


2018-1981



A black and white photograph of a large, multi-story parking structure. The building's facade is composed of numerous vertical, slanted concrete panels that create a rhythmic, louvered appearance. The structure is set against a clear sky, and some trees and a street are visible in the foreground.

The best ideas are more exciting
in **concrete**

Henry Ford Hospital 870-car parking structure, Detroit, Michigan. Architect: Albert Kahn, Associated Architects and Engineers, Inc., Detroit, Michigan

Louvers give a new beauty twist to concrete curtain walls!

Precast concrete curtain walls have given Henry Ford Hospital an off-the-street parking structure that blends attractively into a residential area. 1,716 hyperbolic paraboloid panels, precast from white cement, white quartz and sand aggregates, form the unique walls. An intriguing visual effect is obtained from these louvers which seem to change shape and position, depending on lighting and angle of view. Practicality is everywhere. In the light, open feeling of the interior . . . in the enduring solidity of the concrete frame and floors. The versatility of concrete is today winning new appreciation as architects express fresh concepts in design.

PORTLAND CEMENT ASSOCIATION 110 East Eighth Street, Austin 1, Texas
A national organization to improve and extend the uses of concrete

Official Publication of

THE TEXAS SOCIETY OF ARCHITECTS

The Texas Regional Organization of
The American Institute of Architects
Don Edward Legge, A.I.A., Editor
John G. Flowers, Jr., Managing Editor

327 Perry-Brooks Building, Austin, Texas

Published monthly by the Texas Society of Architects
in Austin. Subscription price, 50c per year, in
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327 Perry - Brooks Building, Austin, Texas

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COVER

Pictured on this month's cover is another Architecture of Merit of the Past Ten Years award winner. It is the Texas Instruments, Inc. Semiconductor-Components Plant located in Dallas. The building was designed by an association of architects including O'Neil Ford and Associates, San Antonio; Richard S. Colley, Corpus Christi; A. B. Swank, Dallas; and S. B. Zisman, San Antonio.

The President's Letter

By
L. W. "SKEET" PITTS
President
Texas Society of Architects



Clearly one of the finest efforts in the Texas Chapters of the American Institute of Architects is the program of awards to outstanding craftsmen in the construction industry. We must strengthen and expand these activities.

Generally it is accepted that today research has developed a multiplicity of grades and physical characteristics of materials—so that the designer is not limited to a three-dimensional approach—a geometric concept—but has an almost unlimited area for imagination and new dimensions of design. While welcoming these circumstances, the practical architect is interested in the execution as well as the concept of his projects. Therefore no experienced designer has avoided the concern and apprehension that plague the creative mind when a new idea or a variation of an old idea is born. Questions arise as to whether the idea can be successfully executed. Without such accomplishment, the most brilliant fresh thought will become a dismal failure, and therefore it is accurate to say that the hands of the craftsmen literally hold one important factor of balance between good and bad buildings.

But then this circumstance is not new. Students of architectural history know that the successful buildings of the past bear testimony to the joint efforts of the craftsman and the architect. No one can study these great buildings and not recognize the impossibility of the task, had the era not produced dedicated craftsmen. Mr. Webster's definition of Craft is "An occupation requiring art and skill." If we accept this definition and expect to expand the creative mind and develop all dimensions of design, the craftsmen and the architects must constantly work toward a closer understanding of their common efforts and their joint potentialities. We must look to new horizons of creativeness—together we can extend a fine tradition.

To those craftsmen, who are truly dedicated and interested in their work, we can draw a fine comparison from the profound statement "A politician thinks of the next election—a statesman thinks of the next generation." It can be truthfully said of such craftsmen—They are thinking of the next generation in their craft—they are statesmen of the Construction Industry.

Faithfully yours,

"Skeet" Pitts
L. W. "Skeet" PITTS

This article is reproduced from Guiding Metropolitan Growth, publication of the Committee for Economic Development.

The large-scale breakout of residences, commercial activities and manufacturing from the bounds of the central city has produced a number of major problems. Each part of the metropolitan area is faced with problems peculiar to itself. This diversity may strengthen the feeling of mutual antagonism between city and suburb. The area as a whole, however, faces problems which cannot be dealt with adequately on a piecemeal basis. Yet, so far, few areas have developed institutions which can adequately deal with these problems, and the prevailing antagonism between city and suburb inhibits the development of such institutions.

1. CENTRAL CITY PROBLEMS

The public service requirements of central cities are shaped by a unique set of pressures. One is the burden of handling a daytime population 30 to 50 per cent greater than the residential population. The continuous decline in use of mass transit facilities is making this task enormously more difficult. Between 1950 and 1958 transit riding in American cities fell from 17.2 billion to 9.7 billion rides per year, a drop of 43 per cent. More and more people are getting to work or shopping by car.

The principal response of the cities has been to facilitate this shift by building or planning to build expressways to the core district and by adding to the supply of parking space. But discouraged by the growth of congestion, some cities like Washington, D. C. and San Francisco are considering a new emphasis on rapid-transit systems. For central cities, the provision of good access to the central business district can be expected to have a high priority in capital improvement programs in the years ahead.

An historic function which the central city continues to perform is that of reception center for low-income migrants from outside the region. A steady stream of people from the rural South and Puerto Rico has replaced earlier migrations from abroad as the chief source of unskilled and semi-skilled labor in urban centers. The majority of these migrants characteristically settle in the central cities.

Thus the cities carry a major share of the responsibility for helping newcomers adapt to an urban environment. It follows that city expenditures for social services, health clinics, welfare agencies and public housing are considerably higher per capita than in suburban areas.

Another major concern of the central cities is the relentless spread of blight and obsolescence both of public and private facilities. In New York City, for example, almost half of the current capital budget is allocated to the replacement of outworn and outmoded public facilities. The prevention of excessive depreciation of private investments, such as housing, is a responsibility the municipality now shares with private owners.

Blight may afflict residential, commercial or industrial areas. It involves neglect of property by owners and it may result in the development of unsafe and unsanitary conditions. Generally, large areas are afflicted. The law of contiguity, a Gresham's law of land-use whereby poor uses drive out good, prevents private redevelopment in small parcels.

Under favorable circumstances one activity would replace another when it could make better use of the site. But thousands of acres of built-up land in the central cities of our metropolitan areas are under-utilized and not filling needed functions. To restore land to sound use, redevelopment of a large acreage is generally required to overcome the impact of bad neighborhood influences.

METROPOLITAN

Private ownership commonly finds it very difficult to redevelop on the scale necessary to establish new dominant uses. Owners of plots in such areas frequently have a price expectation far above market realities; many small plots must be accumulated; a few hold-outs can make the cost inordinately high; and there are large demolition costs. Any major shift in land-use requires a combination of capital, foresight, willingness to risk, and the full cooperation of the local government.

The public interest in restoring land to sound use and generally to a higher tax-paying basis is considerable. Not only does this increase vital functions in parts of the central city, but it also reduces the heavy burden of providing fire protection, police protection, public health facilities, and other services which a seriously blighted area requires.

The development of effective programs to check blight and obsolescence would entail substantial increase in municipal efforts to enforce building and housing codes, relocate displaced tenants, prepare community-wide and neighborhood plans and zoning ordinances, and related activities. Few, if any, cities are yet geared to handle this immense job. Thus, continuous pressure on city budgets may be expected from this field of municipal activity.

PROBLEMS

While the needs of central cities are growing, their revenue sources are not keeping pace. Property tax income is checked by the exodus of upper and middle-income families and the establishment of retail shopping centers, new factories and "clean" industries such as research laboratories outside the city limits. The resulting squeeze on taxpayers in some cases has sent property taxes so high as to make new private construction almost uneconomic. Without new construction to support and encourage new economic activity, the city finds it increasingly difficult to meet its revenue needs.

2. SUBURBAN NEEDS

With more than 8 out of 10 new homes being erected in suburban communities, it is these places which are feeling the brunt of demand for new schools, water systems, sewage disposal plants, fire stations, streets and utility lines. Each new house in a suburban development requires a package of public services which entail capital outlays ranging in cost from \$2,500 to \$3,500 or more, depending upon the density of development and degree of utilization.

Thus, capital expenditures run substantially higher in suburban communities than in the central city or nonmetropolitan areas. In the New York region, for example, suburbs made capital outlays in 1955 of \$68 per capita compared with \$44 in the central city and \$38 in the non-metropolitan sections. Considering these expenditures, it is no surprise that many communities try to effect their own salvation by screening out moderate-priced housing and forestalling a need for public sewerage systems and other facilities through such devices as two-acre zoning.

For rapidly growing suburbs the good design of neighborhoods that will provide long-term amenities and sound capital values is a problem that can be solved by intelligent local use of planning and zoning. The requirement is local awareness and willingness to use tested techniques. Since most residential construction occurs in new suburbs, they present the easiest and greatest opportunity for steps to provide long-lived improvement at minimum cost. Failure to take these steps now will prove very costly in 10 to 20 years.

3. AREA-WIDE PROBLEMS

Some services essential to metropolitan living cannot be provided separately by each municipality. The size and geographic extent of the capital investment, the economic forces at work, the nature of the physical environment, or the claims for use by the residents of the area make it almost impossible

METROPOLITAN PROBLEMS

for communities to provide services or meet these needs separately. Among these are the provision of area-wide transportation systems, the control of air and water pollution, the reservation of open land for outdoor recreation, broad land-use planning, a fair distribution of tax resources, and the stimulation of growth in the economy of the area.

A. Transportation. The transportation of goods and people is basic to the life of a metropolitan area. The most important transportation problem is the movement of people within the area to places of employment and for shopping. Recreational and other personal travel needs are generally adequately met by the facilities provided for the first two purposes.

Historically, public transportation and rail commuter travel developed in our older metropolitan area before the general use of the automobile. In these areas increased use of private automobiles has put financial strain on mass transit and rail commuter facilities. Some of our newer metropolitan areas have come to rely predominantly or almost exclusively on the private automobile supplemented by bus systems. In all areas increased use of the automobile has posed a serious congestion problem.

In the allocation of land and public revenues to various means of transportation three questions arise:

- (1) How shall facilities and travel be divided among highway, transit and rail commuter?
- (2) Where shall facilities be located? and
- (3) How shall the cost be covered?

In planning for population growth and higher incomes, public agencies need to determine how to strike a balance among programs which expand highways, provide mass transportation or shore up commuter facilities. At some point the additional space required for private automobile travel will so encroach on other land uses that mass transportation will have to be provided, or improved, to handle the additional travel.

In some major metropolitan areas rail commuter services transport a significant number of people into the central city daily. Yet the abandonment of commuter lines under the provisions of the Transportation Act of 1958 is forcing more people to turn to the private automobile. A wholesale abandonment of commuter runs by railroads would greatly increase the expenditure and the land required for the highway system.

Commuter lines are suffering financial difficulties, with no easy solution. The property tax on roadbed and terminal facilities used by commuter lines is a competitive burden, for the highways used by alternative forms of travel are tax-free public facilities. But rail commuter facilities share roadbed with rail freight and with long-distance passenger traffic.

Public responsibility for the problems of the commuter railroads is divided among the Federal government, the state governments and the many communities through which the rights-of-way run. As with mass transit systems, the benefits are enjoyed by users, businesses dependent on commuter travel for employees and customers, and the general public.

Transportation networks within metropolitan areas are basic, the capital costs of new construction are high, and the operating costs of rail and mass transportation are heavy. Yet in most metropolitan areas there is no single public agency able to study the relative needs for highway, mass transit, or rail. There is no single body able to allocate costs among users, businesses and the general tax funds. No authoritative body is able to balance transportation capacity and the traffic-generating uses of land.

B. Control of Air and water pollution. The winds that blow across the Hudson River are no observer of municipal or state boundary lines. Any

METROPOLITAN PROBLEMS

program to control smoke or other pollution of the air in and around New York obviously must be area-wide. Each metropolitan area has a similar problem. The same holds true for control of the degree of contamination in fresh or salt water bodies in or on the boundaries of metropolitan areas. A river may serve as a source of water supply or as a means of waste disposal. No individual municipality can influence the water flowing into it, or washing its shores, except by cooperative efforts with other municipalities, or through an area-wide or state governmental body.

C. Land-use planning and open land. Vacant land on the fringe of metropolitan areas is being absorbed at a rate of approximately one million acres a year. Current investments in housing, shopping centers, plants, streets and public facilities are fixing the environment for two generations or more. But in a few, if any, metropolitan areas is the the magnitude of this responsibility matched by adequate preparation, planning and land development controls on a metropolitan scale. In consequence, transport facilities, sewerage and water systems, and schools have been overtaxed in many areas; commercial ribbon-developments have sprung up alongside metropolitan highways, choking traffic and blighting the countryside.

Equally important, few areas have reserved sufficient space for parks and recreational needs, and rights-of-way have not been set aside for future expressways and utility lines. All too frequently, land only recently developed in the outskirts of a metropolis has had to be purchased for a right-of-way at a price five to ten times as much as the cost of the raw parcels. These costs as well as the uprooting of families and businesses are avoidable through advance planning and acquisition by the government of rights in land.

D. Industrial development. The expansion of income-generating activities is desired by practically all metropolitan areas—both to provide more jobs and to provide an expansion in the tax base. The most important economic activities generally sought are expanded or new manufacturing plants.

The success of local communities in attracting new industry is partly dependent upon the expansion of the national economy and the region's economy, and some factors in industrial location are beyond the control individual localities. But other influential factors can be controlled within the metropolitan area. Among these are space for industry, traffic, public services, the attractiveness of the community as a place to live, and local taxes.

Allocation of space for industrial use takes place partly through the free workings of the real estate market. It can be strongly influenced by industrial zoning provisions which limit or exclude other uses. Thus the small percentage of land in a metropolitan area which is most suitable for industrial use can be reserved for such use. Where a clear conflict exists between two good uses not easily satisfied by most land, such as waterside industrial and waterside recreation uses, some mechanism for careful decision should exist so that allocation is not made by default.

Taxes in any community in a metropolitan area may become an influence on industrial location when they are excessively high or abnormally low. Abnormally high taxes may be the result of inequitable assessment or of an inefficient local government, but they may also be the result of the community having to carry an undue share of the metropolitan area costs for welfare, for highway maintenance, for mass transit, for schools, or for other public purposes.

Abnormally low taxes in some areas may result from an avoidance of responsibilities which are passed on to others to carry; or they may reflect a reluctance to provide positive services in the nature of good schools, recreational facilities and the like. The absence of good public services of this type may reduce a community's attractiveness for new industry.

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NEWS AND NOTES ABOUT ARCHITECTS AND THEIR WORK

EL PASO SCHOOL

Now under construction in El Paso are the first elements of the Andress High School, below, designed by Architects KUYKENDALL AND McCOMBS, AIA. Included are two classroom buildings, administration, library, cafeteria, and athletic building. Construction is concrete frame utilizing pre-cast, pre-stressed floor and roof systems. Exterior walls are face brick and aluminum curtain wall with exposed aggregate panels. The entire plant is mechanically ventilated except for the administration building which is cooled by refrigeration. The cost, which includes landscaping and sprinkler system for the 30 acre site, is \$12.35 per square foot.



BANK IN SHARPSTOWN

Ground has been broken for the ten story, \$2,000,000 Sharpstown State Bank Building designed by Architect CLAUDE E. HOOTON, SR., AIA and TRUMAN DOUTY, AIA, Associated Architect. The building is located in Sharpstown Center, a regional shopping center nearing completion in Houston.

LIBRARY

The general contract has been awarded for the Freeport Library and Fire Station. The combined buildings will cover an area of 6,900 square feet and will cost \$84,600.00. CAUDILL, ROWLETT AND SCOTT, AIA, are the architects.

WARD BUILDING

Construction was recently started on a new 94,000 square foot ward building at Terrell for the Board for Texas State Hospitals and Special Schools. The building is concrete frame, exterior walls face brick and glazed tile and is air conditioned. Cost is \$1,450,000. Architects are WILSON, PATTERSON, SOWDEN, DUNLAP AND EPPERLY, AIA of Ft. Worth.

NEW MEXICO RESORT

PETERS AND FIELDS, AIA of Odessa are completing plans for a new resort lodge to be located in the mountains outside Ruidosa, New Mexico on the highway to the new ski run. A main lodge building, administrative facilities, swimming pool, tennis courts and twelve guest units will be the first section of the master plan to be built.

CAUDILL

Houston Architect WILLIAM CAUDILL, AIA, partner in Caudill, Rowlett, Scott, delivered the commencement address at Berry College, Mount Berry, Georgia. His address, "Design: A Philosophy," stressed to the graduates the influence and importance of the two aspects of design, the process and the product.

RECREATION CENTER

HAMILTON BROWN AND ASSOCIATES, AIA and CHARLES McKIM, AIA have received approval of working drawings and specifications for the Freed Park recreation center in Houston shown below. The group will include a gymnasium, club room, and class rooms for arts and crafts. Estimated cost of the project is \$110,000.



DALLAS HOSPITAL

ROSCOE DeWITT, FAIA has been named architect for the new Presbyterian Hospital of Dallas, which will be built on a 71-acre site off North Central Expressway at Greenville Avenue and Glen Lakes Drive. The 350-bed general hospital will cost approximately \$7,500,000.

AUSTIN ARCHITECTS WIN

SPECIFICATIONS AWARD

Austin Architects ALLEN, COATES AND LEGGE, AIA were awarded third place honors in the School Division of the Construction Specification Institute's first annual national Specifications Competition for their specifications for Eubank Acres Elementary School in Austin. Entries were judged on the basis of completeness, clarity, and technical precision. The architects' consultants for mechanical engineering for the project were HERMAN BLUM ASSOCIATES.

CSI AWARD TO HOUSTON

The publication of the Houston Chapter of the Construction Specification Institute was cited as a Top Award winner for its coverage of chapter events, concise reporting and comprehensive technical reports. The award was made at the fifth annual convention of CSI in New York.

ARCHITECT'S PHOTOS TO UT

A collection of photographs of 19th Century Central Texas houses—probably the most complete of its kind—has been presented to the University of Texas School of Architecture by David R. Williams, FAIA, Lafayette, La., architect.

The photographs will be used by students in studying architecture native to Texas and the Southwest.

The collection, consisting of several hundred photographs, will also be available to the public as reference material after the photographs have been counted, classified and labeled.

The photographs provide the only study source for many historic buildings which have been demolished in Austin, San Antonio, Fredericksburg, Castroville, New Braunfels and many other Texas cities.

Williams, 1916 University architecture graduate, began in 1912 photographing architecture indigenous to Texas and the Southwest. As an official of the National Youth Administration during the 1930's, he was successful in requesting that NYA participants photograph historic buildings in their local cities.

Williams' principal architectural practice has been in Dallas, where he lived from 1927 to 1933. During that time he established a studio for artists and craftsmen used at various times by Frank Lloyd Wright, Leopold Stokowski and sculptors Carl Milles and Gutzon Borglum, chief sculptor for the Mount Rushmore Memorial.

REGISTRATIONS

The names of newly registered architects will appear as they are made available.

- 2539—James H. Flowers, Jr.
7375 Click Drive
Beaumont, Texas
- 2540—Thomas Alexander Pressly, Jr.
275 Retama Place
San Antonio, Texas
- 2541—Wallace Bryan Thruston
5402 Anita Street
Dallas 6, Texas
- 2542—Nathaniel A. Owings
1 Bush Street
San Francisco 4, California
- 2543—Hyder Joseph Brown, Jr.
2220 Avenida de la Playa
La Jolla, California
- 2544—John Trueman McMahon
1801 Central Boulevard
Brownsville, Texas
- 2545—Stanley Gene Watson
6365 Bordeaux
Dallas, Texas
- 2546—Charles Ray Caffee
2008-D Harrison Street
Wichita Falls, Texas
- 2547—Allen Clemmons Sharp, Jr.
1717 Tenth Street
Wichita Falls, Texas
- 2548—James Bennett Hughes
2727 Second Avenue
Detroit 32, Michigan
- 2549—Jesse Raymond Rocha
330 Annie Street
San Antonio, Texas
- 2550—John Herman Simmonds
1606 Hawthorne Drive
La Marque, Texas
- 2551—Edward Charles Bassett
1 Montgomery Street
San Francisco 4, California
- 2552—James Cecil Walden
4215 Carter Creek
Bryan, Texas
- 2553—Gerald Worrall, II
5630 Mercedes
Dallas, Texas
- 2554—MacDonald George Becket
5657 Wilshire Boulevard
Los Angeles, California
- 2555—James Boorman Gatton
10015 Raritan
Houston 24, Texas
- 2556—Joe Ed Wilson
1731 Viewridge Drive
San Antonio 5, Texas
- 2557—Marion Blanton Ray, III
9490 McDale
Houston, Texas
- 2558—Benjamin Eddins Brewer, Jr.
5537 Pagewood
Houston, Texas
- 2559—Thomas Vernon Trainer
1519 Beverly Street
Odessa, Texas
- 2560—Donald Gattis Greene
4817 Willowbrook
Corpus Christi, Texas
- 2561—Wilbur Herbert Griest
3200 Primavera Street
Pasadena, California
- 2562—David Lawrence Lacy
3716 Shenandoah
Dallas 5, Texas
- 2563—Jerry Clifford Davis
2404 Miriam Lane
Arlington, Texas
- 2564—Leonard Eugene Dunlap
333 North Michigan Avenue
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- 2565—Robert Rea Esgar
333 North Michigan Avenue
Chicago 1, Illinois
- 2566—Harry Joe Wolf
2811 Colquitt Street
Houston, Texas

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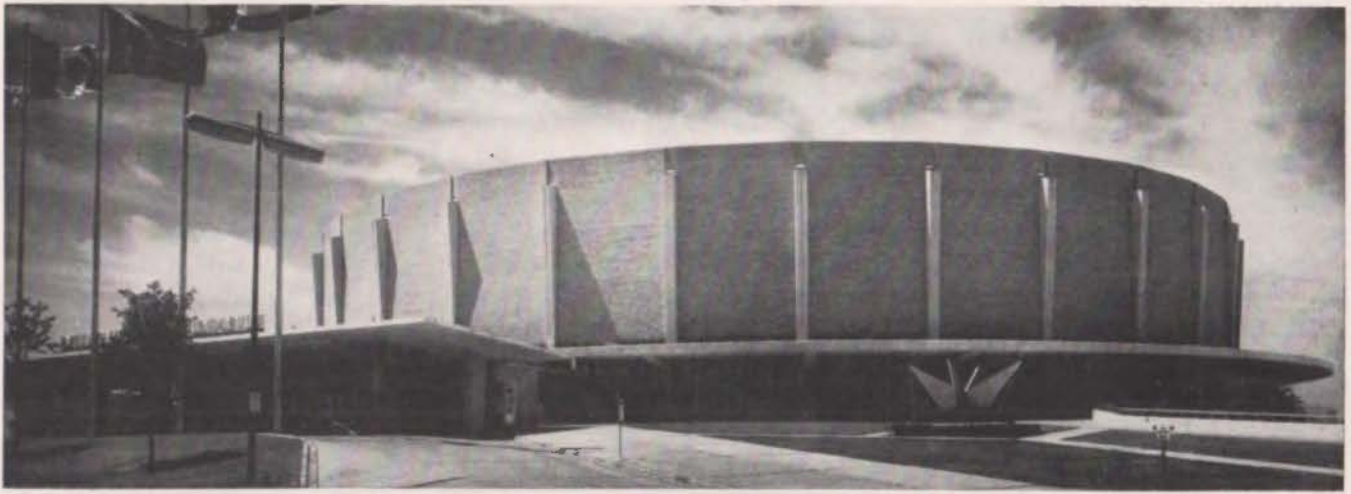
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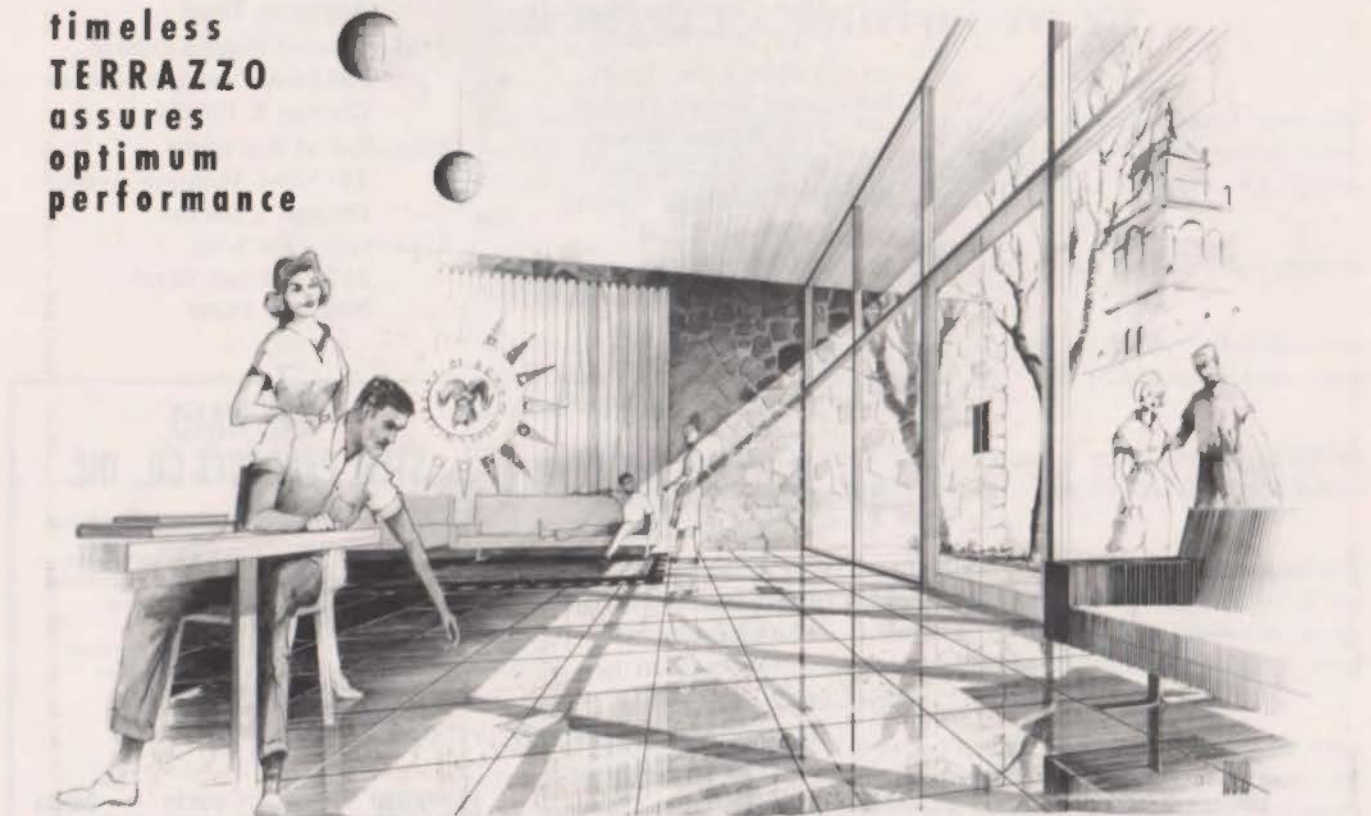
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