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MAY 25, 1943.
BY A. P. C.

K. KOBLIGK
CAR BODY
Filed March 5, 1940

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322,290
2 Sheets-Sheet 1

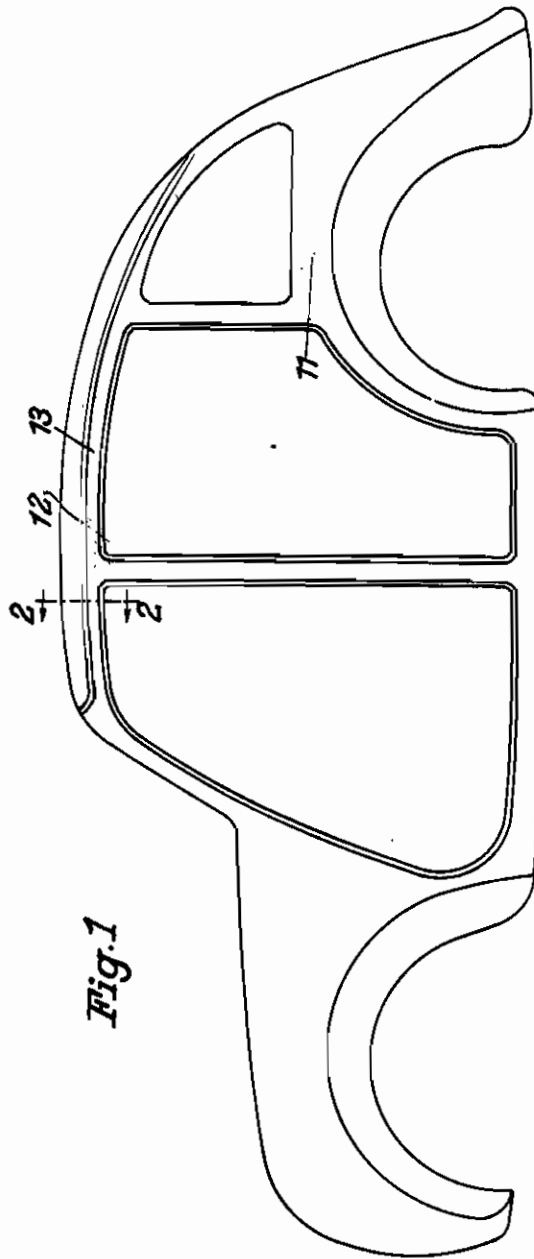


Fig. 1

Inventor:
Kurt Kobligk
By *John P. Turley*
Attorney

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Fig. 2

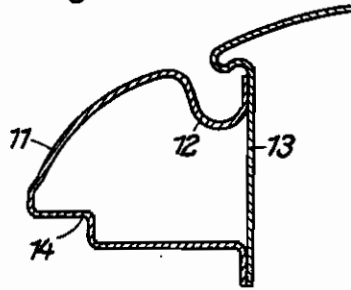


Fig. 3

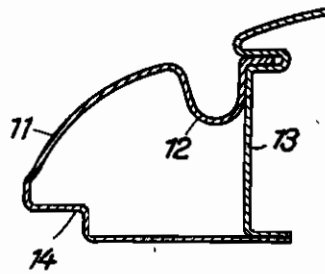


Fig. 4

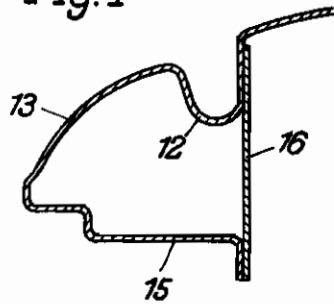


Fig. 5

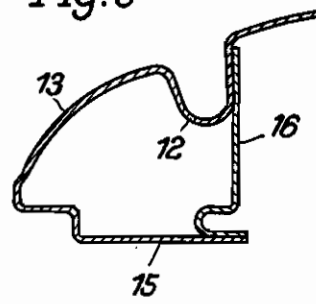


Fig. 6

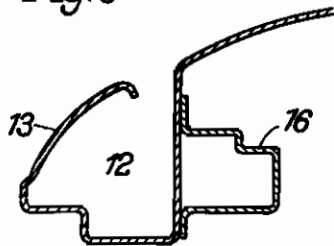


Fig. 7

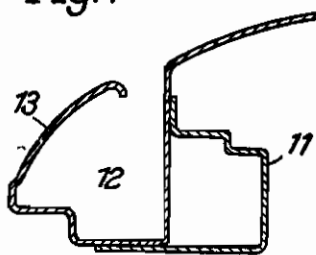
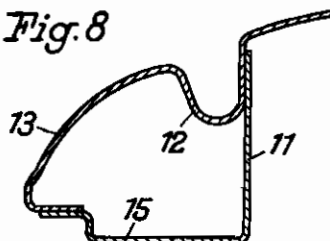


Fig. 8



Inventor:
Kurt Koblighk

By *John P. Turley*
Attorney

ALIEN PROPERTY CUSTODIAN

CAR BODY

Kurt Kobligk, Berlin, Germany; vested in the
Alien Property Custodian

Application filed March 5, 1940

The invention relates to improvements in the construction of car bodies for use on automobiles and other cars, the primary object of the invention being the provision of a car body in which the cornices or eaves are designed so that no separate pressings need be used for them.

According to the invention, either the upper portions of the side panels of car or the side portions of the roof panel or both of them are provided with a channel-like or similar groove or grooves forming a cornice which—or at least the bottom of which—does not project beyond the external face of the car body.

The invention may be applied to either cars composed of sheet metal panels or pressings, or to cars composed of an either wood or metal framework to which an external sheeting is secured, or to car bodies the panels or other parts of which are made from synthetic plastics.

In the case of car bodies made of either panels or pressings where the side panels are connected with a roof panel, the cornices are so designed as to either coincide with the line connecting roof and side panel or to be situated close to the latter.

A number of forms of the invention are shown in the attached drawings in which

Fig. 1 is an external view of the car body and

Figs. 2 to 8 are sectional views on an enlarged scale, approximately on the line 2—2 of Fig. 1.

With the types shown in Figs. 2 and 3, the roof 13 is provided with a flange extending downwardly, to which the correspondingly bent upper edge of the side panel 11 is secured, so that these two members form a box-shaped cross-section. The cornice 12 and the door or window rabbet 14 are pressed on to the side panel member.

With the types shown in Figs. 4 and 5, the cornice 12 and the upper rail 15 above the door

or window respectively are made integral with the roof, the box-shaped girder being formed by connecting with this member the upper edge of the internal lining of side panel 16.

The cornice shown in Figs. 6 and 7 is integral with the roof 13. As shown in Fig. 6, the upper edge of the internal lining 16 is secured to the vertical stay of the roof, and as shown in Fig. 7, the upper edge of the external lining 11 is secured to it, so as to form the box-shaped longitudinal girder.

The section shown in Fig. 8 is substantially identical with the sections shown in Figs. 4 and 5, but here the upper rail 15 above the door or window respectively is integral with the external lining 11 of the side panel.

In this manner there is formed an upper lateral longitudinal girder of box-shaped cross-section consisting only of the roof pressing and one side panel member and containing at the same time the cornice and the rabbet for the door and window respectively.

These improvements in making the cornice as shown by the invention will simplify the pressing of the individual members which are given such a shape as to permit of their being readily kept in stock without being damaged. Furthermore, the size of the sheets will be reduced.

Owing to the absence of separate pressings for the cornice the number of welds will be reduced and simplified. At the same time, a car body having a box-shaped girder at the lower edges of roof will be formed.

If a sliding roof is provided, the sliding channel for the roof can drain off direct into the cornice without requiring any separate, long, and expensive roof draining tubes of rubber, as have been used hitherto.

KURT KOBLIGK.