

Marshalls

News

**SPRING '86
SUMMER '86**

Published for stockists, specifiers and users of precast concrete products

THE DIFFERENCE IS THE PRICE

Years of experiment, development and constant comparison with the real thing have gone into Marshalls new York and Weathered York garden pavings. The reason for the painstaking development is not hard to see as Marshalls still quarries natural York stone flags in Halifax. So when it comes to reproducing the natural material no company is more discriminating or has more quarrymen eager to check the finished product.

The results are two new pavings which reproduce so closely the riven-faced finish and quarry-fettled edges of the real thing that perhaps the only way to tell them apart is the price. The company has developed two new products, rather than one, to give users the choice of a weathered or newly quarried look.

For complete authenticity a large number of moulds, from selected stone masters, have been used to give the widest variety in riven-face features. Colours have also been

closely matched with the real thing.

The new pavings have an added benefit for users, apart from price. The 1 1/2" thick flags are made in two Imperial sizes — 18" square and 18" x 24". When these two sizes are used together it is easy to lay the pavings in the traditional staggered bond, which best suits them. All that is needed are the same quantities of 18's and 18 x 24's in each row. Their positions in the rows are then varied to give staggered bonding, without repetition of cross jointing.

**NEW
PRODUCT
'86**

Weathered
York Paving



**NEW
PRODUCT
'86**



York Paving

A WALK-ON PART AT EXPO '86

As much as a million tons of people will be giving Marshalls Mono a walk-on part at Expo '86 in Canada but the company is confident that its paving materials will take it lying down. The company is providing its Perfecta pavings and kerb edging for the footways of a typical High Street which is to be a feature of the British pavilion at the exhibition.

Winning the prestige order is no surprise to Harry Hartley, the Marshalls Mono marketing director. "If

DOVER TO BE BLOCKED BY MARSHALLS

Another major dock paving contract has been won by Marshalls Mono. The company's 80mm thick Eskoo-Six concrete block paving is being used to surface a 50,000 square metre extension of the freight area at Dover's Eastern Docks.

you want pavements you go to the pavement artists," he says. The paving and kerb edging have already been forwarded to Vancouver B.C. by Marshalls in preparation for the opening of Expo '86 in May.

Costain Civil Engineering is the main contractor for the Dover Dock & Harbour Board scheme, with Teesdale Paving as the laying contractor. The blocks are being laid by use of Eskoo laying trolleys which allow placing of 16 shaped blocks, with an area of 0.42 square metres, at each operation.

Work on the project began in early February, with a laying rate of around 4,000 square metres per week. Completion is scheduled for early in May.

Decorative dealers — come share in the success

It is no accident that the pattern of sales for Marshalls products has bucked the trend for the building materials sector. In what are difficult times for most manufacturers the Marshalls sales graph continues to rise. The company knows its markets — and the decorative products sector is no exception.

Call it identifying with popular taste, if you like, but Marshalls sees its success as down-to-earth Yorkshire awareness of market needs, value for money and back-up for its stockists. Sharing in that success simply involves stocking Marshalls products — the demand is already there.

The growth in the market for Marshalls' garden and home improvement products shows every sign of continuing. This year Marshalls will again be promoting its products heavily to provide full back-up to dealers.

Full colour ads in the quality home interest magazines will be running throughout the prime buying months, reaching over ten million households. For maximum impact the advertising will be linked, wherever possible, with garden paving and walling editorial features. From past experience the response rate will be very high indeed.

For maximum benefit to you, the stockist, it is important that the products are clearly on show and identified with Marshalls point of sale material.

Apart from conventional press advertising the company is heavily involved in other activities with a high publicity value. Notable amongst them, The Sunday Times garden at Chelsea will be a showpiece for Marshalls products, the Sunday Express is featuring our new paving and many materials will be seen at the Stoke Garden Festival.



Full colour ads in the quality home interest magazines.

Almost a million householders received copies of 'Around the Home & Garden', last year's promotional publication from Marshalls. The print run was doubled to meet the demand. The 36 page, full colour and lavishly illustrated booklet, covering all Marshalls decorative paving and walling products, was in such great demand.

The company has followed up the book's phenomenal success with yet another new and expanded version. But the latest 40 page issue still has the same mix of product details, design ideas and building tips which proved so successful in 1985.

Copies of the free booklet are now available for you to issue to customers — along with attractive counter-top dispensers to display them in.



New and expanded Home & Garden book for you to issue.

MARSHALLS HAVE IT IN THE BAG

Bagged sand lime mortar, in a choice of five colours, is the latest building and D.I.Y. aid from Marshalls.

The handy 25kg or 40kg bags each contain a separately measured pack of cement to give a one part cement to six parts sand/lime mix. Having separate cement packs helps to prolong storage life when only part bags are used.

For delivery purposes the bags are shrink-wrapped on non-returnable pallets. Full one tonne packs (forty 25 kg bags or twenty-five 40 kg bags) can be delivered with other materials from our Halifax works.



Everything in the garden is Marshalls

Marshalls goes into 1986 with a larger than ever range of paving and walling products. Flag and block pavings in an astonishing variety of types, colours, sizes and textures, plus a profusion of walling materials, flower bowls, screen walling, copings, lintels, edgings and sand/lime mortar — everything for the home and garden. And more besides because amongst them are some of Britain's best sellers.

Just nine examples from the Marshalls product range. Judge them by the company they're keeping.



The structural material for the *Sunday Times* garden at the Chelsea Flower Show.

Features in a major *Practical Householder* garden feature.



Featured at the Stoke Garden Festival.



Selected for the British Association of Landscape Industries garden at the Stoke Garden Festival.



Used by the BBC and the *Sunday Times* in their gardens at the Stoke Garden Festival.



Bournemouth's garden at Stoke has Marshalls' fantails.



Featured at the Stoke Garden Festival.

IN AT THE GROUND — AND UPPER FLOORS

Marshalls Mono has increased its wide spread of products for the construction industry with the acquisition of Trent Jetfloor Limited, the Nottingham-based manufacturer of suspended flooring systems in precast, pre-stressed concrete.

The company is particularly known for its beam and block flooring systems which were originally developed for commercial and industrial applications but which are now also used widely for domestic housing. In recent years Trent Jetfloor has been very successful in pioneering their use on housing schemes and in highlighting their cost, insulation and construction advantages.

Trent Jetfloor beams for domestic ground floor use are designed for handling by only two men, which removes the need for expensive site plant. Similarly the variety of blocks, used as infill between the pre-stressed beams, do not present handling problems.

Jetfloor Standard, which can be used at all floor levels, utilises standard building blocks as infill, while Space Span has full depth hollow blocks which provide a flush soffit where a plastered direct finish is required. Both systems meet the sound and fire resistance requirements of the Building Regulations.

With increasing emphasis on the thermal insulation of new housing, the company has a unique energy saving product in Jetfloor Plus. This highly insulated flooring system incorporates expanded polystyrene infill blocks between the concrete beams. The infill blocks are easily manageable and may be cut without difficulty, either at the time of installation, or later, to provide channels or access for services. Used in conjunction with a chip-board surface finish, the system has a 'U' value of 0.24.

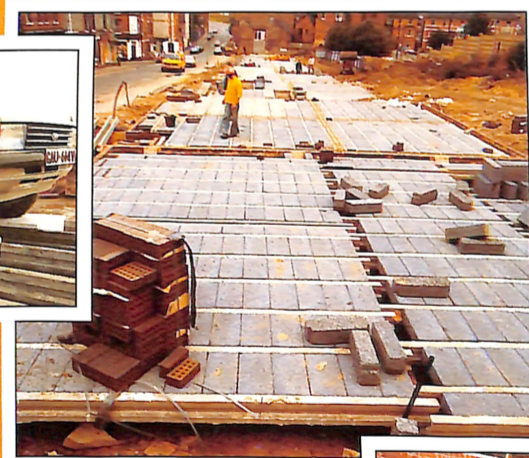
The excellent insulation factor of Jetfloor Plus means that the housebuilder is able to cut the capital cost of installing central heating (smaller systems can be used), while the occupier in turn has lower running costs. Jetfloor Plus was the winner of the RICS Building Economy Award in 1984. In addition the system was used for the winning house in the 1985 'What House' — best new innovation award.

All the systems have the advantages

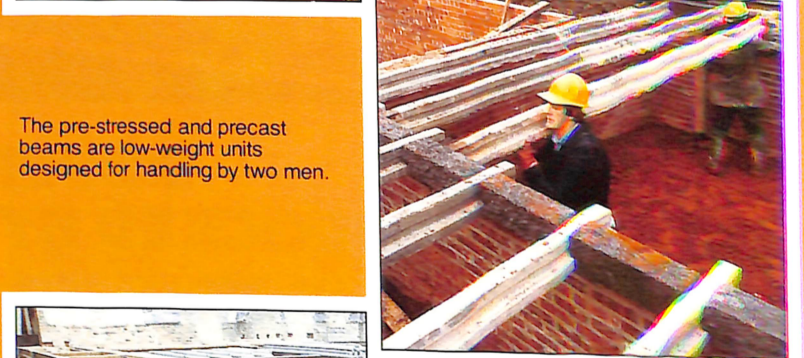
of speed of erection and improved insulation, in addition to being extremely cost-effective against traditional forms of construction. Whatever site conditions are experienced, Trent Jetfloor systems, when used at ground level, offer the builder the advantage of a known cost of construction.

Construction is unaffected by weather conditions and there are no requirements for backfill, hardcore or oversite concrete. The systems cannot be attacked by rot or damp. Jetfloor Standard, Space Span and Jetfloor Plus meet all relevant building regulations and are accepted by the NHBC. They are used by builders of all sizes including Barrett, Bovis Homes, Leech Homes, Wimpey Homes and William Davis.

Trent Jetfloor also manufactures a range of standard stair-flights to provide a fully integrated concrete system which is ideally suited for the construction of flats and similar developments.



Infill blocks for Trent Jetfloor systems may be expanded polystyrene (far left), standard building blocks (left) or shaped blocks for plastered soffits. The toughness of the polystyrene infill blocks is shown by the car demonstration.



The pre-stressed and precast beams are low-weight units designed for handling by two men.



Used for upper floors, there is greatly increased sound and fire resistance over conventional flooring.

LIVING STONE GOES TO THE TOWER

Natural stone flags quarried by Marshalls Mono in Halifax are being used by the Greater London Council for a new pedestrianisation scheme which involves paving that part of Tower Hill immediately outside the entrance to the Tower of London.

Quarrymen have been winning the flagstone for the prestigious contract from the company's Cromwell Quarries since last year. A stockpile of almost 5,000 square yards of stone has been built up for the contract and first deliveries to the laying contractor have already been made.

The flags are in a wide variety of sizes, as the craft skill of this type of quarrying involves making the largest or most economical flags possible out of each slab lifted from the flag beds. Where the flag beds are thickest the slabs have been split (or riven) to

lasts too well there has been virtually no demand for replacements, with the exception of a boom during the post-war reconstruction period. Orders like the Tower Hill contract, where stone is required to maintain style, character and prestige are the norm these days.

Still, the Victorians did not have all the luck. The new stone comes from deep beds in the Cromwell Quarries that the founding quarrymasters and their children were not aware of. The third generation of the Marshall family began working them two years ago. The latest sawing equipment was also installed to turn van-sized stone blocks into flags, window and door dressings and walling stone. It is a matter of some pride to the family that after nearly a century it is still in the cut stone business and keeping old crafts alive.

well matured. The flags have a fine-grained texture and mixed colouring of buff or cream and blue-grey. In terms of hardness the Elland Edge flags have by far the highest rating of any York Stone.



Natural York Stone from Marshalls' Cromwell Quarries in Halifax has also been used for pedestrian paving in the Battersea High Street conservation area. In this case a fine-sawn surface finish was required. The flags are 2' gauge and in random lengths.

First delivery of Marshalls natural stone flags for the paving of Tower Hill.



provide the required 2-2½ inch thickness but where the bed thickness is already that, the flags have been left "self-faced".

Supplying flags for London's streets is nothing new for Marshalls but the heyday of the business was in Queen Victoria's reign. Because the product

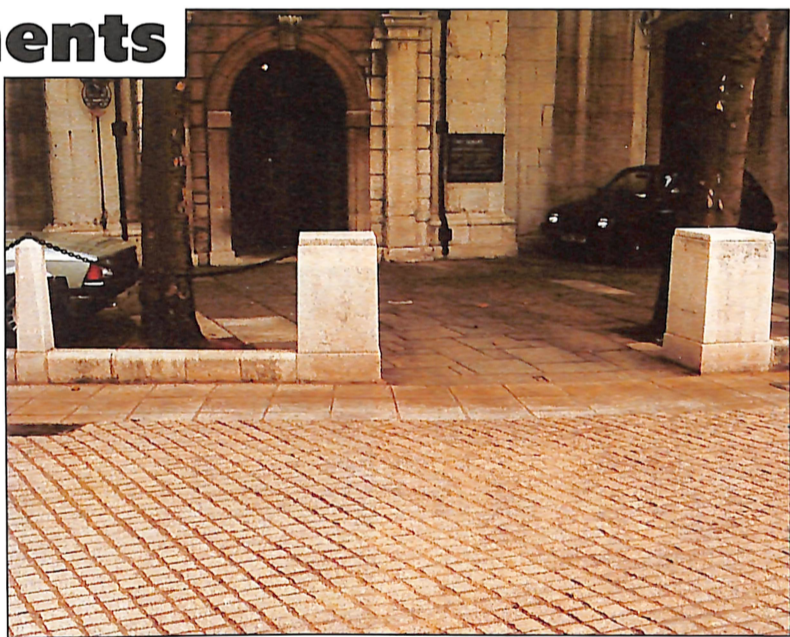
The stone for Tower Hill is termed Elland Edge Flagrock. It is a sedimentary rock from the Carboniferous coal measures, laid down during the Paleozoic Age between 280-345 million years ago. The company cannot be any more precise than that on its age, other than to comment that it is

Walling or paving say the bells of St. Clements

When is a walling block not a walling block? Answer, when it becomes a paving for the frontage of one of London's ancient churches. The church in question is St. Clement Danes, of nursery rhyme fame, and the material is Tudor Stone, of walling block fame.

At least it was solely a walling block until Marshalls had the idea of cropping 100 x 102 x 400mm Tudor blocks into four to create cube-shaped setts. The rugged split faces of these "Tudor Setts" provide a pleasing textured finish for the paved surface.

A 1000 square metre area around the church has been paved with light grey Tudor Setts, the blocks being set in mortar and the joints also mortar-filled. The GLC-designed scheme was carried out by the City of Westminster.



Tudor for paving use is a development product which is not in full-scale production. Pilot

stocks of the material, in a variety of colourways, are available on request.

Marshalls block around the rock

Providing block paving materials for a development in Gibraltar is one of the more unusual jobs for Marshalls Mono. Concrete block paving from the Keyblok range has been used to pave the courtyard of an office development (pictured). More kerb, edging material, flags and bollards have been used on a housing development there.

Normally precast concrete is made and sold on a relatively localised basis because of the costs involved in transporting the heavy finished products. But the Gibraltar order highlights the fact that, where precast concrete products are concerned, having the right skills, equipment or aggregates is often a matter of geography. For these reasons Marshalls products have also been exported to the Middle East, South East Asia, in fact wherever the right aggregates and expertise for high-quality precast concrete are not available.



A first at Oxford

Motorists passing through Oxford by day or night cannot fail to notice that concrete block paving has been used to create very distinctive chevron markings around the base of the city's traffic islands. The chevrons are highly visible as a result of surface coating of the blocks by the manufacturer, Marshalls Mono, and the addition of ballast to the white blocks for night-time visibility.

The new islands also brilliantly reflect Oxfordshire's innovative highways department which developed them as a potential cost and life-saving measure. Mr. M. S. Rant, Principal Engineer in the highways department says, "We wanted to devise a detail which would reduce the need for conventional signs and consequently the costs incurred by vehicle damage or normal maintenance. At the same time there was obviously a desire to prevent traffic overrun of islands and increase their effectiveness in reducing approach speeds."

In all respects Oxfordshire appears to have succeeded with the twenty-plus islands which have been installed since 1982. Statistically the number of installations and the time scale involved precludes any firm indication of increased safety but the reduction in overruns is already apparent. It is significant that the Police and motoring organisations have expressed strong support and that the design has recently been authorised by the D.O.T. as a traffic sign.

From the cost viewpoint the advantages can be more clearly seen, with direct cost savings being made after three to four

years of installation. The savings come from the virtually nil maintenance requirement of block-paved chevrons compared with the on-going cost of maintaining conventional signs and making good the collision damage to which they are prone.

The reduced requirement for conventional signs as a result of the Oxfordshire development coincides with new Department of Transport design standards which require uninterrupted forward visibility across islands. On dual carriageway approaches the same standards call for clear areas on the central reservation for 15 metres back from any island. In effect the standards limit chevron signs to a low-level position — which is precisely where Oxford has placed them.

At the same time the block-paved area guards against scuffing of the island structure and is visually more acceptable than a clutter of signs. The blocks are also preferable to painted structural concrete which is prone to spalling and peeling.

Since Oxford's success with the new islands, other highway authorities have installed them or expressed interest.

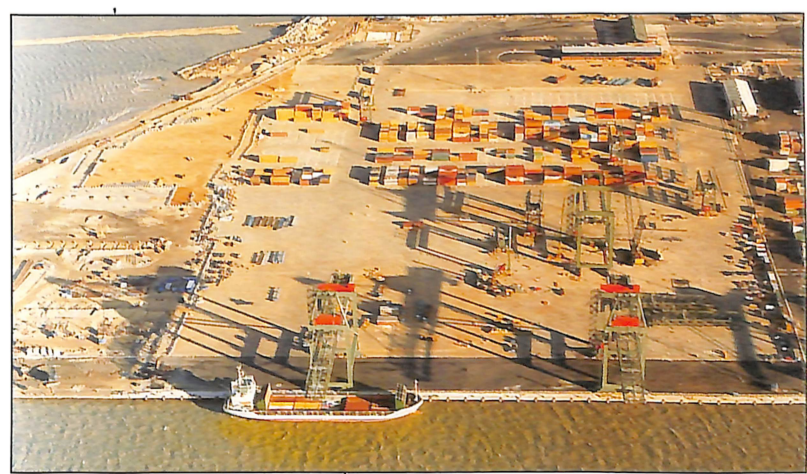


Very visible chevron markings in concrete block paving allow for forward visibility — and low maintenance costs.



The stuff that one blockmaker's dreams are made of. Felixstowe, with the UK's largest-ever concrete block paving scheme — that's ten million of Marshalls'

100mm thick rectangular blocks — nears completion. The greater part of the 200,000 square metre area has been completed and is in use.



Street furniture — made for pedestrianisation

The development of traffic-free pedestrian areas in recent years has undoubtedly helped to renew the fabric of many urban centres and has done much to improve the quality of life for residents, workers and shoppers alike. The absence of traffic has tended to create the modern-day equivalent of the parish pump, with increased numbers of people shopping in a relaxed atmosphere, meeting together or simply watching the World go by.

Out of this development has grown a need for street furniture which can relate to the new schemes. Of course, bollards, planters, seats and litterbins have been used for years in one form or another but today's pedestrian precincts provide an increased need for them and much more space where they can be used together and in larger groupings.

They serve a utilitarian purpose but there is also the opportunity for them to be an integral part of the overall precinct or street design. Hence the emphasis by Marshalls Mono on design-integration in street furniture, rather than frustrating the architect with the task of attempting to pull together a hotch potch of one-off products.

For the specifier, design is an obvious factor in the selection of street furniture but, if vandals are to be foiled, equal emphasis also needs to be placed on robust materials and construction. For this reason concrete and glass reinforced cement are predominant, while wood or plastics tend to be used more sparingly, for example as simple components which can be made resistant to vandalism.

At their worst vandals can damage even the most solid constructions but the most common attacks are likely to take the form of attempts to overturn or uproot items. Naturally there is a strong desire to defeat them by specifying solidly built and weighty items. This does not mean that street furniture needs to be ungainly or at odds with the environment.

Because of their high-weight to low volume the predominant materials can be used to create graceful units which are also very difficult to overturn or uproot. The tremendous variety of designs, surface textures and colours means that items can complement architectural features rather than clash with them.

There is certainly very wide choice in designs today, to the extent that there is no excuse for mis-matching Cubist street furniture with half-timbered buildings or reproduction cast iron with high-tech architecture. But in any case street furniture has become such an important element of the best pedestrianisation schemes that it is more often than not a part of the original landscape concept rather than an afterthought.

Particularly useful among the co-ordinated street furniture

Marshalls Mono's Strada range has plant containers, litter bins, seats and bollards in a variety of shapes and sizes — and all fully co-ordinated.



ranges are those which have a unitary construction. With these the landscape architect has infinite choices in heights, shapes and grouping of units to create highly

The Boulevard street furniture range from Marshalls is of modular design to provide infinite variety of groupings and heights of units. Items incorporate lifting points for ease of handling — even when fully planted.

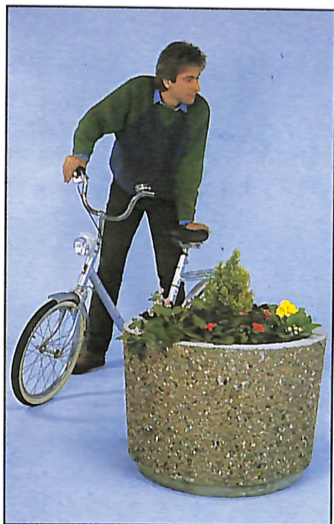


Planter is a versatile system of lightweight planters, seating and litter bins for outdoor or indoor landscaping.

individualistic schemes.

Aesthetics apart, good design extends to the logistics of installing and maintaining street furniture. The more practical products have lifting points as an aid to positioning and recesses for handling by forklift trucks. With this facility, planted containers for example can be positioned in an established and mature form when they are least susceptible to vandalism.

At its best street furniture can help to set the relaxed tone of a precinct and enhance its architectural features. The introduction of planters and seating, in particular, enhances the urban scene immeasurably.



People are drawn to traffic-free areas of peace. They are particularly delighted by thoughtfully designed schemes where they can put the shopping bag down for a minute, take a rest and admire the flowers. Pedestrianisation and street furniture — for the two are synonymous — introduce the human element into urban development and that can only be good.

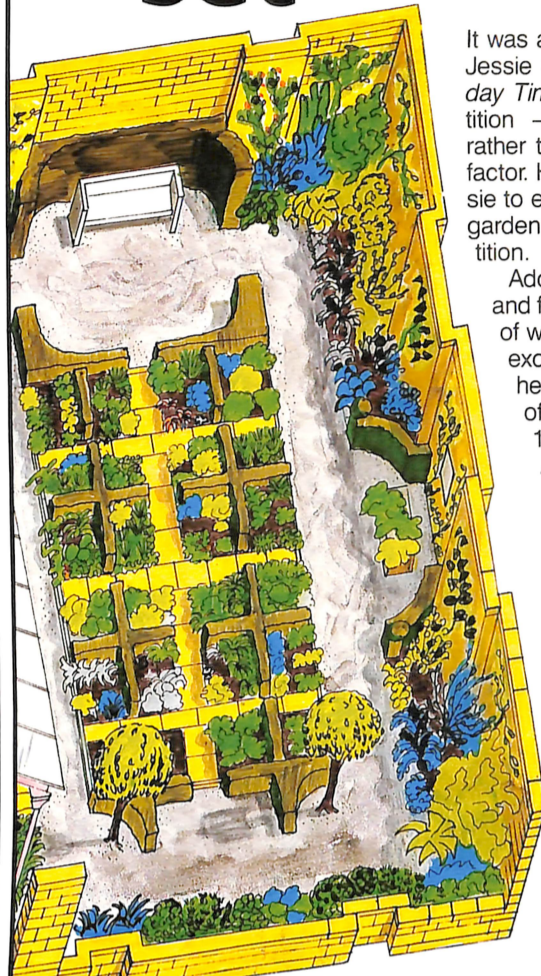
Making the Chelsea set



It was a case of first time lucky for Jessie Church, winner of the *Sunday Times* garden design competition — although good design, rather than luck, was the success factor. Her daughter prompted Jessie to enter her design for a walled garden in this, her first ever, competition.

Added to the morale boosting and financially rewarding aspects of winning the competition is the excitement and pride in seeing her design come to life as one of the show gardens at the 1986 Chelsea Flower Show. All the paving and walling materials used in the garden are made by Marshalls.

Jessie Church has only recently completed garden design and horticultural studies, as a mature student, and is currently working hard to establish herself as a garden designer.



CONCRETE BLOCK PAVING COMES IN FROM THE COLD

For reasons of cost and durability, Cobra Railfreight has taken the innovative step of using concrete block paving, in preference to traditional floorings, for the interior of its new temporary storage and distribution transit centre on Teesside. This is thought to be one of the first applications of concrete block paving for covered industrial areas.

The Wakefield-based company says that block paving was less costly than conventional methods, but a more important reason for its use was its flexural strength and its ability to stand up to the front bucket loaders and heavy forklifts which are used to handle bulk potash and palletised fertiliser bags in the transit centre.

Concrete block paving is already widely used for very heavy-duty container handling areas and it seemed logical to also use it internally. The suggestion came from Mowlem Industrial which handled the complete design and build package for the transit centre. The company, a division of The Mowlem Group, pointed out at the design stage that the floor could also be safely installed while the structure was still under construction and un-roofed.

There were no worries about weather as the blocks are factory-made and cured units. In the event the 3000 square metres of Marshalls Eskoo-Six blocks which were used, were mainly laid in Winter weather, including freezing conditions which would have halted other flooring work.

From its operation, in the past, of similar installations to the Teesside facility, Cobra Railfreight has experienced problems with the break-up of both *in situ* concrete and blacktop surfaces because of the heavy plant usage which is involved.

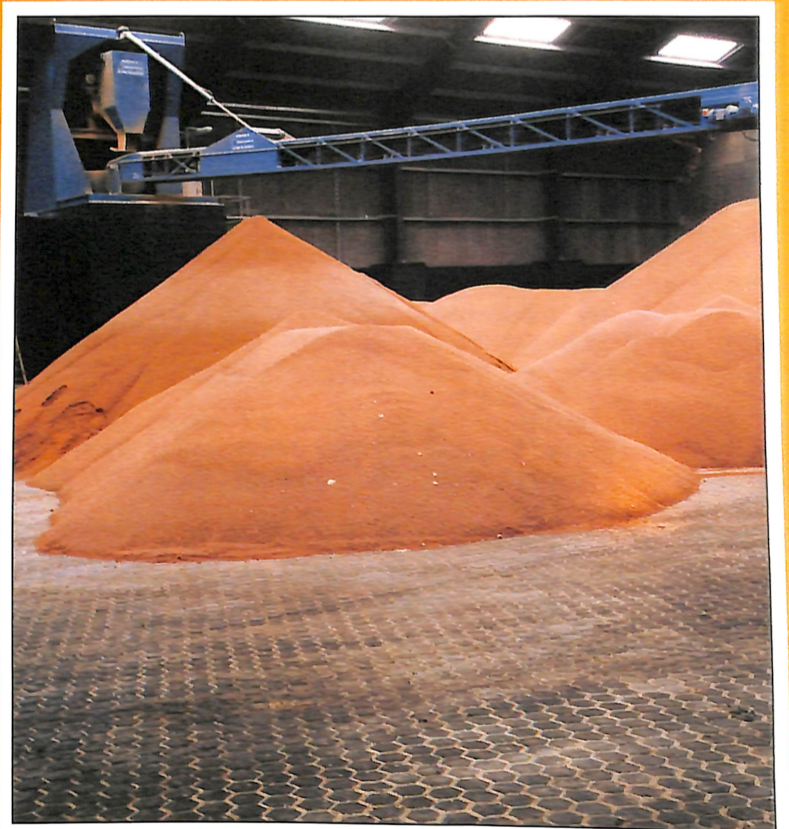
The advantage of concrete block paving for such heavy-duty use is that it combines the compressive strength of concrete with flexural strength. It performs as a continuous flexible surfacing

which is not susceptible to break-up of the surface or of individual blocks, even under the most extreme loading. Severe point loadings and lateral forces from heavy plant are spread and dissipated over a wider area.

The Eskoo-Six blocks used in the Cobra transit centre are shaped, each block consisting

of three joined hexagons. Marshalls Mono, points out that this type is designed for laying with mechanical equipment. With this system, 16 blocks, with an area of 0.42 square metres, are placed in each single laying operation.

In all other respects Eskoo-Six is laid in the same way as other block paving types. The blocks were laid on screeded sand, vibrated, then top-sanded and vibrated again to complete the sand-filling of joints and the creation of an interlocked surface.



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Attention Stockists

if you know of particularly attractive gardens which feature Marshalls products we would like to know about them for photographic purposes. Contact Andrew Sykes at Halifax.