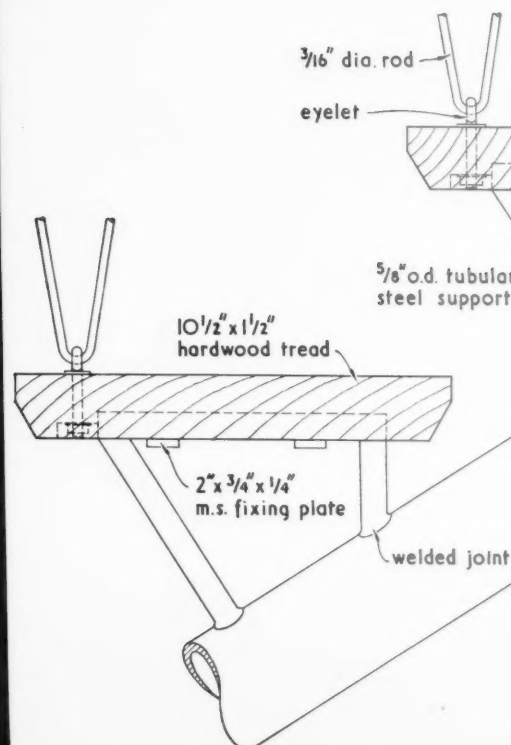
HALL STAIRCASE : SCHOOL AT COVENTRY

A. M. Gear, the late Edric Neel and Rodney Thomas, architects

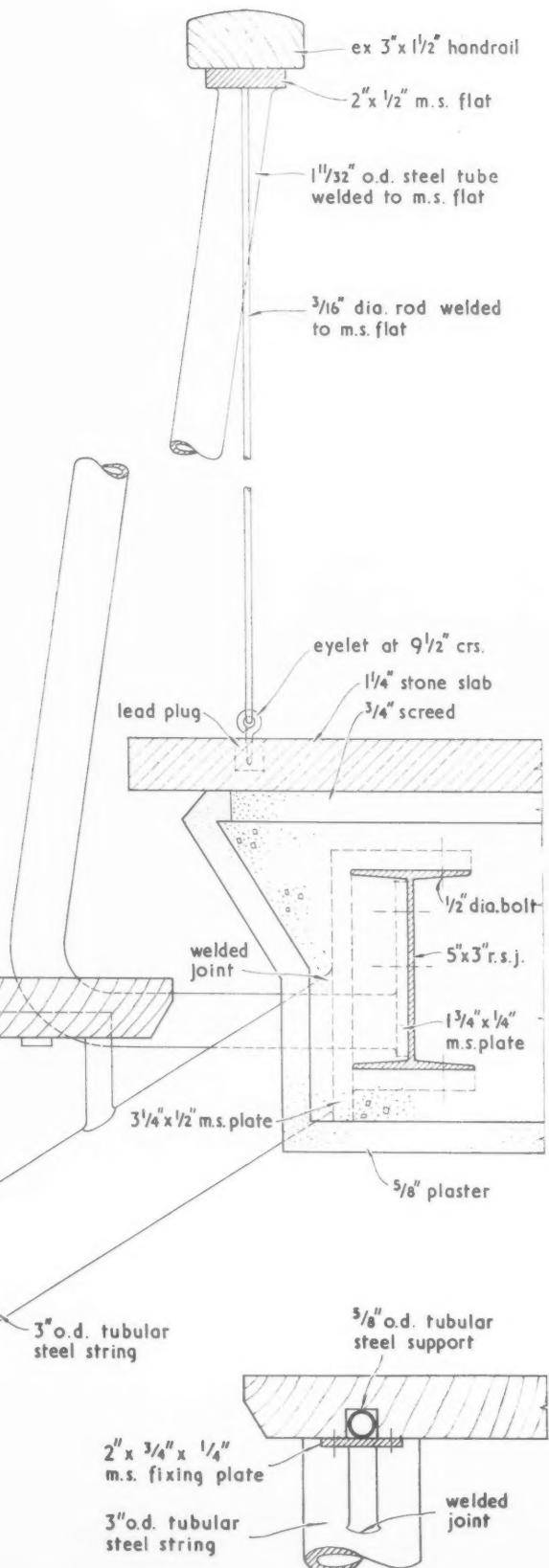
STAIRCASES : 15



PLAN AND SECTION OF STAIRCASE.  
scale 3/16" = 1'-0"



SECTION THRO' FIRST FLOOR LANDING. scale 1/4 full size



SECTION THRO' STRING. scale 1/4 full size



**WORKING DETAIL**

**DOORS : 16**

REVOLVING DOOR : DEPARTMENT OF NATURAL PHILOSOPHY, UNIVERSITY OF GLASGOW

*Basil Spence and Partners, architects*



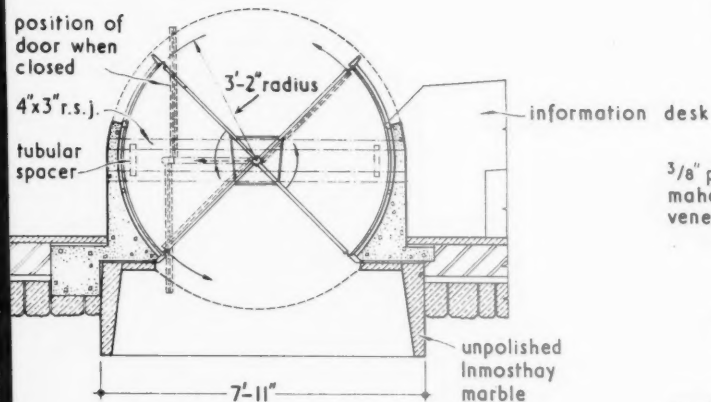
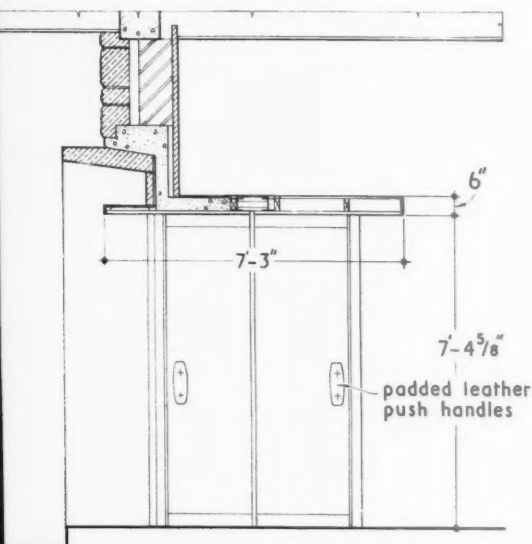
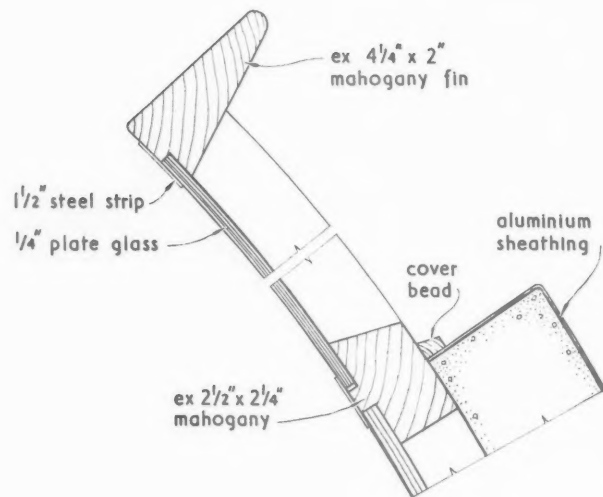
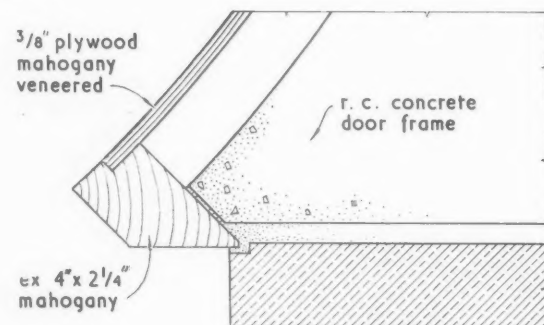
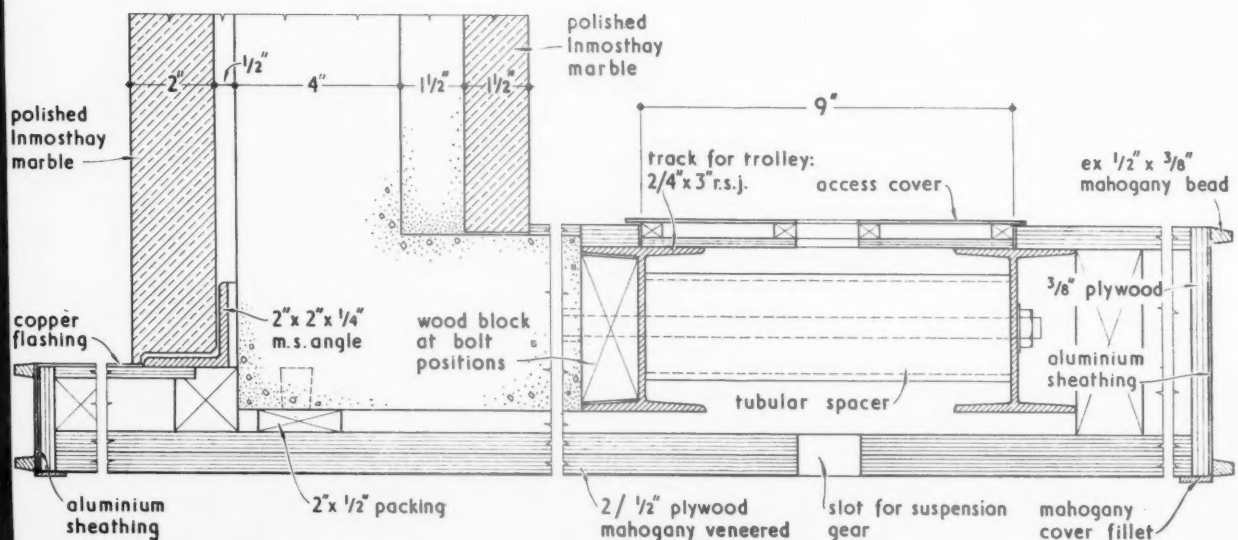
*The revolving doors are of armour-plate glass; when not in use they may be folded flat and moved on an overhead track to one side of the opening.*

## WORKING DETAIL

DOORS: 16

REVOLVING DOOR: DEPARTMENT OF NATURAL PHILOSOPHY, UNIVERSITY OF GLASGOW

Basil Spence and Partners, architects

PLAN AND SECTION OF DOORWAY.  
scale 1/4" = 1'-0"PART PLAN OF GLAZED CASING.  
scale 1/4 full sizePART PLAN OF EXTERNAL JAMB.  
scale 1/4 full size

SECTION THROUGH CANOPY. scale 1/4 full size



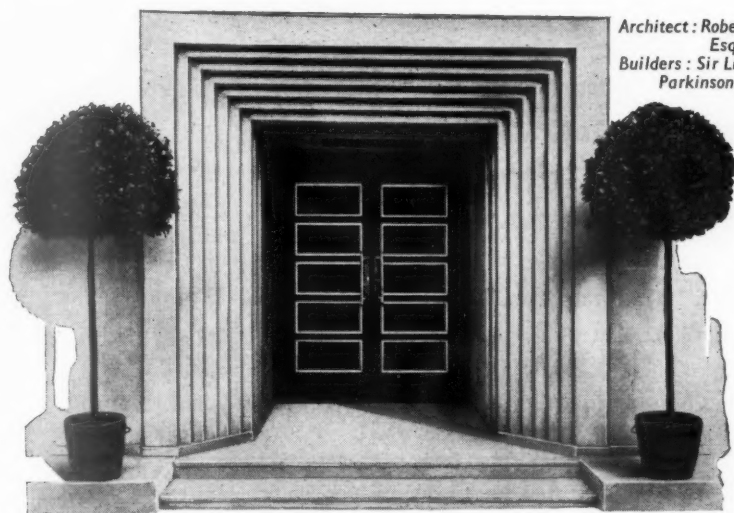




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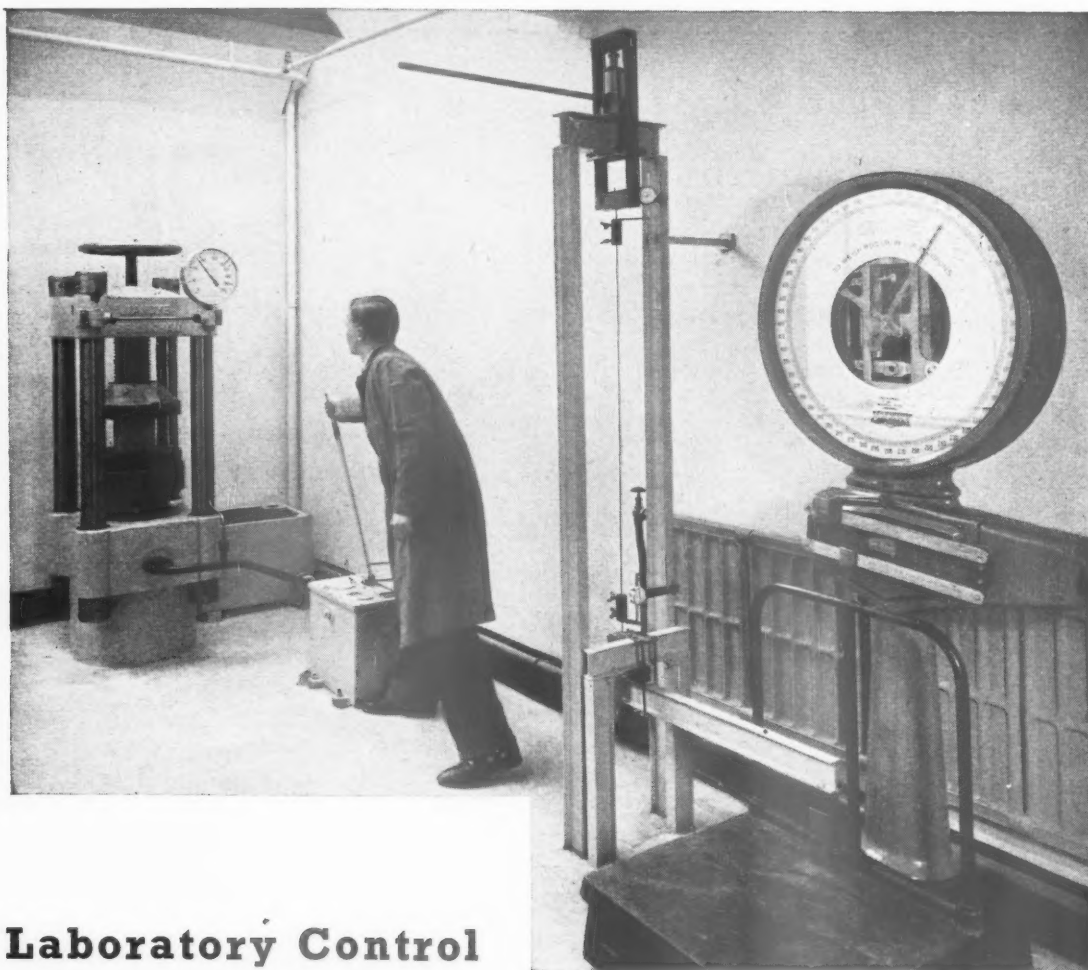


Architect: Robert Atkinson,  
Esq., F.R.I.B.A.  
Builders: Sir Lindsay  
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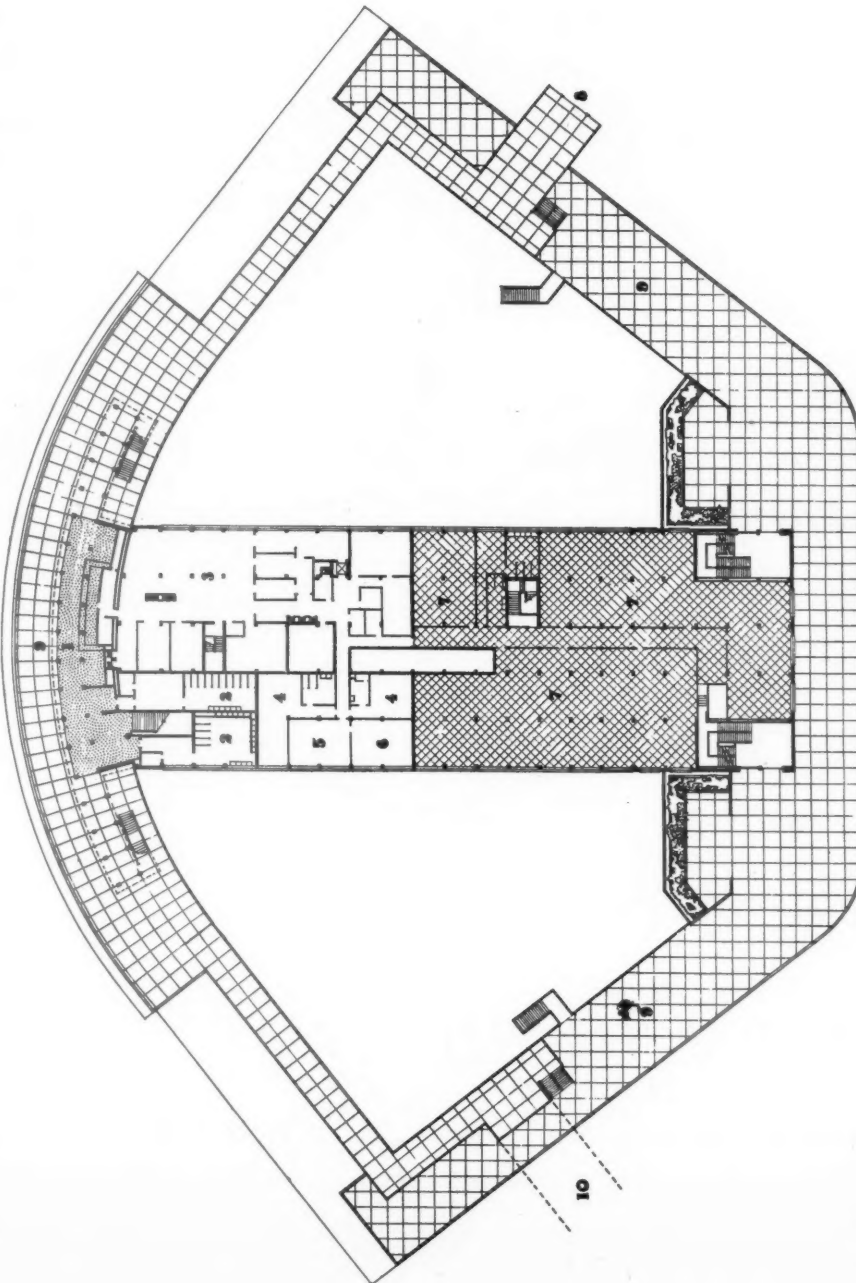
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Estate, Edinburgh.  
Craiglockhart 1729.

FALKIRK  
Etna Road,  
Falkirk.  
Falkirk 1585.

- KEY
1. Spectators' snack bar.
  2. Lavatories.
  3. Kitchen.
  4. Kitchen staff cloakroom.
  5. Kitchen staff dining room.
  6. Kitchen staff common room.
  7. Airlines offices.
  8. Spectators' bridge to S.E. face building.
  9. Spectators' roof terraces.
  10. Future bridge to N.E. face building.

## AIR TERMINAL BUILDINGS

### NO. 3: EASTERN APEX BUILDINGS



Second floor plan

aprons. A spectators' bridge links the Eastern Apex building to the Passenger-handling Building and provision has been made for a similar connection to the proposed north-east face building. Accessible from the exhibition hall and cantilevered out over the airfield is the restaurant accommodation for the general

public who are not using the spectators' terraces. The whole of this block has been specially designed to give the best possible view of the airfield from its fully glazed and curved window wall. The grill room on the south side of the restaurant block will have a stepped floor to give a clear view of the airfield

from all tables. It will also contain a small dance floor. Adjoining the grill room are private dining room suites. A snack bar for spectators with access to the roof terraces occupies the north side of the block. Another snack bar is provided on the floor above.

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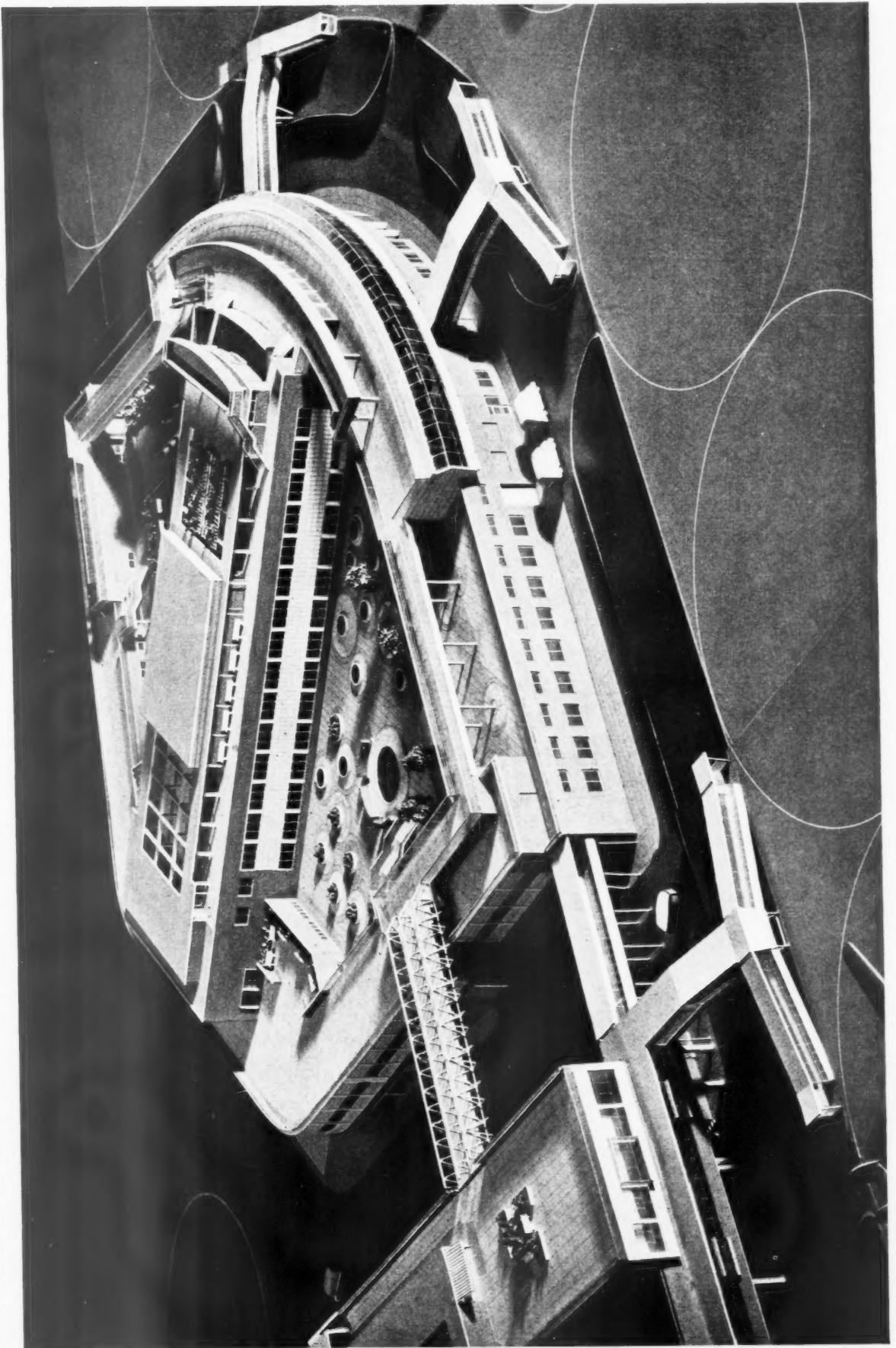
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AIR TERMINAL BUILDINGS  
NO. 3: EASTERN APEX BUILDING

*Model of Eastern Apex Building, looking north.*





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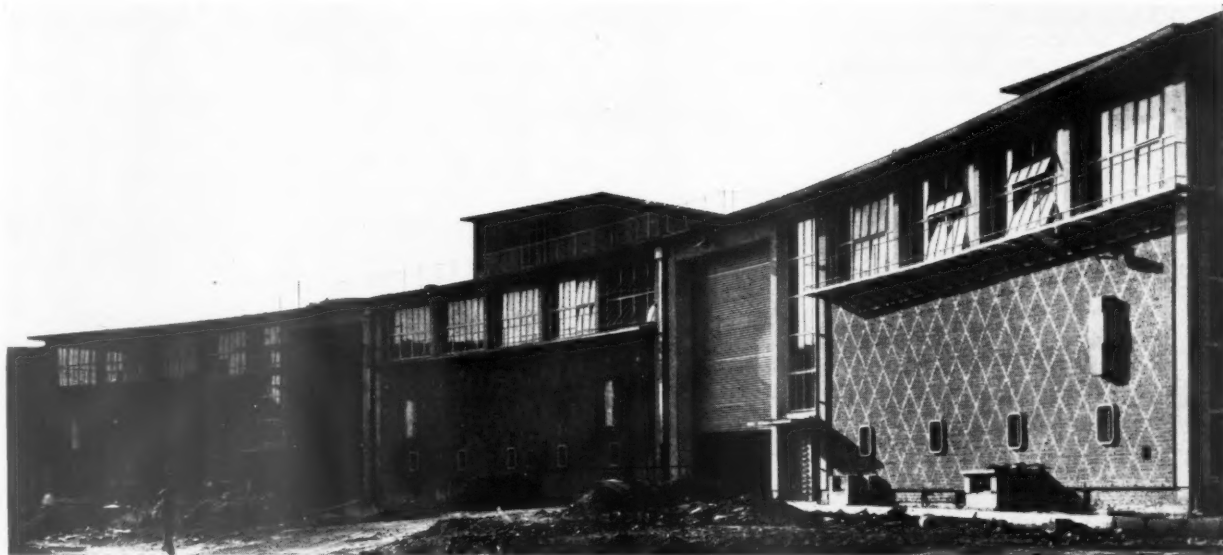
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BUILDINGS IN  
THE NEWS

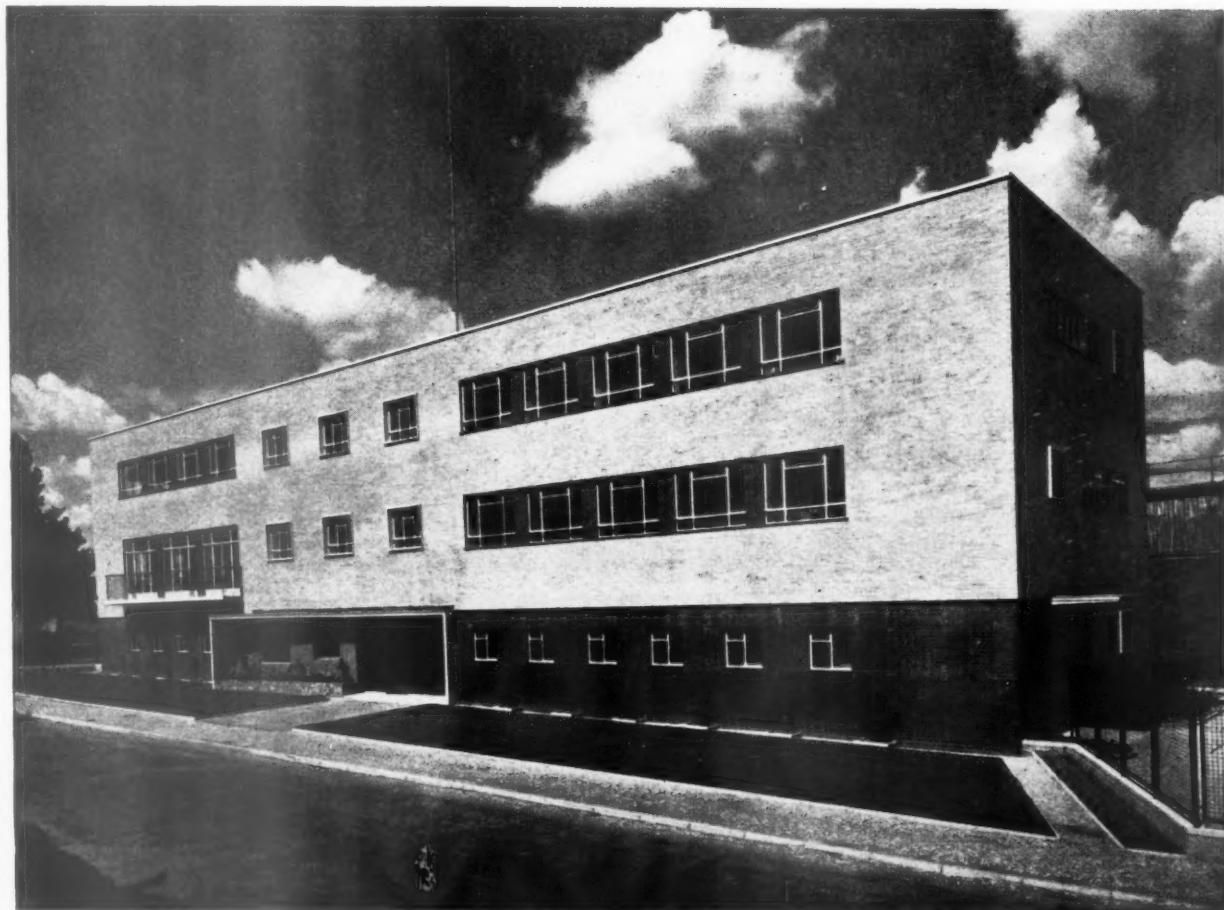
**BBC Building at White City**

*This scenery production and storage building for the television service of the BBC is the first completed part of the BBC's centre at White City, London. It was designed by Norman and Dawbarn. (The project for the scheme was shown in the JOURNAL for June 8, 1950.)*



**Offices at Alderney Waterworks, Winton**

*This office block for the Bournemouth and District Water Company was designed by Raglan Squire; the consulting engineer was F. J. Samuely.*



# INS AND OUTS! (No 4)

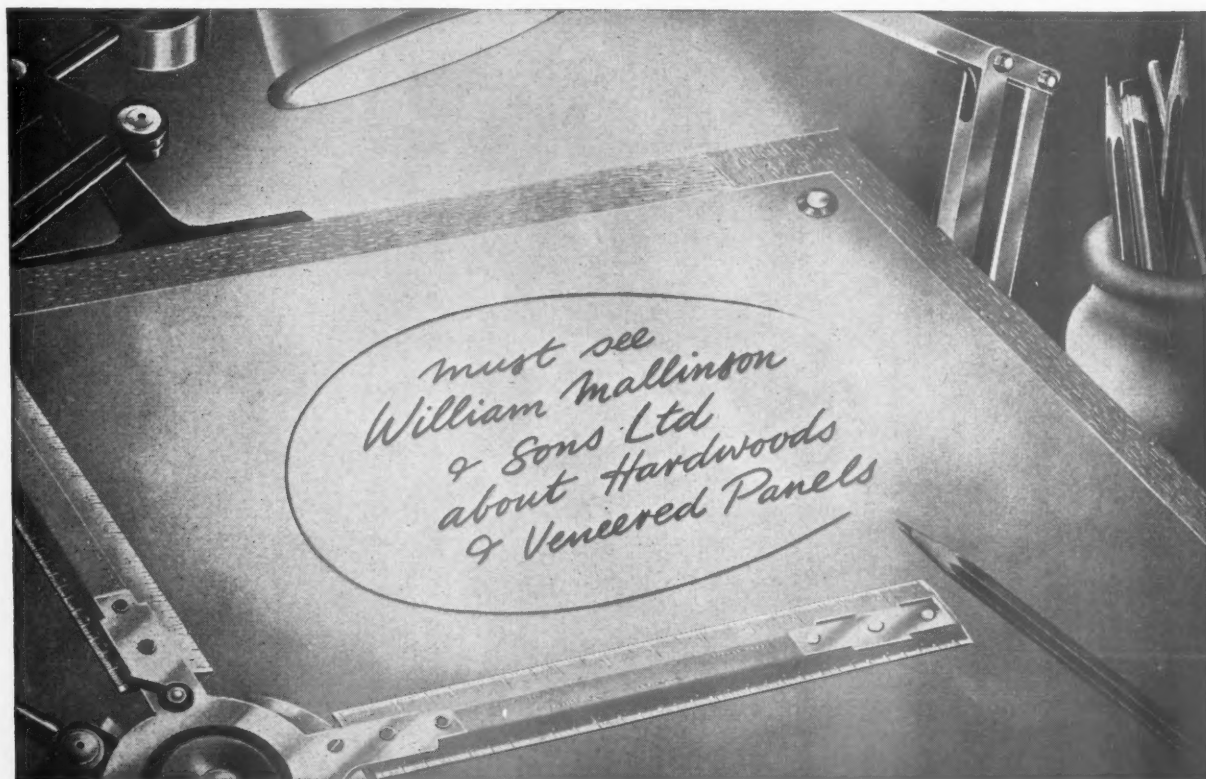
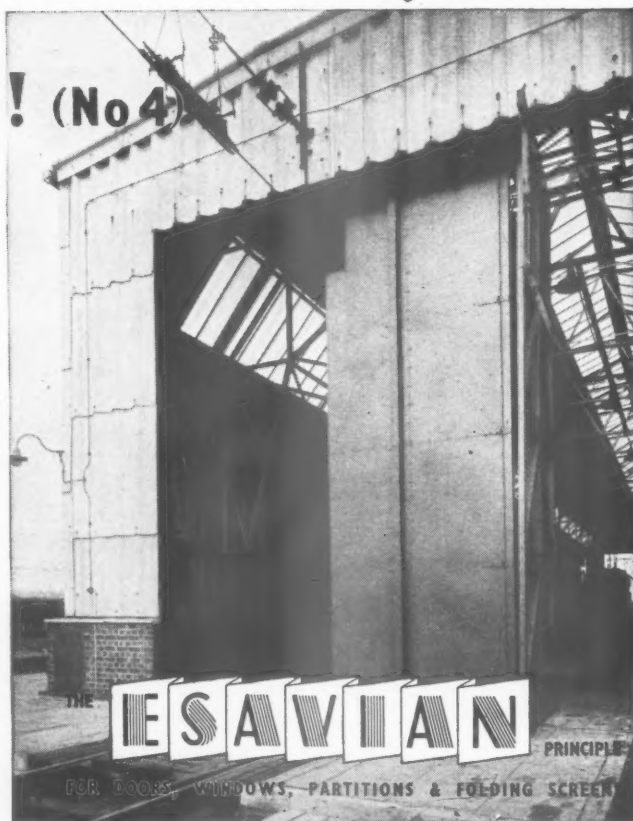
To deal with the 'Ins and Outs' of their new Electric Locomotive shed at Wath-on-Dearn, British Railways called in the people who know specialised door construction inside out — the Esavian Organisation.

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## AUTO

Whether fuels for oil burn the latter direct while any rea to feed which desired is no g screw, of its large p while t bunker coal o and del vent da jam. automa attentio under The les models

## THE INDUSTRY

*This week Brian Grant reports on a small electrode boiler, mechanical stokers, a hot water cylinder which incorporates a "self-filling" and "self-venting calorifier, a new protractor for determining the sky factor in factory roof lighting, an "anti-insect" lamp and some new light fittings.*

## CENTRAL HEATING BY ELECTRICITY

Central heating with thermal storage systems taking current at off peak periods is a fairly common practice in large buildings but rare in the private house or small factory. For buildings of between 20,000-30,000 cubic feet the new 15 kilowatt Autolec water heater may be the answer. It is a small electrode boiler which is the only one of its kind marketed in this country, the smallest previous model being rated at 30 kilowatts, too much for the average house. The initial cost of the boiler (£77 10s.) compares reasonably with coke and gas units of similar outputs, and installation costs are lower since no flue is required, and the boiler occupies a floor space only 15 inches diameter. Boiler output is up to 51,000 B.T.U. per hour for space heating and a heat exchanger for domestic hot water supply can also be provided. The rating is governed by moving porcelain shrouds over the electrodes; this is done manually and the current can be reduced to as little as 1½ kilowatts. There is also a boiler thermostat with a further room thermostat as an overriding control. Although electricity is often looked upon as an expensive method of heating, figures from a test carried out in the Midlands Electricity Board's area showed a heating cost of 12s. 6d. per week in a building of 20,000 cubic feet over the months from September to December. (G.W.B. Electric Furnaces Ltd., Watford By-Pass, Watford, Herts.)

## AUTOMATIC FIRING

Whether you prefer oil or one of the solid fuels for heating, Hopes produce automatic oil burners or mechanical stokers. Among the latter the latest combination model feeds direct from the coal bunker to the boiler, while if the bunker screw should fail for any reason the forward screw will continue to feed fuel to the boiler from the hopper, which can be of any capacity to provide the desired reserve of fuel. In this model there is no gearing in the bunker, and the feeder screw, being uncased for a large proportion of its length, reduces the likelihood for large pieces of fuel to jam in the bunker, while the screw is raised slightly above bunker floor level so that large lumps of coal or stone will drop clear. Both feed and delivery screws have shear pins to prevent damage in the event of a stoppage or jam. The oil-burning models are entirely automatic and need only very occasional attention, which can be provided regularly under Hope's service scheme if required. The leaflet gives dimensional details of four models with heat outputs up to 2½ million

B.T.U. per hour, but larger output models are also produced. (Hope's Heating & Engineering Ltd., Smethwick, Birmingham, 40.)

## HOT WATER SUPPLY

In hard water districts, it is a common practice either to fit an indirect heater in the hot water cylinder or to increase the diameter of the flow and return pipes to the boiler in the hope of putting off the evil day when the supply of hot water runs short. The first method adds from £15 to £20 to the cost and, even then, the ball valve of the primary tank does not always remain free from trouble, while the second method, although cheaper in first cost, involves the householder in extra fuel costs from the time that the pipes start to fur up.

A possible solution to this problem is the "Auto-Cyl," a copper cylinder which incorporates a calorifier which is "self-filling" and "self-venting," so that there is no need for the primary tank or the separate cold feed and vent. At the top of the calorifier there is an air pocket through which steam can pass, but not water, while any necessary "make-up" water is taken from a pipe dripping down to the bottom of the cylinder. The result is that the primary circulation water remains unchanged, unless some should be lost through the boiler producing steam.

The cost of the "Auto-Cyl" is only very slightly more than that of an ordinary cylinder and calorifier alone, and has the additional advantage that it is still possible to drain down the whole water system if the house is to be left empty during the winter. There is also a boss at the top where an immersion heater can be fitted. Another model is produced in which the usual cold supply tank and ball valve is built on to the top of the cylinder. (The Manchester Tinning Co. Ltd., Clough Road, Blackley, Manchester 9.)

## TOP LIGHTING

Two members of the development staff of ICI have produced a new type of protractor for determining the sky factor in factory roof lighting. The Building Research Station has already produced protractors for this purpose, but they are intended mainly for use with vertical windows, and different pairs of protractors have to be used for each different roof slope. The inventors of the ICI protractor, Messrs. G. W. Bowley and R. M. Dew, required for their own work some ready method of determining the effect of roof glazing in different positions; presumably they were thinking in terms of corrugated Perspex and the optimum spacing for it. The protractor has been tested and found to give reliable readings under a wide range of conditions, although some loss of accuracy is noticed at low angles of elevation where it is difficult to read, and at such angles the BRS protractor is the more effective weapon. From the architect's point of view the mathematics of the new protractor are moderately complicated, and to explain the method of using it, although it is quite simple, would take more space than is available here. The protractors, with working instructions, can be obtained free of charge by those interested from the *Publicity Department, I.C.I. Ltd., Plastics Division, Black Fan Road, Welwyn Garden City, Herts.*

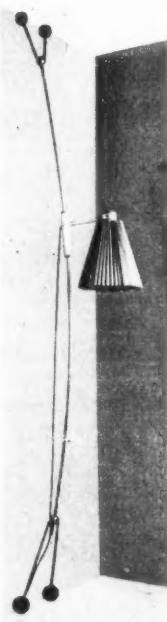
## LIGHTING DEVELOPMENTS

For a good many years a yellowish, anti-fly glass has been produced in this country, although it has been used mainly abroad. It seems that flies and other winged insects dislike a yellow light, or at least find it unattractive, and lamps are now being produced in a glass giving a primrose yellow light which is claimed to have practically no attraction for night flying insects. Ex-

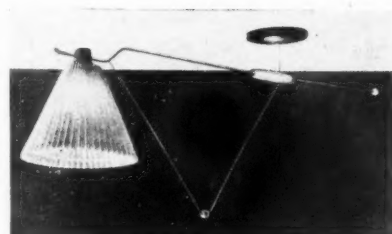
periments made with various types of illuminated insect-traps have shown that it is the violet end of the spectrum which is most attractive, while other colours such as blues and greens have progressively less attraction. The new lamp is known as the "Buzz-away" and is made in 60 and 100 watt sizes at 1s. 9d. and 2s. 6d. plus purchase tax. For outdoor illuminations or open air theatres or restaurants they should be very useful, or for food shops or in the larder. In living rooms or bedrooms it should be possible to have the windows open in the summer without suffering the irritation of night-flying visitors, and the lamps themselves give an adequate amount of light. (Crompton Parkinson Ltd., Crompton House, Aldwych, London, W.C.2.)

## ... AND SOME NEW FITTINGS

A new catalogue from Allom Brothers illustrates a number of designs (by Peter Bell) mainly for domestic use. All the fittings are for tungsten lamps, and the shades are metal or plastic, sometimes a combination of both: wall and ceiling fittings, as well as floor and table standards, are shown. (Allom Bros. Ltd., Lombard Road, Morden Road, London, S.E.19.)



*Two of the light fittings illustrated in Allom Brothers' new catalogue. See note above.*



## Announcements

W. H. Heywood & Co. Ltd., patent glaziers and roofing engineers, of Bayhall Works, Huddersfield, have changed their London address from 54, Victoria Street, Westminster, S.W.1. Their new London office is Hope House, Gt. Peter Street, Westminster, S.W.1. (Tel. ABBey 1077-8).

The RIBA Golfing Society beat the London Solicitors' Golfing Society by 5 matches to 3 on Saturday, September 5, when they played what they hope will become an annual fixture at the Woking Golf Club.

(continued overleaf)



Readers requiring up-to-date information on building products and services may complete and post this form to the Architects' Journal 9, 11 and 13, Queen Anne's Gate, S.W.1

## ENQUIRY FORM

I am interested in the following advertisements appearing in this issue of "The Architects' Journal." (BLOCK LETTERS, and list in alphabetical order of manufacturers' names please.)

Please ask manufacturers to send further particulars to :—

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AJ 24.9.53

At this year's Birmingham Mail Midland Ideal Home Exhibition, which opened on September 23, at Bingley Hall, Birmingham, the Council of Industrial Design has been responsible for furnishing a show flat. It is one of two cottage flats being shown at the exhibition by the MOHLG, who invited the Council's co-operation in the furnishing. The decorations and furnishings have been selected by Mrs. Phoebe De Syllas, a housewife-designer with long experience in work of this kind. The furnishings chosen are supplied by the Times Furnishing Co. Ltd., High Street, Birmingham.

Representatives of voluntary organizations in new towns have arranged a conference to discuss the ways and means of ensuring the provision of adequate facilities for social and community activities and recreation in the new towns. The conference will take place on Saturday, October 10, at the Victoria Hall, Bloomsbury Square, London, W.C.1. Speakers will include: Joseph Trenaman, The Bishop of St. Albans, S. H. Todd, Percy Wales, E. Sewell Harris, W. A. Thomas, Lord and Lady Beveridge, D. R. Moriarty, K. H. Turner, and many other residents of the new towns. The morning session will deal with "What Facilities are Needed," and in the afternoon the conference will discuss "What is Most Needed and Who Will Pay?" Full particulars and tickets for this conference may be obtained from the secretary, Conference Steering Committee, 28, King Street, London, W.C.2.

A large number of entries have been received for the exhibition of architectural photography which is to be shown at the RIBA from October 9-29 (Mondays-Fridays 10 a.m.-7 p.m., Saturdays 10 a.m.-1 p.m.). The exhibition has been sponsored jointly by the RIBA and the Royal Photographic Society as a contribution to the latter's centenary celebrations. The exhibition will be divided into two sections: (A) Historical

Architectural Subjects, and (B) Contemporary Architectural Subjects, and both monochrome and colour prints and transparencies will be shown. The Earl of Rosse is to open the exhibition. A handbook which is being prepared in connection with the exhibition will contain a list of the names and addresses of photographers throughout the country exhibiting in the exhibition. This will form a valuable reference guide for all those who, from time to time, wish to have buildings photographed.

The York and East Yorkshire Architectural Society intend to perpetuate the memory of the late George Dudley Harbron, a past president of the society. It is proposed that the memorial shall take the form of a bronze portrait medalion, to be awarded annually in competition, open to all students of architecture within the area of the society. This proposal will require a sum of approximately £300. Contributions should be sent to Allanson Hick, 4, Bond Street, Hull, who will personally acknowledge all contributions, however small.

## Buildings Illustrated

London Airport. (Pages 371-390.) Architect: Frederick Gibberd, F.R.I.B.A., M.T.P.I. General contractors: Redpath Brown & Co. Ltd. (steelwork); Taylor Woodrow Construction Co. Ltd. Sub-contractors: heating and ventilating (central building), Norris Warming; electrical, Electrical Installations Ltd.; electrical in passenger handling building, G. N. Haden; floors, Trussed Concrete Steel Co.; floors, Bison Ltd.; lifts, Express Lifts, Marryatt & Scott.

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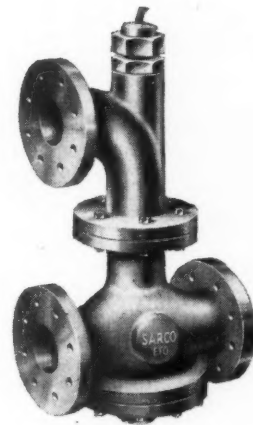


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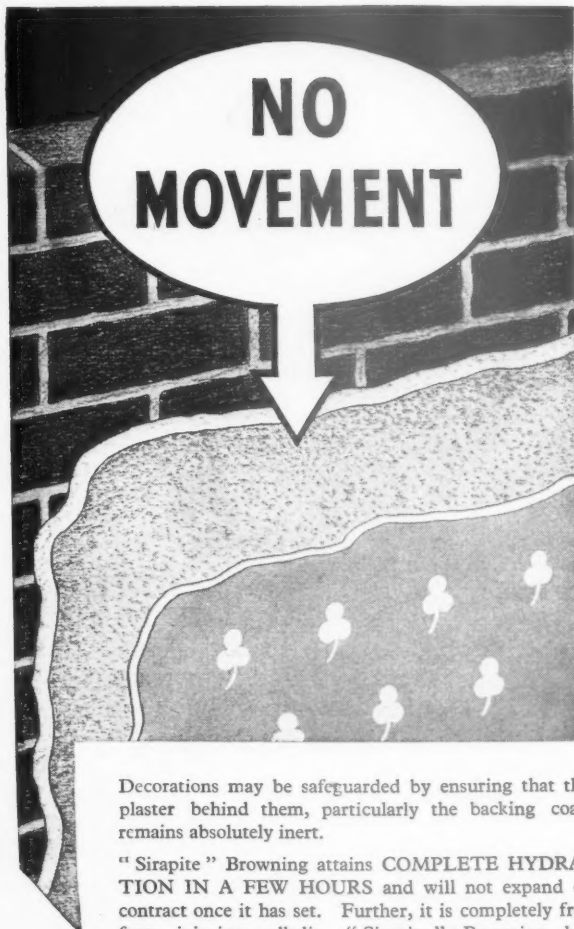
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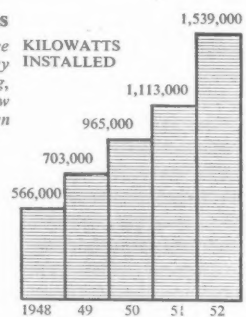
Today there is plenty of electricity for all consumers, industrial, commercial and domestic. The power stations are producing only about half their full potential output during the working week; at weekends there is a still larger surplus capacity.

### FUTURE

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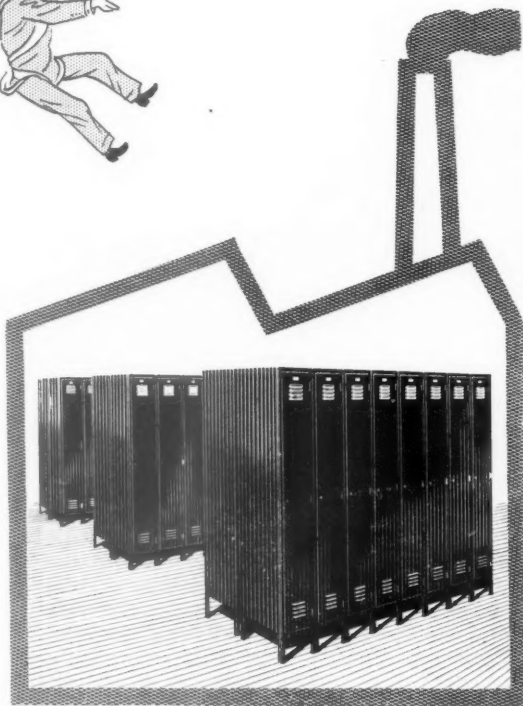
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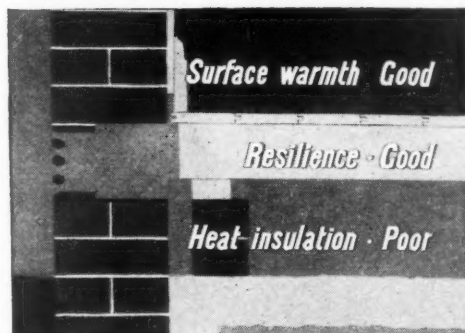


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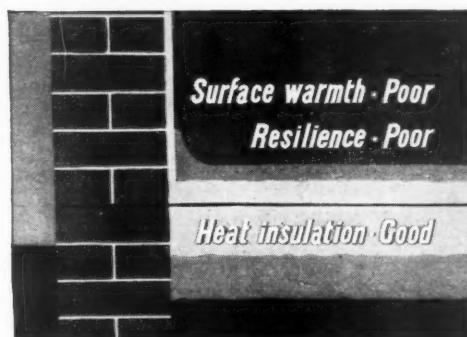


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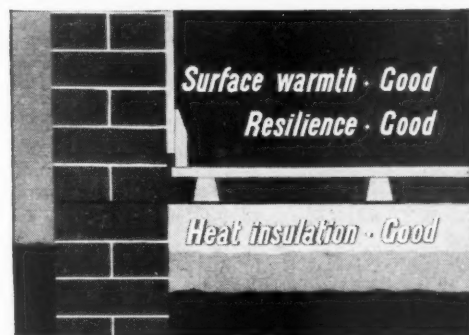
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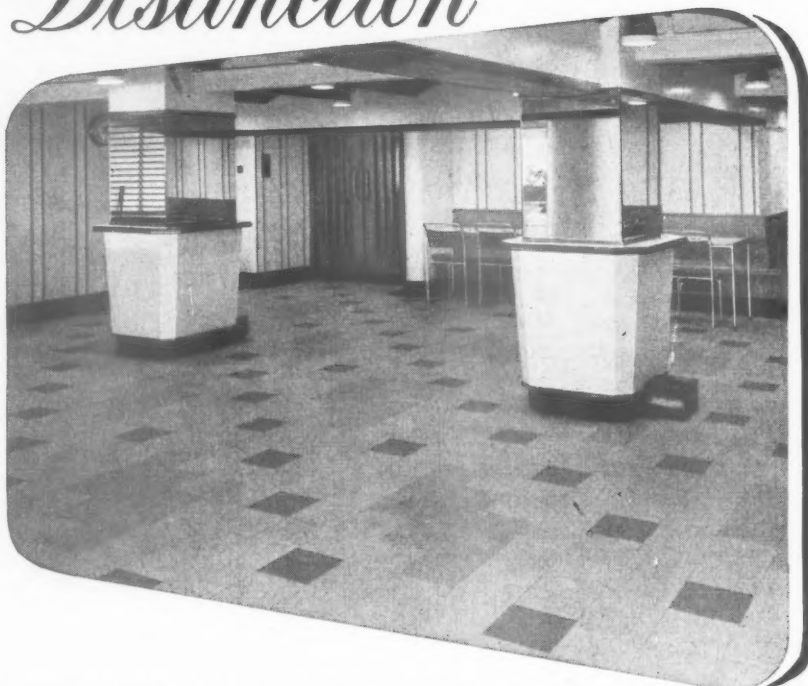
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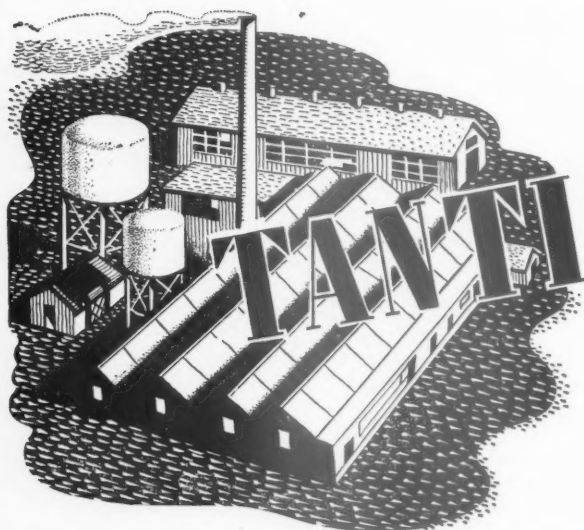
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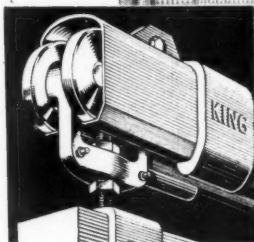
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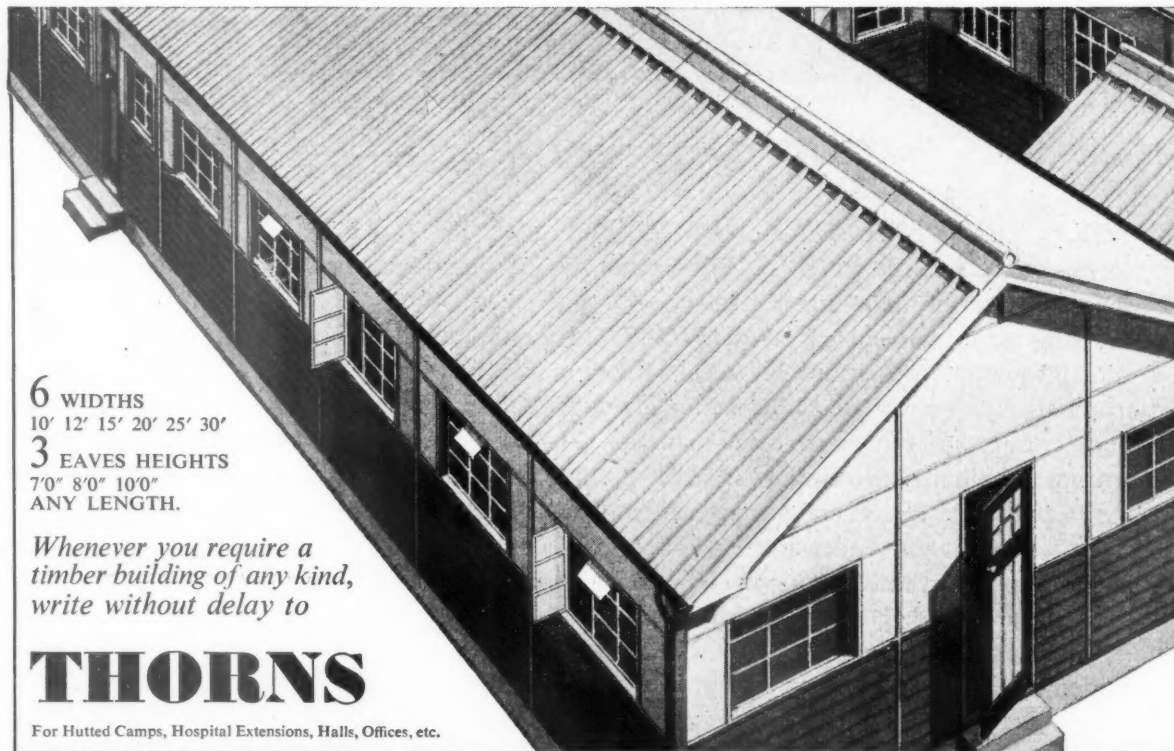


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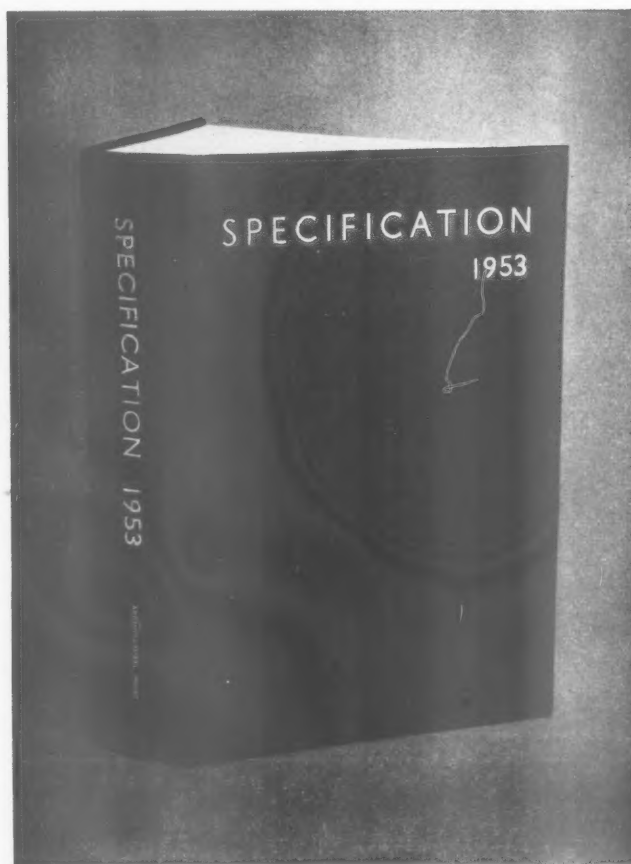
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The size of *SPECIFICATION* increases every year. The number of pages in the 1952 edition was 1142. In the 1953 edition it is 1176.

During recent years the demand for copies has been so great that each edition has been absorbed immediately on publication. Intending purchasers are therefore urged to place their orders *now* for the 1953 edition. The price is 30s. Postage 2s. [3s. abroad.]

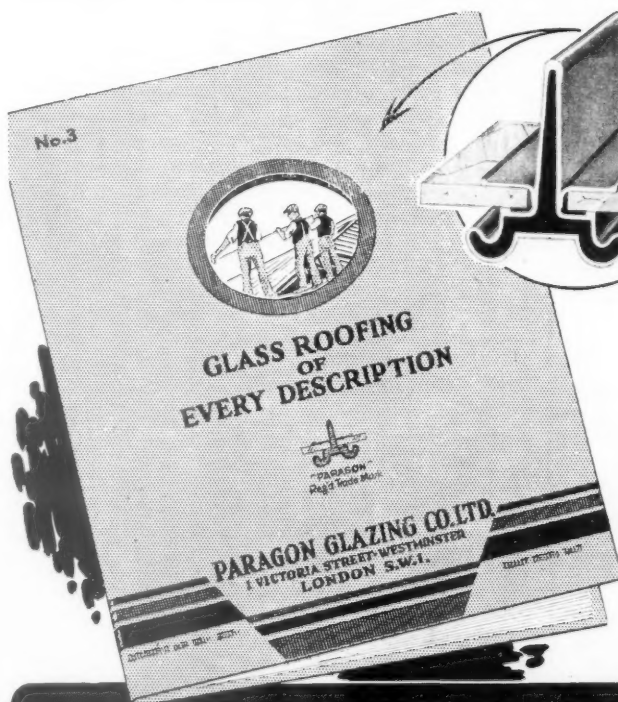
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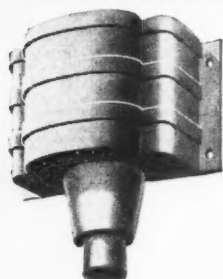
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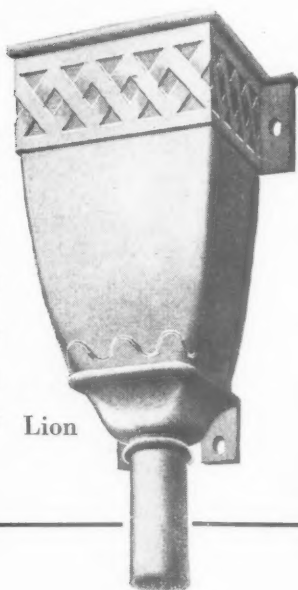
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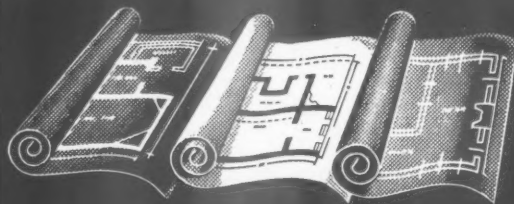
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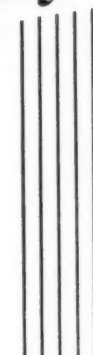
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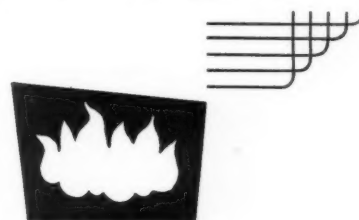
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at

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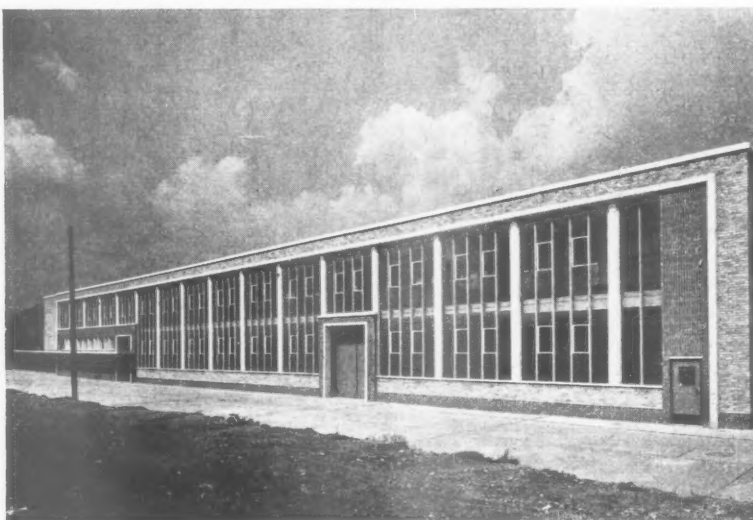
Architects:

Messrs. Jackson & Greenen  
F/A.R.I.B.A., A.M.T.P.I.

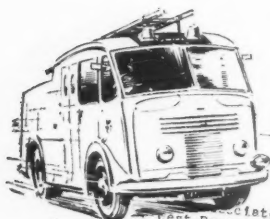
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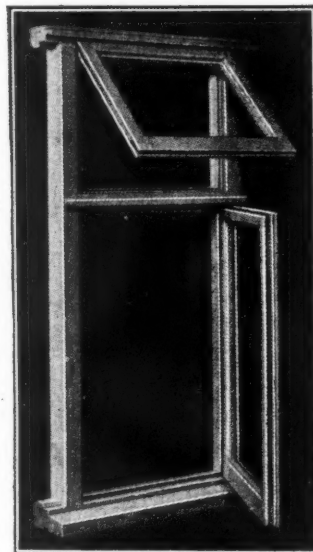
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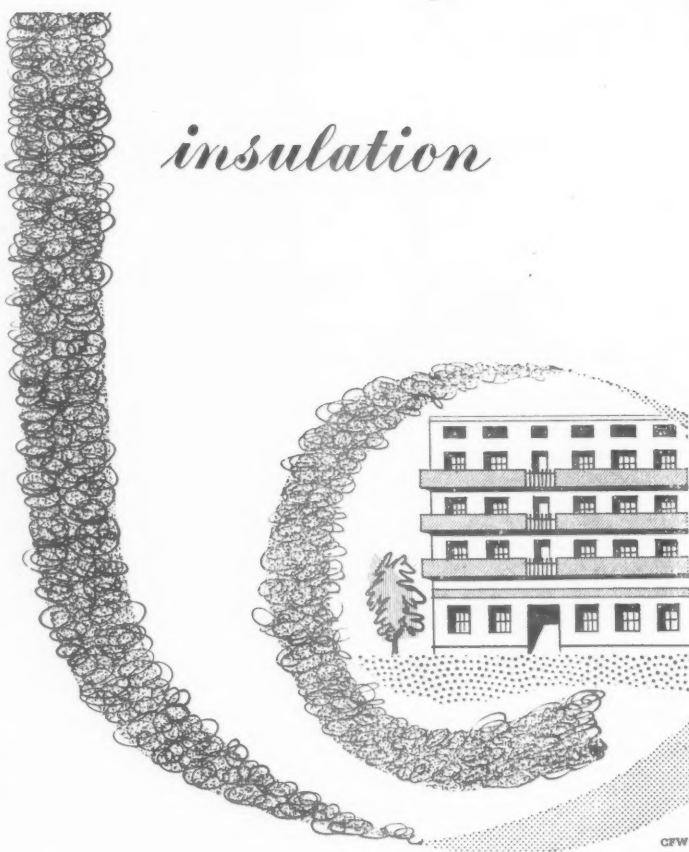
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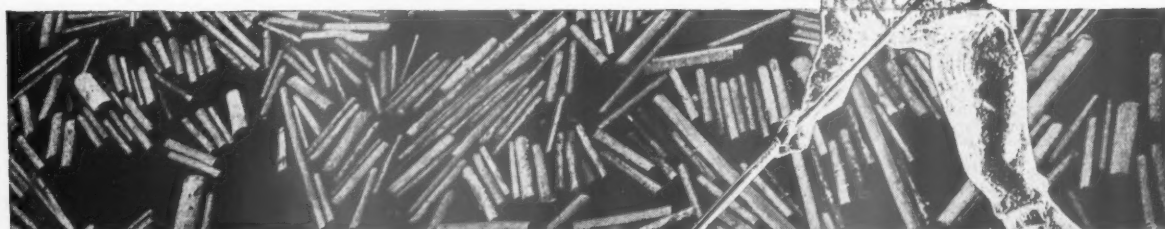
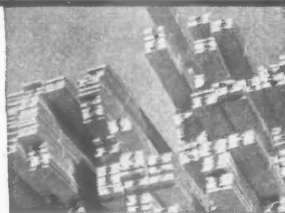
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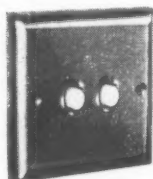
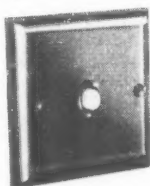
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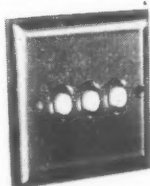


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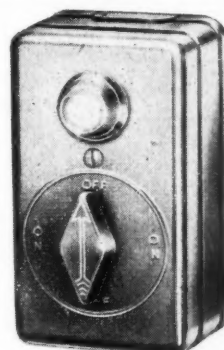


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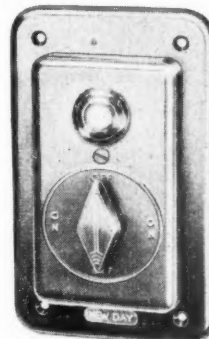
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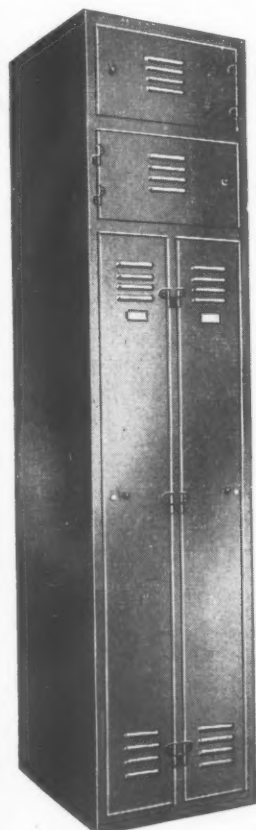
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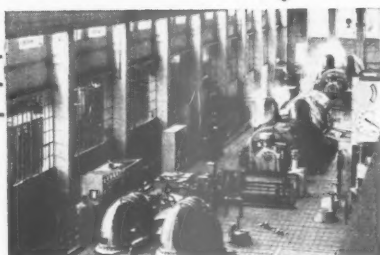
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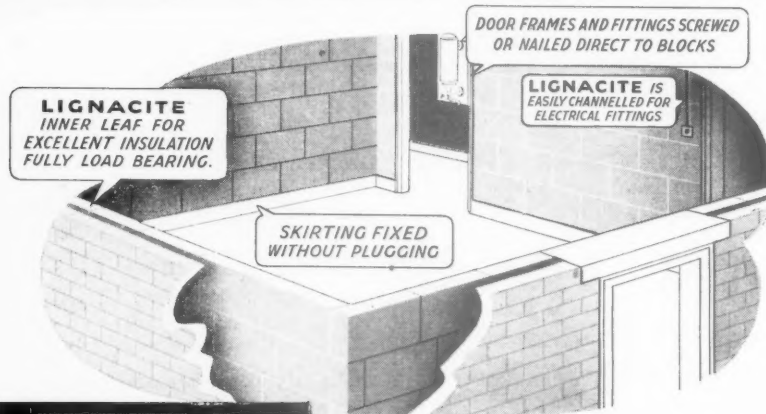


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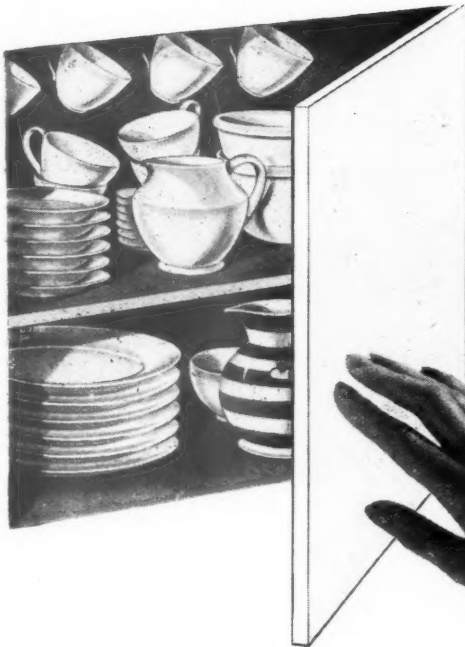
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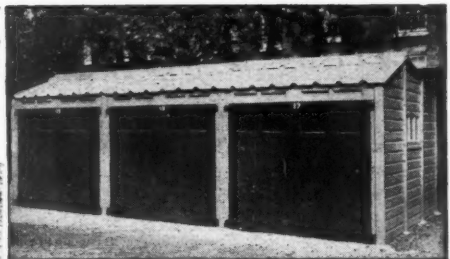
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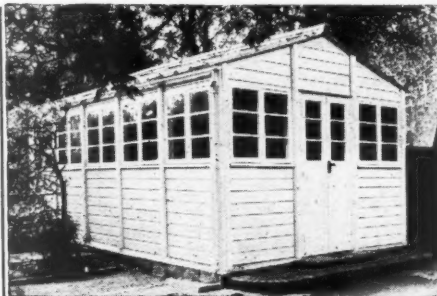
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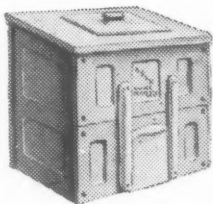
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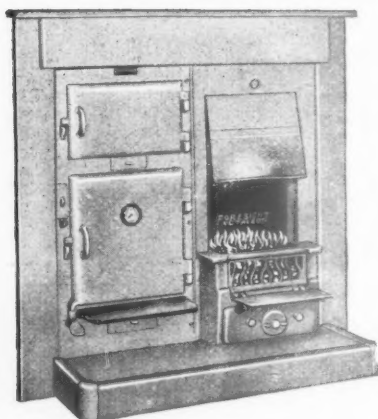
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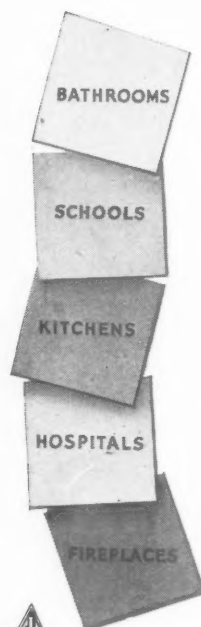
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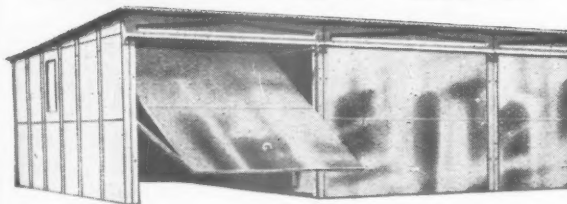
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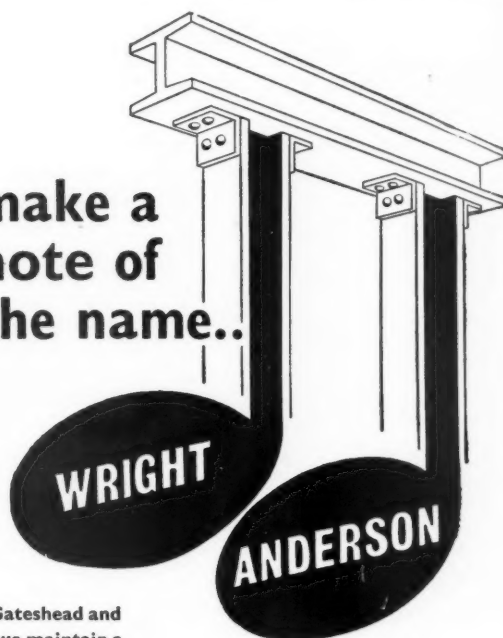
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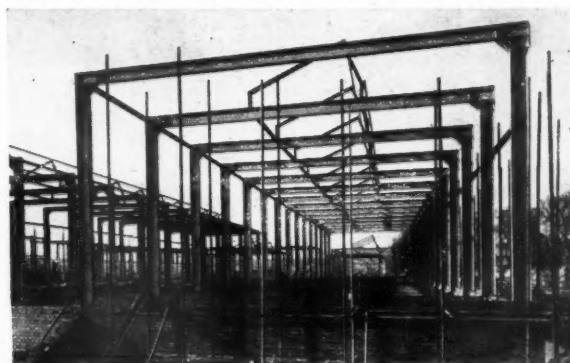
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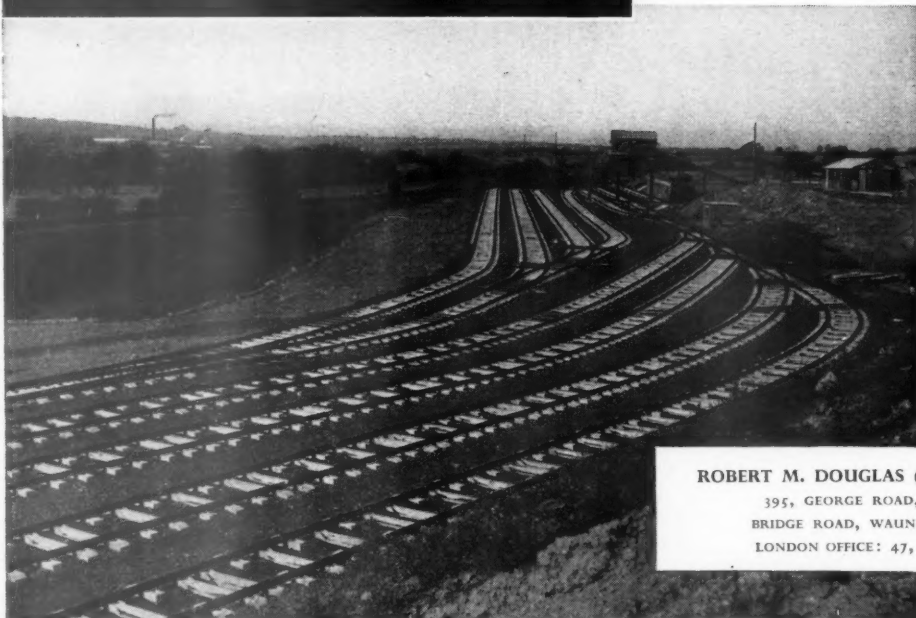
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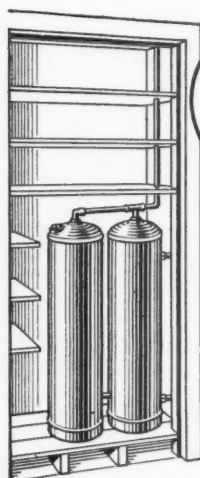
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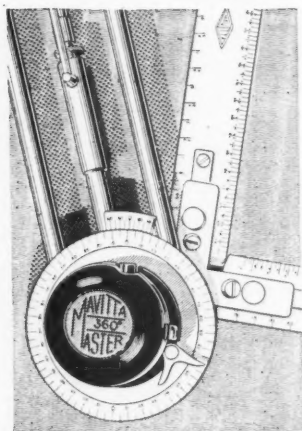
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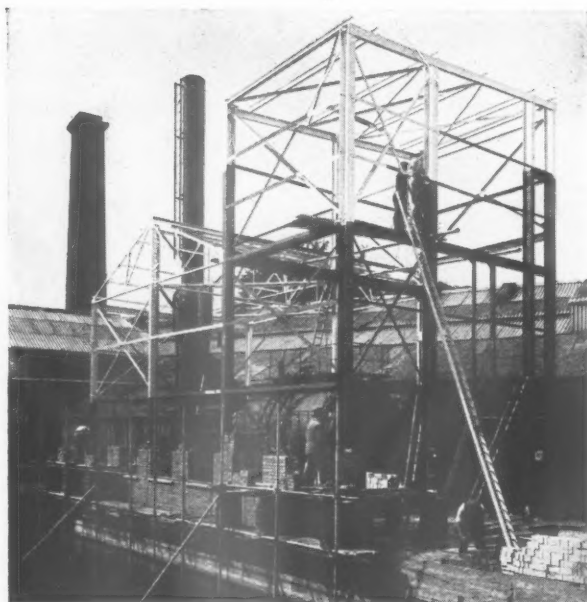


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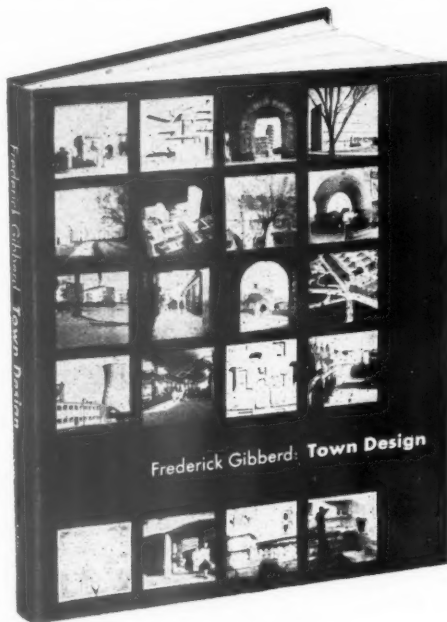
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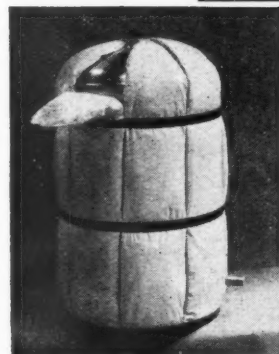
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## CLASSIFIED ADVERTISEMENTS

Advertisements should be addressed to the Advt. Manager, "The Architects' Journal," 9, 11 and 13, Queen Anne's Gate, Westminster, S.W.1, and should reach there by first post on Friday morning for inclusion in the following Thursday's paper.

Replies to Box Numbers should be addressed care of "The Architects' Journal," at the address given above.

## Public and Official Announcements

25s. per inch; each additional line, 2s.

The engagement of persons answering these advertisements must be made through a Local Office of the Ministry of Labour or a Scheduled Employment Agency if the applicant is a man aged 18-64 inclusive or a woman 18-59 inclusive unless he or she or the employment, is exempted from the provisions of the Notification of Vacancies Order, 1952.

**AIR MINISTRY WORKS DEPARTMENT** requires ARCHITECTURAL ASSISTANTS in Design Branch. Applicants should be experienced in the planning and preparation of working drawings and details for permanent and semi-permanent buildings. Professional qualifications an advantage. Vacancies mainly London, few Provinces. Appointments carry liability for overseas service, for which allowances are payable. Salaries: £623 to £735 p.a., starting pay dependent upon age, qualifications and experience. Extra duty allowance payable. Reasonable prospects of promotion. Post temporary, but many have long term possibilities, and competitions are held periodically to fill established vacancies. Apply, quoting BB, and stating age, qualifications, and previous appointments, giving dates and stating type of work done, to Air Ministry, S.2(h)/NA, Cornwall House, Stamford Street, London, S.E.1. 9498

## COUNTY BOROUGH OF WOLVERHAMPTON. APPOINTMENT OF PRINCIPAL PLANNING ASSISTANT.

Applications invited for above appointment, in the Department of the Borough Engineer and Planning Officer, at a salary in accordance with Grade APT VII (£710-£785 per annum).

Candidates should hold appropriate qualifications and have had considerable experience in a Town Planning Office, including administrative experience in responsible position.

Appointment subject to N.J.C. Conditions of Service and to one month's notice on either side. Medical examination. Superannuable post.

Applications, stating age, qualifications, training and experience, with the names of not less than two persons to whom reference may be made, should be addressed in an appropriately endorsed envelope to the Borough Engineer and Planning Officer, Town Hall, Wolverhampton, by 30th September, 1953.

J. BROCK ALLON,  
Town Clerk.

Town Hall, Wolverhampton. 9547

**MERIONETH COUNTY COUNCIL.** Applications are invited for the post of ASSISTANT COUNTY PLANNING OFFICER, at a salary in accordance with A.P.T. Grade VII (£710-£785), of the National Joint Council's Scale. Applicants must be Corporate Members of the Town Planning Institute by examination, and preference will be given to applicants who possess an Architectural qualification.

Further particulars of the post may be obtained from the undersigned, by whom applications, accompanied by copies of two recent testimonials, should be received not later than 10th October, 1953.

HUGH J. OWEN,

Clerk of the County Council. 9545  
County Offices, Penarlag, Dolgellau.

## BOROUGH OF OLDBURY. BOROUGH ENGINEER AND SURVEYOR'S DEPARTMENT.

Applications are invited for the appointment of SENIOR ASSISTANT ARCHITECT, Grade A.P.T. VII (£710-£785) in the Architects Section of the Borough Surveyor's Department.

Applicants should be Associate Members of the R.I.B.A. The architect appointed will be required to take charge of a Clearance Area redevelopment Scheme and previous experience of this type of work is desirable. In addition candidates should be experienced in the layout of contemporary housing schemes, design and construction of Municipal houses, flats and shopping centres and capable of taking charge of and administering building contracts.

The appointment will be superannuable and subject (a) to the Conditions of Service of the National Joint Council for Local Authorities' Administrative, Professional, Technical and Clerical Services, and (b) to the successful candidate passing a medical examination.

Applications, giving particulars of age, qualifications and experience, together with the names of two referees, should be delivered to the undersigned not later than Friday, 2nd October, 1953. Housing accommodation will be available to married applicants if this is required.

KENNETH PEARCE,  
Town Clerk.

Municipal Buildings, Oldbury. 9557

## BRITISH ELECTRICITY AUTHORITY. EAST MIDLANDS DIVISION.

Applications are invited for the following positions within the Division:—

**CIVIL ENGINEERING DRAUGHTSMEN,** Construction Department. (Vacancy No. 22/53.)

Candidates should have experience in design and detail of reinforced concrete structures, piled and slab foundations for heavy plant, culverts, cable subways, etc., for general building construction drainage and sanitation schemes, associated with office and administrative buildings.

The salary will be in accordance with Grade 5 (£567-£671 per annum) or Grade 6 (£433-£567 per annum) of Schedule D of the National Joint Board Agreement.

**ENGINEERING DRAUGHTSMEN (MECHANICAL),** Construction Department. (Vacancy No. 44/53.)

Senior Draughtsmen are required in the Mechanical Section of the Construction Department at North Wilford Power Station. Candidates should have experience in one or more of the following:—

(i) Design and layout of Power Station equipment, including Turbo-alternators, boiler plant, coal and ash plant, and general station auxiliaries. (ii) H.P. and L.P. steam and feed pipework. Condensing plant and feed heating systems.

(iii) Conveyor plant, coal handling systems, and material handling of station auxiliary equipment.

Salary and conditions of service will be in accordance with the National Joint Board Agreement, Grade 5 (£567-£671 per annum) and Grade 6 (£433-£567 per annum) of Schedule D, according to experience.

**ENGINEERING DRAUGHTSMEN (ELECTRICAL),** Construction Department. (Vacancy No. 61/53.)

Candidates should have experience in the preparation of layouts and diagrams for the installation of E.H.T. and L.T. switchgear, transformers, E.H.T. and L.T. cables; knowledge of protective gear systems would be an advantage.

The salary will be in accordance with Grade 5 (£567-£671 per annum) or Grade 6 (£433-£567 per annum) of Schedule D of the National Joint Board Agreement.

The above positions will be pensionable within the provisions of the British Electricity Authority and Area Boards Superannuation Scheme.

Applications should be submitted on the official form, which may be obtained from the Divisional Establishments Officer, British Electricity Authority, Barker Gate, Nottingham, and should be returned to the undersigned. Please quote Vacancy Number.

L. F. JEFFREY,

Divisional Controller. 9560

## GLAMORGAN COUNTY COUNCIL.

Applications are invited for the following appointment at Headquarters, County Hall, Cardiff:

**SENIOR PLANNING ASSISTANT** (Grade A.P.T. VI). Salary: £670 p.a. x £20 (2) - £735 p.a.

The appointment is subject to the National Scheme of Conditions of Service and to the staffing regulations of the County Council from time to time in force.

Candidates must have passed the Final Examination of the T.P.I. or obtained exemption therefrom, and should have had experience in a planning office in the preparation of a Development Plan. Applicants without such experience may apply, and will be considered for appointment at the commencing salary for Grade A.P.T. V, viz., £595 p.a. x £15 (2) x £20 - £645 p.a.

Applications, stating age, training, qualifications, experience and present salary, together with the names of two referees, should be received by the County Planning Officer at this address not later than 14 days from the date of appearance of this advertisement.

RICHARD JOHN,

Clerk of the County Council. 9561  
Glamorgan County Hall, Cardiff.  
10th September, 1953.

## LONDON COUNTY COUNCIL.

**SURVEY OF LONDON—GENERAL EDITOR.**

The Survey of London (24 vols. so far issued) records parish by parish the buildings and places of architectural and historical interest in London. The Council requires, on or after 1st January, 1954, a whole-time or part-time General Editor, in the Clerk of the Council's department, who must have literary ability, mature architectural taste, historical knowledge and antiquarian experience. Salary in the range of £1,100 to £1,750, according to qualifications and experience; in proportion if part-time.

Apply by 17th October on form obtainable from Clerk of the Council (D.J.), County Hall, London, S.E.1. (928) 9562

## COUNTY OF WARWICK.

**COUNTY ARCHITECT'S DEPARTMENT.**

Applications are invited for the post of ARCHITECTURAL ASSISTANT, Grade A.P.T. V (£595-£645), on the established staff.

The appointment will be subject to the provisions of the Local Government Superannuation Act, 1937, and the successful candidate will be required to pass a medical examination.

Application forms can be obtained from G. R. Barnsley, F.R.I.B.A., County Architect, Shire Hall, Warwick.

L. EDGAR STEPHENS,

Clerk of the Council. 9581  
Shire Hall, Warwick.

## SALOP COUNTY COUNCIL. COUNTY ARCHITECT'S DEPARTMENT. APPOINTMENT OF SENIOR ASSISTANT ARCHITECT (A.P.T. GRADE VIII).

Applications are invited for the appointment of a Senior Assistant Architect, on A.P.T. Grade VIII (£760 to £835 per annum).

Applicants should be Registered Architects, preferably Members of the R.I.B.A., with good experience and a keen appreciation of the design and construction of modern buildings.

A separation allowance of not exceeding 30s. a week will be paid to a married officer taking up the appointment, together with third-class return railway fare once a month to visit his family, such allowances to be limited to a period of six months or until such time as the officer is able to obtain accommodation for himself and his family in Shropshire, whichever is the earlier.

Application forms and conditions of the appointment may be obtained from The County Architect, C. H. Simmons, F.R.I.B.A., Dip.T.P., Column House, London Road, Shrewsbury, to whom they must be returned, accompanied by copies of three recent testimonials, not later than Saturday, 10th October, 1953.

G. C. GODDER,

Clerk of the Council. 9582  
Shrewsbury, September, 1953.

## WEST SUSSEX COUNTY COUNCIL.

**COUNTY ARCHITECT'S DEPARTMENT.**

Applications are invited for the appointment of an ASSISTANT ARCHITECT, at a salary in accordance with Grade V, A.P.T. Division (£595 to £645 per annum), of the National Scales of Salaries.

Further particulars should be obtained from the County Architect, County Hall, Chichester, to whom detailed applications must be submitted not later than the 30th September, 1953.

T. C. HAYWARD,

Clerk of the County Council. 9568  
County Hall, Chichester.

**PADDINGTON BOROUGH COUNCIL** require ASSISTANT QUANTITY SURVEYOR (A.P.T. V, £625 to £675 p.a., £10 p.a. less if under age 26).

Final R.I.C.S. (Quantities Section) or at equivalent stage of qualification. Following experience essential: taking off, working up, abstracting, billing; dealing with final accounts; negotiations with contractors; interim and final measurements for certification purposes; and ability to control junior assistants.

Applications (age, qualifications, past and present appointments, experience, names of three referees) to the Town Clerk (A.127), Paddington, W.2, by 1st October, 1953. 9573

## LANCASHIRE COUNTY COUNCIL—PLANNING DEPARTMENT.

**PLANNING ASSISTANT (ARCHITECTURAL),** A.P.T. Grades I-IV (£465-£645), required at Preston. Candidates should be studying for, or possess, an architectural qualification. Salary will be according to qualifications and experience.

Applications, giving age, experience, qualifications, present salary and two referees, to County Planning Officer, East Cliff County Offices, Preston, by 7th October, 1953. 9563

## BOROUGH OF WORTHING. BOROUGH ENGINEER'S DEPARTMENT.

Applications are invited for the appointment of an ASSISTANT QUANTITY SURVEYOR, on Grade A.P.T. IV, of the National Joint Council Scale of Salaries (i.e., £555, rising to £600 per annum).

Applicants should have passed at least the Intermediate Examination of the R.I.C.S., Sub-section III, and must be capable of and have had experience in abstracting and billing and measurement of works on site. Experience in "taking off" and the preparation of Bills of Quantities for new works would be an advantage.

The appointment is subject to the National Scheme of Conditions of Service of Local Government Officers, to the Local Government Superannuation Act, 1937, and to the successful applicant passing satisfactorily a medical examination. Housing accommodation, if required, will be made available.

Applications, endorsed "Assistant Quantity Surveyor," stating age, status, qualifications, experience, present and past appointments with dates, and accompanied by copies of at least two testimonials should be sent to the Borough Engineer, Town Hall, Worthing, so as to reach him not later than Thursday, the 1st October, 1953.

ERNEST G. TOWNSEND,

Town Clerk. 9574  
Town Hall, Worthing.  
11th September, 1953.

## CIVIL SERVICE.

**QUANTITY SURVEYORS AND ASSISTANT QUANTITY SURVEYORS** required throughout the United Kingdom by Admiralty, Air Ministry, War Office, and Ministry of Works, occasionally overseas by War Office. Although unestablished these posts have long term possibilities. In London, salaries for those suitably qualified and experienced, over 26 years of age, range from £600 to £1,200 per annum, plus pay additions. Slightly lower in the provinces. Vacancies also exist for Quantity Surveying Assistants and others, having some experience in a quantity surveyor's office, at salaries ranging from £350 per annum upwards (plus pay addition).

Write, quoting reference J.Q.S. to Room 403, M.L.N.S., Technical and Scientific Register, 26, King Street, London, S.W.1. 9589

**MUNICIPAL COUNCIL OF GEORGE TOWN,  
PENANG, MALAYA.  
TOWN PLANNING AND BUILDING  
DEPARTMENT.  
APPOINTMENT OF ASSISTANT ARCHITECT.**

The Municipal Council of George Town, Penang, invites applications for the post of Assistant Architect in the Town Planning and Building Department.

Applicants must be British subjects, preferably between the ages of 20 and 30 years.

Qualification required for the post is that applicant must be an Associate Member of the Royal Institute of British Architects, and also have had some practical experience since qualifying.

The appointment will be a temporary one on a three years' agreement. The commencing basic salary will be in the Professional Officers' Salary Scale of \$829-36A-852-912-36A-1,200. The point of entry will be according to the experience and qualification of the candidate, but will not be above \$672 per month.

At present there is also a cost-of-living allowance and an expatriation allowance.

Total annual emoluments will be:—  
For basic salary at minimum of the scale (\$528): Bachelor, £1,218; married man, £1,440 12s.; married man (with children), £1,531 12s.

For basic salary at highest point of entry (\$672): Bachelor, £1,386; married man, £1,709 18s.; married man (with children), £1,800 8s.

(One Malayan dollar = 2s. 4d.)

In addition to the above, a transport allowance will be paid at the rate of £14 per month for the use of a motor car on duty.

Fourteen days' local leave in each calendar year will be granted.

Free passages to Penang and back to the United Kingdom will be provided for the successful candidate, his wife and children under 12 years old, by sea or air in accordance with regulations, and also housing accommodation with heavy furniture at a low rental or a housing allowance in lieu thereof. To be successful candidates will be required to pass a medical examination and to contribute to the Council's Provident Fund.

On simultaneous termination of the agreement and of the Assistant Architect's service with the Council, he will be granted 45 days' full pay leave for each year of satisfactory service completed and 27 days' sea travel time on full pay. He will be paid a gratuity of £50 for each completed 3 months of satisfactory service, and his own contributions to the Provident Fund will be refunded.

Applications, in duplicate, giving full particulars of education, technical training, qualifications, and practical experience, together with copies of three recent testimonials (also in duplicate), should be addressed to Messrs. Allen & Williams (agents to the Municipal Council), 1, Victoria Street, London, S.W.1. on or before Wednesday, 7th October, 1953. 9580

**HAYES & HARLINGTON URBAN DISTRICT  
COUNCIL.**

**SENIOR ARCHITECTURAL ASSISTANT.**

Applications are invited for the above appointment in the Department of the Engineer & Surveyor at a salary in accordance with A.P.T. Division Grade V of the Scales of Salaries, i.e., £595 rising to £645 per annum plus London "Weighting" at present amounting to £30 per annum at 26 years of age and over. The commencing salary for the appointment is in accordance with the minimum of the scale.

Preference will be given to applicants who have passed the Intermediate Examination of the R.I.B.A. and who have had experience of housing work with a local authority.

Forms of application may be obtained, upon receipt of a stamped addressed envelope, from the Engineer & Surveyor, Town Hall, Hayes, Middlesex, to whom completed applications must be returned by 9 a.m. on Monday, the 12th October, 1953. The envelope containing a request for a form of application should not be endorsed.

A. E. HIGGINS,  
Clerk of the Council. 9597

**CITY OF NOTTINGHAM.  
ASSISTANT QUANTITY SURVEYOR,  
GRADE VII.**

(£710 to £785 per annum).

Applications are invited for the above position from persons with ability to carry out all duties including the preparation of Bills of Quantities, Estimates, Final Accounts, and the supervision of Prime Cost Contracts for important building and civil engineering schemes. They should be Chartered Surveyors qualified by examinations in Quantities or who have had pre-war experience in a similar capacity.

The appointment is subject to the provisions of the Local Government Superannuation Act, 1937, as amended by Part XI of the Nottingham Corporation Act, 1952.

Applications are to be made on forms to be obtained from R. M. Finch, O.B.E., M.I.C.E., City Engineer and Surveyor, Guildhall, Nottingham, to whom they must be returned not later than Wednesday, 7th October, 1953.

T. J. OWEN,  
Town Clerk. 9594

**CITY OF COVENTRY** require qualified CHIEF TECHNICAL ASSISTANT in Development Control Section, A.P.T. VII (£710-£785). Housing accommodation may be provided. Application forms, etc., from City Architect, Bull Yard, Coventry, to be returned by 10th October. 9593

**HACKNEY BOROUGH COUNCIL** invite applications for the appointment of ASSISTANT ARCHITECT at a salary in accordance with Grades A.P.T. VII-VIII (£710-£835 p.a.) plus London Weighting Allowance. The commencing salary may be fixed at point above the minimum according to the qualifications and experience of the successful candidate.

Candidates must be Associate Members of the Royal Institute of British Architects, with good architectural ability and experience in the preparation of designs and specifications for housing schemes and other buildings.

Conditions of appointment and application form obtainable from me upon receipt of a stamped addressed foolscap envelope.

Applications endorsed "Assistant Architect" returnable not later than first post on 12th October, 1953.

DUDLEY SORRELL,  
Town Clerk. 9596

Town Hall, Hackney, E.8.  
16th September, 1953.

**BRADFORD EDUCATION COMMITTEE.  
TECHNICAL COLLEGE, BRADFORD.**

Applications are invited for the appointment of SENIOR LECTURER in the Department of Civil Engineering, Architecture and Building in the College. Applicants should preferably hold qualifications of the Royal Institute of British Architects and of the Royal Institution of Chartered Surveyors.

The salary scale for men, which is according to the Burnham Technical Award, will be from £1,040 to £1,190 per annum.

Further particulars and forms of application may be obtained from the Director of Education, Town Hall, Bradford, and completed forms should be returned to the Principal of the College as soon as possible.

A. SPALDING,  
Director of Education. 9598

**LEWISHAM METROPOLITAN BOROUGH  
COUNCIL.**

**CLERK OF WORKS** required on the Council's temporary staff, to supervise the erection of houses and flats. Experience of supervision of large building work essential. Salary scale: £555-£600 per annum, plus £30 London "weighting." (A.P.T., Grade IV.)

The appointment will be subject to the Rules and Regulations of the Council from time to time in force relating to temporary officers, to termination by one month's notice on either side, and to the successful candidate passing satisfactorily a medical examination.

The person appointed will be required to devote his whole time to the duties of the post.

Applications in writing, stating age, qualifications and experience, should be addressed to the Borough Architect, Council Offices, Canadian Avenue, Catford, S.E.6. Closing date: 7th October, 1953.

Canvassing, either directly or indirectly, will be a disqualification. 9587

**CITY OF MANCHESTER EDUCATION  
COMMITTEE.**

**REGIONAL COLLEGE OF ART, MANCHESTER.  
APPOINTMENT OF PRINCIPAL.**

Applications are invited from persons with high qualifications in art for the post of Principal. Candidates should have had wide experience in art education, and should be able to relate their knowledge to the needs of industry.

Salary in accordance with the provisions of the Burnham Further Education Report, 1951, £640-£850-£1,440. The commencing salary will be determined by having regard to the qualifications and experience of the candidate who is appointed to the post.

Application forms and further particulars may be obtained (stamped, addressed foolscap envelope), from the Chief Education Officer, Education Offices, Deansgate, Manchester, 3, to whom completed applications should be returned by 14th October, 1953. 9586

**POPLAR BOROUGH COUNCIL** invite applications from persons who have passed R.I.B.A. Intermediate Examination or equivalent, and worked in an Architect's office for two years, for unestablished post of ARCHITECTURAL ASSISTANT. A.P.T. IV (£555-£600 per annum, plus London "weighting"). Forms obtainable from the Borough Engineer and Surveyor, Poplar Town Hall, Bow Road, E.3. Closing date, first post Monday, 12th October, 1953. 9595

**CITY OF OXFORD EDUCATION COMMITTEE.  
COLLEGE OF TECHNOLOGY, ART AND  
COMMERCE.**

Applications are invited for the post of HEAD OF THE ARCHITECTURE AND BUILDING DEPARTMENT.

Applicants should hold the Associateship of the Royal Institute of British Architects, and should have had both teaching and professional experience. The person appointed must be prepared to take responsibility for the building trades as well as the architectural side of the Department.

The Department is recognised as Grade III on the Burnham Technical Scale, and the salary scale is £1,190-£255-£1,340.

Forms of application and further particulars may be obtained from the Chief Education Officer, City Education Office, 77, George Street, Oxford, to whom completed forms must be returned not later than a fortnight from the appearance of this advertisement. 9588

**BRADFIELD RURAL DISTRICT COUNCIL.  
ASSISTANT IN THE HOUSING  
DEPARTMENT.**

Applications are invited for the above appointment at a salary according to Grade I of the A.P.T. Division, commencing at £465 per annum, increasing annually by £15 to £510.

The appointment is superannuable, and the successful applicant will be required to pass a medical examination.

Applicants must possess a good practical knowledge of the preparation of building quantities.

Applications, giving full personal particulars, with details of present appointment and experience, must be delivered to the undersigned not later than Wednesday, 7th October, 1953. Applicants should state the names of not more than two referees as to character and ability.

Canvassing in any form, either directly or indirectly, will be a disqualification.

H. A. CHAMP,  
Clerk of the Council. 9590

Council Offices, 26, Bath Road, Reading.  
16th September, 1953.

**Competition**

6 lines or under, 12s. 6d.; each additional line, 2s.

**COUNTY OF CORNWALL.  
PROPOSED SECONDARY MODERN SCHOOL,  
FALMOUTH.**

The County Council propose to hold a limited competition for the design of the above buildings, estimated to cost £184,000, and in consultation with the Royal Institute of British Architects have appointed Mr. Howard V. Lobb, C.B.E., F.R.I.B.A., Assessor to advise them on the conduct thereof.

Registered Architects willing to compete should send in their names to the undersigned by the 31st October, 1953, giving such information as they may think likely to advance their claims to be admitted to the competition.

From these names it is proposed to select a limited number to compete, each competitor receiving the sum of £350 for the preparation of his design.

It is expected that the competition conditions will be available early in November, and that a period of one month will be available in which competitors may raise any questions, the final design being submitted by the middle of March, 1954.

All applicants must be prepared to work to this programme and to agree to prepare the necessary working drawings to enable tenders to be received to allow a start to be made on the work during February, 1955.

E. T. VERGER,  
Clerk of the County Council. 9575

County Hall,  
Truro, Cornwall.

**Architectural Appointments Vacant**

4 lines or under, 7s. 6d.; each additional line, 2s.

The engagement of persons answering these advertisements must be made through a Local Office of the Ministry of Labour or a Scheduled Employment Agency if the applicant is a man aged 18-64 inclusive or a woman aged 18-59 inclusive unless he or she is, or the employment, is excepted from the provisions of the Notification of Vacancies Order, 1952.

**ASSISTANT** required for large general Architectural Practice with offices in Maidenhead. Some experience in specification writing essential. Salary £300 to £500, according to experience. Box 8933.

**EXPERIENCED ASSISTANT** required for busy office in Worcester. General Practice. Capable of carrying out work from sketch plan to final account, including site supervision. Apply in first instance, stating salary required to Willis, Llewellyn Smith & Waters, 103, Old Brompton Road, S.W.7. 9581

**VACANCY** arises for Articled Pupil (Architectural or Building Surveying) in City firm. Box 9468.

**CLIFFORD TEE & GALE F/R.I.B.A.** require Architectural Assistant for industrial work in their office at 43, Frederick Road, Birmingham, 15. Five-day week. 9511

**ARCHITECTURAL ASSISTANT** required by Architects' Department of old-established firm of West Surrey Chartered Surveyors. Salary: £550-£600 per annum. Pension scheme. Specification writing essential, together with good draughtsmanship. Apply Mann & Co., 3, High Street, Woking. 9591

**EXPERIENCED ARCHITECT** required by Kuwait Oil Company for service in Kuwait. Appointment is for 1 year only. Would be required to work in Architectural Department and should possess good general experience. Age under 40. Salary according to experience. Generous allowances, kit allowance. Write for application form giving brief personal details to Box B/65, c/o 191, Gresham House, E.C.2. 9565

**FOWLER, GROVE & HAGGAR**, Chartered Architects, 140, Lodge Road, Southampton, require Junior Assistant. Salary according to qualifications and experience. 9569



**ARCHITECTURAL** and/or **Surveying** Assistants required, approx. Inter. Std. R.I.B.A./R.I.C.S. (Building) to work in Romford area. Apply stating exp. and salary reqd. to Box 9570.

**ASSISTANT ARCHITECT / QUANTITY SURVEYOR** required in Architect's Department of East Coast Brewery. Write giving full particulars of experience, age and salary required to the Secretary, Hewitt Brothers Limited, The Tower Brewery, Grimsby. 9576

**ARCHITECTURAL ASSISTANT** required in Westminster office of Consulting Engineers for work in connection with designs of Power Stations, Industrial Buildings, Administrative Office Blocks, etc. Apply stating age, experience and qualifications. Box 9583.

**TWO MEDIUM ASSISTANTS** required at once. may be school or office trained but must have London experience. Write fully Richardson & McLaughlan, L.L.R.I.B.A., 14, Sackville Street, W.1. 9584

**SENIOR ARCHITECTURAL ASSISTANT** required by London Architects for preparation of working drawings. Previous office experience essential. Apply Box 9605.

### Architectural Appointments Wanted

**SENIOR ASSISTANT** (age 35), school trained, 15 years' varied office experience, neat, accurate, quick draughtsman, excellent references, desires engagement in London area, or Southern Counties if accommodation available. Salary: £780 per annum. E. McKeown, 25, Church Road, Barnes, London, S.W.13. 763

**EXPERIENCED SENIOR ASSISTANT**, A.R.I.B.A., desires change. Present position in full charge contracts, £10,000 upwards, industrial work, etc. Offers to Box 9533.

**ARCHITECT**, 36, qualified, school trained, 15 years' wide experience of all kinds and stages of architecture, seeks senior position in London office. Box 768.

**ARCHITECTURAL ASSISTANT**, part school trained, Final standard, 6 years' varied experience, seeks responsible position with a future. Box 9602.

**ASSISTANT**, 25, passed final R.I.B.A., seeks senior position with small contemporary firm, Central London. Six years' private office experience and at present handle whole jobs from sketch design to final account, including site supervision. Car owner. BUC. 3390. 769

**SENIOR ASSISTANT** (26), part Finals, 8 years' practical experience, urgently requires position, even if only temporary, in preferably contemporary office in South East England. J. L. Smith, 4, High Street, Sandown, I.W. 770

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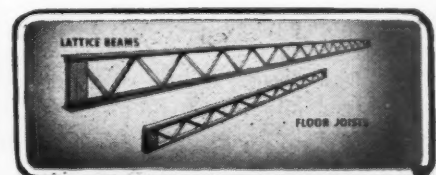
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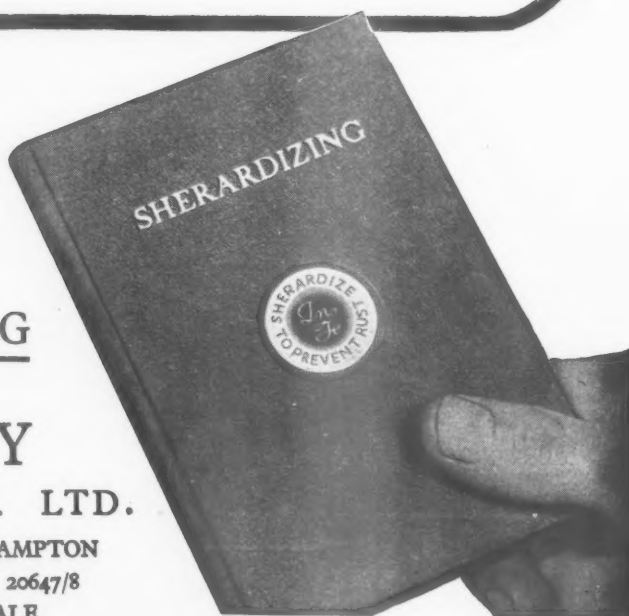
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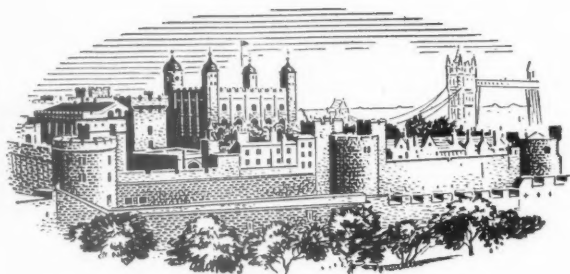
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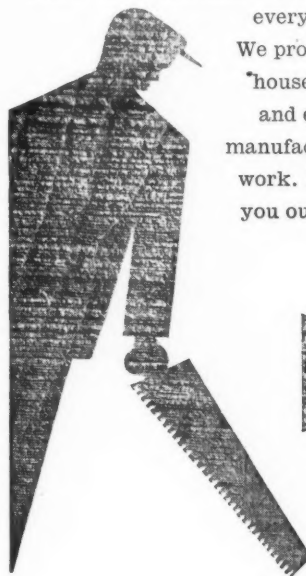
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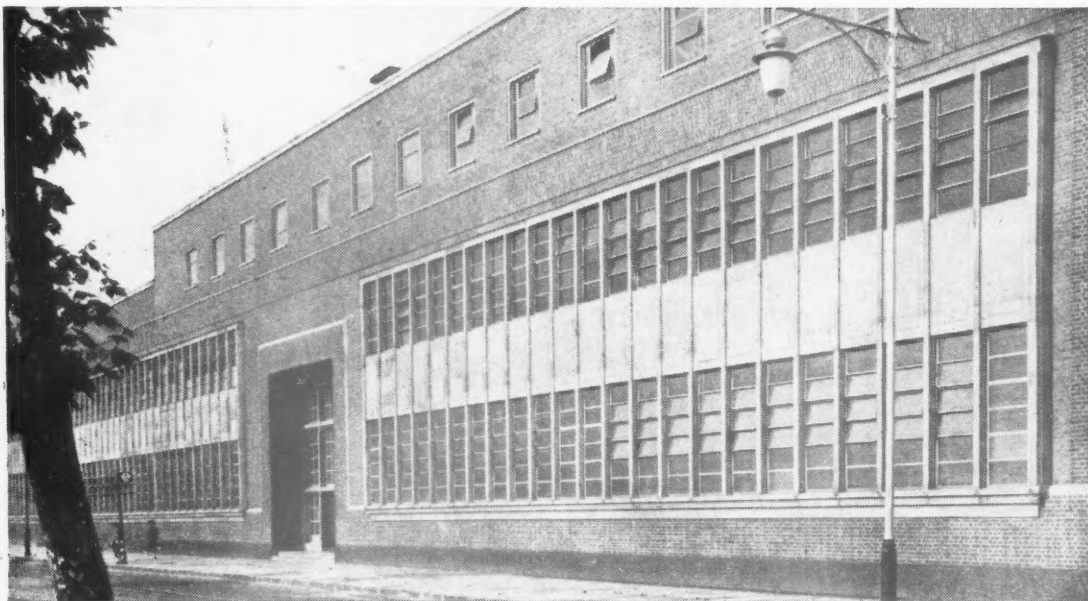
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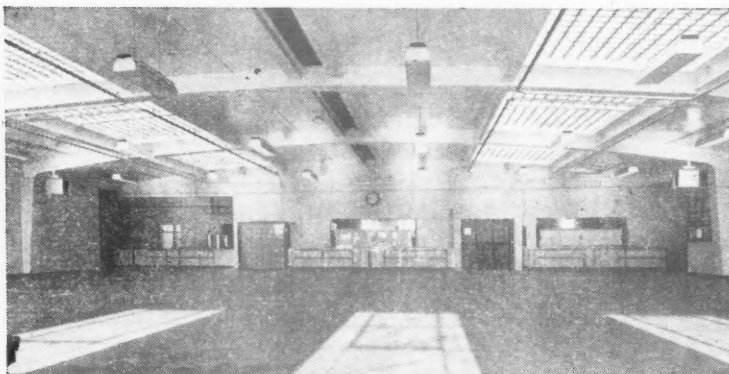
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