

NOTE.—*The application for a Patent has become void.*

This print shows the Specification as it became open to public inspection.

N° 16,295



A.D. 1915

(Under International Convention.)

*Date claimed under Patents and Designs Act,
1907, being date of first Foreign Application } 1st May, 1915
(In France),*

Date of Application (in the United Kingdom), 18th Nov., 1916

*At the expiration of twelve months from the date of the first Foreign Application,
the provision of Section 91 (3) (a) of the Patents and Designs Act, 1907, as
to inspection of Specification, became operative*

Complete Specification not accepted

COMPLETE SPECIFICATION.

An Improved Chassis for Motor Road and other Vehicles.

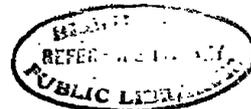
We, EUGENE RAULET, of Place de la Liberté, Biarritz, LEONCE LOISEAU, of 6, rue du Palais de Justice, Bordeaux, EMILE DOMBRET, of 102, rue du Vivants, Bordeaux, and HENRI LARROQUETTE, of rue de la Fontaine Marron, Biarritz, all in the Republic of France, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

The present invention has for its object to provide an improved chassis for motor road and other vehicles adapted to be driven in both directions, that is to say, affording the option of driving in one direction or the other with the same speeds without it being necessary to turn the vehicle round. This arrangement therefore enables the vehicle to be driven on busy narrow roads, in which any turning of the vehicle is impossible. It also permits of driving the vehicle easily and rapidly.

A constructional form of the invention is illustrated by way of example only, in the accompanying drawing, which is a plan of the chassis of an automobile vehicle embodying the said invention.

This chassis shown is that of an ordinary automobile vehicle to which certain devices have been added which permit of driving in both directions. It is provided with the usual or normal driving mechanism already existing, and also with an additional driving mechanism for proceeding in a direction opposite to the normal one.

[Price 6d.]



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The latter or additional kind of driving is effected through the medium of a steering wheel A placed at the rear of the chassis, operating similarly to the normal driving mechanism B. To this end, there is added to the usual steering wheel rod B and to the new steering wheel rod A a set of conical transmission elements C and D which, by means of a shaft E located horizontally and connecting the said elements, render both the driving mechanisms integral with each other. Any other transmission device connecting the two driving mechanisms and rendering them integral with each other, may be used. The example illustrated in the drawing, is a transmission by conical pinions.

Under these conditions, when the vehicle is driven from the rear driving mechanism A, the vehicle proceeds in exactly the same manner as an ordinary one, having at that moment the steering wheels F at the rear and therefore the driving wheels G at the front.

In order to enable the vehicle to proceed at the same speeds as well in one direction as in the other, there is interposed between the engine and the rear axle, for instance, on the driving shaft H between the clutch I and the rear axle J, a direction reversing mechanism K. This mechanism permits, whilst always preserving the operation of the engine L in the same direction allows of turning the driving wheels G either in the normal direction of the engine of an ordinary vehicle, or in the opposite direction thereto, using in both directions the different speeds comprised in the change speed gear M of an ordinary automobile vehicle. The operation of the said direction reversing mechanism K is ensured by two levers N and O each located within hand reach of both drivers.

The clutch, foot brake, and accelerator pedals P are placed at the rear and in the same position with respect to the auxiliary driving mechanism A as those Q already existing at the front of the vehicle. They operate similarly to the latter; the two groups of pedals being rendered integral with each other.

A hand brake lever R similar to that S already existing at the front, enables the rear driver to apply the brake in the same manner as the front one. These two levers are interconnected in such a manner as to render them integral with each other.

In order to enable the rear driver to release the brake in case the one at the front could not do so, a pedal T is added within the reach of the rear driver's foot, which enables him to release the brake.

It results from the foregoing that an automobile vehicle incorporating the said arrangement can be driven in one direction or the other, without having to effect the least stoppage of the engine or turning about the vehicle.

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:—

1. A chassis for automobile vehicles adapted to be driven in both directions, characterised by the addition to the normal driving mechanism of the chassis of an ordinary automobile vehicle, of an additional driving mechanism the elements of which are connected with those of the normal driving mechanism and are combined with a direction reversing mechanism, thereby permitting the vehicle to be driven with the same speeds in one direction as in the other substantially as described.

2. A constructional form of the arrangement according to Claim 1 in which the elements of an auxiliary driving mechanism, pedals and levers, are provided on the chassis of an ordinary motor vehicle in addition to those of the normal driving mechanism comprising the ordinary pedals and levers, the two groups of elements being interconnected and rendered integral with each other by means of a suitable transmission mechanism comprising conical pinions or the like and in which a direction reversing mechanism operated by means of levers placed within hand reach of both drivers is interposed between the clutch and

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the driving shaft and the rear axle, this mechanism permitting of the use in both directions, of the different ordinary speeds, without changing the direction of operation of the engine.

3. The improved chassis for motor road and other vehicles substantially as
5 described with reference to the drawings.

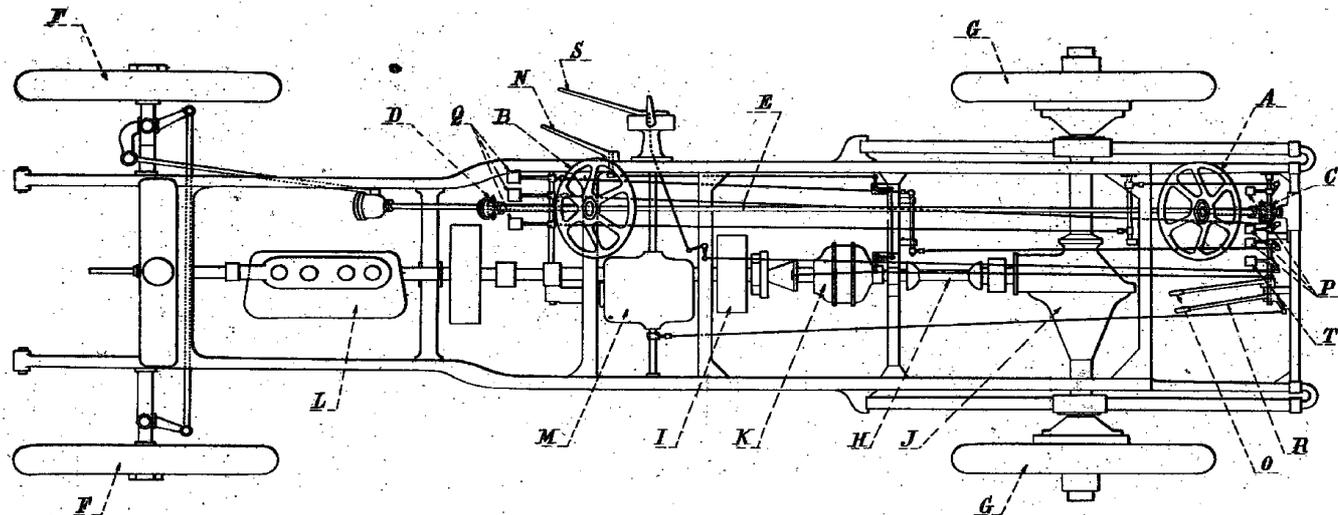
Dated this 18th day of November, 1915.

J. S. WITHERS & SPOONER,
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Agents for the Applicants.

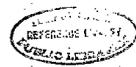
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RAULET & others' COMPLETE SPECIFICATION.

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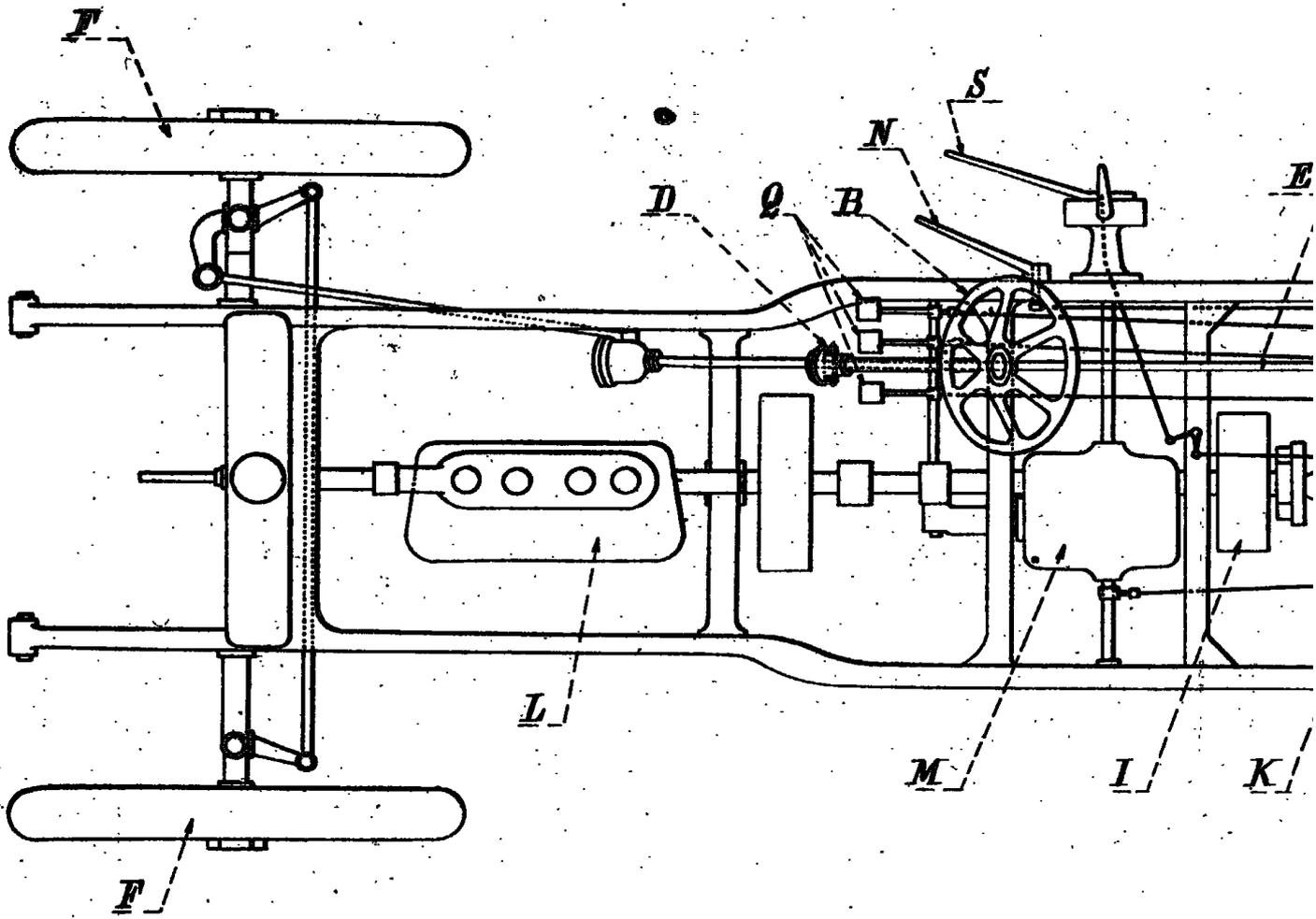
[This Drawing is a reproduction of the Original on a reduced scale.]



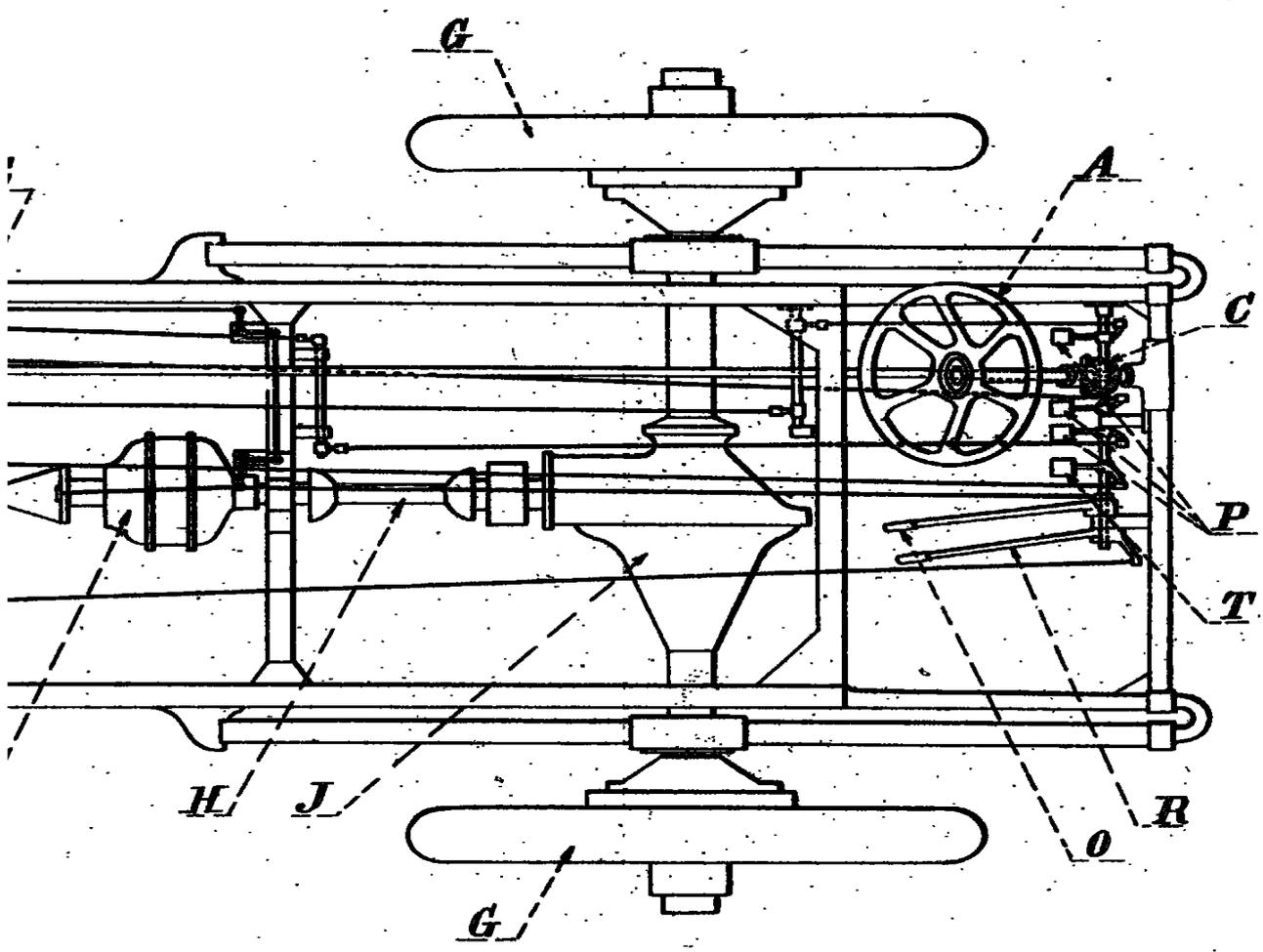
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