

No. 704,676

Patented July 15, 1902.

F. CHARRON & L. GIRARDOT.  
METALLIC CHEST FOR MOTOR VEHICLES.

(No Model.)

(Application filed Apr. 22, 1902.)

FIG. 1.

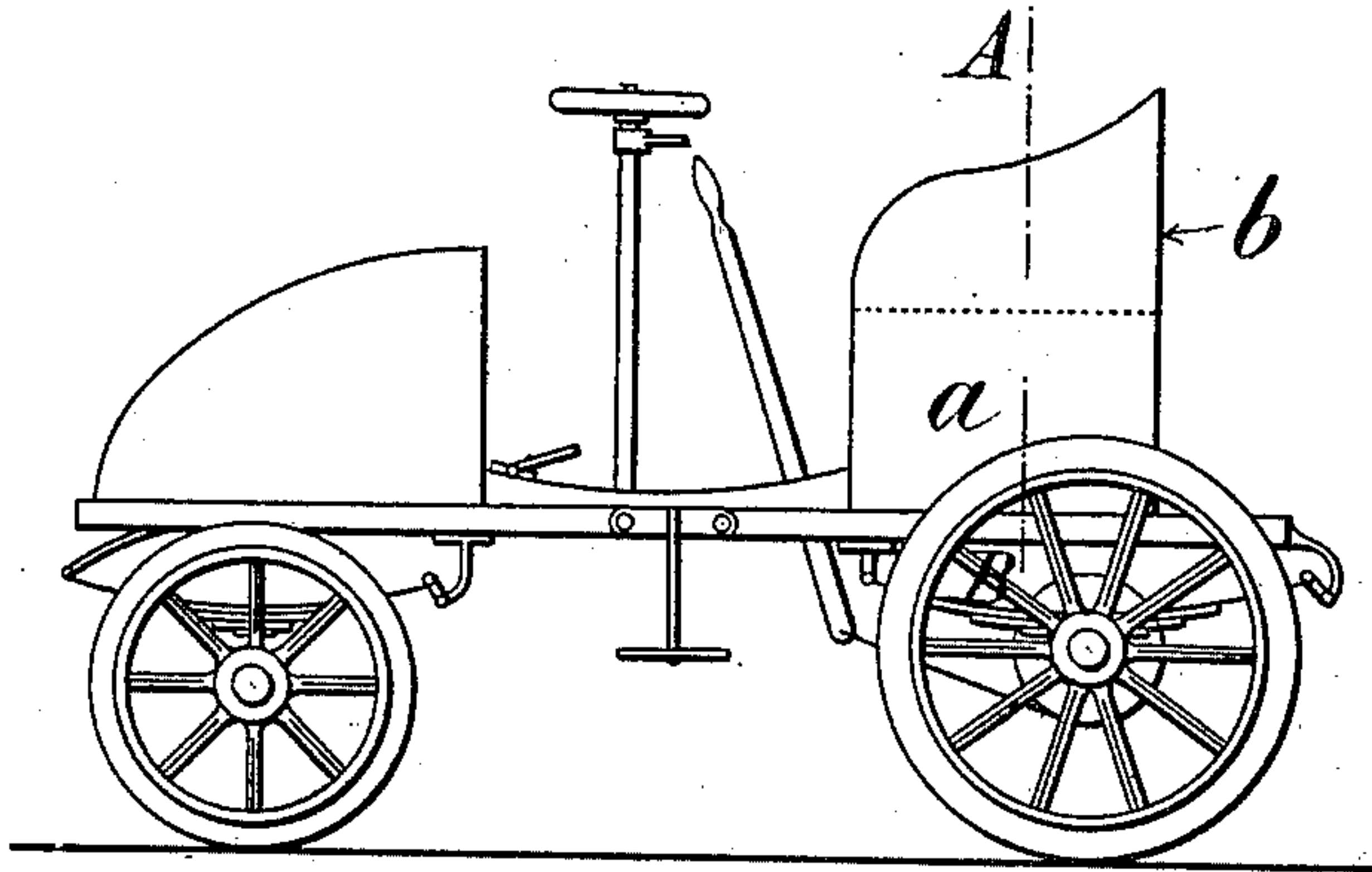


FIG. 2.

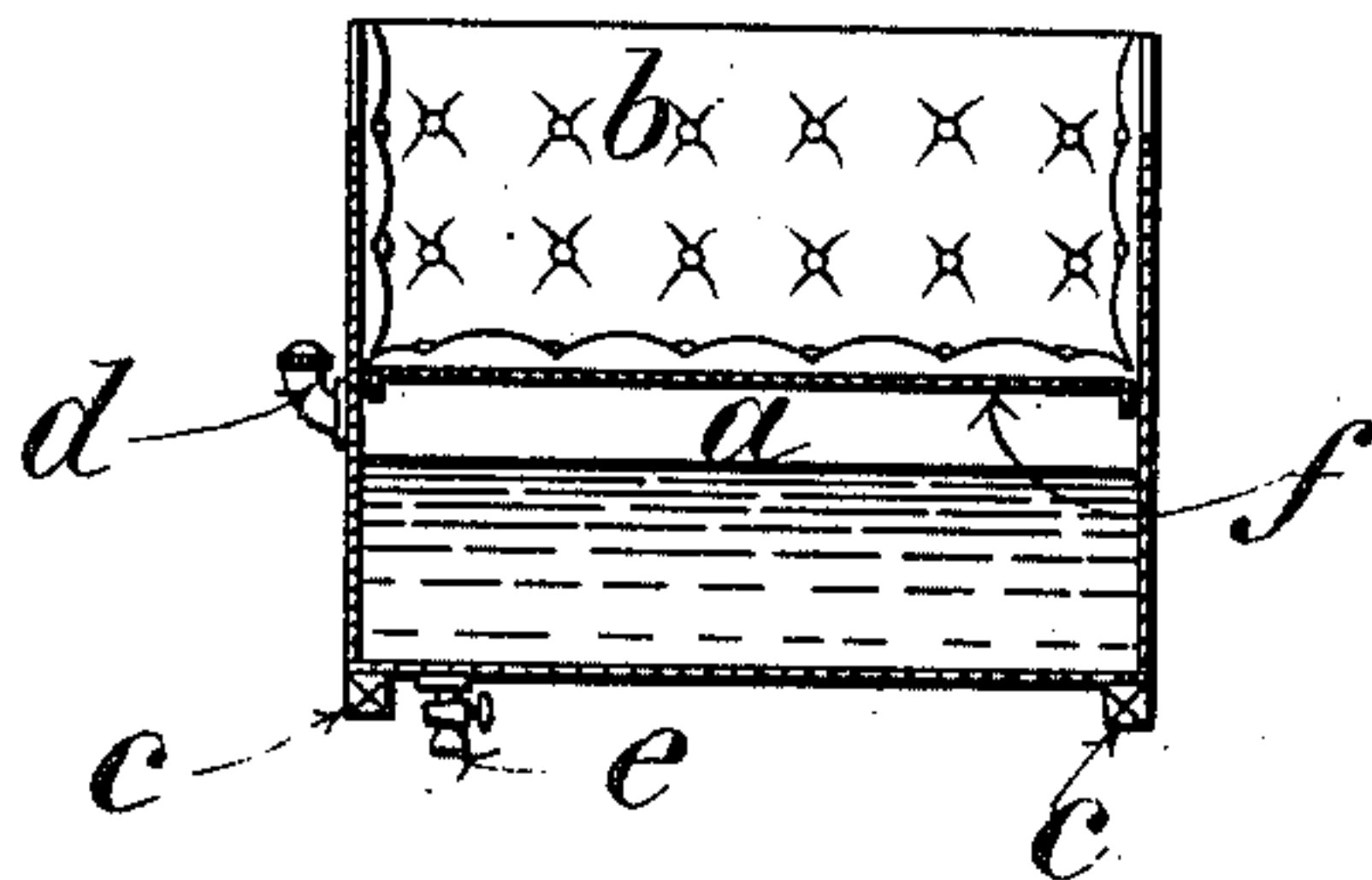
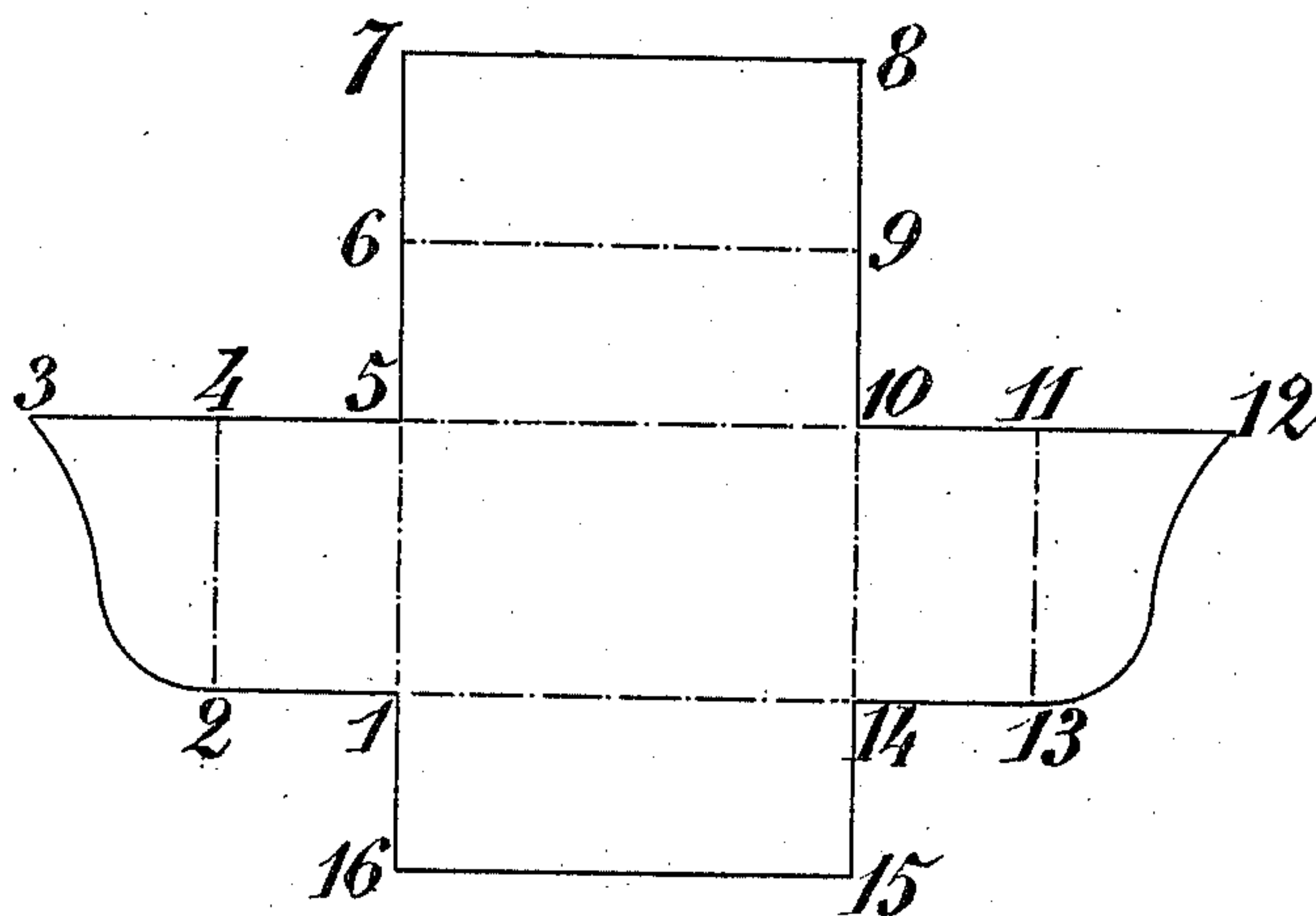


FIG. 3.



Witnesses:  
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# UNITED STATES PATENT OFFICE.

FERDINAND CHARRON AND LÉONCE GIRARDOT, OF PARIS, FRANCE.

## METALLIC CHEST FOR MOTOR-VEHICLES.

SPECIFICATION forming part of Letters Patent No. 704,676, dated July 15, 1902.

Application filed April 22, 1902. Serial No. 104,092. (No model.)

*To all whom it may concern:*

Be it known that we, FERDINAND CHARRON and LÉONCE GIRARDOT, citizens of the Republic of France, residing at No. 45 Avenue de la Grande Armée, Paris, in the Republic of France, have invented a certain new and useful Improved Metallic Wagon-Chest for Petroleum-Motor Road-Vehicles, of which the following is a specification.

10 Our invention relates to a metallic wagon-chest for petroleum-motor cars which forms at the same time reservoir for essence and seat for the carriage and which is solely constructed of two sheet-metal plates, one of  
15 which is properly cut out and then bent to form the chest in such a manner that the whole constitutes a rigid and very light wagon-chest, taking little space and which is of a simple, rapid, and cheap construction.

20 In the accompanying drawings, Figure 1 is a view of a motor road-vehicle provided with our improved wagon-chest. Fig. 2 is a sectional view of our wagon-chest, taken through A B of Fig. 1. Fig. 3 shows the sheet-metal  
25 plate cut out in order to form the bottom and the side walls of the chest.

Our wagon-chest is made entirely of metal and of iron or copper sheet metal. It is formed of two parts which constitute a rigid  
30 whole, the compartment or reservoir for the essence *a* and the seat with its back *b*. The whole is secured to the two beams *c* of the frame. The essence-reservoir is filled by the top by the tubulure *d*, closed by a screw-plug,  
35 and it is emptied at the bottom by a cock *e*.

For the construction of our wagon-chest we employ a first sheet-metal plate cut out according to the contour shown in Fig. 3. The rectangular portion 1 5 10 14 will form

the bottom. If then the portions 1 2 3 4 5 40 and 10 11 12 13 14 are raised vertically by bending them, respectively, around the edges 1 5 and 10 14, then the portion 1 14 15 16, by bending it around the edge 1 14, and the  
45 portion 5 7 8 10, by bending it around the edge 5 10, the portions 1 2 4 5 and 10 11 13 14 will form the two small sides of the reservoir-chest, the portions 5 6 9 10 and 1 14 15 16 will form the two large sides, while  
50 the portions 6 7 8 9, 2 3 4, and 11 12 13 will form the back and the sides of the back. The second sheet-metal plate *f* is secured horizontally to the walls of the chest thus  
55 formed and constitutes at the same time the top of the essence-reservoir and the seat proper.

Having now particularly described and ascertained the nature of our said invention and in what manner the same is to be performed, we declare that what we claim is— 60

A metallic wagon-chest for petroleum-motor road-vehicles formed of a sheet-metal plate cut out according to the contour 1, 2, 3, 16, the projecting portions of which are raised vertically and secured together by their adjacent edges, in combination with a second  
65 sheet-metal plate *f* which is horizontally secured to the walls of the chest thus formed so as to form a closed capacity of which three vertical walls extend above the top bottom, 70 substantially as and for the purpose set forth.

In witness whereof we have hereunto set our hands in presence of two witnesses.

FERDINAND CHARRON.  
LÉONCE GIRARDOT.

Witnesses:

ANTOINE LAVOIA,  
EDWARD P. MACLEAN.