R. B. SWART.

WEATHER STRIP.

APPLICATION FILED OCT. 22, 1910.

1,017,340. Patented Feb. 13, 1912.

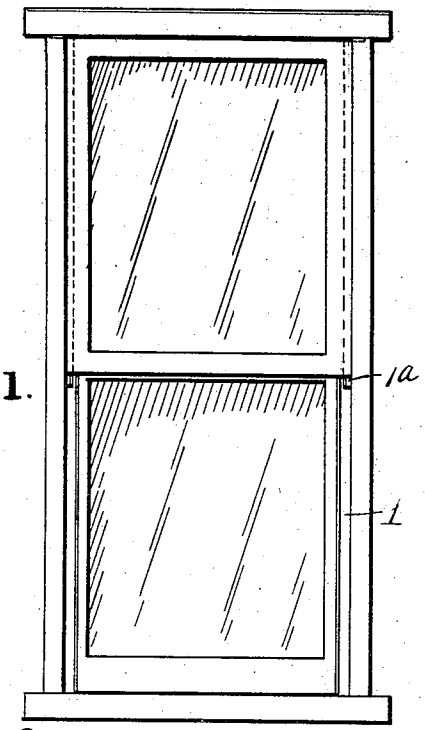

Fig. 1.

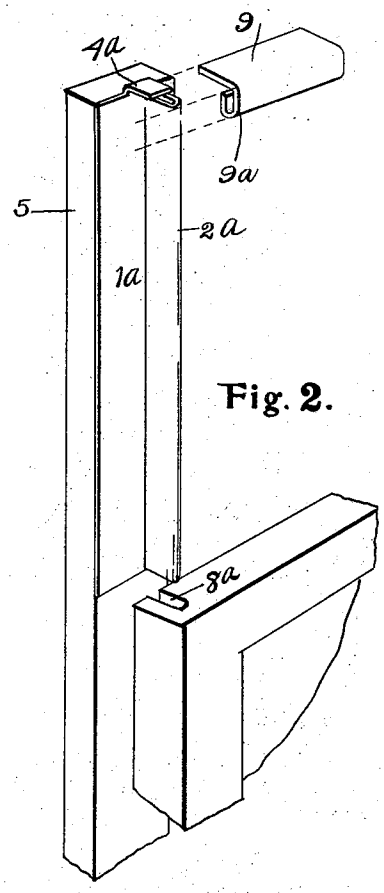

Fig. 2.

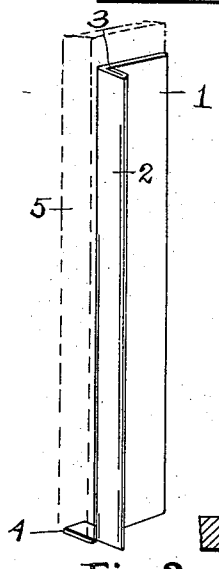

Fig. 3.

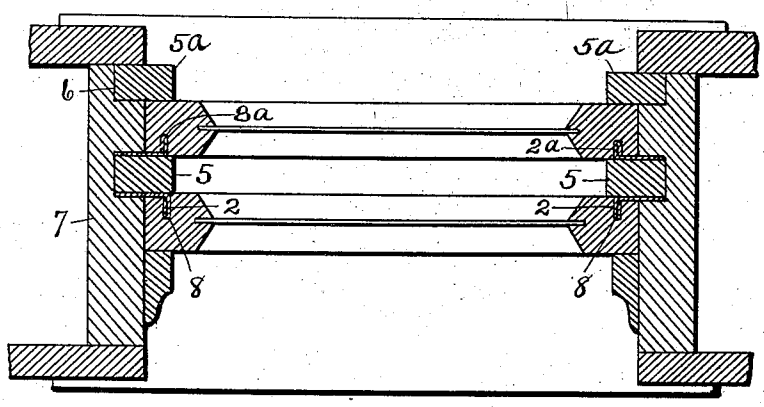

Fig. 4.

Witnesses

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UNITED STATES PATENT OFFICE.

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WEATHER-STRIP.

1,017,340. Specification of Letters Patent. **Patented Feb. 13, 1912.**

Application filed October 22, 1910. Serial No. 588,507.

To all whom it may concern:

Be it known that I, ROBERT B. SWART, a citizen of the United States, residing at Detroit, county of Wayne, State of Michigan, have invented a certain new and useful Improvement in Weather-Strips, and declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to weather strips.

It has for its object an improved strip adapted to be used in connection with a sliding window sash for the purpose of producing a tight joint adapted to exclude the wind, prevent the sash from rattling and the rain or sleet from driving by the edges of the sash.

In the drawings:—Figure 1, is a front elevation of a window sash and a window frame. Fig. 2, is a perspective showing a strip and the groove of the window sash in which the strip engages. The weather strip shown in this drawing is the one applied to the top half of the window. Fig. 3, shows a strip applied to the bottom half of the window. Fig. 4, is horizontal through the meeting rails and a cross section showing both the top and bottom sashes with properly applied weather strips.

The weather strip which is placed vertically at the side of the window consists essentially of a strip of thin metal 1, bent to form an angled strip with the flange 2, and with the outer edge of the flange 2 bent back on itself, and with the extreme edge 3 engaging along the corner of the angle between the web 1 and the flange 2. At the end a holding lug 4 is bent outward at right angles to the web 1, and is arranged to engage between the end of the window stop 5 and the window frame. The strip shown in Fig. 3, which is intended to be used with the bottom sash, is formed with the holding lug 4 at the bottom end adapted to engage under the window stop 5. The stop 5 is adapted to be forced into a channel which is cut for it in the window frame.

The strip shown in Fig. 2, which is intended to be used with the upper sash of the window, is provided with a holding lug 4^a that is intended to engage over the upper cross strip; in either case the web 1 engages between the stop and the wall of the groove which is cut in the side of the frame 7 to receive the stop and is secured in place by the stop and by the sash, and is held from rising or falling as the case may be by the lugs; the lug 4 engaging under the stop 5 and preventing the weather strip from rising, and the lug 4^a engaging over the top of the cross strip 9 and preventing the weather strip from falling. The doubled flange part 2 and 2^a engages in a groove 8 and 8^a cut in the side of the sash. Except for the fastenings already mentioned no fastenings are used, neither nails, tacks or cement. The interengagement of the weather strip with the sash and with the window frame in the way described holds the strip securely in place and allows it to yield if the sash shrinks, or if the frame shrinks so that the fit between the sash and the frame becomes loose, or if, owing to damp weather, the parts swell, the weather strip accommodates itself to this condition.

What I claim is:—

In combination with a window frame having the several vertical and horizontal frame portions, an upper horizontal strip attached to the upper frame member, and said frame also provided with a vertical channel in the side frame portion, a middle stop engaging in said channel, outside and inside stops on either side of said middle stop, an upper sash slidable in the space between the outside and middle stop and provided with a vertical groove in its inside face, a lower sash slidable between the inside stop and middle stop and provided with a vertical groove in its outside face, a pair of nailless, anti-creep, weather strips, the one comprising a web having an integral lug at its upper end adapted to be bent at a right angle and tightly wedged between the upper frame member and the upper horizontal strip, and a web extending from the top of the frame to below the middle of said middle stop facing the outside thereof, said web being wedged between the wall of the channel and the middle stop and folded in the form of a double flange engaging spreadingly in the vertical groove of the upper sash, and the other strip comprising a web having an integral lug at the bottom folded at a right angle and engaging between the bottom of the middle stop and the lower frame member, the said web facing the inside of said

middle stop between the bottom and a point above the center thereof, and wedged between the wall of said channel and said middle stop, and an integral flange, doubled upon itself, engaging spreadingly within the groove of the said lower sash, substantially as described.

In testimony whereof, I sign this specification in the presence of two witnesses.

ROBERT B. SWART.

Witnesses:
CHARLES F. BURTON,
VIRGINIA C. SPRATT.