

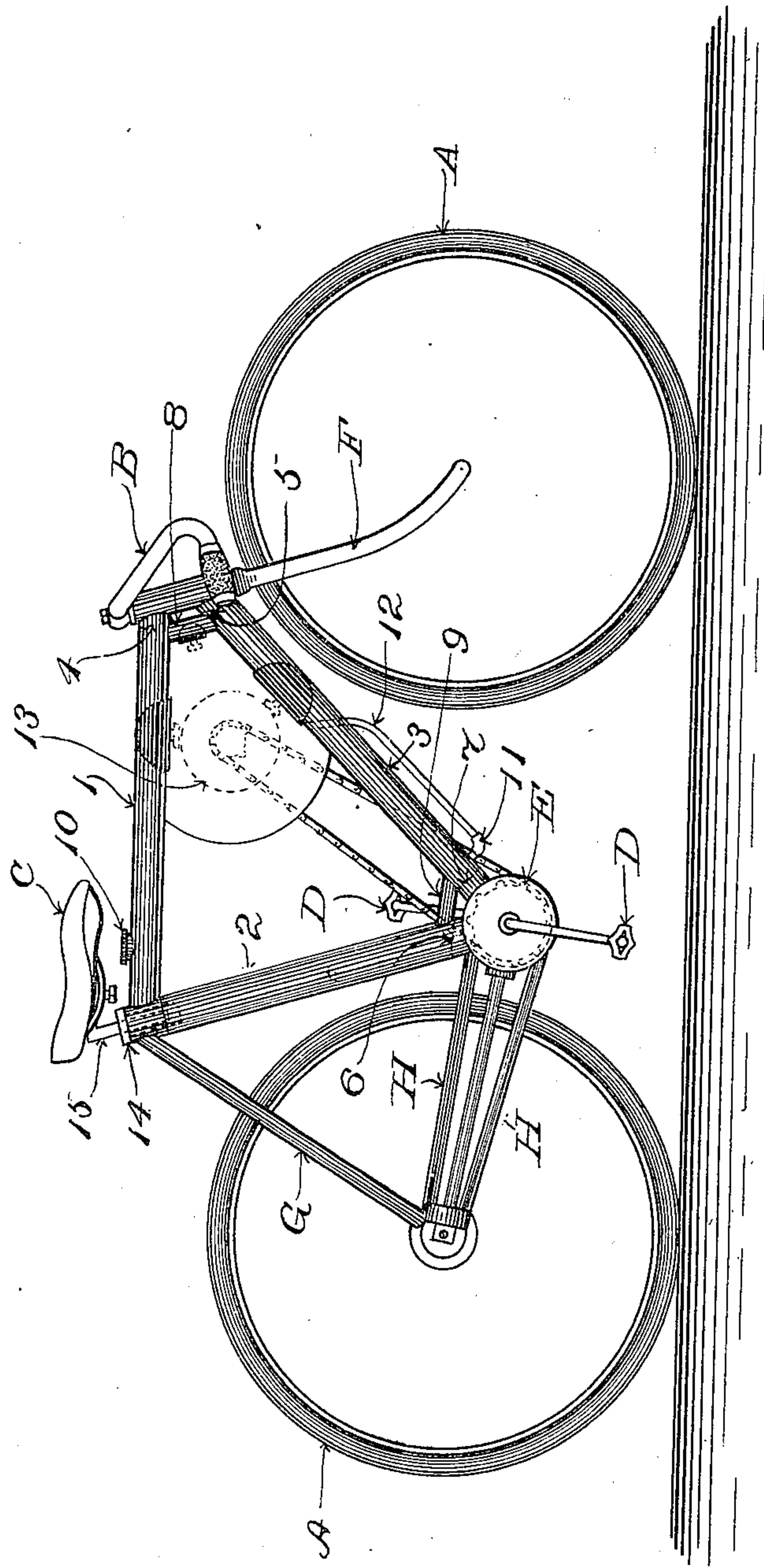
No. 666,440.

G. L. REENSTIERNA.
MOTOR VEHICLE.

Patented Jan. 22, 1901.

(Application filed May 31, 1900.)

(No Model.)



Witnesses:

Lopinesall Rice

Oscar F. Bill

Inventor:

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UNITED STATES PATENT OFFICE.

GUSTAF L. REENSTIERNA, OF WINCHESTER, MASSACHUSETTS, ASSIGNOR
TO THE WINCHESTER MANUFACTURING COMPANY, OF DOVER, NEW
HAMPSHIRE.

MOTOR-VEHICLE.

SPECIFICATION forming part of Letters Patent No. 666,440, dated January 22, 1901.

Application filed May 31, 1900. Serial No. 18,490. (No model.)

To all whom it may concern:

Be it known that I, GUSTAF L. REENSTIERNA, a citizen of the United States, residing at Winchester, in the county of Middlesex, State of Massachusetts, have invented a certain new and useful Improvement in Motor-Vehicles, of which the following is a specification, reference being had therein to the accompanying drawing.

In the manufacture of motor-vehicles, and especially of "motor-cycles," so called, which are provided with two wheels only difficulty has been met in providing a suitable receptacle for holding a supply of fuel—such, for example, as gasoline, which is used for burning if steam be the motive power or in the explosive-chambers of a gasoline-engine if the motive power be derived from a gasoline-engine. A separate tank or receptacle mounted on the vehicle is obviously objectionable because of its bulk and because it takes up space which may be employed to greater advantage otherwise.

Vehicles of the kind above referred to are usually provided with frames made from tubing, and when the vehicle is driven by power the jar and strain on this tubing are considerably increased. The interior of the tubing has not been hitherto, so far as known to me, properly protected against rust, and the rusting of the interior of the tubes has in many instances resulted in accidents due to the weakening of the frame. It has been found difficult to keep the interior of the tube wholly protected from the air, especially where the machine is subjected to the strain and jar incident to its being driven by power.

My invention has for its object to provide hollow frames for motor-vehicles which shall constitute a tank or receptacle for a supply of gasoline or the like, and by reason of the fact that the interior surfaces thereof are kept coated or covered with oleaginous material they are perfectly protected against rust, and the danger of breakage due to deterioration is reduced to a minimum.

In the following description, in which reference is made to the accompanying drawing, I have fully set forth the nature and character of my invention, and in the claims at the

close of this specification I have pointed out and clearly defined the novel features thereof.

In the drawing the figure is an elevation of a motor-cycle embodying my invention.

Referring to the drawing, A represents the wheels, B the handle-bars, C the saddle, D the pedals, E the sprocket, F the front fork, G the rear brace or strut, and H the tie-rods, all of which may be of any well-known construction and which it will be unnecessary to describe more in detail.

In the machine shown in the drawing the frame portions which embody my invention comprise a horizontal upper portion 1, a rear portion 2, which is shown as slightly inclined, and a forward portion 3. The forward ends of the portions 1 and 3, adjacent the front post of the machine, are closed by means of suitable plugs or partitions, (shown at 4 and 5, respectively.) In like manner the lower ends of the portions 2 and 3 are closed, as shown at 6 and 7, respectively. A suitable tube or hollow connection 8 is secured at the forward ends of the parts 1 and 3 and serves to unite the hollow interior spaces of the said parts, so that liquid may flow from one to the other. In like manner the lower ends of the parts 2 and 3 are connected by means of a hollow connection 9, while the rear end of the part 1 joins the upper end of the part 2, thus forming a continuous hollow space or receptacle through the parts 1, 2, and 3 and their connections 8 and 9. An opening and closure device therefor of suitable form is shown at 10. Through this opening a suitable supply of gasoline or other liquid may be introduced into the receptacle. An outlet 11 is provided preferably at the lowest point of the receptacle, from which a pipe 12 conveys the gasoline or the like to the point at which it is used either as a fuel or as an explosive agent. For the purpose of separating the space or socket in which the shank of the seat-post is inserted from the hollow cavity or space within the part 2 I provide at the upper end of the said part a socket or sleeve 14, which is preferably closed at the lower end and within which the shank 15 of the seat-post is placed. The engine or engine and boiler are preferably located at 13 within the frame

parts. These may be of any well-known construction. The power from the engine may be communicated to the sprocket E by means of a sprocket-chain passing around the sprocket
5 E and around a sprocket on the shaft of the engine in the well-known manner.

When it is desired to carry a large supply of gasoline or the like, the size of the hollow portions 1, 2, and 3 may be increased and
10 they may be made elliptical in cross-section, thus providing a large receptacle without interfering with the appearance or neatness of the machine.

As the interior of the main frame portions
15 of the machine is kept covered by or coated with oily material, rust or deterioration is prevented and the effective life of the frame greatly prolonged.

What I claim is—

20 1. The combination in a motor-vehicle of a receptacle for gasoline, or the like, constituting the frame of the vehicle and comprising two or more main portions closed at the ends and united by suitable connecting portions to permit the passage of liquid from
25 one of said frame portions to the other, an engine, and suitable connections intermedi-

ate the said engine and the said receptacle, and power-transmitting connections intermediate the said engine and one of the wheel- 30 axles.

2. The combination in a motor-vehicle with the engine and suitable connections therefor of a receptacle, constituting the frame of the machine and comprising two or more
35 main portions closed at the ends and united by suitable connecting portions to permit the passage of liquid from one of said frame portions to the other.

3. The combination in a motor-vehicle with
40 the engine and suitable connections therefor of a receptacle constituting the frame of the machine and comprising the main frame portions 1, 2 and 3 and suitable connections between the latter whereby a continuous recep- 45 tacle is formed within the main frame parts, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

GUSTAF L. REENSTIERNA.

Witnesses:

WM. A. MACLEOD,

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