

for each square foot of floor area, or for removing the same amount and discharging it to the outside as a means of flushing the garage.⁴

Research

Research on garage ventilation, undertaken by the A.S.H.V.E. Committee on Research at Washington University, St. Louis, Mo., and at the University of Kansas, Lawrence, Kans., in cooperation with the A.S.H.V.E. Research Laboratory, and at the A.S.H.V.E. Research Laboratory, has resulted in authoritative papers on the subject.

Some of the conclusions from work at the Laboratory are listed in the following statements:

1. Upward ventilation results in a lower concentration of carbon monoxide at the breathing line and a lower temperature above the breathing line than does downward ventilation, for the same rate of carbon monoxide production, air change and the same temperature at the 30-in. level.
2. A lower rate of air change and a smaller heating load are required with upward than with downward ventilation.
3. In the average case upward ventilation results in a lower concentration of carbon monoxide in the occupied portion of a garage than is had with complete mixing of the exhaust gases and the air supplied. However, the variations in concentration from point to point, together with the possible failure of the advantages of upward ventilation to accrue, suggest the basing of garage ventilation on complete mixing and an air change sufficient to dilute the exhaust gases to the allowable concentration of carbon monoxide.
4. The rate of carbon monoxide production by an idling car is shown to vary from 25 to 50 cu ft per hour, with an average rate of 35 cu ft per hour.
5. An air change of 350,000 cu ft per hour per idling car is required to keep the carbon monoxide concentration down to one part in 10,000 parts of air.

⁴Code for Heating and Ventilating Garages (A.S.H.V.E. TRANSACTIONS, Vol. 35, 1929, p. 355), (A.S.H.V.E. Reprint, January, 1935).

Airration Study of Garages by W. C. Randall and L. W. Leonhard (A.S.H.V.E. TRANSACTIONS, Vol. 36, 1930, p. 233).

A.S.H.V.E. RESEARCH REPORT No. 874—Carbon Monoxide Concentration in Garages, by A.S. Langsdorf and R. R. Tucker (A.S.H.V.E. TRANSACTIONS, Vol. 36, 1930, p. 511).

A.S.H.V.E. RESEARCH REPORT No. 935—Carbon Monoxide Distribution in Relation to the Ventilation of an Underground Ramp Garage, by F. C. Houghten and Paul McDermott (A.S.H.V.E. TRANSACTIONS, Vol. 38, 1932, p. 439).

A.S.H.V.E. RESEARCH REPORT No. 934—Carbon Monoxide Distribution in Relation to the Ventilation of a One-Floor Garage, by F. C. Houghten and Paul McDermott (A.S.H.V.E. TRANSACTIONS, Vol. 38, 1932, p. 424).

A.S.H.V.E. RESEARCH REPORT No. 967—Carbon Monoxide Distribution in Relation to the Heating and Ventilation of a One-Floor Garage, by F. C. Houghten and Paul McDermott (A.S.H.V.E. TRANSACTIONS, Vol. 39, 1933, p. 395).

* Carbon Monoxide Surveys of Two Garages, by A. H. Sluss, E. K. Campbell and Louis M. Farber (A.S.H.V.E. TRANSACTIONS, Vol. 40, 1934, p. 263).

CHAPTER 43

District Heating

Steam Distribution Piping, Selection of Pipe Sizes, Provision for Expansion, Conduits for Piping, Pipe Tunnels, Inside Piping, Steam Requirements, Fluid Meters and Metering, Rates, Utilization, Automatic Temperature Control.

THOSE phases of district heating which frequently fall within the province of the heating engineer are outlined here with data and information for solving incidental problems in connection with institutions and factories. Some data are included to cover the piping peculiar to heating systems which are to be supplied with purchased steam. A complete district heating installation should not be attempted without a thorough study of the entire problem by men competent and experienced in that industry.

STEAM DISTRIBUTION PIPING

The methods used in district heating work for the distribution of steam are applicable to any problem involving the supply of steam to a group of buildings. The first step is to establish the route of the pipes, and in this matter the local conditions so fully control the layout that little can be said regarding it.

Having established the route of the pipes, the next step is to calculate the pipe sizes. In district heating work it is common practice to design the piping system on the basis of pressure drop. The initial pressure and the minimum permissible terminal pressure are specified and the pipe sizes are so chosen that the required amount of steam, with suitable allowances for future increases, will be transmitted without exceeding this pressure drop. The steam velocity is therefore almost disregarded and may reach a very high figure. Velocities of 35,000 fpm are not considered high. By the use of this method the pipe sizes are kept to a minimum with consequent savings in investment.

The steam flowing through any section of the piping can be computed from a study of the requirements of the several buildings served. In general a condensation rate of 0.25 lb per hour per square foot of equivalent heating surface is a safe figure. This allows for line condensation which, however, is a small part of the total at times of maximum load.