

Marshalls

News

SPRING
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Published for stockists, specifiers and users of precast concrete products

Max-E-Channel — it's grate, grate and grate!

Max-E-Channel is an ingenious new surface water drainage system from Marshalls that can be tailored to varied traffic loadings. The system has a base unit that is common to all types of application but there are three different slotted grates/covers to suit either light, medium or heavy duty use.

The strong and durable base unit, in hydraulically-pressed concrete, consists of a 500mm-long 'U' channel section, with a flow capacity that is 40% greater than a 225mm diameter pipe. There are also base unit outfall, junction, silt trap and bend units to allow for complete flexibility of layout.

The slotted grates/covers are in concrete (for light/medium duty applications), polymer concrete (for medium/heavy duty) and cast iron (for extra heavy duty). The grates are mortared to the base units on site, for secure fixing in terms of safety and freedom from vandalism.

Because it is a large-flow-capacity system, fewer Max-E-Channel runs are required than is the case with other systems.

For long-term service, Max-E-Channel has an important advantage in that the top covers can be raised and re-bedded to match the profile of re-surfaced areas. This is in contrast to one-piece systems, where groundwork is necessary to raise or replace them.

As the new system is also fully compatible with the Beany Block combined kerb and drainage system, both can be combined in highway schemes, with Max-E-Channel used for such things as vehicular and road crossings. Like the Beany Block system Max-E-Channel base units can also be covered with steel plates (in place of grates), where continuous surfacing is required over the drainage channel.

Other applications for Max-E-Channel include pedestrian precincts, industrial areas, lorry parks, farmyards, wash-down areas — in fact wherever surface water drainage needs to be combined with a continuous surface profile. The beauty of the system is that the gratings can be matched with the widely different traffic loadings.

Free garden book from Marshalls

Gardeners and DIY enthusiasts are already snapping up this year's bumper 60-page issue of "Marshalls Around the Home & Garden" — and not just because it remains a free publication! In addition to the details of Marshalls paving, walling and furniture products, the A4-size, full colour book, also has practical advice on garden design, construction and planting, along with eight widely different garden designs created by Chelsea

Backing you up for a bumper season

The traditional encouragement to stockists at the beginning of the selling season seems inappropriate when sales have barely slowed down during the Winter. Two mild winters in succession have overturned traditional sales patterns and ensured that no-one is complaining about sales levels.

But Marshalls recognises an important distinction between "doing well" and doing extremely well. A number of factors make the difference for you, the stockist, and Marshalls' marketing back-up is an important one. That means the company making the right products, getting them to you efficiently and making the end-user aware of them.

PRODUCTS

What other precast manufacturer has the spread of products offered by Marshalls under one roof? To mention only a few, there is the largest and most popular range of block pavings on the market, there are both DIY and trade paving ranges and walling stones for everything from garden walls to house walls. Everything from patio pavings to household inspection chambers, flower bowls to garden furniture — and more new products are on the stocks now.

DELIVERY

Dealing with Marshalls "under one roof" means the convenience and economy of mixed loads and regular deliveries. And strategically placed manufacturing plants around Britain help to keep your costs down, by keeping haulage costs down. If you need block paving in Scotland, Marshalls will deliver from a Scottish plant — not from one in the Home Counties.

AWARENESS

Apart from extensive advertising in the building and architectural trade press, no fewer than seventeen million copies of home interest magazines will carry Marshalls advertisements through the Spring and Summer. This major consumer campaign will be closely linked with garden improvement editorial features and the response rate is expected to be higher than ever.

One of the major attractions is sure to be Marshalls' new "Around the Home & Garden" publication — sixty pages of product, garden design and construction information — and it's entirely free! That's because, uniquely, Marshalls' concern is to sell product — not the instruction manual! You can have all the copies you need to hand out over the counter.

This year will also see Marshalls' busiest-ever exhibition programme, with appearances at major trade and consumer shows and support for stockist events. And a full range of point-of-sale material is available exclusively for stockist use.

For Felixstowe read Keyblokstone

An extension of the Trinity Container Terminal at Felixstowe takes Marshalls Mono's block supply contract there to over 300,000 square metres of 100mm thick Keyblok.

Not so wee block and Doris

Keyblok — 27,000m² of it — is being supplied for aircraft movement areas at Glasgow Airport.

Blocks on box

Rialta and Rustikal block paving are the hard landscaping elements in a new Thames Television gardening series, "Growing Places," which starts this month and has Penelope Keith and Bill Oddie as the presenters. The series will follow the creation of a garden — from its design by students of Merrist Wood College, through to the completed work.

St. Paul's order-wholly for natural stone

Marshalls' York and Scoutmoor sawn-face natural stone pavings are being supplied for paving work in the churchyard area of St. Paul's Cathedral. Over two thousand square yards of three inch thick, two-way dimensioned paving is involved.

NEW
PRODUCT

Max-E-Channel with concrete grates/covers.

With Polymer concrete grates/covers.

With cast iron grates/covers.



new textured edging

NEW PRODUCT

Newly introduced by Marshalls is this white, round-topped garden edging, which has a very attractive fine-textured surface finish. The dimensions are 50 x 150 x 600mm.

Silver grey paving is taking off

Marshalls' Silver Grey Paving started life as a specially developed and manufactured paving for the Milton Keynes Development Corporation. Since then it has been 'discovered' by other authorities and is capturing an increasing share of the specification market.

The reasons are not hard to see, the paving has a very pleasing coarse-textured surface finish, with exposed mica traces that capture the light. Made from Cornish granite, this self-coloured paving has good wearing qualities. It is also compatible in appearance with Marshalls' Conservation Kerb.

Apart from Milton Keynes, where it has been used very extensively, Gatwick Airport (pictured here), Watford and Uxbridge are just a few of the locations where it has also been used widely. The 600 x 600 x 50mm size was used at Gatwick but there are five other sizes, three of them being 'Trafica' small element flags to British Standards Type E, F and G.

Rosedale boxes clever to avoid the knocks

No, this isn't a new, streamlined Rosedale design, but award-winning packaging to ensure that the Colchester, Conway and Caernarvon seats and chairs reach customers in pristine condition. At the industry's premier event, the "Pakex" Exhibition, the Institute of Packaging awarded a Silver Star for the unique protective suits.

Each model has its own tailor-made case, specially devised by boxmakers Thames Case Limited.



Rialta for instant vintage

Considering that Rialta production only started three years ago, the fishbox-stained old quay at Salcombe looks as if it has been there forever – part of the local architecture – but that's the general idea. In fact it's a con, or rather a concrete trick, and it explains why Rialta sett paving has been in such demand throughout the U.K.

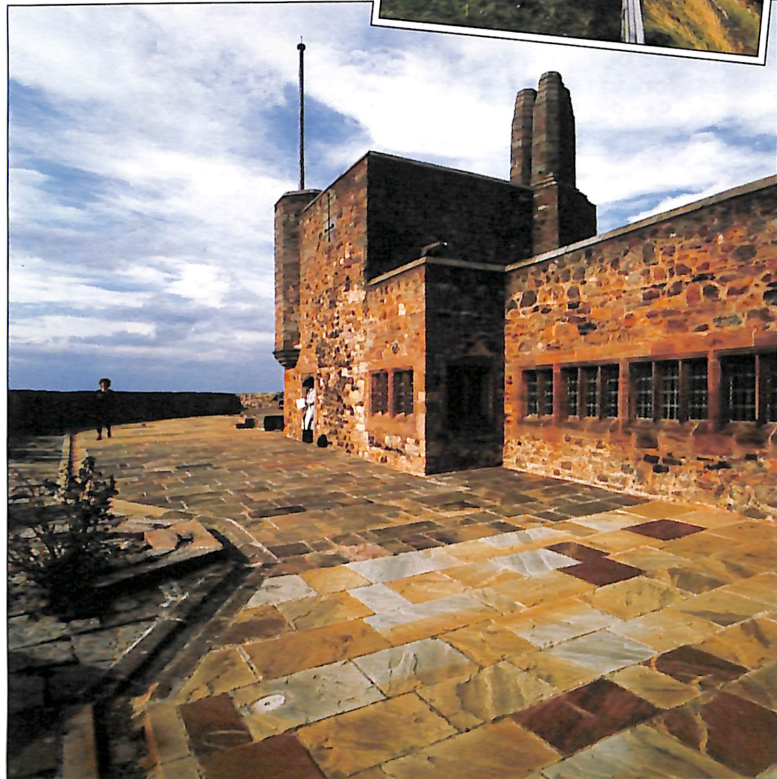
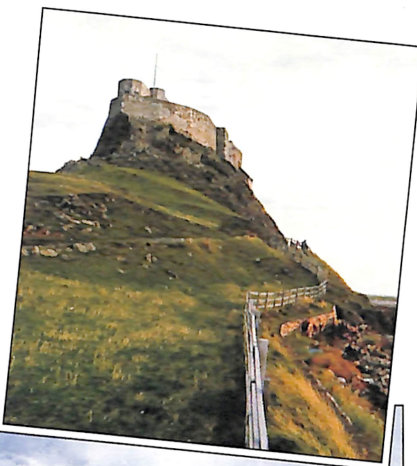
It looks like nothing in the packs but get it down in front of

all manner of architectural styles and it's exactly right. Rialta goes down smoothly and matures immediately, with none of the headaches associated with courising and laying the real thing.

It sounds like the ideal wine and Rialta certainly travels well – the pictures range from Bristol to Ramsgate and Bath to Edinburgh.

Marshalls' stone to make it a long-life battery

Nothing but the real thing would suffice for re-paving part of the upper battery of Lindisfarne Castle and, naturally, Marshalls' Cromwell Quarries came to the rescue. Elland Edge Flagrock, with a riven-face finish, was used for the restoration work. The new 72 square yard area can be seen in the foreground. Marshalls also supplied 26 linear yards of a special 20 x 4 inch dish channel, again in natural stone, to match an existing channel.



(Above) Glasgow Transport Museum.



(Below) Ramsgate, the harbour area.



(Above) Trinity Church, Taunton.



(Above) The quay at Salcombe.



Courtyard in Bath.

(Left) Private development by McTaggart & Mickel in Edinburgh.

A new system of machine-laid concrete block paving

Marshall's Mono has introduced a fully mechanised laying system for concrete block paving, with laying rates in the order of 500 square metres per eight hour shift. The secret is a relatively simple and robust powered laying



Tescina — textured look and smooth ride



Marshall's Mono has launched "Tescina," a new 200 x 100mm block type with enhanced aesthetic qualities. Manufactured from granite aggregate, the new Tescina block has a very pleasing coarse-textured surface finish and an almost square edge profile. It combines aesthetic appeal with smooth ride characteristics — even for small wheels.

Tescina is made and stocked in 65 and 80mm thicknesses and in six colours (grey, charcoal, red, heather brown, buff and marigold). Two special colours (white and cream) are made to special order. Tescina is for all types of block paving installation — from light to heavy duty — but always with the same high landscape value.

Heritage to ring the changes

With the blessing of the planners, natural stone and Marshall's Heritage Walling happily rub shoulders on the Carleton Park housing development in Skipton, gateway to the Dales. Cost was a factor in the use of Heritage but Project Architect, Helen Baldwin, of Leeds practice Farrell & Clark, says, "We also wanted to add variety in materials, elevations and house sizes."

The 116-house development, by Skipton Properties Ltd., has a mixture of two, three and four-

bedroom flats and houses, in terraced, semi-detached and detached forms. This variety is likely to ensure a good social and age mix on the development — a rarity in most housing schemes.

Although work is still in progress, parts of the development are already occupied, like the courtyard shown in the picture, where Heritage has been used exclusively. The contractor for the scheme is P. S. Turner (Construction) Ltd., of Crosshills, Keighley.



machine and the use of shaped Eskoo Six blocks.

Eskoo Six was developed a number of years ago for laying by manually-operated trolleys, so the block formations are already exactly right for fully mechanised laying. The machine used by Marshall's lays complete formations of 32 Eskoo Six blocks (with an area of .84m²) at each 'drop.' The machine operator takes a complete layer formation, straight from the block pack, by the use of a mechanical grab head.

He then positions the highly manoeuvrable machine at the laying face where a member of the laying team swiftly guides the head into position for the drop. After the drop the 'guider' adjusts the formation, where necessary, to tighten the joints and check alignment.

Apart from cost advantages and speed, this system of machine lay means that there is far less operator fatigue and, consequently, longer shifts can be worked. Work completed on sites during the last twelve months has proved the system's value.

The company hires out the laying machine with driver on an hourly basis. Mechanical screeding equipment is also available on hire from Marshall's, with output that is compatible with the laying machine.

Blockscapes



To sell, a salesman needs confidence but if he wants to go back later he also needs confidence in the product — especially when the customer looks a bit like Geoff Capes. But Marshall's salesman, Ken Oldman, had no qualms in revisiting this East Anglian customer (he's the one next to Ken).

The householder had wanted a particularly macho colour of Marigold block paving, so Ken had explained how Keyblok is very strong on colours. He had also wanted a contractor to do the work. "No sweat" said Ken, "I'll put you in touch with some superstars." (Wilvic Ltd.).

Ever-obliging, Ken even shovelled all the snow off the drive for the photograph.

Conservation curves



Three radius kerbs and an external quadrant have been introduced for use with Marshall's Conservation Kerb (the upright 150 x 225mm version).

There are three radius kerbs — 10 (pictured), 20 and 30 feet (3, 6 and 9 metres) which are manufactured for both external and internal radii. The B.S. Fig. 14 quadrant is 12 inches (305mm) radius.

In all cases the textured aggregate finish is on two adjoining faces.

Eskoo Six is just the ticket



buildings. As there were old cellar walls in the area a 200mm insitu slab (225mm in heavily trafficked areas) forms the sub-base for the block paving construction.

Permanent lane markings in the development have been achieved very effectively with coloured blocks, while pedestrian areas are in red, natural and buff Saxon pavings.

If Sheffield commuters think that their improved bus station is just the ticket, they can thank the John Brunt Partnership — and not least for specifying concrete block paving for the trafficked areas. The aesthetic appeal and physical properties of block paving have been put to good use in the first phase of the re-development of the Pond Street bus station for the South Yorkshire Passenger Transport Authority.

Because the area will be trafficked in all directions, the hexagonal-shaped Eskoo Six was specified, for its proven performance in heavy duty applications. The brindle-colouring of the Eskoo Six is not the only unusual feature of the project as the blocks were also machine-laid (see machine-lay feature on this page).

The 5,400m² area completed by Linpave in the first phase is to be followed by a further 7,200m² in the area of the existing bus station, to be re-developed as the next phase. The first phase involved building on a temporary car park area that had previously been occupied by old industrial

It's Beany everywhere

The Beany Block combined kerb and drainage system was originally devised as a replacement road drainage system for older urban areas – typically in road widening or re-alignment work. Being a surface system it can be installed without the costly excavation work which is necessary when replacing conventional systems – and without disturbing the maze of underlying services found in towns and cities.

It has proved itself as a cost and time-saving solution in these situations but, as with so many other ingenious ideas, the range of applications has widened considerably since the early days. The Beany Block is now used on new trunk roads and motorways, for example, where it complies fully with clause 501 (Precast combined drainage and kerb blocks) in Part 2 of the Depart-

ment of Transport's "Specification for Highways Works."

There may not be any underlying services to avoid on new roads, but in rock cuttings there is another reason for opting for the surface level Beany Block. It saves on the considerable expense of excavating into rock for conventional drainage – or on the cost of setting conventional drainage in concrete.

In low-lying areas, with high water tables, it minimises the requirement to build up the road to give sufficient fall to the outfall. With the Beany Block, the road surface level can be much lower than would be the case with conventional drainage.

The Beany Block also scores on poor ground where trench supports or de-watering systems would be required for the installation of conventional

systems. Being a surface system, it eliminates excavation work and so avoids the exposure of newly-laid formation and sub-base surfaces to possible periods of adverse weather.

On existing trunk roads and motorways, where French drains have become silted up and inoperative, the Beany Block is a trouble-free replacement solution, requiring only a minimum of excavation for the installation work.

The installation advantages of the Beany Block go hand in hand with unrivalled drainage performance. Because there are elliptical drainage inlet openings at half metre intervals, ponding is not possible. There is a large flow intake capability along the entire length of an installation which cannot be impeded by isolated low spots in the road surface.

Beany Blocks can also be reversed to take water from two sides. In urban areas that overcomes the problem of resurfacing the road where adjoining footways cannot be lifted because of doorways, cellars or damp-proof courses. The roadway can be resurfaced up to existing footway level and water removed from both sides.

The same principle can be adopted for highway situations. There are numerous examples now of water being taken from the carriageway, on one side, and from the footway – and in one instance from the central reserve of a motorway – on the other.



(Above) Every fifth Beany Block along the central reserve has been reversed to take water from the carriageway and the reserve.

(Below) The footway could not be raised because of steps and house d.p.c.'s but that did not prevent resurfacing of the carriageway. Alternate Beany Blocks were reversed to drain both carriageway and footway.



This is typical of the ponding which often occurs at low spots with conventional drainage. It is not possible with the Beany Block because there are elliptical drainage inlet openings at half metre intervals.



Landmarks

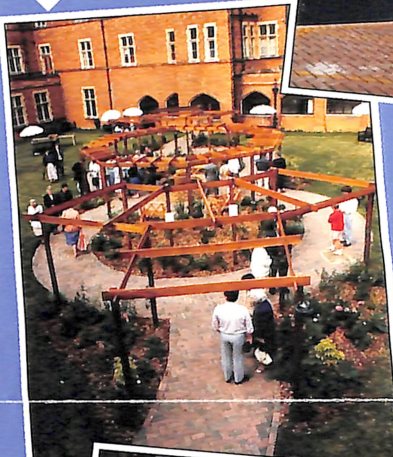
Sawn-face natural stone alongside the Manchester Museum in the Castlefields Conservation Area.



For visual appeal and to take the knocks of a working port, it is exclusively Keyblok concrete block paving on the quayside at Oban.

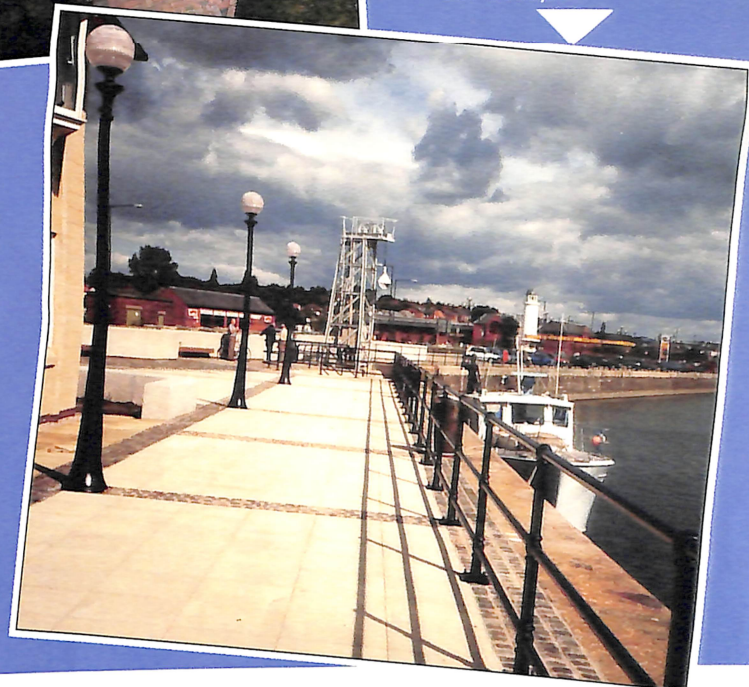


Robert Taylor used Keyblok Brindle for the scented garden at the Royal School for the Blind in Leatherhead.



The famous Metro Centre uses Keyblok extensively for delivery areas.

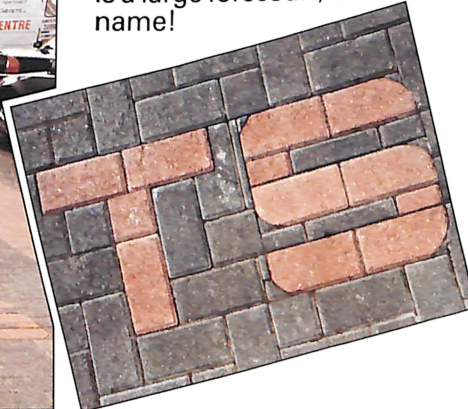
600 x 600 x 63mm Saxon natural pavings used on the Preston Dock Riversway development by BCA Landscape.



Block letters . . .



Merritts obviously has every intention of staying with Jaguar in Amersham – and the Keyblok forecourt expresses the permanence and solidity with some style. The detail picture shows the fine cutting around the lettering. A tip for those contemplating a similar exercise, it's easier with much larger letters (providing there is a large forecourt) or a shorter name!



. . . and walling blocks

This distinctive retaining wall in Blackburn looks familiar because it is actually Arcadian concrete block paving. In this

situation it has been used as a decorative cladding to an insitu wall.

