

June 9, 1931.

C. G. MITCHELL

1,809,140

STORAGE BUILDING

Original Filed Oct. 15, 1928

2 Sheets-Sheet 1

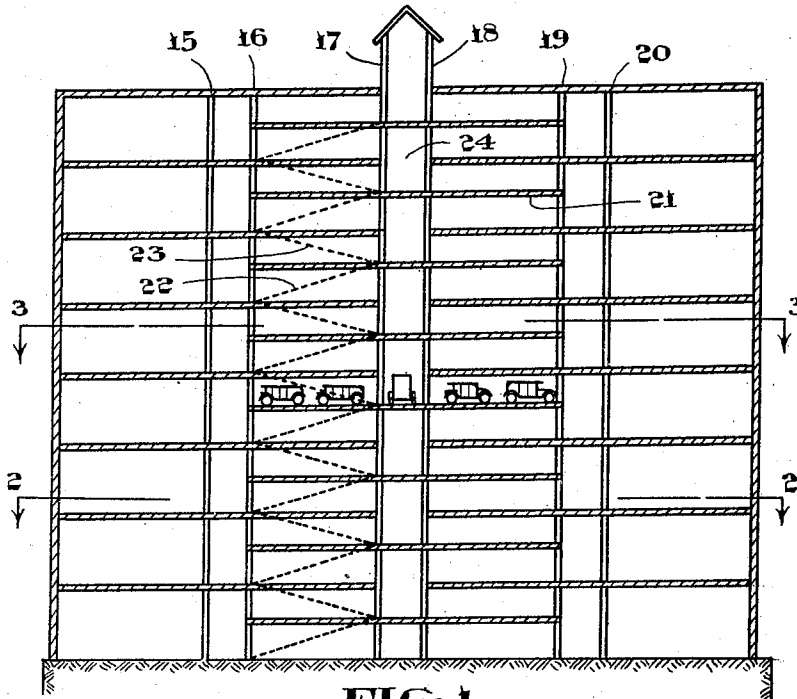


FIG. 1

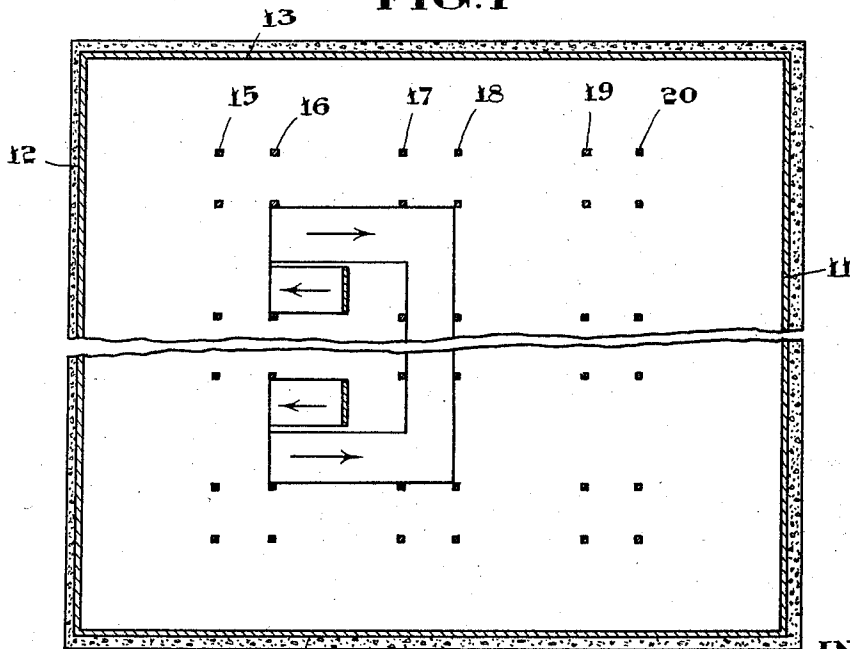


FIG. 2

INVENTOR

CHARLES GORDON MITCHELL

BY *J. Thurston Haugh*
ATTORNEYS

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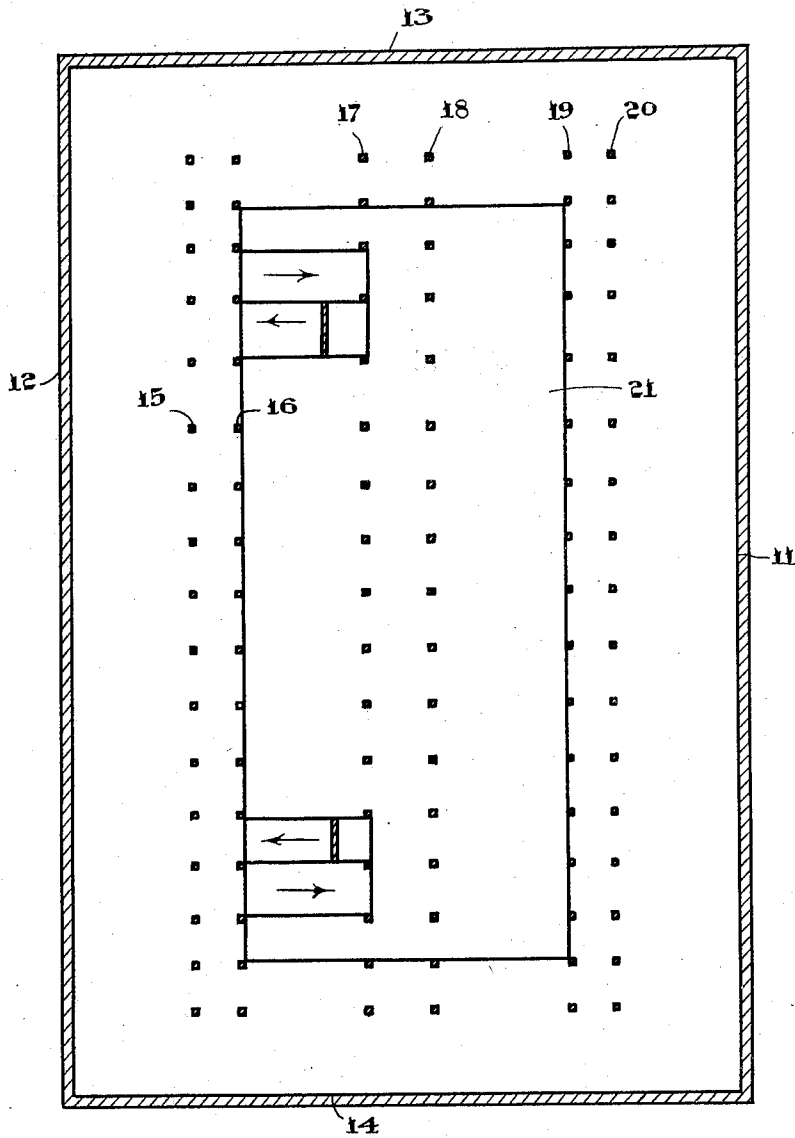


FIG. 3

INVENTOR
CHARLES GORDON MITCHELL

BY *Fetherstonhaugh & Co*
ATTORNEYS

UNITED STATES PATENT OFFICE

CHARLES GORDON MITCHELL, OF MONTREAL, QUEBEC, CANADA

STORAGE BUILDING

Application filed October 15, 1928, Serial No. 312,671, and in Canada August 31, 1928. Renewed April 24, 1931.

This invention relates to new and useful improvements in building and particularly to building for storage purposes for automobiles and the like and the object of the invention is to provide a building which will have a greater floor area for the storage of pleasure cars and heavy trucks than any other type of building.

Another object is to provide a building in which vehicles will be able to make a complete circuit of the main floors to facilitate parking and also the movement of the cars in the building and the parking of cars.

A further object is to provide a building or garage which will have means to facilitate the movement of the cars between the floors.

A still further object is to provide a building which may be quickly converted from a garage into a warehouse or vice versa with the minimum expense.

According to my invention, I provide a building having a plurality of main floors and mezzanine floors between the main floors. The main floors extend for the whole length and width of the building except in that portion of the mezzanine corridor contained within the traffic well which area includes the over-all length and width of said corridor from out to out of walls enclosing ramps or inclined passageways which form the means of communication between the floors. External to the traffic well the mezzanine corridors are one-half storey height, but when the building is to be used for warehouse purposes only (or such part of it) the mezzanine corridor may be maintained at full height for its entire or such other length as required. Corridors are formed on the main floors, and the mezzanine floors extend between the main floors, and a corridor equal to the height between the mezzanine floors extends between the ramps so that large vehicles can be accommodated between the mezzanine floors.

In the drawings which illustrate my invention:

Figure 1 is a sectional end elevation of my improved storage building.

Figure 2 is a sectional plan showing one of the main floors and taken on the line 2-2, Figure 1.

Figure 3 is a sectional plan view of the building showing one of the mezzanine floors and taken on the line 3-3 Figure 1.

Referring more particularly to the drawings, 11 designates the front wall, 12 the rear, and 13 and 14 the side walls. Spaced intermediate the walls are the floor supporting columns 15, 16, 17, 18, 19 and 20. The main floors extend from side to side of the building and corridors for traversing the floors are preferably between the columns or supports 16 and 17 and between the columns 19 and 20. Spaced midway between the main floors are the mezzanine floors 21 and these floors extend between the adjacent edges of the corridors on the main floors. Ramps or inclined passageways 22 form the means of communication between the main floors and the mezzanine floors, and between the mezzanine floors and the main floors, inclined passageways or ramps are placed. These ramps (23) are arranged preferably between the columns 15 and 16 or between the columns 18 and 19. In the drawings only two sets are shown and they are arranged between the columns 16 and 17. Between the columns 12 and 18 and extending between the remote edges of the ramps, a space is formed in the main floors so that large trucks may traverse the building between the ramps on the mezzanine floors. The ramps are spaced from the end of the building so that the trucks and pleasure cars may travel around the building on the main floor without the necessity of using the ramps. It will be seen that small pleasure cars can be stored at each side of the corridors on the mezzanine floors and heavy cars and trucks may be stored between the walls and the corridors adjacent thereto. It will also be seen that trucks and heavy cars may traverse the corridor on the mezzanine floor between the ramps so that should necessity arise, the truck may be diverted from one set of ramps to another set while on the mezzanine floor.

It will be seen also that by covering the space 24 on the main floor between the columns 17 and 18, the building may be quickly and conveniently changed from a garage into a warehouse with a maximum amount of floor or storage space.

Any number of floors may be arranged and entrance and exit openings be made in the walls in the ground floor at any convenient place.

5 Having thus described my invention, what I claim is:—

1. In a building, a plurality of main floors extending from end to end and from side to side of the building, a corridor encircling the building and spaced from the walls thereof, 10 mezzanine floors intermediate the main floors, said mezzanine floors covering the area between the adjacent edges of the corridors, and ramps at each end of the building connecting the main floors with the mezzanine floors, said 15 main floors having means formed therein between the ramps to allow for the passage of high vehicles between the ramps.

2. A building having a plurality of main 20 floors extending from side to side and from end to end of the building, mezzanine floors located intermediate the main floors and spaced from the sides and ends of the building to provide a full storage space on the 25 main floors extending entirely around the area covered by the mezzanine floors and ramps connecting the main floors with the mezzanine floors, said main floors having portions thereof omitted to form slots affording 30 full story corridors traversing the mezzanine floors, said slots being formed only in the portions of the main floors located between the mezzanine floors.

3. A building having a plurality of main 35 floors extending from side to side and from end to end of the building, mezzanine floors located intermediate said main floors and spaced from the side and end walls of the building, supporting posts extending between the main floors and arranged to 40 define a full story corridor on each main floor located close to and extending entirely around the marginal portions of the overlying mezzanine floor, said main floors 45 having central portions thereof omitted to provide full story corridors traversing the mezzanine floors, and full story ramps connecting the corridors of the main and mezzanine floors.

50 In witness whereof, I have hereunto set my hand.

CHARLES GORDON MITCHELL.

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