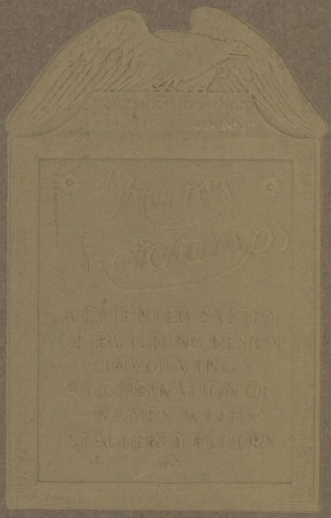


THE MODERN GARAGE

THE MODERN MULTI-FLOOR 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.

Printed in U. S. A.

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

THE 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 Building 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 Business

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

Department Store Customer Parking

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.

Theaters, Clubs, Restaurants

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.

Apartment Houses

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.

Mid City Property Owners

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.

The Automobile Industry

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.

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

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.*

Experienced Garage Operators

Community Interest

Many Sources of Revenue

Typical Estimates of Earnings

(*Above*) Motoramp Garage, Austin, Texas has been enlarged from 225 to 385 cars capacity.
GIESECKE & HARRIS, Arch'ts.

(*At the right*) Daytonia Garage, Dayton, Ohio, originally built 2 stories and basement, has grown to house 450 cars.
SCHENCK & WILLIAMS, Arch'ts.

(*Below*) Royal Garage, Montreal, is here pictured with two additional stories now topping the original six.
NOBBS & HYDE, Arch'ts.

. . . Expanding Garage Enterprises.
No one thing so forcefully illustrates the business awaiting a properly located garage as does the enlargement of these and other d'Humy Motoramp buildings.

TYPICAL STATEMENTS

Investments and Earnings Estimated for Three Average Garages

	For a 3-Story 200 Car Garage With conditions as in a city of 50,000 to 75,000	For a 5-Story 400 Car Garage With conditions as in a city of 300,000 to 500,000	For a 7-Story 750 Car Garage With conditions as in a city of over 1,000,000
Investment			
Land	$ 66,670.00 *(13,334 sq. ft. @ $5.00)*	$240,000.00 *(16,000 sq. ft. @ $15.00)*	$ 535,000.00 *(21,400 sq. ft @ $25.00)*
Building & Equipment	$ 90,000.00 *(40,000 sq. ft. @ $2.25)*	$232,000.00 *(80,000 sq. ft. @ $2.90)*	$ 525,000.00 *(150,000 sq. ft. @ $3.50)*
Cash Working Capital, Organization Expense, Charges during Construction	$ 18,330.00	$ 52,000.00	$ 120,000.00
Total Investment	$175,000.00	$524,000.00	$1,180,000.00
Capitalization			
6% First Mortgage, 60% of Land Building & Equipment	$ 95,000.00	$284,000.00	$ 636,000.00
Equity Capital	80,000.00	240,000.00	544,000.00
	$175,000.00	$524,000.00	$1,180,000.00
Operating Revenue			
PARKING & STORAGE			
Day & Evening Transient, 300 days a year	$ 11,250.00 *(75 daily @ $0.50)*	$ 37,500.00 *(250 daily @ $0.50)*	$ 45,000.00 *(300 daily @ $0.50)*
Overnight Transient, 360 nights a year	$ 2,700.00 *(10 nightly @ $0.75)*	$ 9,000.00 *(25 nightly @ $1.00)*	$ 54,000.00 *(100 nightly @ $1.50)*
Monthly Day Storage	$ 13,500.00 *(150 @ $7.50 mo.)*	$ 39,600.00 *(275 @ $12.00 mo.)*	$ 72,000.00 *(400 @ $15.00)*
Monthly Night Storage	$ 2,550.00 *(25 @ $8.50 mo.)*	$ 12,150.00 *(75 @ $13.50 mo.)*	$ 32,400.00 *(150 @ $18.00)*
Monthly 24 hour Storage	$ 4,800.00 *(40 @ $10.00 mo.)*	$ 13,500.00 *(75 @ $15.00 mo.)*	$ 72,000.00 *(200 @ $30.00)*
Total Parking & Storage (90% Capacity)	$ 34,800.00	$111,750.00	$ 275,400.00
Washing & Polishing	$ 14,000.00 *(8,000 @ $1.75)*	$ 24,000.00 *(12,000 @ $2.00)*	$ 50,625.00 *(22,500 @ $2.25)*
Gasoline	$ 1,800.00 *(60,000 gals. @ $.03 profit)*	$ 3,000.00 *(100,000 gals.@ $.03 profit)*	$ 6,000.00 *(200,000 @ $0.03 profit)*
Oil	$ 750.00 *(1,500 gals. @ $.50 profit)*	$ 1,250.00 *(2,500 gals. @ $.50 profit)*	$ 2,500.00 *(5,000 @ $0.50 profit)*
Accessories, Profit	$ 500.00	$ 1,000.00	$ 2,000.00
Other Service, Profit	500.00	900.00	1,500.00
Rentals from Stores	1,500.00	3,000.00	4,000.00
Total Operating Revenue	$ 19,050.00 $ 53,850.00	$ 33,150.00 $144,900.00	$ 66,625.00 $ 342,025.00
Operating Expense			
Administration	$ 1,800.00	$ 4,000.00	$ 7,500.00
Payroll	19,620.00	38,200.00	65,000.00
Advertising and Selling	1,800.00	3,600.00	4,800.00
Garage & Office Supplies	1,200.00	2,000.00	4,500.00
Insurance	600.00	1,500.00	2,500.00
Heat, Light and Power, Water	1,600.00	2,900.00	4,600.00
Telephone	150.00	250.00	300.00
Taxes, except Federal Income	3,500.00	12,000.00	27,500.00
Loss & Damage	250.00	350.00	500.00
Maintenance & Repair	600.00	1,000.00	2,000.00
Miscellaneous	400.00	1,000.00	2,500.00
Total Operating Expense	$ 31,520.00	$ 66,800.00	$ 121,700.00
Operating Summary			
Operating Revenue	$ 53,850.00	$144,900.00	$ 342,025.00
Operating Expense	31,520.00	66,800.00	121,700.00
Operating Profit	$ 22,330.00	$ 78,100.00	$ 220,325.00
% of Total Investment	12.8%	14.9%	18.7%
Deductions from Operating Profit			
6% Mortgage Interest	$ 5,700.00	$ 17,040.00	$ 38,160.00
Depreciation	2,200.00	5,280.00	12,000.00
Federal Income Tax	1,730.00	6,690.00	20,400.00
	$ 9,630.00	$ 29,010.00	$ 70,560.00
Net Profit before Mtge. Rtment.	$ 12,700.00	$ 49,090.00	$ 149,765.00
% of Equity Capital	15.9%	20.5%	27.5%

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.

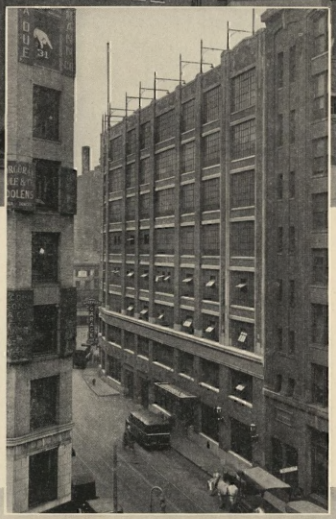
Efficient Building

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, Washington, 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.

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.

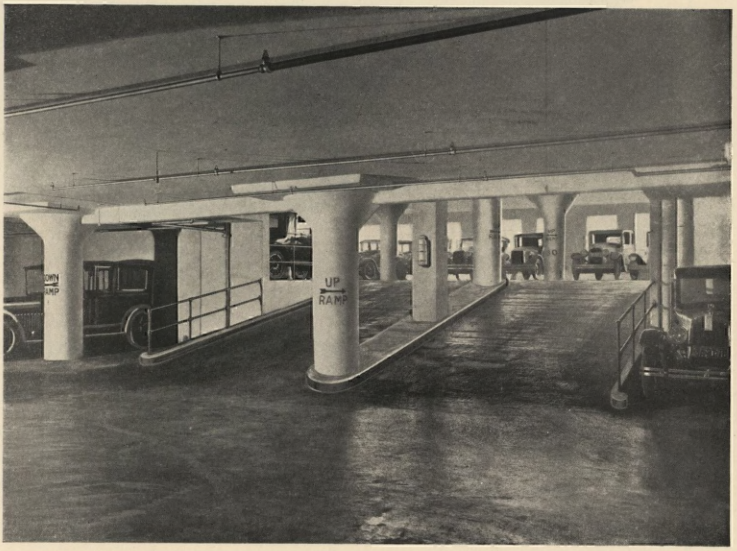
This dead-end aisle arrangement also makes it easy to set apart one bay for a repair shop, wash rack or other purpose.

Used in Any Building

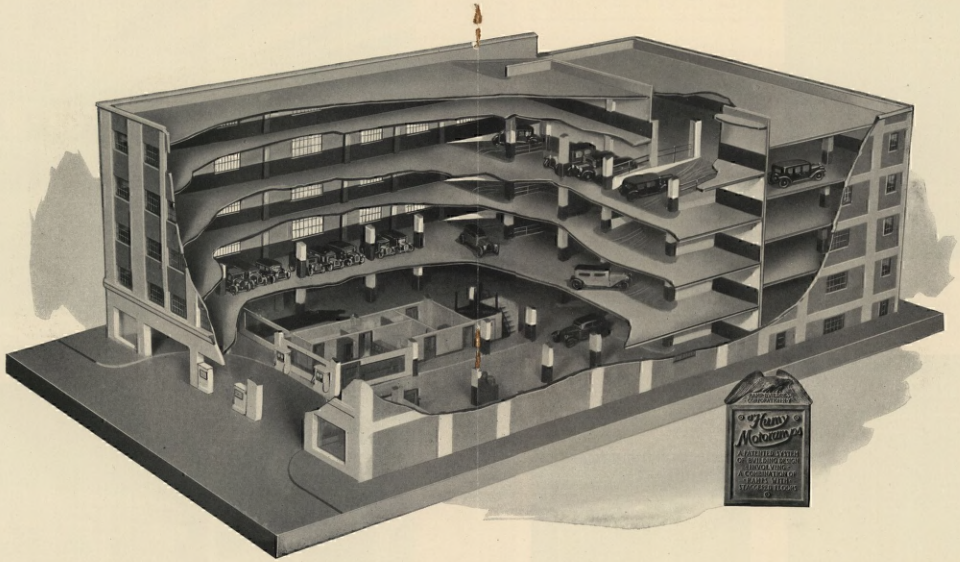
d'Humy Motoramps can profitably be made a part of the design of any multi-floor garage planned for a plot at least fifty (50) feet wide and one hundred (100) feet deep. Sixty (60) feet is a more desirable minimum width as it permits long wheel-base cars as well as the smaller models to make the turn 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'Humy 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'Humy 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.

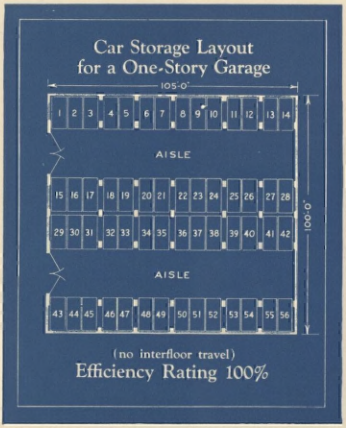
Easy Grade

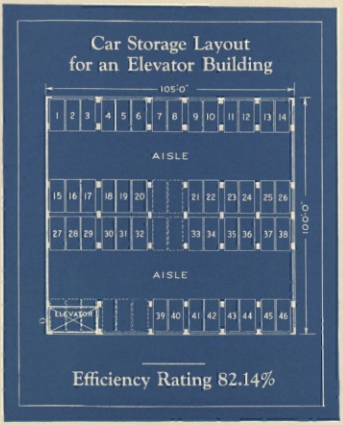
Short Length and Open Sides

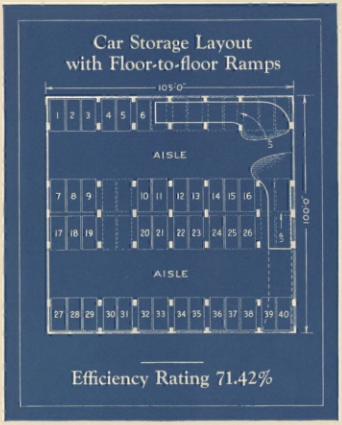
Complete Visibility

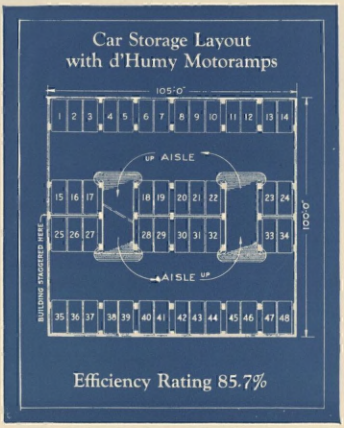
Extra Storage Capacity

Used in Any Building









STORAGE EFFICIENCY

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.

In a One-Story Building

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 1½ 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 Ordinary Ramps

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%.

With an Elevator Building

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

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.

Dollars and Cents Advantage

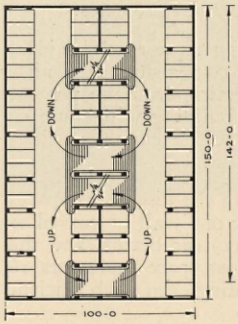
Translating relative storage capacities into terms of money, a four-story building of d'Humy Motoramp design and the above dimensions would earn $4320.00 more than the elevator building every year. Comparing it with the building with ordinary ramps the advantage is still greater—$7680.00 every year.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

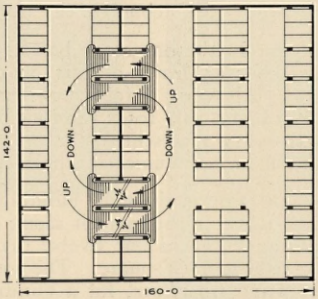
ADAPTABILITY

d'Humy Motoramps 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.

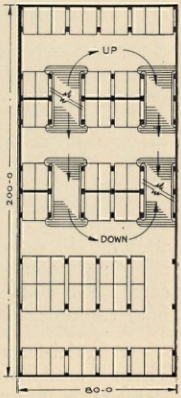
Plots of Varying Rectangular Proportion



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

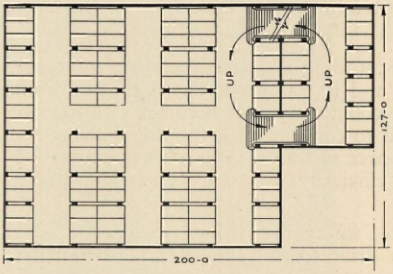


A large-capacity building on a regular plot, in which double concentric ramps are provided to meet the heavy traffic requirements.

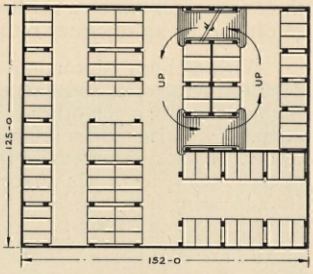


Long narrow plot—high building—double stagger ramp system.

Minimum "Stagger" Portions

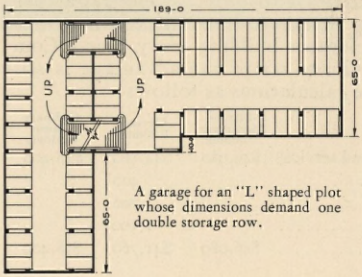


A garage for an irregular plot, where the staggered levels are confined to the jog.

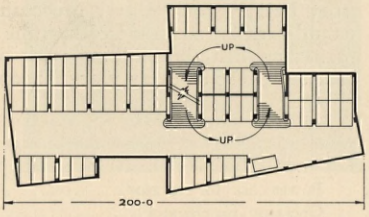


Here the stagger portion is confined to minimum area to preserve two unbroken facades.

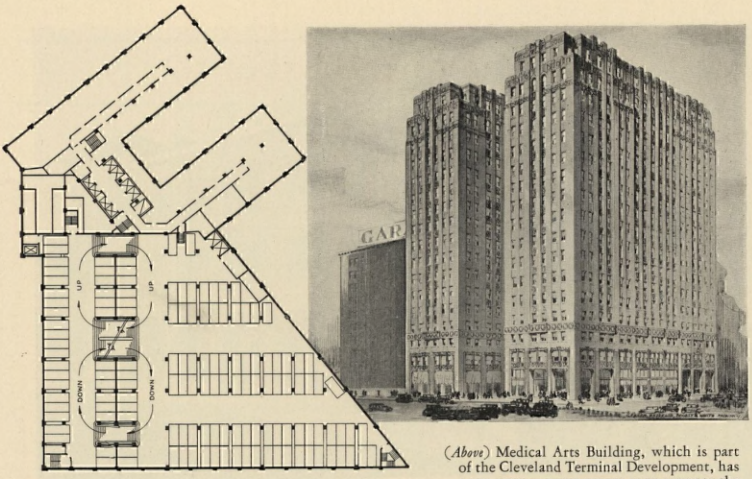
Odd Plot Contours



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.

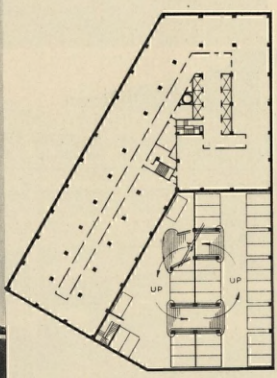


(*Above*) Medical Arts Building, which is part of the Cleveland Terminal Development, has a ten-story 1200 car garage as an annex to the office building proper. Note the adaptation of d'Humy Motoramps to the odd shaped garage portion of this building.

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.

Use of d'Humy Motoramp Design

Sketch-plan Storage Floor Layouts

Continuing Engineering Service

Plots of Varying Rectangular Proportion

(*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.

Minimum "Stagger" Portions

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

Odd Plot Contours

. . 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.)*

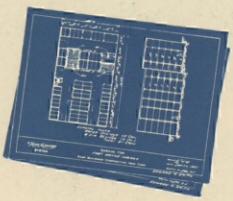
ENGINEERING SERVICE

Use of d'Humy Motoramp Design

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.

Sketch-plan Storage Floor Layouts

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.

Continuing Engineering Service

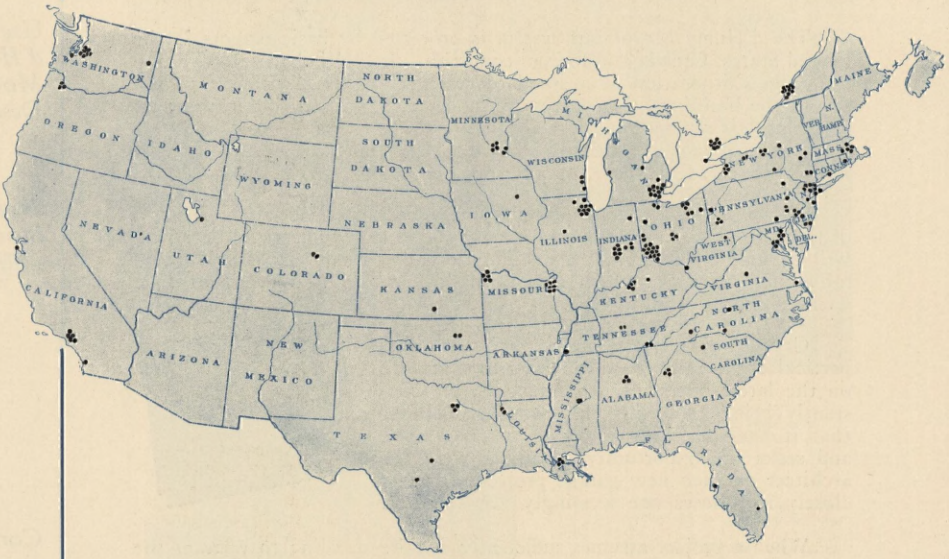
When a project assumes sufficiently definite standing to warrant the signing of a Ramp Buildings Corporation License Agreement (operative only when a building is actually erected), the Company makes available the full measure of its engineering service, covering the most efficient layout of the garage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

d'Humy Motoramp Garages



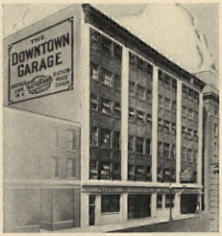
The Motoramp Roll Call

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

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 *Fuller & Robinson, Architects*	Double Ramp System (Tandem)	7	1600
Allentown, Pa.	Central Motoramp Garage *Jacoby & Everett, Architects*	Wide Single Ramp System	4	200
Anderson, Ind.	Auto Hotel *E. F. Miller, Architect*	Single Ramp System	4	215
Asbury Park, N. J.	Asbury Park Ramp Garage *Clinton B. Cook, Architect*	Single Ramp System	3	200
Asheville, N. C.	Lykes Service, Inc. *V. W. Breese, Architect*	Single Ramp System	3	60
Atlanta, Ga.	Ivy Street Garage *Lockwood Greene & Company, Architects*	Double Ramp System (Tandem)	6	600
Atlanta, Ga.	Cone Street Garage *Pringle & Smith, Architects*	Wide Single Ramp System	6	300
Atlanta, Ga.	National Atlanta Garages, Inc.* *Burge & Stevens, Architects*	Single Ramp System	4½	225
Atlantic City, N. J.	Chalfonte Haddon Hall Garage* *Rankin & Kellogg, Architects*	Wide Single Ramp System	4 & R	175
Austin, Texas	Motoramp Garage *Giesecke & Harris, Architects*	Single Ramp System	4½ & R	385
Baltimore, Md.	Downtown Garage§ *Frank S. Parker, Architect*	Wide Single Ramp System	5½ & B & R	400
Baltimore, Md.	Homewood Garage *Palmer, Willis & Lamdin, Architects*	Single Ramp System	2½	200
Baltimore, Md.	Shopping Center Motoramp Garage§† *Jos. Evans Sperry, Architect*	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 *Arthur T. Lacey, Architect*	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., *Engs.*

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
Brinton 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*

d'Humy Motoramp Garages

The Motoramp Roll Call (Continued)

City	Name of Garage	Type d'Humy Motoramps	No. Stories	No. Cars
Birmingham, Ala.	Linden Motor Inn *Joseph Moore, Architect*	Single Ramp System	2	200
Birmingham, Ala.	Municipal Garage *D. O. Whilldin, Architect*	Single Ramp System	2	75
Birmingham, Ala.	National Birmingham Garages, Inc. *Warren, Knight & Davis, Architects*	Double Stagger Ramp System	6½	550
Boston, Mass.	National Garage *George Nelson Merserve, Architect*	Double Ramp System(Tandem)	3 & B	500
Boston, Mass.	Bowdoin Square Garage *Ralph Harrington Doane, Architect*	Double Ramp System (Concentric)	6½	700
Boston, Mass.	Shoppers Garage Inc. for Jordan Marsh Dept. Store—*H. M. Haven & A. T. Hopkins, Inc., Architects*	Double Ramp System (Tandem)	8	450
Brookline, Mass.	Durgin Garage *Harold Field Kellogg, Architect*	Single Ramp System	2 & ½ B	190
Brooklyn, N. Y.	Brooklyn Parking Terminal* *John B. Peterkin, Architect*	Double Ramp System(Tandem)	6 & B	650
Buffalo, N. Y.	Statler Hotel Garage *George B. Post & Sons, Architects*	Double Ramp System(Tandem)	5 & B	600
Buffalo, N. Y.	Downtown Garage§ *Esenwein & Johnson, Architects*	Wide Single Ramp System	5	400
Buffalo, N. Y.	Swan Garage *F. J. & W. A. Kidd, Architects*	Single Ramp System	3½	220
Buffalo, N. Y.	Genesee Motoramp Garage§* *Edward B. Green & Sons—Albert Hart Hopkins, Architects*	Wide Single Ramp System	5 & ½ B	400
Calgary Albt., Can.	Premier Garage *W. Stanley Bates, Architect*	Single Ramp System	2 & ½ B	100
Camden, N. J.	Camden Bridge Garage *Ballinger Company, Architects*	Single Ramp System	4½ & B	470
Charlotte, N. C.	Addison Garage *D. Nabow, Designing Engineer*	Wide Single Ramp System	5 & ½ B	550
Chattanooga, Tenn.	Volunteer Garage *Louis H. Bull, Architect*	Double Ramp System(Tandem)	4 & ½ B	380
Chattanooga, Tenn.	Broad Street Garage *Clarence T. Jones, Architect*	Wide Single Ramp System	4 & R	350
Chicago, Ill.	Chicago Central Garage *Robert O. Derrick, Architect*	Double Ramp System (Concentric)	10 & B	600
Chicago, Ill.	North Loop Motoramp Garage§ *George C. Nimmons, Architect*	Double Ramp System (Concentric)	10½ & ½ B	600
Chicago, Ill.	South Loop Motoramp Garage§ *Alfred S. Alschuler, Architect*	Double Ramp System (Concentric)	10 & B	500
Chicago, Ill.	Northwestern Garage *Herman Simpson, Architect*	Single Ramp System	6 & B	320
Chicago, Ill.	The Alps Auto Hotel *James Burns, Architect*	Single Ramp System	2½	150
Chicago, Ill.	Marshall Field Garage† *Andrew J. Thomas, Architect*	Single Ramp System	4½	200
Chicago, Ill.	H. H. Browner Garage† *A. W. Hoffmann, Architect*	Single Ramp System	8	460
Chicago, Ill.	Michigan Boulevard Garage† *Alfred S. Alschuler, Architect*	Double Ramp System(Tandem)	7 & B	550
Cincinnati, Ohio	Ninth Street Garage *Garber & Woodward, Architects*	Wide Single Ramp System	7 & B & R	650
Cincinnati, Ohio	Sycamore Hammond Garage	Single Ramp System	4 & B	350
Cincinnati, Ohio	Gibson Garage *Frank Hill Smith, Inc., Engineers*	Single Ramp System	4	300
Cincinnati, Ohio	Alms Hotel Garage	Single Ramp System	4½	270
Cincinnati, Ohio	Vernon Manor Garage *Samuel Hannaford & Sons, Architects*	Single Ramp System	2½ & R	225
Cincinnati, Ohio	Auto Hotel *Carl G. Preis, Architect*	Single Ramp System	4	200
Cincinnati, Ohio	American Building Garage *Jos. G. Steinkamp & Bro., Architects*	Single Ramp System	5 & 1 B	180
Cincinnati, Ohio	Walnut Garage *Rendigs, Panzer & Martin, Architects*	Wide Single Ramp System	7 & B	530
Cincinnati, Ohio	Broadway Garage *Rendigs, Panzer & Martin, Architects*	Double Stagger Ramp System	7 & B	600
Cincinnati, Ohio	Terminal Garage *Samuel Hannaford & Sons, Architects*	Double Ramp System	6 & B	600
Cincinnati, Ohio	Eastbourne Garage* *Harry Hake, Architect*	Wide Single Ramp System (Tandem)	4	500
Cincinnati, Ohio	Stilmar Garage†	Double Ramp System (Concentric)	7 & B	400
Cleveland, Ohio	Hanna Garage *Hadlow, Hick & Co. Architects*	Single Ramp System	4½ & B & R	500
Cleveland, Ohio	Rockfeller Office Bldg. Garage *Alfred W. Harris, Architect*	Single Ramp System	5	170
Cleveland, Ohio	Medical Arts Garage* *Graham Anderson Probst & White, Architects*	Double Ramp System (Tandem)	10	1,200
Columbus, Ohio	Broadwin Apartments Garage *Otto C. Darst, Architect*	Single Ramp System	2½	50

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

d'Humy Motoramp Garages

The Motoramp Roll Call (Continued)

City	Name of Garage	Type d'Humy Motoramps	No. Stories	No. Cars
Columbus, Ohio	Columbus Merchants' Garage *Meanor and Handloser, Architects*	Double Ramp System (Tandem)	6	600
Columbus, Ohio	National Columbus Garages, Inc. *Snyder & Babbitt Architects*	Double Ramp System	5	500
Dallas, Texas	Sanger's Garage *J. A. Pitzinger, Architect*	Single Ramp System	5	250
Dallas, Texas	Joseph E. Washington Garage† *Coburn & Fowler, Architects*	Single Ramp System	5 & ½ B & R	330
Dallas, Texas	Union Terminal Garage† *Bertram C. Hill, Architect*	Single Ramp System	8	320
Dayton, Ohio	First Street Garage *Frank Hill Smith, Inc., Engineers*	Single Ramp System	4	500
Dayton, Ohio	Daytonia Garage *Schenck & Williams, Architects*	Wide Single Ramp System	4½	360
Denver, Colo.	Realty Leasing Corp., Garage† *Shankland, Ristine & Company, Architects*	Wide Single Ramp System	3½ & B & R	450
Denver, Colo.	Auto Hotel *Ireland & Parr, Architects*	Single Ramp System	3½	260
Detroit, Mich.	Detroit Garages, West Unit *Robert O. Derrick, Architect*	Single Ramp System	6	500
Detroit, Mich.	Detroit Garages, East Unit *Robert O. Derrick, Architect*	Single Ramp System	5	400
Detroit, Mich.	Detroit Garages, North Unit *Robert O. Derrick, Architect*	Double Ramp System (Double Stagger)	8	400
Detroit, Mich.	Detroit Garages, Cass Unit *Robert O. Derrick, Architect*	Double Stagger Ramp System	10	650
Detroit, Mich.	Grand Circus Garage *Smith, Hinchman & Grylls, Architects*	Double Ramp System (Concentric)	4	350
Detroit, Mich.	Baltimore Cass Garage *Albert Kahn, Inc., Architect*	Wide Single Ramp System	3½	320
Detroit, Mich.	Detroit News Garage *Albert Kahn, Inc., Architect*	Double Ramp System (Concentric)	5 & R	300
Detroit, Mich.	Book Tower Garage *Louis Kamper, Architect*	Double Stagger Ramp System	12	975
Detroit, Mich.	Nederlander Garage *C. Howard Crane, Architect*	Single Ramp System	2	100
Detroit, Mich.	First National Bank Garage *Albert Kahn & Robert O. Derrick, Architects*	Double Stagger Ramp System	8	500
Evanston, Ill.	Service Garage *Stanley Peterson, Architect*	Single Ramp System	4½	340
Fort Wayne, Ind.	Yellow Taxi Garage *Charles R. Weatherhogg, Architect*	Single Ramp System	3	150
Greenville, S. C.	Court & Laurens Garage *Jones & Trott, Architects*	Single Ramp System	2	100
Hackensack, N. J.	Oritani Garage *Theo. Tillack, Architect*	Single Ramp System	4	200
Halifax, Nova Scotia	Argyle Garage *Pickings & Wilson, Architects*	Single Ramp System	4½ & ½ R	280
Hamilton, Ont. Can.	Hamilton Ramp Garage† *George T. Evans, Architect*	Single Ramp System	3½ & B & R	300
Huntington, W. Va.	Central Huntington Garage *Meanor & Handloser, Architects*	Wide Single Ramp System	4½ & B & R	350
Indianapolis, Ind.	Central Parking Garage *Rodney W. Leonard, Architect*	Wide Single Ramp System	5½ & B	350
Indianapolis, Ind.	Circle Motor Inn *Bass, Knowlton & Co., Architects*	Single Ramp System	5½ & B	250
Indianapolis, Ind.	Delmar Garage *Thomas A. Moynahan, Contractor*	Single Ramp System	5	225
Indianapolis, Ind.	Empire Garage	Single Ramp System	5	200
Indianapolis, Ind.	Embassy Garage† *Doeppers & Lennox, Architects*	Single Ramp System	2½ & B	160
Jamaica, L. I.	Nash Service Garage† *Brutus Gundlach, Architect*	Wide Single Ramp System	3½ & B	400
Jersey City, N. J.	Bergen Ave. Garage *Chas. Shilowitz, Architect*	Double Ramp System (Concentric)	8 & B	500
Kansas City, Mo.	Interurban Cent. Sta. Co. Garage† *Wight & Wight, Architects*	Double Ramp System (Concentric)	7 & ½ B	1000
Kansas City, Mo.	Congress Garage *Robert Gornall, Architect*	Wide Single Ramp System	4½ & B	400
Kansas City, Mo.	Walnut Garage *R. H. Tanneman, Architect*	Wide Single Ramp System	4½ & B	360
Kansas City, Mo.	No. 3 Federal Garage *George Fuller Greene, Architect*	Single Ramp System	2	130
Kansas City, Mo.	Ward Parkway Garage *E. W. Tanner, Architect*	Wide Single Ramp System	2 & B	275
Kansas City, Mo.	Phillips Bldg. Co. Garage† *N. E. Peters, Architect*	Single Ramp System	2	100
Kearny, N. J.	Chevrolet Service *Harry H. Oliver, Architect*	Single Ramp System	3 & B & R	Service Station
Lachine, Que., Can.	Lachine Motorist League Garage† *V. T. Benoit, Architect*	Single Ramp System	3 & ½ B	120

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d'Humy Motoramp Garages

City	Name of Garage	Type d'Humy Motoramps	No. Stories	No. Cars
Lexington, Ky.	Lexington Ramp Garage *Churchill & Gillig, Architects*	Single Ramp System	3½	150
Lima, Ohio	Auto Hotel *Leech & Leech, Architects*	Single Ramp System	4½	90
London, England	Royal Regent Garage	Wide Single Ramp System	7 & B	1000
London, England	Poland Street Garage *Walter W. Gibbings, Architect*	Single Ramp System	3	300
Los Angeles, Calif.	Mutual Garage *Stanton, Reed & Hibbard, Architects*	Wide Single Ramp System	7	700
Los Angeles, Calif.	Jonathan Club Garage *Schultze & Weaver, Architects*	Double Ramp System (Concentric)	7	500
Los Angeles, Calif.	Auto Center *Noerenberg & Johnson, Architects*	Single Ramp System	8 & B	450
Los Angeles, Calif.	Carondelet Garage *Shields, Fisher & Lake, Architects*	Wide Single Ramp System	8	400
Los Angeles, Calif.	Suppe Bros. Garage *Richard D. King, Architect*	Single Ramp System	6	300
Louisville, Ky.	Liberty Garage *Brinton B. Davis, Architect*	Wide Sing'e Ramp System	4 & B	400
Louisville, Ky.	Louisville T. & T. Co. Garage *D. X. Murphy & Bro. Architects*	Single Ramp System	2½	200
Louisville, Ky.	5th Street Garage D. X. *Murphy & Bro., Architects*	Single Ramp System	2	135
Louisville, Ky.	Caperton Garage* *E. T. Hutchings, G. M. Grimes, Associate Architects*	Wide Single Ramp System	3 & B & R	380
Lynchburg, Va.	Lynchburg Garage *Heard & Chesterman, Architects*	Wide Single Ramp System	3 & B & R	190
Malden, Mass.	Malden Electric Co. Garage *Edward B. Stratton, Architect*	Single Ramp System	2½	150
Memphis, Tenn.	De Soto Garage *C. O. Pfeil & C. Awsumb, Architects*	Double Ramp System(Tandem)	2½ & B & R	950
Milwaukee, Wis.	Ert Garage *Martin Tullgren & Sons, Architects*	Single Ramp System	6	400
Milwaukee, Wisc.	Fifth & Michigan Garage *Osthoff-Peterson Co., Architects*	Single Ramp System	4 & B	200
Minneapolis, Minn.	Zolle Garage§ *Larson & McLaren, Architects*	Wide Single Ramp System	3 & 1½ B	275
Minneapolis, Minn.	Baker Office Bldg., Garage *Larson & McLaren, Architects*	Wide Single Ramp System	3 & 1½ B&R	300
Minneapolis, Minn.	Minnesota Garage *Larson & McLaren, Architects*	Single Ramp System	2	120
Minneapolis, Minn.	Oakland Service Station *Perry A. Crosier, Architect*	Single Ramp System	3	100
Montreal, Canada	Laurier Garage *Perrault & Gadbois, Architects*	Wide Single Ramp System	6	200
Montreal, Canada	Dominion Square Garage *Ross & MacDonald, Architects*	Sloping Floor System	3 & B	525
Montreal, Canada	Royal Garage *Nobbs & Hyde, Architects*	Single Ramp System	8 & B	550
Montreal, Canada	Bernard Avenue Garage *Perrault & Gadbois, Architects*	Single Ramp System	4 & B	350
Montreal, Canada	St. Maurice St. Garage† *R. E. Bostrom, Architect*	Wide Single Ramp System	5 & ½ B	300
Montreal, Canada	Mansion's Garage *P. G. Prince, Architect*	Single Ramp System	3	110
Montreal, Canada	Forum Garage & Service Bldg.† *D. J. Spence, Architect*	Extra Wide Single Ramp System	3	600
Montreal, Canada	Downtown Parking Terminal† *Perrault & Gadbois, Architects*	Wide Single Ramp System	3 & ½ B	400
Morgantown, W. Va.	Davidson Bros. Garage *Meanor & Handloser, Architects*	Single Ramp System	3½ & B & R	180
Muncie, Ind.	Temple Motor Inn	Single Ramp System	3 & 2 B	140
Muncie, Ind.	Torrence Garage & Salesroom	Single Ramp System	2 & B	100
Muskegon, Mich.	Larson Motor Sales Garage *Edwin E. Valentine, Architect*	Single Ramp System	3	75
Nashville, Tenn.	Central Garage *Hart, Nevins, Freeland & Roberts, Architects*	Wide Single Ramp System	4 & R	440
Nashville, Tenn.	Downtown Garage§ *Stone & Tisdale, Architects*	Single Ramp System	3 & R	200
Newark, N. J.	Washington Terminal Garage *Marshall N. Shoemaker, Architect*	Double Ramp System(Tandem)	6	500
New Castle, Pa.	Shenango Motor Co. *Frank H. Foulk, Architect*	Single Ramp System	3½	50
New Haven, Conn.	Downtown Garage§ *Brown & Von Beren, Architects*	Single Ramp System	4 & B	150
New Orleans, La.	Iberville Garage *William E. Spink, Architect*	Single Ramp System	7½	500
New Orleans, La.	Clarke's Strand Garage *Favrot & Livaudais, Architects*	Single Ramp System	5½	400

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d'Humy Motoramp Garages

The Motoramp Roll Call (Continued)

City	Name of Garage	Type d'Humy Motoramps	No. Stories	No. Cars
New Orleans, La.	Pere Marquette Garage *J. Scott Joy & W. E. Spink, Architects*	Single Ramp System	6	240
New York, N. Y.	Brisbane's 5th Ave. & 102d St. Garage *Emery Roth, Architect*	Double Ramp System (Concentric)	6	600
Norfolk, Va.	Robert S. Johnston Garage† *Calrow, Browne & FitzGibbon, Architects*	Single Ramp System	2 & ½ B	100
Outremount,Que.Can.	Rockland Garage *Perrault & Gadbois, Architects*	Single Ramp System	4 & B	180
Paterson, N. J.	Alexander Hamilton Garage *Fred W. Wentworth, Architect*	Double Ramp System (Concentric)	4½	340
Peoria, Ill.	Pere Marquette Garage *Hewitt & Emerson, Architects*	Wide Single Ramp System	2½	300
Philadelphia, Pa.	Aldine Garage *The Ballinger Company, Architects*	Single Ramp System	4	300
Philadelphia, Pa.	Locust Garage *M. Haupt, Architect*	Single Ramp System	4 & B	250
Philadelphia, Pa.	Centre City Garage *Silverman & Levy, Architects*	Wide Single Ramp System	4 & B	200
Pittsburgh, Pa.	Pittsburgh Parking Garage, East Unit *Robert O. Derrick, Architect*	Double Ramp System (Concentric)	9	750
Pittsburgh, Pa.	Pittsburgh Parking Garage, West Unit *Robert O. Derrick, Architect*	Single Ramp System	6	450
Pittsburgh, Pa.	William Penn Garage *Rubin & VeShancey, Architects*	Double Ramp System (Concentric)	9	550
Plainfield, N. J.	Motor Parking Garage *Arthur B. Heaton, Architect*	Single Ramp System	3 & R	135
Pontiac, Mich.	Riker Motor Ramp Garage *John Kasurin, Architect*	Single Ramp System	4½ & B	170
Portland, Oregon	Bates Motoramp Garage *Sutton & Whitney, Architects*	Wide Single Ramp System	5	550
Portland, Ore.	Nat. Portland Garages, Inc., North Unit *A. E. Doyle, Architect*	Wide Single Ramp System	4½ & 1½ B	525
Portland, Ore.	Nat. Portland Garages, Inc., South Unit *A. E. Doyle, Architect*	Single Ramp System	6	525
Poughkeepsie, N. Y.	Nelson House Garage *Edward C. Smith, Architect*	Wide Single Ramp System	3	100
Poughkeepsie, N. Y.	Hendrick Hudson Hotel Garage† *Du Bois Carpenter, Architect*	Single Ramp System	4	80
Providence, R. I.	Snow Street Garage *P. Martin, Architect*	Single Ramp System	4	210
Racine, Wis.	Kamm Tire Service *Frank Hoffman, Architect*	Single Ramp System	2½	85
Reading, Pa.	Fehr & O'Rourke Garage *Nuebling & Mast, Architects*	Wide Single Ramp System	3	130
Reading, Pa.	Farmers Kissinger Market House Garage *W. J. Senner, Engineer*	Single Ramp System	4½ & B & R	160
Rochester, N. Y.	Rochester Auto Inns, No. 1 *Robert O. Derrick, Architect*	Single Ramp System	6	480
Rochester, N. Y.	Rochester Auto Inns, No. 2 *Robert O. Derrick, Architect*	Single Ramp System	6	500
Rockford, Ill.	Rockford Motor Hotel *Frank A. Carpenter, Architect*	Single Ramp System	4 & B & R	300
Saginaw, Mich.	Sutton Sales Co. Garage† *Robert Benjamin Frantz*	Single Ramp System	3	140
St. John, N.B., Can.	Dominion Garage† *Garnet W. Wilson, Architect*	Single Ramp System	5	330
St. Louis, Mo.	Municipal Garage *Study & Farrar, Architects*	Wide Single Ramp System	3	500
St. Louis, Mo.	18th Street Garage *Klipstein & Rathman, Architects*	Double Ramp System (Concentric)	3½	1100
St. Louis, Mo.	Broad-Wal Garage *Kermerly & Stiegemeyer, Architects*	Wide Single Ramp System	3	330
St. Louis, Mo.	Vandervoort's Dept. Store Garage *C. McCord, Architect*	Wide Single Ramp System	4 & R	320
St. Louis, Mo.	Commodore Garage *George E. Wells, Architect*	Single Ramp System	3	300
St. Louis, Mo.	Pythian Building Garage*§ *Trueblood & Graf, Architects*	Single Ramp System	5	210
St. Louis, Mo.	9th & Chestnut Street Garage†	Wide Single Ramp System	8 & B	500
St. Paul, Minn.	City Motor Supply Garage *Walter C. Nippolt, Architect*	Single Ramp System	3	250
St. Paul, Minn.	Ballard Storage & Transfer Co.* *Ellerbe & Co., Architect*	Single Ramp System	3½ & B	250
Salt Lake City, Utah	Medical Arts Bldg., Garage *Cannon & Fetzer, Architects*	Single Ramp System	2 & B	100
San Antonio, Texas	A-B-C- Garage *Adams & Adams, Architects*	Single Ramp System	2½	175
San Diego, Calif.	Gildred Bldg. Co. Garage *Wm. Templeton Johnson, Architect*	Single Ramp System	4 & B	210
San Francisco, Calif.	North Central Garage *Powers & Ahnden, Architects*	Wide Single Ramp System	6	200

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

d'Humy Motoramp Garages

The Motoramp Roll Call (Continued)

City	Name of Garage	Type d'Humy Motoramps	No. Stories	No. Cars
Scranton, Pa.	Hotel Casey Garage *Lester Merritt Davis, Architect*	Wide Single Ramp System	4½	400
Seattle, Wash.	Four Stores Garage *Harlan Thomas & Clyde Grainger, Architects*	Double Ramp System (Concentric)	3 & 4 B & R	500
Seattle, Wash.	Times Square Garage *Stoddard & Son, Architects*	Wide Single Ramp System	7 & 1½ B	500
Seattle, Wash.	Olympic Hotel Garage *Robert Reamer, Architect*	Wide Single Ramp System	4	450
Seattle, Wash.	Second Avenue Garage *Stoddard & Son, Architects*	Single Ramp System	3 & R	300
Seattle, Wash.	Cherry Street Garage *Schack, Young & Myers, Architects*	Single Ramp System	5 & B	260
Seattle, Wash.	T-A-G Garage *Charles H. White, Architect*	Single Ramp System	3 & 2 B	150
Seattle, Wash.	Frye Garage *Schack, Young & Myers, Architects*	Single Ramp System	3½	120
Shreveport, La.	J. Homer Jordan Garage *Clarence W. King, Architect*	Single Ramp System	3 & R	300
Shreveport, La.	Adolphus Garage *Clarence W. King, Architect*	Single Ramp System	5	190
Spokane, Wash.	City Ramp Garage *Whitehouse & Price, Architects*	Single Ramp System	5½	350
Syracuse, N. Y.	Syracuse Garage§ *Paul Hueber, Architect*	Wide Single Ramp System	2 & ½ B	150
Syracuse, N. Y.	State Tower Garage *Thompson & Churchill, Architects*	Single Ramp System	1½ & 2 B	140
Syracuse, N. Y.	Jefferson State Garage† *Gilbert L. Van Auken, Architect*	Wide Single Ramp System	4 & B	400
Tacoma, Wash.	Motoramp Garage *A. J. Russell, Architect*	Wide Single Ramp System	5 & B & R	350
Tampa, Fla.	Davis Properties Garage *F. O. Adams, Jr., Architect*	Single Ramp System	3 & ½ B	240
Toledo, Ohio	Wall's Parking Garage *Bollinger & Hayes, Architects*	Single Ramp System	6½	350
Toledo, Ohio	Municipal Garage *Langdon, Hohly & Gram, Architects*	Single Ramp System	3	200
Toronto, Canada	Bay-Adelaide Garage *C. B. Dolphin, Architect*	Double Ramp System (Concentric)	6 & B	550
Toronto, Canada	St. James Garage *Ross & MacDonald, Architects*	Wide Single Ramp System	5 & B & R	450
Toronto, Canada	York Parking Garage *Ross & MacDonald, Architects*	Sloping Floor System	4 & B	400
Toronto, Canada	Central Motor Apartments *James, Proctor & Redfern, Architects*	Single Ramp System	4 & B	250
Toronto, Canada	Petries Parking Place *R. G. Kirby, Architect*	Single Ramp System	4½ & B & R	275
Toronto, Canada	Bay & Front Street Garage *N. A. Armstrong, Architect*	Double Ramp System(Tandem)	6 & B	500
Toronto, Canada	Bay at Dundas Garage† *W. R. Mead, Architect*	Wide Single Ramps	5 ½ & B & R	375
Troy, N. Y.	Hendrick Hudson Garage§ *G. Saxton Thompson, Architect*	Wide Single Ramp System	4 & B	300
Tulsa, Okla.	Tulsa Auto Hotel	Wide Single Ramp System	6	450
Tulsa, Okla.	K. C. Auto Hotel *Frank C. Walter, Architect*	Wide Single Ramp System	7	463
Utica, N. Y.	Ramp Parking Garage§ *Charles Kiehm, Architect*	Single Ramp System	3	200
Washington, D. C.	Capital Garage *Arthur B. Heaton, Architect*	Double Ramp System(Tandem)	10 & B & R	1000
Washington, D. C.	Thomas Circle Garage *Wardman Construction Co., Architects*	Wide Single Ramp System	5½	300
Washington, D. C.	Fidelity Garage	Wide Single Ramp System	4	250
Waterloo, Iowa	Arcade Ramp Garage† *Wetherell & Harrison, Architects*	Single Ramp System	3½	225
Westmount, Que., Can.	Victoria Avenue Garage *Brian Perry, Engineer*	Single Ramp System	4 & B	420
West Palm Beach, Fla.	Barco Garage *A. I. V. Wilson Company, Architects*	Single Ramp System	4	200
Wichita, Kan.	Hillcrest Apartments Garage *Schmidt, Boucher & Overend, Architects*	Wide Single Ramp System	3	90
Winston-Salem, N. C.	Downtown Garage§ *Northrup & O'Brien, Architects*	Wide Single Ramp System	3 & B & R	650
York, Pa.	Pennsylvania Garage *John A. Dempwolf, Architect*	Wide Single Ramp System	3½	250
Youngstown, Ohio	Central Sq. Garage *Morris W. Scheibel, Architect*	Single Ramp System	3 & B & R	440
Youngstown, Ohio	Youngstown Garage *Barton E. Brooke, Architect*	Wide Single Ramp System	5	350

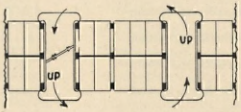
§ Under d'Humy Management. * Under Construction. † Plans in Work. B—Basement. R—Roof.

DESIGN DATA

Single Ramp Systems

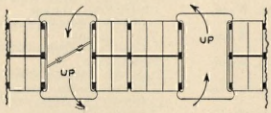
The following diagrams show the d'Humy Motoramp Systems in most general use. There are, however, others for special application. The stated limitations of capacities and heights here given do not apply in all cases. A definite recommendation will be made when opportunity is given us to study an individual project.

(1) Single Ramps



RAMP WIDTH—13'-6" (2 car spaces).
FOR BUILDING—Up to 300 car capacity and up to 8 stories height.

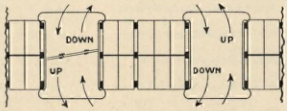
(2) Wide Single Ramps



RAMP WIDTH—20'-3" (3 car spaces).
(More room for passing in aisleways)
FOR BUILDING—300 to 500 cars capacity and up to 8 stories height.

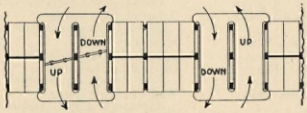
Double Ramp Systems

(3) Concentric Undivided



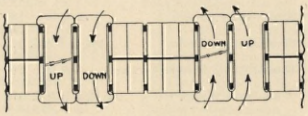
RAMP WIDTH—24'-0" clear.
FOR BUILDING—Over 500 cars capacity and up to 15 stories height.

(4) Concentric Divided—Same Plane



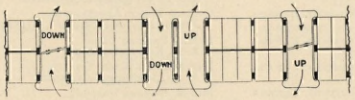
RAMP WIDTH—13'-6" (2 car spaces).
FOR BUILDING—Over 500 cars capacty and up to 15 stories height.

(5) Concentric Divided—Opposite Planes



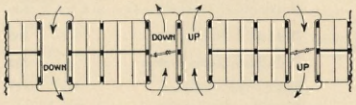
RAMP WIDTH—13'-6" (2 car spaces).
FOR BUILDING—Over 500 cars capacity and up to 15 stories height.

(6) Tandem—Same Planes



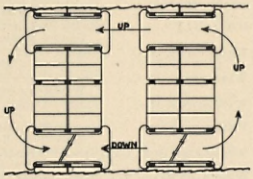
RAMP WIDTH—13'-6" (2 car spaces).
FOR BUILDING—Over 500 cars capacity and up to 15 stories height.

(7) Tandem—Opposite Planes



RAMP WIDTH—13'-6" (2 car spaces).
FOR BUILDING—Over 500 cars capacity and up to 15 stories height.

(8) Double Stagger System



Consisting of two independent sets of single ramps of this or other traffic plan. This arrangement is for narrow buildings of 500 cars or greater capacity.

Garage Design Data

The Company issues, for the use of architects and builders, "Garage Design Data," a loose-leaf publication. This presents the essential data which the designer of a multi-floor garage should have at hand to facilitate his planning. It contains between two covers the best thought of the Company's engineering staff. Copies are available to those who will find the information useful.

R. B. C. SERVICES

Engineering Services

This Company's Engineering Services have been set forth, as to scope, on an earlier page of this book. In addition to consulting engineering the Company is organized with staffs of specialists in other activities within the garage industry.

Assistance in Financing

With its years of intimate contact with the industry, and having been active in the creation of upwards of 200 mid-city garages, it is natural that this Company should have become acquainted with the banking interests. They, on the other hand, have come to value the soundness of our judgment in this special field. In meritorious cases we are glad to use this acquaintance to facilitate the financing of a garage project.

Surveys

The Company maintains a staff of experts in the study of garage locations, and in the estimating of patronage to be anticipated and gross and net garage earnings. Our expressed opinion in a matter of this kind carries weight.

Garage Management

d'Humy Management, Inc., a division of Ramp Buildings Corporation has established mid-city garage management on a par with the success of centralized executive control in other lines of business. Organized with a staff of experts in each of the several fields of garage revenue, and experienced in organizing the service functions of a garage on a business-building basis d'Humy Management places competent garage operation at the disposal of an owner.

This management organization has demonstrated, in the operating of a group of garages over a period of years, the soundness of its modern merchandising methods, the value of intensive specialization and the cultivation and promotion of the highest degree of personal service and customer good will.

The Company will be glad to discuss the matter with those interested, in the light of the business record of its present management activities, and the requirements and possibilities of a particular garage enterprise.

Genesee Motoramp Garage
Buffalo, New York

Edw. B. Green & Sons—
Albert Hart Hopkins—Architects

Data for Preliminary Sketch Layout

of Car Spaces in a Multi-floor Garage

to be Prepared by

RAMP BUILDINGS CORPORATION

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

Location of Building ..... **City** .....

Owner ..... **Address** .....

Architect ..... **Address** .....

Dimensions: Front ..... **Depth** ..... **No. Stories** ..... **No. Basements** .....

Is Lot excavated? ..... **To what depth (approx.)** .....

Is Lot on a corner? ..... **If so, state more important street** .....

How many cars are to be accommodated? ..... **How many trucks?** ..... **What size?** .....

Expected patronage (check which) ☐ **Hotel guests,** ☐ **Theatre goers** ☐ **Shoppers in Stores**

☐ **Office Building Tenants,** ☐ **Apartment Tenants,** ☐ **Residential,** ☐ **Trucks**

Are plans finished? ..... **(If so, please send blueprints)**

Has contract been let? ..... **Is building started?** ..... **When will construction begin?** .....

Where do you prefer entrance and exit? .....

Is location good for retail stores? ..... For drive-in filling station? .....

What is the approximate land value? .....

Will building be operated by owner? .....

State things you particularly wish to have, or to avoid, in this building .....

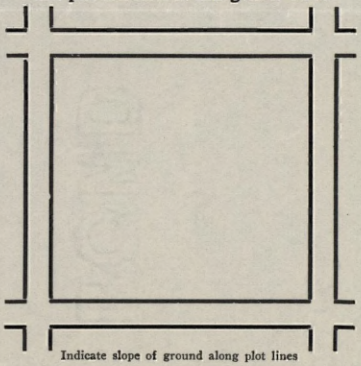
.....

.....

.....

.....

Draw sketch of plot (on diagram below) and put dimensions and grades on it.



Indicate slope of ground along plot lines

Draw a rough map in space below showing garage site and the location of office building, stores, hotels, theatres, etc.—and direction and distance to principal residential district.

Data submitted by .....

Date .....