F. E. D'HUMY.

GARAGE.

APPLICATION FILED MAY 1, 1917.

1,298,183. Patented Mar. 25, 1919.

Fig. 1.

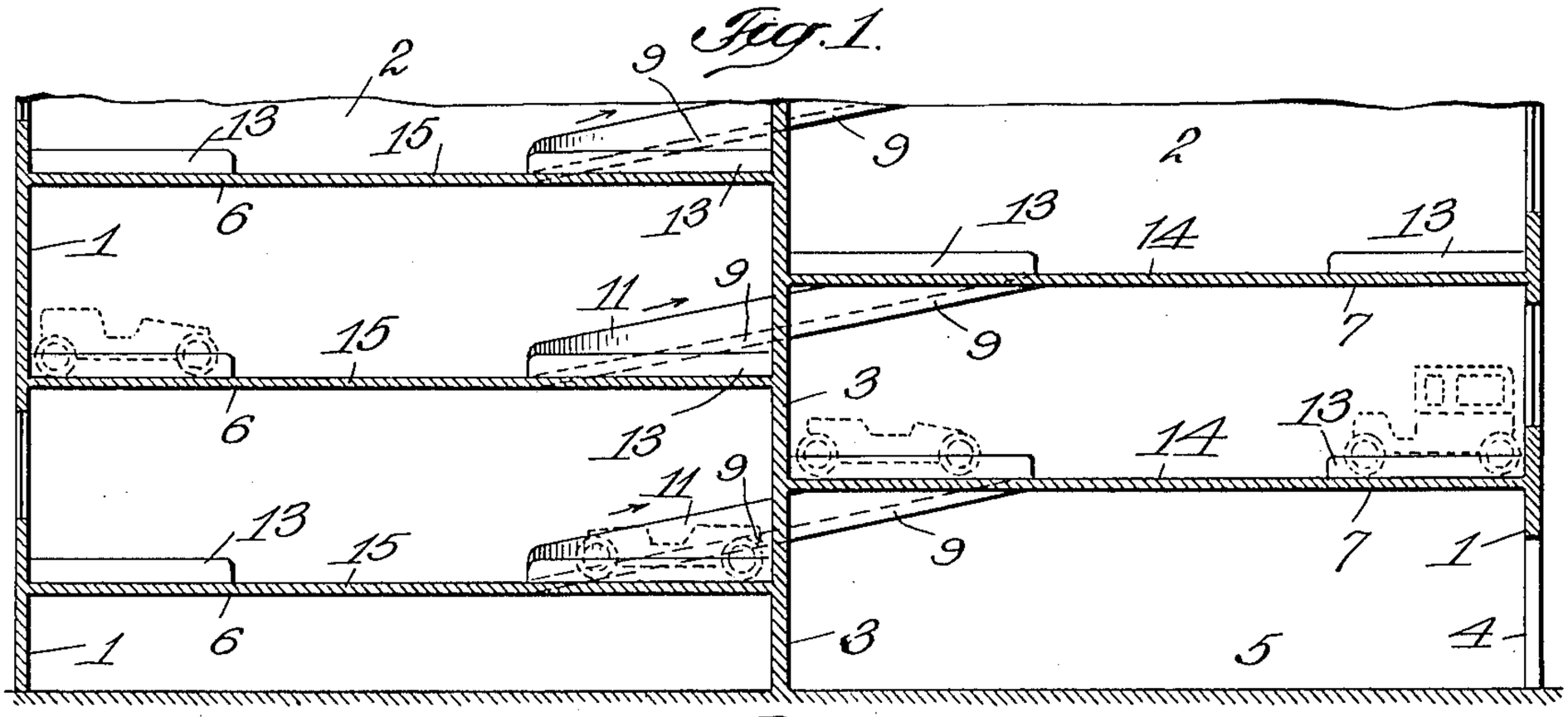


Fig. 2.

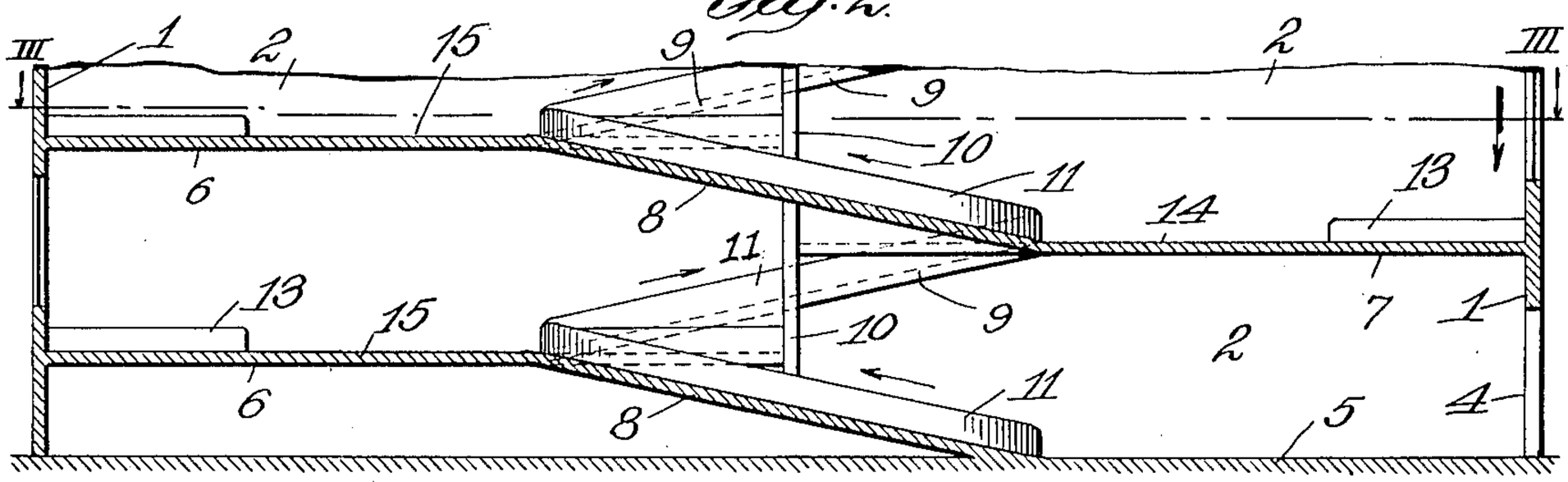
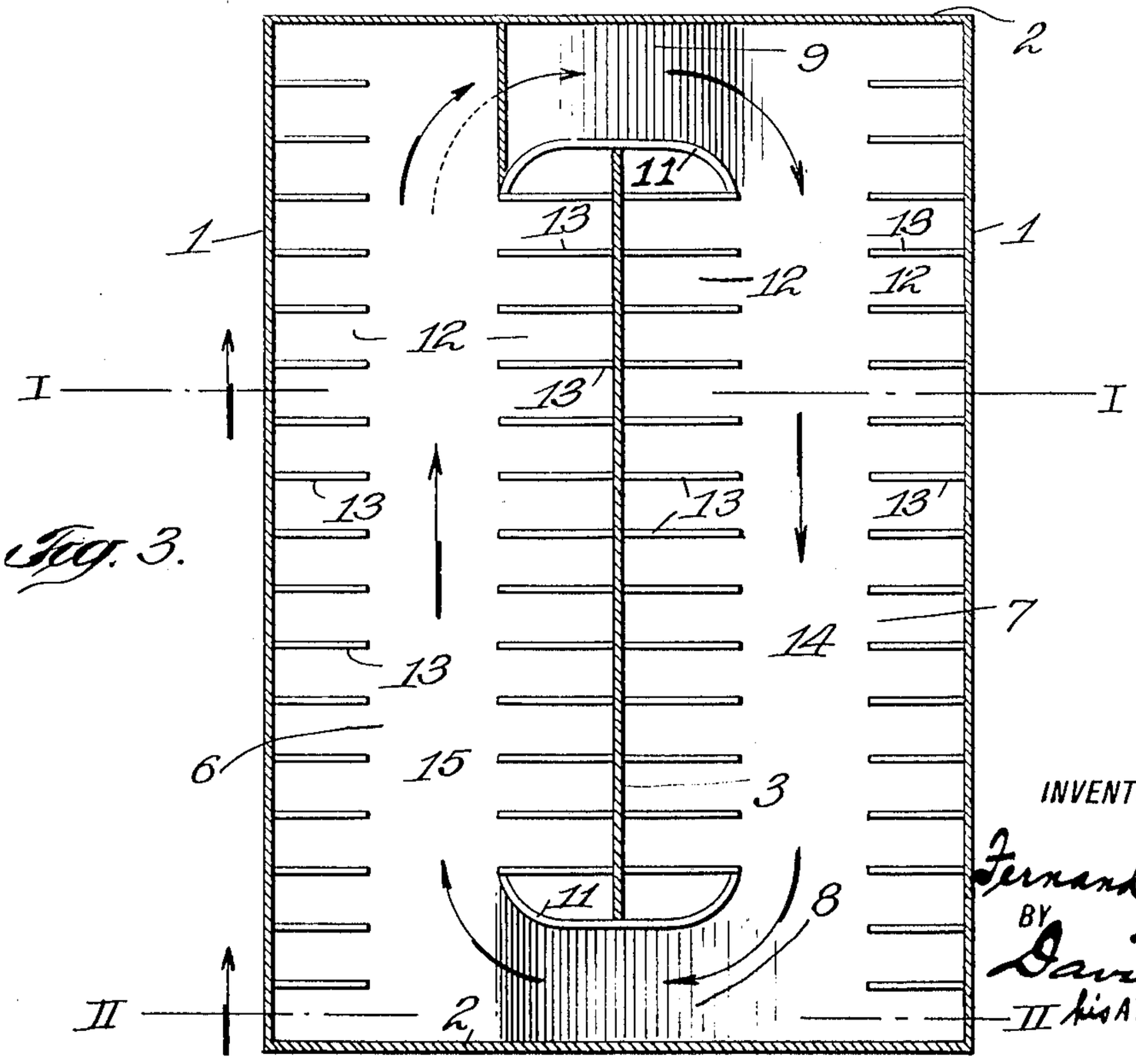


Fig. 3.



INVENTOR

Fernand E. d'Humy,

BY

Davis Davis

his ATTORNEYS.

UNITED STATES PATENT OFFICE.

FERNAND E. D'HUMY, OF ENGLEWOOD, NEW JERSEY.

GARAGE.

1,298,183. Specification of Letters Patent. Patented Mar. 25, 1919.

Application filed May 1, 1917. Serial No. 165,766.

To all whom it may concern:

Be it known that I, FERNAND E. D'HUMY, a citizen of the United States, and a resident of Englewood, county of Bergen, and State of New Jersey, have invented certain new and useful Improvements in Garages, of which the following is a specification.

This invention relates to improvements in building structures, and more particularly to garages or buildings for storing self-propelled or other vehicles.

The principal object of the invention is to provide a garage having a plurality of floors, each of which is provided with a plurality of compactly arranged storage spaces or stalls for vehicles, the building being so constructed that the vehicles may be driven under their own power to their respective storage spaces on the several floors.

A further object of the invention is to provide a garage having a plurality of floors connected with each other by inclined driveways or ramps, in which the floors are so arranged that relatively short connecting ramps may be employed having a relatively low grade or degree of inclination, thus reducing the amount of space occupied by the connecting ramps, while at the same time providing inclined driveways connecting the several floors along which vehicles may be easily driven under their own power.

A further object of the invention is to provide a compact arrangement of storage spaces on each floor, the storage spaces and communicating driveways being so arranged that vehicles may be driven to and from their respective storage spaces without interfering with the operation of other vehicles and without danger of accidental injury to vehicles already stored in the building.

Another object of the invention is to provide a garage in which a number of vehicles may be simultaneously driven to and from their respective storage spaces without interfering with each other.

In the accompanying drawings, Figure 1 is a fragmentary vertical transverse section of a garage embodying the invention, the section being taken on the line I—I of Fig. 3;

Fig. 2 a similar view, taken on the line II—II of Fig. 3; and

Fig. 3 a horizontal sectional view taken on the line III—III of Fig. 2.

In the embodiment of the invention shown in the drawings, a garage is formed with side walls 1 and end walls 2, of any suitable construction, and is divided longitudinally by a central vertical wall or partition 3. The outer walls of the garage are provided with suitable doorways 4, permitting access to the ground floor 5 of the building.

At one side of the central wall or partition 3 the garage is provided with a series of floors 6, and at the opposite side of the partition or wall 3 with a series of floors 7. The floors 6 and 7 are spaced equal distances apart, and are arranged in staggered relation, the lowermost floor 6 lying in a plane midway between the ground floor 5 and the lowermost floor 7, and the remaining floors 6 lying in planes substantially midway between the respective floors 7, as shown in Figs. 1 and 2. The ground floor 5 is connected with the lowermost floor 6 by a ramp or inclined driveway 8, preferably arranged adjacent one of the end walls 2 of the garage, and each of the floors 7 is connected with the floor 6 next above the same by a ramp or inclined driveway 8, and with the floor 6 next below the same by a ramp or inclined driveway 9. The series of ramps 8 are arranged one above the other adjacent one end wall 2 of the building, and a series of ramps 9 are arranged one above the other adjacent the opposite end wall 2 of the building. It will be understood, however, that if desired, the two series of ramps 8 and 9 may be arranged closely adjacent to each other at one end of the building or centrally of the building, if desired; or one series of the ramps may be adjacent one end wall of the building, and the other series at any suitable point intermediate the ends of the building. The central wall 3 is provided with suitable passages or archways 10, at the points through which the several ramps 8 and 9 extend through the wall. The ramps are provided along their inner edges with suitable guard walls or rails 11, preferably curved, as shown, to facilitate the passage of the vehicle along the ramp.

Each of the floors 6 and 7 is provided with two rows of storage spaces 12, one of said rows of storage spaces extending along the side wall 1 of the building, and the other row of storage spaces extending along the central wall 3. The storage spaces may be separated or isolated from each other in any suitable manner, but I prefer to employ a series of relatively low guard walls or parti-

tions 13, of sufficient height to prevent driving or backing of a vehicle thereover. By employing relatively low guard walls or curbing, such as described, accidental collision with a stored vehicle while backing a vehicle into an adjacent compartment, is prevented without obstructing the proper diffusion of light throughout the floors of the building, and without preventing convenient access to the vehicle.

The rows of compartments 12 on the floors 7 are separated by driveways 14, and the rows of compartments 12 on the floors 6, are separated by driveways 15. The driveways 14 and 15 extend longitudinally of the floors from end to end thereof and communicate with the ramps 8 and 9 at opposite ends of the floors. The driveways 14 and 15 and the ramps 8 and 9 are preferably of sufficient width to permit the convenient passage of two vehicles, in order that a series of vehicles may pass simultaneously in opposite directions in and out of the building.

While I have shown a building having but one intermediate wall or partition and two series of oppositely inclined ramps connecting the several floors, it will be understood that the building may be divided by any suitable number of intermediate partitions and may be provided with any suitable number of ramps and groups of floors.

By providing a garage with groups of floors arranged in staggered relation it is possible to connect the floors by short ramps, having a comparatively low grade, over which vehicles may be easily driven from floor to floor, to and from their alloted storage spaces. By arranging the ramps and passage-ways as shown, it will be seen that numerous vehicles may be driven to and from their allotted storage spaces at the same time without interfering with each other. The staggered arrangement of the floors also permits the employment of two series of short, superposed, oppositely inclined ramps which occupy a minimum amount of space, thus increasing the storage capacity of the garage.

What I claim is:—

1. A building having a plurality of groups of floors, the floors of one group being arranged in planes intermediate the respective floors of an adjacent group, a plurality of series of oppositely inclined passage-ways connecting the floors of adjacent groups with each other, and partitions forming rows of storage compartments extending along opposite sides of each of said floors, each floor having a passage extending between said rows of compartments and communicating adjacent the ends thereof with two oppositely inclined passage-ways.

2. A garage having outer walls and an intermediate dividing wall, a plurality of floors at opposite sides of said dividing wall, the floors at one side of the dividing wall being arranged in planes substantially midway between the floors at the opposite side of said wall, each of said floors having storage spaces extending along the dividing wall and also along the opposite outer wall of the garage, and two series of oppositely inclined ramps extending through the dividing wall each ramp of each series connecting two floors at opposite sides of the dividing wall, each of said floors having a passage extending between said storage spaces and communicating with one ramp of each series.

3. A garage having an intermediate dividing wall, a series of floors at each side of said wall, the floors of one series being disposed in planes intermediate the planes of the floors of the other series, partitions extending outwardly from opposite sides of said dividing wall and forming a series of vehicle storage compartments along each floor adjacent the dividing wall, each floor having a driveway extending longitudinally of the dividing wall and communicating with the outer ends of said compartments, a series of superposed parallel ramps extending through the dividing wall and connecting driveways on the floors of one series with driveways on the adjacent floors of the other series adjacent the ends of said series of compartments, and a second series of superposed parallel ramps inclined oppositely to said first series of ramps and extending through the dividing wall, said second series of ramps connecting driveways on the two series of floors adjacent the opposite ends of said series of compartments, whereby the two series of driveways and ramps form a continuous driveway connecting all of said floors and compartments.

In testimony whereof I hereunto affix my signature.

FERNAND E. D'HUMY.