No. 727,682. PATENTED MAY 12, 1903.

A. POIDATZ.

MOTOR CAR FRAME.

APPLICATION FILED FEB. 5, 1903.

NO MODEL.

FIG. 1.

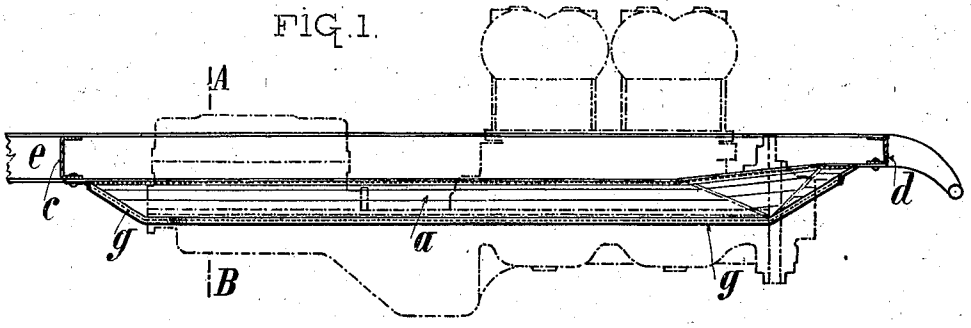


FIG. 2.

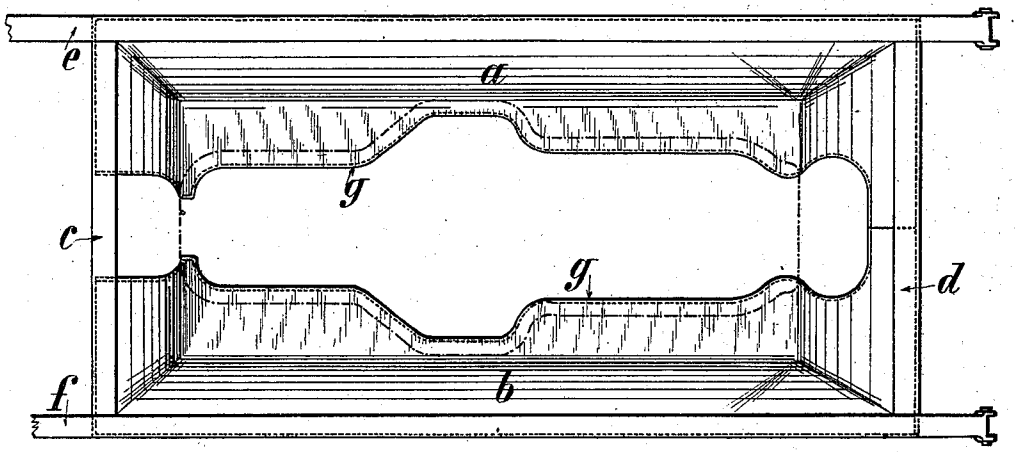
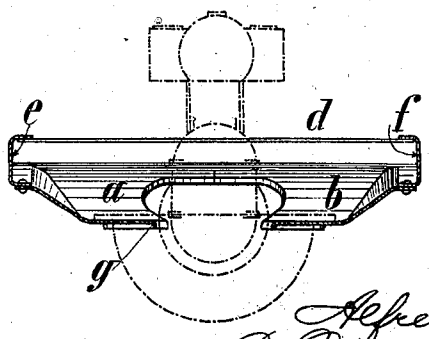


FIG. 3.



Witnesses
[illegible]

Inventor
Alfred Poidatz
By Wm. E. Boulter.
Attorney

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

No. 727,682. Patented May 12, 1903.

UNITED STATES PATENT OFFICE.

ALFRED POIDATZ, OF PARIS, FRANCE, ASSIGNOR TO SOCIÉTÉ DES VOITURES AUTOMOBILES DES ETABLISSEMENTS DECAUVILLE AÎNÉ, OF PARIS, FRANCE.

MOTOR-CAR FRAME.

SPECIFICATION forming part of Letters Patent No. 727,682, dated May 12, 1903.

Application filed February 5, 1903. Serial No. 142,022. (No model.)

To all whom it may concern:

Be it known that I, ALFRED POIDATZ, a citizen of the Republic of France, residing at Paris, France, have invented certain new and useful Improvements in or Relating to Motor-Car Frames, of which the following is a specification.

This invention relates to improvements in frames for motor-cars, and is illustrated by way of example in the accompanying drawings.

Figure 1 is a longitudinal elevation, partly in section, of a frame according to this invention, the motor and allied parts being indicated in dotted lines. Fig. 2 is a plan view of Fig. 1; Fig. 3, a transverse section on the line A B of Fig. 1.

The new frame chiefly comprises a kind of casing constituted by two sheet-metal parts *a b*, connected to each other and supported on the longitudinal side bars or supports *e f* and cross-bars *c d* at back and front. The said cross-bars, the bar *c* in the middle and the bar *d* at the end, serve also as cross-stays for the bars *e f*. The parts *a b*, stamped out of sheet metal and connected together, constitute together a whole which could be also made in one piece of sheet metal, the central part of which is provided with an opening for the purpose of enabling the motor and the various parts of the gearing connected to it to be introduced and supported, said parts being provided with flanges, lugs, or other suitable devices enabling them to be fixed to the inner correspondingly-shaped edges or portions of the plates, which are made for the purpose with a sloping edge or flange *g*, thus insuring the necessary rigidity.

The construction of the frame by combining a kind of sheet-metal casing, as described, with longitudinal sleepers and cross-bars has great advantages over the methods of construction of frames hitherto employed. The construction according to this invention insures, in fact, great rigidity in the frames with a minimum weight for a maximum of strength. By its use also the various brackets or false frames required in ordinary constructions for the purpose of securing the motor, as well as the different driving and transmission parts connected to it, are done away with. Finally, another very important advantage is due to the fact that the wall formed by the downwardly-inclined sides of the plates *a b*, (or of the single plate constituting the casing,) combined with the longitudinal and cross bars in the manner described, protects the upper parts of the various devices carried by the casing against dust, said wall forming an absolutely dust-proof partition between the ground and the said parts, since only the lower portions of the motor mechanism project downward through the central opening.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. A frame for motor-cars comprising in combination with longitudinal side bars and cross-bars a stamped-out metal plate attached at its outer edges to the longitudinal and cross bars, and constituting a support and casing, with a shaped central opening to which are secured the driving and transmission organs substantially as described.

2. A frame for motor-cars comprising in combination with longitudinal side bars and cross-bars a stamped-out metal plate with inwardly and downwardly inclined sides attached at its outer edges to the longitudinal and cross bars and constituting a support and casing with a shaped central opening therein to which are secured the driving and transmission organs, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

ALFRED POIDATZ.

Witnesses:

LOUIS SULLIGER,

AUGUSTUS E. INGRAM.