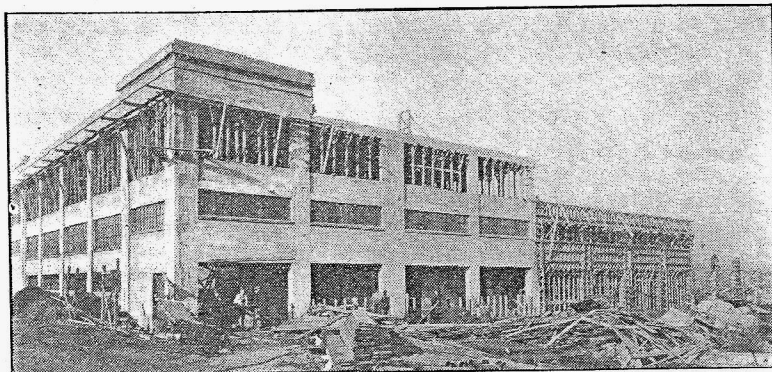


NEW WAREHOUSE



First section of Merchants & Manufacturers Terminal. Denham, Van Keuren & Denham, architects; Kaucher & Hodges, contractors; Griffith & Turner, masonry; Hinkle Bros., sheet metal; Bagby Elev. & Elec. Co., wiring.

The building is reinforced concrete monolithic construction, 120 feet deep by 440 feet long, two stories and mezzanine, making the building, in fact, a three-story structure. The office is located on the mezzanine floor which is 10 feet above the first floor level. The second floor is 10 feet above the mezzanine floor or 20 feet above the first floor.

The average story height of the second floor is 13 feet. The building is divided into 22 sections, each section being 20 feet wide. The partitions are made of Slag-tex Tile and can be arranged to suit the tenant.

Private railroad sidings connecting directly to the L. & N. Railroad are located at the rear of the building, the tracks being lowered so that the car door level is the same as the first floor level of the building. At the front of the building and directly under the offices is located the truck loading space which is at street level and 3 to 6 feet below the first floor level; therefore all materials are both received and delivered from the building at first floor level.

All doors in the building are metal, and those which cut off the truck loading space from the storage space are operated by automatic fire door releases and do not depend upon the opening of the sprinkler heads for their operation.

The offices are completely equipped, each having lavatory and toilet. The walls are plastered and the floors are cement covered with linoleum, and in all other details are finished the equal of any modern office space.

The sidewalk, which is elevated, is at the office floor level and is reached by stairways at either end of the building, which arrangement provides for the separation of foot and vehicle traffic, insuring safe and uninterrupted operation of each.

At the rear of the building is a continuous unloading platform. It is therefore, not necessary to park the railroad cars directly in front of the doors to the space through which the freight is to be delivered. Over the railroad tracks is provided a steel canopy 12 feet wide which protects the cars and workmen from inclement weather.

The building is provided with a vapor steam heating plant equipped with Dunham Traps and Valves.

The electrical wiring installation of the building provides for each unit to

have a complete lighting and electric power system and is so arranged that when desired two or more sections of the building can be switched on to one lighting and power meter.

There are eleven automatically controlled elevators serving the building, and are so arranged that each elevator serves two sections of the building.

The architects have, in designing this building, striven to make each 20-foot unit a complete and distinct operating plant, providing each with, first, modern railroad facilities; second, fire-proof storage, fully protected by automatic sprinklers; third, modern office space with all conveniences; fourth, adequate



C. E. COOPER
of the C. E. Cooper Real Estate Co.

Six years ago Mr. Cooper came to Birmingham and entered the real estate business, organizing the C. E. Cooper Co. Later he added an insurance department and is agent for the National Union Fire Insurance Co., and the Metropolitan Casualty Insurance Co.

Mr. Cooper has had more than twenty-five years' experience in the real estate business, which has been gained in many parts of the country, particularly in the West.

shipping space, protected from the weather and arranged for the expeditious handling of freight; fifth, the shipping space, being provided with doors, serving as garage space for storing of trucks over night.

The contractors on this job are: General, Kaucher, Hodges & Co., Memphis, Tenn.; electric, Bagby Elevator & Electric Co.; heating and plumbing, Alabama Supply Co.; elevators, Moffatt Machinery Mfg. Co., Charlotte, N. C.; sprinklers, Automatic Sprinkler Corp., Atlanta.

On careful investigation the architects have found that the above facilities as provided for on the scale furnished in the above typical size units meet the requirements of the greater number of high class users of this type of space. Their conviction in this matter is being vindicated by the fact that considerable of the space has been leased in advance of the completion of the building.

The owners of this property contemplate, as need arises, to erect additional units on their property similar to the one under construction. When the entire project is completed there will be four of these units, each 120 feet wide by 440 feet long, all with railroad trackage and shipping facilities as above described for the unit now under construction.

WOODSTOCK SLAG CO. (Continued from Page 80)

stable.

The general increase in the use of concrete in the South has given the Woodstock Slag Company an immediate and nearby market which has made the increased capacity of the plant a profitable necessity.

The washing and screening of the Woodstock grades are being stressed in the slag production. In the use of the Hummer screens the best results of grading are said to be obtained. These screens are of the latest design.

They are electric driven and are two surface screeners. Special provision is made for adjusting the screen, regulating the flow and providing a surer element of exactness in the size of the material passed through the screening surfaces.

THOMAS GRATE BAR CO.

The Thomas Grate Bar Co. reports that they have just closed a very successful year, sales showing a marked increase over recent years.

This company has gained a national prestige and built up an increasing demand from all sections of the country for their efficient and well known types of grate bars and grate equipment. These Birmingham made products possessing superior features of proven merit have enabled them to enter the highly developed manufacturing centers of the north and east with marked success, irrespective of the competition of many other types of fuel burning equipment made in these sections. In other words, this concern can claim the distinction of materially assisting to reverse to an extent the usual movement of such products from the iron and steel producing centers of the north by sending them products from the principal iron production section of the south.

The Thomas Grate Bar Co. specializes in fuel burning equipment for all types of furnaces and for all classes of fuel

(Continued on Page 86)