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FACTS OF INTEREST
TO ARCHITECTS
ABOUT
MASON SAFETY
TREAD.



This cannot happen with the Mason Tread.

AMERICAN MASON SAFETY TREAD CO.

Wm S. LAMSON, President.
HENRY C. KING, Treasurer.

40 Water St., BOSTON, MASS.

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SEND TO US

For any further information; for a descriptive pamphlet; for a sample of our product; for a blue print illustrating methods of applying Mason Safety Tread; or for a blue print showing details of the Mason Safety Sidewalk Light. * * * * *

SAFETY. DURABILITY. ECONOMY.

For the information of architects who are unfamiliar with the construction and uses of the Mason Safety Tread, we issue this special circular, in the belief that when the merits of that device are known its use will become well-nigh universal. During the two years since its introduction in this country it has rapidly gained in favor as a building accessory, and as a means of repairing the stairways of old buildings, the smooth borders of sidewalk lights, inclined passages, etc., giving a secure foothold wherever used. It enables the builder to provide a permanently safe stairway, as the Safety Tread will not wear hollow or shelving like wood, slate, or marble, and while having the durability of steel

Will Not Become Slippery Like Iron.

We confidently assert that an iron stairway covered with Mason Safety Tread in the manner customary among the best architects, is the most durable, the safest, and the most economical form of stair construction for a mercantile or office building, factory or warehouse, school house or other public building. We are prepared to maintain this not only by reason but by experience, and to support it by the endorsement of a goodly number of architects whose names will be at once recognized as among the most eminent in the profession.

In Boston, the headquarters of the American Mason Safety Tread Co., this protective device has proved so acceptable that not only are hundreds of stores and mercantile buildings provided with it upon stairs and sidewalk lights, but a large majority of the buildings now in process of erection or designing have Mason Tread specified by the architects, who recognize the advantage of its use.

How it is Applied to Stairs.

The proper method of application is to have the tread (usually) with a rebate or sinkage extending to within three inches or rather less, and from six to ten inches from the extreme front edge toward the riser. In this sinkage the Safety Tread is firmly attached with screws, giving a level surface for the entire step, with the exception of the V grooves, in which all dust or dirt settles and is easily swept out. The portion of the tread not covered with our material may be quartered or grooved according to the taste of the architect. The use of the Safety Tread with nosing running over the edge is optional. We recommend in most cases the six-inch width without nosing.

Progressive architects have heretofore been largely precluded from the use of iron stairs by the fact that the tread soon became polished by wear, and are extremely dangerous. Marble and slate have been used as substitutes where a fireproof substance is required, but in addition to the danger of slipping on these materials it is well known that they become hollowed and shelving to such an extent that they are unfit for use in a few years in a busy place. The Mason Tread overcomes this difficulty, as

It Does Away with all Objection to the Use of Iron, and enables the construction at low cost of a fireproof stairway of the greatest durability, guarded by the best protective appliance known.

The Mason Safety Tread consists of a base of hard rolled steel, from which rise ribs forming dovetail grooves at intervals of about one-quarter of an inch. This quarter-inch space contains a V groove extending half way to the bottom of the metal. The dovetail grooves are filled with lead solidly rolled in and firmly held. The great durability of the Safety Tread is due to the firmness of the steel ribs, which take the wear; its quality of safety comes from

Why We Call it "Unwearable."

To prove the extreme *durability* of the Mason Safety Tread we need only mention one notable instance among scores of its successful use. The trustees of the Brooklyn Bridge, who made their first trial of the Mason Safety Tread over two years ago, soon adopted it for all the stairways of that great structure, and now use no other coating. This furnishes the severest test possible to be given, as these stairs are constantly in use, and official statistics show that 1,000,000 persons pass over them every week, and the treads are still in good condition.

With such an *impeccable* record as this before us, we can declare with confidence that when subjected to ordinary conditions of travel, Mason Safety Tread upon a stairway will outlast the building in which it is used. The use of the Mason Safety Tread upon the stairs and platforms of the Boston Subway is a high testimonial to its merit. Some men of the highest professional attainments and reputation, who investigated thoroughly before selecting it for this use, and the completed work justifies their confidence.

On the following pages we call attention to some of the work specified by architects, to illustrate the character of buildings to which the Mason Safety Tread is found most desirable by those who have become familiar with its use.

PUBLIC WORKS.

Commons' Transit Commission. Eight stations on the Common by entrance to and exit from the Subway. In every station there is an average of 33 iron steps and two landings or platforms. Upon these stairs Mason Safety Tread was applied, in a sinkage cast for the purpose, 14 feet long by 7 1/2 inches wide; upon the landings the material used is from 15 inches to 3 feet 8 inches wide. This work has been completed and in use since September 1877. (Wheelwright & Haven, architects.)

Haymarket Square Station, Boston Subway. The iron stairs to this structure are covered with Mason Safety Tread 7 1-2 inches wide, attached to supports embedded in granolithic. (Howard A. Carson, chief engineer.)

Subway Stations, Adams Square and Scollay Square. Iron treads to be covered with Mason Safety Tread. (Charles Brigham, architect.)

Elevated Stations. The successful design for stations of the Boston Elevated Railroad has Mason Safety Tread specified for use upon the stairways, experience having shown its great value for use where the traffic is constant. (A. W. Longfellow, Jr., architect.)

Ventilating Gratings. At various places along the line of the Subway ventilating shafts are arranged. These are covered with steel gratings with half-inch bars, each bar capped with a strip of Mason Safety Tread of the same width. (Howard A. Carson, chief engineer.)

New York and Brooklyn Bridge. The 34 main stairways of this structure are of wood, and all are protected by the use of Mason Safety Tread 7 1-2 inches wide placed upon the surface. This work has given thorough satisfaction, and every stairway added is promptly equipped with the same material. (C. C. Martin, chief engineer and superintendent.)

Granolithic Sidewalk at State House Grounds, for the Commonwealth of Massachusetts. About 1200 square feet of artificial stone sidewalk covering an incline at two curved entrances on Bowdoin Street, was laid with two-inch strips of Mason Safety Tread embedded at short intervals in the plastic material. The walk is thus rendered safe in all conditions of weather. (E. W. Bowditch, landscape architect.)

New Head House, South Ferry, City of Boston. The thorough satisfaction given by the Mason Safety Tread used as repair material on the old ferry houses and ferries has led to its adoption for use upon the wooden stairs and inclined surfaces of a large new ferry house.

the very beginning of the epidemic. (Hague, *ibid.*, p. 100.)

— From the 20th House, Essex Street, died in hospital and recovered. One figure, probably a 15-year-old, being nursed at Home, 14th Street, leading to death (Hague, *ibid.*).

— From the 20th House, Essex Street, died in hospital and recovered, but not nursed in hospital. (Hague, *ibid.*)

— From the 20th House, Essex Street, died in hospital and recovered. (Hague, *ibid.*)

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HOSPITALS AND INSTITUTIONS

— The Hospital for the Poor, 10th Street, Essex Street, died in hospital and recovered. (Hague, *ibid.*)

State Lunatic Asylum, Worcester, Mass., \$75,000. E 100 iron stairways to be covered with Mason Safety Tread. (Foller, Delano & Frost, architects.)

State Hospital for the Insane, Acute Building, 209 x 30, \$70,000, Westboro, Mass. Iron stairs to be covered with Mason Safety Tread. (Kendall, Taylor & Stevens, architects.)

Boston City Hospital, new Laundry building, Albany Street. Nine flights iron stairs, to be covered with Mason Safety Tread. (Wheelwright & Haven, architects.)

Cambridge City Hospital. Iron stairs, to be covered with Mason Safety Tread. (Wheelwright & Haven, architects.)

Also repairs covering stairways in Boston City Hospital, Carney Hospital, St. Elizabeth's Hospital, and Emergency Hospital, Boston.

RAILROAD STATIONS.

Southern Terminal Station, Boston. This great railroad terminal, which will be the largest as well as the most substantial and beautiful in the world, equipped with every known provision for the safety and convenience of the traveling public, will have its twenty or more iron stairways and numerous platforms covered with Mason Safety Tread, requiring over 2000 square feet of the material. (Shepley, Rutan & Coolidge, architects.)

Dartmouth Street, Boston. Boston & Providence Railroad. All iron stairs and platforms to be covered with Mason Safety Tread. (Shepley, Rutan & Coolidge, architects.)

Union Station, Omaha, Neb. Stairs of iron, treads to be covered with Mason Safety Tread. (Walker & Kimball, Boston, architects.)

Also platform border in Illinois Central Railroad station, Chicago; stairway and vestibule at Grand Central

SCHOOL BUILDINGS.

The use of the Mason Safety Tread is especially desirable in buildings for school purposes, where the wear upon the stair treads is so constant. Those familiar with the condition of the school houses in our larger cities know that in most of them the stairs are, if of iron, worn to a dangerous roughness, if of wood, marble or stone, worn to hollows and know the original surface and shelving of the edge. The Mason Safety Tread has been used in many places for repairs on such stairs, and architects are now placing it in many new buildings. The use of the safety Tread has been cordially approved by Prof. Francis W. Chamber, head of the Department of Architecture in the Massachusetts Institute of Technology, and, as Consulting Architect for the City of Boston, for the several new school houses now building for the city. We are pleased to be able to offer also to the reports of public officials contained in our catalogue, for other endorsements of this useful and durable product.

Massachusetts Institute of Technology. New building on Trinity Place, Boston (\$1,350,000). Eight flights of iron stairs and landings to be covered with Mason Safety Tread. (Eleazer B. Homer, architect.)

Paul Revere School, City of Boston. Iron stairs throughout to be covered with Mason Safety Tread. (Peabody & Stearns, architects.)

West Roxbury High School, City of Boston. Iron stairs to be covered with Mason Safety Tread. (Andrews, Jaques & Rantoul, architects.)

We have received advices from Mr. John Lyman Faxon, Mr. Herbert D. Hale, and Messrs. Hartwell, Richardson & Driver, architects, that they will soon make use of the Mason Safety Tread in school houses for the City of Boston, for which they now have commissions. Also Mr. Albert C. Fernald for the Beverly High School.

High School, Melrose, Mass. Three stories (\$100,000) Six flights iron stairs, to be covered with Mason Safety Tread. (Tristram Griffin, architect.)

Brayton Avenue Grammar School, Fall River, Mass. (\$30,000.) Twelve flights wood stairs, to be recessed for Mason Safety Tread. (A. M. Marble, architect.)

School at East Douglas, Mass. Eight rooms (\$15,000.) Three flights wood stairs, to be recessed for Mason Safety Tread. (Clarence P. Hoyt, architect.)

Thayer Grammar, Federal Street and Willow Street School Houses, Providence, R. I. Twenty flights wooden stairs, heavy plank in many instances worn half-way through, repaired with Mason Safety Tread 9½ inches wide, and are now in perfect condition. (A. T. Mansfield, superintendent public buildings department.)

MERCANTILE AND OFFICE BUILDINGS.

Masonic Temple, corner Tremont and Boylston Streets, Boston. Nine stories, 81 x 109. (\$500,000.) For the use of the fraternity, and to be partially occupied by stores and offices. Eighteen flights iron stairs and numerous landings, to be covered with Mason Safety Tread. (Loring & Phipps, architects.)

Mercantile Building, corner Beach and Utica Streets, Boston Real Estate Trust, owner. Fireproof construction. Twelve flights iron stairs and all thresholds to be covered with Mason Safety Tread. (Winslow & Wetherell, architects.)

Mercantile Building, corner India and Sears Streets, Boston. Stephen L. Bartlett estate, Hon. John D. Long, trustee. Five stories, fireproof construction. Stores and warerooms (Bensdorp cocoa). Iron stairs to be covered with Mason Safety Tread. (Kendall, Taylor & Stevens

Francis Estate Building, corner of Chauncy and Avon Streets, Boston. Eight stories, 70 x 110. To be occupied by Jordan, Marsh & Co., for retail furniture warerooms and other purposes. Twenty-four iron stairways, covered with Mason Safety Tread. (Winslow & Wetherell, architects.)

Lowney Building, Commercial Street. Walter M. Lowney Co., owner. Large building for the manufacture of chocolate candies. Four iron stairways and all thresholds covered with Mason Safety Tread. (Dean & Mann, mill engineers.)

Tufts Building, Congress Street. Seven stories, fireproof construction. James W. Tufts, manufacturer of soda fountains. Factory and warerooms. Seventeen flights iron stairs, covered with Mason Safety Tread. (Rand & Taylor, Kendall & Stevens.)

Mercantile Building, corner India Street and Atlantic Avenue, Alex. S. Porter, trustee. Brick, \$100,000. Stores and lofts. Nine flights of iron stairs to be covered with Mason Safety Tread. (Charles E. Park, architect.)

Russia Building, corner Atlantic Avenue and Congress Street. Boston Real Estate Trust, owner. Seven stories, fireproof construction, \$100,000. Boston Woven Hose and Rubber Co. Offices and warerooms. All entrances and thresholds covered with Mason Safety Tread. (Peabody & Stearns, architects.)

Pavilion and Albion Buildings, corner Tremont and Beacon Streets. Nine stories, fireproof construction. Occupied by Houghton & Dutton, one of the largest department stores in New England. Twenty wide stairways of iron recessed for Mason Safety Tread. Portion not covered finished with grooves in imitation of same. (Burr & Sise, architects.)

Ellis Building, 270 Congress Street. Boston Real Estate Trust, owner. Seven stories, fireproof construction. Occupied by American Type Founders Co. Seven flights iron stairs covered with Mason Safety Tread. (Rand & Taylor, Kendall & Stevens.)

Converse Building, corner Milk and Pearl Streets. Ten stories, \$200,000. Banking rooms and offices. Six flights iron stairs covered with Mason Safety Tread. (Winslow & Wetherell, architects.)

Alice Building, Providence, R. I. Joseph Banigan, owner. Seven stories, \$150,000. Fireproof construction. Stores and offices. Eighteen flights iron stairs covered with Mason Safety Tread. (Martin & Hall, architects.)

Kent Building, corner Kilby and Doane Streets, Boston. Large office building. Seven flights of iron stairs, to be covered with Mason Safety Tread. (Winslow & Wetherell, architects.)

Cambridge Savings Bank, Cambridge, Mass. Three stories. Four flights iron stairs covered with Mason Safety Tread. (C. H. Blackall, architect.)

Brookline Savings Bank, Brookline, Mass. Iron stairs covered with Mason Safety Tread. (F. Joseph Untersee, architect.)

Besse Building, Springfield, Mass. L. W. Besse, owner. Bank, five stories, \$70,000. Stores and offices. Stairs of iron, covered with Mason Safety Tread. (B. H. Seabury, architect.)

APARTMENT HOUSES.

In this class of work marble or slate has been more frequently used, but by the use of Mason Safety Tread architects may now with advantage avail themselves of the lower cost ornamental iron stairways, and many are specifying its use for both iron and wood treads. We mention the following from among the work specified for this class of buildings:

Apartment House, cor. Salem Street and Bartlett Place, Boston. Max Leibman, owner. Five stories. Thirteen flights iron stairs and four entrances to be protected with Mason Safety Tread. (L. A. Hunt, architect.)

REPAIR WORK.

Under this head we mention a few from the very large number of buildings where the Mason Safety Tread has been used to protect stairways of wood, slate, marble, and iron. It is the only material with which satisfactory and durable repairs can be made upon worn stairways. We have never made a business of seeking testimonials, but we are able to refer to the reports of public officials expressing their entire satisfaction with the Safety Tread; to the fact that the agents or trustees of many of the largest estates in Boston use it liberally in the protection of the property under their care; and to the fact that in a very large number of instances where the material has been used in stores, repeated orders have been received. We invite inspection of our work at any of the following named places:

City Hall, Boston. Large platform (100 square feet) covered, and eleven wide flights of iron stairs, covered to a width of 9 1-2 inches. These stairs were fluted or ribbed, but had become so smooth by wear that many accidents occurred, and several people received serious injuries. Since the repairs no trouble has been experienced from slipping. The work was done by order of Mayor Josiah Quincy.

Faneuil Hall and Quincy Markets, Boston. The granite steps and entrances to these buildings are covered with Mason Safety Tread, which not only protects the surfaces from further wear, but prevents slipping in places which were formerly very dangerous. Heavy boxes and barrels are dropped from step to step without injury to the tread, and its non-slipping quality is retained even when covered with grease. (George E. McKay, superintendent.)

Jordan, Marsh & Co., retail dry goods, Washington Street, Boston. In this large store 72 wide iron treads in the "grand staircase," protected with rubber, many of them curved, were taken out for alteration in consequence

of frequent accidents caused by the smoothness of the retaining edge. This edge was planed off and the steps covered with Mason Safety Tread to the depth of $7\frac{1}{2}$ inches, insuring protection to the extreme edge. Several other orders have been executed for this firm.

R. H. White & Co., Washington Street, Boston. Marble landings recessed for Mason Tread, three flights wooden stairs, and several additional orders.

Shepard, Norwell & Co., retail dry goods, Temple Place, Boston. Main flight wooden stairs, curved front, covered with Mason Safety Tread with brass base; also thresholds and other repairs.

C. F. Hovey & Co., retail dry goods, 33 Summer Street, Boston. Entrances, stairways, and inclined passages in store. We have executed ten different orders for this firm in the past two years, showing that they are abundantly pleased with our work.

J. A. Hearn, Sixth Avenue and Fourteenth Street, New York. Retail dry goods. All the wooden stairs in this large store, eight flights, badly worn, have been put in the best possible condition by placing Mason Safety Tread, $7\frac{1}{2}$ inches wide, in recesses cut in the front edge. (John B. Snook & Sons, architects, in charge.)

Adams House, Washington Street, Boston. Marble and granite stairs covered with Mason Safety Tread. The same use has been made of this material in many other hotels. The stairs leading from office to lavatory and those from kitchen to dining room are most frequently found to need this protection.

Boston Art Club, Dartmouth Street. Wide flight of winding iron stairs leading to Art Gallery worn to a dangerous smoothness. Perfectly protected by Mason Safety Tread. (Geo. T. Tilden, architect.)

Several flights of badly worn stairs have been leveled up and covered with Mason Safety Tread, in the National Capitol and Treasury Building at Washington, and in Government buildings in other cities, including two flights of

1888 again, and several changes entrance to the New York Gas Works. These steps were smooth and very fine, and several accidents had occurred when they were the stairs were made.

U. S. Post Office, Lowell, Mass. All the outer steps and landings of granite, with smooth, were covered with Mason Safety Tread after having covered several settings last year. The lady having permanent injuries, and presented a case against. The orders were made in order of the Assistant Treasurer of the Treasury Department.

Wash. Block, Providence, R. I. Upper-Division Law Court, same. First flight, wooden stairs, in this building covered with Mason Safety Tread. (Some Carpenter & Woodmen sponsored.)

New York Stock Exchange. A large number of iron stairs, some tall inside the building, were smooth and covered with Mason Safety Tread.

New York Herald Building. These granite steps daily taken and worn. Edges finished with angle iron, and covered with Mason Safety Tread.

Western Ice Storage Building, Cleveland, O. Made of Mason Safety Tread covering about 100 square feet of granite landings, with irregularities smoothness.

Union Mass. Bridge. The stairs to five elevated staircases covered with Mason Safety Tread.

East County Court Houses, Lawrence and Salem, Mass. Treaded steps made perfect by the use of the Mason Safety Tread.

The Mason Tread is very desirable for protecting the tops of stairs, walls and facades, avoiding claims for damages and personal injuries caused by defective stairs. Mr. J. C. F. F. F. and the Atlantic Mills in Lawrence had substituted instances to such use, and so Mr. Edward Johnson, President of the Boston Manufacturers' Mutual Fire Insurance Co., who has recommended the Mason Safety Tread for the purpose.

CHURCHES.

Mason Safety Tread has been largely used in repairing and protecting the exterior and interior stairs of churches, and has been found unobjectionable in every particular. We name especially St. Patrick's, St. James's, St. Stephen's, the Mission Church, and St. Augustine's in Boston, St. Patrick's in Lawrence, and St. Patrick's in Lynn, where the Mason Safety Tread has been largely used upon wood, iron and stone. In churches which are constantly open for the devotions of the faithful and where frequent masses and other services are held, the entrances are subject to almost constant wear and require protection.

We are informed by some of the largest church builders in New York and Boston that they are so well satisfied with the Mason Safety Tread as used in repair work, they will make liberal use of it in their specifications for churches now being designed for large cities throughout the country.

MASON SAFETY COAL HOLE COVERS.

In the larger cities there is no greater source of danger to the pedestrian than the coal hole covers, which are usually found to be worn to a dangerous condition of smoothness, and which frequently project an inch or more above the walk. We manufacture a Safety Coal Hole Cover, in which the surface is protected with strands of lead. This has proved a perfectly efficient cover, strong, water-tight, and non-slipping. Hundreds of them have been placed in the sidewalks of Boston during the past two years, and architects specify their use. We make them both solid and illuminated, and furnish them or with without rims.

These covers have been proved to be extremely durable, and their advantage is particularly noticeable on a frosty morning. Any size or shape not carried in stock will be made to order.

MASON SAFETY LIGHT.

We have devised a Safety Light with protected borders for covering Sidewalk Vaults. The frame is exceedingly strong, and its borders and intermediate bars are protected with strands of lead to render them non-slipping. We are thus enabled to make the percentage of glass surface very large, and concentrate a large amount of light in the space beneath. This method dispenses with all knobs or pegs, and gives a perfectly safe, level surface, which will prove extremely durable.

Those who prefer can have the usual forms of sidewalk light frames cast with a sinkage in the border, in which to place the ordinary steel strips of Safety Tread. Narrower strips may be embedded in the cement to protect the inner surface.

Our method of setting the frames and the glasses guards carefully against leaks, and our Light is water-tight.

The Mason Safety Sidewalk Light meets with the approval of all the architects to whom it has been shown, and already has been specified for the following named buildings:

Mercantile Building, for Boston Real Estate Trust, Beach and Utica Streets, Boston. (Winslow & Wetherell, architects.)

Mercantile Building for the S. S. Pierce Co., Dartmouth Street, Boston. (Winslow & Wetherell, architects.)

Mercantile Building, Oriental Tea Co., Court Street, Boston. Old Hyatt light replaced by the Mason Safety Light to great advantage in every respect.

Jewelers Building, corner Washington and Bromfield Streets, Boston. Borders of Dale lights provided with a sinkage in which four-inch strips of Safety Tread are attached. Strips also at junction of plates. (Winslow & Wetherell, architects.)

AMERICAN MASON SAFETY TREAD CO.

40 Water St., Boston, Mass.

Post Building, Washington, D. C.

1551 Marquette Building, Chicago, Ill.

1011 Chestnut St., Room 682, Philadelphia, Pa.

1005 Society for Savings, Cleveland, O.

AND

New York Safety Tread Co., 80 Greenwich St., New York.

ALSO LONDON, GLASGOW, PARIS, AND BERLIN.

MASON SAFETY TREADS

ARE PERFECTLY

NON-SLIPPING.

NOISELESS.

UNWEARABLE.

ODORLESS.

EASILY APPLIED.

EASILY CLEANED.

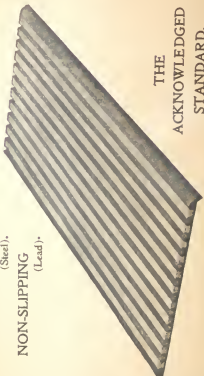
Not Affected by Cold, Heat, Dampness, Snow,
Oil, or Grease.

At least Seven of every Ten Public or Mercantile
Buildings being erected in Boston are equipped with
MASON SAFETY TREAD.

The Only Method of securing Permanent Protection
to the Danger Point—the Front Edge.

MASON SAFETY TREATISE

UNWEARABLE
(Steel).
NON-SLIPPING
(Lead).



THE
ACKNOWLEDGED
STANDARD.

Endorsed, Recommended, and Used by
Prominent Architects.