

Dec. 15, 1925.

1,565,907

W. F. COMB

GARAGE

Filed Nov. 20, 1923

3 Sheets-Sheet 1

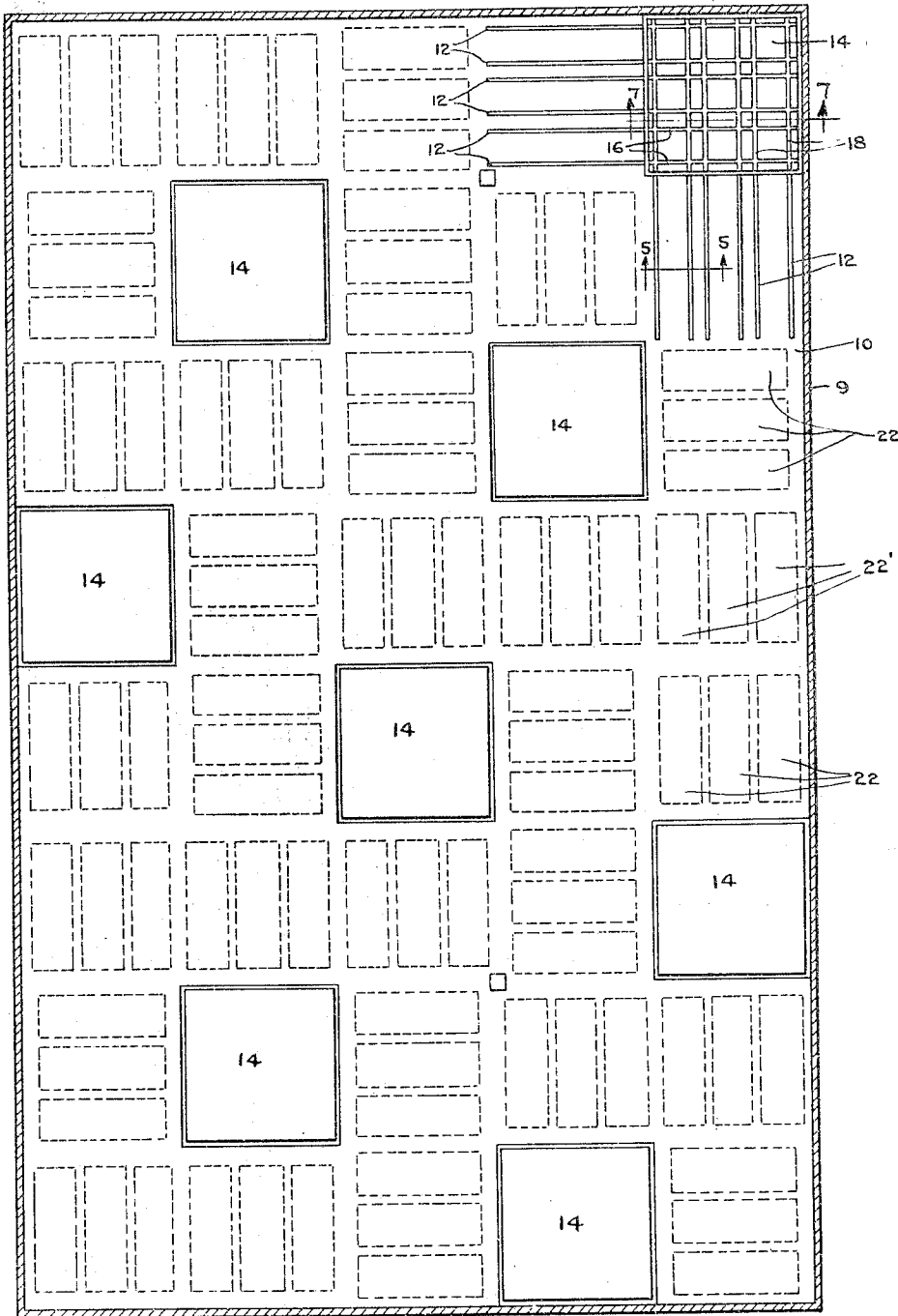


FIG-1

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3 Sheets-Sheet 2

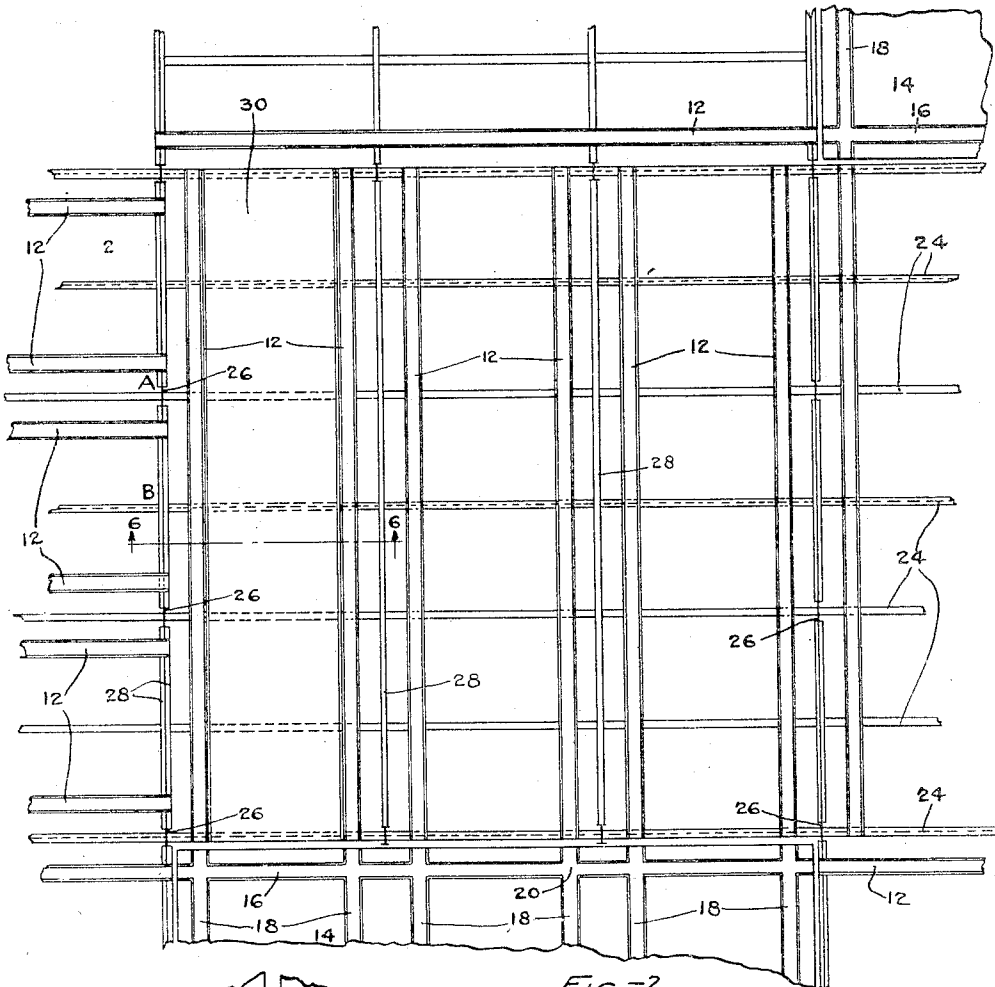


FIG-2

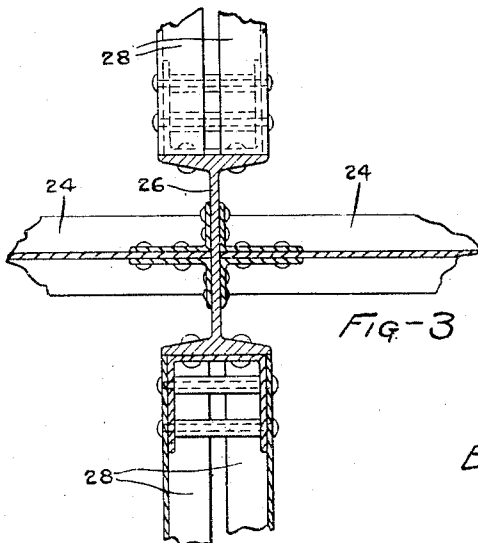


FIG-3

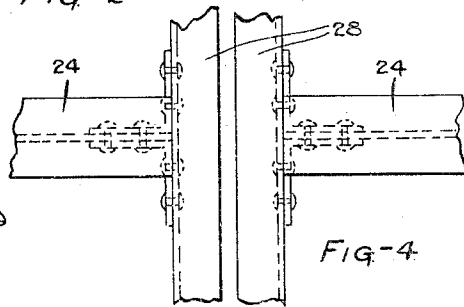


FIG-4

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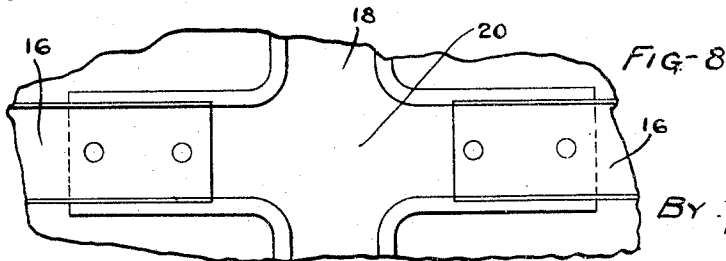
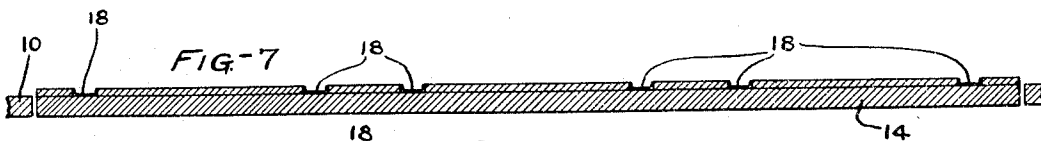
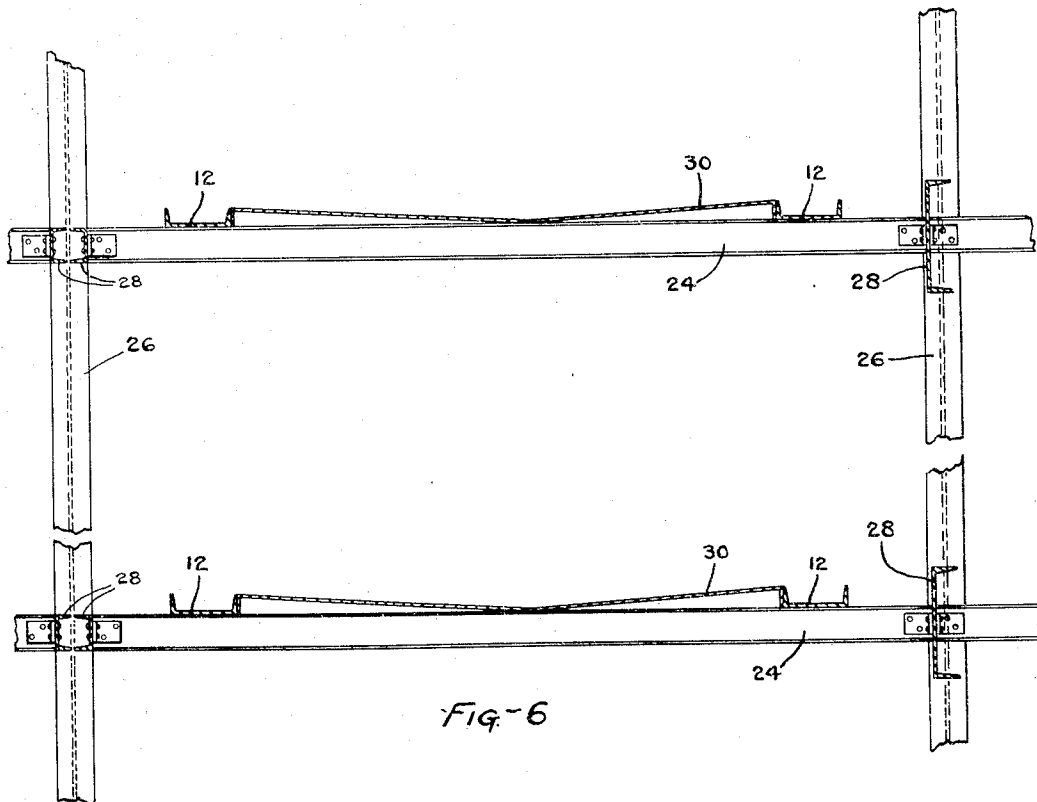
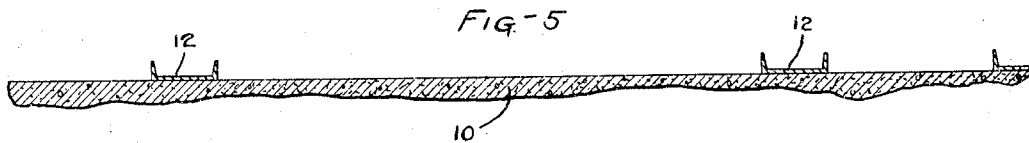
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GARAGE

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3 Sheets-Sheet 3



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Patented Dec. 15, 1925.

1,565,907

UNITED STATES PATENT OFFICE.

WILLIAM F. COMB, OF MINNEAPOLIS, MINNESOTA.

GARAGE.

Application filed November 20, 1923. Serial No. 675,859.

To all whom it may concern:

Be it known that I, WILLIAM F. COMB, a citizen of the United States, residing at Minneapolis, in the county of Hennepin and State of Minnesota, have invented certain new and useful Improvements in Garages, of which the following is a specification.

My invention relates to garages, and an object is to economize space and provide for compactly storing cars or motor vehicles in such manner therein that it will be an easy matter to remove the various vehicles from time to time as the drivers thereof desire to take them out.

The full objects and advantages of my invention will appear in connection with the detailed description, and the novel features of my inventive idea will be particularly pointed out in the claims.

In the accompanying drawings which illustrate the application of my invention,— Fig. 1 is a plan view of a floor in a garage showing the arrangement of elevators and the manner of storing vehicles. Fig. 2 is a plan view drawn on a larger scale and showing a portion of a floor of modified construction. Fig. 3 is a fragmentary view in horizontal section taken at the place designated A in Fig. 2. Fig. 4 is a fragmentary plan view at the place designated B in Fig. 2. Fig. 5 is a view on an enlarged scale in section on the line 5—5 of Fig. 1. Fig. 6 is a view on enlarged scale in vertical section on the line 6—6 of Fig. 2. Fig. 7 is a view on an enlarged scale in section on the line 7—7 of Fig. 1 showing the manner in which tracks are set on the floor of an elevator. Fig. 8 is a plan view of a portion of an elevator track intersections thereon.

Referring first more particularly to the construction shown in Figs. 1 and 5, the numeral 9 designates a building having one or more upper cement floors 10 upon which are pairs of tracks 12 consisting of channel irons, these pairs of tracks being spaced apart the distance between the wheels of motor vehicles so that the vehicles may be moved upon the tracks. It may be advantageously explained at this point that the ground floor of the building constituting the garage is free of tracks and is not intended to be utilized for storage purposes. The floor shown in Fig. 1 may be any one of a number of floors above the ground floor. A plurality of suitably disposed elevators

designated by the character 14 are provided, there being eight of these in the particular embodiment shown in Fig. 1 although it will be understood the number of elevators may be varied as desired. The elevator floors are provided with pairs of tracks 16 extending in one direction and with pairs of tracks 18 extending at right angles thereto. In the embodiment shown, there are three pairs of tracks running in each direction on the elevator floors. At the places where the tracks cross each other, at right angles, they are connected by cross members 20, best shown in Fig. 8 so that the wheels of the automobiles may have free passage in the channel members regardless of the direction in which they are moved on the elevator floors. In the upper right hand corner of Fig. 1, the arrangement of tracks for one elevator and the floor tracks adjacent thereto is clearly shown. It will be understood that this arrangement of tracks is repeated for the other elevators and that the remaining floor space which is shown is filled with motor vehicles designated by the numeral 22. It will be evident that most of the car spaces may be filled by moving the cars on the tracks in any one of four directions from the interior elevators, and in any one of three directions when the elevators are placed adjacent the walls of the building. A few of the spaces such as the one filled with cars indicated at 22' which cannot be as readily filled from the elevators may be used for dead storage. It will be understood that the ground floor of the garage will be kept sufficiently clear so that the cars may be readily placed upon and removed from any of the elevators to the floor in order to meet the demands for live storage.

In the form of the invention shown in Figs. 2, 3, 4, and 6, instead of providing cement floors, skeleton floors are constructed of structural metal beams. Fig. 2 is a fragmentary plan view of one of these floors. The arrangement of elevators and tracks on the elevator floors may be the same as already described, two of the elevators being designated in Fig. 2 by the character 14. The channel iron tracks 12 rest upon I-beams 24 which may extend at right angles. Some of the beams 24 are secured to vertical I-beams or other columns 26 in the manner shown in Fig. 3, and some of the beams 24 are secured to pairs of chan-

nel beams 28 in the manner shown in Fig. 4. The channel beams 28 are secured to the vertical I-beams 26 in the manner shown in Fig. 3. The space between the mating rails of each pair of tracks on the floor is filled in by drip pans 30 in order to catch drippings from the cars.

The operation and advantages of my invention will be readily understood in connection with the foregoing description. Cars which are to be stored in the garage enter doorways on the ground floor and are moved onto the elevators which carry them to the upper floors where they are removed and stored upon the tracks with which the upper floors are provided.

I claim:

1. A garage comprising a building, an elevator in said building, two sets of tracks arranged in pairs supported upon the floor of said elevator, said sets of tracks crossing each other at right angles, and pairs of floor tracks adapted to aline with one or the other of said elevator tracks.

2. A garage comprising a building, a plurality of elevators in said building, two sets of tracks arranged in pairs supported upon the floors of said elevators, said sets of tracks crossing each other at right angles, and pairs of floor tracks adapted to aline with one or the other of said sets of elevator tracks.

3. A garage comprising a building, a plurality of elevators in said building, tracks supported upon the floors of said elevators, a skeleton floor for said building, tracks supported by said skeleton floor adapted to aline with said elevator tracks, and drip pans supported between the mating rails of said floor tracks.

4. A garage comprising a building, a plurality of elevators in said building, two sets of tracks arranged in pairs supported upon the floors of said elevators, said sets of tracks crossing each other at right angles, a skeleton floor for said building, and pairs of tracks supported by said skeleton floor and adapted to aline with one or the other of said sets of elevator tracks.

5. A garage comprising a building, a plurality of elevators in said building, two sets of tracks arranged in pairs supported upon the floors of said elevators, said sets of tracks crossing each other at right angles, a skeleton floor for said building, pairs of tracks supported by said skeleton floor and adapted to aline with one or the other of said sets of elevator tracks, and drip pans supported by said skeleton floor between the mating rails of said floor tracks.

In testimony whereof I hereunto affix my signature.

WILLIAM F. COMB.