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Standards for Fire Prevention and Fire Protection in TRAILER COACHES and TRAILER COURTS

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NATIONAL FIRE PROTECTION ASSOCIATION
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National Fire Protection Association

INTERNATIONAL

Executive Office: 60 Batterymarch St., Boston 10, Mass.

The National Fire Protection Association was organized in 1896 to promote the science and improve the methods of fire protection and prevention, to obtain and circulate information on these subjects and to secure the cooperation of its members in establishing proper safeguards against loss of life and property by fire. Its membership includes over a hundred and seventy-five national and regional societies and associations and over fourteen thousand individuals, corporations, and organizations.

This pamphlet is one of a large number of publications issued by the Association and available to its members as published. Others include the monthly *Fire News,* the *Quarterly,* the *Year Book,* the *Advance Reports* and *Proceedings* of the annual meetings, and numerous other pamphlets, leaflets and posters on fire safety.

Membership in the National Fire Protection Association is open to any society, corporation, firm or individual interested in the protection of life or property against loss by fire. The valuable engineering and popular literature issued by the Association is available to every member. The Association is always glad to send a membership application blank and samples of its publications to prospective members upon request.

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*Serving in a personal capacity in accordance with Par. 11-b-2 of the Regulations on Technical Committee Procedure.

This standard was prepared by the Committee on Trailers and Trailer Camps and adopted by the Association in annual meeting on June 12, 1952. It is a complete revision of the 1940 edition of Standards for Trailer Coaches and Trailer Coach Camps.

APPROVED EQUIPMENT.

The National Fire Protection Association does not "approve" individual items of equipment. The standards are prepared, as far as practicable, in terms of required performance, avoiding specification of materials, devices or methods so phrased as to preclude obtaining the desired results by other means. The suitability of devices and materials for installation under these standards is indicated by the listings of nationally recognized testing laboratories, whose findings are customarily used as a guide to approval by agencies applying these standards. Underwriters' Laboratories, Inc., Underwriters' Laboratories of Canada and the Factory Mutual Laboratories test devices and materials for use in accordance with the appropriate standards, and publish lists which are available on request.

DEFINITIONS.

The terms in these standards are used in accordance with their commonly accepted meanings.

In accordance with an official ruling by the NFPA Board of Directors, the terms "shall," "should," and "approved" are defined as follows:

SHALL is intended to indicate requirements.

SHOULD is intended to indicate recommendations, or that which is advised but not required.

APPROVED refers to approval by the authority having jurisdiction.

STANDARDS FOR FIRE PREVENTION AND FIRE PROTECTION IN TRAILER COACHES AND TRAILER COURTS. (NFPA No. 501).

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INTRODUCTION.

1. Scope.

(a). Part A of this Standard shall apply to trailer coaches intended for use as living quarters or for sleeping purposes.

(b). Part A of this Standard shall also apply to awnings, porches, lean-to's, or other structures or equipment of a portable character designed to be carried in, on, or with the trailer and installed, assembled, or erected as appurtenances to the trailer when parked.

(c). Any structures built permanently in place in conjunction with a trailer shall not be considered as part of the trailer. Such structures shall be considered as buildings and thus subject to the provisions of applicable building codes or other appropriate requirements.

(d). Part B of this Standard shall apply to trailer courts accommodating more than one trailer coach utilized for living or sleeping purposes or to any premises used or held for the purpose of supplying to the public a parking space for more than one trailer coach utilized for living or sleeping purposes.

(e). Part B of this Standard, which is limited to provisions affecting fire protection and prevention, should be supplemented by municipalities and other political sub-divisions with sanitary and such other regulations as are necessary in the interest of public health, safety, and general welfare. In addition, where applicable, the Building Code, housing laws and other laws and ordinances applicable to buildings should be enforced when the wheels of a trailer are removed or a trailer is permanently blocked up or the space beneath it is enclosed.

2. Definitions.

(a). "Trailer Coach" means any vehicle or similar portable structure having no foundation other than wheels, jacks, or skirtings and so designed or constructed as to permit occupancy for dwelling or sleeping purposes.

(b). "Independent Trailer Coach" means a trailer coach which has a flush toilet and a bath or shower.

(c). "Dependent Trailer Coach" means a trailer coach which does not have a flush toilet and a bath or shower.

(d). Whenever the term "trailers" is used in this Standard, it shall be construed to refer to trailer coaches.

(e). Requirements in this Standard are characterized by the word "shall." Advisory rules are characterized by the use of the

word "should" or are stated as recommendations of that which is advised but not required.

(f). The term "approved" as applied to acceptance of equipment and installation refers to approval of authorities having jurisdiction in the enforcement of this Standard.

(g). The term "approved" as it applies to devices and materials means tested and accepted by a nationally recognized testing authority, and identified as approved.

PART A. TRAILER COACHES.

Chapter 1. Chassis Design and Construction.

110. Material and Strength. The chassis or frame of the trailer shall be constructed of channel-iron framework or of formed sheet-steel members, not less than No. 10 USS gauge in thickness, or the equivalent, adequately cross-braced, and of sufficient strength to support safely, with a factor of safety of not less than five, the framework, equipment, accessories and occupants of the trailer when fully loaded and static, or without occupants when in transit.

120. Hitching Yoke. The hitching yoke which extends in front of the trailer body and to which the coupling mechanism is attached should be an integral part of the chassis. If intended to support liquefied petroleum gas cylinders, it shall be so designed and of sufficient strength to accommodate standard cylinders and to permit secure attachment and support.

NOTE: The chassis should be equipped with springs, hangers, axles, wheels and brakes of a strength and design to insure safety while the trailer is in transit. When weight or length requires, the trailer should be equipped with tandem running gear, defined as four wheels equipped with brakes.

Chapter 2. Body and Roof Construction.

210. Body Framing. The body framework, including studs, cross-bracing, window, door, and vent frames, and the roof supports should preferably be of all metal construction and shall be securely fastened together with attachment or gusset plates and shall be sufficiently rigid to insure the integrity of the structure while being used as living quarters and while in transit.

NOTE: The use of wood framing members, securely fastened together with metal attachment and gusset plates, shall be permitted if cross-bracing and strength are adequate as specified above.

220. Walls and Trim. The enclosing walls and exterior trim of the body shall be of all metal construction or of an approved material having adequate fire and weather resistance.

230. Interior Finish and Insulation. All material used as interior wall, ceiling and floor finish and insulation (including moisture barrier when provided) shall be of a type classified as to flame spread characteristics as not more than 200, as determined by the tunnel-type test method of Underwriters' Laboratories, Inc., described in Bulletin of Research No. 32, Fire Hazard Classification of Building Materials.*

240. Doors, Windows, Frames. Doors and windows, and screens when used, shall be securely framed in place and shall not open inwardly.

250. Roof Construction. Roof structure, supports and cross-members should preferably be of metal, rigidly attached to the studding with attachment or gusset plates and shall be adequately cross-braced. The roof structure shall be sufficiently rigid to insure the integrity of the trailer while used as living quarters and while in transit. The use of wood framing members, securely fastened together with metal attachment and gusset plates, shall be permitted if sufficiently cross-braced and of adequate strength.

260. Roof Insulation. Roof insulation, including moisture barrier when provided, shall be of a type classified as to flame spread characteristics as not more than 200, as determined by the tunnel test method of Underwriters' Laboratories, Inc., described in Bulletin of Research No. 32, Fire Hazard Classification of Building Materials.*

270. Roof Decks. Roof decks shall be of all metal construction or of an approved fire-resistive material.

280. Roof Coverings. Roof coverings shall be of metal, approved treated fabric, or of an approved type of fire-resistive prepared or built-up roof covering materials, or of other approved fire-resistive material of equivalent fire retardant value.

290. Roof Ventilators. It is recommended that at least one ventilator be provided in the roof. Ventilators shall be of the lift type of adequate size, opening to the outside.

*Published by Underwriters' Laboratories, Inc.

Chapter 3. Means of Egress.

310. Number, Location, Type. Two doors, one located at each end of the trailer, shall be provided on the right side of the body. Doors and screen doors shall be of the hinged type, opening outwardly from the inside. Windows, and screens when used, shall be as specified in Article 240.

320. Locks. Locking mechanisms, when provided on doors and screen doors, shall be of a type which permits opening from the inside by the simple operation of a knob or lever or by pressure against the door and screen door.

330. Emergency Exits. Escape doors suitably designed as emergency exitways and releasing to the outside may be provided as a substitute for the rear door when length of the trailer will not permit use of a regular service door.

Chapter 4. Electrical Equipment and Systems.

410. General. All electrical equipment and materials shall be installed in accordance with the provisions of the National Electrical Code* where applicable. Wherever the National Electrical Code and the Standard for Trailer Coaches have unlike requirements, the requirements in the Trailer Coach Standard shall apply. Good service and satisfactory results will often require larger sizes of wire, more branch circuits, and better types of equipment than the minimum which is here specified.

420. Wiring Systems. Trailers shall be wired for connection to 6 volt systems, 2-wire, 115 volt systems, 3-wire, 115-230 volt systems, or for connection to more than one of these systems.

421. Six-Volt Systems. When trailers are wired for 6 volt battery supply only, the circuit shall be of approved automotive wiring, properly supported, of not less than No. 16 AWG and installed in accordance with the recommendations of the Society of Automotive Engineers. Wiring shall be suitably bushed through uprights and other structural members. Circuits shall be provided with 6 volt lamp sockets of the bayonet type, and no provision for the connection to an outside source of supply shall be permitted except that provision may be made for connection to a 6 volt source of supply when the service connection is properly marked and designed to prevent connection to a circuit of higher voltage.

*No. 70, published by the National Fire Protection Association and the National Board of Fire Underwriters.

All wiring methods approved for 115 volt systems shall be considered acceptable for 6 volt wiring systems or circuits.

422. Two-wire 115 Volt or 3 Wire, 115-230 Volt Systems. Trailers designed for connection to one of these systems shall employ an approved wiring method and materials of a type recognized by the National Electrical Code. Circuits supplied from such systems shall be provided with approved outlets and all wiring and cable assemblies shall be continuous from outlet to outlet and from fitting to fitting.

423. Combination Systems. When trailers are provided with separate wiring systems, one for connection to a 6 volt battery supply and the other for connection to a 2 wire, 115 volt or 3 wire, 115-230 volt supply system, the 6 volt system shall be wired as in Section 421, using bayonet type outlets and sockets. The 115 volt or 115-230 volt system shall be wired as in Section 422. Adequate spacings shall be maintained and there shall be no interconnection between the two systems.

424. Composite Wiring Systems. When trailers are provided with a composite wiring system for use with both 6 and 115 volt service (see note), the wiring shall be arranged as follows: All wiring for the 6 volt lighting circuit shall be of approved automotive cable as specified in Section 421. This circuit shall be connected by a double-throw switch to the 6 volt side of an approved 115 volt to 6 volt bell-ringing transformer, except that an approved transformer having a secondary output current greater than 6 amp. may be used if the wiring of the 6 volt circuit is of approved wire of not less than No. 14 AWG.

NOTE: Such a wiring system permits the use of the battery circuit for lighting purposes or the use of the 6-volt lighting system through a stepdown transformer when the trailer is connected to an outside source of supply for 115 volt service.

425. Signal Circuits. Six-volt circuits to "stop" and "tail" lights, directional signals, and the like shall be wired as specified in Section 421 and sufficient spacings shall be maintained between such circuits and 115 volt circuits. These 6 volt circuits should be equipped with an approved connector carrying all circuits from the tow-car to the trailer. Type FF cable should be used for conductors between the plug and the terminal block. The following color code is recommended for these circuits:

Number Conductors	Color of Conductor	AWG. Size (Copper)	Circuit Designation
1	Red	No. 16	Stop light
1	Black	No. 16	Tail light
1	White	No. 16	Common for above
2	Red	No. 10 or 8	Brakes
1	Red	No. 14	Clearance lights
1	Black	No. 14	Inside lights
1	White	No. 14	Common for above

430. Branch Circuits. When a trailer is designed for occupancy for complete living purposes (i.e., cooking, eating, sleeping, sanitary facilities and the like) and intended to be supplied by a 115 or 115-230 volt system, it shall be provided with a minimum of two No. 12 AWG copper wire, or the equivalent, appliance and general purpose branch circuits. (NOTE: A small trailer obviously intended for a single purpose, such as sleeping, may require only a single No. 14 AWG copper wire branch circuit.) It is recommended in the use of the minimum number of two branch circuits, that one circuit be installed to supply the outlets generally used for the connection of appliances and the other circuit be used for general lighting in addition to not more than a maximum of 1000 watts of permanently connected appliance load, such as an electric hot water heater.

431. Overcurrent Protection. All branch circuits including 6 volt circuits shall be installed with approved suitably enclosed overcurrent protective devices.

440. Supply Connections. For connection to the 115 or 115-230 volt power supply, the supply conductors shall be flexible cord approved for extra hard usage (Type S or the equivalent) consisting of No. 10 AWG copper conductors, minimum, or the equivalent, and shall be not less than 25 feet in length measured from attachment cap to point of entrance or connection at the trailer. Terminations for the supply connections are given in Sections 441, 442 and 443.

441. Connection Cord. The line or power-receiving end of the supply connection cord shall be equipped with an approved multiprong, heavy-duty, weatherproof-type attachment plug cap of suitable rating.

442. Trailer Connection. For connecting to the power supply cord, the trailer either (1) shall be equipped with an approved multiprong heavy-duty "motor base" attachment plug of suitable rating permanently mounted underneath or on the side of the

trailer and effectively bonded to the metal frame of the trailer; or (2) shall have the power supply cord terminate at the line side of the branch-circuit overcurrent device assembly entering either the bottom or side of the trailer through a properly protected opening and fitted with an appropriate strain relief.

443. "Motor Base" Attachment Plug. Where a "motor base" attachment plug is provided on the trailer for the power supply, the supply connecting cord shall be equipped with an approved multiwire, heavy-duty, weatherproof-type cord connector body of suitable rating.

444. Trailer-Tow Car Connection. An approved weatherproof plug connector and cables of acceptable type, or other approved means of electrical connection shall be provided for connection to the trailer from the tow-car.

450. Grounding. There shall be provision for grounding effectively all noncurrent-carrying metallic parts of the electrical system or all noncurrent-carrying metal parts shall be installed so as to prevent accidental contact.

451. Exposed Insulated Covers of Enclosures. Switch plates, receptacle plates, fixtures, etc., shall be of the insulating material type where they are used as the covers for ungrounded metallic or insulating material enclosures of electrical equipment. If secured to metallic outlet boxes, screws having insulated heads shall be used.

452. Metal Framing. All framing members, if of metal, and sheet metal work of the trailer shall be bonded together and to the frame so as to be effectively grounded when the trailer is connected to its electrical supply.

453. Conductors. No grounding of the supply or circuit conductors shall be made within or on the trailer.

454. Bonding Method. The requirement for bonding shall be satisfied by any method specified in the National Electrical Code.

455. Grounding Method. The requirement for grounding shall be accomplished by means of a grounding noncurrent-carrying conductor, green in color, contiguous with the supply conductors, and terminating in an approved grounding terminal at the line end of the supply cord.

460. Fixtures. All fixtures shall be of an approved type and shall be installed in an approved manner. Pendant-type fixtures or pendant cords shall not be installed in trailers.

461. Type. All fixtures if not grounded shall be insulated or

protected to prevent accidental contact between ungrounded enclosures and grounded metal.

462. Protection. When fixtures are installed in or adjacent to shower stalls they shall be approved vapor-tight fixtures and shall be switched outside of bathroom.

470. Water Heaters, Refrigerators and Air-Conditioning Equipment. Installation of water heaters, refrigerators and air-conditioning equipment shall be as follows:

471. Water Heaters. Electrical water heaters shall be of an approved type and shall be connected electrically in an approved manner and securely fastened in position.

472. Refrigerators. Electric refrigeration equipment shall be of an approved type and shall be securely fastened in position.

473. Air-Conditioning Equipment. Electrically operated air-conditioning equipment shall be of an approved type and shall be securely fastened in position.

480. Ranges and Heaters. Electric ranges and heaters shall be of an approved type and shall be connected electrically in an approved manner and securely fastened in position.

490. Radio, Television Equipment and Other Appliances. Radio and television equipment supplied by the trailer manufacturer shall be of an approved type. All portable electrical appliances, such as radios, television sets, toasters, percolators, pressing irons, curling irons, etc., used within the trailer should be of an approved type.

Chapter 5. Liquefied Petroleum Gas Systems and Appliances.

510. Approval and Installation of Systems. Liquefied petroleum gas systems shall be of an approved type and shall be installed in accordance with the Standards for the Storage and Handling of Liquefied Petroleum Gases, Division VI, Cylinder Systems for Cooking and Heating Installations on Highway Mobile Vehicles.*

520. Approval and Installation of Appliances. Gas consuming appliances shall be approved for use with liquefied petroleum gas and in addition to the seal or label of approval shall be so identified by a plate showing approval for use with liquefied petroleum gas.

*No. 58, published in separate pamphlet and in National Fire Codes, Vol. I, by the National Fire Protection Association, and in separate pamphlet by the National Board of Fire Underwriters.

They shall be installed in accordance with the conditions of approval as to clearances and other features.

530. Ventilation, Automatic Shut-offs for Appliances. All gas-fired space heaters, water heaters, heating stoves, etc., shall be of the full-vented type, vented to the outside of the trailer and equipped with a down-draft diverter. Air for combustion shall come from the outside of the trailer. Each appliance shall be equipped with a device designed to shut off the supply of gas to the main burner and to the pilot if provided.

540. Location of Appliances. Appliances shall be so located in the trailer that a fire at the appliance will not block all means of egress from the trailer.

550. Approval and Installation of Stoves. Liquefied petroleum gas cooking and heating stoves shall be of an approved type and shall be installed in accordance with the conditions of approval as to installation clearances and other features.

560. Portable Appliances Prohibited. No portable appliances shall be permitted. All stoves shall be securely fastened in position.

570. Piping. All piping from tanks installed on the trailer shall be permanently installed and securely fastened. The use of ⅜-in. OD copper tubing with 0.035-in. wall thickness is recommended for connecting the outside cylinders to the stove.

580. Flues. Heating stoves shall be provided with flue connections to the outside of the trailer. Flues shall penetrate the roof of the trailers through a weather-tight sheet-metal shield or roof jack which shall provide a clearance of at least 2 in. between the flue and combustible roof members if approved outlet flues are provided. A clearance of at least 6 in. shall be provided if metal flues are used.

590. Metal Hood Vents. Metal hood vents shall be provided over all cooking stoves and shall be securely fastened in position. They shall vent through the roof of the trailer in such a manner as not to come in contact with combustible roof deck members (at least 2-in. clearance) and shall be provided with down-draft hoods.

Chapter 6. Oil-Burning Cooking and Heating Stoves.

610. Approval and Installation. Oil-burning cooking and heating stoves shall be of an approved type and shall be installed in accordance with the conditions of approval as to installation clearances and other features.

620. Gasoline Stoves Prohibited. The use of gasoline stoves shall not be permitted.

630. Portable Stoves Prohibited. No portable stove equipment shall be permitted. All stoves shall be securely fastened in position.

640. Flues. Oil-burning stoves shall be provided with flue connections to the outside of the trailer. Flues shall penetrate the roof of the trailer through a weather-tight sheet-metal shield or roof jack which shall provide a clearance of at least 2 in. between the flue and combustible roof members if approved outlet flues are provided. A clearance of at least 6 in. shall be provided if metal flues are used.

650. Down-Draft Diverters. Down-draft diverters shall be provided on all vents from oil-burning stoves.

660. Location of Fuel Tanks. Oil-burning stoves for heating purposes may provide for attachment to fuel tanks located outside of and separate from the trailer.

670. Piping. All piping from tanks installed on the trailer shall be permanently installed and securely fastened. The use of $\frac{3}{8}$-in. OD copper tubing with 0.035-in. side wall thickness is recommended for connecting outside tanks to the stove.

680. Supply Tank Compartment. If the fuel supply tank is located in a side or rear compartment, such compartment shall be ventilated at the bottom to permit diffusion of vapors and shall be insulated from the structural members of the trailer body. Tanks so installed shall be provided with outside fill and vent pipes and an approved inside gauge.

690. Auxiliary Storage Tanks. Auxiliary oil storage tanks, when provided, shall be so located as to require filling and draining on the outside of the trailer and shall be securely fastened in position in a place readily available for inspection. When installed in closed compartments, such compartments shall be ventilated at the bottom.

Chapter 7. Refrigeration Equipment.

710. Approval and Installation. Mechanical refrigeration equipment shall be of an approved type and shall be securely fastened in position.

Chapter 8. Fire Extinguishers.

810. Number, Approval and Installation. Each trailer shall be equipped with at least one approved hand-operated fire extinguisher of a type suitable for use on oil fires. The extinguisher shall be installed on the inside of the trailer in a fixed location, preferably near a door, and in no case in close proximity to the cooking or heating stove.

Chapter 9. Flameproofing of Fabrics.

910. Flame-Spread Limitation. Fabrics used inside or outside the trailer, such as curtains, drapes, decorations, upholstery, trim, awnings, etc., shall have a flame-spread classification of not over 200 as determined by the tunnel-type test method of Underwriters' Laboratories, Inc., described in Bulletin of Research No. 32, Fire Hazard Classification of Building Materials.* If necessary, fabrics shall be flameproofed in order to qualify for this classification limitation.

920. Fabrics Near Heating Equipment. Curtains and drapes near heating or cooking equipment should be securely fastened at both sides of the opening.

*Published by Underwriters' Laboratories, Inc.

PART B. TRAILER COURTS.

Chapter 10. Location and Sub-Division of Trailer Parking and of Trailer Courts.

1010. Overnight Parking Restriction. Overnight parking should be prohibited on any street or land except in an approved trailer court, except that not more than one trailer of a nonpaying guest of a resident of a municipality may park on the property of said resident for not exceeding 72 hours in any one month, providing the location of the trailer complies with the front, side and rear yard requirements of the local building zone ordinance.

1020. Approval of Trailer Court Location. Because of the effect of a trailer court on traffic, the location of such a court and of its entrances and exits should meet the approval of the authorities having jurisdiction.

1030. Access to Public Streets. Trailer courts shall have access to a public street or road by directly abutting thereon or by means of a private hard-surfaced road not less than 20 feet wide.

1040. Roadways in Trailer Courts. Trailer courts shall have hard-surfaced and well-lighted roadways not less than 20 feet wide, to which all trailers shall have direct access.

1050. Trailer Units. Each trailer unit (the term unit refers to a plot of land provided for the accommodation of not more than one trailer and one towing car) shall contain not less than 1200 square feet of ground area and shall be not less than 30 feet in width. The boundary lines of such units shall be plainly and permanently marked.

1060. Clearance Between Trailers. Trailers shall be so harbored on their specific unit that there shall be at least a 15-foot clearance between trailers, provided, however, that with respect to trailers parked end-to-end, the end-to-end clearance between trailers may be less than 15 feet but shall be not less than 10 feet.

1070. Clearance Between Trailers and Buildings. Distances from permanent court buildings to trailers should be limited according to construction, size and occupancy of the buildings in accordance with regulations of authorities having jurisdiction.

Chapter 11. Inspection and Maintenance.

1110. Trailer Maintenance. Trailers and their equipment shall be so maintained that, from the standpoint of upkeep and cleanliness, the possibility of fire and accident is reduced to a minimum. All trailer courts and personal fire protection equipment shall be readily available and accessible for instant use at all times.

1120. Trailer Inspection. The trailer court operator shall designate a member of the court staff to inspect each trailer upon entry and, as necessary, at subsequent intervals of 30 days, to determine and report upon hazardous conditions requiring correction. Corrective measures shall be taken promptly and the work inspected and accepted after completion. A record of such inspections and the corrective work ordered and completed shall be kept by the trailer court operator.

1130. Fire Protection Equipment Inspection. All trailer court fire protection equipment shall be inspected periodically under the direction of the court operator.

Chapter 12. Instructions to Court Personnel and Tenants.

1210. Fire Fighting and First Aid Instruction. The trailer court operating staff shall be instructed in the use of the court fire protection equipment and in their specific duties in the event of fire, as well as in the administration of first aid.

1220. Fire Safety Program for Tenants. The rules and regulations of the court shall be conspicuously posted. It shall be the responsibility of the trailer court operator to maintain an active program of tenant education in the operation of fire protection equipment, safe housekeeping practice, and recognition of the frequent causes of fire. The program may be carried out through periodic inspection work, by special instruction of individuals and groups, and by posters and pamphlets.

Chapter 13. Fire Protection of Trailer Courts.

1310. Access to Trailer Area. Areas immediately adjacent to all trailers shall be kept clear.

1311. Approaches. Approaches to areas adjacent to all trailers shall be kept clear for fire fighting apparatus.

1312. Overhead Wires. Conductors of overhead wiring systems shall have a clearance of not less than 18 feet above trailer court streets to permit operation of fire fighting apparatus and shall be so maintained.

1320. Fire Alarms. Provisions shall be made for giving a general alarm in case of fire. A bell, iron hoop or a similar manually operated device may be used for this purpose.

1321. Fire Alarm Boxes. Where practical, at least one approved fire alarm box, depending on the size of the court, should be provided. It should be conspicuously located and clearly identified. Where practical, such boxes shall be connected with the municipal fire alarm system, or in the absence of availability of such a system, suitable telephone facilities shall be readily accessible at all times.

1322. Tenant Instruction. It shall be the responsibility of the trailer court operator to inform all tenants of means of summoning fire apparatus, police department, and court employees.

1323. Posting Location of Fire Alarm Facilities. Information enabling tenants to locate the nearest alarm, alarm box, and telephone booth should be posted in each trailer. Emergency call numbers should be posted conspicuously at public telephone locations.

1324. Posting Location of First Aid Facilities. Locations of the nearest first aid facilities should be posted conspicuously.

1330. Fire Fighting and Protection Equipment. Each trailer court shall be provided with the following equipment, but shall not be limited to the equipment listed. The number and capacities of all items and their location to assure availability for effective use shall be subject to approval by a qualified fire protection engineer or municipal fire department official.

1331. Yard Hydrants and Hose. Where a standard system of public yard hydrants does not exist, the court should be provided with 2-inch water risers spaced at intervals so as to be not more than 300 feet from any trailer or court building, and should be provided with at least one hose reel with sufficient length of

1½-inch minimum hose to reach any point in the court. In absence of the above, a standard complement of approved extinguishers on wheels so located that all trailers shall be within 300 feet of fire extinguishing equipment shall be provided.

1332. First Aid Equipment for Class A Fires. Approved first aid equipment for use on Class A fires shall be provided on the basis of at least one unit for each ten trailer units. Such equipment may include approved pump tanks, fire buckets, water barrels and sand containers.

1333. First Aid Equipment for Class B Fires. For fires involving flammable liquids (Class B fires), including grease fires in eating places, approved carbon dioxide, vaporizing liquid, foam or dry chemical extinguishers shall be provided.

1334. First Aid Equipment for Class C Fires. Approved vaporizing liquid, carbon dioxide, or dry chemical extinguishers shall be provided for use on electrical fires (Class C fires), and for maintenance shops.

1335. Grass and Woods Fires. Approved "back pack" extinguishers shall be provided for courts subject to exposure to grass or woods fires. It is recommended that a fire break be provided around the perimeter of the camp where the court is exposed to grass or woods fires.

1336. Watchman Service. Approved watchman's clocks and station equipment shall be provided where watchman service is required.

Chapter 14. Electrical Equipment and Systems.

1410. Approval and Installation. All electrical systems and equipment shall be of an approved type and installed in accordance with the provisions of the National Electrical Code.*

1420. Grounding. The system and exposed noncurrent-carrying metal parts of equipment and conductors shall be grounded in accordance with the provisions of the National Electrical Code.* The grounded conductor of the trailer supply system shall be effectively grounded at each trailer supply center. (NOTE: The trailer supply center contains one or more attachment plug receptacles with appropriate overcurrent protection.)

*No. 70, published by the National Fire Protection Association and by the National Board of Fire Underwriters.