Jan. 29, 1924. 1,481,939

J. E. TUCKER

GARAGE

Original Filed Dec. 31. 1921 4 Sheets-Sheet 1

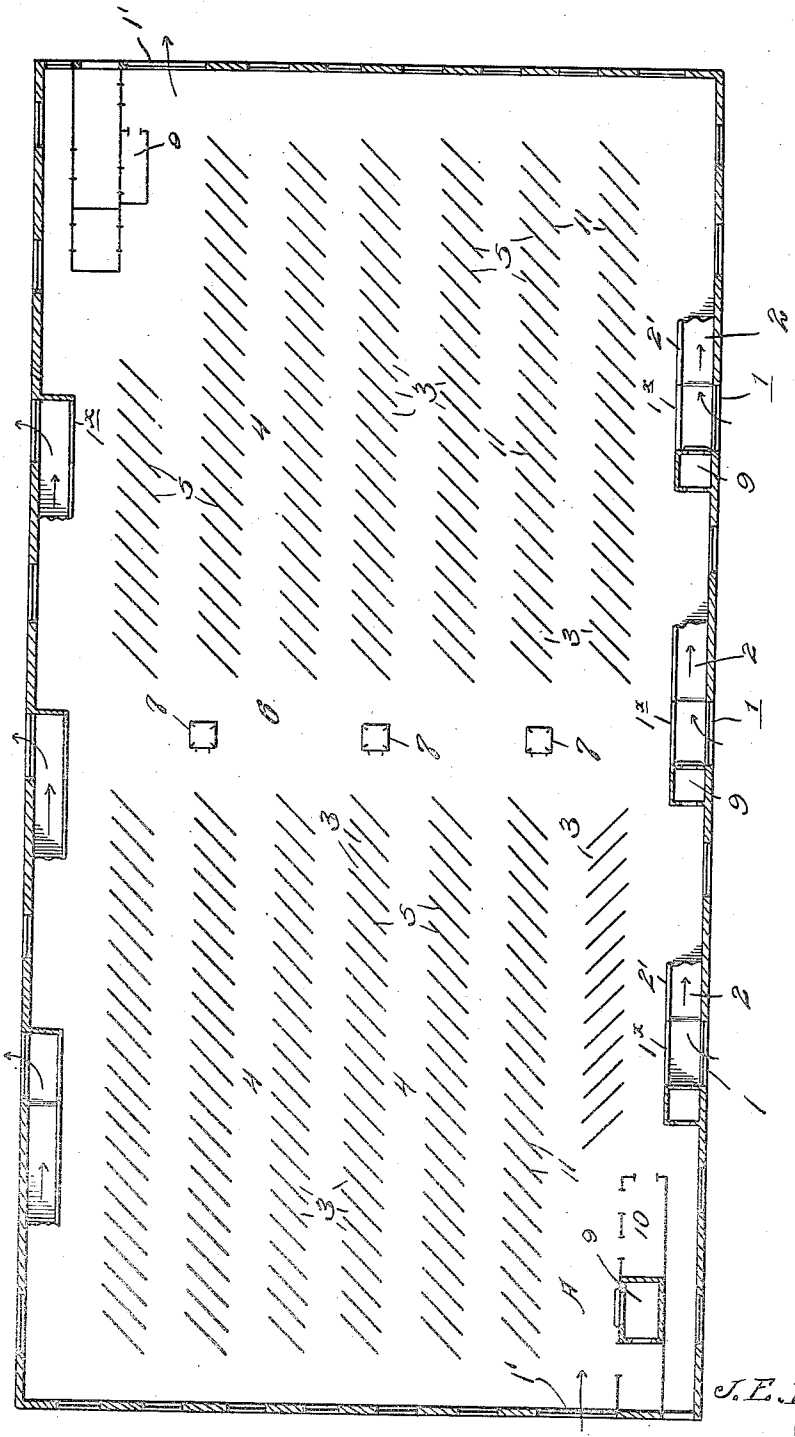


Fig. 1.

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Original Filed Dec. 31. 1921 4 Sheets-Sheet 2

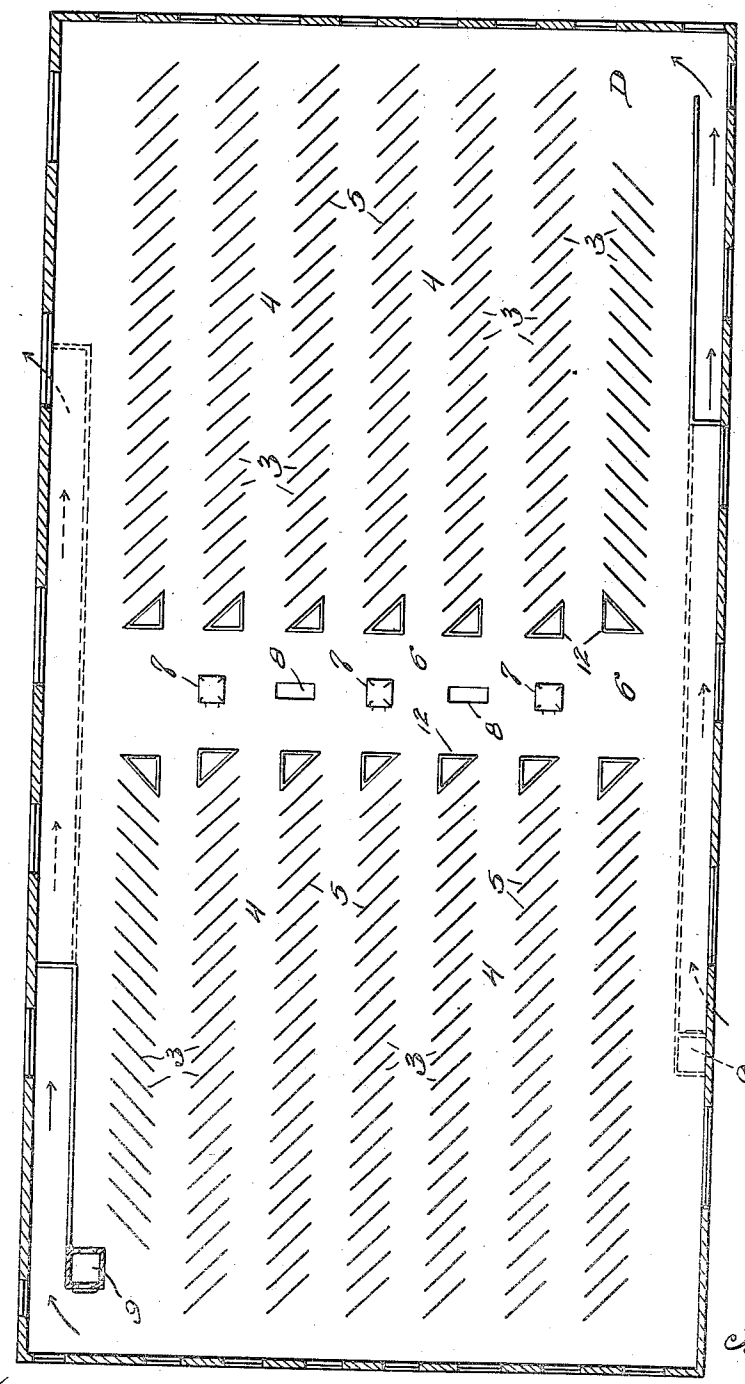


Fig. 2.

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GARAGE

Original Filed Dec. 31, 1921 4 Sheets-Sheet 3

Fig. 3.

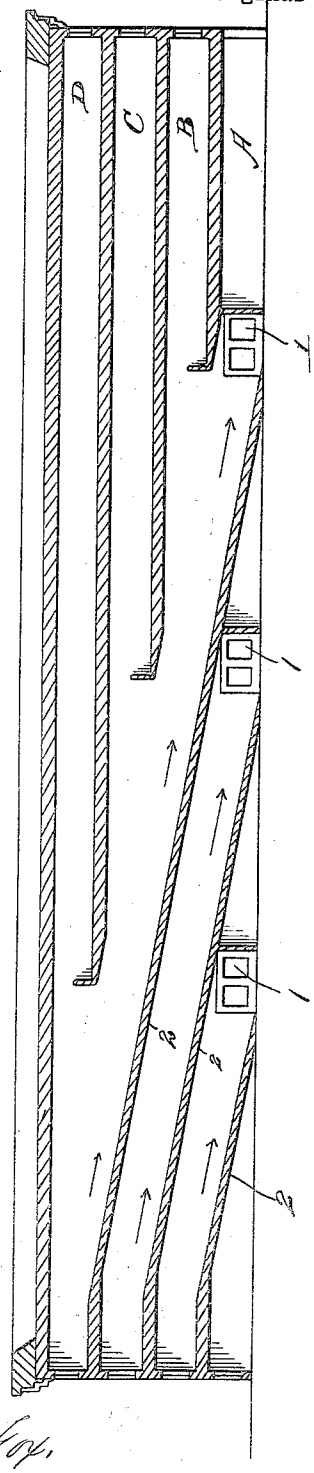
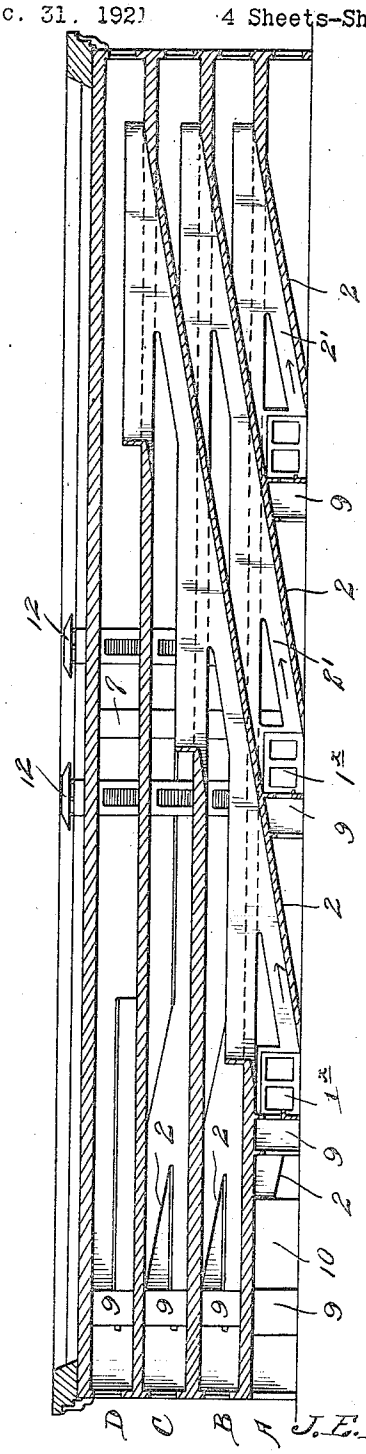


Fig. 4.



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1,481,939

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Original Filed Dec. 31. 1921

4 Sheets-Sheet 4

Fig. 6.

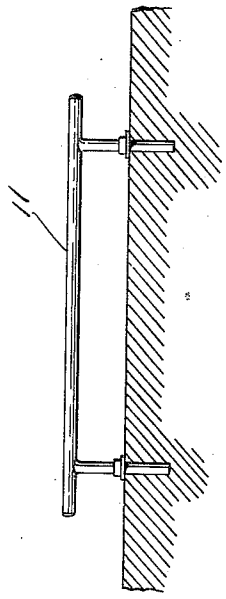
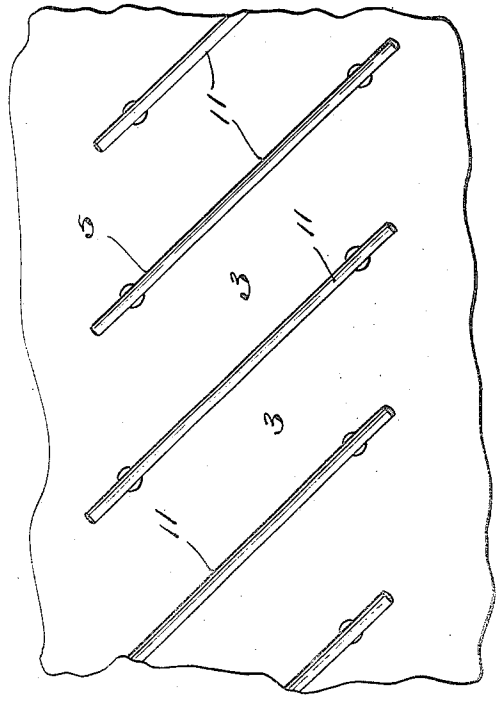


Fig. 5.



H. L. Hoy.

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Patented Jan. 29, 1924. 1,481,939

UNITED STATES PATENT OFFICE.

JUNIUS E. TUCKER, OF BRIDGEPORT, CONNECTICUT.

GARAGE.

Application filed December 31, 1921, Serial No. 526,322. Renewed June 23, 1923.

To all whom it may concern:

Be it known that I, JUNIUS E. TUCKER, a citizen of the United States, residing at Bridgeport, in the county of Fairfield and State of Connecticut, have invented new and useful Improvements in Garages, of which the following is a specification.

This invention relates to garages for storing motor vehicles, the principal object of the invention being to provide the maximum storage space while permitting free movement of the vehicles so that they can be moved under their own power and without interfering with other vehicles.

Another object of the invention is to provide means whereby the vehicles can travel to the different floors under their own power and without necessitating the use of elevators and the like.

A further object of the invention is to provide stalls for the vehicles, so arranged that the vehicles can be moved into and out of the same under their own power.

This invention also consists in certain other features of construction and in the combination and arrangement of the several parts, to be hereinafter fully described, illustrated in the accompanying drawings and specifically pointed out in the appended claims.

In describing my invention in detail, reference will be had to the accompanying drawings wherein like characters denote like or corresponding parts throughout the several views, and in which:—

Figure 1 is a plan view of the first floor of the garage.

Figure 2 is a plan view of the upper floor.

Figure 3 is a vertical sectional view through the exit side of the building.

Figure 4 is a like view through the entrance side.

Figures 5 and 6 are views showing the specific form of partitions between the stalls.

As shown in these views the building is provided with a plurality of floors A, B, C and D. Of course it may be provided with more or less, as desired. Doors 1 are provided and I prefer to use the doors on one side of the building for entrance to the building and the doors on the opposite side as exits from the building. Inclines 2 are arranged for permitting a vehicle to pass from the ground level to the upper floors under its own power and to descend from said floors to the exit doors. An entrance and exit incline is provided for each of the upper floors, the entrance inclines being arranged at one side of the building as shown in Figure 4 and the exit inclines being arranged at the opposite sides of the building, as shown in Figure 3. The inner sides of said inclines are provided with low walls 2′. The entrance and exit doors are arranged at the bottoms of said inclines. The entrance and exit doors for the lower floor are arranged in the ends of the building, as shown at 1′ and if desired I may provide doors 1^x for permitting a vehicle to pass from the lower floor to the runways leading to the upper floor. These doors 1^x will, of course, permit a vehicle to pass through the doors 1 in leaving or entering the building. I also provide ventilators 12 for the building, said ventilators being preferably of triangular shape, as shown in Figure 2 and arranged in rows at the inner ends of the rows of stalls.

It will be seen from the above that each floor is independent of the other floors and to all intent and purpose each floor acts as a separate garage, the cars passing to and from the same without interfering with cars using the other garages.

Each floor is provided with a plurality of stalls 3 for receiving the vehicles, these stalls being arranged in rows with aisles 4 between the rows and the partitions 5 separating the stalls are diagonally arranged so as to facilitate the entrance and exit of the motor cars into and from the stall. I prefer to leave a large central aisle 6 between the rows and to locate elevators 7 and stairs 8 therein so that the drivers and other persons may pass from floor to floor.

I also arrange booths 9 on the lower floor adjacent the doors the purpose of which will be hereinafter described. I may also provide waiting rooms, offices and the like in the building, as indicated at 10. The stalls may be marked off in any desired manner, though I prefer to do so by railings, as indicated at 11 in Figures 5 and 6.

From the above it will be apparent that the vehicles can enter the building through the entrance doors and can run under their own power into the stalls, those located upon the upper floors reaching said floors by passing up the inclined runways. When a vehicle is to leave the building it can be run under its own power from the stall

through the aisles to the exit doors, said vehicle running down the exit incline if it is parked on one of the upper floors. Thus the vehicle is moved about under its own power and can be easily and quickly parked in its proper stall without interfering with any other vehicle. The peculiar arrangement of stalls permits the maximum of space to be used for parking purposes while permitting the cars to be moved under their own power. My system also permits the car to be parked and removed without having to move or disturb any other car and without having to back the car.

I prefer to use the following system in handling cars in a garage constructed in accordance with my invention:—A chart of the respective floors will be placed in both the entrance and exit ticket booths of each floor. The floor, the stall rows and the stalls will be numbered and each chart for each respective floor will correctly represent the floor, and will be constructed in such a way that tickets can be placed upon the spaces representing stalls. Each day tickets will be provided in triplicate for each floor. These tickets will be dated; and numbered to represent the stalls—1, 2, 3, 4 and so on, and also indicating stall rows by number.

When an automobile appears at an entrance a ticket is handed the driver, which of course, directs him to the stall where he or she is to leave the car. The license number of the car is written on a duplicate ticket which is immediately transported by mechanical means to the exit ticket booth of the same floor which the car is being parked upon. The attendant at the exit ticket booth places this duplicate ticket which contains the license number of the car on the number of stall on the chart that corresponds to the number of stall on the ticket. When the attendant at the entrance ticket booth sends the duplicate ticket to the exit ticket booth he also places the triplicate ticket on the corresponding stall number of his chart.

The driver of the car, after parking leaves the building via passenger elevator or stairway. The ticket he holds is the credential to pass him into the building again and when he appears at the exit ticket booth with his car he presents the ticket to the attendant who compares the number to the one on the stall indicated, and also compares the automobile license number to that written on the ticket he had on the chart. Collection is made according to the date shown. The ticket which he collected from the driver of the car, which is the duplicate ticket is deposited in a box, while the triplicate ticket which contains the automobile license number is returned to the entrance ticket booth and the attendant then takes the original ticket off the chart and deposits it in a box, and he forwards the triplicate ticket containing the automobile license number to the accounting office. The corresponding stall on the charts is now vacant which of course indicates that that stall is again vacant on the floor.

The above is for transient customers. When special arrangement is made for parking by the week or month a special ticket admitting passage both in and out with proper limitation will be provided.

It is thought from the foregoing description that the advantages and novel features of my invention will be readily apparent.

I desire it to be understood that I may make changes in the construction and in the combination and arrangement of the several parts, provided that such changes fall within the scope of the appended claims.

What I claim is:—

1. A garage having rows of diagonally arranged stalls therein, aisles between the rows and between the outer rows and the walls of the garage, an entrance aisle communicating with the entrance ends of the first named aisles and an exit aisle communicating with their exit ends, said stalls having both ends open.

2. A garage having an entrance at one end and an exit at the opposite end, main driveways adjacent the walls of said garage, rows of diagonally arranged open ended stalls separated by aisle driveways connecting said entrance and exit ends, whereby a car can enter and leave the garage by a continuous passage through a stall.

3. A garage of the class described comprising a plurality of floors, a separate inclined entrance runway leading from the street level to each of the upper floors, a separate inclined exit runway leading from each of the upper floors to the street level, rows of diagonally arranged open ended stalls on each floor, aisles communicating with the several rows at respective ends of the several stalls and entrance and exit aisles at the ends of the first mentioned aisles communicating respectively with said entrance and exit runways.

In testimony whereof I affix my signature.

JUNIUS E. TUCKER. [L. S.]