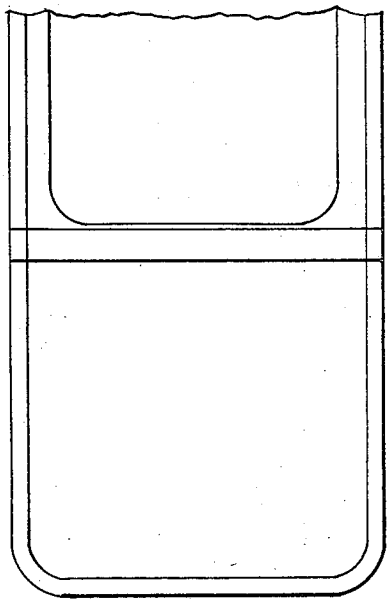
J. T. ALLMAND.

MOLDING FOR AUTOMOBILE DOORS.

APPLICATION FILED APR. 18, 1918.

1,278,085. Patented Sept. 10, 1918.

Fig 1



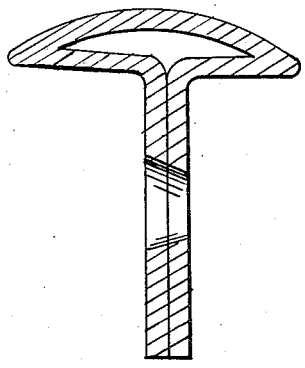
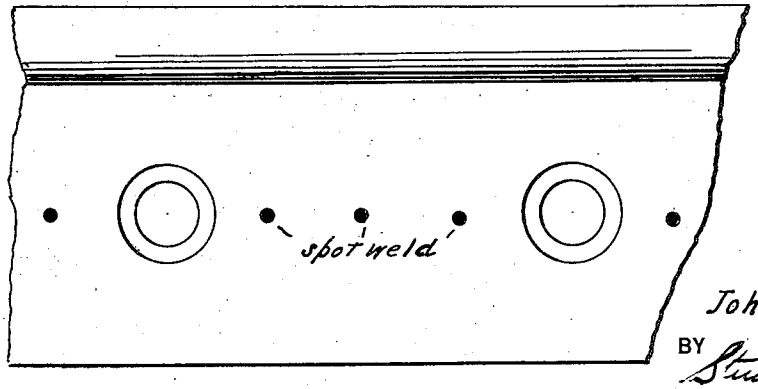


Fig 2

Fig 3



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MOLDING FOR AUTOMOBILE-DOORS.

1,278,085. Specification of Letters Patent. Patented Sept. 10, 1918.

Application filed April 18, 1918. Serial No. 229,349.

To all whom it may concern:

Be it known that I, JOHN T. ALLMAND, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented a new and useful Improvement in Moldings for Automobile-Doors, of which the following is a specification.

This invention relates to the usual T molding used along the border at the sides and bottom of an automobile door. It has been customary heretofore to make this molding in the form of a sheet metal bar which is specially rolled to a rough but not accurate T cross section. Special tools are required for this operation and a steel plant is required to produce this special molding.

It is the object of the present invention to produce a molding which does not require the services of a steel plant and does not require to be rolled but which can be formed from a strip of drawing steel or skelp by drawing the same through suitable dies or forming rollers. This strip can be made at any plant that is equipped to make ordinary tubing or sheet metal articles.

In the drawings,—

Figure 1 is an elevation of an automobile door showing the position of the molding under the door panel.

Fig. 2 is a cross section of the molding.

Fig. 3 is a side elevation of a portion of the molding.

The molding is formed by taking a straight strip of steel or skelp and running the same through suitable dies or dies and rollers to form and gather it into the configuration shown in Fig. 2. The exact formation of the dies or the dies and rollers need not be here given as the art in connection with drawing metal shapes for windshield and like tubing is well developed and no special difficulty will be encountered in drawing and gathering the skelp in the shape shown in Fig. 2.

This shape has a rough T cross section although the head of the T is not of equal width on opposite sides of the stem, nor are the head portions to the opposite side of the stem of exactly the same angularity to the stem, there being a slight diversion from the regularity that is common in molding for this purpose. However, the head of the T is formed with an arcuate outer surface and substantially straight under surfaces, while the stem is formed by the two sides of the skelp being doubled upon themselves. In short, the intermediate portion of the skelp is formed into a mushroom head in section while the outside portions of the skelp are caused to lie parallel to each other and spot-welded together.

This molding would present some great difficulties were it not for the special design that has been adopted to overcome the same. It would be an impossible construction as impossible to bend without collapse were it not for the design that enables the solder to enter in between the webs and get into the head of the T. The lower corners of the door are rounded in the usual construction, requiring bending of the molding, as shown in Fig. 1. The spot welding of the two web portions together allows sufficient space between the webs at certain points to let solder run into the strip and into the concavity formed in the head of the T. With this solder in the head of the T the molding can be suitably bent without distorting the same.

The two web portions uniting to form the stem of the T serves to present enough thickness for this portion to give a proper countersunk hole to take the ordinary screw head.

What I claim is:

1. A T molding for automobile doors formed from a single skelp folded into T cross section.

2. A molding for automobile doors formed from a skelp into T cross section with the intermediate portion of the skelp forming the head and the outside portions of the skelp uniting to form the stem of the T.

3. A molding for automobile doors formed from a skelp with the intermediate portion of the skelp forming the head of the T and the outside portions of the skelp uniting to form the stem of the T and spot-welded together.

4. A molding for automobile doors formed from a skelp in which the intermediate portion forms the head of the T cross section and the outside portions are folded together to form the stem of the T and are bored and countersunk, substantially as described.

5. A molding for automobile doors, comprising a skelp formed into a T cross section with an arcuate head which has a hollow portion, the outside portions of the skelp being united to form the stem of the T, and means for uniting said portions that form the stem to allow a material to flow into the interior of the molding for use in preventing distortion of the molding when it is bent, substantially as described.

In witness whereof I have hereunto set my hand on the 10th day of April, 1918.

JOHN T. ALLMAND.