

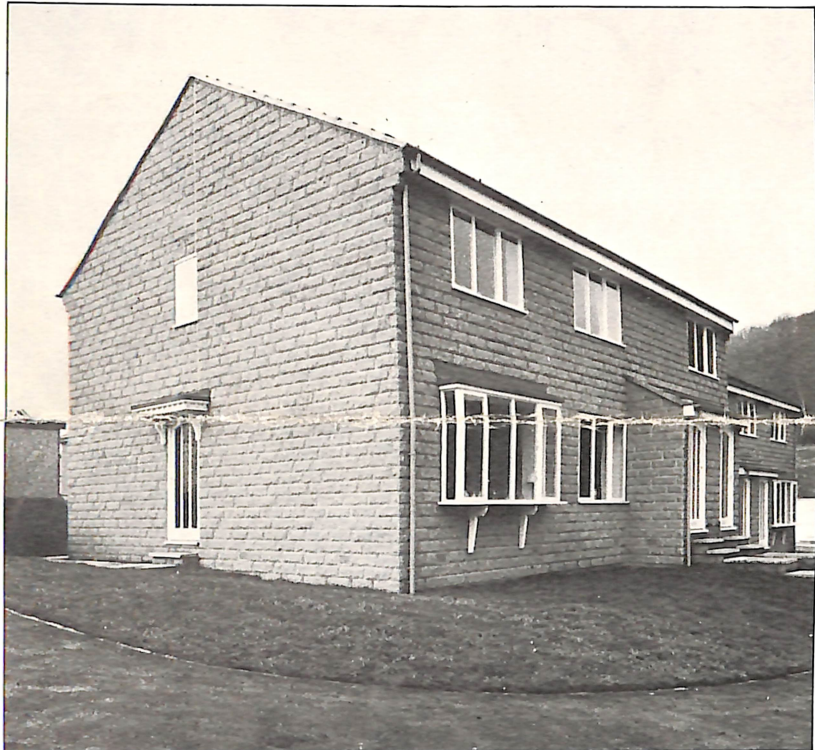
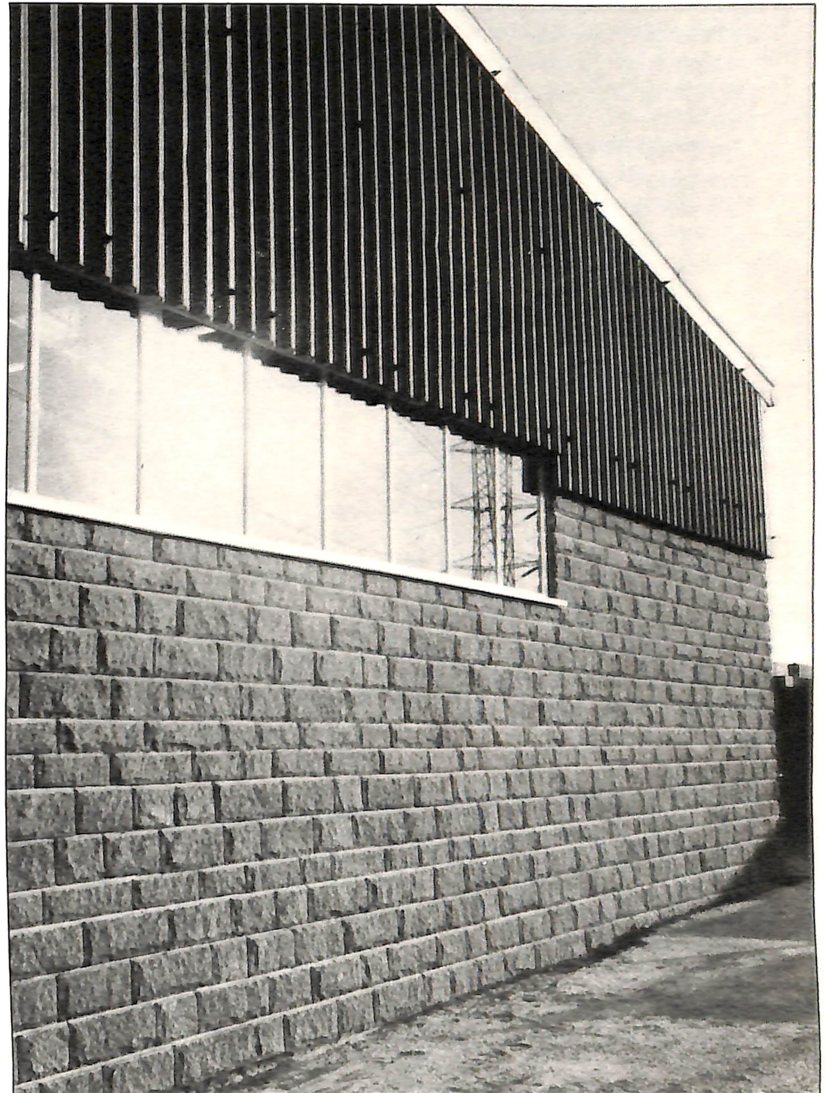
Newspaper of S Marshall & Sons Ltd Part of the Marshalls (Halifax) Group

## Cromwell Coursed Walling

As the building trade rubs its eyes and shakes itself free of the virtual enforced hibernation caused by a long hard winter, Marshalls announce a new type of walling stone offering a ray of sunshine to architects and planners faced with the ever present problem of designing low cost buildings in preservation areas.

Cromwell Coursed Walling, as it is named, is designed specifically for use in areas where natural stone is the traditionally accepted building material. Cromwell is an aesthetically compatible and cost effective alternative to natural stone and is able to satisfy the stringent planning regulations in force in many rural and urban areas,

where random coursed rubble walling is prevalent. A reconstructed stone, Marshalls' Cromwell is manufactured from carefully selected aggregates, hydraulically pressed into large blocks which are then cut to reveal the natural stone appearance. Eight sizes are made in both split and pitch faced finish. Delivery to site is made in single size banded packs of 5 square metres allowing easy off-loading by crane-and-grab or fork truck. Marshalls' Cromwell has been developed under close consultation with architects and planners so that the resulting walling matches the natural materials as closely as possible. The texture, block size and subtle York Stone colour of Cromwell can accurately reproduce the coursed and random block length construction of many traditional stone buildings, giving Local Authorities the ability to preserve the environment at a fraction of the cost of natural stone.



◀Cromwell Coursed Walling. ▶  
Compatible with random  
coursed rubble walling

## All set for Chelsea Show

With sights set on repeating the success of 1978, Marshalls this year return to the impressive Royal Chelsea Flower Show. Chelsea, the principal exhibition of the horticultural calendar, opens its gates to the public for four days in late May, and if attendance matches 1978 figures, Marshalls will see tens of thousands of enthusiasts pass through the show ground. Chelsea however, is more than just a chance for the public to view all that's best in flowers. Chelsea is an institution, with representatives from many different facets of the gardening industry. As a leading manufacturer of garden paving and walling stone Marshalls see Chelsea as the main showcase; a carefully considered commercial venture, and one of the few occasions when the general public can see the products at their best, in elaborate, but balanced display.

The main interest this year will focus on a new range of garden paving publicly exhibited for the first time at Chelsea. Saxon Paving, which had its trade debut at GLEE, the Garden & Leisure Exhibition during the Autumn of 1978, has been enthusiastically received by stockists throughout the country, and public attention given by Chelsea should set the brief but energetic garden improvement season off to a good start. This year, Chelsea opens on Tuesday May 22nd (Fellows of the RHS and press only) then publicly through to the 25th, and is held as usual in the grounds of the Royal Chelsea Hospital. As well as the new Saxon Paving Marshalls will display much of the existing extensive product range, including Marshalite and Tudor Stone garden walling, Superscreen screen wall blocks,



as well as Perfecta and the ever popular Pennine Paving. Full colour literature will be distributed throughout the show and Marshalls staff will be in attendance to give information and details of regional stockists. With plans already well advanced, those concerned must surely be hoping for the same fine sunny weather which graced the memorable Chelsea '78.

**Crowds throng the Marshalls stand at last year's Chelsea Flower Show**



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# B.P.C.F. Presidency for Marshalls M.D.

Mr. Keith F. Marshall was elected president of the British Precast Concrete Federation at the Annual General Meeting held at the Royal Garden Hotel, London, on 24th April. Mr. Marshall, Managing Director of the Marshalls Halifax Group succeeds Mr. J. P. Mitchell as president, and will hold office for a full year. The British Precast Concrete Federation was formed in 1964 by a merger of two old established national organisations serving the Cast Stone and the Cast Concrete Products Industry. The Federation is concerned with the general promotion of precast concrete and the upholding of a reputation which has been gained by maintaining the highest standards of service, quality and value for money. It speaks with authority on behalf of its members, who operate over four hundred factories in the United Kingdom, on matters which affect them whether they be of national, regional or sectional interest.

In addition to his role as president, Mr. Marshall will also stand as Chairman of the Federation's National Council, formed of representatives of regional councils, affiliated organisations and manufacturers associations. Amongst his duties, Mr. Marshall will play host to the many visiting organisations from other countries. The BPCF has strong ties overseas, and was a founder member of the Bureau International du Beton Manufacturé, formed to ensure full co-operation with continental counterparts and to provide an information exchange on essential subjects such as International Standards, codes of practice and publicity etc.

**Mr. Keith F. Marshall**  
BPCF President and  
Managing Director of  
Marshalls (Halifax) Ltd.



## 79 advertising gets underway

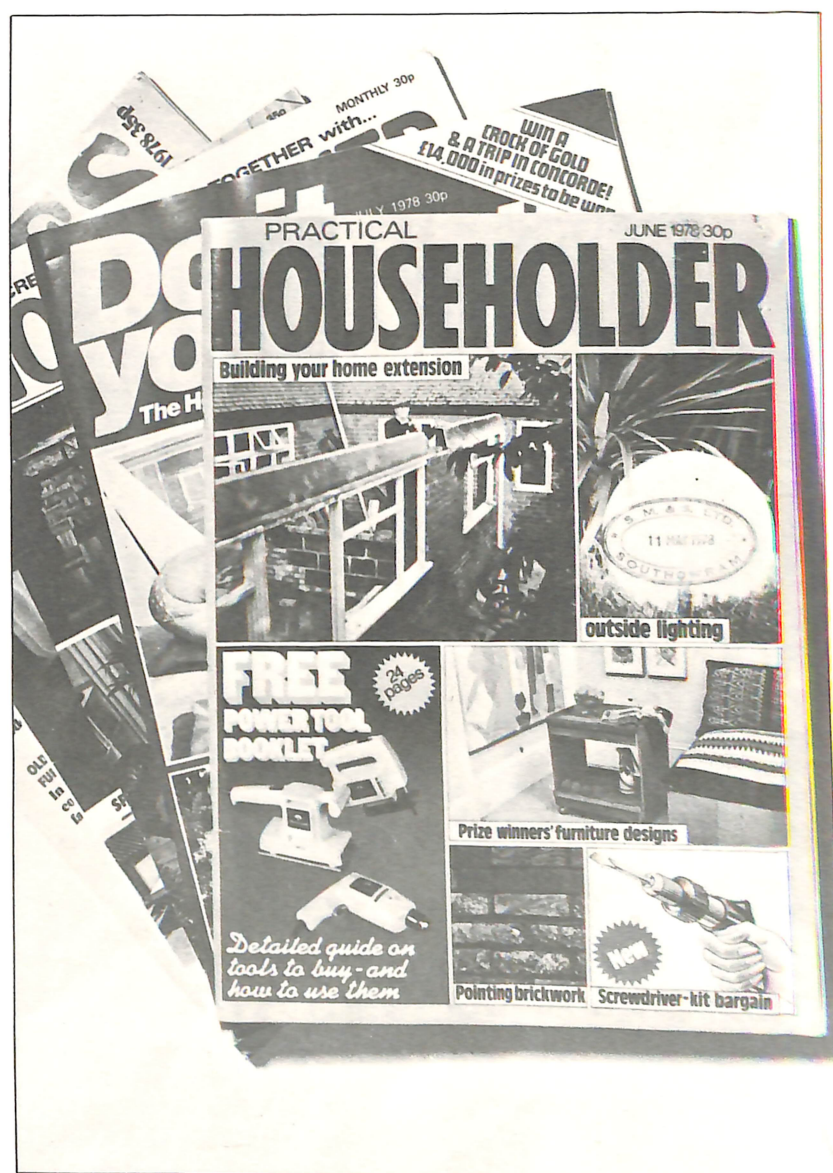
After a successful 1978 season, Marshalls look to 1979 with promise. To tap the anticipated high demand, consumer advertising space bookings have increased significantly, taking in all the major garden and home interest magazines through the spring and summer months. Editorial coverage in the DIY press is also expected to be comprehensive, and magazine circulation levels indicate a possible readership potential in excess of 17 million enthusiasts.\* With readership response nudging up to the five figure bracket from 1978 publicity, a similar formula has been adopted for the 1979 campaign.

Using full page colour, as well as page and half page black and white advertisements, Marshalls are hoping to repeat, and even improve performance. All enquiries are answered promptly, giving details of products requested in the form of full colour sales literature, as well as local stockist information. Stockists can thus be confident that their own hard work is being well supported.

\*Figures T.G.I.

**A selection of magazines included in the 1979 campaign**

**A scene typical of quarrying in the Halifax area at the turn of the century. Huge stone landings are raised from the quarry bed by steam cranes, to be worked on by "Top delvers," the men who do the initial stone shaping work at the top of the quarry. Later the stone is carried away by horse and wagon after being hoisted aboard, again by steam crane.**





Registered as a limited company on March 21st 1904 with the amalgamation of the quarrying interests of Solomon Marshall and his sons, Ernest, John, Hanson, Wilson and Norman McLeod, the Marshalls companies have expanded and diversified over a turbulent 3/4 century.

Having survived two world wars, which themselves marked significant turning points in company thinking and approach, Marshalls and the quarrying business as a whole have seen many changes.

Marshalls interests in quarrying stretch back much further than the 1904 registration. As early as the 1880's Solomon Marshall worked in the stone industries prominent in Victorian Halifax. Eventually he became a quarry owner after buying out the interests of his employers, and started on a path which was to eventually lead to a multimillion pound international public company.

The stone then quarried was the hard York Stone found in the Halifax area, known as Elland Edge flagstone. It was hard and wear resistant and capable of being worked by craftsmen into the familiar paving stones. Its use was not confined to Yorkshire however, since it was found to be eminently suitable for paving the busy streets of London and other cities. There was even a lively export trade which was only brought to an end by the outbreak of war in 1914.

Throughout the first half of the twentieth century quarrying and the supply of natural stone paving, walling and related products was the main concern of the Marshall family. By the mid 1930's the need for a cheaper and readily available alternative to natural stone paving was becoming necessary and so Marshalls began the commercial production of hydraulically pressed concrete paving flags, using as

aggregates the waste materials from their quarrying operations.

The end of the war in 1945 brought an urgent need for the mechanisation of stone working. Some of the tools required were not readily available and so in 1948 a company was formed to produce tungsten carbide hard metals and tools possessing the toughness, wear resistance and reliability essential to the quarrying industry. The new Halifax Tool Company manufactured on a commercial scale, selling tools and hard metals suitable for all mining and quarrying operations throughout the country, eventually selling into export markets. This formed the base on which the Engineering Division was built. Widening contacts at home and abroad led to a major new development for Halifax Tool Company with the obtaining of a licence to manufacture and sell a new concept in rock drilling developed by a Belgian engineer, André Stenuick. This was the start of the world famous Halco range of Down-the-Hole drilling machines. The quarrying industry was ripe for a new development of this kind and shortly after the introduction of the first machine in 1952, demand outstripped supply. To increase productive capacity the engineering company of Redshaw Lister, Heckmondwike, was purchased in 1957. This also involved the entry into the industrial tractor market, since Reliance Trucks Ltd was a subsidiary of Redshaw Lister. During this period the manufacture of concrete products was expanding rapidly. It was realised that the reserves of natural stone were becoming

depleted and would soon be exhausted. Thus the efficiency and scale of concrete production had to be expanded if the company were to remain competitive. Improvements in the efficient handling of concrete products largely resulting from development work done by what was to ultimately form an independent member of the Engineering Division, Fielden Engineers, were coupled with increasing productive capacity at the two manufacturing plant in Southowram. Simultaneously the range of products was increased with the development and introduction of decorative walling and paving products which could be sold to wider and expanding markets throughout the country. Concrete production has expanded rapidly during the last 15 years and currently the sale of the large variety of concrete products accounts for 90% of the Division's turnover.

In 1964 the companies controlled by the Marshall family were amalgamated to form the present public quoted company — Marshalls (Halifax) Limited. This move ensured that all the companies would have a secure future and at the same time provide a firm financial base on which expansion could be built. Following a period of consolidation the policy of expansion was pursued. The Concrete Division sought to spread its production activities

geographically, at the same time expanding the range of products and securing sources of aggregate. Acquisition of companies completed a major part; seven concrete manufacturing companies were brought into the Group as well as four new quarrying operations. The Group's leadership in the industry was established by concentration upon the development of manufacturing techniques and the maintenance of first-class plant of all types.

The Engineering Division also expanded, the policy being to establish companies with independent management operating in their own markets.

In 1972 the acquisition of the Mercury Truck & Tractor Company resulted in the formation of a new company in which the existing Reliance Trucks Ltd was incorporated. This has become Reliance-Mercury Ltd offering industrial towing tractors for use on airports, docks and harbours and in industry generally. As well as establishing a new, successful and expanding company this move enabled Halifax Tool Company to concentrate more fully on the demanding rock drilling market.

In 1976 Petroc Drilling Equipment was bought to produce drilling accessories directed towards the mineral prospecting and civil engineering industries.

In 1977 Higher Speed Metals

Ltd of Sheffield were taken over to control and develop the tungsten carbide interests of the Halifax Tool Company, and in 1977 H.I.P. (Powder Metals) Ltd of Chesterfield was set up to provide a Hot Isostatic Pressing facility to companies making carbide hard metals and superalloys.

Throughout their long history the Marshall companies have striven to be leaders in each of the activities in which they were involved. Apart from the obviously necessary concentration on investment in plant, machinery, new products and new ideas, the Company have always taken pride in having a first-class reputation, not only with customers, but also with suppliers. The continual involvement of the family in all the aspects of the Group have ensured that relations with the staff and workpeople are maintained.

## South London Consortium use Marshalls pavers

With the reversion to traditional concepts of low rise housing accommodation, the problem of hard landscaping, roadways and open street areas has again become a subject of serious consideration.

Not least it would seem, by the architects of the recently completed Childeric Road, Deptford, housing scheme, where Marshalls Block Pavings were specified.

Designed by the R & D Group of

South London Consortium for Local Authority Building Research & Development under the direction of Chief Architect Anthony Kirk (Dip Arch RIBA), in conjunction with Lewisham Borough Architect, Julian Taylor (RIBA MRTPI), the Childeric Road site incorporates more than 4000 sq metres of Block Pavings.

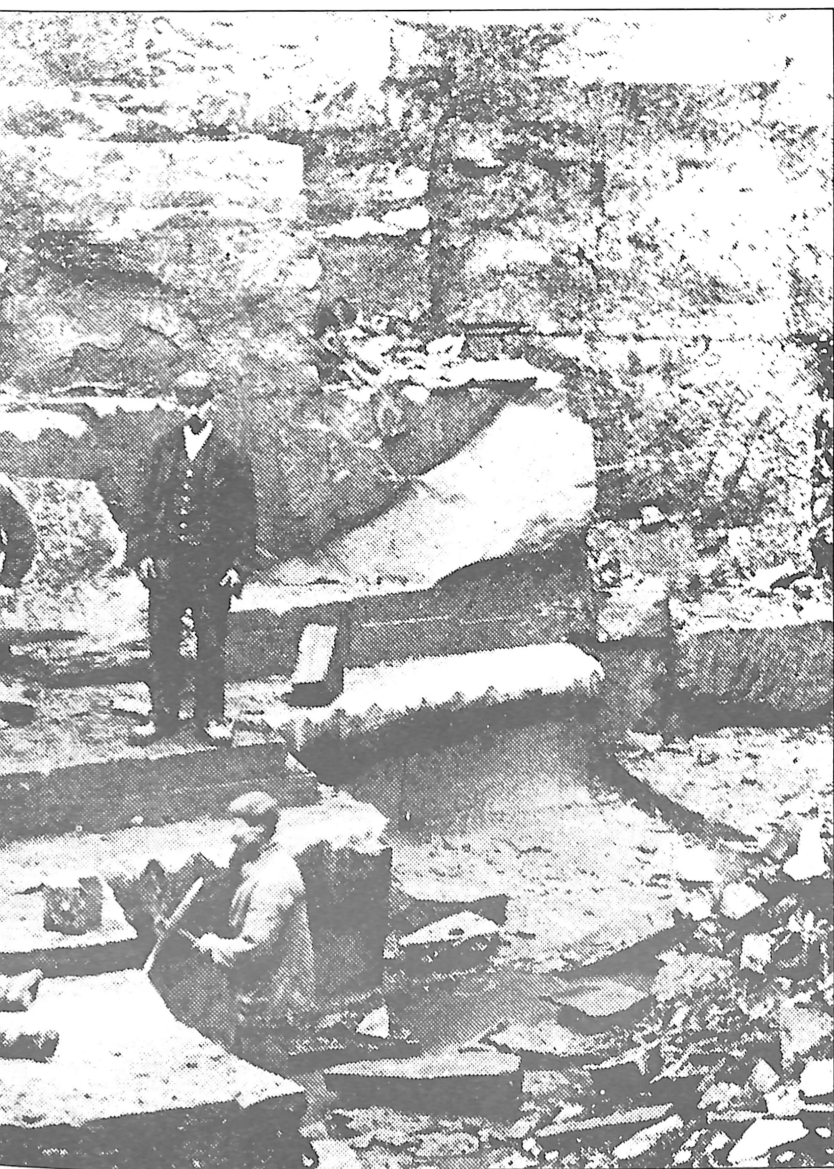
Using contrasting colours to define pavement areas of different purpose, the Block

Pavings, laid by Elthorne Construction Co. of West Drayton, form both roadways and pedestrian areas, as well as car parking spaces for all the narrow fronted family houses. For pedestrian areas 65mm thick blocks were used, but for areas subject to loadings of heavy service vehicles, heavy duty 80mm blocks were laid. The medium density 2 hectare site accommodates some 445 persons in a total of 126 dwellings laid out in the form of three streets of terraces two of which are set at right angles to the third, and a three storey block of grouped flats for old people.

Commenting on the use of Block Paving in this design of street layout, Anthony Kirk said "We have tried to create something other than the tarmac racetrack situation seen on many conventional estates, and Block Paving is an ideal material for this purpose. We believe in such a durable and long lasting material, the relatively high initial cost of Block Paving is quickly offset against savings in maintenance."

Although Block Paving is a relatively new concept to the British Market, it is fast becoming recognised as a cost effective and aesthetically pleasing alternative to conventional surfacing medium.

**More than 4 000 sq metres of Block Paving in Deptford housing scheme.**





# Kerb for local by-pass scheme

Over the past three years a major roadway scheme has been under construction, virtually on the doorstep of the Marshalls works.

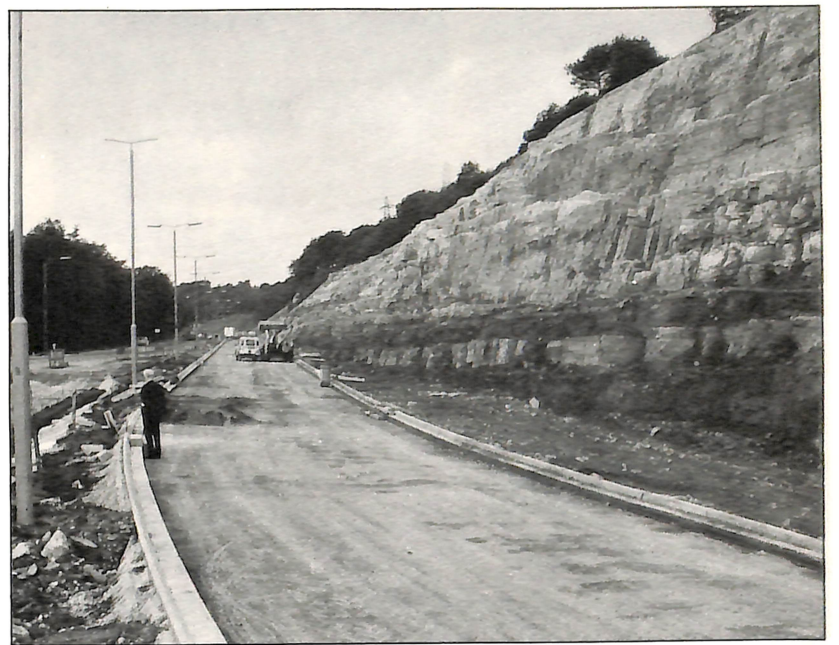
The long awaited Elland By-Pass scheme, designed to ease traffic congestion in this small textile town, has recently been completed at a cost of approximately £11m, and includes road kerb supplied exclusively by Marshalls. The works comprise 4 Km of dual carriageway from Elland Wood Bottom on the A629 Huddersfield to Halifax road to the M62 motorway at the Ainleys, with an interchange to the town centre and slip roads at the Ainleys, Halifax Road and Exley Lane.

Officially opened on December 13th 1978 by County Councillor

Tom Batty, F. F.R.V.A., Chairman of the West Yorkshire Metropolitan County Council, the by-pass was built by A. Monk & Co. of Boston Spa. The by-pass construction, designed and supervised throughout by the Highways Engineering and Contracts Unit of the Directorate of Planning, Engineering and Transportation of West Yorkshire Metropolitan County Council under the Director of Engineering Services Mr. J. A. Gaffney, B.Sc.(Eng.), C.Eng., F.I.C.E., F.I.Mun.E., F.I.H.E., was undertaken with the minimum of inconvenience to the local inhabitants, and despite the enforced closure of the A629 for six months, life in the area continued in traditional stoic Yorkshire style.

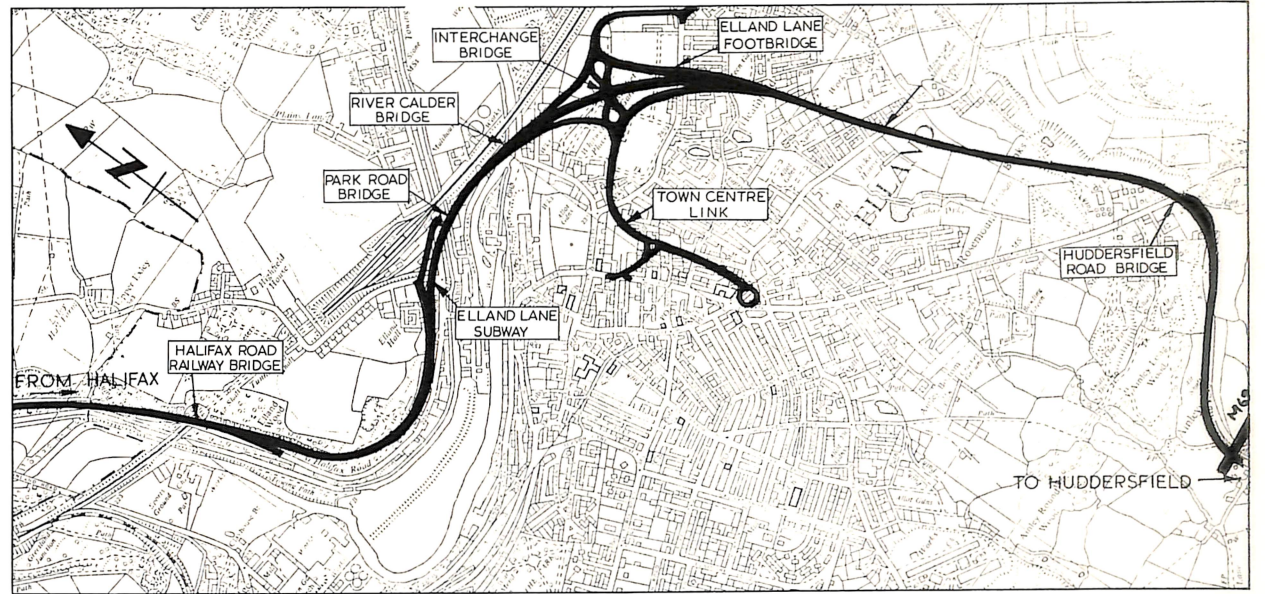
Construction work in progress on the Elland By-Pass scheme.

Photograph by courtesy of "The Surveyor" magazine



Route of the 4 Km Elland By-Pass

Map by courtesy of "The Surveyor" magazine.



# Block Paving at Brighton Marina

Brighton, for decades one of the principal South Coast holiday resorts has, with the completion of the new £50m Marina site, become the centre of attraction for the yachting and boating world.

As Architects of the first entirely man made marina to be built in the UK, Louis de Soissons Partnership had considerable design problems to surmount, not least in the area of dockyard and breakwater surfacing. With the need to provide a strong yet attractive surface capable of taking the loadings of heavy cranes and service vehicles without deformation, Louis de Soissons Partnership specified Marshalls Block Paving.

The individual 200 x 100 x 80mm heavy duty blocks laid on sand, form a durable and flexible surface which resists deformation by spreading point loads through adjacent blocks. More than 7 000 sq metres of Charcoal Grey Block Pavings were laid by Taylor Woodrow Construction the main contractors, and form vehicle hardstanding as well as dockside surfacing. To maintain visual continuity, pedestrian access areas and breakwater walkways have also been laid with Block Paving. In these areas 65mm thick blocks have been used. The marina site, the first stage of which was completed in Summer 1978 after a design and construction programme lasting some seven years, will soon see the start of Phase II, which includes sports and leisure centres as well as residential flats.



Dockside surfacing in Block Paving at the £50m Brighton Marina

# Marshalls mechanic in England Basketball Squad

Years of dedication and hard training recently paid dividends for one of Marshalls' maintenance staff.

David Berry, a foreman mechanic at the Hipperholme concrete works jumped his way into the England Basketball Squad on their recent tour of Greece and Yugoslavia. David, a member of the Leeds Larsens LA1 team, is one of the tallest players in the National League. His 6'—10" frame puts him head and shoulders over many of his opponents and gives him a considerable advantage in the highly competitive play of International Basketball.



22 years old David, who has been playing for five years, has already won a reputation amongst the Leeds and Bradford Clubs. Experience gained through regular appearances with the West Yorkshire team and stiff training courses run by the English Basketball Association has given David an excellent grounding. The future must surely look bright for this promising and determined young man.

**Marshalls**

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