

THE MODERN GARAGE



South Loop Motoramp Garage—Chicago
A. S. ALSCHULER, Arch't.



Book
Tower
Garage
Detroit

LOUIS
KAMPER,
Inc.,
Arch't.

*THE MODERN Mid-City
Garage has created an industry
—the indoor parking of the myriad
motor cars no longer accommodated
at the curb-side.*

THE MODERN MULTI-FLOOR GARAGE

With particular reference to

d'Humy Motoramps

for interfloor travel



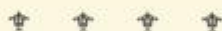
RAMP BUILDINGS
CORPORATION

21 East 40th Street :: :: New York, N. Y.

*Local Engineers in
One Hundred and Thirty Principal Cities*

A STATEMENT

in Explanation of an Unusual Organization



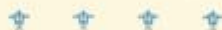
THIS Company, established in 1920, is an organization of garage specialists of national reputation. Its consulting engineers have advised in the planning of 17,000,000 square feet and more of garage space, involving an investment of over \$100,000,000.

Its income is derived from fees incident to licensing the use of its d'Humy Motoramp patented system of building design.

The Company's purpose is to place its specialized knowledge at the disposal of those interested, *that all garages may be more efficient.* Consultation on garage layout and design does not involve any obligation unless a project actually goes ahead and d'Humy Motoramps are used.

The Company's engineering services are discussed in detail on page 25. Its other services are presented on page 35.

We can achieve our purpose only if you will call on us freely on any garage matters. There is no charge or obligation involved in your asking advice.



Ramp Buildings Corporation

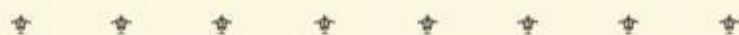
GARAGE ENGINEERS

GARAGE MANAGEMENT

CONSULTANTS ON PROMOTION



HE MODERN GARAGE, as that term defines a mid-city building especially designed to house motor cars in numbers, is the tool of a new industry. Indoor Parking has become a national necessity. The mid-city Garage is, today, an institution of public utility and is recognized as such.



Our cities grew into being long before the automobile was born; and before the billions of dollars invested in property and buildings completely disposed of the possibility of widening or replanning the streets of the mid-city areas, long years before the unprecedented increase of motor cars was visioned.

The years to come may bring us multi-level streets and traffic boulevards which today appear in the haze of fantastic dreams. Whatever may be the relief for the congestion of *moving* traffic it is unquestionably a fact now and for indeterminate years to come, that the only possible alleviation of *parking* congestion is to provide space for storing cars for an hour, a day or a longer time, *off the street*. Thus, for the needs of today and the increasing needs of the future, man's ingenuity has created the Modern Garage, and not as a luxury-priced necessity but as a sound economic utility.

Right here let us establish the fact that there is nothing about the modern "automobile hotel" which has any relation to the noisesome so-called garage of five or ten years ago. That was a converted stable, where oil and grease, empty cans, and discarded, worn-out parts were always in evidence, indoors and out. The modern garage, or automobile hotel, has only a driveway entrance to reveal its identity. Architecturally on a par with surrounding buildings, with all its service facilities and business activity well indoors and out of both sight and hearing—it is in no way the slightest detriment to adjoining property, however highly developed.

A PROFITABLE BUSINESS ~ ~ ~

A Field for Private Capital

Interest in modern, mid-city garages is not limited to far-visioned city planning experts. Garaging America's automobiles, either on a parking or storage basis, is an enterprise in which private capital finds profitable employment. Business men in many lines of endeavor find that convenient parking facilities so largely affect their volume of patronage and ultimate profit, that they are vitally interested in the parking garage as a means of providing that parking convenience.

Broadly speaking, the modern garage will yield revenue which puts it on an earning basis equal to or greater than that of an office building or other structure on the same site; assuming, of course, that the site is truly appropriate for a garage. That fact makes the erection of garage buildings distinctly interesting to those who wish to improve available downtown property. The cost and earning figures presented on following pages offer concrete evidence in support of those statements. Our observation of the number of such projects, completed and in course of development, enables us to voice the opinion that the building of modern garages offers an attractive opportunity for capital investment.

Office Build- ing Owners Interested

Mid-city office building owners are awake to the fact that parking difficulties may adversely affect the leasing of otherwise desirable office space, particularly in buildings catering to professional men who have daily use for their motor cars. Whether that adverse reaction be recognized or not, we may say without fear of contradiction that space in any office building is a more desirable lease if safe, indoor parking is conveniently accessible. The recent years have seen the erection of a representative number of garages, practically as annexes to the office buildings they are purposed to serve.

Combination Buildings

Carrying the development a step further, there are now, and will be more buildings planned to combine office floors and garage space under one roof. This is the logical arrangement for the ultimate convenience of the building tenants, and of those who call to do business with them. Several illustrations in these pages depict such buildings. In some the office space predominates and the garage facilities are designed to utilize the rear and less well lighted portions. In others, the garage space constitutes the larger floor area, and the day-lighted portion or street frontage only is utilized for office purposes.

Hotel Owners Create Busi- ness

Hotel guests, whether transient or resident, look to the hotel for near-by and responsible garage accommodations. To uphold the proper garage service standards, leading hotel owners have found it advantageous to own and operate their own garages. Facing page 15 is a group of views of typical modern hotel garages. Local patronage in addition to the direct hotel business warrants the establishment of a sizeable garage as an independent enterprise operating for profit.

EVERYONE INTERESTED

Retail merchants still differ in their angle of approach to the manner of remuneration for providing garage parking for their patrons' cars, but are convinced that it pays to meet the situation. Because pictures speak louder than words, we have gathered together on page 13 some representative examples of such enterprises. On the other hand, stores which happen to be adjacent to a modern public garage find it satisfactory and mutually profitable to arrange for customer parking with the garage owners.

*Department
Store
Customer
Parking*

Every business or social activity that calls together any considerable number of people has a vital and selfish interest in seeing adequate parking space provided. The mental quietude which accompanies the knowledge that one's car is safe and that no police regulations are being transgressed, is conducive to more frequent attendance. Theater and restaurant owners, therefore, are definitely profited by a nearby parking garage.

*Theaters,
Clubs,
Restaurants*

Neighborhood central garages in apartment house districts offer a degree and standard of service impossible to the small and much more distantly located garage of the older type. The day has come when apartment developments of consequence recognize and plan to meet the need for garage space as a unit part of the general housing scheme. Whether the garage be integral with the apartment structure, or independent but closely adjacent, is entirely a matter of local conditions. The two, however, must be considered as a unit.

*Apartment
Houses*

Owners of valuable downtown property which is unimproved in the modern sense find that the opportunities for profit with a modern-idea garage are comparable with other types of buildings. They are especially attracted by the fact that a garage improvement represents a considerably smaller capital investment—since the construction cost of a garage is usually less than half that of an office building, hotel or other property, and since depreciation is not so much of a problem. The records of past and current activity are ample evidence of the general recognition of these facts.

*Mid City
Property
Owners*

The difficulties of finding curb-parking space in under-garaged cities have placed squarely before the automobile manufacturer, his distributors and dealers the matter of taking individual interest in the creation of parking garages as a means of removing sales resistance. The ideal of making America a nation of two-car or three-car families can become a reality only as the possibility of the regular use of the motor cars for driving to business, or shopping expeditions, to the theater and other mid-city places is made real. Parking places must be provided indoors.

*The Automo-
bile Industry*

This interest is reason enough for members of this group to take the initiative in promoting parking garages. Because in some instances, the demand for locating such a building in a certain neighborhood coincides

MANY SOURCES OF REVENUE

with the location of sales and service activities, it can well happen that a single building serve the double purpose, even though sales and service and car storage be conducted as two independent enterprises.

Experienced Garage Operators

Men, in the garage or service business, who are keen to meet the needs of the times find opportunity to expand the scope of their activity in the promotion of a multi-floor garage building on a mid-city location. Building on their practical experience, such men quickly find that garaging on a big business basis is an enterprise with possibilities beyond their previous vision. Garage service on a higher plane, in a building with up-to-date service facilities, attracts a more desirable and more profitable type of patronage.

Community Interest

A modern garage is so much a public utility that the creation of its indoor parking facilities is a matter of civic importance. Whether the initiative be assumed by a group of merchants, the banking interests, the hotel men or theater owners, the fact stands out clearly that all profit either directly or indirectly. The business, however, is distinctly a field for private capital rather than municipal enterprise. Garage operation in the modern manner, utilizing an efficient, special-purpose building has demonstrated the soundness of its call for capital.

Many Sources of Revenue

Not only does the modern garage draw patronage from many sources but it has many opportunities for producing other revenue. The fee for parking accommodation is sometimes more moderate than the service justifies. Yet, and in spite of this condition, the garage by developing the potential business in the sale of gasoline and oil, in car washing, lubrication, the sale of accessories, etc., can command a gross income which yields a handsome net profit. Management, however is a vital factor, and an element of the industry which experience has now developed into a specialized profession.

Typical Estimates of Earnings

In tabulations which follow we present an estimate of what is reasonably possible for a wisely planned modern garage. These figures are a composite of actual reports on garages which were planned with due recognition of the various factors noted on the next page following the tabulated estimates.





(Above) The Downtown Garage, Buffalo, N. Y. houses 400 cars in the mid-city business district.

ESENWEIN & JOHNSON, Arch'ts.

(At the right) Capital Garage, a 1000-car parking place in Washington, D. C.

ARTHUR B. HEATON, Arch't.

(Below) Bowdoin Square Garage, Boston, Mass., accommodates 700 cars.

RALPH HARRINGTON DOANE, Arch't.



City Parking Garages. Multi-floor garages provide the needed parking accommodations on a sound economic basis. d'Humy Motoramps have made such garages possible.

*Investments
and Earnings
Estimated for
Three Average
Garages*

FACTORS OF SUCCESS

Factors of Success

Garages, to achieve the maximum return on the invested capital, must be created with due recognition of the several factors which govern their all-around success. The analysis presented here focuses attention on the four angles from which the soundness of a proposed garage enterprise must be checked while in the planning stage.

Location and Size

Location is the first vital concern. A garage must be placed where patronage is available and where patrons can reach the building conveniently. It must be of a size which can command capacity utilization. This means a scientific study of the different kinds of patronage desired, of potential patronage available, of the relation of the proposed site to traffic arteries, and other factors which directly influence the ultimate business success of the garage. The Survey Engineers of Ramp Buildings Corporation are experts in their line. Through years of observation of the relative successes of projects on "right" and "nearly right" locations we know that too much emphasis cannot be laid on the matter of careful study of location desirability.

Efficient Building

The possibilities for profit in the garage industry and the even greater business future warrant the laying aside of any traditions. A modern garage, a building which is efficiently planned for its particular purpose, achieves success. But there are no compromises; a multi-floor building must be planned to house an absolute maximum number of cars commensurate with the ideal of minimum operating expense. The latter factor points directly to the use of ramps, the only means of interfloor travel which makes every car pay for its own transportation. With those premises established it remains for the pages next following to demonstrate that the d'Humy Motoramp System of Building Design achieves a higher overall efficiency than is otherwise possible.

Management

Given an efficient building in a desirable location, the one factor yet to exert its influence on ultimate success is the momentous one of management. It introduces the personal element, brings to bear the value of experience, of merchandising methods and skill, of successful routines and other factors and functions. Growing with the magnitude of the enterprise there is definitely a need for experienced management. For those to whom the securing of competent management may present a problem we invite particular attention to page 35 of this book, on which is presented a brief resume of the qualifications and methods of d'Humy Management, Inc., a division of Ramp Buildings Corporation.





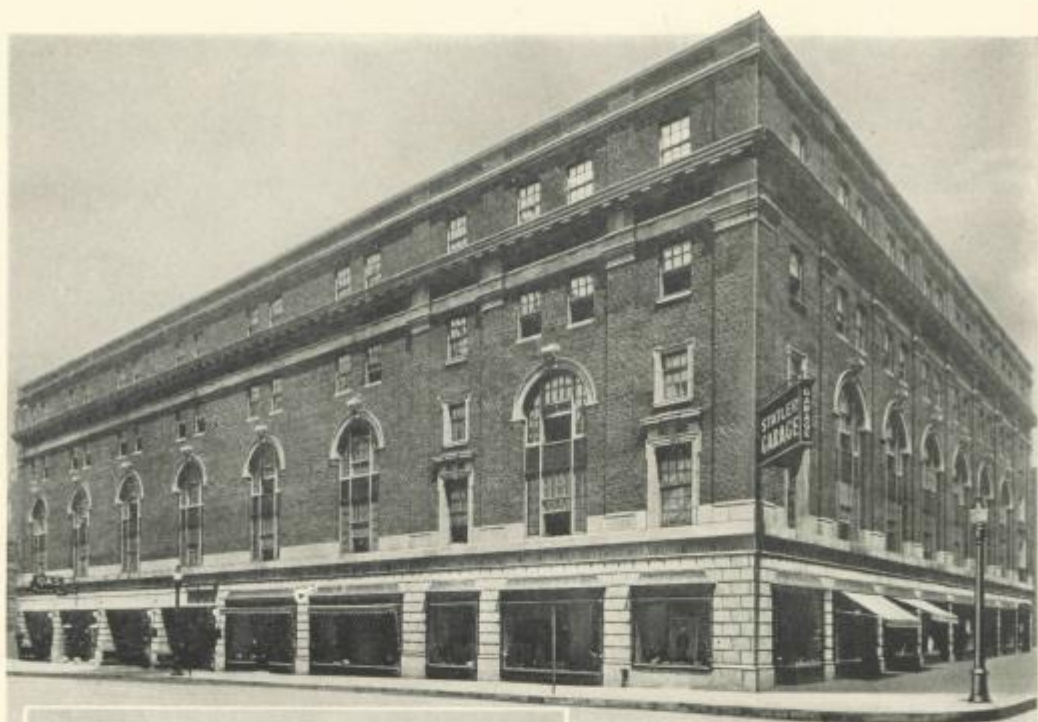
(Above) Washington Terminal Garage, Newark, N. J., serving the patrons of L. Bamberger & Co.
MARSHALL N. SHOEMAKER, Arch't.

(At the right) Shoppers Garage, Boston, Mass., of 450-cars capacity, erected by Jordan-Marsh Company.
H. M. HAVEN & A. T. HOPKINS, Inc., Arch'ts.

(Below) Four Stores Garages, erected in Seattle, Wash., by a group of the leading retail merchants. This garage is on a side hill, has four basement levels in addition to the three stories and roof—500-cars total capacity.
HARLAN THOMAS & CLYDE GRAINGER, Arch'ts.



... Department Store Garages. The opportunity for leisurely shopping, with convenient parking assured, results in an added volume of sales. The extra sales profit makes a garage a sound business investment.



(Above) Hotel Statler Garage, Buffalo, N. Y.
an adjunct to the hotel featured in Statler
publicity.

GEO. B. POST & SONS, Arch'ts.



(At the left) Olympic Hotel Garage, Seattle,
Wash.

ROBERT REAMER, Arch't.

(Below) Homewood Garage, serving a con-
tiguous group of apartment houses in
Baltimore, Md.

PALMER, WILLIS & LAMBIN, Arch'ts.



Hotel and Apartment Garages.
Man and his automobile are, today, inseparable; and
housing for one is incomplete without accommodations for
the other. The above are a few of many kindred garages.

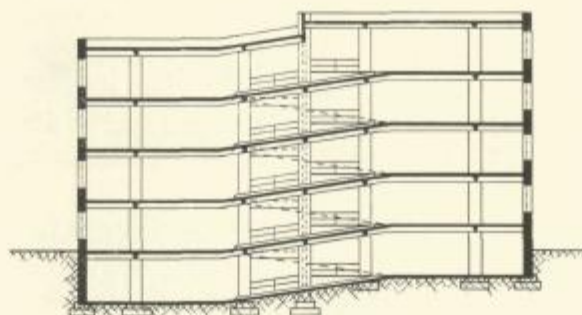
DESIGN—A VITAL FACTOR ~ ~ ~

This discussion concerns garages of two-stories-and-basement, three stories, or greater height—a *multi-floor* garage. Such a building will produce storage revenue in direct proportion to the number of car berths provided, against which must be charged, for one thing, the cost of moving cars within the building. Obviously either ramps or elevators are required for interfloor travel.

Car-carrying elevators are costly to install, require operators, power, and maintenance, all of which are continuing expenses. The more complex the mechanical equipment the higher the upkeep charge and the greater the liability to interruptions of service. The one advantage is a seeming economy of space.

d'Humy Motoramps, a patented combination of half-length ramps with a staggering of floor levels in adjacent unit portions of a building, have the unique advantage of achieving space economy equal to elevators, and yet retain all the operating economies peculiar to ramps. With nearly a decade of experience it remains a fact that man's ingenuity has yet to devise the equal of Fernand E. d'Humy's contribution to the garage industry. Simple and flexible in application, d'Humy Motoramps have demonstrated their practical as well as theoretical superiority. Later pages of this book list hundreds of buildings of this design, an array of evidence of the collective judgment of American architects.

The d'Humy Motoramp System of Building design may best be described as a building of staggered floor construction, divided into two units, the level of the floors in one unit being substantially midway between the level of the floors in the other unit. The main aisles of one unit are connected to the main aisles of the other by inclined driveways, known as d'Humy Motoramps.



Typical cross section through the ramps of a d'Humy Motoramp garage

The outstanding advantage of this unique patented design is that, where ramps are at all possible, it provides a greater net revenue than any other type of building. This is a strong statement but is susceptible of proof, which we will be glad to submit in the form of a sketch-plan layout for any specific plot. (See note on page 25).

The traffic capacity of a d'Humy Motoramp System is subject only to the same limitations as a city street. Incoming motorists drive their cars directly to their appointed parking places, and on leaving drive out without a stop. At a car speed of 12 miles per hour (considered entirely safe on any d'Humy Motoramp with normal-width aisles on the various

*Interfloor
Travel*

*d'Humy
Motoramps*

*What They
Are*

*Their Space
Economy*

*Traffic
Capacity*

d'HUMY MOTORAMP ADVANTAGES

floor levels) and with one-direction traffic on the ramp, 15 cars per minute can be handled with ease. This Motoramp capacity will empty the entire content of a 200-car garage in 14 minutes. Three hours would be required to handle this traffic with two elevators. In a rush hour or an emergency, traffic capacity is a prime essential.

Easy Grade

The usual grade of d'Humy Motoramps is 15%, an incline which any standard automobile can negotiate easily in second gear at 12 miles per hour. The up-grade is not formidable even to a timid driver and descent is equally simple, in second gear without braking.

Short Length and Open Sides

d'Humy Motoramps are ordinarily not more than 37 feet in length or the equivalent of approximately two car lengths. This, coupled with the fact that the sides are open and the approaches to the ramp-incline perfectly visible, removes all hesitancy on the part of car operators of either sex or any degree of expertness.

Complete Visibility

It cannot be too strongly emphasized that the complete "look-ahead" afforded by an open-side Motoramp, contrasted with the long, dark tunnel of the floor-to-floor ramp, not only makes this new form of inter-floor travel more inviting, but contributes a positive measure of safety.

Extra Storage Capacity

The usual location of d'Humy Motoramps in the center of the building causes dead-end aisle spaces—in direct contrast to old-style ramp construction. The dead-end aisle spaces can be used for extra or emergency storage, with added profit to the building owner.

This dead-end aisle arrangement also makes it easy to set apart one bay for a repair shop, wash rack or other purpose.

Used in Any Building

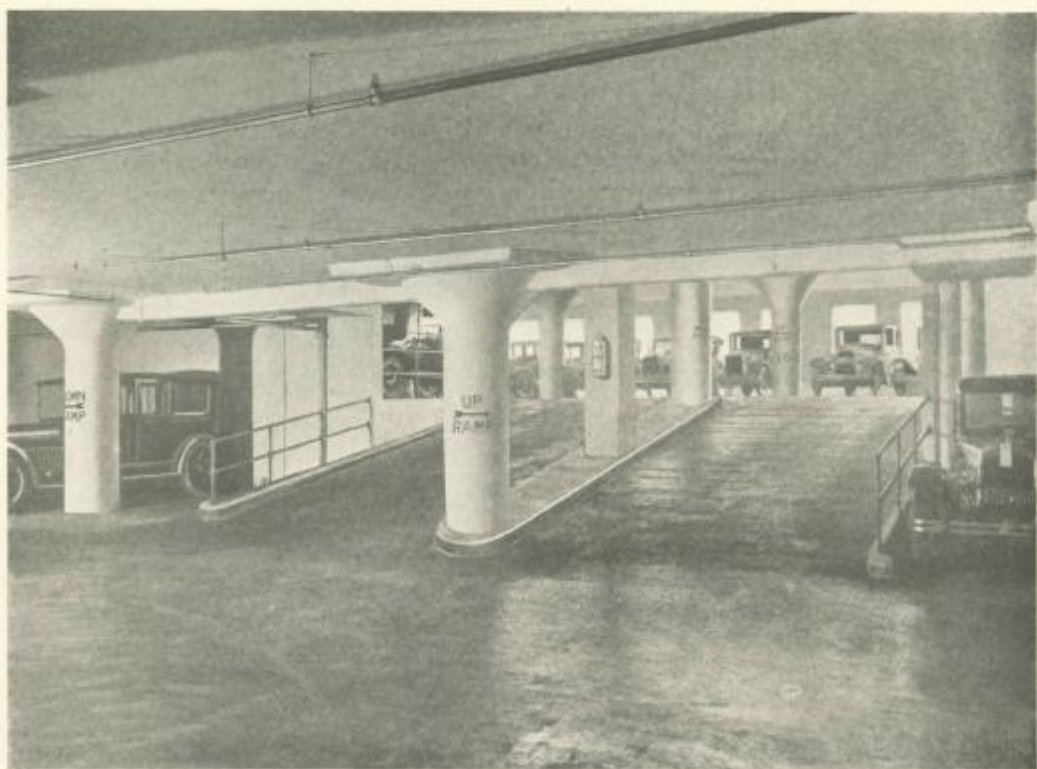
d'Humy Motoramps can profitably be made a part of the design of any multi-floor garage planned for a plot at least fifty (50) feet wide and one hundred (100) feet deep. Sixty (60) feet is a more desirable minimum width as it permits long wheel-base cars as well as the smaller models to make the turn from floor to floor without stopping to back and fill. These figures are given to establish the minimum plot dimension requirements purely from a layout point of view. Garages of larger areas permit more efficient arrangements and prove more profitable.

The practical limit of height for a d'Humy Motoramp equipped building has not been established. Ten and eleven story buildings are operating with marked success, and higher ones are contemplated.

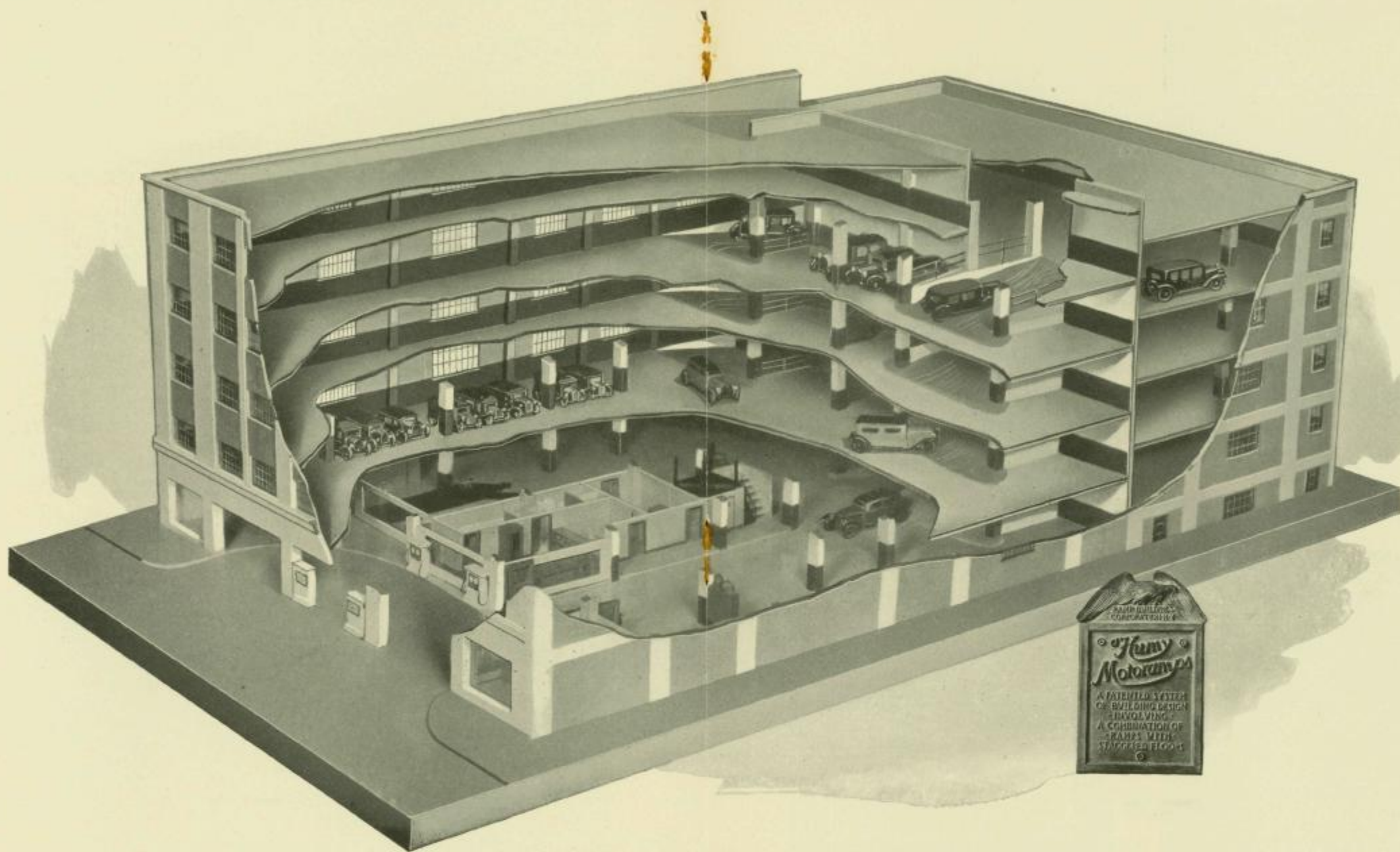




Single d'Humi Motoramp, two car spaces (13'-6") wide as recommended for garage of medium size. (Note the short length easy grade and open sides.) This photograph also shows typical beam-and-girder construction and a building without a solid dividing wall.



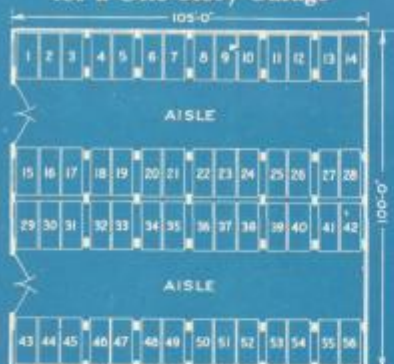
Double d'Humi Motoramps, as used where traffic density indicates the need for separate paths of travel for cars going up and those coming down. Even with the solid dividing wall shown here the path before the motorist is completely visible.



A photo-reproduction of a model d'Humy Motoramp Garage

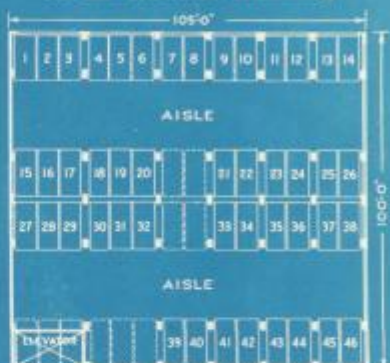
This cutaway model building pictures clearly the patented combination of ramps and staggered floors—the d'Humy Motoramp System of Building Design. This model is a scale reproduction of a typical building for a 100' x 150' plot, whose five storage floors have a berth storage capacity for 325 cars.

Car Storage Layout for a One-Story Garage



(no interfloor travel)
Efficiency Rating 100%

Car Storage Layout for an Elevator Building



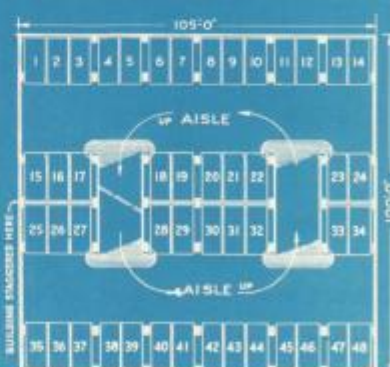
Efficiency Rating 82.14%

Car Storage Layout with Floor-to-floor Ramps



Efficiency Rating 71.42%

Car Storage Layout with d'Humi Motorramps



Efficiency Rating 85.7%

STORAGE EFFICIENCY ~ ~ ~

To demonstrate the degree in which d'Humy Motoramps excel in achieving efficient storage layouts, let us present comparative plans for a typical building for a plot 100 x 105 feet. The aim in planning a garage storage floor is to provide berth spaces for an absolute maximum of cars. Since aisle storage affects a ramp, elevator or d'Humy Motoramp building in equal measure, only berth storage has been shown on the comparative layouts on the facing page. Let's compare the storage efficiencies.

The car-berth layout in the one story building represents the ideal storage arrangement: four (4) rows of cars on two aisles, each aisle opening on the street. Allowing 6 foot 9 inch aisle frontage per car and 11½ feet for each column, this 105 x 100 foot building will house 56 cars. Fifty-six cars therefore represent 100% storage efficiency for a floor where there is no interfloor communication problem.

With a floor-to-floor ramp in the same building the loss of car spaces is practically the same whether the ramp is along one wall or curved as shown. In this building it blocks out twelve (12) car berths, and the necessary connecting aisle four (4) more. The lost space represents 16 cars. The efficiency rating, therefore, for a building even with efficient floor-to-floor ramps is only 71.42%.

A multi-floor building of elevator type must have at least one elevator. There is need for a cross or connecting aisle between the main aisles. The latter takes up four (4) car spaces, the elevator three (3), and elevator access three (3) spaces more—a net loss of ten (10). The floor total is, therefore, 46 cars or, on an efficiency rating, 82.14%.

With d'Humy Motoramps the building is divided between the center double row of cars, and one aisle and its car berths is on a level a half story higher than the other. The connecting aisle becomes a short open ramp. Two aisle-ramps are needed to connect with the floors above and below. Each ramp occupies the space of four (4) car berths, a total loss of eight (8) spaces. On a storage efficiency basis the d'Humy Motoramp Garage rating is 85.7%.

Consider also the convenience, safety and other advantages noted on the preceding page. Cars can drive to and from any berth without hindrance or delay; car movement is as free as in the one-story building.

Translating relative storage capacities into terms of money, a four-story building of d'Humy Motoramp design and the above dimensions would earn \$4320.00 more than the elevator building every year. Comparing it with the building with ordinary ramps the advantage is still greater—\$7680.00 every year. Income calculations as follows:

	d'Humy Motoramp Building	Elevator Building	Ordinary Ramp Building
Revenue at \$20.00 per car per month (storage and service)	\$46,080	\$44,160	\$38,400
Less—Upkeep and depreciation (on elevator)		400	
Power cost (for elevator)		700	
Operator (for elevator)		1,300	
Net Income	\$46,080	\$41,760	\$38,400

*Storage
Efficiency*

*In a
One-Story
Building*

*With Ordi-
nary Ramps*

*With an
Elevator
Building*

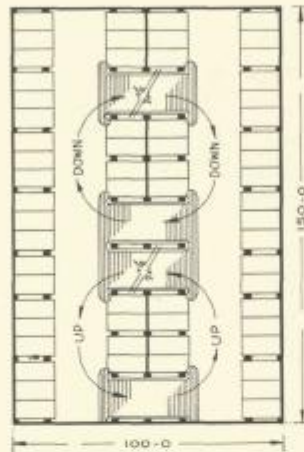
*With
d'Humy
Motoramps*

*Dollars
and Cents
Advantage*

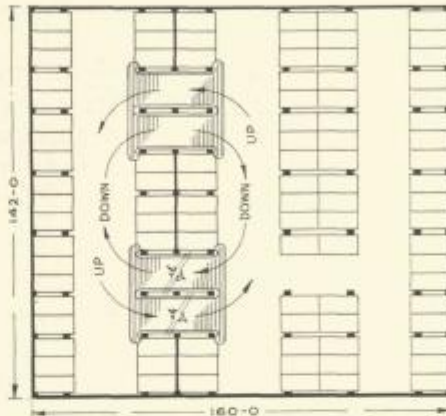
ADAPTABILITY ~ ~ ~ ~ ~

d'Humy Motorramps are adapted to use in buildings of practically any size, proportion or contour, where ramps can be used. The miniature plans reproduced here are indicative of the range of their application. This is by no means the limit of adaptability and is presented by way of suggestion only.

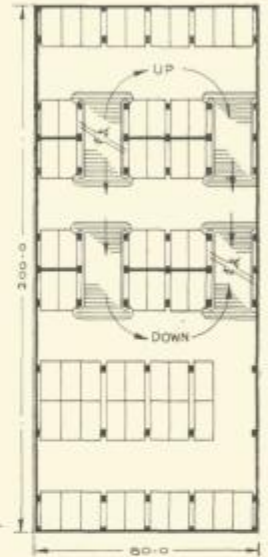
Plots of Varying Rectangular Proportion



For a rectangular plot, a garage with double ramps for large capacity in a tall building.

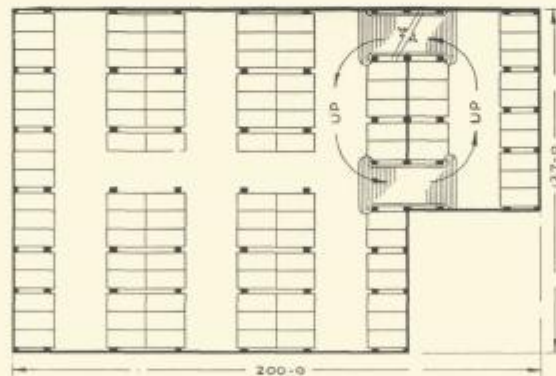


A large-capacity building on a regular plot, in which double concentric ramps are provided to meet the heavy traffic requirements.

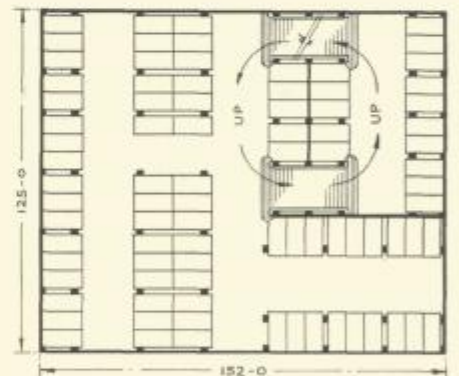


Long narrow plot—high building—double stagger ramp system.

Minimum "Stagger" Portions

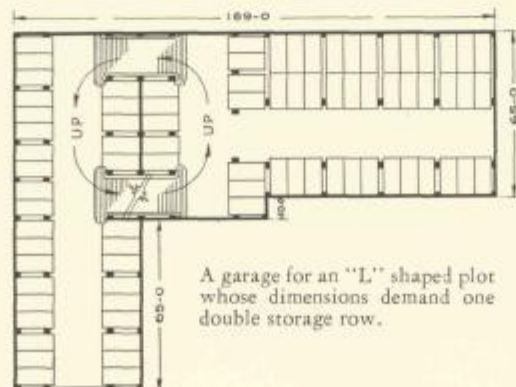


A garage for an irregular plot, where the staggered levels are confined to the jog.

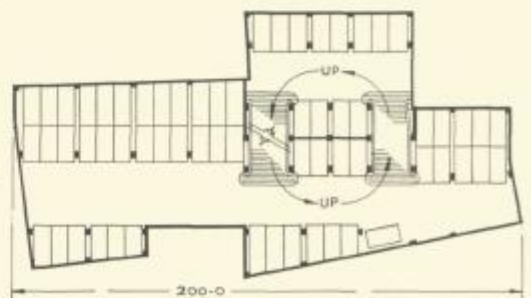


Here the stagger portion is confined to minimum area to preserve two unbroken facades.

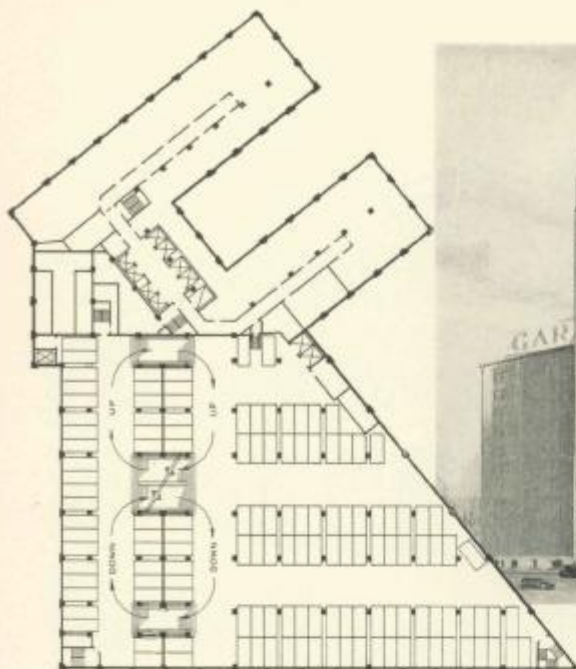
Odd Plot Contours



A garage for an "L" shaped plot whose dimensions demand one double storage row.



An irregular plot—with the ramps placed in the widest portion of the garage.



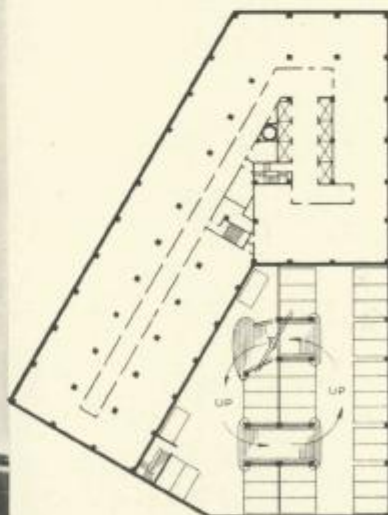
(Above) Medical Arts Building, which is part of the Cleveland Terminal Development, has a ten-story 1200 car garage as an annex to the office building proper. Note the adaptation of d'Humi Motorramps to the odd shaped garage portion of this building.

GRAHAM, ANDERSON,
PROBST & WHITE, Archts.



(At the left) State Tower Building, Syracuse, N. Y., again illustrates the combination office building and garage. The latter with two basement levels in addition to the above ground storage floors holds 140 cars.

THOMPSON & CHURCHILL, Archts.



The odd contour of the garage portion presents no layout difficulties.

Combination Buildings. Office or apartment buildings with a garage made part of the general plan is the ideal arrangement.



(Above) Lynchburg (Va.) Garage, a 190-car building in a city of 38,000 population.
HEARD & CHESTERMAN, Arch'ts.



(At the left) Central Huntington Garage, a 350-car parking center in Huntington, West Virginia.
MEANOR & HANDLOSER, Arch'ts.

(Below) Pere Marquette Garage, Peoria, Ill., houses 300 cars in mid-city.
HEWITT & EMERSON, Arch'ts.



In the Smaller Cities. The erection of parking garages in cities of even 25,000 population is proving to be "good business" as evidenced in the number of such entries in the roll call. (See pages 26 to 33.)

ENGINEERING SERVICE

The d'Humy Motoramp System is protected by basic patents in the United States, Canada and foreign countries. Its use is licensed by Ramp Buildings Corporation at a standard scale of fees proportionate to the size of the building. These fees are moderate and often the greater part of the cost is returned in extra income in the first year's operation. To make every garage as efficient as possible, the Company offers if desired, and without added charge, an advisory engineering service.

The Company is glad to place its specialized experience at the disposal of those interested. In the preliminary stages of a project the Company will be glad to sketch plan,* in miniature, comparative storage layouts for any specific plot which may be under consideration. This is done without charge or obligation.

Garage design is a progressive art; new ideas, particularly in relation to planning to capitalize on the latest operating developments, are constantly being evolved. The Company believes that it has something of value to contribute, and seeks the opportunity to advise with the architect on each new garage project, however closely it follows one seemingly very similar.



When a project assumes sufficiently definite standing to warrant the signing of a Ramp Buildings Corporation License Agreement (operative only when a building is actually erected), the Company makes available the full measure of its engineering service, covering the most efficient layout of the garage building under consideration as to:

1. Location of Entrance and Control Facilities (lobby, offices, cashier's office, parcel room, waiting room, toilets, filling station, stairway, passenger elevators, shops, etc., etc.)
2. Establishing the Critical Dimensions, such as ceiling heights, sizes of bays; car space widths; ramp widths and lengths; turning diameter; grade of ramps; width of aisles; location of columns.
3. Location of Washing and Greasing Facilities, etc.
4. Arrangement and Location of the d'Humy Motoramp system of Inter-Floor travel.
5. Provision for the indispensable mechanical equipment (heating lighting, plumbing).

This continuing Service includes also the checking of Architects' preliminary and final plans, in-so-far as this relates to the work outlined in the preceding paragraph. Where it seems advisable, the visit of an R.B.C. Engineer to the construction work, at the time of pouring the first Motoramp, is included.

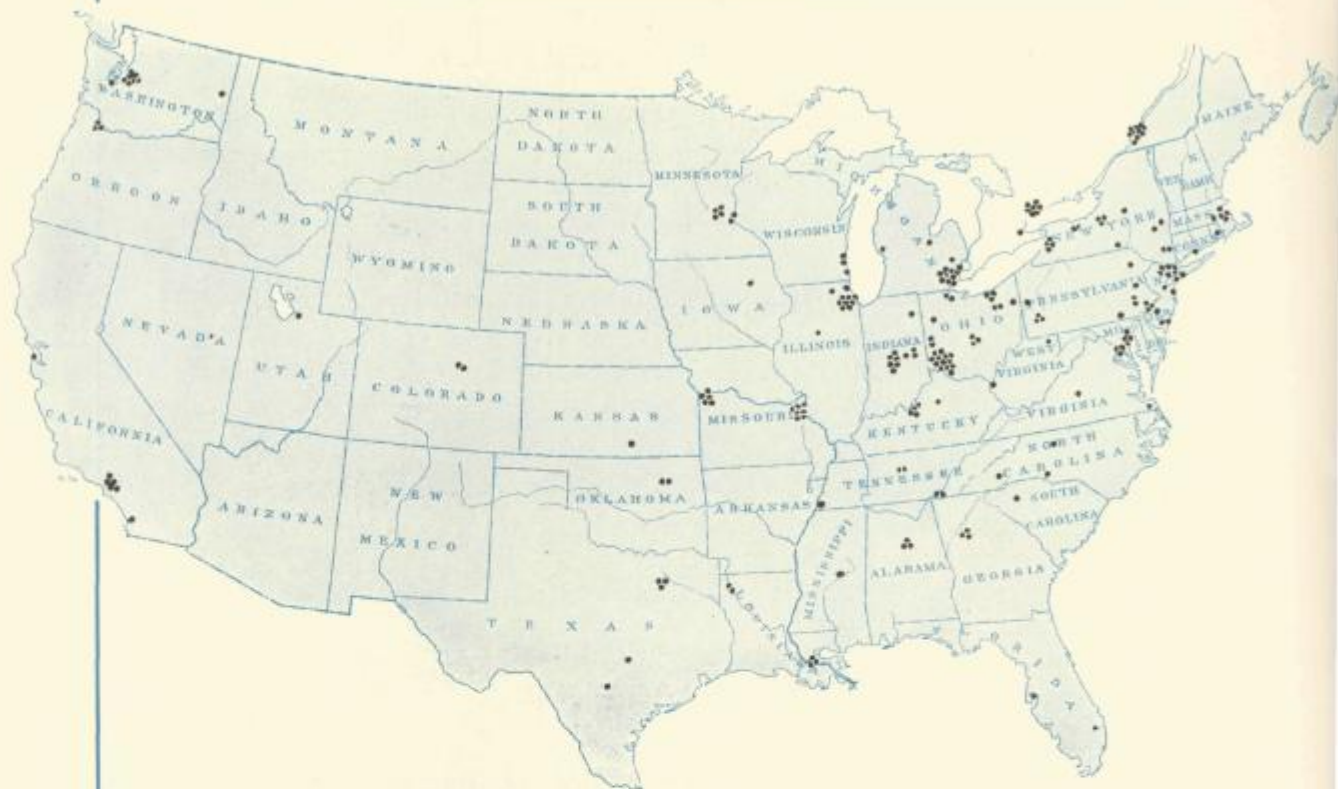
*NOTE:—The preparation of preliminary layout sketches, in miniature, is a service rendered to Architects without cost or obligation. In doing this we work to best advantage when given the information outlined on our request form enclosed. Additional copies will be sent on request.

*Use of
d'Humy
Motoramp
Design*

*Sketch-plan
Storage Floor
Layouts*

*Continuing
Engineering
Service*

d'HUMY MOTORAMP GARAGES



The map and the tabulations which follow present the list of garages which have demonstrated the advantage of d'Humy Motoramps in 106 cities.

The Motoramp Roll Call

THE MOTORAMP ROLL CALL

City	Name of Garage	Type d'Humy Motoramps	No. Stories	No. Cars
AKRON, OHIO	Arcade Garage	Wide Single Ramp System	4 & ½ B	350
ALBANY, N. Y.	Albany Garage <i>Fuller & Robinson, Architects</i>	Double Ramp System (Tandem)	7	1600
ALLENTOWN, PA.	Central Motoramp Garage <i>Jacoby & Everett, Architects</i>	Wide Single Ramp System	4	200
ANDERSON, IND.	Auto Hotel <i>E. F. Miller, Architect</i>	Single Ramp System	4	215
ASBURY PARK, N. J.	Asbury Park Ramp Garage <i>Clinton B. Cook, Architect</i>	Single Ramp System	3	200
ASHEVILLE, N. C.	Lykes Service, Inc. <i>V. W. Breeze, Architect</i>	Single Ramp System	3	60
ATLANTA, GA.	Ivy Street Garage <i>Lockwood Greene & Company, Architects</i>	Double Ramp System (Tandem)	6	600
ATLANTA, GA.	Cone Street Garage <i>Pringle & Smith, Architects</i>	Wide Single Ramp System	6	300
ATLANTA, GA.	National Atlanta Garages, Inc.* <i>Burge & Stevens, Architects</i>	Single Ramp System	4½	225
ATLANTIC CITY, N. J.	Chalfonte Haddon Hall Garage* <i>Rankin & Kellogg, Architects</i>	Wide Single Ramp System	4 & R	175
AUSTIN, TEXAS	Motoramp Garage <i>Giesecke & Harris, Architects</i>	Single Ramp System	4½ & R	385
BALTIMORE, MD.	Downtown Garage§ <i>Frank S. Parker, Architect</i>	Wide Single Ramp System	5½ & B & R	400
BALTIMORE, MD.	Homewood Garage <i>Palmer, Willis & Laidin, Architects</i>	Single Ramp System	2½	200
BALTIMORE, MD.	Shopping Center Motoramp Garage†† <i>Jos. Evans Sperry, Architect</i>	Wide Single Ramp System	4 & B	375
BALTIMORE, MD.	North Calvert St. Garage†	Wide Single Ramp System	8	330
BINGHAMTON, N. Y.	Franklin Service Station <i>Arthur T. Lacey, Architect</i>	Single Ramp System	4	230

§ Under d'Humy Management. * Under Construction. † Plans in Work. B—Basement. R—Roof.



BALTIMORE



CLEVELAND



CINCINNATI



DAYTON



ALLENTOWN



LOUISVILLE



TORONTO



INDIANAPOLIS



DETROIT



NEW ORLEANS



SAN FRANCISCO



MONTREAL

KEY:

DOWNTOWN GARAGE

Frank S. Parker, *Arch't*

FIRST STREET GARAGE

Frank Hill Smith, Inc., *Engr.*

CENTRAL MOTOR APARTMENTS

James, Proctor & Redfern, *Arch'ts*

CLARKE'S STRAND GARAGE

Favrot & Livaudais, *Arch'ts*

HANNA GARAGE

Hadlow, Hick Co., *Arch'ts*

CENTRAL MOTORAMP GARAGE

Jacoby & Everett, *Arch'ts*

CENTRAL PARKING GARAGE

Rodney W. Leonard, *Arch't*

NORTH CENTRAL GARAGE

Powers & Ahnden, *Arch'ts*

SYCAMORE HAMMOND GARAGE

LIBERTY GARAGE

Brinson B. Davis, *Arch't*

DETROIT NEWS GARAGE

Albert Kahn, Inc., *Arch't*

BERNARD AVENUE GARAGE

Perrault & Gadbois, *Arch'ts*



TOLEDO



DALLAS



PHILADELPHIA



ALBANY



KANSAS CITY



PITTSBURGH



ST. LOUIS



LOS ANGELES



SCRANTON



ROCHESTER



RACINE



ATLANTA

KEY:

WALL'S PARKING GARAGE
Bollinger & Hayes, *Arch'ts*

ALBANY GARAGE
Fuller & Robinson, *Arch'ts*

18th STREET GARAGE
Klipstein & Rathmann, *Arch'ts*

ROCHESTER AUTO INNS, No. 1
Robert O. Derrick, *Arch't*

SANGER'S GARAGE
J. A. Pitzinger, *Arch't*

CONGRESS GARAGE
Robert Gornall, *Arch't*

AUTO CENTER
Noerenberg & Johnson, *Arch'ts*

KAMM TIRE SERVICE
Frank Hoffman, *Arch't*

LOCUST GARAGE
M. Haupt, *Arch't*

PITTSBURGH PARK GARAGES (West
unit). Rob't O. Derrick, *Arch't*

HOTEL CASEY GARAGE
Lester Merritt Davis, *Arch't*

CONE STREET GARAGE
Pringle & Smith, *Arch'ts*