

101 1/2

10-23

new mexico
architecture
November-December 1975 \$1.00

**LOOK FOR
OUR NEW
IMAGE
AROUND
NEW MEXICO**



**WE'LL BE
LOOKING
FOR YOU!**



vol. 17 no. 6

nma

nov.-dec. 1975 • new mexico architecture

EDITORIAL

The Fort Marcy Officer's Residence (Hewett House) controversy has heightened into an embittered confrontation. In spite of letters of protest to the governor, to the Board of Regents and to the newspaper, in spite of overwhelming support for preservation of the house by the Museum of New Mexico staff, in spite of pleading by the Old Santa Fe Association, the New Mexico Cultural Properties Review Committee and the Keeper of the National Register of Historic Places the Board of Regents of the Museum of New Mexico stubbornly and bullheadedly follows a course for the house's destruction.

The Regents, all except, perhaps, one member, are being led along this path of infamy by Nathaniel A. Owings, FAIA, a nationally known architect and planner. Mr. Owings is of national prominence, to be sure; he is a former senior partner of the internationally known archi-

New Mexico Arts Commission

Awards Announced 8

Leave The Back Of Garage And Turn Left 11

—By John DeWitt McKee and Spencer Wilson

Letters to the Editor 21

(Cover—Atlantic & Pacific R. R. Superintendent's House, Albuquerque
—Albuquerque Landmarks Commission)

—Official Publication of the New Mexico Society of Architects, A. I. A.—

Society Officers

President—Bob Campbell
Vice President—Edwin French
Secretary-Treasurer—George Owen
Director—Bill Waters
Director—Gene Hunt
Director—Charles Nolan, Jr.
Director—Wilbur Harris
Director—Robert Strader
Director—John Conron, FAIA/FASID
Director—Kenneth S. Clark, FAIA

Commission for NM

John P. Conron, FAIA, FASID—Er'
Ronald K. Hill—Associate
Bainbridge Bunting—Editorial C
Robert G. Mallory
Mildred Brittr



Continued on page 9

FROM CONCEPT TO COMPLETION



Griggs Exclusive
Push Back Chairs

**Chairs
Are
For
Sitting**

Large people, little people, quiet people, squiggly people. Particular people. For assembly or auditorium seating to keep creatures of comfort happy, we ask you to sit down on the job and judge! Griggs Push Back Chairs are beautiful strong, comfortable and meant to welcome the contours of particular people.

Architects regularly use our design consultation services for:

Science labs / Offices / Artrooms / Dormitories / Libraries / Auditorium seating / Home Economics labs / Gymnasiums

**UNIVERSITY BOOK STORE
ALLIED SUPPLY CO.**

2122 Central, SE
Phone 243-1776
Albuquerque, N. M.

ALBUQUERQUE TESTING LABORATORY

Sub-soil Investigations
For Structural and Dam Foundations

**Two Drills and Crews now
available for Prompt Service**

Laboratory Analysis and
Evaluation of Construction Materials

**All work done under the supervision
of Registered Professional Engineers**

532 Jefferson St. N.E. — P. O. Box 4101
Phone AL 5-8916 Albuquerque
Phone AL 5-1322 New Mexico

Congoleum®
FINE FLOORS



PEERLESS™

CUSHIONED VINYL FLOORS. THE ULTIMATE IN CUSTOM FLOORS FOR COMMERCIAL INSTALLATION. THE WHITE SHIELD BACK ALLOWS INSTALLATION ON OR BELOW GRADE.

ASK TO SEE THE WIDE SELECTION OF BEAUTIFUL PATTERNS IN PEERLESS CUSHIONED VINYL SHEET GOODS. EXTRA RUGGED, YET SO BEAUTIFUL.



125 DALE, S. E.
P. O. BOX 2511, ALBUQUERQUE, NM 87125
PHONE 877-5340

Goodrich Roofing Co.

A CORPORATION

Serving New Mexico For Over 20 Years

NO JOB TOO LARGE—OR TOO SMALL
ALMOST EVERYTHING IN ROOFING
AND SHEET METAL

GOODRICH ROOFING IN
ALBUQUERQUE FOR GOOD . . .
OUR CREDENTIALS . . . THOUSANDS OF
SATISFIED CUSTOMERS
FREE ESTIMATES

(505) 345-1854

3402 Stanford Drive, N. E.
ALBUQUERQUE, NEW MEXICO

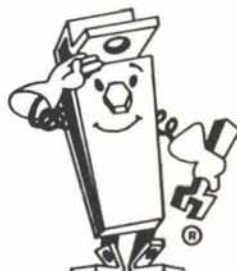
UNISTRUT *New Mexico*

QUALITY PRODUCTS for
THE BUILDING INDUSTRY

Space Frames

Telespar Tubing

Metal Framing



MR. STRUT

4820 PAN AMERICAN HIGHWAY, N. E.
P. O. BOX 3128 (505) 881-0264
ALBUQUERQUE, NEW MEXICO 87110

STEELCRAFT

METAL DOORS AND FRAMES

SARGENT

ARCHITECTURAL HARDWARE

SANBUSCO...

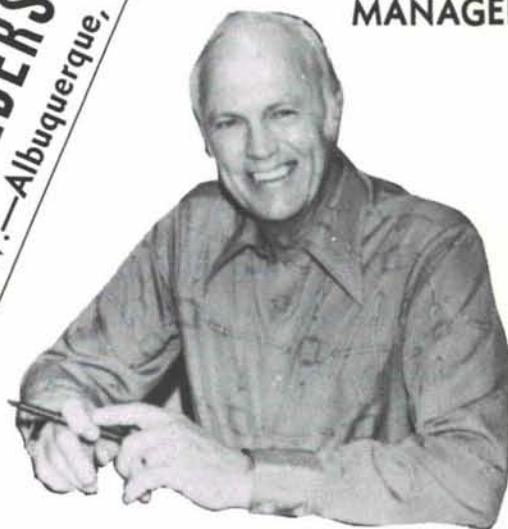
REPRESENTING ALL
MAJOR LINES OF
CONTRACT BUILDERS
HARDWARE

SANTA FE BUILDERS SUPPLY CO.
1803 6th St., N. W. — Albuquerque, N. M. 505/243-5552

JERRY ROBERTS

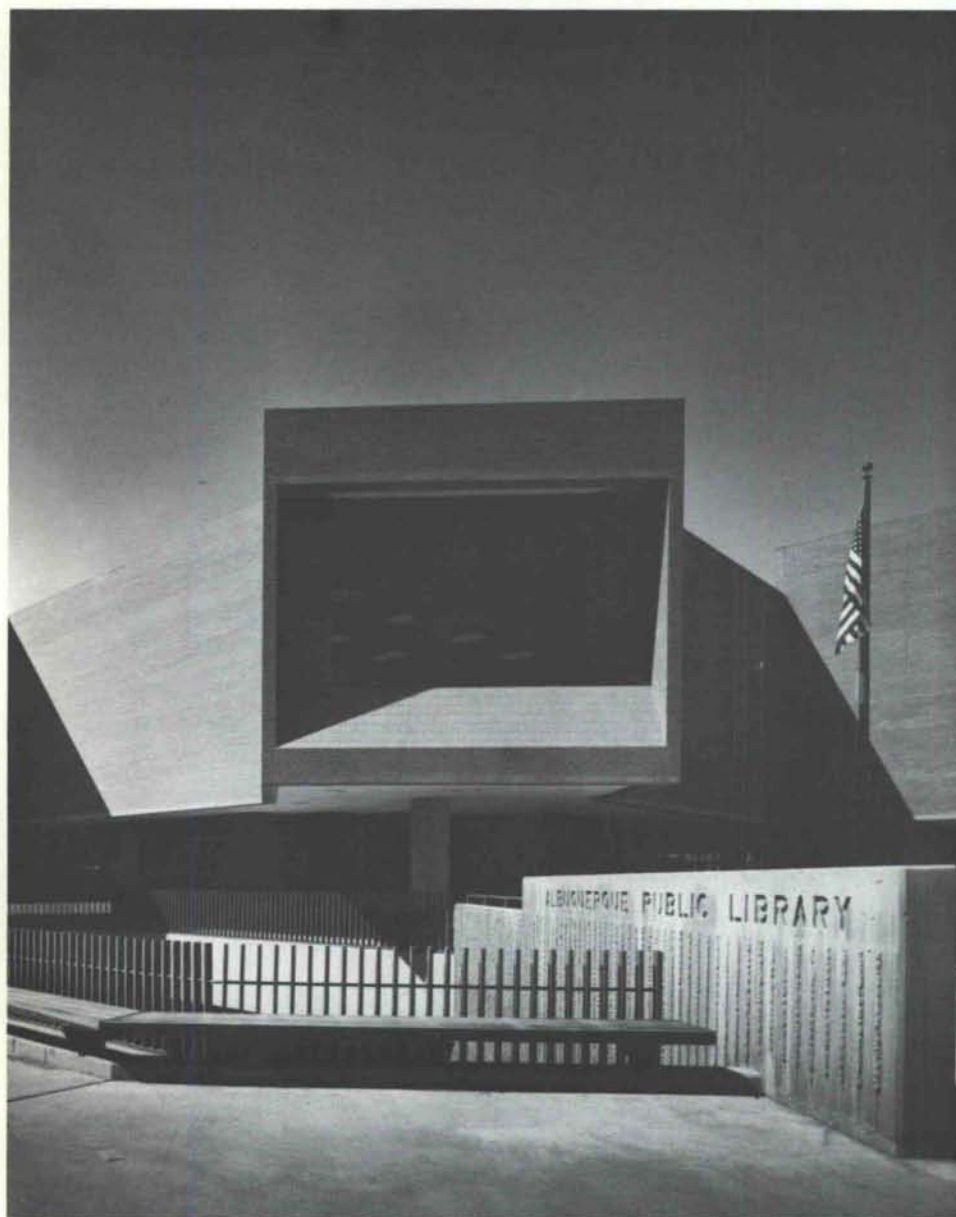
AHC

ARCHITECTURAL
PRODUCTS
MANAGER



1975 NEW MEXICO ARTS COMMISSION AWARDS

For Excellence in the field of New Construction.



ALBUQUERQUE PUBLIC LIBRARY

Stevens, Mallory, Pearl &
Campbell,
Architects

MacCornack & Burns, Structural
Engineers

Coupland & Moran, Mechanical
Engineers

Uhl & Lopez, Electrical Engineers
Shirley Hamilton, ASID,
Interior Consultant

For Excellence in the field of Historic Preservation.

to the City of Santa Fe for the

SANTA FE HISTORIC STRUCTURE AND TOWNSCAPE DESIGN STUDY

Prepared by the Planning Department, City of Santa Fe.



continued from page 3

tectural firm of Skidmore, Owings, and Merrill. Further, he did play one of the leading roles, along with David J. Jones, John W. McHugh, AIA, myself and the people of Las Trampas and El Valle in the preservation work on the Church of San Jose de Gracia in Las Trampas. (See **NMA**, Sept./Oct. 1967). Further, Mr. Owings is serving as a consultant for the preservation now in progress at the old Guadalupe Church here in Santa Fe. I honestly do not know what other experience he has in the actual practice of preservation. However, I do know that Mr. Owings is the chief architect for the "Grand Design," a plan for the revitalization and enhancement of Pennsylvania Avenue in Washington, D.C. This plan envisions a grand tree and pedestrian lined avenue which terminates against the present Treasury Building in a vast open "National Square," planted with a "suitable" memorial to General John J. Pershing and many trees. This vast open space can only be accomplished with the destruction of one city block, which, according to the National Trust for Historic Preservation, local architectural historians and others, contains a hotel structure of considerable historical importance. The Willard Hotel was built in 1901 from designs by Henry Hardenbergh; it has housed hundreds of eminently important people and has had a long, illustrious history. It now stands idle and empty, but feasibility studies have been made recently and they suggest that it could be renovated, profitably, into a grand hotel, which downtown Washington could well use. But perhaps it is already too late for the Willard; we can but wait and see.

Comes now Mr. Owings and his personally chosen out-of-state architect to plan for New Mexico with another grand design which must be accomplished by the destruction of a his-

toric structure. Interestingly enough, the structure is to be replaced also by an open space, ie: a small courtyard, one tree and a memorial to Fort Marcy or Hewett. Santa Fe is smaller in scale than Washington, D.C., of course!

Over the past months of planning the use to which our "grand design" is to be put has changed, but not the design! With but a flip of the tongue the contemplated 3 million dollar museum building is: a.) a much needed Fine Arts Museum expansion; b.) a Fine Arts Museum expansion with an Indian Arts wing; c.) an Indian Museum, with no space, except for some storage in the basement, for Fine Arts needs. Plan C is currently in favor, and **if built will preclude any expansion of the Fine Arts Museum**, whose expansion needs started the whole planning process in the first place.

All planning is being directed by an Ad Hoc Planning Committee composed of members of the Board of Regents and the Museum of New Mexico Foundation; Mr. Owings sits on this committee which is chaired by Regent Frank Bateman of Santa Fe. It was their decision, without benefit of a Regent's vote, to move into Plan C, an Indian Museum for the display of, according to Owings: "Pueblo and Navajo art." At its last meeting in October, the Regents requested the inclusion of an "Indian Wing" only.

Without benefit of a Master Plan, it appears that major decisions can be made without the need for detailed study. Is this even a proper location for the vast needs of an Indian Museum which must properly house not only "Pueblo and Navajo Art" but also, Anasazi, Mogollon, Apache, Ute? This question remains un-addressed. The Indian heritage of New Mexico can be documented to about 12,000 BC; it continues to be a vital and unique culture today. To correct-

ly interpret and display the artifacts of the past and the continuing art works of such a vast culture requires a building of distinctive design and careful planning; it cannot be drafted from, or grafted onto, a design originally proposed for a Fine Arts addition.

Over the past two years the Regents have been trying to acquire the Old Post Office in Santa Fe for remodeling into an Indian Museum. Months of effort were expended in an attempt to acquire the building from its owners, the General Service Administration. Finally last summer, one look by Mr. Owings' architect put an end to that Regent dream. It is unsuitable. So the Ad Hoc Planning Committee simply dismissed months of Fine Arts Addition planning by changing the labels on a very expensive model; the Fine Arts Addition becomes an Indian Museum. Ridiculous!

As I understand it, just under \$60,000.00 has been paid to Architect Edward Larabee Barnes, FAIA, of New York for the preliminary design studies for the Fine Arts Expansion—now—Indian Museum. In addition, Mr. Barnes has been paid an additional amount to tell the Regents what others, including the Museum of New Mexico Staff, have been saying all along, that the Old Post Office is unsuitable for an Indian Museum. To be sure, the funds expended so far are not tax dollars, but rather Museum of New Mexico Foundation and Rockefeller Brothers Fund monies. However, these funds have been expended rather quietly through the Foundation without benefit of the open-meeting law. The Foundation is not a state agency; it need not have open meetings. However, the Ad Hoc Committee is talking an eventual major expenditure of state funds when plans for the building are finally ready for construction. Further,

continued on page 20

Fire containment specialist.

Call on the brick and block wall specialist to give your buildings added fire protection.

Drywall elevator shafts and stairwells can collapse in a fire. Steel loses its load-carrying capacity when temperatures rise above 1000°F.

Glass and metal curtain-walls can shatter or melt.

Brick and block walls won't burn, melt, buckle or disintegrate. No matter how hot the fire. Good reasons for masonry stairwells, masonry protective compartments, and masonry firewalls on every floor of your building.

No one can prevent all fires from starting, but the bricklayer, working with brick and block, can keep them from spreading.

Brick and block. Some of the best fire protection your building can get.



International Masonry Institute
Suite 1001, 823 15th Street, N.W.
Washington, D.C. 20005

Send me information on the fire
safety advantages of brick and block.

Name _____
Title _____
Company _____
Address _____
City _____ State _____ Zip _____
Nature of Business _____



MASON CONTRACTORS ASSOCIATION OF NEW MEXICO

Leave The Back Of Garage And Turn Left

————— A real trip!

By John DeWitt McKee & Spencer Wilson

You leave Albuquerque, New Mexico, on 1-25, connect with US 60 at Socorro, and head for Springerville, Arizona. It's a 219-mile drive. At 55 miles an hour, the trip takes about four hours.

Don't knock it. Suppose you had had to make the same journey in the early 1920's. There recently

ALBUQUERQUE, NEW MEXICO TO SPRINGERVILLE, ARIZONA

THIS LOG IS FURNISHED FREE BY

BUTLER AUTO CO.

ALBUQUERQUE, N. M.

THE ONLY FIRE PROOF GARAGE
IN THE CITY

Storage Capacity, 60 Cars. Steam Heated.



Ladies' and Gents' Dressing Rooms.

LARGEST STOCK OF TIRES AND ACCESSORIES IN THE
STATE.

THE BEST MECHANICS IN TOWN.

Open Day and Night.

Free Information about Hotels, Rooms and Restaurants.

THIS IS THE ONLY GARAGE TO HELP THE TOURIST
OVER A STRANGE ROAD. ALL WE ASK IS YOUR
PATRONAGE.

Free Log of Road in Any Direction to Our Patrons.

The trip was longer in those days, in both distance and time, than it is today. The log, with notations sometimes at a tenth of a mile, adds up to 238.8 miles as against today's 219. If we allow an average of 20 miles an hour and no mishaps — and that, considering the fragility of the cars, puncture-prone tires and the uncertainty of road conditions, is allowing a good deal — the journey as recorded in the log had to take almost 12 hours, not counting meal and rest stops.

To make such a trip, you first had to be an intrepid adventurer. You had also to be equipped with food and water, camping gear, a full tool kit, and enough tires and patches to see you through the trip. It may have been an oversight, but according to the log, there were several places where gas, oil and water were available, but none at all where you could buy a tire.

The log did not begin at the driver's front door, obviously. It started instead at the back door of the Butler Auto Co. garage at about Fourth and Copper in downtown Albuquerque. The implication is obvious: You were expected to check in at the garage to make sure all systems were go before you started on your long safari across Southwestern New Mexico.

"Leaving back door of garage," the log says, "turn left at car tracks onto Central Avenue."

Indeed, Butler Auto Co. seemed to see anything beyond the back door of its garage as uncharted wilderness. For example:

"2 Turn right onto 3rd St. going south."

"1.2 Turn right on Bridge St. and cross steel bridge at 1.3 to the west side of the Rio Grande."

"1.9 Forks bear left on grade."

"2.8 Turn right."

All that, just to get the motorist out of town!

At 3.1 the logger noted his first culvert, and at 3.7 he wrote, "Culvert; 15 irrigation culverts ahead." After noting the Pajarito post office and a telephone at 7.9 miles from the back door of the garage, he noted another culvert at 8.2 and 14 more irrigation culverts ahead.

By now, you might have begun to wonder whether the trip was going to be worth the trouble. If, however, adventure was in your blood and you pressed on, you found this note at 13.1 miles: "Cross R. R. Main line of Santa Fe," and at 13.3 "forks, keep left, windmill on right, pass church at 13.4. Isleta."

Thus, after nearly an hour of driving, you found yourself only as far as Isleta Indian Pueblo. Maybe you took a break there and visited the mission church, built in 1614, fire-gutted during the Pueblo Revolt in 1680, used as a sheepfold until the Reconquest of

came to light, from among some miscellaneous papers donated to the Socorro County Historical Society, the road log of just such a journey. Provided to its customers by the Butler Auto Co., of Albuquerque, "the only fire-proof garage in the city," the log was published sometime after 1919, probably not far into the 1920's, and certainly before 1927. For Pietown, N. M., which lies between Datil and Quemado, was founded in 1927, and the log makes no reference to Pietown at all.

New Mexico by Don Diego de Vargas in 1692 and rebuilt about 1710. (Fig. 1)

But if you took a break, the log did not. It busied itself along, a fraction of a mile at a time, making such comments as "13.9 Onto steel bridge over Rio Grande (to the east side)(Fig. 2)... 22.2 Turn right and cross wood bridge; only one passing place—at the center (22.4)." Then the road turned right, on a grade parallel to the river; then, after three-tenths of a mile, left again to cross a small bridge and back to the west side of the river.

At 23.3 miles, you found yourself at Los Lunas, about 20 miles south of Albuquerque as today's road goes. The plaza was on the right, but you were to go left, over a graded road. This, it may have occurred to you, was only the second mention of grading since you had left Albuquerque. At 25.7 miles, you were instructed to jog left and right over the El Paso Branch of the Santa Fe railroad.

A navigational aid, on reaching Belén at 33.8 miles and making a left turn, was a windmill on the right. The road forked there, says the log, and you took the left fork, so that you saw the bank on your left and the post office on your right. The log also notes cryptically, "Telephone." Whether the telephone was in the bank or the post office or somewhere else, you had to discover for yourself.

Across a bridge and several railroad tracks, at 34.4 miles, the log called your attention to the depot and Harvey House on the right. (Remember the Harvey House? For that matter, remember the railroad?). (Fig. 3, 5) At 36.1 you were instructed to drive "onto steel bridge and over river," for the fourth time, and you came to the meeting of three roads. There the log advises the extreme right road, and four-tenths of a mile further on, there was another left turn. At 37.4 miles out, you read the notation, "Slow." No doubt the road itself told you why; the log did not.

Another fork in the road: This time you took the left fork, made another left turn, and found yourself running parallel with the railroad tracks on the right. At this juncture, 49.6 on the log, came the strange admonition to "set speedometer to mileage on old log, 45.5."

So you picked up the old log at 45.5, and it was not long before you wished you had stayed in Belén. At 45.8 you turned right and crossed the railroad tracks, and at 45.9, bore right along a diagonal road, but "not parallel with tracks." At 46.2 you bore left onto a graded road, and that was the last you were to hear about graded roads for a long time.

At 48.3, "Sandy arroyo. Do not cross if much water. Usually dry." That was the first of many such warnings, and you wondered whether you were supposed to camp on your side of the arroyo until the water receded or turn around and drive back to Belén.

"CAUTION down winding grade," says the log at 59.0. At 59.9, "Deep arroyo. CAUTION if water flowing. Up winding grade ahead."



Fig. 1. San Agustin de la Isleta, 1922

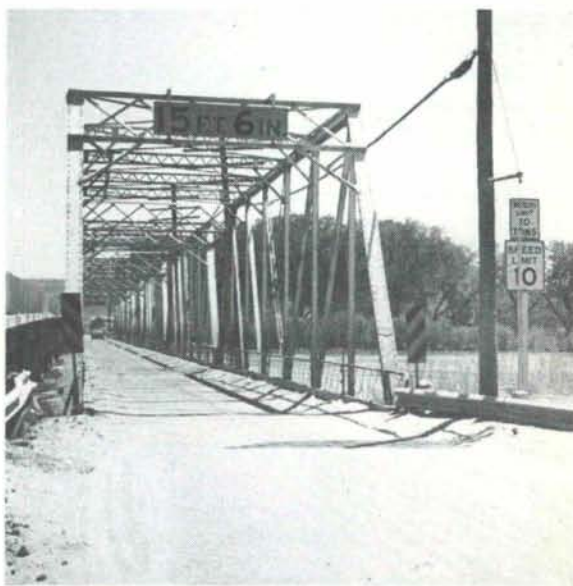
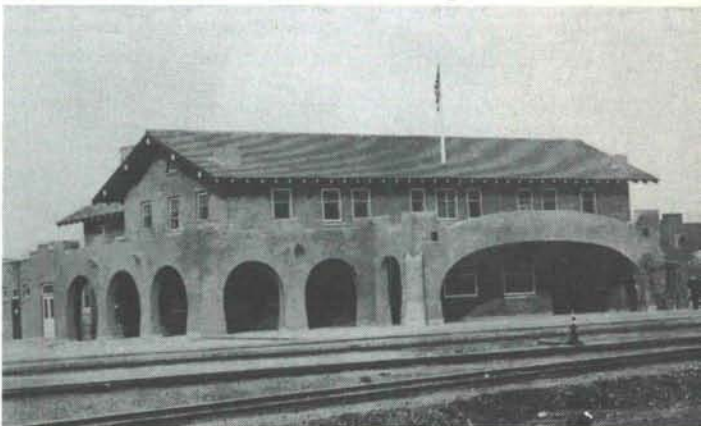


Fig. 2. The old bridge at Isleta, a recent photograph.

Fig. 3. The Harvey House, Belén. A postcard photograph survives, but not the building.



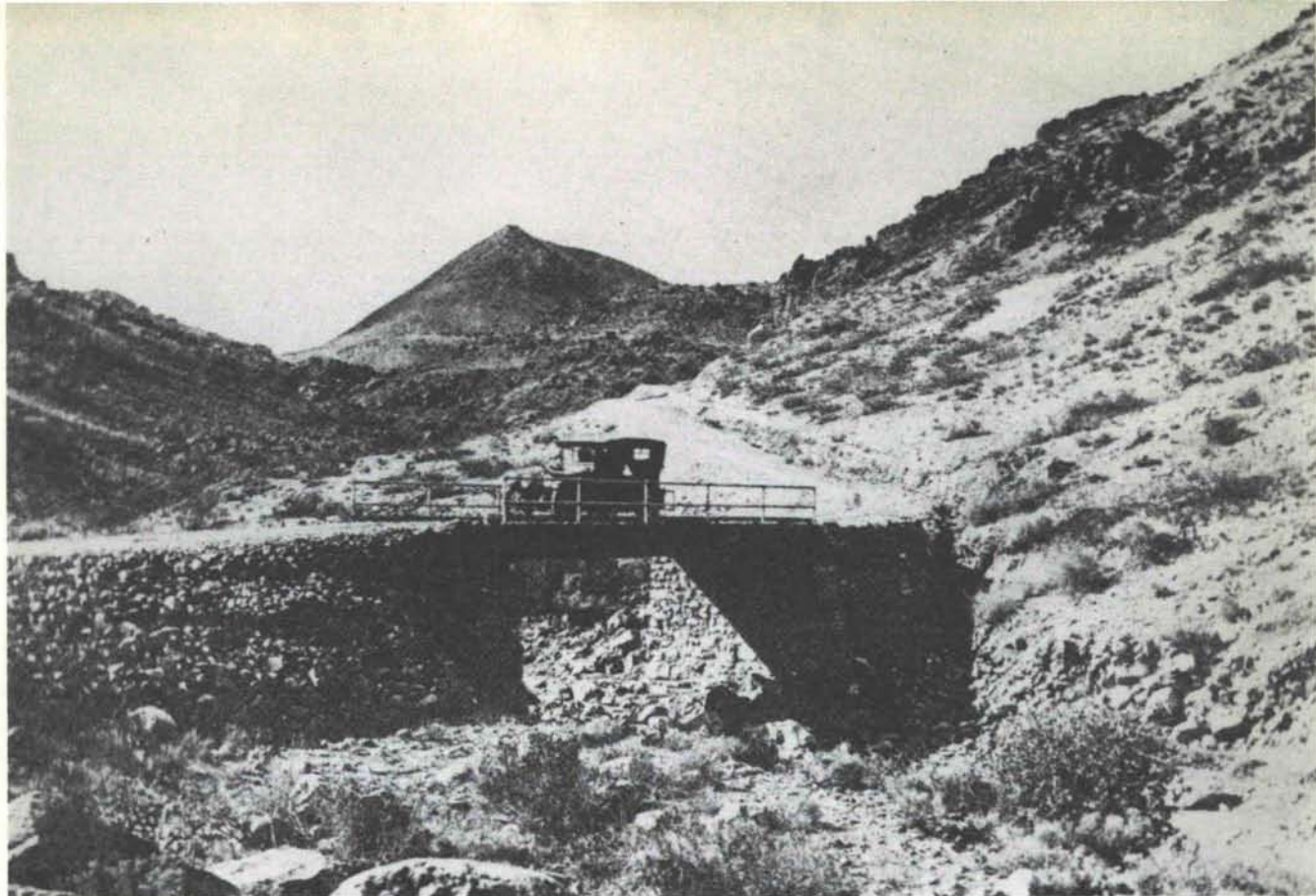


Fig. 9. The Blue Canyon Bridge on the way west out of Socorro. Ca. 1915.

Fig. 10. With roads like this, it is no wonder this lonesome lady took no chances with that new-fangled gas buggy.





Fig. 11. Downtown Magdalena and the employees of the Becker-Mactavish Store.

Primitive or not, they were apparently well-traveled roads for the times. Mrs. Cleveland reports that an average of 25 cars a day went through Datil in 1918, most of them stopping for service. However, most of the traffic through Datil in those days, says Mrs. Cleveland, was horse-drawn freight wagons. Then there was the U.S. mail, which came through three times a week in Model T trucks.

Leaving the Morley service center, you headed west on the grade toward Quemado. Where the road forked at .4 miles, you went right. Perhaps you noted the interesting information in the log that there was wood available "anywhere in the next 26 miles." If you had taken the left fork in the road, by the way, you would have found yourself in Reserve, New Mexico. As it was, you crossed an arroyo and a bridge, keeping the only visible house on your right, and where the road forked again, you kept left on the grade.

At 4.2 miles you came to "Forest Ranger's house, on right under hill." At 7.9 miles out of Datil there was a small lake on the right, and the Datil forest. At 10.5 miles there was a watering trough, the first mention of water since Datil. And there would not be any more water until you were 24.5 miles out of Datil. Between the two watering holes there was a series of forks in the road and two bad culverts.

There was the possibility of water again at 28.2 miles, where a house and windmill were noted on the left. You topped out on a hill at 38.1 miles, and at 40 miles out of Datil you came to a general store. The log did not help you here, though, for there is no mention of services available. So you went on, and at 43.7 miles, you arrived at Baca's store, where

you could get gas, oil, water, meals and lodgings. However, if you had proceeded west across a bridge, you would have come to the service preferred by the writer of the log (QUMADO [Sic] SUPPLY CO., all in capital letters), where you could also have gotten gas, oil and water, but apparently neither meals nor lodging. The log-writer meant "Quemado."

It was time to take heart. You were now only 51.4 miles from Springerville.

At 25.9 miles out of Quemado, you came upon this log note: "Keep on new graded road. This is not completed in short stretches only. Follow stakes and tracks. It's shorter and better."

Translated, this must mean that most of the new road was completed, and that where it was not completed, following the stakes and tracks of the proposed road would be better than going another way.

At 30.9 miles out of Quemado, "Take new graded road," the log says sternly "Disregard sign." And 35

Fig. 12. The automobile was fine for adventurous types, but freighters were still using teams and wagons like these at Magdalena to move supplies west.





Fig. 13. An oasis in Datil at about the same time.

Fig. 14. Who says you have to get out and get under to fix up your automobile? All you do is jettison the mobile mechanic's shop and turn the car over. You couldn't jack the thing up in that sand anyway.



miles out of Quemado you crossed the New Mexico-Arizona line. It was only a geographico-political change, however; the landscape did not change, nor did your chances improve. If anything, they got worse. After the usual "Arroyo, Arroyo, Bridge, Bridge," at 37.4 miles, the log suddenly came forth with this bit of information: "Forks, bear right. Follow new grade wherever found. Full instructions cannot be given at this time."

You sweated out that bit of illumination for about 11.2 miles while five feeder roads came at you, two from the right and three from the left, and at 48.6 miles out of Quemado, only 2.8 miles from Spring-

erville, you came across this in the log: "Down winding rocky road. CAUTION."

By now, if you were talking to yourself, no one could have blamed you. "Hang on. You're almost there." But first you have to get down the hill, cross two more bridges, make a "square right turn," go straight ahead at the next fork in the road, past a road that came in on the left and over two last irrigation ditches.

There you were, in Springerville, Arizona. And at Becker Mercantile Co. in Springerville, according to the log, you could get gas, oil, water — and a road log west! J. McK & S. W.

EDITORIAL

continued from page 9

the Old Santa Fe Association has not been permitted to appear before the Foundation Board to state its reasons for opposition to Hewett House destruction, and a letter from the Cultural Properties Review Committee to the Foundation was not read, or even mentioned to the Foundation Board at its meeting on November 21st.

I must say here that Edward Larabee Barnes is one of the most respected architects in the United States. I, personally, have the highest respect for his talents and integrity. But, I believe he has been misled or, rather, mis-informed about the historic value, soundness and, yes, national importance of Hewett House. Further, he was never presented with the architectural challenge of integrating the House into the expansion plans.

What of the future? The Fort Marcy Officer's Residence erased for a patio and a tree; a 3 million dollar Indian Museum stands solidly in the way of any Fine Arts Museum expansion. In a few years time I see the Board of Regents appealing once again to the Legislature for more millions of dollars to build a Museum of Indian Culture on a new site and an additional few

thousands of dollars for the remodeling of the downtown Indian Museum into a Fine Arts addition. Fundamental questions are not being faced by the Board of Regents.

Should not a long range master plan be completed which sets goals and priorities, and outlines the stages of development for all divisions of the Museum of New Mexico: Folk Art, Laboratory of Anthropology, History, Fine Arts, Monuments?

Was an alternate plan prepared which might show how a building could be built around Hewett House? I believe the answer to this question is a positive NO. Mr. Owings admitted that it was never asked for. The possible continued use of the House was never even a consideration.

What are the staffing needs for a 3 million dollar building? What increase in annual state appropriation will be needed for the additional curatorial, maintenance and guard staff? The Legislative Finance Committee might like to know.

Could not a master plan take a broader view of the land about the present Fine Arts Museum and envision the possibilities there? The planners seem bound only by existing property lines,

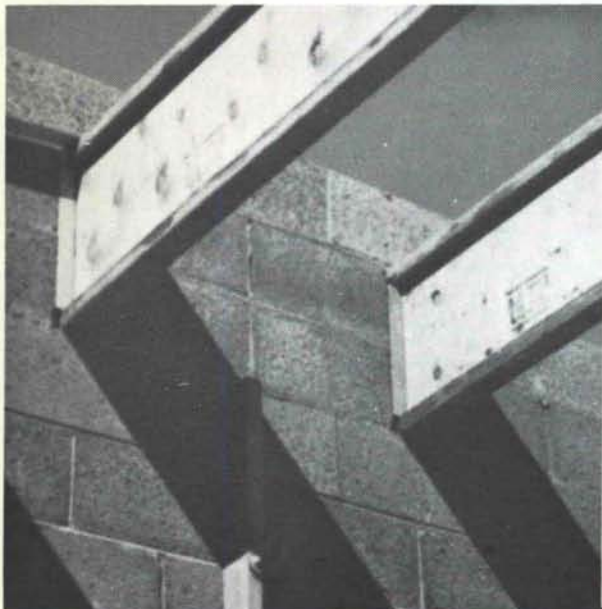
whereas the need for continuing Sheridan Avenue as a city street appears to be less necessary than when Cartwright Hardware Company needed it for access. I suggest that the entire south half from behind Sears Company could become a viable and most valuable addition to the museum property, while the north half would be of immense value to Sears for additional parking. Cooperation between the Museum, Sears and the Safeway Store, which also backs up to Sheridan Avenue, could allow for whatever service access the Safeway Store may need. Such a change of use would relieve the maintenance expense for Sheridan Avenue from the city; the north half would be placed on the tax roles; the Museum would be able to prepare plans from a greater surface area and, very desirably, perhaps, could provide parking, hopefully underground, for its staff.

But no, push on. We need not a plan, but only rather hasty decisions. With the same callousness of thought, the historic Fort Marcy Officer's Residence—Edgar Hewett House can be bulldozed!

John P. Conron, FAIA/FASID

□ □ □ □

Following are letters which speak to this issue:



"We found TJI far superior to other systems"

states Marvin E. Goldberg, El Paso general contractor: "In a warehouse-office building which we recently completed, we found the Trus Joist roof system to be far more economical than any of some half dozen systems that we investigated.

We found the erection and completion of the building with this system to be far superior to any other system we had considered using on this project."

*Project: Office and Warehouse, El Paso, Texas
Contractor: Marvin E. Goldberg*

George B. McGill & Co., Inc.

3530-C Pan American Fwy., NE
Albuquerque, New Mexico 87107
Telephone (505) 345-4501



Mr. Albert H. Schroeder, Chairman
Cultural Properties Review
Committee

Dear Mr. Schroeder:

As you may know, the American Institute of Architects is most interested in the preservation of our country's architectural heritage. To this end, and some one hundred years ago, the Institute formed a Committee on Historic Resources and charged them with the responsibility of keeping informed on matters of preservation at both local and national levels. This Committee works closely with all governmental agencies such as the National Register of Historic Places, the President's Advisory Council on Historic Preservation and also with the National Trust for Historic Preservation. In fact, our Committee has as Consulting Members representatives of the above agencies and others, along with practicing architects familiar with the problems of historic preservation, that provide a background of knowledge and experience for the Committee to draw upon.

At our recent meeting, the question of the possible demolition of the Fort Marcy Officer's Residence in Santa Fe was brought to the Committee's attention. The Committee was most concerned with the possible demolition of a property that has attained the status of being listed in the National Register. Background information on the property was made available to us which consisted of the written documented history of the structure, including references to the relatively minor changes which have occurred to the original fabric, and photographs of both the original and present structure. Based on this information, and the fact that the property has been reviewed, accepted, and listed on the National Register of Historic places, our Committee would like to commend your office in its efforts to prevent the loss of this National Register property — and to offer what assistance we can toward its preservation.

Please do contact me at the ad-

dress below if we can be of any assistance to you in this matter.

Sincerely,
Thomas B. Muths, AIA—Chairman
Committee on Historic Resources
The American Institute
of Architects

□ □ □ □

Mr. George H. Ewing
Director, Museum of New Mexico
Dear Mr. Ewing:

We have received a copy of a letter from Mr. Thomas B. Muths, Chairman of the AIA Committee on Historic Resources, to Mr. Albert H. Schroeder, Chairman of the New Mexico Cultural Properties Review Commission, concerning the preservation of the Fort Marcy Officer's Residence (also known as the "Hewett House") in Santa Fe, New Mexico. As you know, this property was listed in the National Register on June 13, 1975. A copy of the registration form for this property is enclosed, for your information.

We understand that this property may be demolished in order to construct an addition to the Museum of New Mexico. We would like to bring to your attention the fact that listing on the National Register is Federal recognition that a property possesses historic values and is worthy of preservation. As the enclosed nomination form indicates, this property has played a prominent role in U. S. military history in the Southwest as well as in the development of the Museum of New Mexico and the School of American Research. Since it is such an important tangible reminder of the history of New Mexico, we urge that plans for the future development of the museum include the preservation of this property as an integral part of the overall museum design.

National Register properties are provided a limited degree of protection under Section 106 of the National Historic Preservation Act of 1966. Under this legislation, the Advisory Council on Historic Preservation must be given an opportunity to review and comment on any undertaking licensed, funded

or executed by a Federal agency that may affect the property. If Federal funding is to be used in the expansion of the Museum of New Mexico, you should consult the Advisory Council on Historic Preservation, 1522 K Street, N.W., Suite 430, Washington, D.C. 20005, concerning their review procedures.

If you have any questions concerning this property, please do not hesitate to consult the National Register at 202-523-5483.

Sincerely yours,
Charles Harrington
for

William J. Murtagh
Keeper of the National Register

□ □ □ □

Dear Mr. Conron:

I would like to plead with those who are against the demolition of the Hewett House. As the granddaughter of the founder of Britain's National Trust, and sometime honorary member of the National Trust in this country (in recognition of work in the renovation of dilapidated buildings around the Capitol in Washington, D.C.), I feel a special sense of responsibility towards the past.

Mr. Nat Owings' history shows his penchant for destruction. I am quite underimpressed that he should be taken seriously in an advisory capacity on this project. James H. Purdy's article, sketches and photographs in the July-August *New Mexico Architecture* abundantly prove the inaccuracy of Mr. Owings' reported statements.

It is thanks to those with a greater sense of history and a greater appreciation of fine buildings of another era that despite Mr. Owings' loud shouts, we still have the lovely old Willard Hotel and the old Post Office Building in our nation's capital.

We have few enough historic buildings. Please let us not be advised to deliberately and unnecessarily destroy another.

Very sincerely,
Una Hanbury
Santa Fe, New Mexico

FLEX SHIELD

waterproof flexible texture coating

Heavy texture coating for all types of
exterior/interior masonry surfaces.

DURABLE • FLEXIBLE • WATERPROOF

3 RECENT FLEX-SHIELD
applications in Albuquerque

TWO PARK PLAZA HIGH RISE
OFFICE BUILDING

ALBUQUERQUE INN

NATIONAL BUILDING

Wellborn PAINT

Mfg. Company, Albuquerque, N.M. 877-5050

new mexico architecture nma

Published bi-monthly by New Mexico Society of Architects,
American Institute of Architects, a non-profit organization.

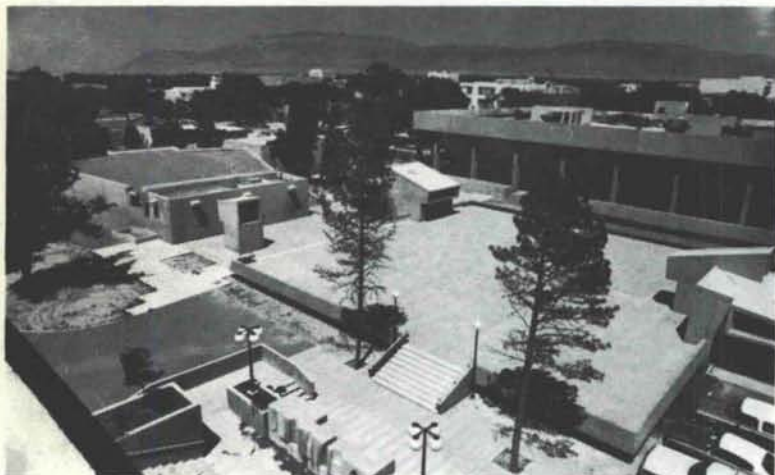
Editorial Policy: Opinions expressed in all signed articles
are those of the author and do not necessarily represent
the official position of the publishing organization.

Editorial Correspondence should be addressed to John P.
Conron, Box 935, Santa Fe, N. M. 87501. 505 983-6948.

Advertising: Send requests for rates and information to
New Mexico Architecture, Robert G. Mallory, 115 Amherst
Drive S.E., Albuquerque, N. M. 87106. 505 255-8668.

Printed By
Hall-Poorbaugh Press, Inc., Roswell, N.M.

Integrity and Beauty:
The concrete facts of Southwestern life.



Physics Laboratories and Lecture Hall on the University of New Mexico Campus
Architect: Pacheco and Graham
Structural Engineer: Robert Krause
ChemComp Concrete supplied by Springer Corp.

When you want minimized shrinkage cracking for absolute
structural integrity, durability and beauty, the concrete answer is
ChemComp, Southwestern Portland's expansive cement.
Check ChemComp's many advantages by writing for our
free brochure: Box 392, El Paso, Texas 79943.



SOUTHWESTERN PORTLAND CEMENT COMPANY
MAKERS OF EL TORO CEMENTS / EL PASO, AMARILLO, ODESSA

INDEX OF FIRMS who make possible the
publication of NMA and the page upon
which their message may be found:

Albuquerque Testing Laboratory	6
Architectural Systems Co.	5
Artesanos Imports Co.	23
Builders Block & Stone Co., Inc.	22
Century Roof Tile, Inc.	4
Cook's Building Specialties	22
Crego Block Co., Inc.	2
Douglass, William W., Inc.	25
Goodrich Roofing Co.	7
Hanley Paint Mfg. Co., Inc.	23
Historical Society of New Mexico	25
Hydro Conduit Corporation	26
Mason Contractors	10
Mesa Blueprint	25
McGill Co., Inc., Geo. B.	22
McGill Trus Joist	20
New Mexico Office Furniture	25
Prestressed Concrete Products, Inc.	5
Santa Fe Builders Supply Co.	7
Southern Union Gas Co.	23
Southwestern Portland Cement Co.	24
Spectra-Glaze	23
Stryco Sales, Inc.	6
Summit Brick	4
Unistrut New Mexico	7
University Bookstore	6
Wellborn Paint Mfg. Co.	24
Zomeworks	5

mesa **blueprint**
GAF
REPRODUCTIONS
 drafting supplies
 graphic supplies
 255 / 8338

PLASTECO SKYLIGHTS

RESIDENTIAL, COMMERCIAL
& CUSTOM — SEE SWEET'S 7.8/PL

Now represented in New Mexico by
 William W. Douglass, Inc.
 Albuquerque, N. M. 87109
 294-5326

**Your
business
has to
change with
the times,
so why
have walls
that won't?**

*New
Mexico
Office
Furniture*



Steelcase Movable Walls

A wall that's only a wall is an obstacle. But a Steelcase Movable Wall System can form an office today or a conference room tomorrow or two or three work-stations the day after. In other words, it gives you unlimited flexibility in planning your office interiors. And that's a boon to any business.

6437 LINN AVE. N.E. • ALBUQUERQUE, NEW MEXICO • (505) 265-7841



Become a participant in the revitalized

HISTORICAL SOCIETY of NEW MEXICO

Post Office Box 4638

Santa Fe, N. M. 87501

Name _____

Address _____

Zip _____

Annual Dues ☐ Individual _____ \$10.00 ☐ Contributing _____ \$ 40.00
☐ Student _____ \$ 5.00 ☐ Life _____ \$1,000.00
 in one payment

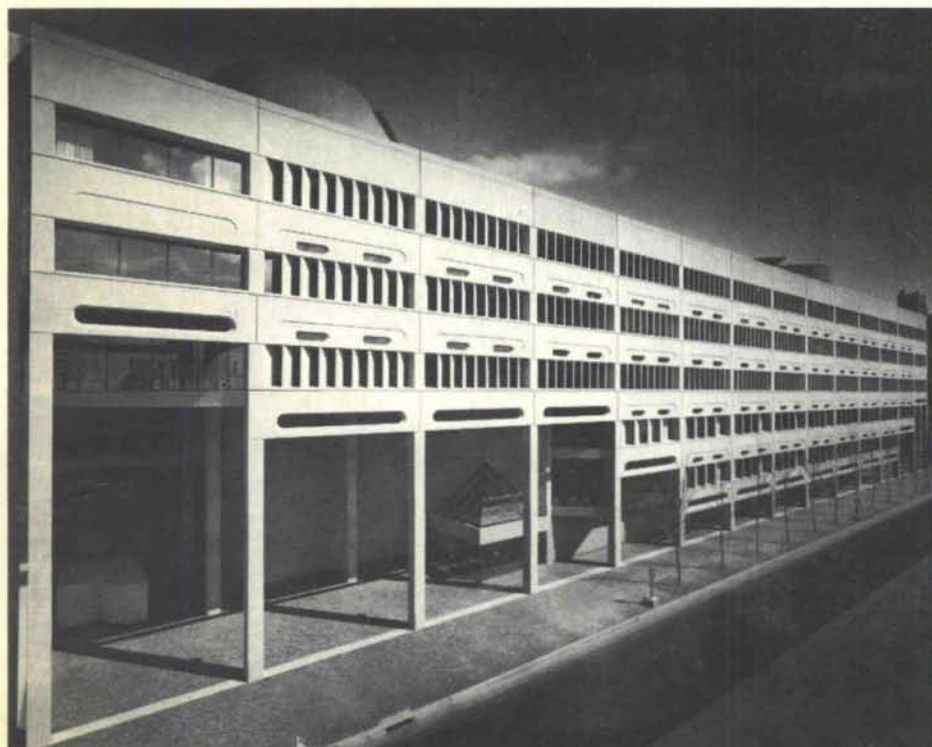
SOCIETY MEMBERS MAY SUBSCRIBE AT REDUCED RATES TO:

- ☐ "NEW MEXICO HISTORICAL REVIEW" _____ \$4.50 year
 Published by the University of New Mexico @ \$6.00 year
☐ "NEW MEXICO ARCHITECTURE" magazine \$4.00 year
 Published by the New Mexico Society of Architects @ \$5.00 year



Bulk Rate
U. S. Postage
PAID
Roswell, N. M.
Permit No. 47

Vol. 17, No. 6



ALBUQUERQUE'S **FIRST PLAZA**

A TRIBUTE TO
THE CITY AND
TO PRECAST
CONCRETE

ARCHITECT — HARRY WEESE & ASSOCIATES
CONTRACTOR — BRADBURY & STAMM-TURNER

The spectacular First Plaza, new main offices of the First National Bank in Albuquerque incorporated 900 pieces of precast concrete, all in a warm tone cement, brush blast finish.

First Plaza — an attractive part of Albuquerque's new downtown skyline.



HYDRO CONDUIT CORPORATION

2800 SECOND STREET, SW - ALBUQUERQUE, NEW MEXICO 87103