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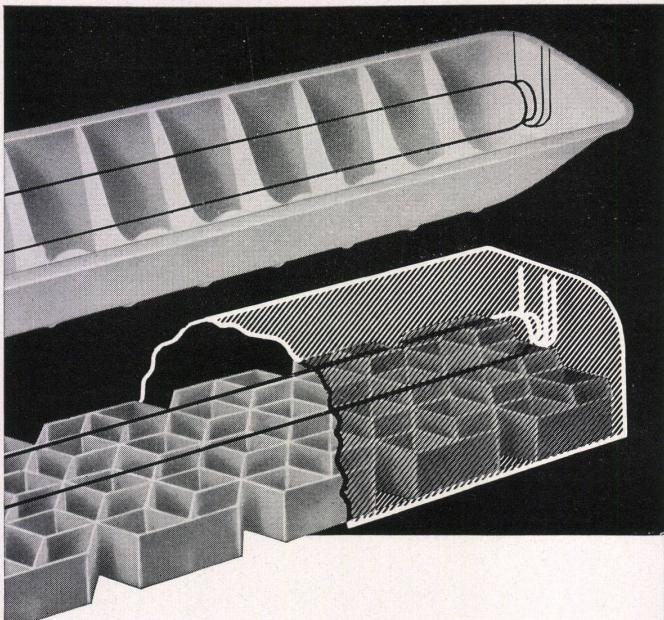
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central avec restaurant, cuisine et station de service, et les différentes unités de chambres d'hôtel avec leurs boxes. Le restaurant fermé, le restaurant en plein air et la salle des voyageurs sont dimensionnés de telle sorte que l'installation servira aussi de but d'excursion en dehors de la ville. L'orientation alternative vers l'est et l'ouest des unités d'habitation leur confère une belle atmosphère d'intimité. On a prévu des chambres à un et à deux lits, ainsi que des pavillons familiaux pouvant héberger jusqu'à six personnes. L'aménagement des pavillons tend surtout à rendre un séjour prolongé aussi agréable que possible. Chaque pièce est pourvue de WC, toilettes et douches. La voiture peut toujours être garée à proximité immédiate de la chambre.

### Poste à essence près du Lac Bleu près de Hanovre (pages 268-269)

La division de la toiture de la station en deux toits de grandeurs différentes a été choisie pour la raison suivante: un côté est réservé aux voitures privées (essence) et l'autre aux camions (huile Diesel). Il fallait, de plus, placer la caisse et la loge du chef de poste dont le toit est surbaissé, entre les deux postes distributeurs de carburant. La salle des clients contenant aussi la caisse est vitrée de trois côtés: on voit bien les voitures arriver, ce qui assure un service rapide et une bonne direction de tout le personnel. Le poste de graissage et un petit atelier se situent derrière la salle des clients dont ils sont séparés par des parois vitrées.

### Grand poste à essence à Ratisbonne (page 270)

La grande distance séparant l'alignement de la route nécessite l'application de moyens architecturaux permettant de relier le bâtiment à la route. Pour cette raison, on a allégé la construction côté route et rapproché ainsi l'espace extérieur de la paroi en briques hollandaises. Pour l'éclairage de l'îlot aux colonnes d'huile Diesel, on a développé un candelabre spécial que l'on fabriquera prochainement en série.

## Summary

### Block of flats with workshops in Zurich (pages 231-235)

The building is divided into two separate parts: a residential block whose long south-facing side fronts the street, and a workshop structure whose main facade has a northern aspect and is situated on the rear, mountain-side portion of the site. The staircase with lift lies between these two sections and is designed in the form of an all-glazed connecting structure.

The residential block is planned as an arcade house with the larger flats situated at the short ends and the smaller flats in the centre of the block. The ground floor and the first and second storeys each contain a flat with 1, 2, 3 1/2 and 4 1/2 rooms, kitchen and bath. A 5-room flat with a roof terrace running the length of the block completes the arrangement. The ground floor and two upper stories each contain one workshop. In the basement of both blocks there are garages with access from the yard, the lumber-rooms of the flats, the heating and refrigerating plants as well as the laundry and the drying-room.

### Mont-Blanc Centre office block and Le Plaza cinema in Geneva (pages 236-240)

In a prominent position in Geneva, opposite the Main Post Office in the Rue du Mont-Blanc, where the latter meets the Rue de Chantepoulet and the Rue du Cendrier, an office block, eight to ten storeys in height, was to be built on the site of old house property which was ripe for demolition. Apart from the office block, the scheme provided for numerous shops and two restaurants on the main street as well as a large cinema which would occupy a space made available by the gradient of the site.

The actual multi-storey block of offices has an asymmetrical T-shaped plan. The cross-piece of the T rises 5 storeys in height above the double basement, while the down-stroke comprises 6 and 8 storeys. This staggered block massing as well as the in-and-out effect of the individual sections of the structure imparts a lively outline to the architectural proportions of the building as a whole.

The upper ground floor is accessible from the corner of the assemblage; six steps lead from the pavement into a gallery which is constructed over the entrance

to the cinema and also contains a row of shops and a beer restaurant between the Rue de Chantepoulet and the Rue du Cendrier. At the same level begins the staircase in the heart of the building with three lifts up to the office floors. In the various storeys there is room for approximately 240 offices.

For the first time in Switzerland consistent use has been made of prefabrication by employing 1,000 window components of aluminium sections and glass. In the courtyard of the new building a cinema with seating for 1,250 has been constructed by making use of the natural gradient of the site.

### Farmitalia pharmaceutical factory in Milan (pages 241-245)

The first phase of a pharmaceutical factory was to be built on one of the outer ring-roads of Milan and to be designed so that the highest possible degree of flexibility was achieved inside the buildings. Special importance was to be attached to short intercommunications, conditions facilitating easy checking, and hygienic working arrangements. The first phase was to consist of two multi-storey factory buildings; at a later stage an analogous third wing was to be constructed and further storeys added to the existing structures. The sequence of production was to be in a downward direction.

The scheme provides for a long two-storey building with three five-storey wings annexed like the teeth of a comb. Two of these wings are already in operation whereas the third is only planned. The multi-storey buildings run from east to west and access to them is gained through a staircase on the short side of each structure. The pipes and ducts for ventilation, gas, electric power, light, steam and vacuum are also concentrated there. Goods and passenger lifts are installed near the staircase.

It is proposed to build an office and laboratory block on the northern side of the site.

The entrance for workers and cars, a kindergarten, the porter's lodge, the ambulatorium, a garage and finally the boiler-house and a carpenter's shop are sited along the subsidiary road joined at right angles to the main road. In all cases provision has been made for the possible addition of extra storeys at a later date. On the first floor here the workers' canteen, a kitchen and rooms for the directors and office staff will be accommodated.

### Administrative building of a fire-insurance company in Los Angeles, California (pages 246-250)

The Northwestern Mutual Fire Association, whose head offices are in Washington, wished to have an administrative building for its Californian branch in Los Angeles. What was required was a building of which part might be temporarily let as offices but could be taken over by the clients themselves if they wished at a later date to extend their own premises. These additional offices were to be arranged on an upper floor whereas the whole ground floor was to be used by the insurance company. The spatial organization of the insurance company required a single undivided hall with access to three separate offices and a conference room. A small section of the large hall was to be divided off for the public. This main hall measures some 23 by 24 metres and provides space for 73 staff. Three small offices and a conference room are sited on the south side.

In the south-east corner there is the main staircase with a lift; in the diagonally opposite corner there is a second internal staircase, near the entrance of which the company's post office is accommodated. On the first floor the staff toilets, a lunch-room and a rest room are grouped near this staircase.

### Extension to a London block of offices (pages 251-252)

Three structures badly damaged during the war were to be made into an office block considerably larger than the original buildings. The whole of a vacant courtyard was built over to form the basement and the ground floor. The extension of the four storeys meant that there was a considerable increase in office space and this entailed an additional entrance. Thus a new staircase became necessary, and the architect sited this, unglazed, in a detached position in front of the west facade.

### Offices of the D.D.G. Hansa, Bremen (pages 253-254)

The client required glass partitions for the overall office area of 520 sq. metres.

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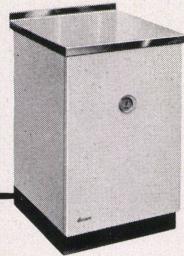
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The selection was made of a type of wall construction in which large sheets of plate-glass (mean width 1.4 metres) are supported by thin light alloy sections. Since the arrangement of all-glazed walls left no standing-room for the requisite filing cabinets, the parapet was as a rule fashioned as a cupboard along the single sections of wall. The lay-out has meanwhile proved its efficiency in use. A total of approx. 320 sq. metres of glass and Duroglass has been used in the building. The cupboards total some 135 metres in length.

### Central station for transcontinental buses in Chicago (pages 255-257)

Two storeys above the ground floor contain space enough for 500 parked cars. Above a roof terrace, which is to be laid out as a roof garden, an eleven-storey hotel and business building is to be built at a later stage.

The passengers enter the building at street-level and reach the waiting-hall on the first basement floor by means of escalators after passing through corridors with large show windows.

Further escalators convey the passengers to the second basement, where platforms for 31 arriving and departing buses are laid out round a public hall. If 15 minutes

are allowed for passengers to take their places and luggage to be loaded, 120 buses can be dealt with per hour, or 18,000 passengers per day.

### Garage in Düsseldorf (pages 258-262)

The Haniel garage has four storeys and a basement and can accommodate a total of 500 cars. The cars are parked in four rows along either side of the 7-metre wide road. One-sided parking, which is sometimes used in car parks, cannot be used in garages because of the large space required. One-way traffic is the rule throughout the garage.

So that vehicles can turn onto the ramps without difficulty, sufficient free space is left at the foot. The ramps, which are situated on the two long sides of the garage, one up and one down, have a gradient of 14.5% and at their point of entry into the building a spacious landing is arranged. As the external walls are all-glazed an unobstructed view of the exits and entries is assured.

As all the free space on the site outside the garage building is required for traffic and the temporary parking of vehicles, the hotel building with 22 rooms, a small restaurant and 3 flats, was placed as a separate structure on piers over the entrance so that only a porter's lodge and

a waiting-room remain on ground-level. It is planned to accommodate the flats in a new structure to be built on the north side of the garage and annexed to the existing residential quarters and to make the personnel building into a complete small hotel (40 rooms). This would round off the scheme and make it virtually self-contained, as a motorist's hotel.

### New office for the engagement of stevedores (pages 263-265)

An office was to be built in Rotterdam in which stevedores could be engaged daily and made up into loading and unloading gangs for arriving and departing ships. A triangular site in the dock area surrounded by roads with industrial railway lines was available.

The centre is occupied by a two-storey hall which is entered from the west and in front of which a large cycle park is located. Round this structure all the other departments, some of which are two-storeyed, are sited. The administrative staff and the foremen who arrange the taking on of hands enter the building from the east. On the left are the offices of the welfare service and of the inspector, while to the south are annexed the cashier's office and the pay desk for the workers.

### Project for a «motel» (pages 266-267)

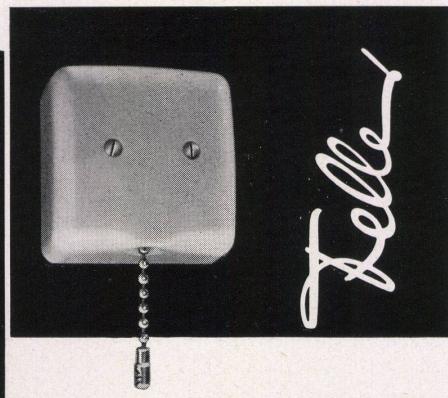
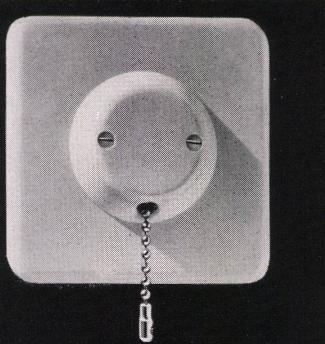
The scheme is planned for a possible site some ten kilometres outside Basle on the Basle-Zurich road. The lay-out consists of a central block with restaurant, kitchen and service station and single guest-room units each with its lock-up garage. The restaurant, parlour and open-air restaurant are on a scale which will be in keeping with the importance of the place as a goal for short runs out from the town. The residential units are arranged alternately facing east and west so that a spatial effect of intimacy and complete privacy is achieved. The scheme envisages single and double bedrooms. In addition family pavilions with accommodation for six persons are planned. The pavilions are designed throughout to make a longish stay pleasant for the visitor. There is in each case covered accommodation for the car.

### Filling station at the Blue Lake near Hanover (pages 268-269)

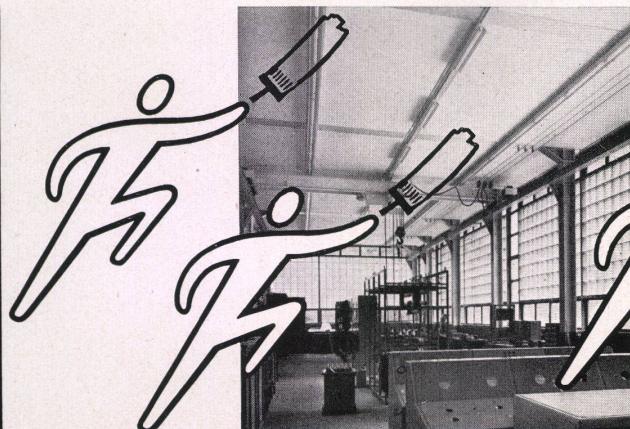
The division of the roof over the pumps into two sections (of different sizes) was dictated by the fact that on one side only private cars fill up (motor spirit) while on the other side lorries (diesel fuel) are dealt with and that the pay office and the

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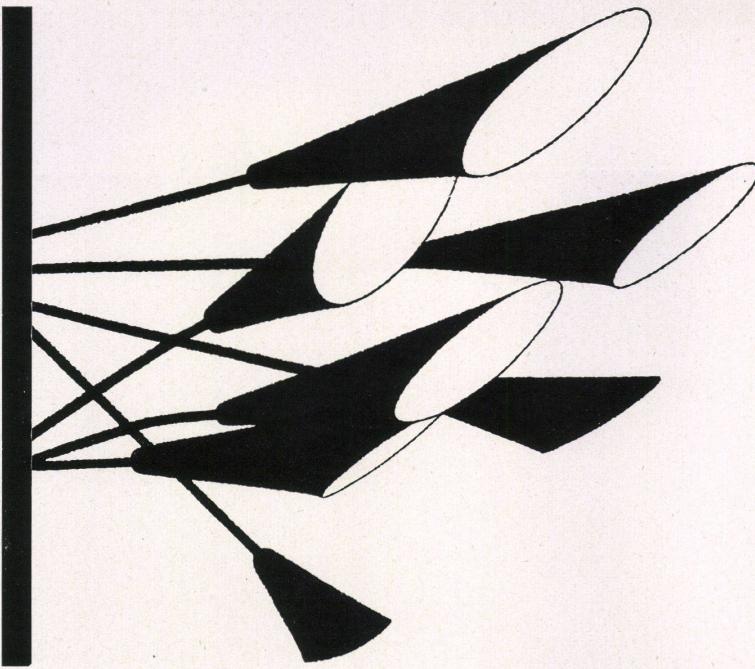
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attendant's room with the lower roof had to be sited between the two groups of pumps.

Since the customers' room and the pay office are glazed on three sides, approaching cars can be easily seen (thus facilitating smart service) and the whole business of the station can be supervised efficiently. Behind the waiting-room are situated (again separated only by glazed walls) the oil room and a small workshop.

#### **Large filling-station in Regensburg (page 270)**

Owing to the great distance between the front of the building and the street, it was necessary to link the station area and the street area organically by features of the design. Thus the cubic mass is broken up along the line of the street and the exterior area is integrated with the general lay-out up to the inner wall of clinker, which is emphasized by the character of its material.

A special dazzle-free candelabra was devised for the diesel islands and will soon be ready for mass production.

Foto des Titelblattes:  
Peter Trüb, Zürich

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