CITY OF PORTLAND, MAINE

DEPARTMENT OF BUILDING INSPECTION

Record of Inquiry

~~Verbal in person~~
By telephone

Date 6/24/30

Location 82 Cross street

Made by Mr C. G. Emerson, 10 Brown street

Inquiry- 1 If it would be permissible to park cars in above building without any
2 of the regulations for a public garage being complied with
3

Answer- 1 That same requirements as stated in letter of December 10, 1929 would
2 have to be met, as if it used for parking purposes building would
3 be classed as a garage.

OK 6/30/30

Reply by A. J. J.

Copy to [illegible] Streeter
Mar 1/6/30
File with application. Simmons & Hammond

December 10, 1929

Mr. E. G. Emerson, Agent
American Railway Express
10 Brown Street,
Portland, Maine

Dear Sir:

With relation to the proposition of the American Railway Express to convert the existing building at 82 Cross Street for use as a garage, the Chief of the Fire Department and the undersigned have examined this building, and find that the following changes are required:

1. A concrete floor will be required covering the entire first story floor level.

2. An automatic sprinkler system with alarm valve is required covering the entire building, and a plan of this sprinkler system bearing the approval of the New England Insurance Exchange is to be filed in this office before the work is commenced.

3. All parts of the enclosure of the existing stairway enclosed in the first story are to be covered with metal lath and plaster, and the door in the first story enclosure is to be made a self-closing metal covered fire door set in a metal covered frame. By the term "self-closing", a fire door is meant that will be closed and kept closed at all times by a suitable check, weight, or other device.

4. The hatchway in the second floor in the vicinity of the present horse stalls is to be closed up tightly. The hoist well in the second floor must either be closed tightly and the car removed, or it will be necessary to enclose the area of the hoist well in the first story with a [illegible] of wooden stud partition with metal lath and plaster upon both sides, and approved fire doors and frames at all openings.

5. No pits of any description will be permitted within the garage.

6. All windows in the first story whether existing or proposed, if located within thirty feet of the openings in any other building, are required to be equipped with metal sash and wire glass.

7. The heater room is required to be enclosed by a masonry wall no less than eight inches in thickness. One opening in this wall for a door will be permitted, and this opening is to be protected with a self-closing fire door set in structural iron frame. The threshold of this door is to be of masonry and raised at least six inches above the level of the garage floor. If a

December 10, 1929.

Mr. E. C. Emerson--2

hot air heating system is provided, the fresh air must be taken from outside the building, and the warm air must be discharged to the garage at least eight feet above the floor level of the garage.

8. In addition to the above, the following clause of the Building Code quoted below is to be observed.

Section 417

a. "No person shall smoke in any public garage. A notice in large letters, "NO SMOKING," shall be kept displayed in a conspicuous place and manner on all floors and at the entrance of all public garages. On the floor of every public garage there shall be constantly kept and maintained convenient receptacles filled with sand to be used in absorbing oils on the floors. Self-closing metal cans, set firmly on four-inch legs, shall be kept on all floors of every public garage, and all inflammable waste material shall be deposited therein. Calcium carbide shall be kept at least six inches above the floor in air tight receptacles provided with a securely fastened cover. Two and one-half gallon soda-acid fire extinguishers shall be provided in all public garages in number and location as prescribed by the Chief of the Fire Department. Fire extinguishers approved by the Underwriters' Laboratories Incorporated for extinguishing fires in inflamable liquids shallibe kept on every floor of all public garages, one for every 2500square feet. No inflammable liquids shall be kept or carried in open vessels within any public garage, and no such liquid shall be allowed to run on any floor or to pass into any drainage system of any public garage, unless an approved trap is provided as specified in the plumbing ordinance."

In going over this proposition, it was the understanding that the second story of the building is not to be used for garage purposes, and that all of the wooden and other combustible partitions, etc. in the first story are to be cleared out and removed.

Very truly yours,

Inspector of Buildings.

Approved December 11, 1929

Copy to Mr. Arthur W. Jorda.

June 1?, 19?1

Simmons & Hammond Mfg. Company
Division of General Ice Cream Corporation
325 Commercial Street
Portland, Maine

ATTENTION: Mr. Paul S. Harmon, President

Gentlemen:

With reference to telephone conversation with Mr. Harmon this morning concerning the change of use of the building at 32 Cross Street for use as a garage, before this building is changed from use as a stable to that of a garage, a building permit is required from this Department, and this permit must be approved by the Chief of the Fire Department.

In the latter part of 1929, this particular building was brought to our attention by Mr. E. O. Emerson, agent for the American Railway Express Company, owners of the building at that time. Mr. Emerson requested information as to the requirements for changing the building for use as a garage. The Chief of the Fire Department and the undersigned examined the building together, and wrote a letter to Mr. Emerson giving the requirements as contained in the Building Code.

A copy of this letter is attached hereto, the requirements being the same now as then.

The proper procedure for you to follow is to make application at this office on forms furnished by us for a building permit to cover the alterations included in the letter, and to cover change of use to that of a garage.

If these matters are not entirely clear to you from this explanation, I should be glad to go into them further at your request.

Very truly yours,

Inspector of Buildings.

Simmons & Hammond Mfg. Co. - 82 Cross St.

What is to be done about elevator well!

What is to be done on 2nd floor.

What about existing columns closer than 50 ft. to 7 ennings in existing of energy in their buildings.

<u>Second floor framing.</u>

18" I @ 54.7# on 26' span good for 4,000.

? 16.5 X 26 X 110 = 47,190

8X10 H.P. on 13' span good for 8X1282 = 10256

~~13 X 16.5 X 110~~ = 10256

13X16.5 = 48# I ggf r.

Original Permit No. 31/1541 PERMIT ISSUED

Amendment No. 1

AUG 25 1931

AMENDMENT TO APPLICATION FOR PERMIT

Portland, Maine, August 24, 1931

To the INSPECTOR OF BUILDINGS, PORTLAND, ME.

The undersigned hereby applies for an amendment to Permit No. 31/1541 *pertaining to the building or structure comprised in the original application in accordance with the Laws of the State of Maine, the Building Code of the City of Portland, plans and specifications, if any, submitted herewith, and the following specifications:*

Location 82 Cross Street Ward 6 Within Fire Limits? yes Dist. No. 1

Owner's ~~or Lessee's~~ name and address [illegible]

Contractor's name and address F. W. Cunningham & Sons, 181 State St. F 5850

Plans filed as part of this Amendment no No. of sheets

Description of Proposed Work

To change dimensions of door on first floor as shown in red on plan

Simmons & Hammond Mfg. Co.

By F. W. Cunningham & Sons

Signature of Owner By J. J. Connolly

Approved: Olive O. Sanborn

Chief of Fire Department

Commissioner of Public Works

Approved: 8/25/31

Inspector of Buildings

Fee [illegible]

INSPECTION COPY

JOHN J. CUNNINGHAM
PRESIDENT
ARTHUR J. CULLINAN
TREAS., MGR. MASON DIV

WILLIAM H. GILL
VICE PRESIDENT, AUDITOR
THOMAS P. FALLONA
MGR. CARPENTER DIV

F. W. CUNNINGHAM & SONS
INC. 1905
GENERAL CONTRACTORS
Pine State Building, 181 State Street
PORTLAND, MAINE
Tel. Forest 5380

File w. the Ispn 3-1-1

July 24, 1931.

Warren McDonald, Inspector of Buildings,
Portland, Maine.

Dear Sir:

In connection with your letter of July 23rd, file #5396-A-1, Simmons & Hammond Garage at 82 Cross Street, ..ld say that the second story is not to be used for automobiles, therefore the 18" I-beams under the second floor in the rear of the building are not figured to carry 100 lb. per square foot loading, and the partitions originally planned to separate paint room from the rest of the space have been omitted.

The self-closing fire door for boiler room partition is to be a sliding door instead of swinging, and no frame would be required.

In regard to the treatment of the existing windows inthe outside walls closer than 30 feet to openings in existing buildings, would say that the new openings indicated on plan are of steel with wire glass, and it is our understanding that the Owner intends to have sprinkler outlets for other windows which come within the scope of this clause.

The work which we propose to do on the first floor framing, rear portion, will make the floor capable of carrying the 100 lb. live load, plus a dead load.

Very truly yours,

F. W. CUNNINGHAM & SONS,

by A. J. Cullinan
Treasurer.

AJC/TC.

#5/98A-I
Copy to Simmons & Hammond Mfg. Co.
Attention: Mr. Harmon

July 25, 1951

F. W. Cunningham & Sons
181 State Street
Portland, Maine

Gentlemen:

Inclosed is the building permit covering alterations for change of use of the building owned by Simmons and Hammond Manufacturing Company at 82 Cross Street.

Your attention is called to the following:

From the plans and specifications, we judge that the second floor is not to be used for automobiles, at least at the present time. In event you do plan to so use it, it will be necessary to enclose the stairway in the second story as well as the first story. No mention is made of the treatment of the elevator well, but we presume that there is to be a minimum construction of metal clad hatch doors operated by the mechanism of the elevator.

On Page 2 of the specifications, I note that self-closing fire doors are to be used in the boiler room partitions and in the stairway enclosure, and that angle iron frame for these doors is to be used in the stairway enclosure. I believe this must be in error, as the angle iron frame is required in the masonry wall of the heater room rather than in the metal lath and plaster partition around the stairs.

No mention is made of the treatment of the existing windows in the outside walls which are closer than thirty feet to openings in existing buildings. Identical treatment of such openings would be required in both first and second stories if the second story is to be used for automobiles. You considered at one time closing all such openings with masonry. This is satisfactory. Please advise what you propose to do.

Please note that the thresholds of the fire door leading to the heater room is to be raised at least six inches above the level of the garage floor.

The new 15-inch I-beams under the second floor in the rear of the building do not appear to figure out strong enough for the usual ruled live load for a garage,- 100 lbs. per square foot. They do figure stronger, however, than the existing 8x10 hard pine girders supporting the saw floor. In and when this part of the second floor is used for automobiles, it will be necessary to strengthen the fire floor system.

No mention is made of any partitions in the second story so that I presume that the plan of using a part of the second story for automobiles, for repairs, painting, or otherwise has been abandoned for the present.

No effort has been made to check the strength of the first floor in the rear of the building where you propose to use a concrete surface three inches thick. I presume that the strengthening which you propose will make the floor adequate to figure for a

85.982-I

July 23, 1931

F. E. Cunningham & Sons--2

live load of 100 lbs. per square foot plus about 40 lbs. per square foot dead load,

Very truly yours,

Inspector of Buildings.

EM/HC
Enc.

(G) GENERAL BUSINESS ZONE

Permit No. 1211

APPLICATION FOR PERMIT

Class of Building or Type of Structure Second Class

Portland, Maine, July 21, 1931

To the INSPECTOR OF BUILDINGS, PORTLAND, ME.

The undersigned hereby applies for a permit to erect alter install the following building ~~structure equipment~~ in accordance with the Laws of the State of Maine, the Building Code of the City of Portland, plans and specifications, if any, submitted herewith and the following specifications:

Location 92 Cross St. rear Ward 4 Within Fire Limits? yes Dist. No. 1

Owner's or Lessee's name and address ~~Simons & Hammond Mfg. Co. 333 Commercial St~~ Telephone

Contractor's name and address F. E. Cunningham & Sons, 181 State St. Telephon. F 5189

Architect's name and address

Proposed use of building Garage No. families

Other buildings on same lot

Plans filed as part of this application? yes (and specifications of sheets 3

Estimated cost $ 4000. Fee $ 7.75

Description of Present Building to be Altered

Material brick No. stories 2 Heat none Style of roof flat Roofing T&G

Last use stable No. families

General Description of New Work

To make alterations to building for change of Use as shown on plans submitted and specifications filed

Sprinkler system to be taken care of under separate permit

It is understood that this permit does not include installation of heating apparatus which is to be taken out separately by and in the name of the heating contractor.

Details of New Work

Height average grade to top of plate

Size, front depth No. stories Height average grade to highest point of roof

To be erected on solid or filled land? earth or rock?

Material of foundation Thickness,, top bottom

Material of underpinning Height Thickness

Kind of Roof Rise per foot Roof covering

No. of chimneys Material of chimneys of lining

Kind of heat none Type of fuel Is gas fitting involved?

Corner posts Sills Girt or ledger board? Size

Material columns under girders Size Max. on centers

Studs (outside walls and carrying partitions) 2x4-16" O.C. Girders 6x8 or larger. Bridging in every floor and flat roof span over 8 feet. Sills and corner posts all one piece in cross section.

Joists and rafters: 1st floor, 2nd, 3rd, roof

On centers: 1st floor, 2nd, 3rd, roof

Maximum span: 1st floor, 2nd, 3rd, roof

If one story building with masonry walls, thickness of walls? height?

If a Garage

No. cars now accommodated on same lot, to be accommodated

Total number commercial cars to be accommodated

Will automobile repairing be done other than minor repairs to cars habitually stored in the proposed building?

Miscellaneous

Will above work require removal or disturbing of any shade tree on a public street? no

Will there be in charge of the above work a person competent to see that the State and City requirements pertaining thereto are observed? yes

APPROVED

INSPECTION COPY

Signature of owner Simons & Hammond Mfg. Co.
By F. E. Cunningham & Sons
By Thomas J. Connelly

3 16 A-4

4 Permit No. 31/1341

Location 82 Cross St.

Owner Simmonds Hammond Mfg Co.

Date of permit 7/23/31

Notif. closing-in

Inspn. closing-in

Final Notif.

Final Inspn. 12/8/31

Cert. of Occupancy issued 12/18/31

NOTES

8/4/31 — [illegible] in first [illegible] and [illegible] can [illegible] A.J.

8/14/31 — Running concrete floor. Building [illegible] enclosure [illegible]

8/27/31 — [illegible] not [illegible] in first story [illegible] is not [illegible] lath & plaster [illegible]

9/2/31 — Talked with Connolley about these matters and told him [illegible] door to closet and metal lath & plaster on soffit of stairs. A.J.

9/24/31 — [illegible]

10/10/31 — No change [illegible]

12/3/31 — [illegible] chimney does extend to within 8' of floor [illegible] 2' above bottom. [illegible] windows [illegible] fire [illegible] Man in office agreed to take care of chimney at leaving matter of windows to be cleared up — Heat & oil burners OK — A.J.

17