

**IMPORTANT NOTE**—If you reside or have your principal office in the localities of a Chapter or Chapters of The Institute which are opposed to the "Architects' Roster" or the "Register of Architects Qualified for Federal Public Works", do not answer or fill out the questionnaire.

CITY OF New York ✓

STATE OF New York

DATE April 29, 1946

*NY  
copy*

## QUESTIONNAIRE FOR ARCHITECTS' ROSTER AND/OR REGISTER OF ARCHITECTS QUALIFIED FOR FEDERAL PUBLIC WORKS

**TYPING IS MANDATORY. PARTNERSHIPS SHOULD MAKE A JOINT RETURN ONLY.**  
Pink copy is to be retained by the author; other copies to be mailed to The American Institute of Architects, 1741 New York Avenue, N. W., Washington 6, D. C.

1. (a) **FIRM** (individual or ~~partnership~~) Benjamin H. Whinston & Son
- (b) **FORMER FIRM**, if any B. H. and C. N. Whinston
2. **BUSINESS ADDRESS** 465 Lexington Avenue, New York 17, New York
3. **YEAR ESTABLISHED** 1922

4. PERSONAL HISTORIES OF PRINCIPALS	Name of Principal	Name of Principal
	<u>Benjamin H. Whinston</u>	<u>Bertram Lee Whinston</u>

Furnish data complete, but keep to essentials. Describe each member of firm individually; if more than two, append extra sheets.

- (a) **Date of Birth** August 8, 1894
- (b) **Education**

<u>P.S. 147, NYC---8 yrs.---</u>	<u>Elementary</u>
<u>Morris High School, NYC</u>	<u>2 years</u>
<u>Technical-Mechanics Inst. NYC</u>	<u>2 years</u>
<u>Cooper Union, NYC --graduated--</u>	<u>3 years ---Architecture</u>
<u>Columbia University, NYC</u>	<u>3 years ---Advanced Architecture (schooling interrupted by entry into U.S. Army)</u>
- (c) **Experience Prior to Own Practice**  
(Give architect or architectural firm affiliations, positions held, and approximate dates of employment.)
 

<u>1910-1914--Denby &amp; Nute---Harde &amp; Short</u>	<u>---Draftsman</u>
<u>Thos W. Lamb---Geo. &amp; Ed Blum</u>	
<u>Foster, Gade &amp; Graham</u>	<u>---none of these are now in existance.</u>
<u>Shire &amp; Kaufman</u>	
<u>1914-1917--B.H. &amp; C.N. Whinston---partners---</u>	
<u>1917-1918--Graham, Anderson, Probst &amp; White</u>	<u>---Draftsman</u>
<u>1918-1918--Private, U.S. Army</u>	
<u>1919-1922--B.H. &amp; C.N. Whinston---partners</u>	
<u>1922-1941--Self employed</u>	<u>---Private Practice</u>
<u>1941-1942--Lummus Co.---</u>	<u>---Designer</u>
<u>6-1942 to 12-42--Shreve, Lamb &amp; Harmon</u>	<u>---Specification Writer</u>
<u>1-43 to 6/43--Francisco &amp; Jacobus</u>	<u>---Process Piping Draftsman</u>
- (d) **Commenced Practice** 1943 to present--self employed--Private practice  
---1914
- (e) **Number of Years a Principal** 1914 to present

**NOTE:** During both wars (1917-1918 and 1940 to end of war) I was doing emergency war work. However, I still maintained my private practice, conducted business, etc.

(f) **Architectural Licenses**

(Give State, Number and Year Issued.)

New York State ( issued, 1922  
N.Y.S. Education Department--Registered Architect--#1912  
New Jersey--Certificate No. C-1257--issued, 1921

(g) **Professional Societies and Offices Held**

Bronx Chapter--American Institute of Architects--Bd. of Directors  
Architectural League--NY--member  
N.Y.S. Association of Architects--member

(h) **Service in World Wars I and II.** (Append data if desired.)

Private--May 25, 1918 to December 23, 1918

(i) **Civic Activities**

Manhattan Civic Club  
Snag Club  
American Legion  
Jewish War Veterans

**5. CONSULTANTS USUALLY EMPLOYED:**

(If a member of your staff, so state)

(a) **STRUCTURAL ENGINEERS**

Name of Firm or Individual ~~Firm~~ Manuel Ramos  
Business Address 465 Lexington Avenue, NYC (member of staff)

(b) **HEATING & VENTILATING ENGINEERS**

Name of Firm or Individual Clark, McMullen & Riley  
Business Address 101 Park Avenue, NY

(c) **ELECTRICAL ENGINEERS**

Name of Firm or Individual same as above  
Business Address

(d) **PLUMBING OR SANITARY ENGINEERS**

Name of Firm or Individual same as above  
Business Address

(e) **LANDSCAPE ARCHITECTS**

Name of Firm or Individual none used  
Business Address

6. **OTHER REMARKS RE QUALIFICATIONS:** Prize Winner (Graduating Class) Cooper  
 (Append extra sheet if necessary) Union, 1914 (architecture)  
 1922--I was one of the few New York architects to receive "Honorable  
 Mention" for meritorious design submitted in International Competi-  
 tion for the Chicago Tribune Building.  
 Designer and Specification Writer, \$75,000,000 Naval Training Sta.  
 Sampson, New York (War Emergency Job) 1942  
 1918-Draft. Smokeless Powder Plant, W.Va. (War Emergency Job)  
 Designing Draftsman on \$25,000,000 Naval Amunition Depot, N.J.  
 (War Emergency Job)  
 Architect on \$25,000,000 Butadiene Plant, Torrance, Calif. (W.E. Job)

7. **SUMMARY OF PROJECT COSTS:**

	Largest Single Job	All Jobs Valuation	Annual Average
Work Completed 1930-1940	\$150,000 Roamans Inc.	\$5,000,000	\$500,000.00
Work Completed 1941-1946	\$2,500,000	\$5,000,000	\$1,000,000.00
Current Work under construction or working drawings authorized	\$3,500,000	\$5,000,000	

8. **REPRESENTATIVE WORK FOR WHICH YOU WERE ARCHITECT OR WERE ASSOCIATED WITH OTHERS:**

(a) **Three Projects Not Exceeding Cost of \$300,000:**

Name of Project	Cost	Location	Owner
37-39 Eldridge St.	\$200,000	37-39 Eldridge St.	Kulok, Inc.
319-21 West 33 St.	\$225,000	319-21 West 33 St.	Selmark, Inc.
NEC Adams & Willoughby St.	\$250,000	NEC Adams & Willoughby St.	Silvers Luneh Stores, Inc.

(b) **Three Projects Costing From \$300,000 to \$1,000,000:**

Name of Project	Cost	Location	Owner
NWC B'way & 60 St.	\$650,000	NWC B'way & 60 St.	1841 B'Way R.E. Inc.
Harris Ave. & Sherman Sts.	\$350,000	Long Island City	Transport Service
Elmhurst, L.I.	\$1,000,000	Elmhurst, L.I.	Layton Bldg. Corp.
Petit & Layton Sts.			

(c) **Three Projects Costing Over \$1,000,000:**

Name of Project	Cost	Location	Owner
Rossbach Homes, Inc.	\$2500,000.	Kew Gardens, L.I.	Rossbach Homes, Inc.
Bx. Maternity Hosp.	\$1,000,000	Bronx, N.Y.	Bx. Mat. & Wom. Hosp.
Golden Towers Aparts.	\$1,000,000	New Rochelle, NY	Golden Construc. Corp.

9. PHOTOGRAPHS/PHOTOSTATS:

The author submits herewith photographs or photostats (size 8" x 10") of several buildings for which he has been the Architect, as follows: (N.C.A.R.B. presentation acceptable.)

SLUICES MODERNIZED FOR INCOME--Chelsea District
ELDRIDGE STREET--39-41 Eldridge Street, NY
MOTOR TRANSPORT INDUSTRY--Transport Service Co., Inc.
MERIDEN, CONNECTICUT--North Colony & West Main Sts., Meriden, Conn
GOLDEN TOWERS--Pelham Road & Whitewood Ave., New Rochelle, N.Y.

10. COLLABORATION WITH JUNIOR ARCHITECTS:

- (a) If an established individual or firm, are you willing to collaborate with other firms or individuals which would permit junior architects to qualify and help further their professional careers?

Yes

- (b) If in private practice at this time, name associates (if additional architects are to be added to your organization) for the purpose of qualifying:

Bertram Lee Winston

- (c) If not in private practice at this time, name established architect or firm with whom you have agreed to collaborate, for the purpose of qualifying:

11.(a) I/We wish to be [X] included in the Architects' Roster
do not wish to be [ ]

(b) I/We would like to be [X] considered for the Register of Architects Qualified for Federal Public Works
do not wish to be [ ]

I/We hereby certify that the above is a true statement of facts.

Name of Firm or Individual

Signed by all Principals:

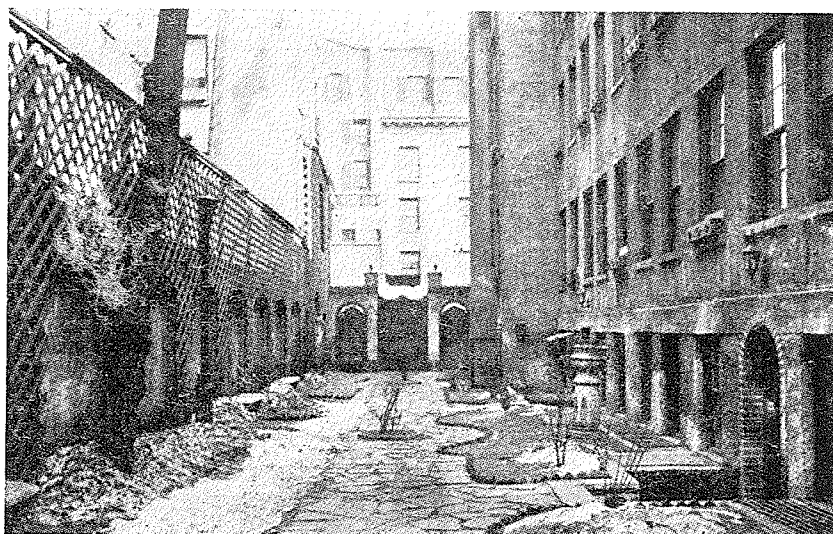
Handwritten signatures: Bertram Lee Winston

# SLUMS MODERNIZED FOR INCOME

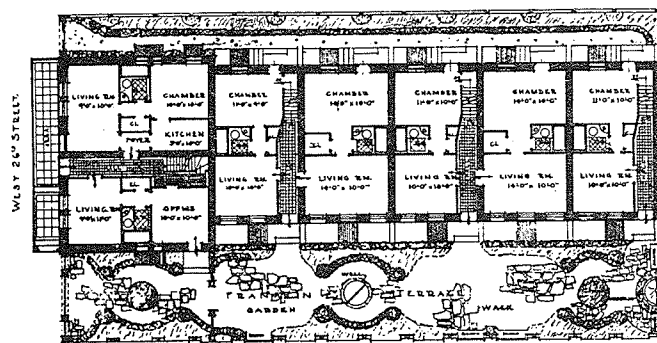
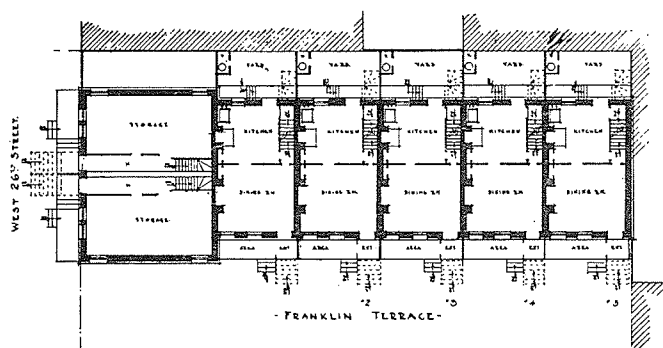
## Interesting Conversion Provides Old Chelsea District With A "Pomander Walk" . . .

By B. H. Winston, Architect

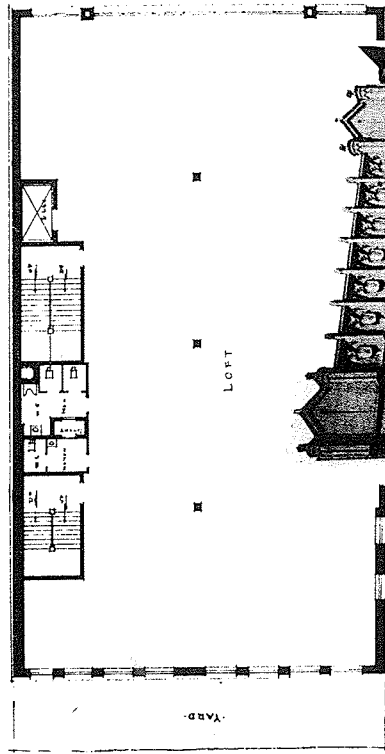
RARELY IS an architect enabled to use his full powers and artistic imagination in developing slum property into something which would be both interesting and unusual, and at the same time a sound financial investment. However, this was accomplished when a rather unknown, dilapidated, slum type of residential lane of old New York was transformed into a community of attractive homes. A row of seven vacant, non-income bearing buildings situated at 362-4 West 26th Street, five of which faced on this little street called "Franklin Terrace." Each dwelling was separate, had its own stairway, a high wooden stoop, and was without any modern conveniences.



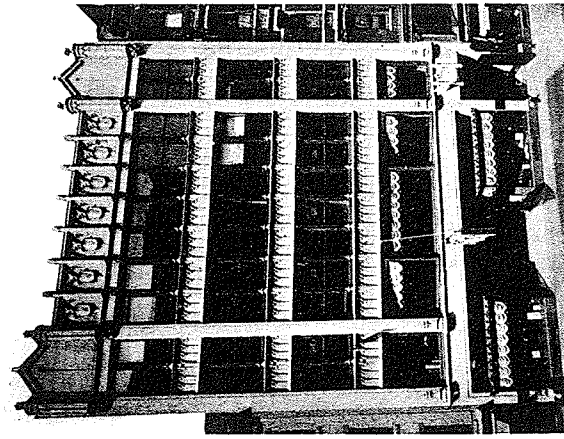
The interesting part of this alteration, was this private street, which bore the remains of several old trees, and an old city lamp post, remnants of a day gone by. This little street was transformed into a formal garden, with a garden wall, old gate, fountain, grass plots, walks of variegated stone, lattice work, etc.



TO THE left we see the before and after plans of the basement or entrance floor. The houses themselves, as can be seen from these plans, were altered completely; new plumbing, a central heating plant, wiring and fixtures, new flooring, partitions and plastering were installed. Openings were cut through the party walls connecting two buildings and removing each alternate stairway. The ancient high wooden stoops and sanitary facilities in yards, were removed. Entrances were made to the basements. The rooms were rearranged into one and two room studio apartments. These alterations introduced an entirely new and novel aspect to the block, which had been in a dilapidated condition. It was another effort like the artistic developments in the Washington Square, Sutton Place, Beekman Terrace and Gramercy Park sections, to duplicate the "Pomander Walk" of London, which already has a counterpart in the "Pomander Walk" of upper West End Avenue. The cost of this alteration was approximately \$65,000.00. The owner has kept the property as a permanent investment, the rental before alterations being, \$3600.00, and after same, tripled, or about \$10,000.00.



# Two Old Tenements Change to Modern Lofts



B. H. WHINSTON  
Architect  
For the  
Modernization

BEFORE . . .  
TWO SMALL AND ONE  
LARGE STORES WERE  
IN OLD ARRANGEMENT

AFTER . . .

LARGE 48 x 87 FT. LOFTS  
PLUS EXTRA LARGE STORE  
WHITE TERRA COTTA FRONT  
FROM THIS METAMORPHOSIS

York, came to the ultimate conclusion that his dilapidated, cold water, unsanitary, windowless bedrooms, non-income producing structures were at the end of their reign, and were not to be a drain on his purse any longer. These buildings are typical of many thousands of old tenements that grace or rather disgrace our large cities. Such layouts were typical 60 to 75 years ago. When originally built these old timers had waterclosets in the back yards.

In the one arrangement shown here a watercloset is placed in a closet opening in the hall. The other more up-to-date arrangement boasts of a bathroom to each apartment even though the three interior

rooms are windowless and totally dark. Curiously enough a majority of these buildings are well constructed and many have been well kept up so are in good condition for modernizing.

The site of this interesting job is in the heart of the east side, clothing district, near the Manhattan Bridge. It is one of the very busy sections of the city.

Being in the retail clothing business, at this site, with a store in the building, and experiencing the necessity of expansion, the owner decided that instead of having tenants live in these buildings and not pay rent, he would have tenants working in the building who could pay.

This would be done by changing from tenements to lofts, the type of tenants to manufacturers, and the result accomplished through modernization.

Accordingly the buildings were vacated of their nondescript tenants, and the modernization carried out in accordance with the plans and specifications and under the architect's supervision.

A property that was rapidly deteriorating into a slum condition was thereby altered into something that is both interesting and unusual and at the same time practical and saved economically. In addition it was an enhancement to the neighborhood which set in motion many similar modernization jobs, and added to its own value by its better neighbors.

The front of the building was redesigned in modified Gothic, with an imposing entrance, all with gleaming Federal Seaboard terra cotta, and large windows. The old front was similar to the building shown to the right of the new front in the photo. The contrast is surprising to say the least, and shows what can be done by efficient design and planning.

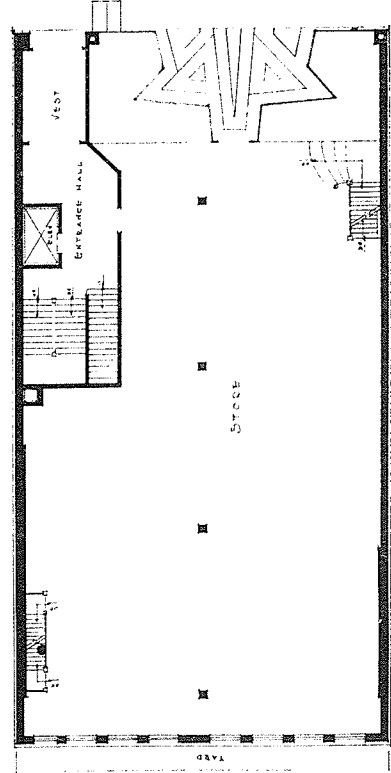
In the interior, the old brick party wall was removed, as well as all partitions, plumbing, etc. Floor heights made higher, floor loads strengthened for manufacturing purposes, and the building extended so as to make large open

lofts, suitable for this purpose, in brief a first class loft building.

New fire proof stairs were installed, and lavatories provided on each floor. A new elevator, new floorings, plastering, doors, trim, base, wiring, painting, etc., as well as a new steam heating plant with separate chimney. In order to cut down the insurance rates, a sprinkler system was installed.

When this modernization project was completed at a cost of approximately \$200,000, the owner turned what was a liability to him into an asset. The building is now income producing and tax paying, also meeting interest and amortization.

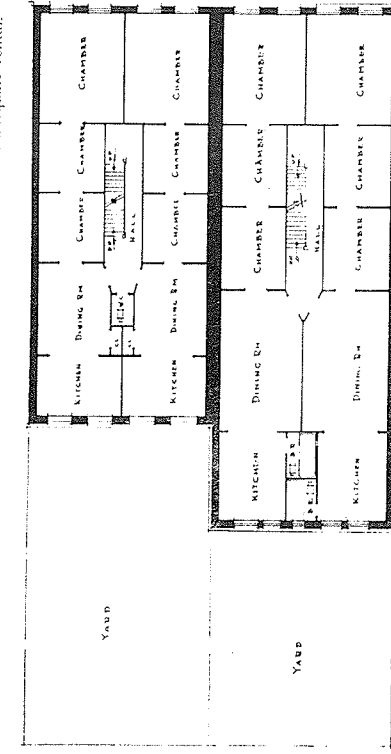
Best of all the owner now has a modern building, with his own business firmly established in new exclusive and larger quarters, now occupying the basement, first floor, and second floor, for show and sales room purposes, while the upper three loft floors are rented out to manufacturers at an adequate rental.



BUILDING MODERNIZATION

JULY, 1934

BEFORE . . . WAS DIVIDED IN TWO  
HOPELESS APARTMENTS



Referent from

THERE are many instances where buildings have been allowed to deteriorate so that only the lowest class of tenants would live in them and paying but little rent, thus forcing land values down and with total income not sufficient to allow the paying of taxes, interest, and mortgage amortization.

When depreciation and obsolescence both set in, the time arrives when a structure becomes a liability to the land, then more than ever, it is necessary to take the "bull by the horns" so to speak, and change the classification of the building, by putting it to a different use. This can be done by modernization, and if rightly done it will be profitable at the same time.

Such a situation was aptly illustrated when the owner of the two tenement buildings at 39-41 Eldridge Street, New

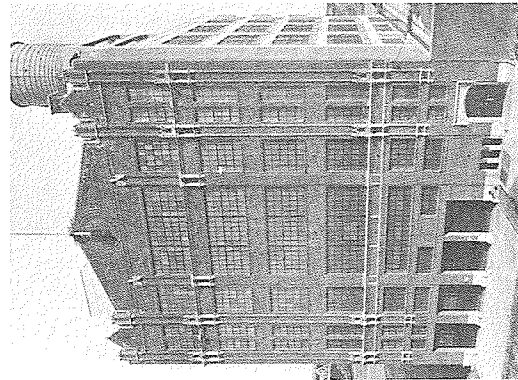


## A New Building for the Motor Transport Industry

THOSE who are not closely connected with the motor transport business and the automobile industry cannot fully appreciate the extent to which this business has grown in recent years, but nearly everybody did realize the value of this service during the railroad switchmen's strike of last Spring. The manner in which motor trucks met the necessary conditions of efficient and practical service, conditions in many parts of the country.

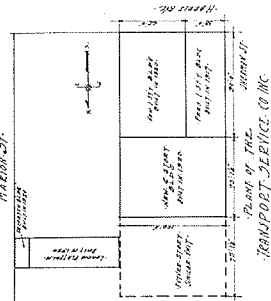
There has been a rapid growth among the individual concerns engaged in this work, but the story of one is practically the story of all. It is significant that ex-Governor Alfred E. Smith (New York) upon the expiration of his term of office last December 31 entered the motor transport service as chairman of the Executive Committee of one of the largest concerns of this nature in the country. Naturally such growth calls for the construction of adequate buildings to house the industry. The Transport Service, Inc., Long Island City, N. Y., building, which was designed by B. H. Whiston, architect, is a fine example of a modern building of 75 1/2' x 100'.

The first structure erected for this company was a one-story garage covering a ground area 88' x 90', and was built in 1917. It was also designed by



BUILDING FOR TRANSPORT SERVICE CO., INC.  
B. H. WHISTON, ARCHITECT

Messrs. Whiston. Since that time the same architects have designed and supervised the construction of a second one-story building at the rear of that mentioned. This was built in 1920 and covered a ground area of 62' x 90'. A loading platform and dispatch building were erected in 1920. In the near



### THE AMERICAN ARCHITECT

the conduct of the business to be housed sometimes make the use of this type of construction desirable. This was exactly the case in the building for the Transport Service, Inc.

A study of the floor plans will show that no columns obstruct the central space throughout the building. In fact, the two rows of interior columns are 47 ft. apart. The typical framing plan and construction details illustrate the very unique method by which the span of the beams was reduced to 43 ft., although the columns were kept 47 ft. on centers. This decrease of 4 ft. in span permitted a considerable reduction in the size and reinforcement of these beams. These principal floor beams are 12 in. wide by 30 in. deep, and are reinforced with nine 1-in. square rods. They are spaced 3' 10 1/2" on centers.

The main floor girders are framed eccentrically into the columns, this eccentricity being 10 1/2 in. In order to eliminate excessive loading on the columns due to such extreme eccentric loading the reinforcement and design of the girder framing into the opposite side of the columns was so carried out as to reduce materially these secondary stresses. These longitudinal girders are 18 in. wide by 30 in. deep with a span of 27' 6", and are reinforced with eight 1-in. square rods. Stirrups are used for both beams and girders.

The floor slab is 5 in. thick, reinforced with American Steel & Wire Company's triangular mesh, style No. 107. The roof slab is 4 in. thick, with a somewhat lighter reinforcement.

The typical interior column is 24" x 24" in cross section, the top 6 in. of the column is reinforced, and is designed to spread loading of 500 lbs. A simple steel-up, spread loading is used, and only reinforcement being at the bottom. The load on the soil was computed at 4 tons per sq. ft. The foundation walls are also of concrete, and serve as con-

crete, and serve as a second six-story unit, similar to the one in this article and building of its contemplated. The design is an adaptation of the Gothic style, and is somewhat unusual for this type of industrial building. A veneer of dark red tapestry face brick in various colors is constructed over the concrete framework and securely anchored thereto. This brickwork is moderately ornamented with limestone trimmings. The main entrance has a low elliptical arch and deep reveals, giving a quaint distinction to the building. Vertical lines are brought out in the entablatures by laying the brickwork at a horizontal angle. Around the side walls, the concrete frame is hidden entirely by a brickwork. A 35-ft. flagpole has been erected on the front parapet wall, set in a cast iron stand 4 ft. high and fastened to a circular brick panel.

In an article published in THE AMERICAN ARCHITECT, February 16, 1920, featuring the Loose-Wiles Building, it was stated that while the flat slab type of reinforced concrete construction was being used to an ever increasing extent, certain conditions necessary to

### THE AMERICAN ARCHITECT

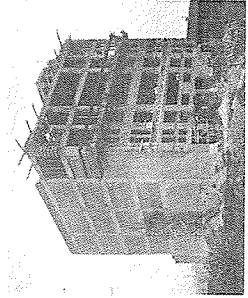


FIG. 2

tinuous footings for the exterior columns. Solid steel window sash was used throughout.

The general offices, as well as the bookkeeping and accounting department and private offices are located on an "L"-shaped mezzanine in the first story. This mezzanine is hung from the second floor framing as illustrated in one of the construction details, the hangers consisting of 1 1/2-in. round rods hooked over the reinforcing bars of the second floor girder supporting it at the top and also hooked around the columns at the bottom.

The first and second floor levels were located equally distant below and above grade and reached by ramps to accommodate motor vehicles. This work ent down the ramp length to about 37 ft. and so conserves floor space. The grade of the ramp was made somewhat less than 19 per cent, to the second floor and 14 per cent, to the first floor and has worked out well in actual use.

In addition to the ramps, a car repair runway, of a type patented by this company, has been shown on the first floor plan. This consists of a standard garage track for motor vehicles, supported on an open structural framework. The runway is at the street level and provides a means of

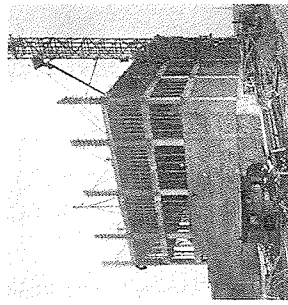


FIG. 3

access for repairs to the under side of motor trucks located thereon. The building is also equipped with a freight elevator of adequate size to accommodate the larger types of motor trucks, this elevator serving all floors, including the basement. A passenger elevator of the push-button controlled type has also been provided with stops for all floors, including the mezzanine. The building is equipped throughout with a modern sprinkler system. Beneath the basement floor level a buried gasoline storage system has been provided consisting of two 300-gallon tanks and at the rear of the building a large storage tank also have been installed. The mechanical system also includes a compressed air storing and handling equipment. Provision was made for running the supply pipes of the sprinkler system through the deep concrete beams rather than under them. This enabled the architect to conserve headroom, which is so valuable in a building of this nature.

The motor transport system has become a most dependable factor in short-haul transportation. Buildings to serve a purpose of this nature will undoubtedly be erected throughout the United States.

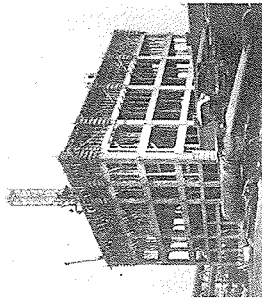
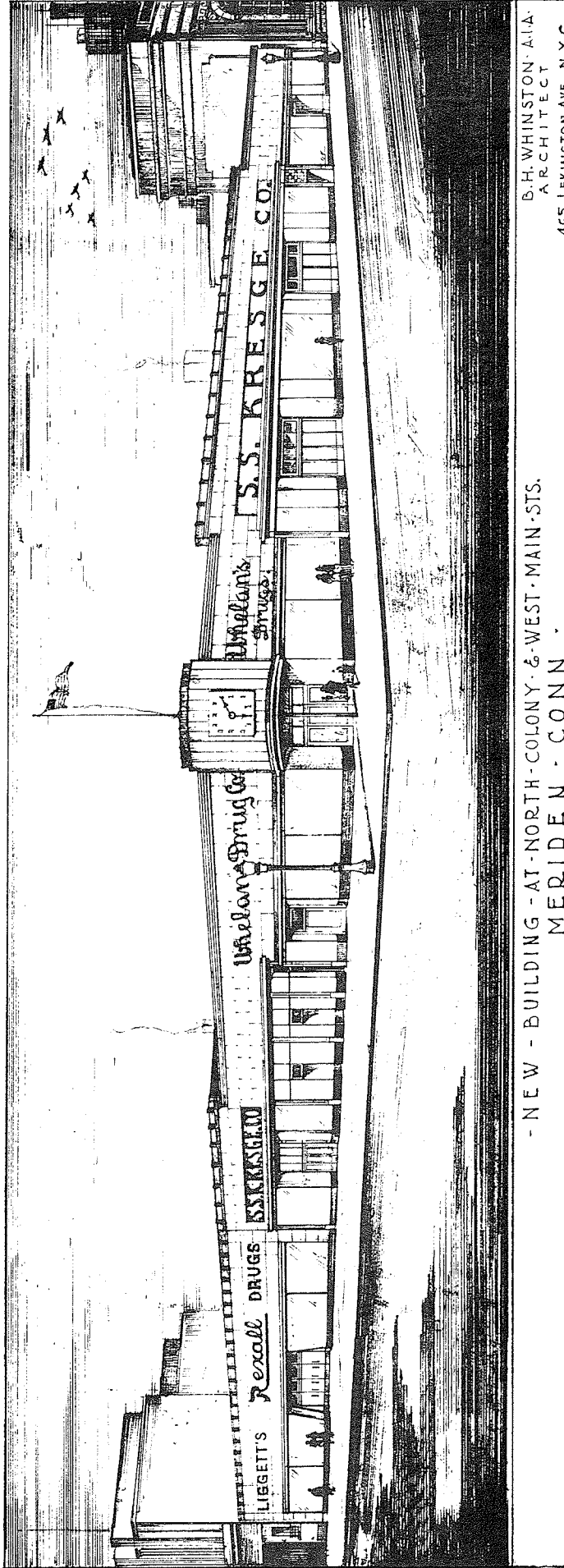


FIG. 4

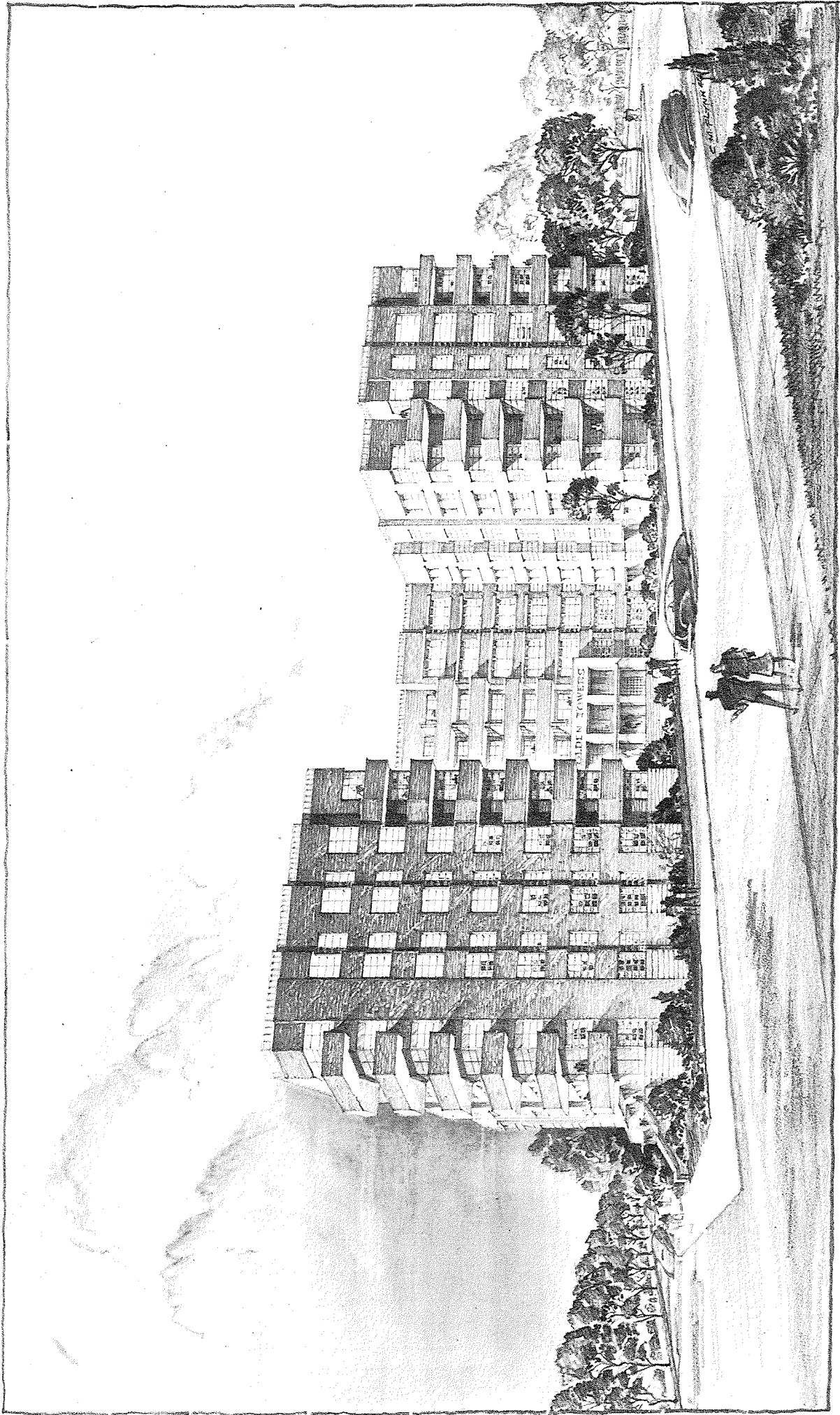


- NEW - BUILDING - AT - NORTH - COLONY - & - WEST - MAIN - STS.  
MERIDEN - CONN .

D. H. WHINSTON - AIA -  
ARCHITECT  
465 LEXINGTON AVE. N. Y. C.



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GOLDEN CONSTR. CORP. BLDRS.  
L. RICHARD GOLDEN PRES.

**GOLDEN TOWERS**  
PELHAM RD. & WHITEWOOD AVE.  
NEW ROCHELLE N. Y.

B. H. WHINSTON A. I. A. ARCHT.  
467 LEXINGTON AVE. N. Y. C.

BERTRAM LEE WHINSTON

BORN: April 14, 1922

SCHOOLING: Graduated---Public School

Graduated---Stuyvesant High School--1939

Yale University, School of Architecture,  
1942

(NOTE: College interrupted by service in the U. S. Army - 1942  
to 1946)

BEFORE ENLISTMENT:

EMPLOYED BY: Harrison, Fouilhoux & Abramovitz

Eggers & Higgins

NOTE: Served in Air Corps as Statistician and in India, 1945-46

CONTINUED

9. PHOTOGRAPHS/PHOTOSTATS:

Bronx Maternity Hospital

Chicago Tribune Competition

NVC Broadway and 60th Street

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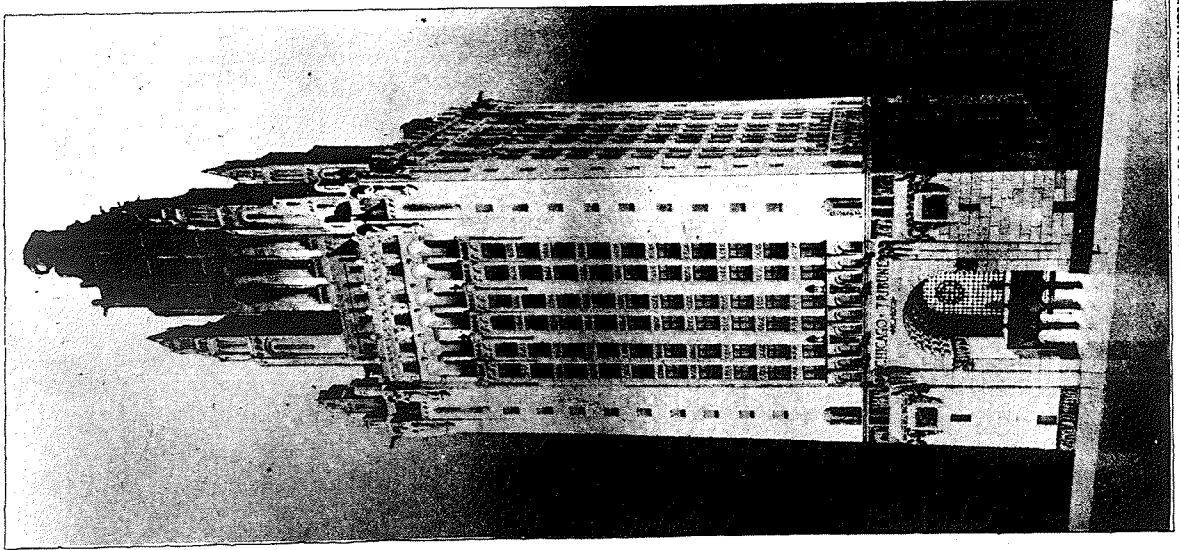


· P R O P O S E D ·  
· B R O N X · M A T E R N I T Y · H O S P I T A L ·

· B. H. WHINSTON ·  
· A R C H I T E C T ·  
· 6 F A C T · 1 2 T H S T N Y C ·

# AWARDED HONORABLE MENTION

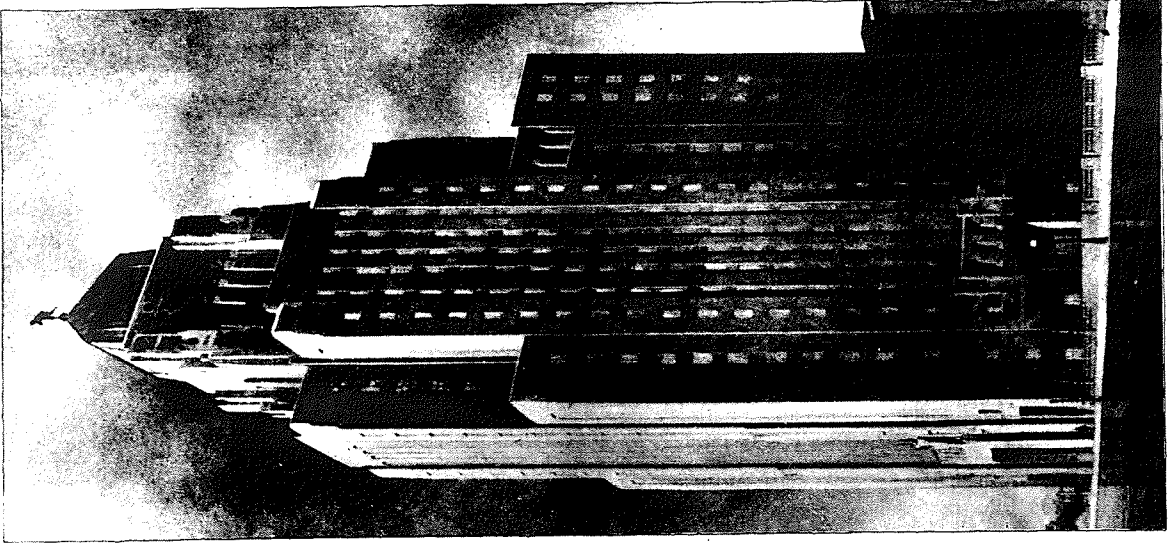
ON June 10, 1922  
The Chicago Tribune  
was seventy-five years  
old. In honor of  
this occasion it was  
announced that prizes  
amounting to \$100,000  
would be awarded  
for designs for a  
monumental new home  
to be erected in front  
of The Tribune Plant.



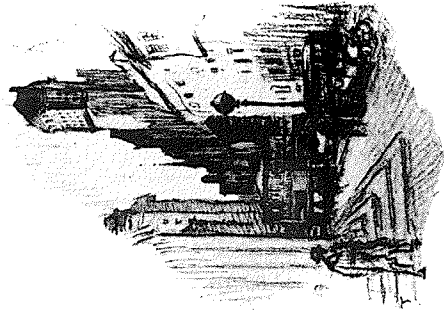
ARCHITECTS: B. H. & C. N. WINSTON, NEW YORK

# IN TRIBUNE COMPETITION

HUNDREDS of fine  
designs were  
submitted by architects  
representing many nations.  
The two shown here are  
among those awarded  
Honorable Mention  
in the competition.  
The winning design will  
be reproduced in this  
magazine soon.



ARCHITECT: BERTRAM GROSZLNOR GOODRUE, NEW YORK



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NWC BROADWAY & 60th STREET