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OUR COVER

The dramatic picture on this month's cover shows the interior of the First Baptist Church in Longview. The design for this outstanding building brought to its architects, the firm of Wilson, Morris, Crain & Anderson of Longview and Houston, an Award of Commendation from the Northeast Texas Chapter, American Institute of Architects. For other winning designs in the Chapter's annual awards program, turn to pages 6 and 7 of this issue.

The President's Letter

By

JACK CORGAN

President

Texas Society of Architects



The "Golden Decade," the "Soaring Sixties" — these and a great many more glowing, descriptive terms have been applied by economists to the new year and the new decade we are just entering. A burgeoning economy coupled with and partly the result of an exploding population paints a picture of prosperity for the nation in general and for Texas in particular.

In view of the prospects for the coming year and the several years to come, the theme of the T.S.A. Convention in Austin last fall becomes particularly significant. "We look at the Architectural Profession," "The T.S.A. looks at itself." Dr. Lawrence Haskew, Vice-President of the University of Texas, in a speech at the Convention said, "Architecture has arrived as a profession — it is now a dependable, reliable, technological profession." Those words generated a warm feeling within his listeners. Dr. Haskew also said, "No other profession has improved itself and its public relations more in the past 10 years than has the practice of Architecture." One could very easily add, "Perhaps no other profession had further to go."

Whether we believe as Dr. Haskew, that Architecture has reached maturity, or as others do, that the profession is still a 'growing boy,' it is evident that the climate for the next several years is a most healthy one.

It is our hope and belief that the architects of Texas will meet the exciting challenge forecast by the economists for the next decade, and that the practice of Architecture will continue to grow in stature and earn its rightful place among the honored professions.

The Profession of Architecture has honored me by awarding me the privilege of serving as President of the Texas Society of Architects. Those who have preceded me have made this a very pleasant and interesting chore, and I expect this year to be a most rewarding one.

(Editor's note) The enthusiastic response to R. Graham Jackson's speech entitled "Planning a School Building?", which was reprinted in the December TEXAS ARCHITECT, has been most gratifying to the editors. This fine article has brought requests for extra copies from all parts of the State and has been repeatedly praised. It is regretted, therefore, that the paragraph of editor's notes, which identified Mr. Jackson, was omitted from the article because of space limitations. We are pleased to point out that Mr. Jackson was President of the Houston Chapter, A.I.A., at the time his excellent speech was presented and is a partner in the firm of Wirtz, Calhoun, Tungate and Jackson in Houston. He is also Past President of the Houston Chapter of the Construction Specifications Institute. He has served in many valuable capacities in the Houston Chapter and in the Texas Society of Architects.

INDIANOLA

By EUGENE GEORGE, JR., AIA

SOMEDAY, when you're in Port Lavaca, take the drive south on State Highway 238. After you've gone five miles, veer left on the road marked 316. The flat coastal plains may at first seem monotonous, but they will become less so as one begins to see more and more of the sea. Presently, a tall monument dedicated to the memory of René Robert Cavelier Sieur de la Salle and his ill fated colony will loom up before you. It is now wise to abandon your car and to proceed beyond the monument on foot down the easy beach.

Before you go, however, look back up beyond Port Lavaca toward a place called Garcitas Creek. If the weather were clear, and if it were a certain day early in 1689, you might just make out a plume of smoke. That plume of smoke would dash the final hopes for a French colony in Texas. Presumably, the Indians who destroyed them were the Erigoannas, a branch of the cannibalistic Karankaways. It had been known that the French were making peace with the Ebahamos; it was also known that the Erigoannas and the Ebahamos were deadly enemies. Had you been able to see that plume of smoke, you might have noticed also some wreckage along the beach.

This would be either from the *Amiable* grounded and lost at Pass Cavallo in February, 1685; or, that last connecting link with the French homeland, the *Belle* wrecked on the first day of March, 1685, near Palacios.

Another plume of smoke would have caught your eye had you shifted your vision a bit more southward across the bay. It would be the 8th day of August, 1840; and the flames would indicate a raid. Comanches came into the settlement of Linnville like a herd of wild horses, riding low and unexposed. The citizenry of Linnville, except for the one who was killed when he went back for his watch, took to their boats and were saved. From there they watched their town burn. They never went back. Perhaps, though, you would have joined Felix Huston, Ed Burleson, and Ben McCulloch to go after them. Riding hard, and trailing them along the Guadalupe, you would overtake them three days later near Lockhart at a place called Plum Creek. Never again would the Comanche raid along the Guadalupe.

But the beachcombing is still good if you work on beyond the monument. Looking seaward, the bay

which is now called Matagorda was once called Espiritu Santo, though that name is now reserved for a very shoal area between the eastern end of Matagorda Island and the mainland. "Espiritu Santo" means "Holy Ghost"; and though some of the ghosts are still there, many are not so holy.

As recent as 1817 you might have seen a full rigged ship cautiously sounding its way into the bay. That would be the ship of the pirate Louis-Michel Aury. Aury had been successful at Galveston before Lafitte had displaced him. The capture of one Spanish ship alone had netted him cargo and specie valued at \$778,000 on the New Orleans market. But apparently Aury was not impressed by Matagorda Bay as a new base of operation, for he quickly departed southward.

Still looking seaward some nineteen or twenty years after Aury, you would have smelled the wood smoke as a rather peaceful steamboat hissed by. Possibly its scroll sawed name would be *Constitution*. If not, it would either be the *Columbia* or the *Comanche*—as all three belonged to one Charles Morgan, and Morgan was looking for trade. Eventually, he would establish a terminus and chief port for the Morgan Lines. This port would become a town called Powderhorn, and you are approaching its outskirts.

IN the outskirts of Powderhorn you would see holding pens for entire herds of longhorns, and these vast herds would be moved via water to Cuba and other points east. You might notice that industry is getting underway. Canning establishments for wild turkeys and turtles are beginning to bring prosperity to the community. Thousands of prime flint buffalo hides are awaiting shipment to be made into English leather.

The incoming cargo would be even more interesting. The tools came that were to push back a frontier. These products of more civilized lands came in quantity in crates, barrels, and bales. And once

(Continued on Next Page)

THE AUTHOR, Eugene George, Jr., AIA, is a practicing architect in Austin and a member of the School of Architecture faculty at the University of Texas. A native of Wichita Falls, he received his bachelor's degree in architecture from Texas in 1949 and his master's from Harvard in 1950, then practiced in Dallas and Corpus Christi before moving to Austin. He is married and is the father of two

little girls, one three years old and the other three months old. Gene has been interested in old forts and ghost towns, he says, "for as long as I can remember." Within the past few years, he has had an opportunity to delve deeply into this fascinating subject and is now in the process of gathering material from which he plans to write a book on old forts.

(Continued from Page 3)

in awhile came slaves.

Then there were the people who came who would use the tools. In 1843, German colonists led by a Prince Carl of Solms-Braunfels entered en route to other parts of Texas. The German traffic was to continue, and after a time Powderhorn was renamed "Karlshaven." It was not an easy time, for often came the cholera.

KARLSHAVEN soon was rechristened for the last time. Its new name was "Indianola."

In 1850, Indianola was established as the military depot for the Department of Texas. New activities began as a result of this new role. Federal commissioners met to establish a boundary between the United States and Mexico under the Treaty of Guadalupe Hidalgo. A Lieutenant Colonel named R. E. Lee came all the way from Camp Cooper near present Albany, Texas, to be on a courtmartial board. The town was growing. There was that day in April, 1856, when two shiploads of camels were unloaded at one of the long piers, and padded away toward the arid regions of west Texas for service against the Indians.

The Morgan Lines continued to improve its service. By 1858, Indianola had three sailings weekly to Galveston as well as two to New Orleans. Also, in January, 1858, the Indianola Railroad was chartered; and Indianola was getting a stronger link into the interior. You can see remnants of the old railway bed as you walk along. Business was good, warehouses were full, and ships were moving.

Then came the war, and all was quiet. Once in a great while a Yankee raiding party would descend on the town looking for some Confederate soldier who might have ridden in on leave from the interior. Some say, however, that the Yankees came to see the girls who lived there. But, with the cessation of hostilities, the town prospered as before. Its growth continued with incident.

There was that excitement on March 11, 1874, when William Sut-

ton came to town. Sutton was a participant in the Sutton-Taylor feud which had coursed through much of Texas during the previous decade. It was known that Sutton was trying to leave the country. It was also known that among the strangers in town there were members of the Taylor faction who were determined that he would never leave Indianola alive. All day long Sutton's wife stood in front of him as a shield. Finally, the packet arrived; and they were safe aboard. Sutton came out for a last look at Texas before departure. He was killed as he stood by the railing, and killed with him was his friend Gabriel Slaughter.

Or, you might walk on down toward the center of town. Between the two story wooden houses with their silo-like cypress water cisterns, you can see the courthouse. There are many people in town today in addition to the 6,000 who make it their residence. Bill Taylor is to be tried in that very courthouse. It is the 15th of September, 1875; and before nightfall that courthouse will exist only as a few foundations. Taylor will have made good his escape inland.

How it began, no one knows for sure. Perhaps the bells started ringing of their own accord as the winds increased. Or, perhaps it was the fact that bay water was being blown into the main street of town. However it began, Indianola was soon becoming the victim of a major Gulf hurricane. It was possible to make a survey of the wreckage two days later. Only eight houses stood undamaged. They never knew how many drowned, so loss of life was estimated at over 150 and less than 300.

THE town was partially rebuilt, but it was not the town that people had known before. People knew that it would never be the same. For one thing, the cattle shipping had declined. An overland trail named for Jesse Chisholm made it easier to move cattle northward to Kansas rail heads than to move them out by water. The days of the buffalo were numbered, and the hide

and tallow business was hitting its first slump. Then there was that problem with Galveston. Galveston now had a railroad through to San Antonio. Trade which had been coming to Indianola was being shunted off eastward. Many people moved elsewhere because they were afraid that there might be another storm.

THAT storm blew in with full fury on the 19th of August, 1886. People said that it was worse than the other storm. It was more devastating, and then there were the fires which followed. It caused less damage only because there was less to be damaged. Thankful to be alive, the survivors abandoned Indianola to the elements.

As you go on down the beach you will see concrete bases for the wooden cisterns. By one of these foundations there grows an ancient tamarist tree—the only living remnant of Indianola. Now and then you might pick up a piece of a cast iron stove, or a New Orleans brick, or a fragment of Victorian china. Retracing your steps you might walk out on the courthouse foundation. You might wonder about the Bill Taylor who was never brought to trial that day. There was a Taylor killed by a Sutton right after Christmas that year, but it was not Bill—who seems to have faded into obscurity. With this killing the feud proper came to an end.

The camels increased, and then were abandoned. Some were seen as far away as California. What of Charles Morgan and the Morgan Lines? Morgan eventually went into the railroad business along with his other enterprises. Much of his energy was spent toward making the city of Houston a successful inland port. There was a steamer sunk during that second storm, and for years its rusting boiler stood in full view not far from the courthouse foundation. It's still noted as an obstruction on the most recent navigation charts. Two of the bells that rang at Indianola have been recovered. Look for them in front of one of the seafood restaurants when you pass back through Port Lavaca.

Meet Jack Corgan

TSA's new president is a busy man

— who gets things done!

“JACK CORGAN,” said an associate, “is a good organizer who weighs a situation carefully and studiously. And when he moves, he moves straight ahead on course of the objective.”

Many architects first became acquainted with Corgan's organizational proficiency in 1957 at Dallas. More and more people came to credit that TSA convention's success to his determined and methodical handiwork.

An earnest advocate of TSA and the profession, Corgan served as president of the Dallas Chapter, A.I.A., in 1950. He became widely acquainted with professionals throughout the state during his tenure as secretary-treasurer of TSA in 1952, and vice president in 1958. Often voiced ambitions of the new president are that each A.I.A. chapter in Texas be firmed into a well-functioning unit and that architects make better known their profession in their respective communities by personal civic participation.

“I firmly believe,” Corgan commented recently, “that every architect and professional man should participate in all civic and community affairs.”

As for this busy father of two children—blonde, blue-eyed Susan, 11, and dark complexioned, black-eyed Jack II, 14—TSA's new prexy finds time to practice his community credo. You might find him at a meeting of the Dallas Chamber of Commerce, the Variety Club, Big D's active Salesmanship Club or enjoying the sociability of the Dallas Athletic Club. A trustee and finance officer of the Highland Park Inde-

pendent School District, Corgan also serves on the Board of Governors of Northwood Club. He is a steward of the Highland Park Methodist Church.

An avid sports fan from youth, Corgan makes the golfing round in the mid-80's when he finds playing time. He found time to enter the golf tourney at the TSA convention in Ausin last year.

An official at the tournament pairings table asked Corgan, “What is your handicap?”

“Perk,” was Jack's smiling reply.

Perk, if most everyone didn't know, is the former Beulah Marie Clifford who became Mrs. Corgan in 1939, a year after the young Oklahoman who had come to Texas opened his own architectural office in Dallas.

Corgan, Donald K. White and John C. Sparks, Jr., have shared professional ups and downs for 19 years and successfully engaged in general practice of public, private,

commercial and industrial work. Until 1952, the volume largely was in theatre work throughout the Southwest and extending to the West Coast and as far East as Georgia. Other work of the office includes the Dallas County Court and Jail Building and such other Dallas structures as the Structures Test Laboratory Building for Chance-Vought Aircraft, Love Field Terminal Building, American Airlines Maintenance Base; Jefferson Davis School and Northwood Club.

Associate White, who joined Corgan in 1938, has charge of production and design, while Sparks is a structural engineer and became an associate in 1941, when Corgan and White re-opened the office after service in the military.

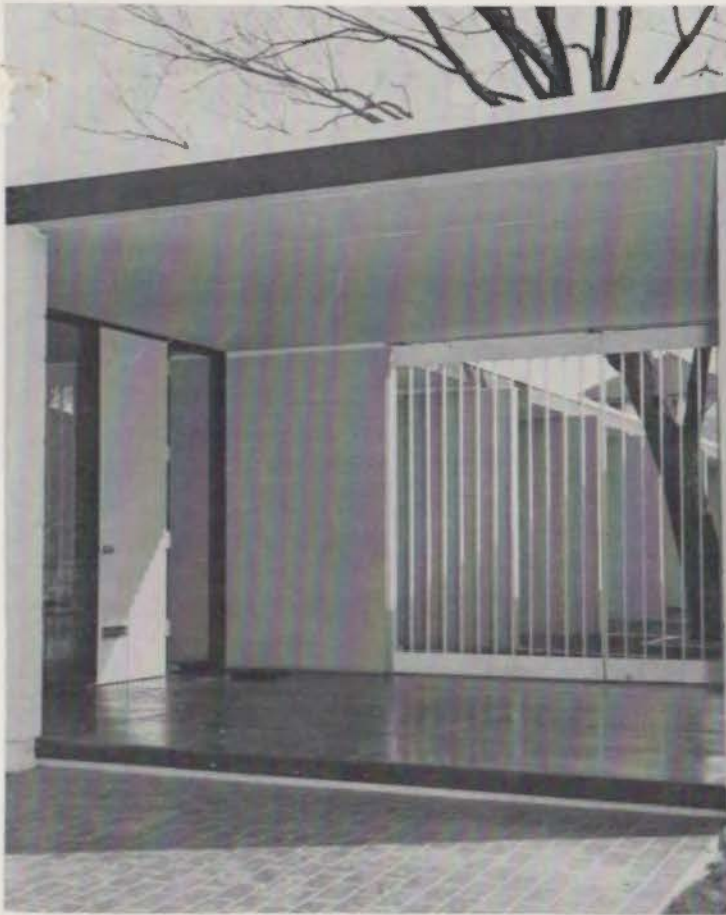
Corgan received his architectural education at Oklahoma A&M College (now Oklahoma State University) after graduation from elementary and high school in Shawnee, Okla., where he spent his boyhood after moving from Hugo, Okla., several years after birth in 1911. During his collegiate years, Corgan served as junior senator and president of the student council and was a member of the college's highly rated boxing team for three years. He was graduated in 1935.

It is this resourceful and aggressive Dallas architect whose stewardship as president will guide the destiny of TSA at the turning year of this new decade.

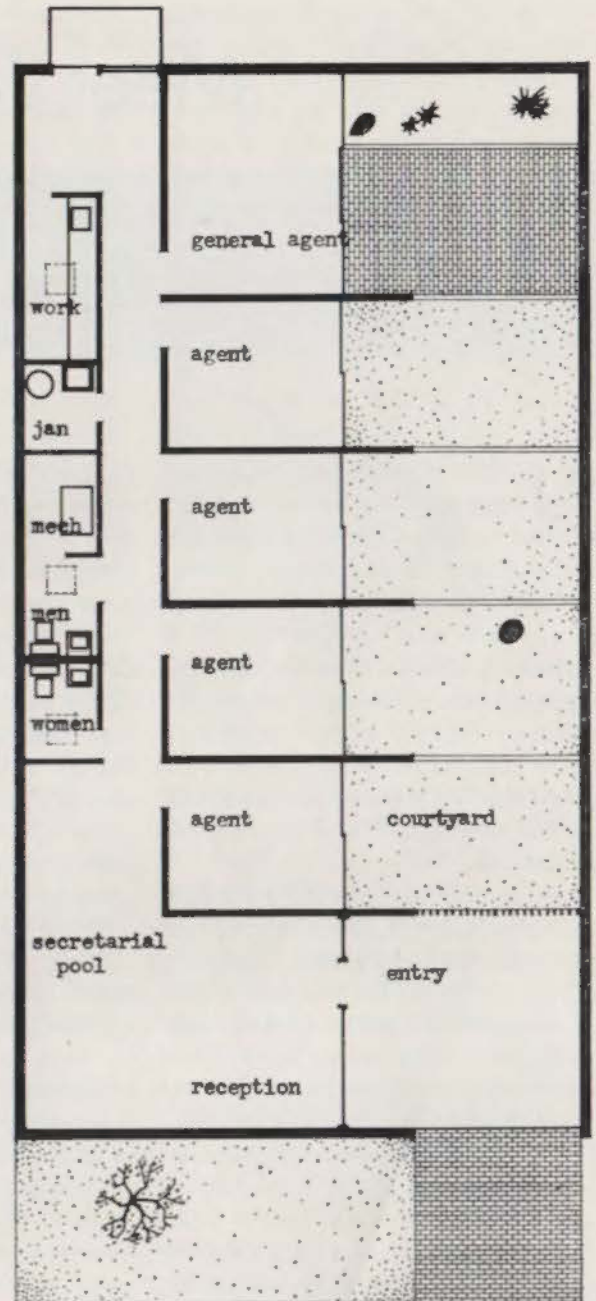
One fellow architect in TSA surmised, “Corgan is a man thoroughly devoted to high ideals for the organization and a president of eminent capabilities.”



JACK CORGAN



The Wyatt Building (above, with floor plan at right) won the Northeast Texas Chapter's top award for Smith & Holmes of Tyler.



WINNING DESIGNS

Three firms share honors in competition sponsored by the Northeast Texas Chapter

A Stillwater, Okla., insurance agency building designed to combine privacy of individual offices with a view from each and still preserve a large tree on the site took the First Honor Award as the Northeast Texas Chapter of the American Institute of Architects inaugurated an Annual Awards Program.

The building was designed by Smith & Holmes of Tyler with Ed J. Romieniec, associate architect. Five private offices facing a pleasant courtyard are featured in the design

for the Wyatt Building, on which Langston Smith, Jr., served as architect.

At the Northeast Texas Chapter's Awards Banquet last month, Awards of Merit were presented to Wilson, Morris, Crain and Anderson of Longview, and to E. Davis Wilcox Associates of Tyler for the Thomas Andrew Woods Elementary School, Tyler.

Wilson, Morris, Crain and Anderson won two Awards of Commendation, one for the B. W. Crain, Jr., residence in Longview and another

for the First Baptist Church of Longview, an interior view of which is on this month's cover. E. Davis Wilcox Associates also won an Award of Commendation for the Delbert J. Powell residence in Tyler.

The jury which selected the winners was composed of Don E. Jarvis, of Fisher & Jarvis, Dallas; J. Victor Neuhas III, of Neuhas & Taylor, Houston, and James C. Morehead, Jr., head of the Department of Architecture, Rice Institute.

Merit Awards



Thomas Andrew Woods Elementary School, Tyler . . . E. Davis Wilcox Associates

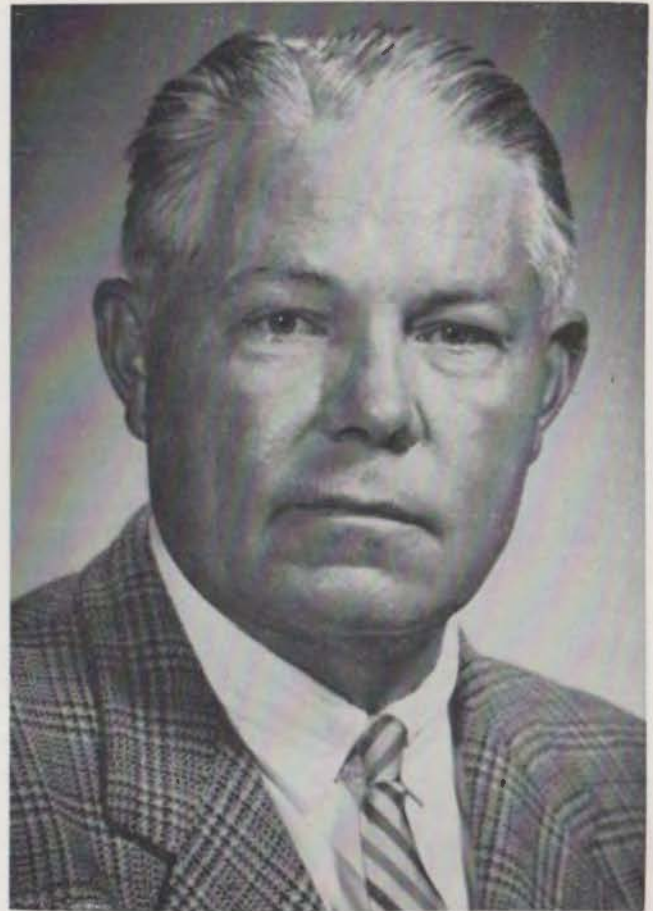


First State Bank Building, Longview . . . Wilson, Morris, Crain & Anderson

E. Davis Wilcox—

ALL-AMERICA

There's no one more deserving
on the Silver Anniversary All-America
than this popular Tyler architect



THERE must have been many times, back there at Georgia Tech a quarter of a century ago, when E. Davis Wilcox wondered if it were worth the effort to play college football and study architecture at the same time.

Both activities, of course, required a huge amount of time as well as ability, desire and determination. Wilcox had more than his share of the latter three qualities; he learned, the hard way, how to budget his time to the greatest advantage.

Wilcox has never regretted the time and effort he put forth, in either football or architectural studies, although he was only the second architectural student ever to play football at Georgia Tech.

Among the valuable lessons gleaned from football, he explained recently, was "having to suffer a little."

"There is a challenge and hardship there not normally found in other college activities," Wilcox told

Sports Illustrated Magazine.

The occasion: the selection of Wilcox on the Silver Anniversary All-America Football Team selected annually by an outstanding panel of judges for *Sports Illustrated*, which explained that the 25 awards were being given "for career achievements to college seniors of 1934, who won their letter in football and who, in the judgments of their colleges and a board of outstanding citizens, have made a telling contribution to American professional, business and community life this past quarter century."

The magazine made it clear that, while all members of this Silver Anniversary All-America were great football players back in 1934, the selections were based primarily on what they had accomplished since they left college—which seems an excellent basis for picking a real All-America Team.

"Their average starting salary was just over \$1,000," said the magazine

in its Dec. 21, 1959, issue. "Twenty-five years later their average income is close to \$50,000 a year, and they are working an average of 65 hours a week to earn it. All love their work, and money appears to be very much a secondary incentive. All are married, with an average family of three children.

"At first glance, they would seem to have little else in common. But when they contemplate their lives to assess what has proved of value, they jell into an unusually single-minded group. All hold with conviction to the ideal of the well-rounded man and to the singular importance of a basic liberal arts education. All believe, to varying extents, in the value of football as a mold of effective and courageous young men. Even scientific men among them dislike the "mere egg-head" and the "narrow specialist."

"They consider themselves today as sports-minded as they were in college, and almost all of them

share this active interest with their families. Most of them are golfers and hunters, with other interests ranging from antique furniture refinishing to mushroom hunting."

WHILE Wilcox seems to fit the general pattern rather well, he is the only architect in the United States to win the coveted honor from *Sports Illustrated*.

With typical modesty that reflected his sense of values, he expressed gratitude for the award with the explanation that it had prompted letters from many old friends and classmates whom he hadn't heard from in years.

"I was particularly interested," he said, "in reading the accounts in the magazine of six of the Award Winners who were members of college football teams—and one a high school team—I played against."

Wilcox, who heads his own architectural firm in Tyler, spends approximately 55 hours each week working. That the time is invested wisely is evidenced by the fact that

his firm has received eight state and national award commendations for four recent school project designs, in addition to many other awards.

The work, of course, leaves Wilcox less time than he would like for other activities.

He describes himself as a "some-time Saturday afternoon golfer, elated when my score is less than 90."

He also finds time for an occasional fishing trip with his two sons, Eric and Marc, and few summer Sundays slip by without his taking them for a swim.

Wilcox also enjoys playing bridge and, once every two or three years, he manages to get away for a hunting trip with a friend of his who is a rancher.

Much of his "spare" time, of course, is devoted to civic work and professional activities.

RECENTLY named a director of the Texas Society of Architects, he is a past president of the Northeast Texas Chapter, American

Institute of Architects.

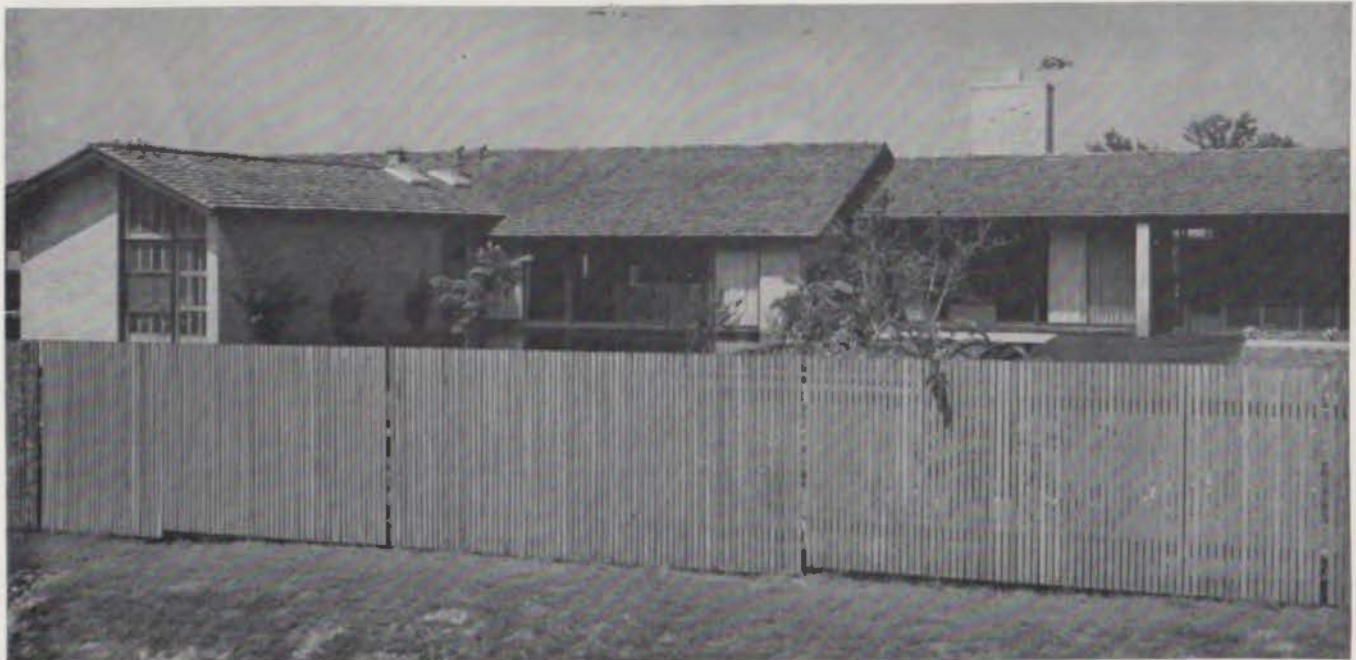
He also has served as a director of the Smith County Youth Foundation, the Texas Rose Festival Association and the Salvation Army of Tyler.

He is also a member of the First Presbyterian Church, the Building Code Committee of Tyler, the Tyler Chamber of Commerce, the American Association of School Administrators, the Elks, the Tyler Club and the Willow Brook Country Club.

All in all, he probably is busier now than he was back in those days at Georgia Tech—although it's quite probable that, at the time, he didn't think that would ever be possible.

A mere listing of the organizations to which he belongs indicates a strong faith in Tyler—which he readily professes.

"I like a small town," he said, "because you're helping to shape your community. This is so important a challenge you have to be good all the time."



About the same time *Sports Illustrated* announced the selection of Wilcox on its Silver Anniversary All-America, the Northeast Texas Chapter of A.I.A. was honoring him for two outstanding designs (see page 6). Shown above is the Delbert J. Powell residence in Tyler, which won an Award of Commendation for the Wilcox firm. It was designed to provide an outdoor-indoor living environment for a couple with one child, with "open" planning to afford spaciousness for frequent entertainment of 50 or more guests. Architectural and landscape design were combined to invite outdoor living and play and to provide a visual as well as actual flow between indoors and outdoors.

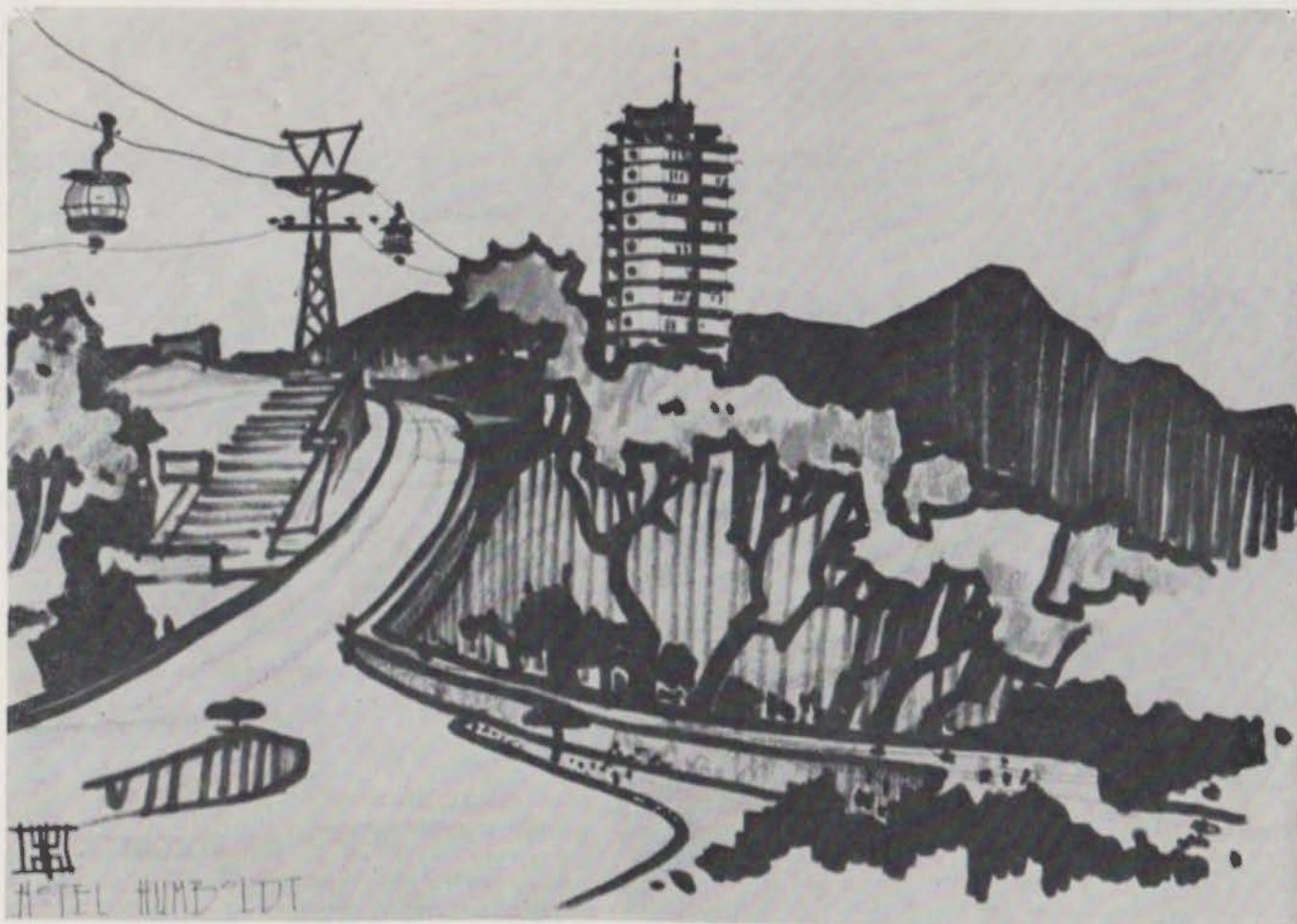
SOUTH OF THE BORDER

A well-known Houston architect

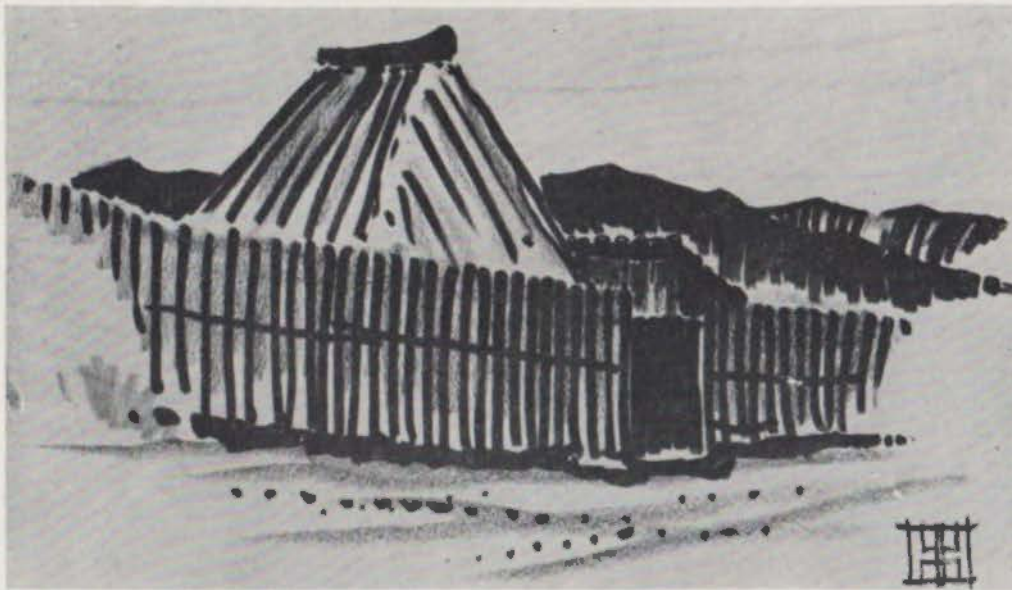
puts his memories on paper . . .

Just one year ago, Karl Kamrath, the distinguished Houston architect, made an extensive tour of South America. Armed with a broad point pen and a heavy white paper sketch

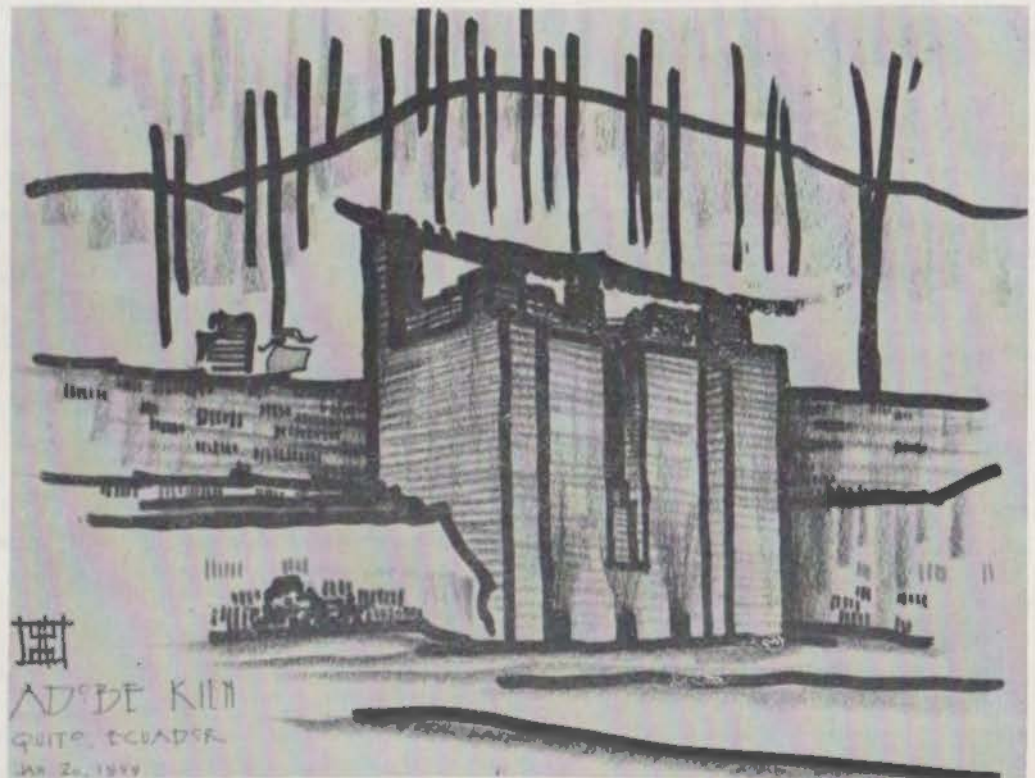
pad, he used the ancient art of architectural sketching to capture some vivid impressions. The sketches presented on these pages resulted and we're happy to share them with you.



Hotel Humbolt . . . Mt. Avila . . . Caracas



Thatched Hut
Santa Maria Jesus
Guatemala



Adobe Kiln
Quito, Ecuador

School Buildings—

*They're one of today's
best bargains — when
they are designed properly*

THE problem of getting and paying for public education affects the average taxpayer more than almost anything else in civil life. It affects both his pocketbook and the welfare of his children. On a broader scale, it affects the welfare of both his community and his nation.

Yet, insofar as the planning of school buildings is concerned, almost nothing is surrounded by so much misunderstanding and confusion — to the detriment of both pocketbook and child.

Each year, the community establishes a budget to pay for all of its public services. Each year, some one-half to two-thirds of that budget is earmarked for education. When taxes are raised, as they have been steadily over the past decade, the property owners who bear the load understandably cast about for some means of relief.

A convenient target for this unrest is often the school building, and this unrest expresses itself in a demand for elimination of *frills*. If this word is equated with *waste*, the community is indeed on solid ground. But often it is not, and the community suffers from a wave of misplaced and costly "economy."

"Here is a fact which comes as

something of a shock to the citizen who bears it for the first time:

If we got our new school buildings for nothing, it would make very little difference on our local tax bills. The average new school-building program takes only between 10 to 20 cents from the school tax dollar. (This is not to say that it is an *unimportant* expenditure, because the way this money is spent affects the whole educational dollar.)

Are we spending too much on our new school buildings? To put the answer in perspective, consider what this money will buy — and what we spend it on. If the average home owner pays an annual community tax bill of \$200 and education takes half of the budget, he pays \$100 for the total school program. Assuming that construction takes 15 per cent of the school tax dollar, he pays \$15 for new school buildings during the year. The same man is apt to spend that much taking his wife to a good restaurant for dinner. Or, to establish another analogy, the cost of a modest television set would pay for a 10-year school construction program, or five years at double that building volume.

In all honesty, we must conclude that school buildings are not too ex-

pensive so long as they are not inadequately built. These are not mere opinions; national figures show that the cost of all building has *tripled* during the past 20 years. But the cost of school buildings has only doubled during that period. The fact is that the school building is still the best bargain, dollar for dollar, on the building market.

There is, however, a hidden but very real cost in school building and every citizen should be aware of it. It is the cost of *operating and maintaining* the school plant each year. This is why a number of authorities state that only the wealthy community can afford a cheap school.

The annual cost of operating and maintaining school buildings in many communities is as much as the community pays each year to build its schools. This means that the better the materials, and the sounder the construction, the more money will be saved in the long run.

How, then, can money be saved in a schoolbuilding? There are a number of ways, but significant savings are seldom the result of any one person's action. They depend upon a combination of factors; in the last analysis, they depend upon the community and its understanding of the overall problem.

HERE are a few ways in which money can be saved without reducing schoolhouse quality:

Acquire school sites—large enough for long-term building expansion—long in advance of the need, perhaps as many as 10 years ahead. Population increases and shifts don't happen overnight; a comprehensive community land-use and projected population study may be a very good investment.

Practice sound financing. The difference between economical financing and expensive financing can amount to as much as 15 per cent of the total construction cost. Often as much as one-third of the community's school debt service cost is in interest charges.

Design for ultimate use. This means planning for long-range needs so that additional units may be

added and such items as utility connections can be made without costly tearing down and re-building.

Plan school projects more than the usual year ahead of the need. Haste in building makes a great deal of waste. Give your architects time to study the design problem and weigh comparative techniques and materials. Not only will this save a good deal of money in itself, it will allow more precise preparation of architectural specifications and insure closer bidding by contractors. It will also allow contracts to be awarded on an intelligent basis; prices are often driven up sharply because too many building projects are dumped on a saturated market at one time, when competition is absent.

Ask your school board and their architects to insist on use of first-class materials to cut maintenance and operating costs. Poor insulation, for instance, can result in heating costs that are as much as 75 per cent higher than if high-quality insulation were used.

Keep an open mind on design.

It is the practicing architect's professional responsibility to keep abreast of new techniques, studies, materials, and changing conditions in the building industry. The "gingerbread" facade of a half century ago is both expensive and a poor way to build. The form of the truly contemporary school is designed from the inside out, both to plan properly for the educational process and to produce economies. Today's school buildings are attractive workshops, rather than the grim monuments of fifty years ago.

You may be startled by some innovations. For example, a number of schools in various parts of the country have recently been planned for central air-conditioning to save money. Comparative bids on several design schemes in one case showed that the cost of the air-cooling system was more than balanced by a reduction in window area. Considerable design changes are also taking place in localities where closed-circuit television is being used to solve the problem of large-class teaching and add a new visual dimension to education.

Avoid fast-buck and universal-solution schemes. There is simply no one design, proprietary school plan, package scheme, or pre-fabricated building product available today which can compete—either in quality or price—with a school building designed and built according to local needs. Similarly, avoid the stock-plan pitfall. It is often difficult for the average citizen to understand why one stock plan cannot be re-used for all the schools in the district for a number of years.

The reasons are really quite simple: The soil condition, land contours and grades, drainage characteristics, and utility connections of sites vary greatly, although these may not be apparent on the surface. No stock plan can be drawn up for foundation work. Site exposures obviously differ; buildings have to be oriented differently according to exposure to winds, sun, and other climatic conditions; poor orientation can cost money in heating and cooling. Separate plans must be prepared for en-

gineering work; the number of rooms and their electrical needs affect the total load, metering, and circuit distribution within a building. Again, heating plans are dependent upon orientation and weather, which may vary sharply within one geographical area.

Separate plumbing plans are required for differing connections and
(Continued on Next Page)

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(Continued from Page 13)

elevations. A similar situation exists with drainage plans. Building codes differ from one community to another, requiring many diverse methods of installation. And, as touched on previously, long-range planning requires units of differing sizes and facilities to be built at different times. To modify stock plans sufficiently to fit all these widely varying needs and laws, both natural and man-made, inevitably costs a great deal more than individual planning. Too, materials and equipment are being improved year by year. Flexibility in planning is needed to take full advantage of new technology.

Finally, stock planning is poor educational practice and any building which does not aid the educational process costs too much, however inexpensive. It is seldom realized that nearly every school within any given school system differs somewhat in teaching practices. Even so small a consideration as whether students in

a life science class will be mainly taught at their seats or do most of their work at chalkboards will affect planning of wall units, the total amount of space needed, storage facilities, seating arrangements, and many other factors which guide the final design of the classroom itself. Proof of all this lies in a national survey conducted several years ago of state school systems in which not one single state recommended the use of stock plans to another state. Twenty-three states reported they had not used stock plans and did not intend to. Fifteen others reported having tried and abandoned them. Ten states reported using them, but mainly for extremely small structures. One of these reported the loss of \$40,000 alone on the use of two stock plans which could not be used.

Other authoritative studies, involving public work structures on the federal and state levels, show clearly that the best results in terms of economy and end product have been produced by private practicing

architects rather than by municipal architectural bureaus. In this respect, the fees paid to private practitioners have been found to be a very small investment in the best possible planning by professionals who compete on the basis of talent—as do physicians, lawyers, and other professional persons.

The planning and building of good schools is a professional job whose excellence depends on close teamwork by architect and educator. Yet even this, without effective community understanding and support, will produce less than the best result.

It is the community's job to understand the need, insist upon the best means of satisfying it, and produce the means to finance it. Of an estimated \$52 billion to be spent on new construction this year only \$2.9 billion is earmarked for schools. When we consider that \$10.5 billion is spent annually on the consumption of alcohol, the comparative cost of something we need as much as good education does not loom quite as large.

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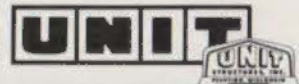
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Ad Id.: US-R2-59, 1/2-page, B&W, Texas Architect, January, 1960.

CALENDAR OF COMING EVENTS

JANUARY			19	Austin	Stage Production, Anna Russell, "The Funniest Woman in the World"
16	San Antonio	Concert, Isaac Stern, violinist	19-22	Laredo	Washington's Birthday Celebration
16	Amarillo	Chapter Banquet, Installation of Officers	20-26	Dallas	Trade Mart Gift Show
16-18	Houston	Fashion Market	20	El Paso	Boston Opera's "Voyage to the Moon"
18	Dallas	Concert, Dallas Symphony Orchestra; Isaac Stern, violinist	21-25	Dallas	Allied Gift Show
19	Dallas	Organ recital, Frederic Swann, Christ the King Church	21-25	Dallas	Dallas Gift Show
20-23	Mission	Texas Citrus Fiesta	22	Dallas	Concert, Dallas Symphony Orchestra, John Browning, pianist
21-23	Robstown	25th Annual Livestock Show and Sale	22	Lubbock	Lubbock Symphony Concert, Theodore Uppman, guest artist
22	Lubbock	Chapter Dinner-Dance, Installation of Officers	23	Dallas	Earl Clement Atlee, former prime minister of Great Britain (Community Course)
23	Austin	Stage production, "Odd Man In," starring Ann Sheridan	24	Dallas	LaSalle Quartet, Scott Hall
23	San Antonio	Concert, Leonard Warre, baritone	24-27	Austin	Stage production, "Of Mice and Men"
25	Austin	Concert, Austin Symphony Orchestra; Isaac Stern, violinist	25	Dallas	Birgit Nilsson, soprano with Dallas Symphony Orchestra, Paul Kletzki conducting
25	Dallas	Concert, Dallas Symphony Orchestra, "Das Lied Von Der Erde" by Mahler	25	Lubbock	Civic Lubbock, Inc. — "Voyage to the Moon"
25	El Paso	Concert, Symphony Orchestra; Evelyn Beal, contralto	24-March 6	Houston	Houston Fat Stock Show and Livestock Exposition
26	Austin	Student Concert, Austin Symphony Orchestra	25-28	Brownsville	Charro Days
27-Feb. 25	Lubbock	Traveling exhibit from the Smithsonian Institute	25-28	El Paso	National Maid of Cotton Fashion Show
28	Dallas	Janos Starker, cellist, McFarlin Auditorium	25-27	Lamesa	Fat Stock Show
29	Big Spring	Concert, Webb and Hornbrook, duo pianists	27-March 9	San Antonio	16th Grand Opera Festival
30-Feb. 8	Fort Worth	Southwestern Exposition and Fat Stock Show			Feb. 27th—"The Masked Ball"
31-Feb. 24	Lubbock	Mexican Crafts, Tech Museum			Feb. 28th—"Faust"
					March 5th—"Nabucco"
					March 6th—"Tosca"
					March 9th—"Ballet"
			27	El Paso	Ballet Russe De Monte Carlo
			29	Dallas	Concert, Dallas Symphony Orchestra, Leonard Posnr, concertmaster

FEBRUARY

FEBRUARY			1-6	Houston	Houston Fat Stock Show and Livestock Exposition
1	Dallas	Dallas Symphony Orchestra Concert, Zino Francescatti, violinist	2	El Paso	Jose Greco and His Spanish Dancers
2-9	Victoria	Stage production, "The Heiress"	4	Edinburg	Concert, Eleanor Steber, soprano
3	Dallas	Quartetto Di Roma, Scott Hall	4-5	Fort Worth	Opera, "Manon"
3	Amarillo	A.I.A. Chapter Meeting	4-5	Laredo	Border Olympics
6	Dallas	Concordia Choir, McFarlin Auditorium	6	Plainview	Community Concert
6	San Antonio	Concert, Rudolf Serkin, pianist	7	Big Spring	Concert, Jose Greco Troupe
6	Waco	Charity Ball	7	El Paso	Concert, Symphony Orchestra, Michael Rabin, violinist
6-7	Dallas	Stage production, "Odd Man In"	8		Concert, John McCollum, tenor
7	Sherman	Concert, Elaine Malvin, vocalist	8-9	El Paso	Minstrel show
8	Dallas	Concert, Dallas Symphony Orchestra, Witold Malcuzyński, pianist	10-11	Cuero	South Texas Livestock Show
8-14	El Paso	Southwestern Livestock Show and Rodeo	11	Austin	Jose Greco and His Spanish Dancers
9	Austin	Vienna on Parade, Deutschmeister Band, Hedy Fasslet	11-12	El Paso	Parade of Quartets
9	Lubbock	A.I.A. Chapter Meeting	15	Brownsville	Rio Grande Valley Dog Show
10	El Paso	Norwegian Folk Dancers	15	Fort Worth	Concert, Fort Worth Symphony Orchestra
10	San Antonio	Vienna on Parade	17-21	Mercedes	21st Annual Rio Grande Valley Livestock Show, Rodeo
12-13	McKinney	Boy Scout Exposition	18-19	Odessa	West Texas Relays
12-21	San Antonio	Livestock Exposition and World Championship Rodeo	19	Wills Point	Livestock and Poultry Show
12	Plainview	Community Concert	21	Dallas	Concert, Dallas Symphony Orchestra, "Don Quixote"
13	San Antonio	Concert, San Antonio Symphony Orchestra, Sir John Basbiroli, guest conductor	22	Austin	Chicago Opera Ballet, with America's prima ballerina, Melissa Hayden
13-17	Harlingen	Fiesta Turista	24-27	Dallas	Southwestern Automotive Show
15	Big Spring	Concert, Rosalynde Nadell, soprano	26	Yoakum	FFA and 4-H Club Project Show—Wildlife Exhibit
15	Dallas	Concert, Dallas Symphony Orchestra, Brahms' Double Concerto	28	Dallas	Concert, Dallas Symphony Orchestra, Dealey Award winner
15	El Paso	Concert, Symphony Orchestra, Loraine Merrill, pianist	28	El Paso	Concert, Symphony Orchestra with Texas Western College Orchestra and Chorus
16	Fort Worth	Concert, Fort Worth Symphony Orchestra, Rise Stevens, soloist	28-April 3	El Paso	Home Show
16-18	Houston	Fashion Market	31-April 2	Fort Worth	Stage production, "Harvey"
18-20, 23-27	Fort Worth	Stage Production, "The Dark at the Top of the Stairs"	31	Sherman	Concert, Dallas Symphony Orchestra
18-20	Victoria	Minstrel Show			

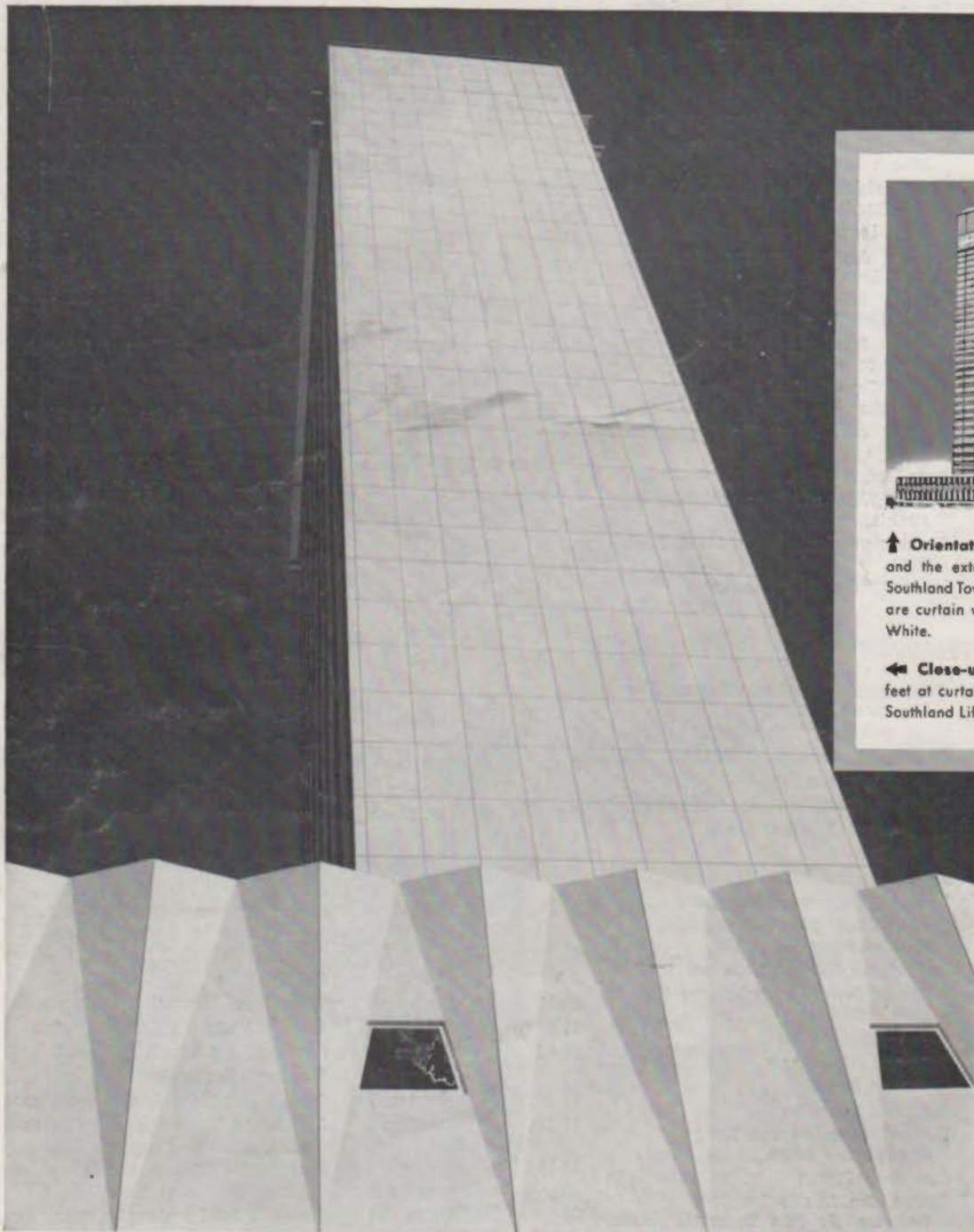
MARCH

1-6	Houston	Houston Fat Stock Show and Livestock Exposition
2	El Paso	Jose Greco and His Spanish Dancers
4	Edinburg	Concert, Eleanor Steber, soprano
4-5	Fort Worth	Opera, "Manon"
4-5	Laredo	Border Olympics
6	Plainview	Community Concert
7	Big Spring	Concert, Jose Greco Troupe
7	El Paso	Concert, Symphony Orchestra, Michael Rabin, violinist
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28-April 3	El Paso	Home Show
31-April 2	Fort Worth	Stage production, "Harvey"
31	Sherman	Concert, Dallas Symphony Orchestra

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