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Cover Photo: View of West Porch showing main entrance in foreground and the employee entrance. The Glass Container Plant for Armstrong Cork Company, Waxahachie, Texas, is a Texas Architecture 1968 selection.

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BATCH PLANT ENGINEERS

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# GLASS CONTAINER PLANT

ARMSTRONG CORK COMPANY

WAXAHACHIE

TEXAS ARCHITECTURE 1968



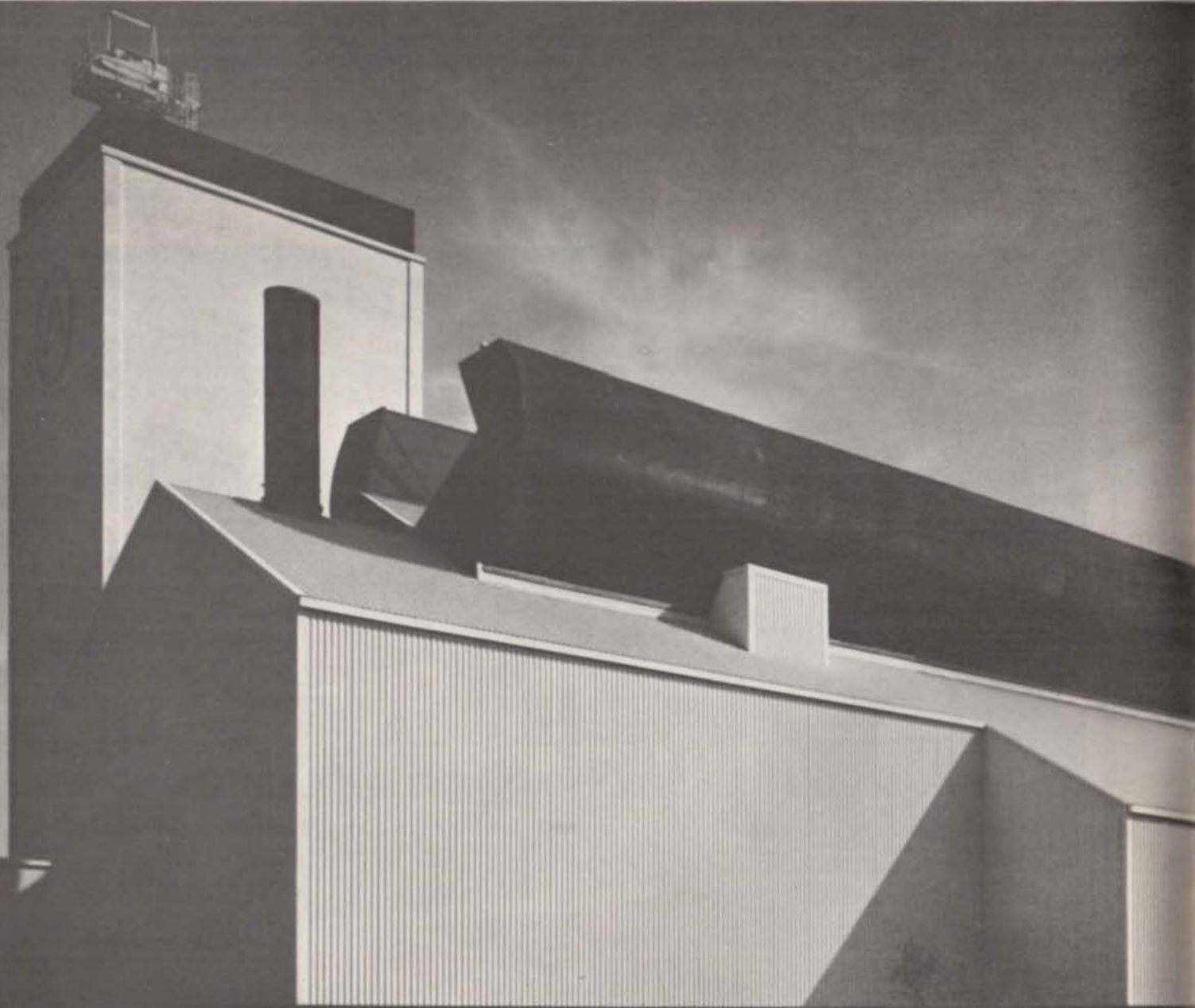
■ The reasons for the selection of this particular site for Armstrong's new facility are:

- Marketing reasons dictated that the plant be located within a fifty mile radius of Dallas.
- Plant site is located at an intersection of Interstate Highway 35E and future expressway 287. This means we will have expressway service to all our major markets in Texas.
- Good labor market.
- Ideal small town (15,000 population) for location of families transferred from out of state. Good schools, churches, etc. Excellent attitude regarding new business and newcomers.
- Considerable acreage available for the development of future facilities.
- Air transportation to and from Dallas is excellent.

■ The objectives which had to be satisfied in building and planning the new plant might be summarized as follows:

Return on capital employed objectives, considerably in excess of those normally obtainable in the industry were established for the Waxahachie Plant. In essence, the stated objective was to build the most efficient plant in the industry for the least amount of money. This dictated close attention to the following:

- Capital employed in construction of plant to be kept to a minimum to meet ROCE objectives.
- Careful attention to be given to plant layout so as to insure the most efficient plant in the industry.
- Planning to include expansion of facility by adding one more furnace and additional production and warehouse space.
- A strong desire to build an attractive facility despite tight economic perimeters.
- A building designed with the comfort and efficiency of the employee in mind, considering the extreme temperatures in the furnace area and the exacting inspection requirements in the production and inspection areas.
- A furnace building designed structurally to elimin-



ate the possibility of flash fires "creeping" up lace-like trusswork and causing fires in the upper portions of the furnace building.

- Materials to be employed were to be selected for durability, easy maintenance and beauty.
  - Landscape to be used to enhance the building, tie the building to its rural site and be easily maintained and expanded as funds became available.
- These objectives were met:
- The plant cost is the *lowest* for any glass plant built in the country—yet it is by far more attractive than its more expensive competitors.
  - The incoming raw materials arrive by both rail and truck at a common unloading area at the batch house (designed by The John L. Klug Corporation, Rochester, N.Y.), one of the most mechanized and efficient batching facilities in the country. Mixed raw materials are delivered automatically by tram-rail to batch bins at the furnace.

The straight line flow from furnace to machines to inspection to warehouse to trucks provides an efficient routing of goods with a minimum of manpower.

- The batch plant is designed to facilitate expansion to a second furnace. Located midway between the present furnace and the future furnace by merely removing the end wall of the tramrail enclosure and extending a like enclosure and tramrail to the new building.

A new furnace building matching the existing facility will be added on the east side of the batch plant and connected to it as explained in (1) above.

Expansion of warehouse and production space will be accomplished by an addition adjoining the present facilities. Knock out panels are provided for future access to new space. A portion of the rail spur will be moved east to the new rail doors.

Additional truck doors are available by removing





View of furnace building showing a portion of the regenerator-furnace on the right and adjustable vents to the left and rear through which air is pulled to cool both the furnace and personnel.



A view of the inspection line.



View of an automatic bottle forming machine.



Packing of Containers prior to warehousing.

## GLASS CONTAINER PLANT ARMSTRONG CORK COMPANY



View of the batch plant tower.

Control panel for automatic batch mixing.



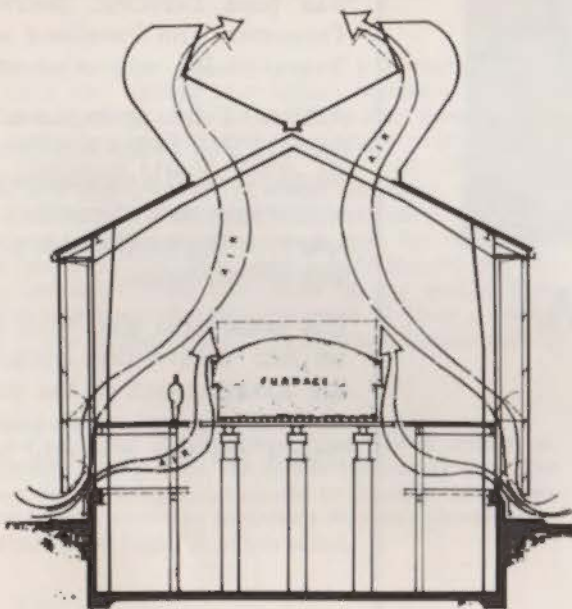
knock-out panels adjoining present truck doors. Concrete underfloor framing around future dock-leveling devices at each door is already in place. Only the removal of a small section of concrete slab is needed to add a dock leveller.

- The design of an attractive facility in the tight budget required the use of attractive durable materials and proper relationships and colors.

Proper setbacks and building siting placed the building high on a rise overlooking the highway. A three-color scheme was decided on to create a crisp "neat" building. The neutral beige of brick and Robertson galbestos siding is highlighted by black on the large monitor ventilators and galbestos solar screen on the office facade. The final highlight in the color scheme is pure white on columns, fascia, etc.

Simplicity is the keynote of the overall design—from the main driveway approach to the durable brick entrance steps and "clean" interiors, highlighted by red and orange upholstered furniture.

- Furnace buildings are historically uncomfortably hot—large monitor ventilators normally pull air through windows or louvers above employees and out the roof. To pull cool air *across* the worker, a system of adjustable hinged vents was designed. By overhanging the walls beyond the grade beam it was possible to pull the air in at floor level, across the worker, along the furnace and machines, and then out on the roof. The system works beautifully. Inspection and production areas are heated, cooled, and ventilated for comfort. Lighting is concentrated at high levels where required. Skylites in the warehouse provide wonderful light during sunny Texas summers.



- Brick in the Texas plains area remains clean forever. The Robertson galbestos siding and roofing is prefinished with a durable, plastic finish which requires no attention. Floors in the office are vinyl and vinyl-asbestos (Armstrong, of course.)
- Landscaping is designed for the total project. The first phase is in with its complete sprinkler system. Provisions are in for future sprinklers. Ground covers and native grasses are used for minimum maintenance.



View of main entrance porch with employee entrance in the background.

View from the west showing furnace building and batch plant tower in the rear.



Detail of adjustable vents around furnace building. Air is pulled from exterior and the volume controlled by these vents.





**ARTHUR FEHR, FAIA**



## IN MEMORIUM

The intellectual and spiritual life of the Austin community and our profession were suddenly diminished when Arthur Fehr, FAIA, died at Seton Hospital on the morning of Thursday, January 24, 1969.

Recovering from pneumonia, he was characteristically working for others on the decorations for the Annual Awards Banquet for the Headliners' Club, and impatient to return to the heavy business schedule he assumed on the untimely death of his partner, Charles Granger.

His life was devoted to his wife, Mary Jane, and their three sons, their host of friends and to their community.

He was long active in his professional society and held many offices and committee memberships. He was past President of the Austin Chapter, AIA. He was past Director, Secretary-Treasurer, and President of the Texas Society of Architects.

Arthur Fehr championed the cause of *The Texas Architect* for many years. His enthusiasm and encouragement provided the spark in the magazine's growth and effectiveness.

His considered and wise counsel has contributed greatly to the advancement of the profession. A beloved colleague and friend, his loss is sorely felt.

For all the saints who from their labors rest,

Who Thee by faith before the world confest,

Thy name, O Jesus, be forever blest.

Alleluia! Alleluia!



# HIGHWAYS

**T**he Nixon Administration needs to enact far-reaching reforms in urban highway planning. Without them, the American city cannot remain a coherent place to live or work.

As one of Mr. Nixon's advisors pointed out not long ago, the interstate highway program has inflicted serious damage on many American cities. "We are now at a point of crisis. Citizens in a dozen major cities from coast to coast are battling urban freeway plans and demanding equal government funding for alternate forms of transportation. We are all car owners and highway users but we don't want them destroying our front lawns and the character of our communities. This is urban suicide, and it is being forced on us by the use of our own tax money. Unless these policies are changed, the American city cannot much longer remain a coherent place to live or work.

**T**o restore environmental order to our communities and make effective urban design possible these steps must be taken:

1. All forms of urban transportation, not just highways, must have equal access to Federal tax funds.

It makes no sense at all to have a protected highway 'trust' fund that spends four billion dollars a year on highways and a tiny mass transit fund that spends a few million and is too small to finance a single major subway project. Highways are, in effect, 'free' and urban communities are urged to accept them. However, if a city wishes a subway, it must have a referendum in which its citizens vote whether to float bonds and tax themselves for that privilege. Yet these same people already pay the gasoline and other taxes that make up the multi-billion-dollar highway fund. Our citizens must be given a choice and the means to implement it. A balanced transportation system is a must.

In lieu of merging the highway fund into a single national transportation fund the public tax money that now makes up the highway fund should be divided equally between two funds—one for interstate highway construction and the other for urban transportation.

2. Planning of Federally-aided interstate freeways in cities must be taken out of the hands of State highway departments and turned over to interdisciplinary design teams responsible to the cities or metropolitan planning compacts.

The present system grows out of the fact that State highway engineering departments were the logical planning bodies when the main problem was how best to place the roadway through the open countryside. This is no longer the case. The proper client is not the State high-

way department but the city itself, which knows its own problems and needs better than anyone else.

Urban highways should be planned by design "concept" teams that include architects, engineers, planners, landscape architects, and social scientists. No single professional, including the architect and the engineer, has an automatic right to assume leadership of the team. Nor is any single professional representing any one discipline competent to make all of the social, economic, and esthetic judgments required in major urban design projects.

The urban body will grow and prosper as the urban skeleton is planned. The skeleton is the transportation system. If it is added to at random, the creature will become a cripple—even a monster. This is what is happening today.

A competent interdisciplinary design team, such as those now at work in Baltimore and Chicago to resolve long-standing local controversies, can plan a large multi-purpose project that blends roads, new housing, parks, schools, and commercial facilities into one design. If buildings are planned to straddle and wrap around roadways, Kassabaum pointed out, the city can gain taxable land instead of losing it and highway planning can become an opportunity for linear redevelopment of blighted areas.

3. Cities should set up design review committees or development corporations capable of considering all parts of such multi-purpose design projects and, equally important, able to finance them. This can be accomplished by pooling at the local level those Federal, State, and other funds traditionally held apart from each other and used to build roads or housing or schools or accomplish urban renewal. A prototype of such a municipal committee was created several years ago in Cincinnati to plan a major downtown redevelopment project.

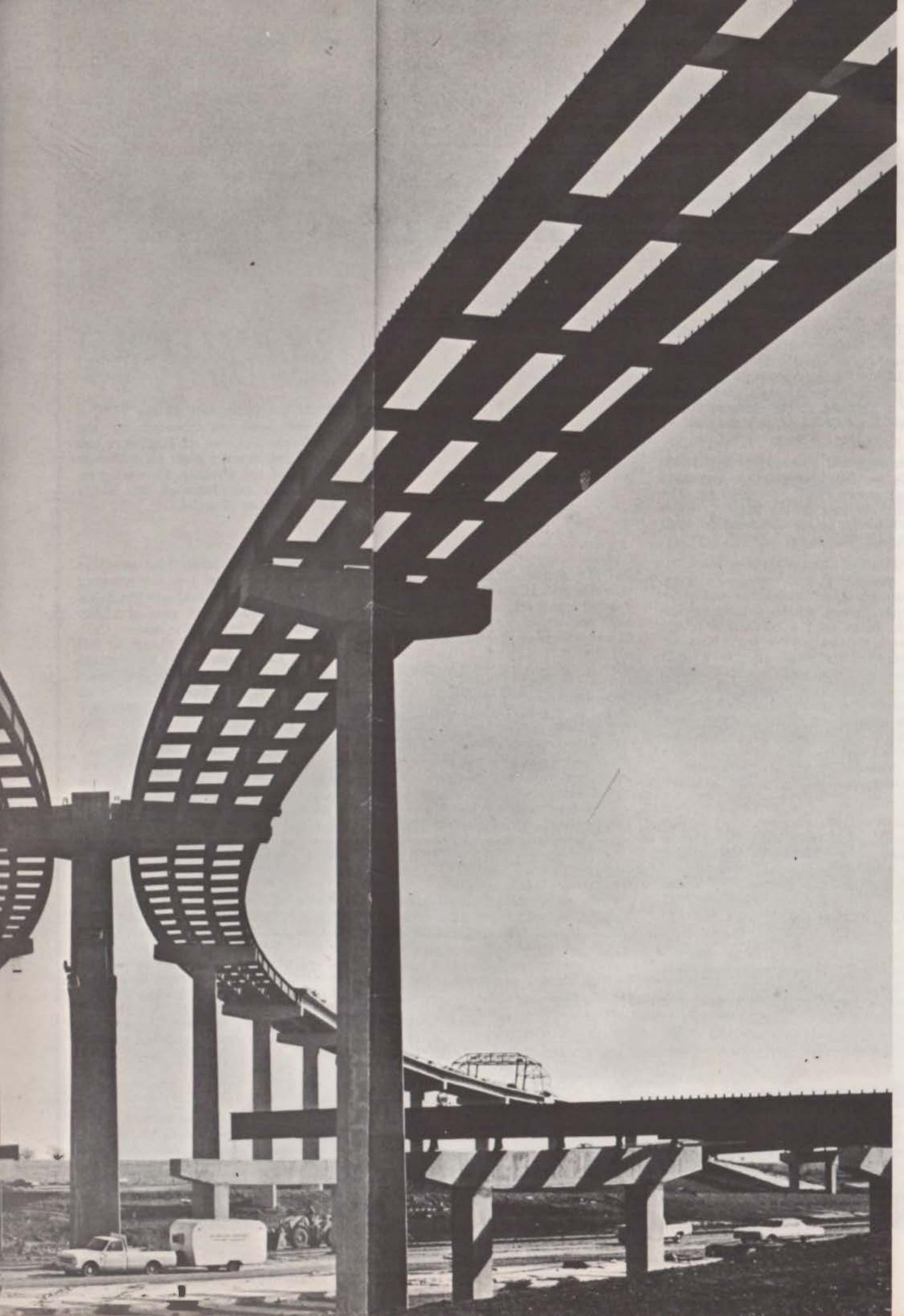
4. The public must be given full participation in the urban planning process. Proposed new Federal Highway Administration regulations for broader public hearings would be an important step in this direction.

The highway lobby and its friends are already fighting this proposal tooth and nail. But they must, as we all must, face up to the reality of our time. Effective involvement of the public at the earliest possible stage is a necessary first step toward improving the highway planning process.

Public opinion can no longer be ignored, and antiquated practices must give way to common sense and changing needs. Participation is the order of the day and the demand for it, if anything, is overdue. Participation is, after all, the essence of democracy, and we must either trust in it or distrust democracy. ■

Photo By F. W. Brown





# HIGHWAYS

FROM "ENGINEERING NEWS-RECORD"

■ The Department of Transportation has put the first official stamp of approval on the corridor-wide approach to highway construction, in accepting a design-concept team's final plans for a segment of the Chicago Crosstown Expressway, Interstate 494.

The approval covers the initial 3.2-mile section between the Stevenson Expressway (I-55) and 67th St. The estimated cost of the project, scheduled to go under construction next fall, is \$157 million.

A group of architects, engineers, urban planners, economists and sociologists known as the Crosstown Design Team used a corridorwide approach to design the eight-lane expressway. Its final plan is a split alignment, with each four-lane directional roadway separated by four blocks. The plan for the entire 22-mile expressway incorporates development of schools, recreation areas, new housing and industrial buildings within the corridor and its perimeters. A rapid transit system is also included.

Federal Highway Administrator Lowell K. Bridwell called the plan a "historic milestone in urban highway planning and design." The federal government will pay for 90% of the initial segment, which includes \$11 million in joint development costs.

"The split alignment offers an opportunity to achieve many different design goals." "By locating some industries between the two, four-lane roadways, a tree-lined corridor or buffer zone could be created to separate industry from residential areas."

"This corridor-wide approach will enable the community to gradually increase industrial and commercial development at select points as well as to regroup commercial establishments into shopping and retail centers. It can also eliminate the characteristic strip development, which dominates too many urban arterial streets."

*In the works*—While the Chicago corridor plan is the first to gain final federal approval, a number of other such projects under concept teams are already planned or going forward.

■ In Baltimore, the team headed by the San Francisco office of architects Skidmore, Owings & Merrill has developed a \$649-million program for a 24-mile Interstate corridor, which would allow redevelopment of Negro ghettos and possibly provide a solution to a highway controversy that has raged for more than 20 years.

The team's recommendations, which include the construction of a \$130-million, high-level suspension bridge, would require federal approval of an additional 7 miles of Interstate mileage. This request for added mileage is now under consideration by Bridwell's office.

■ Another design concept team has been formed to work on the complex Boston Innerbelt construction problem, which includes a model cities program. It is charged with maintaining the social stability of low-income residential areas in Cambridge, Mass., as well as developing joint use of the corridor for school and industrial purposes.

■ On the other side of the U.S., a concept team spearheaded by the California Division of Highways has begun preliminary work on a 17-mile section of the Century Freeway Project, which goes through the Watts section in Los Angeles.

Sociologists and other team members have spent the past year interviewing Watts residents to evaluate the needs of the community, an area of highly concentrated one-family homes. California highway official Stuart L. Hill reports that these homes are "status symbols" to the residents, and must be replaced by similar structures, rather than high-rise buildings.

Close communication with the community has paid off. Watts is not only supporting the joint-development highway plan, Hill says, but "it's advocating it" as an opportunity to rehabilitate a depressed economic area.

■ One of the biggest projects under study by a concept team is the \$1.2-billion Cross Brooklyn Linear City Plan in New York. This represents a spine of schools, houses and community facilities stretched over some 6 miles of Interstate highway through the heart of Brooklyn. The team is now organizing to attack the complex planning and design problem.

■ Federal officials report that Phoenix has also begun plans for a joint development project centered on its Papago Freeway project. "They're going into the project," one official says, "already sure that the design concept team approach is for them." ■

Approximately 72,000 motorists are moving along one of Houston's busiest freeways — the Katy Freeway — with greater ease, thanks to completion of another segment of IH 10.

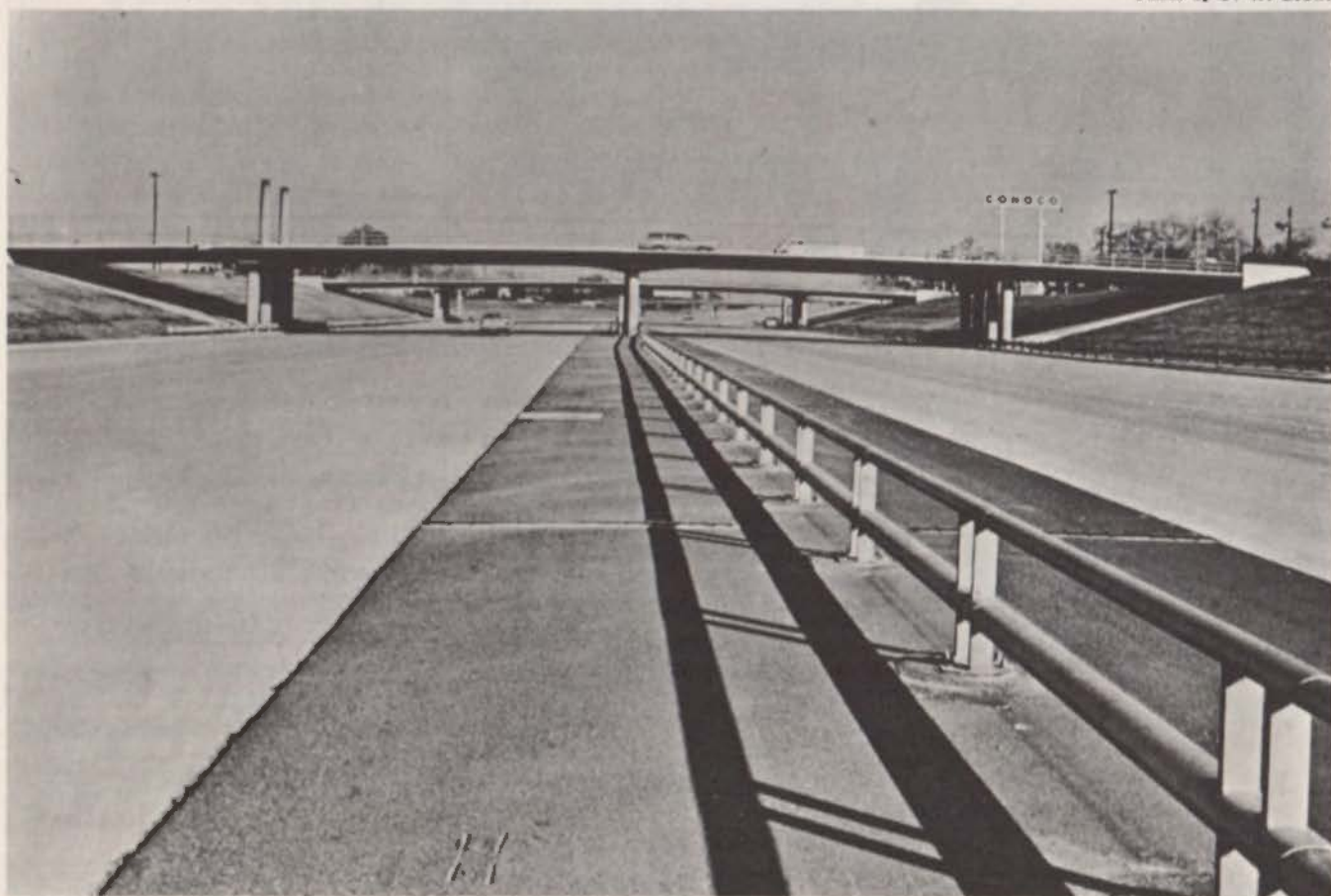
The 5.8-mile section extends from IH 610 west loop to IH 45. The 10-lane expressway takes motorists from the west side of town into the heart of the city. In fact, with its completion, motorists can drive from the west side of Houston to the southeast side — non stop — by changing from IH 10 to IH 45 in the Spaghetti Bowl area.

## HIGHWAYS

"One reason we are particularly proud of this new stretch," says Bill Ward, urban designing engineer, "is that about a mile and a half of it is depressed. This is a superior design, making it easier for cars exiting off the freeway to decelerate and cars entering the freeway to accelerate. Furthermore, noise from traffic on the depressed section is less disturbing abutting property owners." ■

EXCERPT FROM "TEXAS HIGHWAYS"

Photo by F. W. Brown



# A SQUASH COURT

FOR MR. AND MRS. EDWARD LEEDE

MIDLAND, TEXAS

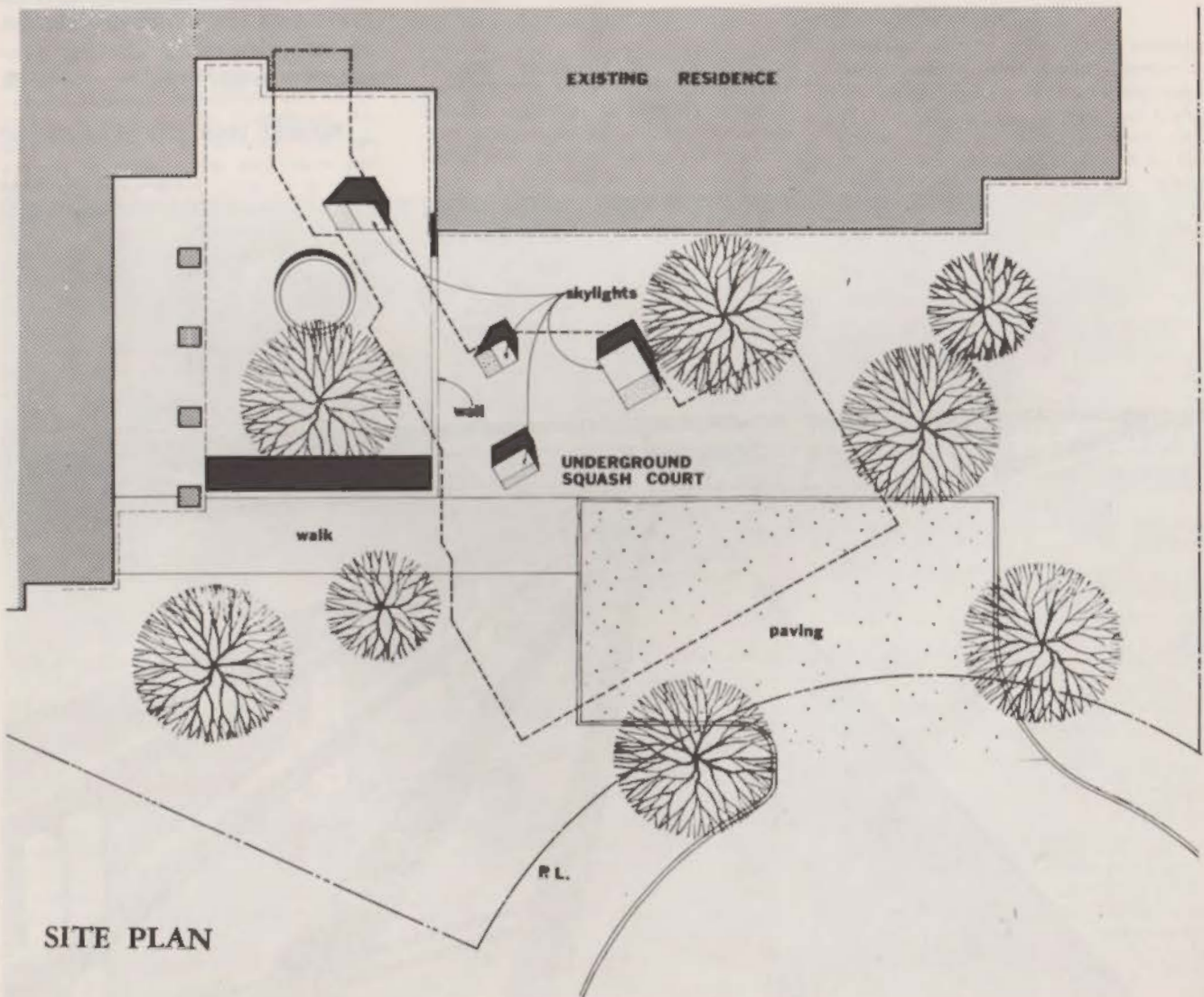
FRANK D. WELCH, ARCHITECT

C. W. ELLIS  
STRUCTURAL ENGINEER

W. R. APPLEBY  
GENERAL CONTRACTOR



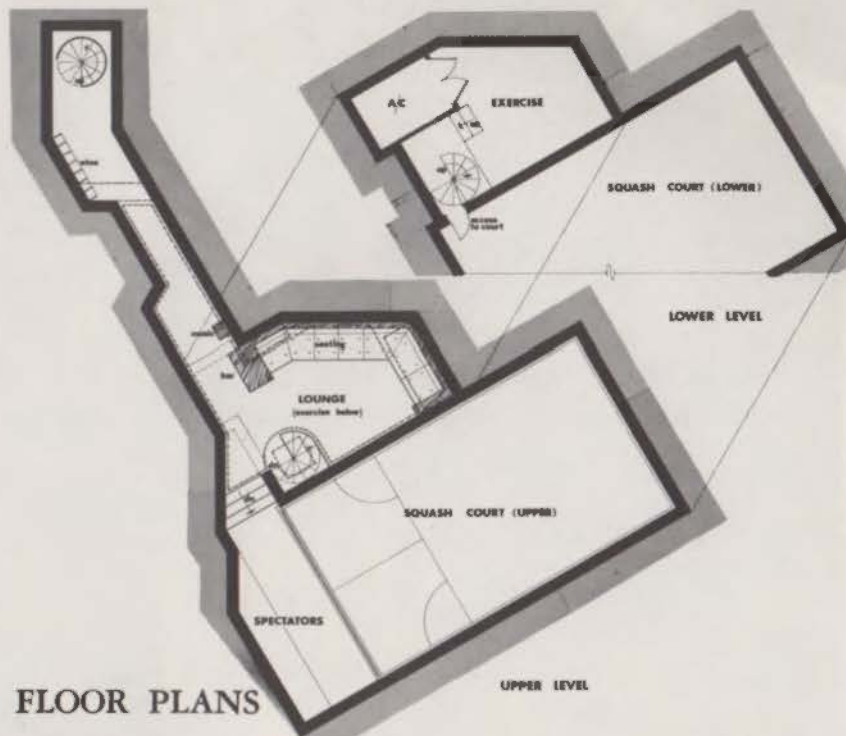
TEXAS ARCHITECTURE 1969



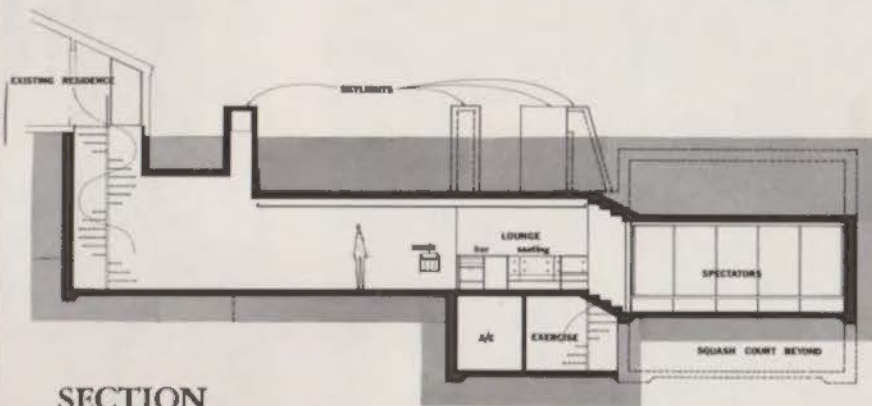
The problem was to design a private squash court, for a residence, in only space available for it: underground, between existing residence and front property line. The construction of the court, and its attendant facilities, had to be accomplished without disturbing the foundations of the existing dwelling.

The solution was to locate the largest element of the complex, the court, sufficiently far from the house, for excavation and construction, and to connect this horizontally by tunnel and vertically by spiral stair to a convenient corridor location in the residence. In addition to the court and its spectator gallery, (located low with its railing at rear foul line) a lounge area and bar, an exercise room (below lounge), TV and music facilities, and a large wine rack were included in the design. It was considered important to avoid an atmosphere oppressive and "underground" though a definite objective was a character expressive of the distinctiveness of the construction, location and function of the complex.

Four skylight "snorkles", plastered inside, introduce natural light and help avoid a "basement" atmosphere during the day and hold bracket lights to serve as indirect light reflectors at night. The natural materials of construction were dramatized by limiting decorative color to art work and to the banquette in the lounge. The tempered glass panels between spectators and players are spaced apart to avoid mullions and preserve auditory communication.

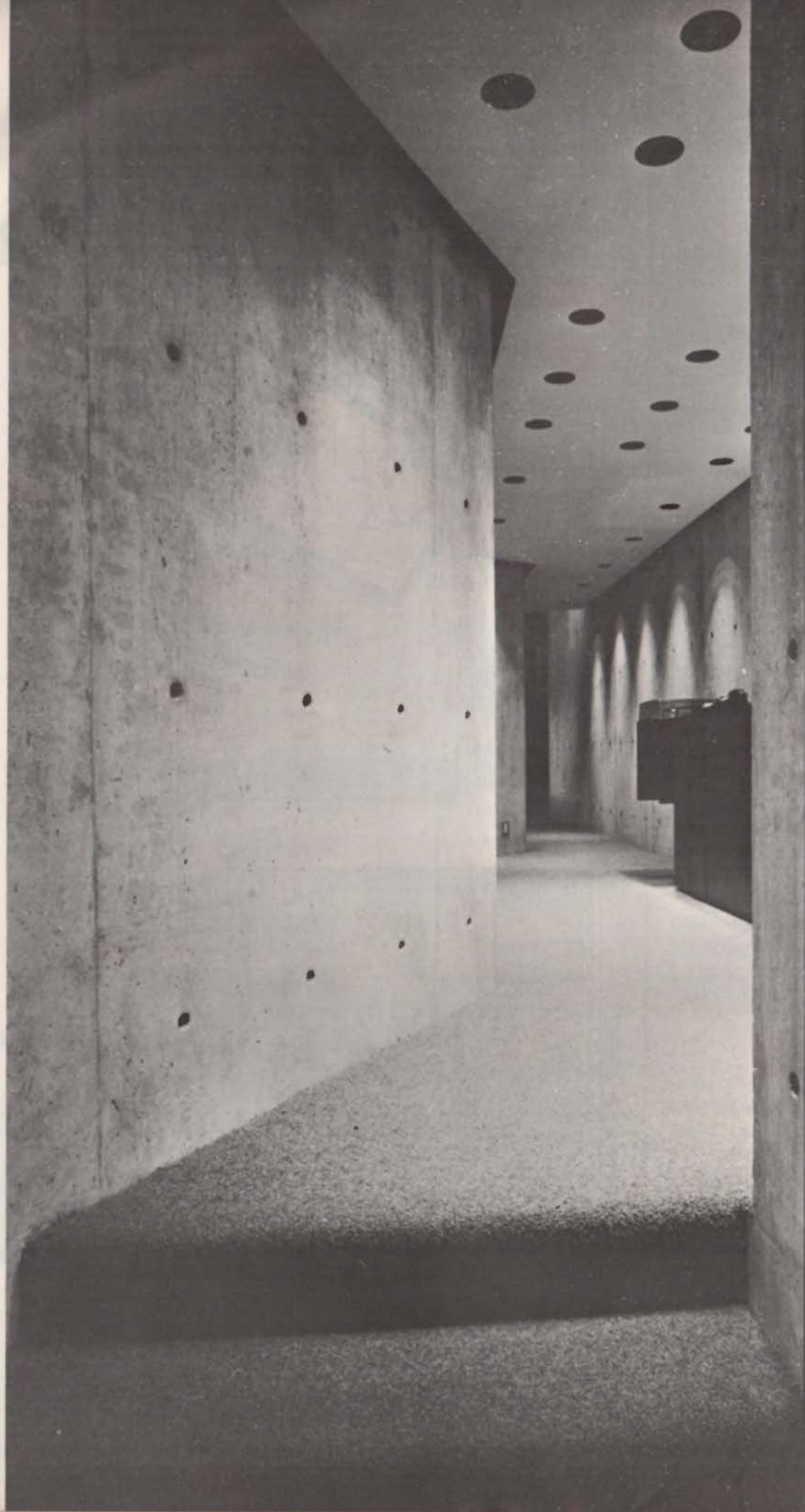


FLOOR PLANS



SECTION



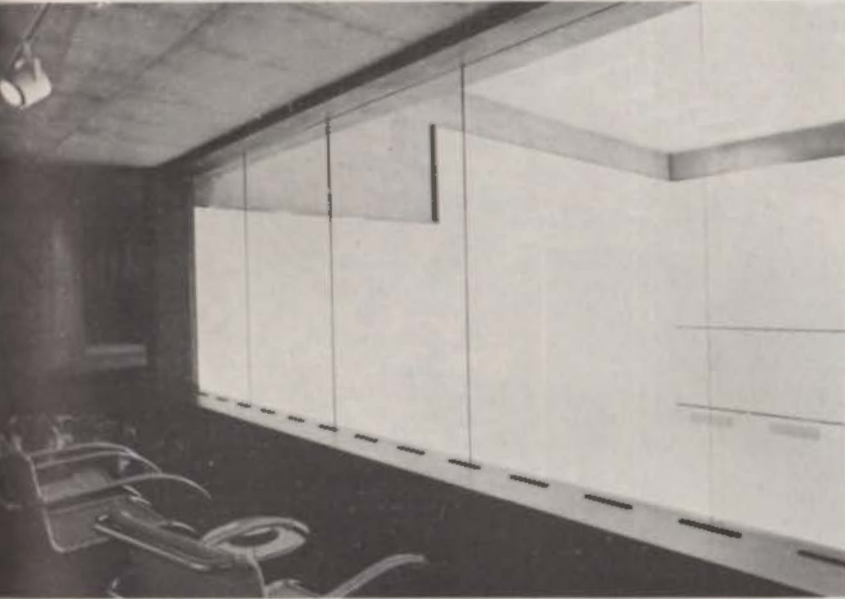




# A SQUASH COURT

*View from lounge to spectator gallery.*

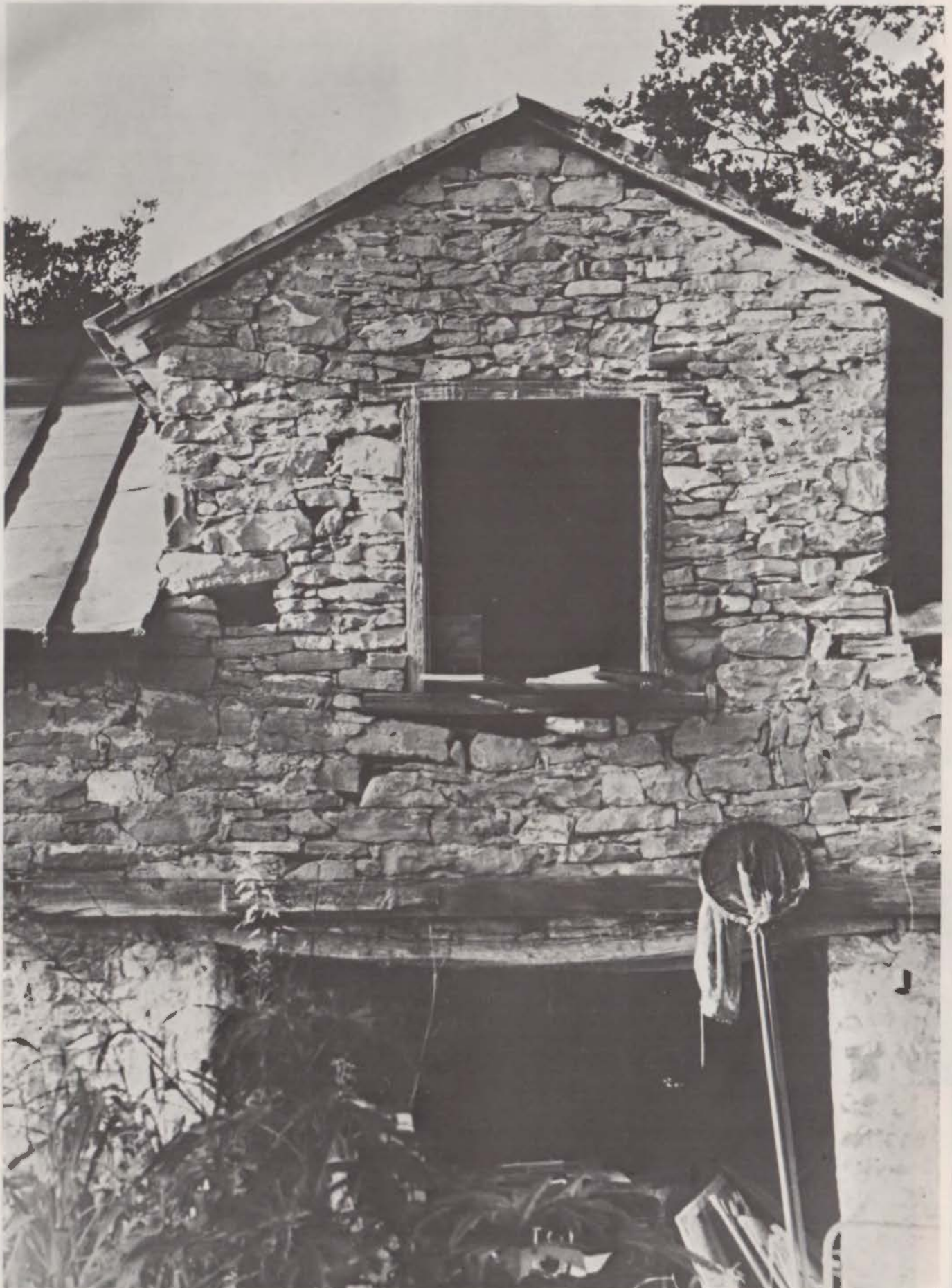
*Squash Court as seen from Spectator Gallery.*



*View of Bar and Lounge.*

*View of Exercise Room.*





A PHOTOGRAPHIC SURVEY OF THE  
ARCHITECTURE OF  
**CASTROVILLE AND  
MEDINA COUNTY**

TEXAS HISTORICAL ARCHITECTURE

excerpts from a graphical essay by Kilian Fehr, University of Texas

Castroville and the neighboring communities of Quihi, Rio Medina and New Fountain were settled in the 1840's by Henri Castro and his followers from the Alsace-Lorraine area of Europe. The buildings they erected in Castroville are usu-

ally set close to the street while those in the rural sections of Medina County are set back from the road. A distinctive and prevelant roofline can be seen throughout the area on the lowliest shacks and sheds to the finest of homes. These roofs

STONE BARN NEAR QUIHI

NOTE SHEAR CRACK IN END ELEVATION





DOOR AND TOWER OF ST. LOUIS CATHOLIC CHURCH,



CASTROVILLE

CARLE HOUSE AND STORE, CASTROVILLE



have about a 450 pitch on the main portion of the structures with a lesser pitch on the shed areas. Tin covers the roofs and can be found painted a rust or a deep maroon color. Exterior walls are constructed of limestone and sandstone while the interior walls are of adobe. Masonry work is of very fine quality with great care taken in selecting and laying of the stone. Colors found in the stone range



HALLER HOUSE, CASTROVILLE — NOTE CHIMNEY OVER FIRST FLOOR WINDOW

CORNER DETAIL OF DOG RUN LOG CABIN, CASTROVILLE

from an off white to a rich blend of ochres and golds. The New Fountain and Quihi areas have a greater amount of the latter colors while off-white stone is predominate in Castroville. Buildings with dressed stone were left exposed to the elements while undressed stonework was covered with whitewashed plaster inside and out. The front or street facade is usually composed of two doors with occasionally shuttered flanking windows. Single story buildings have either wood or tamped earth floors. A two-story structure often has a covered balcony. The most common floor plan is





VANCE HOUSE (LANDMARK INN), CASTROVILLE



VANCE BATHHOUSE, CASTROVILLE

VANCE MILL, CASTROVILLE

TYPICAL HOUSE, QUIHI



STONE HOUSE ON OLD STAGE ROAD, QUIHI





TYPICAL FARMHOUSE, RIO MEDINA  
STONE BARN, NEW FOUNTAIN



METZGER HOUSE, NEW FOUNTAIN  
STONE BARN, NEW FOUNTAIN



MASONRY OF UPPER RIGHT STONE BARN, NEW FOUNTAIN

one with two, three or four rooms with two in front and a long room across the rear or "lean-to" portion of the house. Because there is no railroad or major industry in the area and because the people of Medina County are primarily farmers, the villages of Castroville, Quihi, Rio Medina and New Fountain have remained virtually undisturbed for the past century and a quarter.

Article Layout By Donald  
W. Roberts



## RICE UNIVERSITY

### SCHOOL OF ARCHITECTURE

The Rice University School of Architecture will begin a new two-year graduate program in urban design in the Fall of 1969.

The program will lead to the degree of Master of Architecture in Urban Design, and will be open to candidates who hold the degree of Bachelor of Architecture and demonstrate a high level of skill in design.

The program will produce graduates who should be capable of linking the concerns of designing individual buildings or complexes with the concerns of the city planner for land use and transportation plans for cities.

The urban designer must find means for coordination of public and private sectors in the building or rebuilding process of cities. He must have an in-depth background in the behavioral sciences, political science, and economics.

The urban design program will consist of four semesters of academic work. The core of the program will be the studio directed by the urban design faculty and selected visitors, with seminar courses complementing studio work.

An interdisciplinary faculty from economics, sociology, engineering, and law will support the core studies. The program will utilize resources from the Houston area such as local planning agencies, the Southwest Center for Urban Research, and NASA. The city of Houston will serve as a laboratory for study.

Financial aid in the form of scholarships and fellowships will be available to qualified students who demonstrate need. Requests for applications to the urban design program should be made to the School of Architecture, Rice University, Houston, Texas 77001. Completed applications must be returned by May 1. ■

## UNIVERSITY OF TEXAS

### SCHOOL OF ARCHITECTURE

It is an unlikely combination—an Episcopal priest with a background in law and social work teaching a seminar in the School of Architecture.

But at The University of Texas at Austin, that combination has turned what could have been a dull lecture program into provocative discussion sessions.

The teacher is the Rev. Reynell M. Parkins who commutes to the Austin campus from his home in Corpus Christi, where he is the priest-in-charge of St. Martin's Episcopal Church and headmaster of the St. Martin's Episcopal School.

And the students in the seminar come from a variety of academic fields, although the majority are studying architecture.

Architecture students, as well as many others on the campus, are involved in studies relating to the environment and how to improve it—and that's basically what the seminar is about.

An attempt is being made to build bridges across the various disciplines on a college campus, since the educational system has become so specialized that each discipline tends to see only itself and what it does.

The problems of the cities are "just everybody's collective mess." The seminar motivates students of various disciplines to look at themselves and how they relate to others.

As an example, one of the programs was designed specifically for students interested in law and taxation, as well as architecture. Other programs involve students in such areas as sociology, business administration and educational psychology.

Students have become involved in the questions of poverty, racism, and housing in the Mexican-American and Negro communities.

Can standard housing be built for the mass of people at a cheaper price through economy in materials and time?

The problem should be explored by organizations and individuals—since "the FHA and the Federal government are not experimental agencies." During the spring semester the students will attempt to find some solutions to the question of more economical housing. They will attempt to set up a model Community Development Corporation as a non-profit foundation or charitable trust as a legal device by which funds can be raised in the form of cash or real estate and contributed to the trust. The trust, in turn, will be used as a capital base for experimenting with construction. Organization must not become so bulky that the disadvantaged person is unable to determine who he should turn to for counsel.

All kinds of counseling services are needed in order to coordinate for the mass of people the programs available.

What is vitally needed in re-establishing a community is a case worker "who would coordinate all the demands made on an individual. The mere physical construction of housing for the poor doesn't guarantee you'll have a better community, for buildings are not better than the people who use them. We must not only take the people out of the slums, but we must take the slums out of the people. ■





BY WILLIAM O. DOUGLASS

## FAREWELL TO TEXAS: A VANISHING WILDERNESS

REVIEW BY CHRIS WHITCRAFT, REPORTER ON THE AUSTIN AMERICAN-STATESMAN STAFF

HemisFair time with its partial triumph of indigenous culture and rescued architectural classics is a good time to give US Supreme Court Justice Douglas's self-styled melancholy book of last year a careful reading.

The state's most formidable Conservation Society is the women of San Antonio who raise \$100,000 a year at their annual fiesta. International architect O'Neil Ford led their battle to save five times the 20 historic homes from the urban renewal bulldozer for the Fair. Today the New York Times calls the homes that did survive the Fair's "most attractive feature."

The justice and the architect share a common love for the heritages of Texas and a tough directness in words to call the conservationists to battle against promoter-destroyers.

Douglas calls the conservationists of Texas a lonely lot because they are in the minority when it comes to saving the fast-disappearing wilderness. He warns that heroic action is needed if the shining bits of wildness left in Texas are to be salvaged.

He writes lovingly of the Edwards

Plateau with Austin and San Antonio on the edges. He tells tales of the great springs of Texas: San Antonio, Comal near New Braunfels, San Marcos, Del Rio.

Barton Springs at Austin is the fifth largest in Texas as it flows about 27 million gallons a day feeding Barton Creek and the Colorado River. Other springs-in-the-rough need preservation and protection as parks or recreation areas. One of these is Hamilton Pool near Cedar Valley, about 32 miles from Austin.

"I went to the Hill Country thinking of Texas, a dry, sunburned land. I discovered cool river bottoms in the deep shade of elegant pecan trees," Douglas says.

Douglas praises President and Mrs. Lyndon Johnson, Senator Ralph Yarborough, Representative Wright Patman and others who are determined to do something about the problems of conservation.

"Yet whether the modern Ahab can be unseated remains to be seen," the justice writes. "They see a tree and think in terms of board feet. They

see a cliff and think in terms of gravel. They see a river and think in terms of dams, because dams mean profitable contracts, don't they? They see a mountain and think in terms of minerals, roads, and excavations.

"They think of parks in terms of private enterprise, moneymaking schemes, not nature trails, but amusement centers . . .

"Texas thinks not in terms of the wonders of bayou and the glories of bayous. Those water wonders are either mere building sites for real estate promoters and construction companies, or open sewers for the easy use of cities such as Houston.

"In the six years it took me to complete the field work for this volume," Justice Douglas writes, "I heard every outdoor value I know appraised largely in terms of dollars.

"All except one: the wonderful sunsets of Texas.

"And I left Texas convinced that somewhere some promoter probably had plans for them, too." ■

## TEXAS TECH

Two graduates of Texas Tech's Department of Architecture head American Institute of Architects organizations in New Mexico and Nevada.

Robert A. Fielden, 1962 graduate, was president of the AIA Las Vegas Chapter before his election as head of the Nevada Association for 1969. He is a native of Amarillo.

Beryl Durham, a 1963 Texas Tech graduate in architecture, will serve as 1969 president of the New Mexico Society. He was a charter member and first president of the New Mexico Southern Chapter. He has served as a director of the New Mexico Society since 1966, as secretary-treasurer in 1967 and vice president in 1968. ■

### WILLIAM W. CAUDILL

William W. Caudill, FAIA, has been named one of the 25 charter members of the Academy of Texas, created by Gov. John Connally shortly before leaving office in January.

Mr. Caudill is a general partner of Caudill Rowlett Scott, Houston, and director of the school of architecture at Rice University.

Widely known as an innovator in educational architecture, he is the author of numerous reports, books and articles, and has been a visiting lecturer at many of the country's principal universities. ■



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### C. S. I.

"International Conference on Industrialized Construction" will be the theme for the 13th Annual Convention of The Construction Specifications Institute to be held in Houston, June 2-4. Nine speakers representing seven countries will be on the program and will discuss the existing industrialized systems in prominent use throughout the world. ■

### HARRELL AND HAMILTON

J. Stuart Todd, AIA, has been named a Principal in Harrell and Hamilton, Architects/Planners, of Dallas. He will act as chief administrative officer for the firm which has grown to 75 personnel this year. Before joining Harrell and Hamilton, Todd was a principal member of Todd and Roberts Architects of Dallas. The design firm was noted for the number of funeral homes it designed throughout the Southwest.

Stanley Gene Watson, AIA, has joined Harrell and Hamilton as a Design Group Leader. Watson received a Bachelor of Arts degree from Texas University and has headed his own architectural firm in Dallas. ■

MARCH, 1969

NATIONAL AWARD WINNER FEATURES

# MOSHER STEEL



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## BANK OF HOUSTON selected for **AISC Architectural Award of Excellence**

One of 15 buildings selected from 158 entries, the Bank Of Houston received the 1968 Architectural Award Of Excellence, sponsored by the American Institute of Steel Construction.

The Award Citation (in part) reads:

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