G. A. SHAUL.

GARAGE STRUCTURE.

APPLICATION FILED APR. 29, 1920.

1,372,095.

Patented Mar. 22, 1921.

2 SHEETS—SHEET 1.

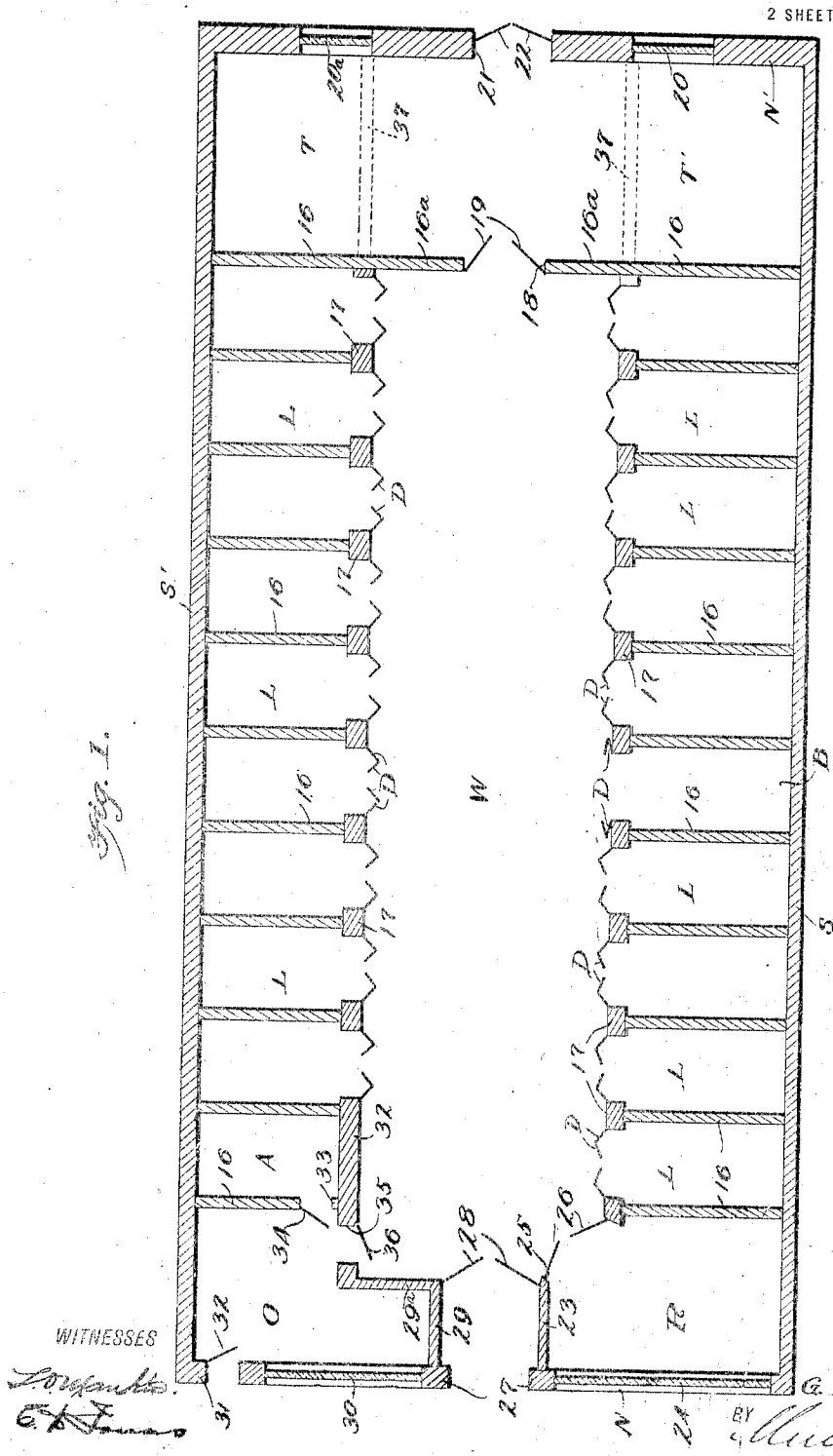


Fig. 1.

WITNESSES

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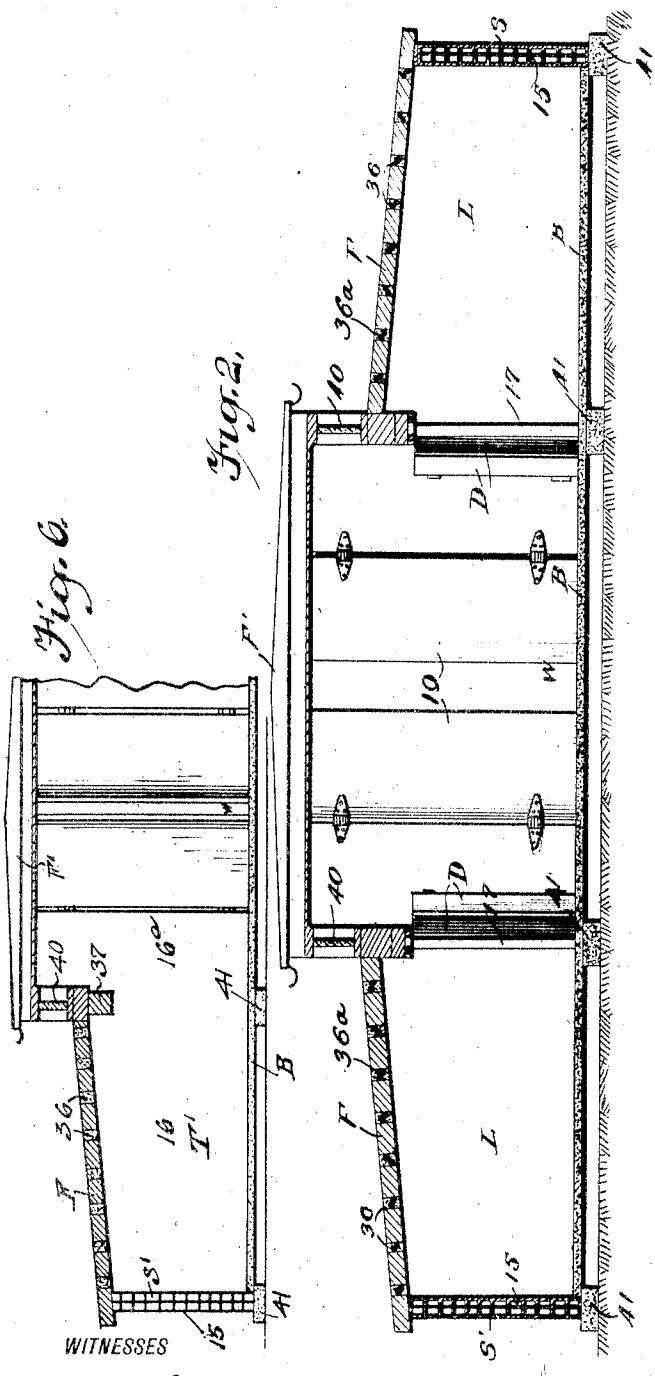
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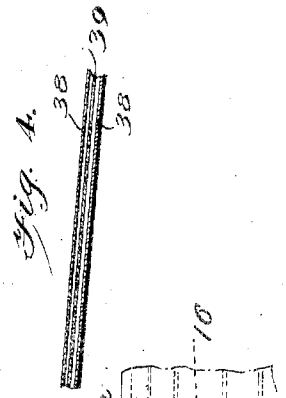
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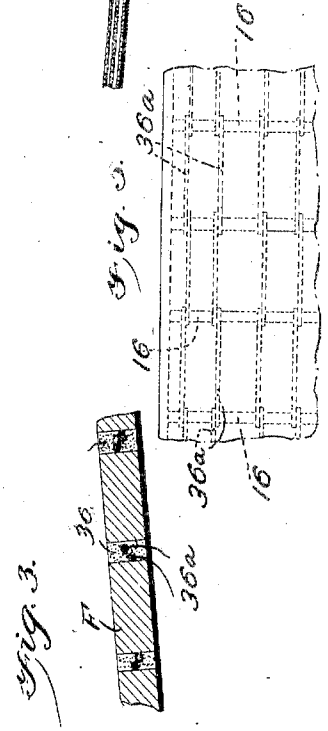
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2 SHEETS—SHEET 2.







WITNESSES

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UNITED STATES PATENT OFFICE.

GEORGE ADELBERT SHAUL, OF SENECA, KANSAS.

GARAGE STRUCTURE.

1,372,095. Specification of Letters Patent. Patented Mar. 22, 1921.

Application filed April 29, 1920. Serial No. 377,610.

To all whom it may concern:

Be it known that I, GEORGE ADELBERT SHAUL, a citizen of the United States, and a resident of Seneca, in the county of Nemaha and State of Kansas, have invented certain new and useful Improvements in Garage Structures, of which the following is a specification.

My invention relates to garages and a purpose of my invention is the provision of a garage of simple and fire proof construction, and which is formed to provide a plurality of individual lockers or garages for the individual housing of a plurality of automobiles.

It is also a purpose of my invention to provide a garage having a common driveway and a roof disposed above the roof of the lockers or individual garages, the wall connecting the roof of the driveway with the roofs of the lockers being formed with windows to allow the transmission of sunlight into the driveway and lockers.

A further purpose of my invention is the provision of a garage in which the vertical side walls thereof are formed of hollow tiles with the openings in the tiles communicating with each other and arranged to allow a longitudinal circulation of air through the walls for preventing the accumulation of dampness within the several lockers.

I will describe one form of garage embodying my invention and will then point out the novel features thereof in a claim.

Figure 1 is a view showing in longitudinal section one form of garage embodying my invention.

Fig. 2 is a transverse sectional view taken on the line 2—2 of Fig. 1 and looking in the direction of the arrows.

Fig. 3 is a fragmentary detail view of a portion of the roof for the lockers.

Fig. 4 is a fragmentary sectional view of a portion of the roof for the driveway.

Fig. 5 is an enlarged fragmentary detail view of a portion of the roof for the lockers.

Fig. 6 is a fragmentary view showing a vertical transverse section through one of the rooms comprised in the garage.

Similar reference characters refer to similar parts in each of the several views.

Referring specifically to the drawings, and particularly to Fig. 1, S and S′ designate the side walls of the garage, and N and N′ the end walls, all of such walls being formed of hollow tile secured in wall formation by means of cement or other suitable material as will be understood. The tile comprising the side walls S and S′ is arranged in such manner that the openings therein are in longitudinal alinement so that longitudinal channels 15 coextensive in length with the side walls are provided through which air circulates from one end of the side walls to the other to prevent accumulation of moisture within the walls and to thereby prevent dampness on the inner side of the walls. The end walls N and N′ constitute the front and rear end of the garage, respectively, and are provided with suitable entrance and exit openings through which the motor vehicles leave and enter the garage, as will be more particularly described hereinafter.

As shown in Fig. 1, partitions 16 extend at right angles and at regular spaced intervals from the side walls S and S′ to provide lockers or individual garages L. These partitions are formed of hollow tile and are connected at their inner ends to posts 17 also formed of hollow tile. The posts 17 of any one locker hingedly support doors D, each door as shown in Fig. 2 being comprised of two hinged sections and each section being sub-divided into two hinged portions so as to permit the folding of the doors against the posts as is clearly illustrated in Fig. 1.

It will be noted that the posts 17 at one side of the garage are spaced apart for an appreciable distance from the posts at the other side of the garage so as to provide between the two sets of posts a driveway W over which the motor vehicles can travel to or from any of the lockers.

As shown in Fig. 1, the two rearmost partitions 16 are extended beyond the inner ends of the other partitions as indicated at 16^a, such extensions terminating in spaced relation to each other to provide an exit opening 18 through which vehicles can pass exteriorly of the driveway W and ultimately from the garage. The opening 18 is controlled by hinged doors 19 which are supported upon the extension 16^a. The endmost partition 16 together with the extension 16^a coöperate with the rear end wall N′ to provide two sections T and T′ in which the motor vehicles can be repaired.

For the purpose of admitting light to the sections T and T', the end wall N is provided with windows 20 and 20a. The end wall N' is also provided with an exit opening 21 controlled by doors 22, such opening being substantially in alinement with the opening 18 so that a vehicle can readily pass from the opening 18 through the opening 21.

At the forward end of the garage, a partition 23 extends inwardly from the front end wall N and terminates at a point in spaced relation to the foremost adjacent partition 16. The partitions 16 and 23 cooperate with the front wall N and adjacent side wall S to provide a display room designated at R in which a motor vehicle can be displayed. The front wall N is provided with a relatively large window 24 which is designed for the purpose of revealing the contents of the display room R. Access is had to the display room R from the driveway W through an opening 25 controlled by doors 26. The front wall N is also provided with an entrance opening 27 through which the vehicles can enter the driveway W. This entrance opening 27 is controlled by doors 28 one of which is hingedly supported upon the partition 23 while the other is carried by a partition 29 extending rearwardly from the front wall N and parallel to the partition 23. The partition 29 is provided with a right angle extension 29a, which coöperates with the foremost partition 16 and the adjacent parts of the front and side walls to form an office indicated at O. The front wall of the office O is formed with a window 30 and an entrance opening 31 controlled by a door 32. The foremost partition 16 just referred to constitutes one side wall of a supply room A, the supply room being formed by two partitions 16 which are connected and closed at their forward end by a partition 32. Entrance to the supply room A from the office O is gained through an opening 33 controlled by a door 34, and entrance to the driveway from the office is had through an opening 35 controlled by a door 36.

Referring now to Fig. 2, it will be seen that the lockers L at each side of the garage are covered by roofs F which are formed of hollow tile connected by cement as indicated at 36. As clearly shown in Figs. 2, 3 and 5, reinforcing metallic rods 36a extend through the cement 36, and as shown to advantage in Fig. 5, such rods are arranged in staggered relation to each other with their confronting ends overlapping at points directly above the partitions 16. The roofs F are mainly supported by the partitions 16, and as the latter are arranged at intervals for a major portion of the length of the garage, it is obvious that the only additional means necessary in order to effectively support the roofs is a pair of beams 37 (Fig. 1) which extend from the rear end wall N' to the adjacent partition 16.

The driveway W is covered by a roof F' which as shown in Fig. 2 is disposed above the plane of the roofs F and is supported upon the posts 17. The roof F' is of the construction shown in Fig. 4 wherein it will be seen that it is composed of sheets of tin or the like indicated at 38, such sheets being spaced apart and having interposed therebetween a sheet of asbestos 39. As shown in Fig. 2, the vertical portions of the roof F' are provided at points above the roofs F with windows 40 through which light is supplied not only to the driveway W but to any of the lockers L provided the doors of the latter are open. This arrangement provides for the efficient lighting of the interior of the garage, it being particularly noted that the side walls S and S' are not provided with windows so that when the doors D are closed, the light is prevented from entering the lockers L. The purpose of this arrangement is to maintain the motor vehicles within the lockers in complete darkness, it having been found that by excluding the light, the life and luster of the body enamel of a motor vehicle is preserved.

As shown in Fig. 2, the garage is provided with a floor B formed of concrete and supported in spaced relation to the ground by concrete members 41. It will be particularly noted that the side walls S and S' are also supported on concrete members 41 which are preferably coextensive in length with the walls. This arrangement allows of the free circulation of air beneath the floor B so as to prevent dampness interiorly of the garage. As previously described, the circulation of air through the channels 15 of the side walls S and S' takes place which also tends to prevent dampness within the lockers L.

From the foregoing description, taken in conjunction with the accompanying drawings, it will be manifest that I have provided a garage which completely houses and protects motor vehicles from extreme temperatures and from fire, the entire garage being formed of fireproof material and the lockers arranged in such manner that free entrance and exit to and from the same is secured. It will be further noted that by virtue of the arrangement of the partitions, posts and roofs, the use of trusses for supporting the roofs is eliminated while at the same time providing efficient means for effectively supporting the same.

Although I have herein shown and described only one form of garage structure embodying my invention, it is to be understood that various changes and modifications may be made herein without depart-

ing from the spirit of the invention and the spirit and scope of the appended claim.

What I claim is:—

A garage structure comprising, side and end walls, partitions extending inwardly at intervals from the side walls to provide individual lockers at opposite sides of the structure, and a driveway therebetween, certain of the partitions coöperating with the end walls to provide relatively large rooms at the opposite ends of the structure, door controlled openings between the rooms and the driveway and in the end walls, posts arranged contiguous to the inner ends of said partitions, doors movably supported on said posts for closing the lockers, roofs for the lockers and rooms supported on said partitions, and a roof for said driveway supported on said posts.

GEORGE ADELBERT SHAUL.