May 22, 1928. 1,670,467

W. MARSHALL ET AL

FINISH STRIP FOR DOOR PILLARS AND THE LIKE

Filed June 28, 1926 2 Sheets-Sheet 1

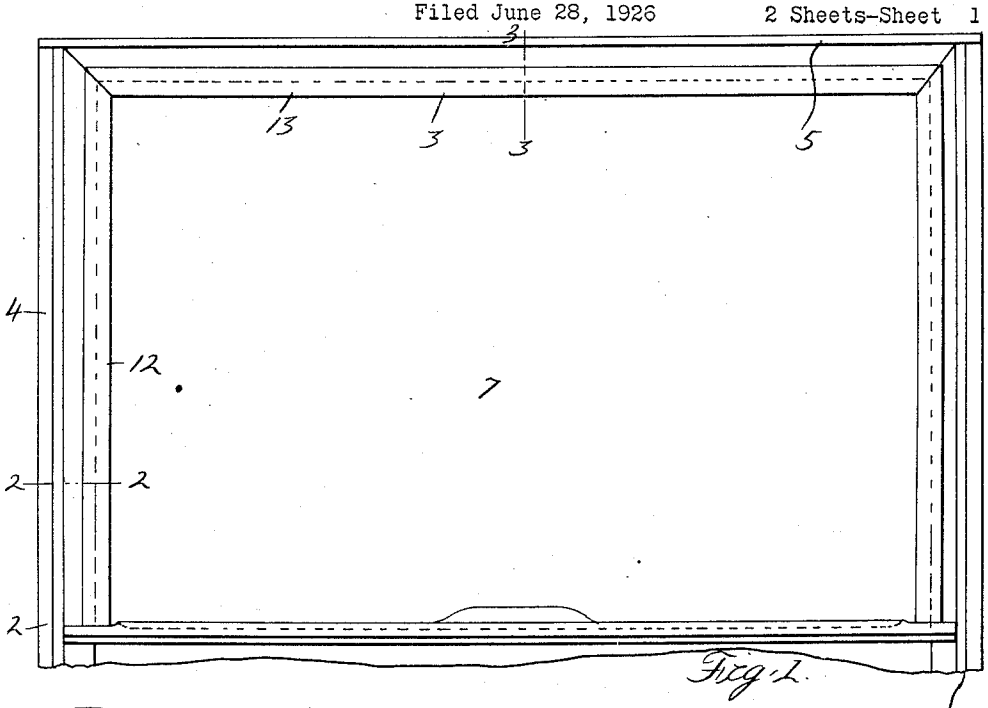


Fig. 1.

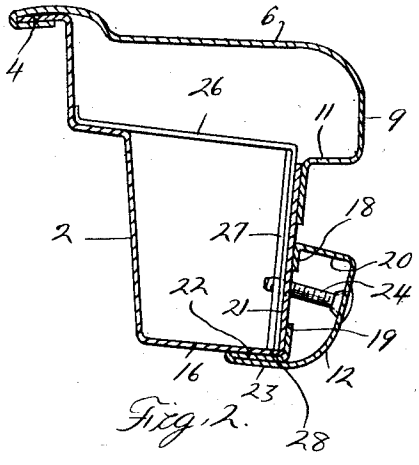


Fig. 2.

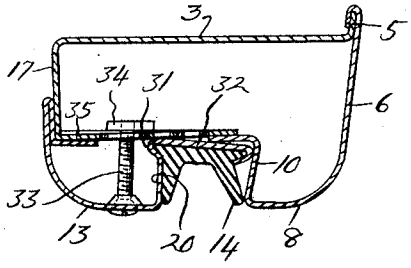


Fig. 3.

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Fig. 4.

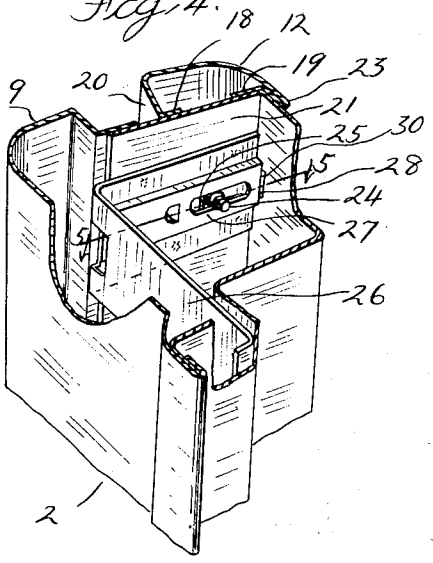


Fig. 5.

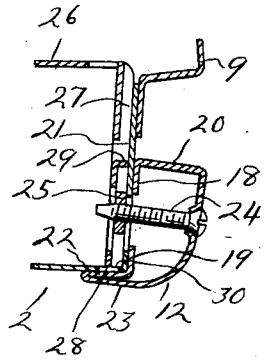
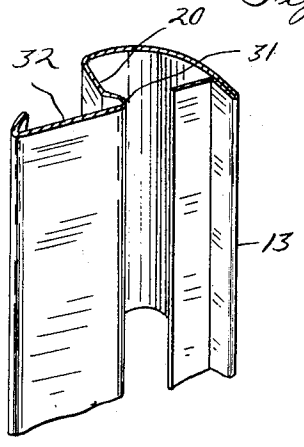


Fig. 7.



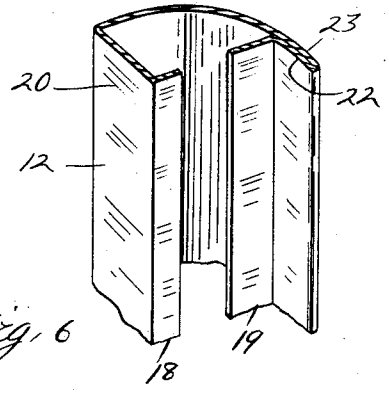


Fig. 6.

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UNITED STATES PATENT OFFICE.

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FINISH STRIP FOR DOOR PILLARS AND THE LIKE.

Application filed June 28, 1926. Serial No. 119,231.

This invention relates generally to finish trips for vehicle bodies and consists of ertain novel features of construction, com-inations and arrangements of parts as will e more fully described and particularly ointed out in the appended claims.

In the accompanying drawings:

Figure 1 is a side elevation of a door with nish strips embodying my invention ap-lied thereto.

Figure 2 is a cross sectional view taken n the line 2—2 of Figure 1.

Figure 3 is a cross sectional view taken n the line 3—3 of Figure 1.

Figure 4 is a fragmentary perspective iew of one of the pillars and showing one f the reinforcing strips applied thereto.

Figure 5 is a cross sectional view taken n the line 5—5 of Figure 4.

Figure 6 is a detail perspective view of he finish strip which is applied to the pil-ars.

Figure 7 is a detail perspective view of he header finish strip.

Referring now to the drawings, 1 is a oor of the vehicle body having the upright illars 2 and the intermediate cross bar or eader 3. As shown, the pillars 2 are pref-rably channel-shape and are provided with ne lateral flanges 4 while the cross bar 3 s also preferably channel-shape and is pro-ided with the upstanding flange 5. Over-apping these pillars and cross bar is a heet metal panel 6 that constitutes the ex-erior finish of the door. As shown, this anel 6 is secured at its edges to the flanges and 5 and is provided between the pillars ith a suitable window opening 7. To pro-ide a neat appearance, the panel 6 is pro-ided at the upper and side edges of the pening 7 with the inwardly extending lat-ral flanges 8 and 9 respectively that have -shaped rabbet portions 10 and 11 secured o the pillars and header. Thus the panel and flanges 8 and 9 close the channels f the pillars and header and cooperate herewith to form box-like frame members.

Heretofore it has been a practice by some ody manufacturers to secure strips of mold-ng to the side walls of the pillars to receive ne window glass runs and to secure separate trips or panels of fabric trimming material to the inner walls of the pillars and header to provide a neat finish for the interior of the vehicle body. With such constructions, considerable time and labor has been required to form the separate parts referred to and to secure the same by separate assembly operations to the pillars and header. In the present instance, however, this is accomplished in a single operation by providing metal finish strips 12 and 13 respectively that cooperate with the rabbet portions 10 and 11 of the outer panel to form channels for the window glass runs 14 and 15 respectively, and that also have side wall extensions that overlap the inner walls 16 and 17 respectively of the pillars and header to provide a neat interior finish. As shown, each strip 12 is channel-shape and has the opposed lateral flanges 18 and 19. Preferably the flange 18 projects inwardly from the inner wall 20 of the channel strip and seats against the adjacent side wall 21 of the pillar, while the flange 19 projects inwardly from a return-bent portion 22 of the outer wall 23 and also seats against the side wall 21 of the pillar. To provide a neat construction the outer wall 23 and return-bent portion 22 are disposed at substantially right angles to the flanges 18 and 19 and overlap the inner wall 16 of the pillar. Suitable headed elements such as the screws 24 are preferably used to secure the strips 12 in position upon the pillars. As shown, these screws 24 extend freely through the bases of the channel strips and threadedly engage nuts 25 that are slidably mounted within the pillars 2. Thus by loosening these screws the strips 12 may be adjusted bodily transversely of the side walls 21 of the pillars in a manner to be presently described to compensate for variable widths of glass runs 15. To provide a strong and durable construction we have provided L-shaped metal reinforcing strips 26 that are secured within the pillars 2 and have longitudinally extending channel-shaped portions 27 that receive the nuts 25. As shown, the channel portions 27 are formed in the bases 28 of the strips and open toward the side walls 21 so as to cooperate therewith to form elongated housings for the nuts. Preferably tongues 29 are struck out from

the bases of these channel portions to form stops for limiting the inward sliding movement of the nuts. To facilitate the insertion of the nuts 25 into the channel-shaped portions 27 suitable openings 30 are provided in the inner walls 16 of the pillars in substantial alignment with the channel portions 27. Thus when the strips 12 are secured in place the return-bent portion 22 will constitute stops for limiting the outward sliding movement of the nuts. Any suitable means may be used to secure the strips 26 in position. In the present instance these strips are preferably welded at their ends to the opposite side walls of the pillars, hence they provide effective interior braces therefor.

As shown in Figure 3 the header finish strip 13 is similar in configuration to the strips 12 except that the inner wall 20 connects into a side wall 31 of an inverted channel 32 that receives the strip 14. Any suitable means such as the screws 33 may be used to secure the strip 13 to the cross bar 3. As shown, these screws 33 pass freely through the strip 13 and threadedly engage nuts 34 that are anchored in the lower wall 35 of the cross bar.

Thus, from the foregoing description it will be apparent that the strips 12 will conceal the openings 30 in the inner walls 16 of the pillars and will cooperate with the strip 13 to provide a neat interior finish for the vehicle body. The usual fabric trim panels have been dispensed with entirely. Moreover the adjustment of the strips 12 transversely of the pillar will compensate for variable widths of glass runs.

While it is believed that from the foregoing description, the nature and advantage of our invention will be readily apparent, we desire to have it understood that we do not limit ourselves to what is herein shown and described and that such changes may be resorted to when desired as fall within the scope of what is claimed.

What we claim as our invention is:

1. A door assembly comprising a frame member, a reinforcing member therefor extending transversely thereof, a finish strip extending longitudinally of said frame member, and securing means for said finish strip including a part adjustable longitudinally of said reinforcing member.

2. A door assembly comprising a frame member, a reinforcing strip for the pillar having a channel portion, a nut located in said channel portion, one wall of said frame member having an opening through which said nut is inserted into said channel portion, a finish strip extending longitudinally of said frame member and concealing said opening, and securing means for said finish strip engaging said nut.

3. A door assembly comprising a frame member, a finish strip extending longitudinally of said frame member, securing means for said strip including a nut adjustable transversely of the frame member and reinforcing means for said frame member including a part having a channel portion receiving said nut.

4. A door assembly comprising a frame member, a reinforcing strip extending transversely of said frame member and having portions secured to opposite walls thereof, one of said portions having a channel portion opening toward one wall of said frame member and cooperating therewith to form an elongated housing, a finish strip extending longitudinally of said frame member, and securing means for said finish strip including a part movable longitudinally of said housing.

5. A door assembly comprising a frame member, a channel-shaped finish strip having inturned flanges seated against one wall of said frame member and having one side wall thereof extending beyond said wall and overlapping another wall of said frame member, and adaptable securing means for said finish strip extending between said flanges and engaging the adjacent wall of said frame member.

6. A door assembly comprising a frame member, a channel-shaped finish strip having inturned flanges seated against one wall of said frame member and having one side wall thereof extending beyond said wall and overlapping another wall of said frame member and provided with a return bent portion connected with one of said flanges, and securing means for said finish strip extending between said flanges and engaging the adjacent wall of said frame member.

7. A door assembly comprising a frame member, a reinforcing strip therefor having a channel-portion, a nut located in said channel portion, one wall of said frame member having an opening through which said nut is inserted into said channel portion, a channel shaped finish strip extending longitudinally of said frame member and having inturned flanges seated against another wall of said frame member and having one side wall thereof extending beyond said second mentioned wall and concealing the opening in the firtst mentioned wall, and securing means for said finish strip engaging said nut.

8. A door assembly comprising a frame member having a rabbet portion extending longitudinal thereof, a finish strip extending longitudinally of said frame member and cooperating with said rabbet portion to form a glass run, a reinforcing member extending transversely of said frame member and having a portion thereof provided with

a channel portion opening towards one wall of said frame member and cooperating therewith to form an elongated housing, and securing means for said finish strip including a part movable longitudinally of said housing for allowing transverse movement of said finish strip relative to said rabbet portion to vary the size of said glass run.

In testimony whereof we affix our signatures.

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PAUL M. CAMIENER.