

July 21, 1931.

J. L. CANADAY

1,815,429

GARAGE

Filed Sept. 8, 1928

3 Sheets-Sheet 1

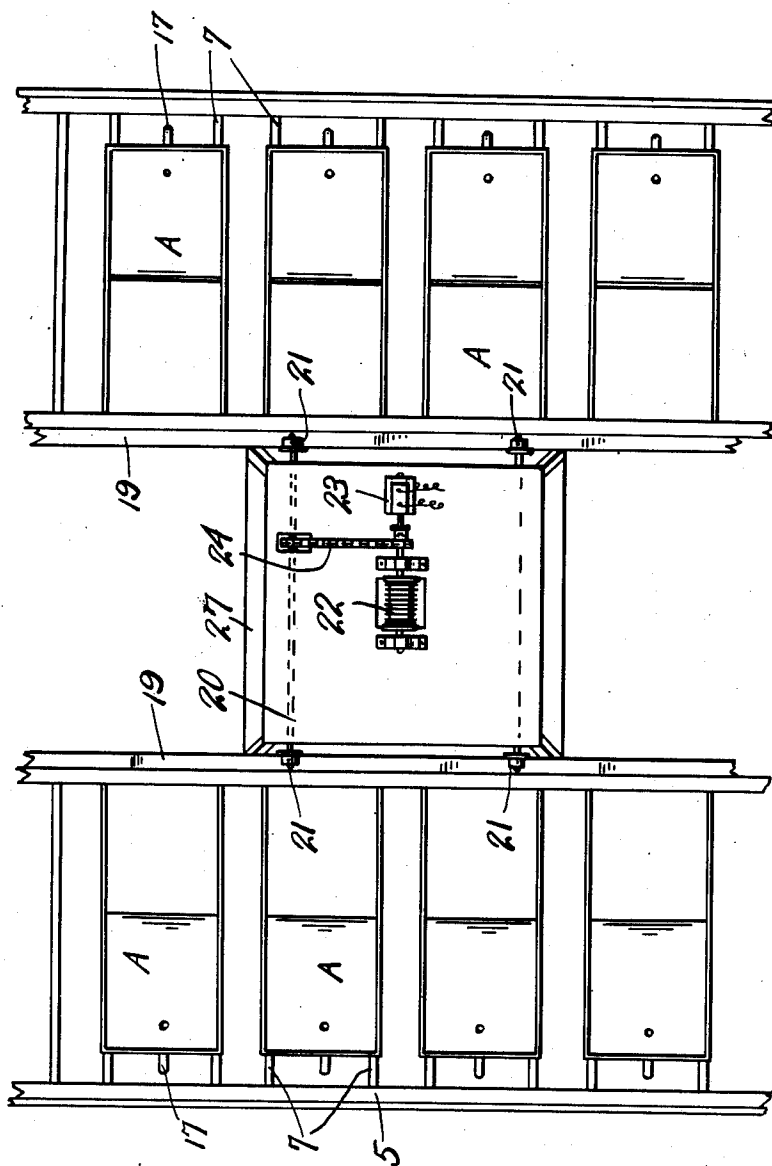


Fig. 1.

Inventor

Jesse L. Canaday

By *Clarence A. O'Brien*
Attorney

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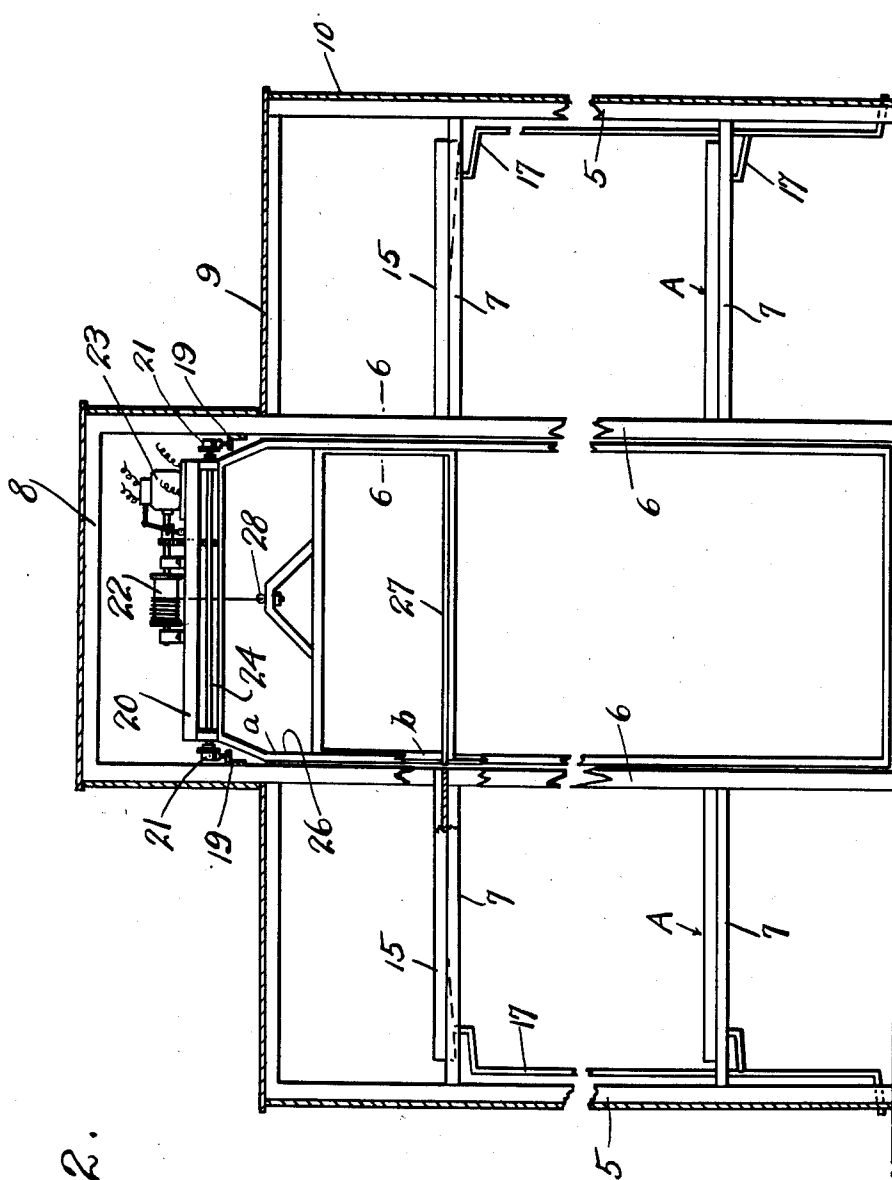


Fig. 2.

Inventor

Jesse L. Canaday

By *Charles A. O'Brien*
Attorney

July 21, 1931.

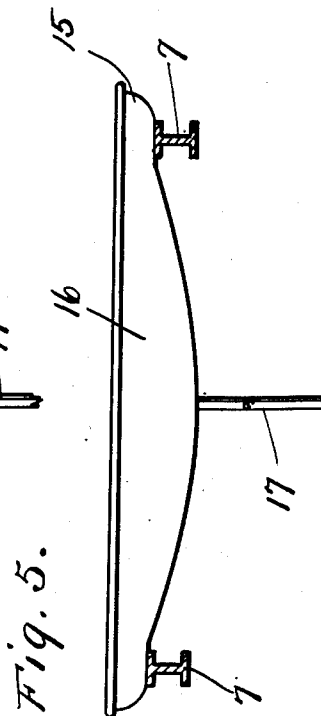
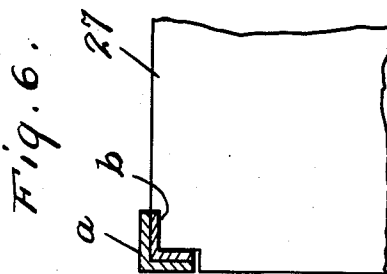
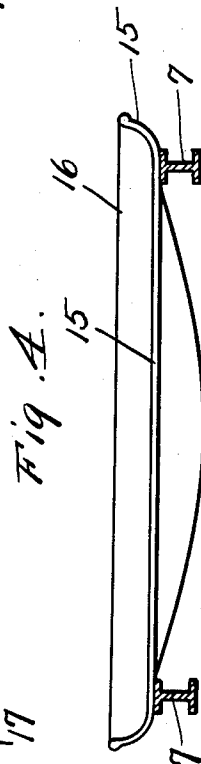
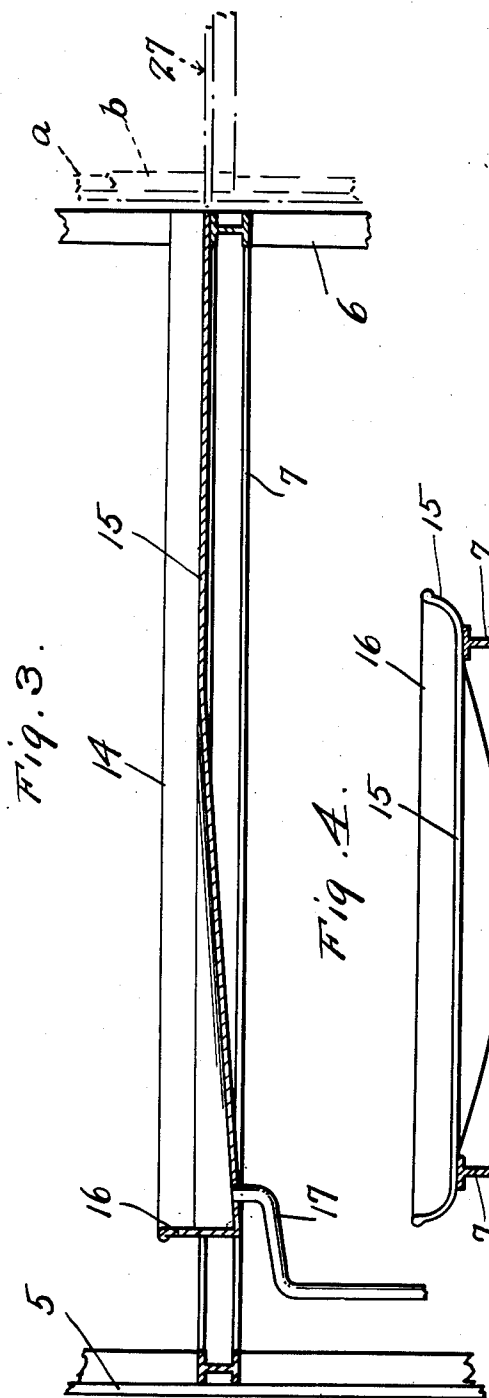
J. L. CANADAY

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3 Sheets-Sheet 3



Inventor

Jesse L. Canaday

By *Charles A. O'Brien*
Attorney

UNITED STATES PATENT OFFICE

JESSE L. CANADAY, OF MEMPHIS, TENNESSEE

GARAGE

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The present invention relates to a garage for parking a plurality of automobiles, and has for its prime object to provide a building structure wherein an elevating mechanism is provided, movable in an aisle formed through the building, so that automobiles may be raised to the desired storage and parked in any of the desired spaces or stalls provided.

Another very important object of the invention resides in the provision of a garage of this nature which may be built to store a comparatively large number of automobiles in a convenient and compact manner and which building may be constructed at a low cost and made strong and durable.

A still further very important object of the invention resides in the provision of a garage of this nature having a plurality of parking spaces formed therein, each space being provided with a pan like bottom shaped to provide proper drainage, and means for taking off the drainage from the various stall like bottoms.

With the above and numerous other objects in view, as will appear as the description proceeds, the invention resides in certain novel features of construction, and in the combination and arrangement of parts as will be hereinafter more fully described and claimed.

In the drawings:

Figure 1 is a fragmentary top plan view of the garage embodying the features of my invention.

Figure 2 is a vertical transverse section therethrough.

Figure 3 is a longitudinal section, through one of the pan like bottoms.

Figure 4 is a front end elevation thereof.

Figure 5 is a rear end elevation thereof, and

Figure 6 is an enlarged detail section, taken substantially on the line 6—6 of Figure 2.

Referring to the drawings in detail it will be seen that the garage is provided with a skeleton like frame work including outer uprights 5 and inner uprights 6. Joists 7 are disposed between the uprights 5 and 6. The

two rows of uprights 6 form an aisle longitudinally through the building with stalls on each side thereof at different stories. Any number of stories may be provided. The uprights 6 preferably extend above the upper ends of the uprights 5 and are connected by cross members 8. Suitable roofing 9 may be provided on the skeleton frame work and sides and ends 10 and 11 may be provided.

The beams or joists 7 are arranged in pairs, each supporting a pan like bottom A to provide a support for the automobile. The pan like bottom A includes curved side walls 14, rising from the bottom 15, the rear portion of which inclines downwardly toward the end wall 16, and pipes 17 lead from the lower portion of the downwardly inclined portion of the bottom 15 to drain the oil and other leakage from the automobile parked thereon. It will be further seen that the side portions of the bottom 15 rest on the I-beams 7.

Tracks or rails 19 are mounted along the upper ends of the uprights 6. A carriage 20 having wheels 21 rideable on the rails 19 supports a hoisting mechanism, such as a winch and cable 22, an electric motor 23, and other electrical equipment. Chain and sprocket means 24 may be utilized for operatively connecting the motor with the shaft 24 of the wheels 21, and this motor 23 is also operatively connected with the winch and cable 22 in any preferred manner. A case like elevator shaft 26 is suspended from the carriage, to move in the aisle formed by the upright 6. An elevator 27 is movable up and down in this case like shaft, by being engaged with the cable of the hoisting mechanism 22 as is indicated at 28. The case like shaft includes angle vertical rails a for receiving angle vertical rails b of the elevator. The rails b slide in the rails a, and thus the elevator is steadied by the case like shaft.

From the above detailed description it will be seen that an automobile may be run on the elevator and may be delivered to any one of the stalls.

It is thought that the construction, operation, utility and advantages of this inven-

tion will now be quite apparent without a more detailed description thereof.

It will be seen that I have provided a garage structure, which is simple, strong and durable, inexpensive to build, thoroughly efficient and reliable in use, and otherwise well adapted to the purpose for which it is designed. The present embodiment of the invention has been disclosed in considerable detail merely for the purpose of exemplification, since in actual practice it attains the features of advantage enumerated as desirable in the statement of the invention and the above description.

It will be apparent that changes in the details of construction, and in the combination and arrangement of parts may be resorted to, without departing from the spirit or scope of the invention as hereinafter claimed or sacrificing any of its advantages.

Having thus described my invention, what I claim as new is:

1. A garage of the class described, including a supporting structure, a plurality of pan like bottoms mounted in the supporting structure to form independent stalls for automobiles, each pan like bottom including upwardly curved side walls, a bottom, an end wall, said bottom being inclined downwardly toward the end wall.

2. A garage of the class described including a supporting structure, a plurality of pan like bottoms mounted in the supporting structure to form independent stalls for automobiles, each pan like bottom including upwardly curved side walls, a bottom, an end wall, said bottom being inclined downwardly toward the end wall, and drain means at the lower portion of the inclined portions of the bottom.

In testimony whereof I affix my signature.
JESSE L. CANADAY.

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