

General Report No. 1786.

Individual Report No. 5.

Risk Nos. 12 and 13.

Risk: Car Houses.

Class: 1-B.

Location: Cleveland Ave., Milo, Ohio.

Owner and Occupant: The Columbus Railway & Light Co.

Date: May, 1909.

See Map No. 6.

SUMMARY.

Two risks of brick construction; a 1 story car house wash room, and office and a 1 story car storage house, the second building being a wing to the first with a parapeted division wall between but with frame ends and roof lanterns so exposing as to make them subject to one fire. The buildings are of substantial construction generally and have hazards fairly well guarded. There is no public fire protection and private protection consists only of hand chemical fire extinguishers distributed.

PROMINENTLY DESIRABLE FEATURES.

Risks are used principally for storage purposes, hazards are rather well guarded and A. D. T. nightwatch service is maintained.

PROMINENTLY UNDESIRABLE FEATURES.

Both risks exceed standard area and have roof structures and frame ends so exposing as to make them subject to a single fire. Neither the barn wiring nor the trolley wires are in standard condition and car wiring is only medium and not nearly standard. There is no public fire protection and the private protection is poor. A fire well under way before its discovery would probably result in the loss of the entire property. The car house wash room and office is exposed to a component power house located ten feet distant.

CONSTRUCTION.

Car House Wash Room and Office: A 1 story brick building 20 feet to the eaves. Area is 85 by 360 feet equaling 30600 square feet, with a 25 by 50 foot office added. Walls are 12 inch brick with 8 by 24 inch pilasters 15 feet between centers. Roof is metal covered on 7-8 inch wooden sheathing and with wooden purlins and Fink metal trusses set on iron columns bricked into walls none of the metalwork being insulated. The gables at ends are frame metal clad and a frame metal clad roof lantern with glass sides extends almost the length of the building. Floors are of concrete or earth except in the small office and employes room where they are matched wooden flooring laid on joists. Three pits near the center of the building have brick sides and bottoms while the pit in the wash room is constructed with concrete sides and bottoms; tracks set up on wooden posts and stringers and space at the sides planked over. A small frame partition separates a 25 by 90 foot wash room from the main section.

Car Storage House: This building has been constructed as a south wing to the building just described and is in two main connecting sections one of which is located East of the main building with ends meeting at right angles. Both sections are of brick construction and 20 feet to the eaves. Area is 85 by 130 feet and 70 by 130 feet equalling 20150 square feet. Outside walls are 12 inch with 4 by 24 inch pilasters at roof trusses, and the division wall between the two sections 20 inch extending to the roof only and with numerous unprotected openings. The

wall between the main barn and the wing is 12 inch and parapeted 18 inches with one door opening protected by double standard fire doors. The gabled end, above the eaves line, of the East section is frame iron clad and mutually exposes to like construction in the main car house. Roofs are metal covered on 7-8 inch wooden sheathing with metal trusses and bricked in metal columns supporting, metal work not being insulated. A raised, frame, glass sided, roof lantern extends almost the length of each section (SEE MAP).

EXPOSURES.

With the gabled roof construction, the roof lanterns, and the frame iron clad ends these two risks mutually expose one to the other the division wall not being of much account. The main car house also exposes to a component power house on the South.

OCCUPANCY.

The car house, wash room and office is occupied as indicated by its name, with a total trackage capacity of 72 cars while the other risk is occupied for car storage and the storage of cement and tools its trackage capacity being 28 cars.

HAZARDS.

Neither building is heated except by a coal stove in the wash room and a gas stove in the office both of which appear to be safely arranged. Lighting is electric with service from 110 volt system but with wiring in poor condition, wires being not well supported nor protected and fittings of inferior design. Trolley wires are put up on insulated hangers but do not have sufficient clearance at the wash room doors and hangers are located too far apart. There is a cutout switch located outside and in front which cuts all trolleys dead in both risks. Rails are bonded in both risks but in the car storage barn there is a transfer table. All the main supply of oils is kept in an outside fire proof oil house and oily waste is kept generally well cleaned up. All the cars are electric heated and lighted except three which are heated by Peter Smith hot water systems. Car wiring is not nearly standard. Trolley poles are not pulled down out of possible contact with the trolley wires during the storage of cars.

ADMINISTRATION.

Employes appear careful and competent and risks were found in neat and clean condition. Insurance is carried under the general form the several items of which are given in the value sheet. (SEE VALUE SHEET).

PROTECTION.

Private protection consists of nightwatch service with watchman reporting by the A. D. T. system and 7 hand chemical extinguishers which are of fair design but not of approved manufacture, and which at the time of inspection were found at the office so that they would not become frozen, the barn not being heated.

RECOMMENDATIONS.

1. Make electric light wiring and trolley wire construction standard, and have employes tie down the trolley poles during the storage of cars.
2. Remove the transfer table from the car storage barn.
3. Provide standard vertical pipe and hose system for the main car house and two way standard yard hydrant for the car storage barn, each to have sufficient hose attached at outlets

to cover the risks and to have supply from a gravity tank supplemented by a 500 gallon standard fire pump with suction from the boiler supply tanks and delivery through not less than a 6 inch main for distribution about the risks. Fire pump should be located in the component power house, which risk may also be provided with V. P. and hose protection.

4. Make all car wiring standard.

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Individual Report No. 6.

Risk Nos. 14, 36 and 45.

Risk: (See Summary.)

Location: Franklin Co. (See Summary.)

Owner & Occupant: The Columbus Railway & Light Co.

Date: May, 1909.

See Map No. 6.

SUMMARIES.

Risk No. 14 Car Storage House, Westerville, Ohio A 1 story brick car storage house 20 feet to the eaves. Walls are 12 inch and pilastered. Area is 30 by 75 feet equalling 2250 square feet. Roof is of metal on 7-8 inch wooden sheathing supported by metal trusses set on metal posts, bricked in. Floors are earth. The risk is not **exposed** and is **occupied** for the storage of one car over night only. Trolley wires are properly supported on insulated hangers but do not have sufficient clearance at the doors and have no **cutout switch** or lightning arrester. There is no **heating** or **lighting** or other hazards except those inherent in the cars. The risk has neither public nor private fire protection. Insurance is carried under the general form the several items being shown in the value sheet. (SEE VALUE SHEET).

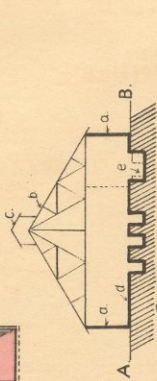
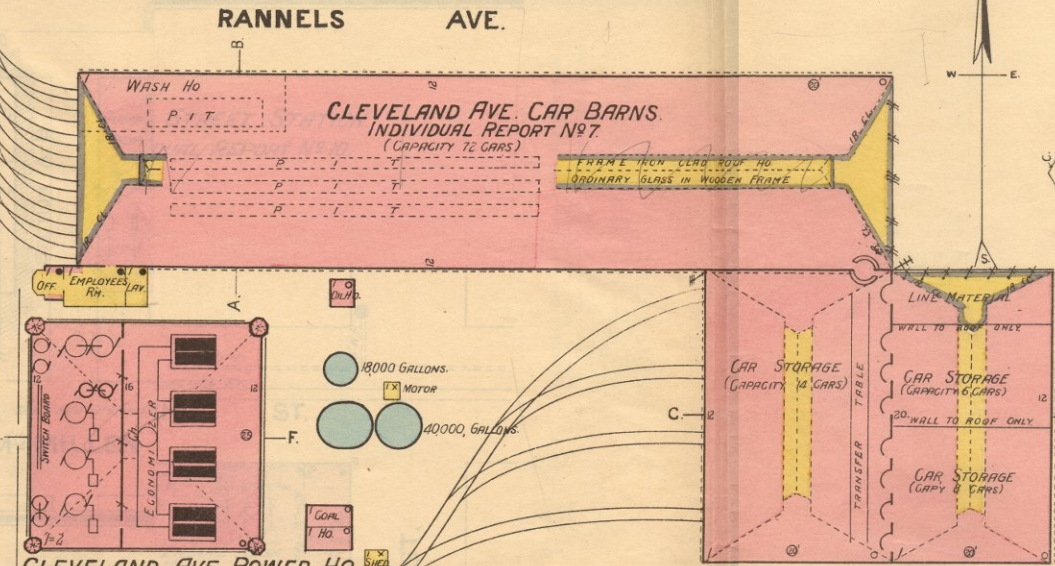
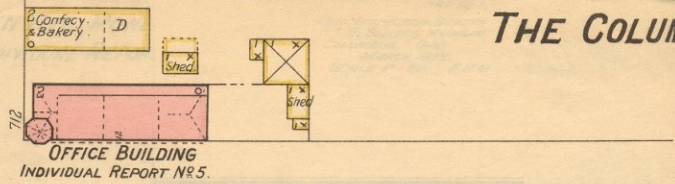
Risk No. 36. Office and dwelling building, 712 Cleveland Avenue, Milo, Ohio A 2 story brick building, with slate roof and finished interior which was formerly used as offices but which at present is either unoccupied or used for dwelling purposes. There is no public or private fire protection. Insurance of \$6800.00 is carried under ordinary policy.

Risk No. 45. Storage Battery house., Near Westerville, Ohio A 1 story frame composition roofed 30 by 60 foot storage battery house. The risk is **occupied** as a storage battery house only. There is no public or private fire protection. There is no insurance carried on this building or contents at present.

THE COLUMBUS RAILWAY AND LIGHT CO.

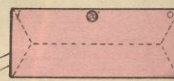
MAP No. 6.
OHIO INSPECTION BUREAU
T. B. SELLERS, MANAGER
COLUMBUS, OHIO.
MARCH 1909.
Scale 1"=50' H.R.M.

CLEVELAND AVE.

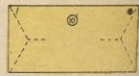


SECTION - A - B.
D - 12" WALLS PILASTERED 8" X 8" 15' CENTER
OF TRUSSES. ROOF TRUSSING SUPPORTED BY METAL TRUSSES
SET ON METAL POSTS BRACED INTO WALLS.
C - FRAME METAL CLAD ROOF LANTERN WITH WOODEN FRAMED WINDOWS
AND ORDINARY GLASS.
E - PIT WITH CONCRETE SIDE AND BOTTOM. AND TRACKS Laid ON WOODEN
STRINGERS AND POSTS AND PLANKED OVER AT SIDES.

CAR BARN
WESTERVILLE, O.
INDIVIDUAL REPORT NO. 9



STORAGE BATTERY HO.
INDIVIDUAL REPORT NO. 6.
Near Westerville Ohio



D - 12" WALLS PILASTERED TO 15" UNDER TRUSSES
E - SLATE ROOF ON 7/8" WOODEN SHEATHING SUPPORTED
BY METAL TRUSSES SET ON WALLS.
C - METAL CLAD ROOF WITH METAL STACK D EXTENDING THROUGH
E - CONCRETE FLOORS

U - 12" WALLS PILASTERED TO 16" AT TRUSSES.
D - 20' BACK DIVISION WALL WITH NUMEROUS OPENINGS HAVING SINGLE NON-STANDARD DOORS
C - METAL ROOF ON 7/8" WOODEN SHEATHING SUPPORTED BY METAL TRUSSES SET ON METAL POSTS BRACED INTO WALLS
D - WOODEN ROOF LANTERN
E - EARTH FLOORS
F - TRANSFER TABLE

