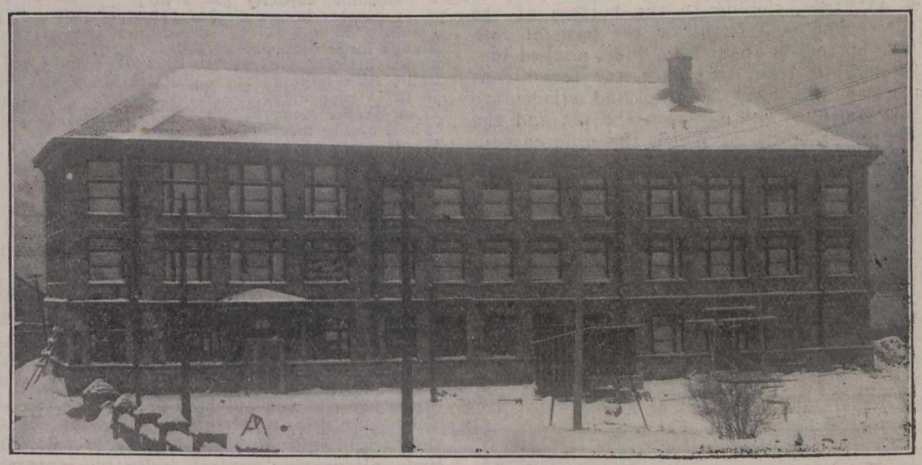
6 ins. of concrete.

The first floor is used for the storage of both light and heavy parts, in racks and bins, and necessarily all shipping and receiving is done on this floor from platforms through doorways 8 by 7½ ft., equip-



A.C. & H.B. Ry. Terminal Building under Construction, Dec., 1912.

ped with rolling steel shutter doors, of which there are two on both the north and south sides. The main entrance is at the south end of the east wall. Just inside of the entrance is a stairway to the second floor and at the side of this is a hall, which leads to a counter in the storeroom. At the east end of this floor is located a small tool storeroom 5 by 16½ ft., a vault 6 by 15½ ft., a general office 14 by 16½ ft. and a private office 14 by 21½ ft. These rooms are partitioned off with wooden studs and lath and plaster walls, with the exception of the vault, which is of concrete. Access is had to these offices by a long hall at the back, running north and south, which is separated from the large storeroom by a long counter and railing with a pass gate. In the northwest corner on this floor is the oil supply room, which is fireproofed with expanded metal and cement plaster partitions and ceiling. The inside door is a double sliding automatic fire door, and access is had to the outside platform by a rolling steel shutter door and a pass door.

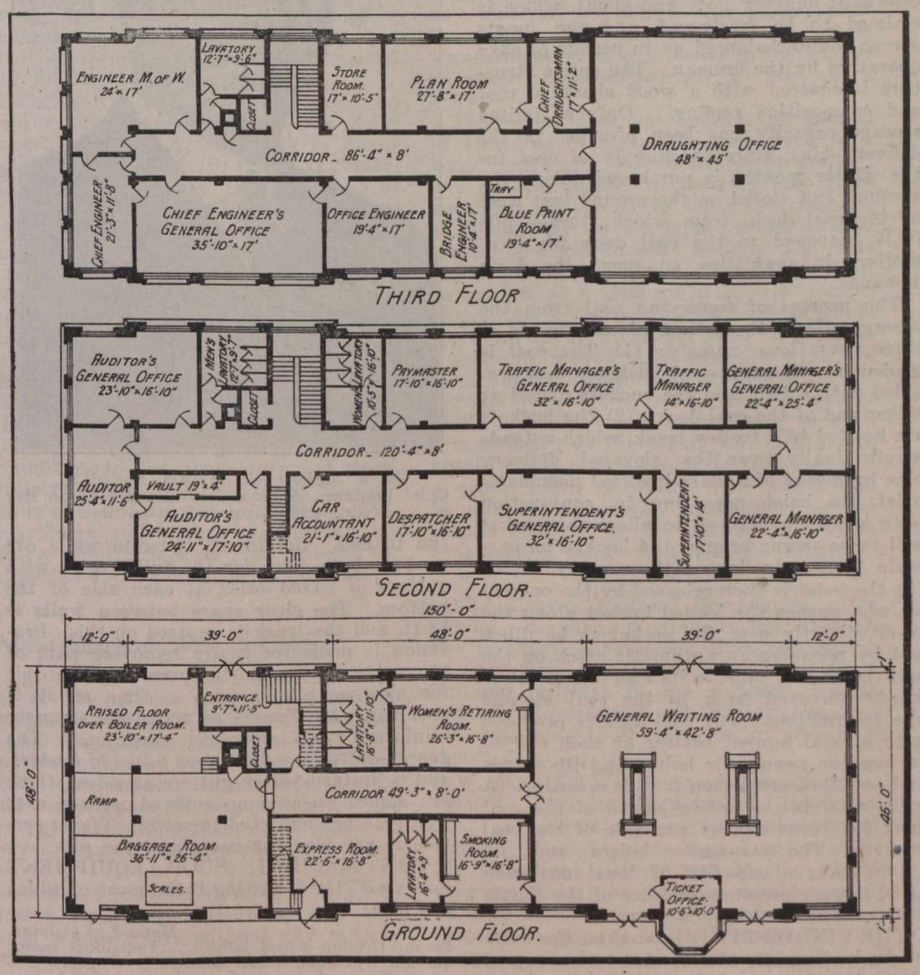
The superstructure above the first floor is of brick, with steel lintels over door and window openings, steel columns and girders, with second floor of heavy joist and plank construction. The brick walls and steel columns extend to roof, with steel girders between columns, which support the heavy roof joists and sheathing. The roof is of the low pitch type with standing gutters, and is drained by inside downspouts of wrought iron pipe connected to cast iron conductor heads at roof and to the sewer in the basement. Barrett 5 ply specification roofing is used and is finished off at edges of overhanging roof with copper gravel guards.

The second floor is used for the storage of light material and also for offices. These are partitioned off with wood studs and metal lath, and all the walls and ceilings of the offices are plastered. The rooms consist of the Master Mechanic's office, 30 by 21 ft., a private office 21 by 21 ft., a draughting room 21 by 35½ ft., a blueprint room 9 by 21 ft., a concrete vault 6 by 15½ ft., and two lavatory rooms. This whole building is well lighted from all sides by large windows of steel sash, provided with adjustable, pivoted, ventilating sections. A hand power elevator serving all floors and basement is located in the southwest corner of this building, the platform of which is 7¼ by 10 ft., with a capacity of 2,000 lbs. and a lift of 23 ft.

On the north side of the store house, outside of the concrete platform, there is a temporary wood platform 20 ft. wide for the full length of the building, and 25 ft. wide for a length of 40 ft. east of the building line, with a ramp 7 ft. wide and 30 ft. long, to grade level. A platform of the same type is built across the east face of the building, and provides storage space for parts that may be left exposed to the weather, also for additional receiving and shipping facilities, and the ramp provides for trucking to and from the building.

OIL STORAGE EQUIPMENT: The equipment of the oil storage room in the basement, and the oil supply room on the first floor of the storehouse, is very complete towards providing an efficient and clean system of oil handling and storage. The storage of oil is in five tanks located in the basement. These tanks are used for the following kinds of oil: 1. car oil, capacity 500 galls.; 2. locomotive oil, capacity 500 galls.; 3. headlight oil, capacity 500 galls.; 4. valve oil, capacity 300 galls.; 5. signal oil, capacity 300 galls. The tanks are ¼ in. black steel plate, with all seams single lap, thoroughly riveted and caulked. Three of the tanks are 4½ ft. in diameter by 5¼ ft. high, and two are 3½ ft. in diameter by 5¼ ft. high, these dimensions being inside. All tanks have a 4 in. pipe connection at the top, which extends to the first floor, where fill boxes are set in concrete slab and have easily removable covers flush with floor, which, when taken up, and cap on end of 4 in. pipe is removed, allows of rolling a barrel over the filling box and filling the tanks by gravity. Connected to these 4 in. pipes, just above tanks, are 2 in. pipes, which extend through building wall to outside track along the platform, where they each have a stop cock and hose connection, thus providing a method of filling the storage tanks from cars. Each tank has a 1½ in. vent pipe extending 18 ins. above the roof. The tanks are set 1 ft. above the floor level on a concrete base, in which is a small trench under each tank to allow for a 1¼ in. drain pipe and waste cock at the front of the tank. At the north side of this room, under the platform, is a fireproof room partitioned off for the storage of waste.

A tank for gasoline storage, 3½ ft. in diameter and 5 ft. long, is located 20 ft. west of the building, and is buried in the ground below frost line, and encased with 6 ins. of concrete. The filler pipe projects from the ground directly above the tank and a 1½ in. suction pipe extends to pump in oil supply room. This tank is also equip-



A.C. & H.B. Ry., Bruce St. Terminal Station.