

Development Company's laboratory after delivery of the order. A sample of the material will be taken from each type on each delivery and analyzed, and if the composition of this sample does not come within the limits specified the entire lot of that type delivered at that time will be returned.

Marking—In each casting will be cast some distinctive mark, so that the company which made it can be easily recognized.

THE ZANESVILLE CARHOUSE OF THE OHIO ELECTRIC

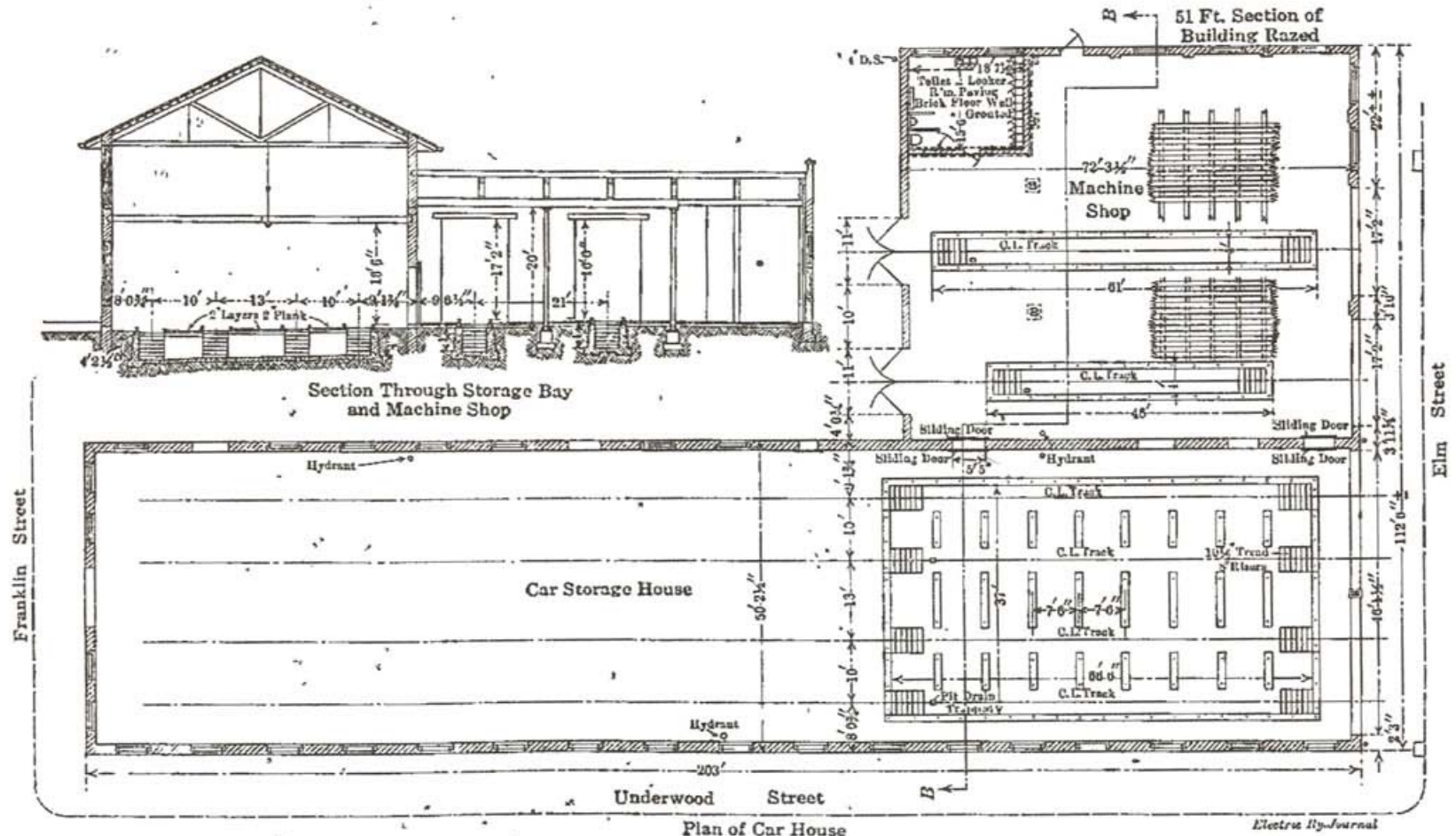
The Ohio Electric Railway Company recently acquired the buildings and property owned by the Blandy Machine Company at Zanesville, Ohio, and is engaged in converting them into a carhouse and storage yard. The remodeled building will be used as a repair point for all interurban cars operating on the eastern division of this company's lines and for the cars operated in Zanesville.

The property is situated on Underwood Street between Elm and Franklin Streets, convenient to both the street railway and interurban tracks. The one-story section of the building on Elm Street is 116 ft. x 72 ft., and a two-story section on Underwood Street 203 ft. x 50 ft. The building is of slow-burning mill construction, consisting of 17-in. brick walls in the two-story section and 13-in. brick walls in the one-story section on which rest built-up wooden

The second story over the storage bay will be removed so as to provide additional head room. A trestle type of inspection pit will be constructed under the four tracks in the storage bay just inside the Elm Street entrance, which will be 68 ft. 6 in. long and 4 ft. deep. The concrete piers supporting the track over the pit in the storage bay will be spaced at 7-ft. 6-in. intervals, and 7-in. 70-lb. T-rails supported on wooden bearings securely anchored to the concrete piers will be used to bridge the intervals between the piers. The floor space between the tracks has been covered with two layers of 2-in. plank flooring. Two pits will be constructed under the tracks leading into the machine shop. One is to be 46 ft. long and the other 61 ft. long. The machine shop will be equipped with all the tools necessary to handle general repair work on both city and interurban cars.

It will be necessary to cut an 18-ft. x 46-ft. 1½-in. opening in the Elm Street front of the car storage bay and to carry the old wall above the opening on two 18-in. I-beams supported at the center by an 8-in. girder beam column. Two 17-ft. 2-in. x 17-ft. openings also will be cut in the machine shop wall on the Elm Street side and two 11-ft. x 17-ft. openings will be cut in the back wall so that cars may be stored on the property back of the shop.

The openings on Elm Street will be provided with steel rolling doors. Hinged center posts will be installed at the two large openings so as to stiffen the large door area



Plan and Section of Zanesville Carhouse—Ohio Electric Railway

trusses supporting a slate roof. The work of remodeling will include tearing down 51 ft. of the Elm Street building, reconstructing the remaining 65 ft. so that it may be used as a machine and general repair shop, and arranging the Underwood Street section so it may be used for car storage and inspection purposes.

Four tracks will lead from Elm Street into the storage bay, and two tracks will be extended through the machine shop section to the vacant property in the rear of the building. A storage yard will be constructed on the property included in the angle of the building which will extend from Elm to Franklin Streets. The space vacated by razing the 51-ft. section of the shop building on the Elm Street side affords an entrance to the yard.

against wind pressures. The two openings at the back of the machine shop will be provided with two pairs of hinged wooden doors. The small openings in the partition between the storage bay and the machine shop will be supplied with an underwriter's specification sliding door on each side of the wall. The fire protection will consist of four standard underground 3-in. hydrants which will be installed at central locations in both the machine shop and the storage bay of the carhouse.

The property was purchased for approximately \$30,000 and the reconstruction complete will cost about \$10,000. The work of preparing the plans for remodeling and reconstruction was done by the engineering department of the Ohio Electric Railway Company.

Building Lasted After Interstate Construction. North of I-70