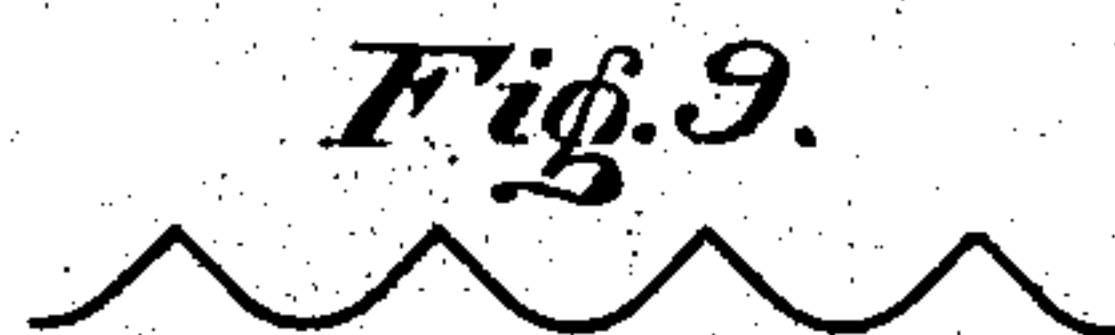
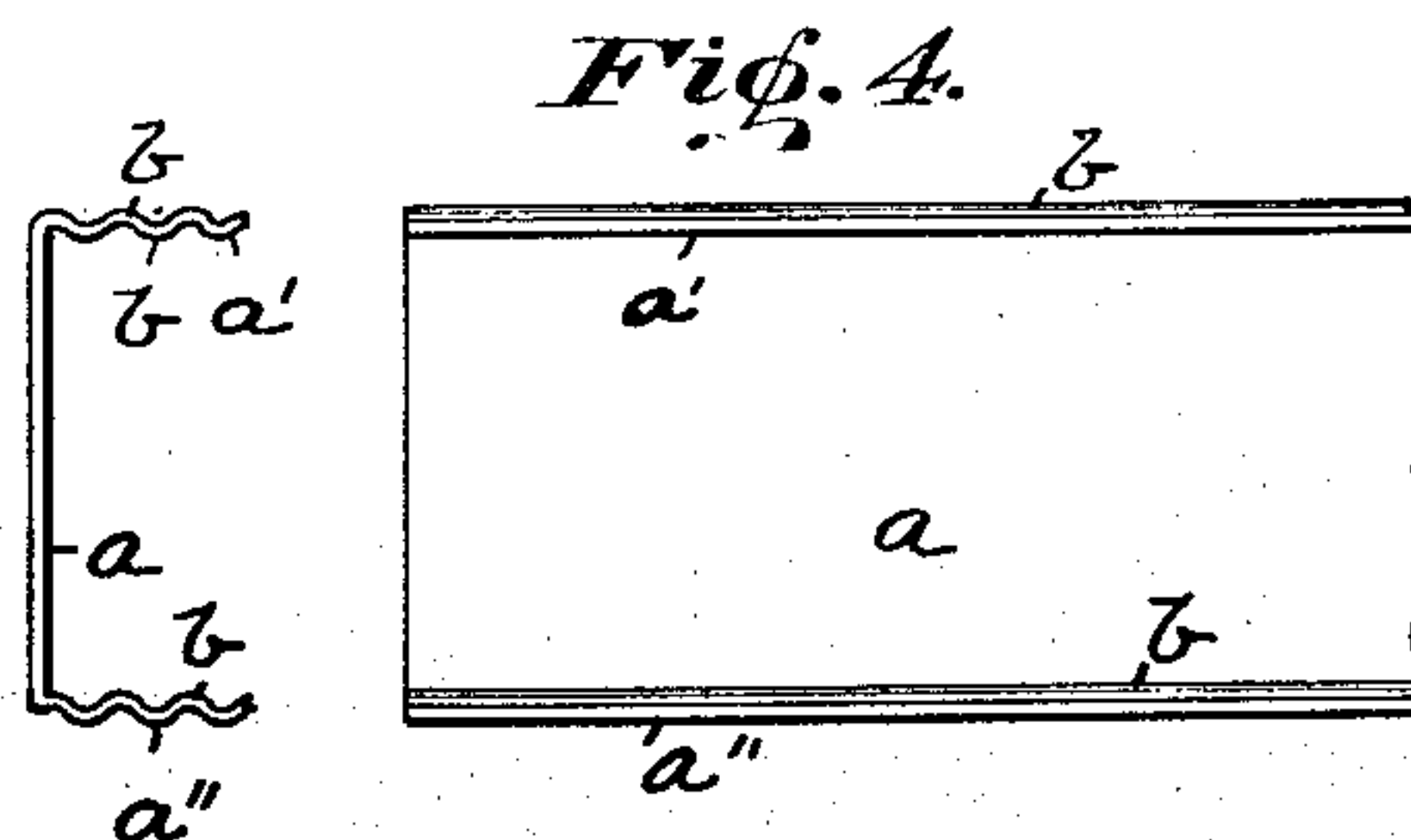
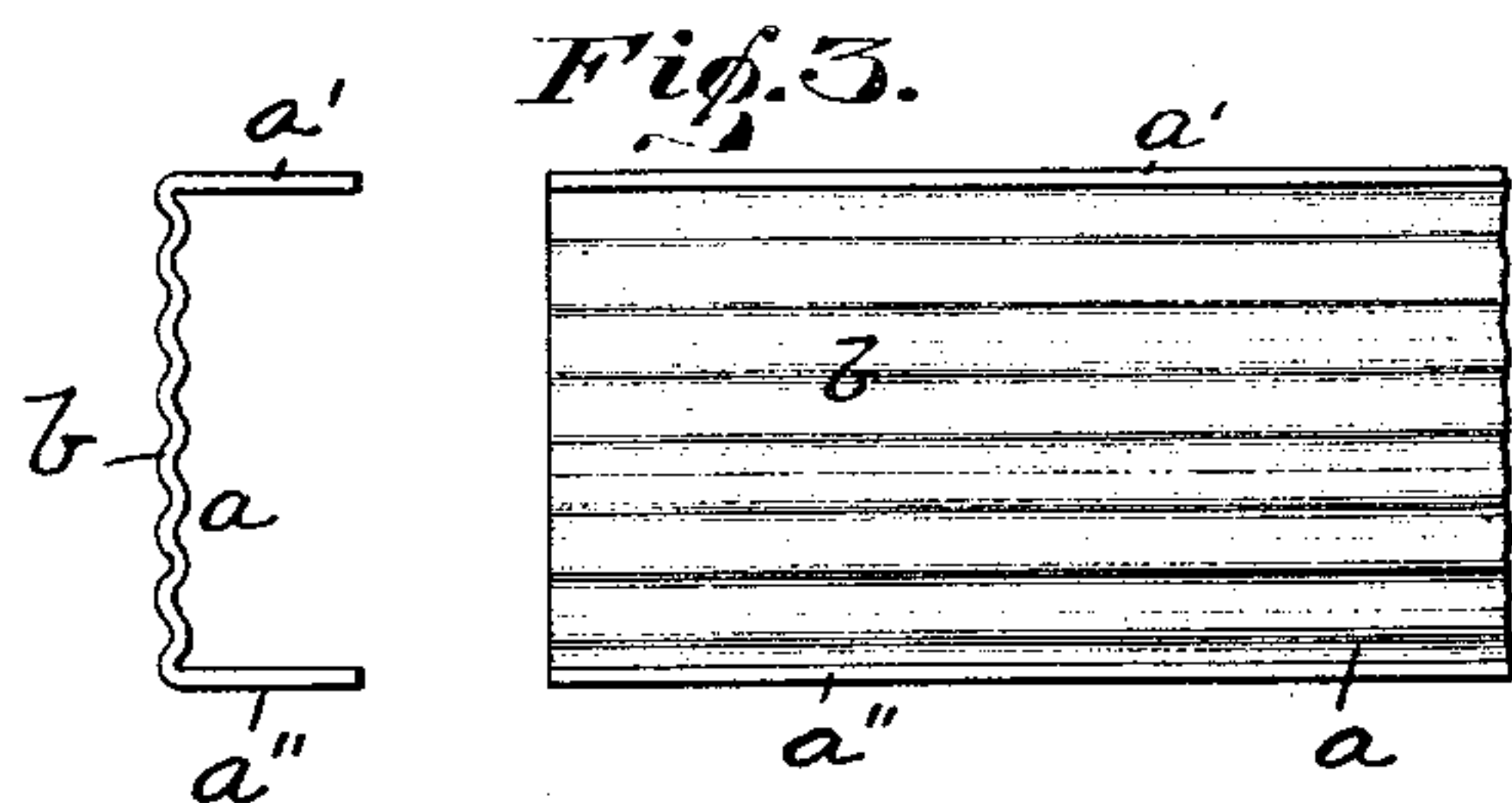
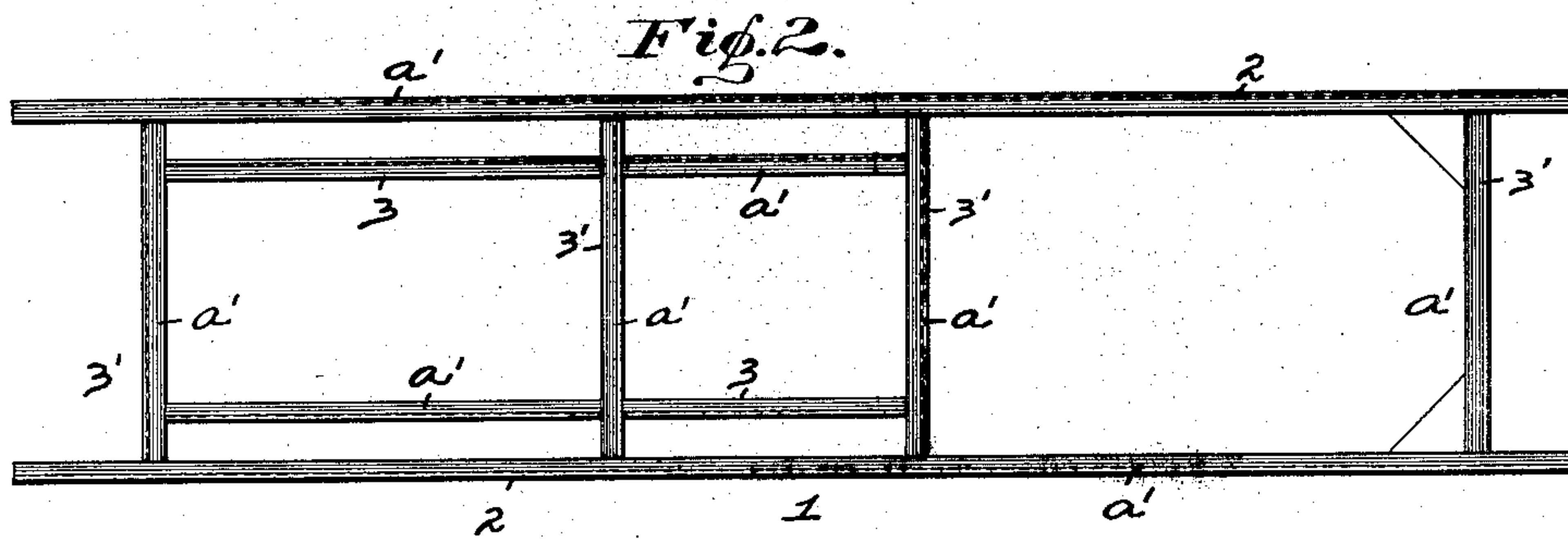
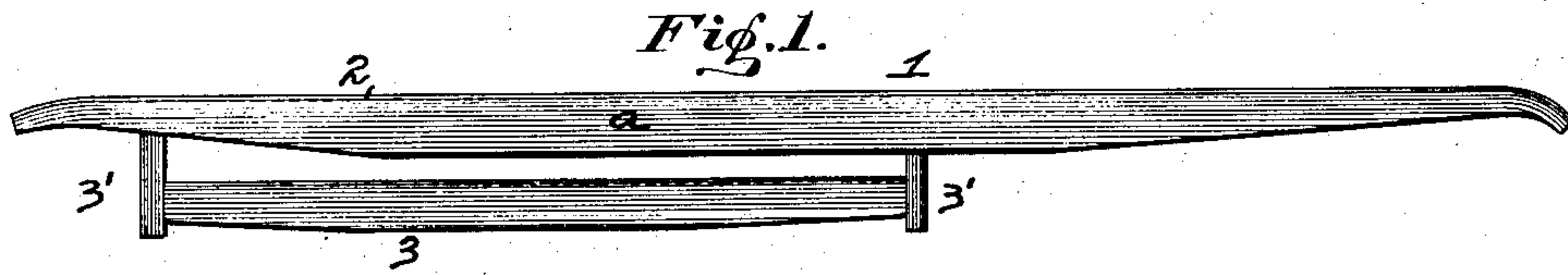


No. 846,787.

PATENTED MAR. 12, 1907.

J. H. FOSTER.
VEHICLE FRAME.
APPLICATION FILED MAR. 5, 1906.



WITNESSES

Walter Samariss
R. S. Appleton

INVENTOR

James H. Foster,
By J. M. Brooke,
Attorney.

UNITED STATES PATENT OFFICE.

JAMES H. FOSTER, OF CLEVELAND, OHIO, ASSIGNOR TO PARISH & BINGHAM COMPANY, OF CLEVELAND, OHIO, A CORPORATION OF WEST VIRGINIA.

VEHICLE-FRAME.

No. 846,787.

Specification of Letters Patent.

Patented March 12, 1907.

Application filed March 5, 1906. Serial No. 304,213.

To all whom it may concern:

Be it known that I, JAMES H. FOSTER, a resident of Cleveland, in the county of Cuyahoga and State of Ohio, have invented a new and useful Improvement in Vehicle-Frames; and I do hereby declare the following to be a full, clear, and exact description thereof.

My invention relates to vehicle-frames, and has special reference to such frames which are formed of metal, and especially sheet or plate metal.

The object of my invention is to form a frame in such a manner that it can be manufactured of lighter and thinner metal than the ordinary frames now in use and at the same time it will be stronger in its construction, easier to manufacture, and will present a more pleasing appearance to the eye.

My invention consists, generally stated, in the novel arrangement and construction of the parts, as hereinafter more specifically set forth and described, and particularly pointed out in the claims.

To enable others skilled in the art to which my invention appertains to construct and use my improved vehicle-frames, I will describe the same more fully, referring to the accompanying drawing, in which—

Figure 1 is a side view of a motor-vehicle frame, showing my invention applied thereto. Fig. 2 is a top view of the same. Fig. 3 shows side and end views of a frame part, showing my invention applied to the body of the same. Fig. 4 shows my invention applied to the flanges of the frame parts, and Figs. 5, 6, 7, 8, and 9 are diagram views showing other forms and shapes into which the frame parts can be manufactured.

Like symbols of reference herein indicate like parts in each of the figures of the drawing.

As illustrated in the drawing, 1 represents one of the improved forms of a vehicle-frame for use on a motor-vehicle which has the side frame parts 2 thereon and the drop-frame 3 and cross-frame parts 3' connected thereto. These frame parts are usually made from angle or channel forms, and in the most approved processes generally practiced such angle or channel construction is preferably made by stamping, so that in this case a metal sheet or plate is cut to the size and

shape required, and then it is pressed or stamped at one operation in a suitable press to form the angle or channel form, having a body or base *a* and flanges *a'* *a''* for the parts 2, 3, and 3' of the frame 1, as well as the finished shape desired for the ends and other portions of said parts 2, 3, and 3'. During this single operation of stamping, the body or base *a* of these frame parts are formed with the struck-up portions or corrugations *b* therein, and such corrugations extend longitudinally or lengthwise and throughout the length of the said parts. These corrugations *b* are preferably of the rounded or wave-like form, as shown in Figs. 1, 2, and 3; but, if desired, such corrugations *b* can be formed longitudinally or lengthwise and throughout the length of the flanges *a'* *a''* of these frame parts, as is shown in Fig. 4.

It will be evident that different forms or shapes of corrugations may be formed in the body or base *a* or flanges *a'* *a''* of the frame parts other than that of the rounded or wave-like form just described and as shown on the large diagram view in Fig. 5, such as the triangular form shown by diagram view in Fig. 6, the rectangular form shown by diagram view in Fig. 7, or the combined curve and angular forms shown by the diagram views in Figs. 8 and 9.

Various other modifications and changes in the design, shape, and form of my improved vehicle-frames may be resorted to without departing from the spirit of the invention or sacrificing any of its advantages. It will thus be seen that my improved vehicle-frames can be made in such a manner that the desired strength of the part can be obtained with the use of very thin sheet or plate metal, and as it is the desire in motor-vehicle construction at present to obtain lightness in the frames thereof the advantages of the invention will be apparent, as practical experience with these frames has proven their efficiency and great value in this class of work.

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

1. A vehicle-frame composed of flanged bars and having longitudinal struck-up portions or corrugations therein.

2. A vehicle-frame composed of flanged

bars and having longitudinal struck-up portions or corrugations in the base of the same.

3. A vehicle-frame composed of flanged bars and having longitudinal struck-up portions or corrugations therein and extending
5 throughout the length of the same.

4. A vehicle-frame composed of flanged bars and having longitudinal struck-up por-

tions or corrugations therein and extending through the length of the base of the same. 10

In testimony whereof I, the said JAMES H. FOSTER, have hereunto set my hand.

JAMES H. FOSTER.

Witnesses:

H. H. FISHER,
HENRY KLUG.