

**THE MUSEUM OF MODERN ART**

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MUSEUM OF MODERN ART SHOWS REVOLUTIONARY NEW TYPE OFSTEEL CONSTRUCTION

What may at first glance appear to be a giant plaything put together from a child's toy building set, the visitor to the Museum of Modern Art will find on drawing nearer to be a remarkable half-inch scale model of an airplane hangar of revolutionary construction. The great truss roof, which would actually measure 140 by 200 feet, is boldly cantilevered out from four supports of incredible lightness. The floor area is almost entirely unobstructed, and removable external walls allow maximum freedom of circulation.

Konrad Wachsmann, designer and architect of international reputation, has based his new type of construction on two original inventions: first, a "mobilar" tube joint which makes possible the assembly of tubular members without riveting or hand-welding and which permits shop or field erection, easy extension or modification, and 100% salvage; and, second, a mobile wall unit which for the first time offers completely removable doors, uncomplicated by hinges or tracks. Banks of these wall units are self-supporting and can be rolled away from the building in which they function, since they in no way affect the building's structural load. Paul Weidlinger, civil engineer, worked out all the difficult calculations on stresses and functions which made this whole type of construction possible.

The shadow of the model as thrown upon one wall of the Museum gallery creates an illusion of actuality. On another wall is a dramatic montage, combining scale models of the removable doors with a drawing of a bridge which could be constructed by Mr. Wachsmann's system of steel pipes and standardized connectors. Also included in the exhibition is a group of drawings explaining the details of the structural system, photographic enlargements of the model and an appreciative preface written by the famous French architect Le Corbusier.

"Mobilar" construction is adaptable not only to airplane hangars, but to railroad stations, public halls, storage houses, or any type of structure where large unobstructed areas are essential. The model and other material in the exhibition have been lent the Museum by the licensee, Atlas Aircraft Products Corp., of 405 East 42 Street, New York. The exhibition will be on view in the first floor architecture gallery of the Museum from February 6 through March 3.