

Marshalls

News

SPRING
SUMMER '87

Published for stockists, specifiers and users of precast concrete products

IT'S OUR HERITAGE Just like stone - but not in cost

For gardeners and D.I.Y. enthusiasts who love the look of real stone but not the price, there is an answer from Marshalls.

The company's new Heritage Walling is faithfully modelled from real stone originals to match the face features, colour and random block length of stone walling - but at much less cost than natural stone.

Heritage Walling is made in three different block lengths to give the random jointing which is a feature of natural stone. The blocks are easy to handle and build with but, just as important, the 65mm course depth is to a scale which is in keeping with typical garden walling, raised bed and barbecue features.

The new walling is made in Yorkstone and Old Yorkstone shades to give the choice of either a

newly-quarried or a ready-aged appearance. These match the same shades of the company's Heritage Paving so that garden walling and paving features can be fully co-ordinated.

The walling is a fully load-bearing material

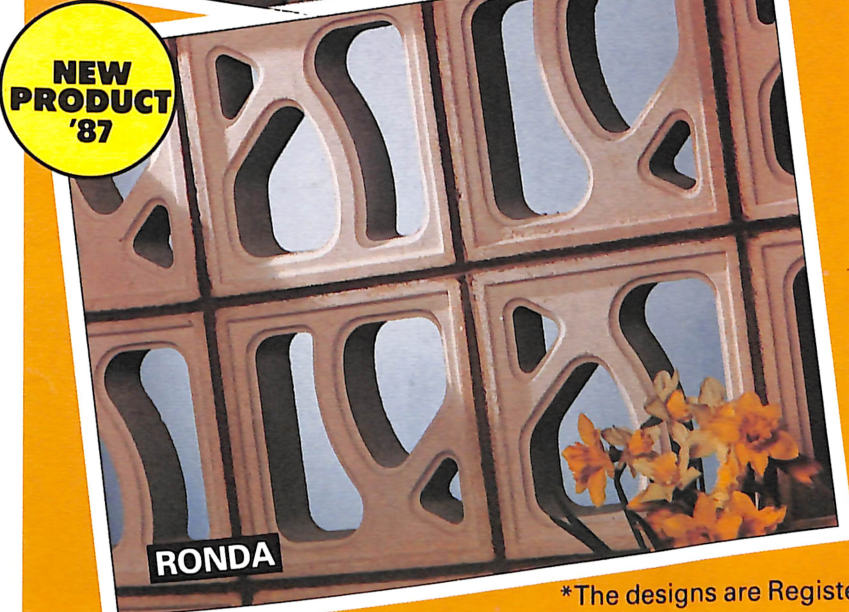
which can be safely used for building home extensions, base walls for conservatories or garages. To add the finishing touches, there are two complementary copings for use with Heritage Walling, for either single or double skin walls.



NEW
PRODUCT
'87



VALENCIA



RONDA

...AND TWO NEW SCREEN STARS

Valencia and Ronda, two new Superscreen designs* from Marshalls, are stylish answers to the problem of ensuring privacy or wind-break in the garden but without the closed-in feeling and cost of conventional solid walls.

Both are to the standard screen walling size of 290mm square and 90mm thick but in other respects the new designs are a radical departure from the normal practice of having an assymetrical design within each block.

Both designs can be laid to give a number of pattern permutations. In the case of Valencia, four blocks together can be arranged to form a boldly

As we predicted, last year's growth was excellent, in spite of a washed out Summer, but make no mistakes, this year will be even better. But you must display, advertise and carry stock - or lose trade to those who do. You must show more to grow more.

And that's just what we are doing to support you and boost your sales. Britain's leading home improvement and home interest magazines will be carrying Marshalls colour ads throughout the main selling months. That's around 5 million copies - and all aimed at the people with disposable income for garden improvements.

In addition to this high profile campaign, Mar-

shalls will be sponsoring two major magazine competitions and will be prominent in a number of



Free point of sale material includes these brochure dispensing packs.

garden landscaping editorial features. Further back-up for stockists will be provided by Marshalls through exhibitions and special events. In addition to a major exhibit at the Chelsea Flower Show, the company will also be at six other important venues - including B.M.E.X. and Inter-build.

At the sharp end of the market, free point-of-sale material for Marshalls stockists includes new all-weather banners and product identification. Pop-up brochure dispensing packs and colourful posters continue our theme of "Home & Garden." And of course, highly visible shrink-wrapped packaging to ensure the product reaches you and the consumer in mint condition.

The print run for Marshalls' Home & Garden publications has been increased by half as much again over last year. Copies will be distributed as magazine inserts, by post and over your sales counter. Stock up on them now.

We are putting everything into this season because we know the demand is there - so make sure it comes through you and not your competitors.

*The designs are Registered at the Patent Office, Valencia (1032945) and Ronda (1032943).

FIT FOR ARCADIAN

Two new block formations have been introduced by Marshalls to simplify starting and finishing when laying its Arcadian fan-tail setts. The formations, each in four separate and easily-handled sections, allow laying of Arcadian arcs to begin and end with a straight edge, without the need for cutting. The formations each have one straight side but the opposing side is shaped to fit respectively against the concave and convex curves of the Arcadian arcs. The formations also simplify fitting up to drainage gulleys and other detail features.



NEW
PRODUCT
'87

YOU'VE WALKED ALL OVER US FOR FIFTY YEARS — THANK YOU!

1937-1987

Back in 1937 the presses were rolling with stories of approaching war but meanwhile, back at Southowram in Halifax, another type of press was striking a much more peaceful and optimistic note as Marshalls diversified from quarrying and into the production of pressed concrete.

Fifty years later the ogres of Europe are long gone and Marshalls goes from strength to strength. If you need a moral it must be that flag waving every time — or something like that.

The first order for concrete flags was in March 1937 when Southowram Urban District Council paid £1.18.4d for ten square yards of paving. Those flags were still in-

tact until the seventies when they were removed to make way for development work. At that time one of the flags was tested in the Marshalls laboratory and found to be in perfect condition.

The good news story of 1937 still holds good today with the Bank of England confirming that £1.18.4d translated into today's prices is £34.58. In real terms it means

that Marshalls products are lower in price today than they were in 1937 — and at that time competition was savage.

Retired company directors, Harold and Douglas Marshall say that it was uphill all the way to break in against the established people. The first year was very hard. The rest is history but fifty successful years later Marshalls Mono is more concerned with the future. The new products in this issue of Marshalls News show just how the company is looking ahead to the next fifty.

ENERGY REGULATIONS WILL INCREASE USE

Jetfloor Plus

Trent Jetfloor is quietly optimistic that the outline of new energy conservation regulations, given in the DOE consultation paper earlier in the year, will accelerate the continuing trend towards beam and block house floors.

Previously a large majority of users specified beam and block as the most cost-effective answer to poor ground conditions but the company believes that, when new regulations are in force, its use will also become widespread in areas with good ground conditions and in those parts of the country where traditional

methods still hold sway.

Apart from the fact that it will be extremely difficult to meet the proposed U-values for floors with traditional materials, there is also likely to be widespread adoption of beam and block for its trade-off value. Insulation of other parts of the structure could stay at present levels simply by collecting points with the greatly improved insulation value of beam and block flooring.

All the company's systems are well inside the proposed 0.45 U-value for floors but Jetfloor Plus, at 0.2, will offer the greatest trade-off value. And it is there that the



company sees the greatest increase in demand. The Plus system consists of EPS panels between precast beams, finished with a vapour membrane and flooring grade chipboard. The system is fast to install, cannot suffer from rot or pests and allows for the fitting of service ducts.

ON RELEASE

A new 15 minute block paving video, produced by Marshalls, is now available free of charge for office or home viewing. For more details please contact your nearest block paving sales office.

MARSHALLS ACQUIRE BLOKCRETE

Increased production capacity and a wider spread of products for the construction industry comes from the acquisition by Marshalls of The Blokcrete Co. Ltd. of Chichester, Sussex.

With effect from February 1st the business was transferred to Marshalls Mono Ltd, the concrete and quarrying division of Marshalls Halifax PLC.

The company currently manufactures aggregate and pumice internal walling blocks; and flooring, bridge decking and shutter panels to the Omnia system.

Time flies at Blackpool

Five days at Blackpool may sound like a long weekend to see the lights and take in some shows but for Harbour & General it was the time it took to block-pave an extension to the waiting area at the end of the main runway at the resort's airport. The 'digs' were also strictly of the mechanical kind, to

make way for a 350mm lean-mix sub-base. With a six-man laying gang the 2000m² area was completed without problems, using Marshalls 80mm thick Keyblok.

The extension had to be in concrete because black-top can be melted by heat and blast from the jet engines of aircraft preparing for take-off.

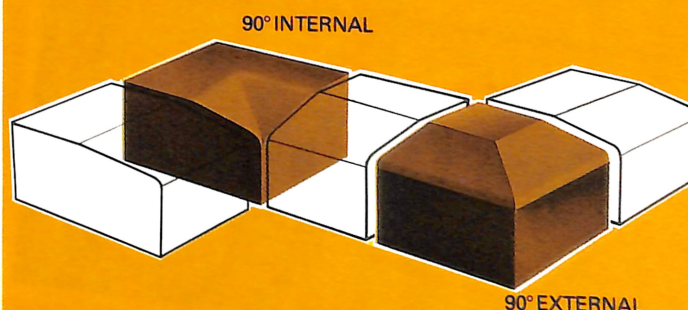
Concrete block paving scored over insitu concrete in this situation because it was ready for immediate use as soon as laying had been completed, whereas insitu would have needed a curing period of up to 24 days. The time of year was also against insitu because of freezing conditions.



NO CURBS NOW FOR KEYKERB

The addition of two new components to Marshalls' Keykerb small element kerb system now means that the existing KL Standard Block can be laid in two different configurations. New 90° internal and external blocks now allow for corner detailing when the standard block is laid flat, with a shallow splay (illustrated below).

Previously it was only possible to lay into corners with the standard block in the upright, half battered position, it was designed for. But increasingly, landscapers had been keen to use the KL Standard block laid flat to achieve particular detailing effects. In that position the existing internal and external blocks could not be used.



NEW
PRODUCT
'87

EAST KILBRIDE GOES FOR PRETTY FACE AND PRETTY TOUGH



Keynesian economics of heating — Milton style

As with so many things, the Ancients got there first with underfloor heating. But never with the efficiency and simplicity of the warm water systems offered by Derby-based J. H. Fryer Ltd. — and never with Marshalls' Charnwood pavings as the floor finish. In fact that particular combination is a first for Milton Keynes, where it has been used very successfully inside St. James Church, New Bradwell.

With up to a 30% lower energy requirement it is, if you'll excuse the pun, a hypocaust-effective way of heating a Victorian Church — except that the heating comes from the floor itself and not from any space under it. The paving provides a robust floor finish and decorative qualities which translate surprisingly well to interior use.

Paving was not an

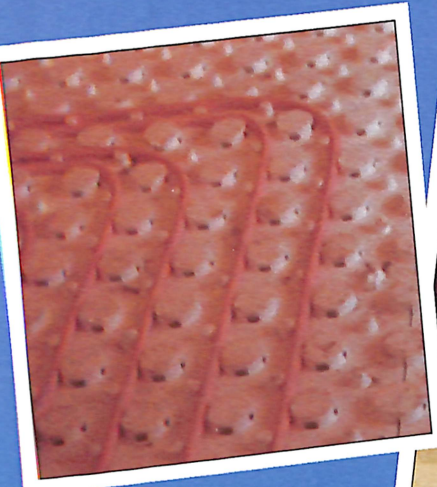
arbitrary choice for the final surface. Using slabs meant that a thinner than usual screed was required over the underfloor heating pipes and this in turn cut normal curing time by 18 days (from 28 to 10). The slabs were bedded directly onto the screed, with the joints left dry, so there was no requirement for crack control joints.

The success of the Milton Keynes experiment has opened the way to further applications of underfloor heating using precast paving products. Keeping pedestrian malls clear of snow and ice is just one of the possibilities — and involving quite low temperature systems.

Very simply the floor construction at Milton Keynes consists of insulating base plates which overlay the floor

area. The base plates have recesses which hold Polypropylene warm water heating pipes in the required coiled heating pattern. A screed finish, flush with the top of the base plates, encapsulates the heating pipes, giving a total thickness of only 40mm. The Charnwood pavings are bonded directly to the screed.

Although it is widely used on the Continent, Fryer's system is still in its infancy in Britain. It does, however, have a great deal going for it. Heat is released where it is needed — at people level — and not at a point halfway to the ceiling which is the case with radiators. Dry air, through dust carbonisation, is avoided and, from an architect's point of view, all wall space is free of radiators.



(Above) Warm water pipes are coiled over base plates, followed by a screed. (Right) The Charnwood pavings are bonded directly to the screed.



The surfacing of bus stations once presented problems for engineers and landscapers alike — with one looking for structural performance, the other wanting good looks and neither being wholly satisfied. But the twin requirements of pretty tough and pretty face can be achieved — and the proof is on very public show in the ever-growing number of bus stations where Marshalls' concrete block paving has been used as the surfacing material.

With this type of experience to draw on there were no surprises when the East Kilbride Development Corporation began to prepare a scheme for a new 7,000m² bus interchange. What is new at East Kilbride is the extensive use of the colours and laying patterns of Marshalls Keyblok to distinguish between bus and pedestrian areas and to provide visual interest in what would otherwise be a very large bland area.

Aesthetics apart, the East Kilbride design en-

ficked areas are in herringbone pattern to resist lateral forces. The choice of red was not simply a landscaping decision as experience has shown that it discourages cars from entering bus areas and also makes pedestrians much more alert to road dangers.

Pedestrian areas have panels of brown and marigold coloured blocks, in a 65mm thickness, and a mixture of herringbone, stretcher-bond and basket-weave laying patterns. Grey blocks have been used around panels to form



gineers for the project wanted block paving for, among other properties, its resistance to attack by oil spillage. They point out that the adverse effects of oil on bituminous bus parking areas often means an annual re-surfacing programme. With peak trafficking at 90 buses per hour, they wanted a low maintenance surface.

For proof of concrete block paving's record on this score they only need to look at the Euston experience. Euston bus station, block-paved in 1978, looks as good today, yet it has been on the receiving end of 1.3 million bus movements. In spite of wheels running repeatedly over the same track there has not been any rutting of the surface and the block colouring is still fresh. Blocks have been unaffected by oil spillage.

At East Kilbride the trafficked area, in 80mm-thick blocks, is mainly in red but with charcoal for parking areas, to camouflage oil spillage. All traf-

ficant courses. One pedestrian crossing in white-topped blocks links an island bus parking area in the centre of the horseshoe-shaped interchange.

The main area of the interchange has been paved over an existing road and car park construction. Because of the sloping site (fine for cars but less so for buses) a dense bituminous regulating course, up to 200mm in thickness, has been used to grade the area. A 110mm rolled asphalt road base underlies the laying course sand and block surface. Part of the scheme includes a new bus feeder road and for this East Kilbride has used a Type 1 sub-base (275mm thick and laid in two layers) with a 110mm rolled asphalt road base.

The pedestrian areas also overlay the existing surface but with a regulating course of selected fill and a 150mm Type 1 sub-base underlying the sand laying course.

NEW MONOSLAB GRASS PAVERS

Two new concrete/grass pavers have been added to the Monoslab range.

Type G90 is a medium-weight unit, designed for use on level ground and typically for car parking areas, agricultural, pedestrian and vehicular applications.

Type F90 is a heavy-weight unit, suitable for firepath applications and heavy-duty embankment use.

Monoslabs are manufactured by a single layer technique and with high and low frequency vibration. With high cement/low water ratios, they have first rate strength, durability and dimensional control. Both the new units are 500 x 300mm, with thicknesses of 95mm for Type G90 and 115mm for Type F90. The installation process

for the new units is first a compacted 150mm sub-base of quarry waste or other suitable unwashed material of 75mm down to dust size, containing some fine soil or loam. This is topped with a 20mm laying course of sharp sand, followed by the Monoslabs themselves.

Filling between the ribs is done with clean and friable soil, or a soil/peat mixture, to within 30mm of the top surface. Grass seed is sown and covered with a thin layer of fine soil to within 20mm of the top surface. This lower level is important because the young grass can grow and become established without being affected by any trafficking.



NEW
PRODUCT
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Type F90

Type G90

NEW
PRODUCT
'87

DIVINE BLOCK LAYING BY VOLUNTEERS

What the Jehovah's Witnesses have achieved at Hellaby in South Yorkshire is little short of miraculous. In just over a year, congregations throughout the North of England have united to

complete a self-build project that would have been an achievement for even a seasoned contractor. Their 62-room East Penine Assembly Hall, with a one-acre floor area that includes a 1,642-seat auditorium and a 500-seat dining room, was built by 11,000 part-time volunteers.

Self-build was also a feature of the exterior

works with over 10,000m² of Marshalls Keyblok concrete block paving laid by the volunteers. That's over half a million blocks, and laid to an amazing tolerance over the area of a sixteenth of an inch. The lines are so straight they're a professional's dream. What more can we say?



Marshalls' natural stone plays a major part in the restoration of the Victorian splendours of Manchester's Albert Square, which fronts the Town Hall.

For the pedestrianisation of the square, 2460 square yards of 3 inch thick stone paving has been used – in 2'6", 2' and 1'6" widths and random lengths between 2 and 3 feet.

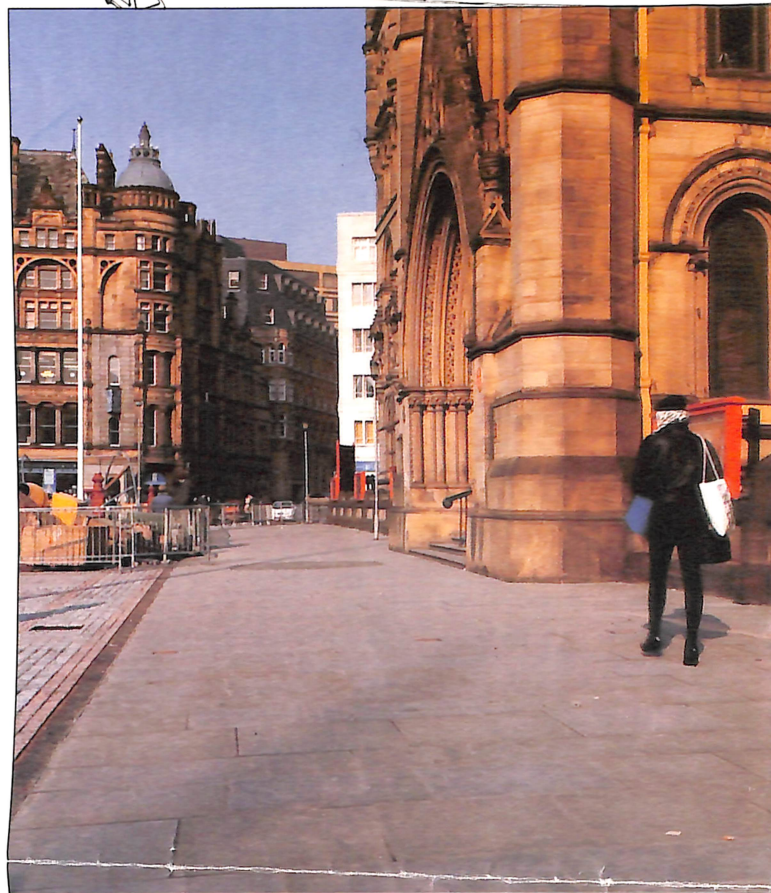
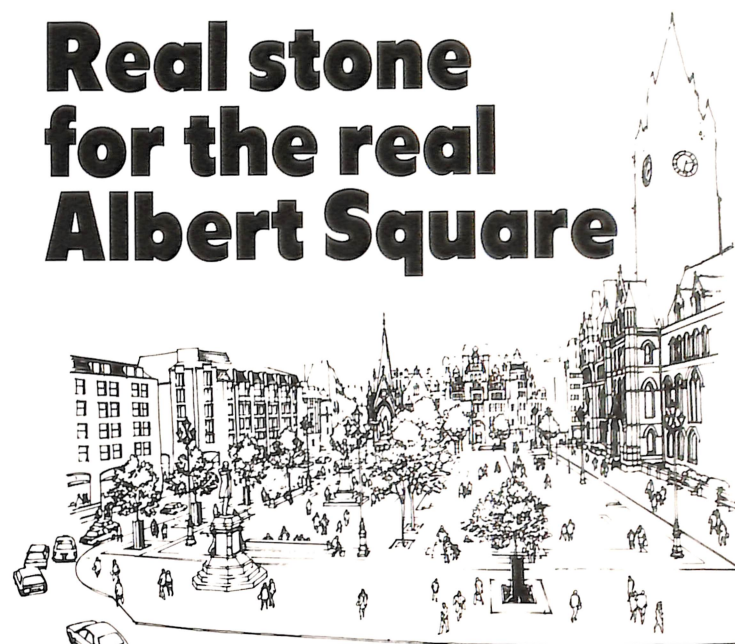
The paving is a joint Lancashire and Yorkshire venture with eight-ton blocks of stone from the Marshalls Scout Moor quarry at Ramsbottom, being trucked over the border to Halifax for sawing.

The Scout Moor stone, a very hard flagrock with a distinctive dark blue tinge, cannot be naturally riven and is available only in sawn-face finishes.

The Manchester City restoration scheme, carried out by direct labour, has opened up the centre of the square. Previously this area, with Victorian Gothic monuments to Queen Victoria and Prince Albert, was isolated as an island site, with heavy city traffic on all sides. Turning most of the square into a pedestrian area now allows uninterrupted vistas of Alfred Waterhouse's richly ornamented and imposing Town Hall.

In addition to the paving for the scheme, Marshalls has also supplied 222 linear yards of natural stone kerb, in 6" x 10" section and random lengths. Another 130 linear yards and almost 700 square yards of paving are being used on another City restoration scheme alongside Manchester Cathedral.

Real stone for the real Albert Square



BAA BAA BLOCK SHEEP



The sheep would probably be as happy as Larry on any floor but for West Yorkshire farmer, Robert Metcalfe, concrete block paving was a very practical choice for his barn. Apart from the ease of laying and its cost advantage over reinforced insitu, he also has flexibility with concrete block paving.

At lambing time, for example, he needs pens but at other times of the year he wants the barn clear for other use. The block paving has allowed him to include steel post holes within the paved surface for setting up

temporary pens.

Of course he could have done the same with other surfacings but with block paving he can also change post hole positions without too much difficulty. That flexibility is important because farming patterns change and he needs to be able to adapt the internal layout to suit lamb, pork or beef production.

Marshalls
Mono

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