

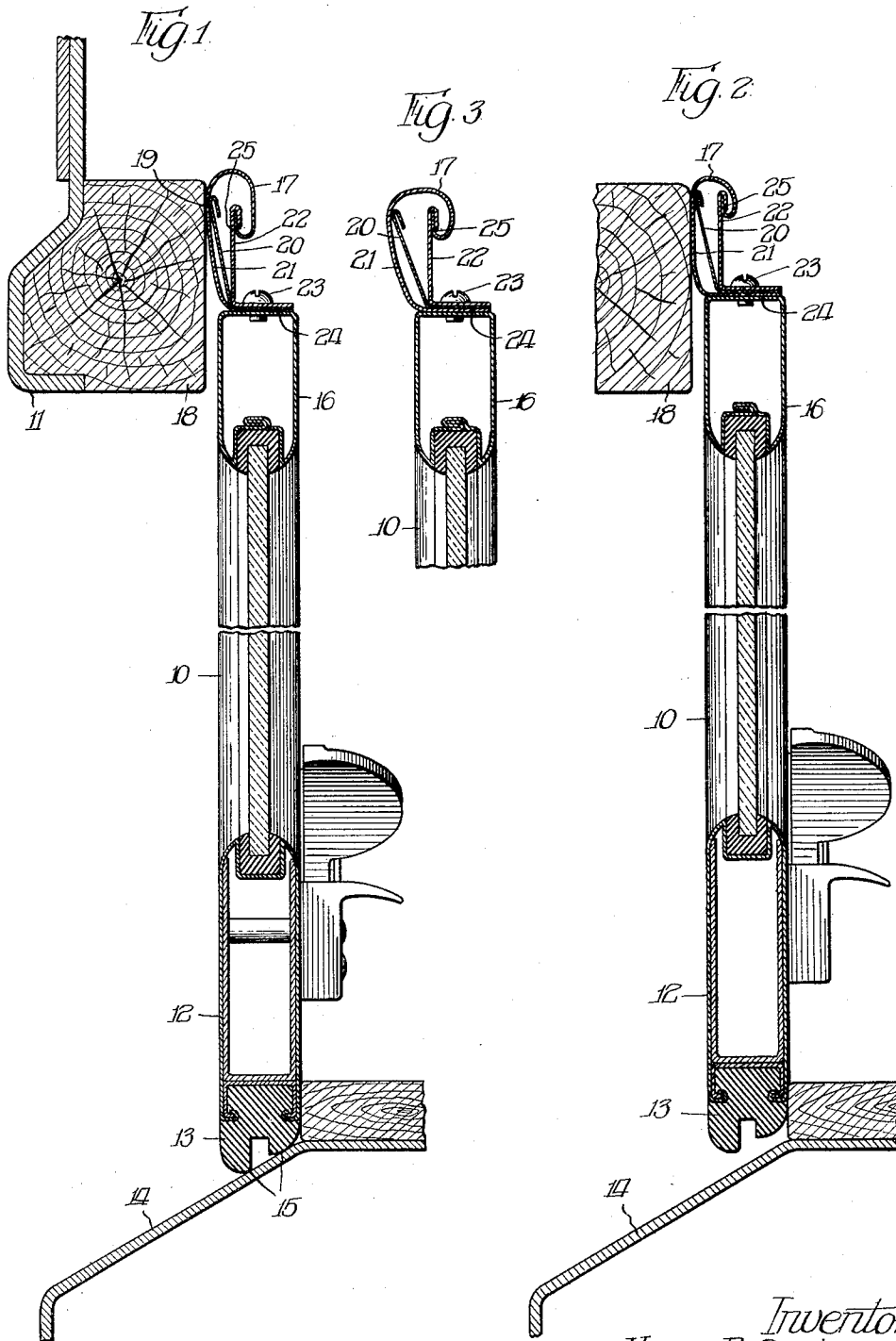
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WEATHER STRIP

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UNITED STATES PATENT OFFICE

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WEATHER STRIP

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After the ordinary railway car or motor bus window has remained closed for some time, the sealing strip on the bottom rail of the sash will usually adhere to the sill and the weather strip on the rail of the sash will usually adhere to the header. Since in opening such a window the bottom rail sealing strip and the top rail weather strip must both be loosened up at the same time, considerable force is required to effect the initial upward movement of the sash.

The principal object of this invention is to provide an improved top rail weather strip which will not offer any appreciable resistance to the initial movement of the sash to which applied and yet will afford an excellent seal when the sash is closed.

Other objects and advantages of the invention will be apparent upon a full understanding of the construction, arrangement and operation of the improved weather strip.

One form of the invention is presented herein by way of exemplification, but it will of course be appreciated that the invention is susceptible of embodiment in other structurally modified forms coming equally within the scope of the appended claims.

In the accompanying drawing:

Fig. 1 is a vertical section through a window equipped with the top rail weather strip of the invention, showing the sash of the window in its fully closed position;

Fig. 2 is a somewhat similar sectional view, showing the sash in a slightly raised position; and

Fig. 3 is a vertical section through the top rail only of the sash, showing the weather strip disengaged from the header of the window frame.

The window assembly shown in the drawing includes a vertically slidable sheet metal sash 10 and a window frame 11. The bottom rail 12 of the sash is provided with a rubber sealing strip 13 which engages with the sill 14 of the frame at 15, while the top rail 16 of the sash is provided with a weather strip 17 which engages with the header 18 of the frame at 19.

The weather strip 17, which forms the subject matter of the present invention, extends

the full length of the top rail 16 and consists essentially of a spring strip 20 and a loose flexible covering 21. The covering is preferably soft chrome leather, but may be some other suitable material. The strip 20 and the covering 21 are secured to the top rail 16 by an L-shaped strip 22 which is fastened in place by a number of screws 23. The strip 20 is positioned in front of the strip 22, and the covering 21 is in turn positioned in front of the strip 20. The lower portions of the strip 20 and covering 21 are clamped by the screws 23 between the horizontally extending portion 24 of the L-shaped strip and the upper surface of the top rail 16 of the sash, and the upper portion of the covering 21 is turned back loosely over the upper edge of the strip 20 and is attached to the upper edge of the vertically extending portion 25 of the L-shaped strip.

When the sash 10 is lowered into its closed position, the spring strip 20 will be forced back by the header 18 into the position shown in Fig. 1, and the interposed covering 21 will be drawn by frictional engagement with the header into a position wherein the fullness in the covering is more or less localized at 25 above the upper edge of the strip 20. With the sash in the position shown in Fig. 1, the bottom rail sealing strip 13 will engage snugly with the sill 14 at 15 and the top rail weather strip 17 will engage snugly with the header 18 at 19.

The seal 19 between the top rail weather strip 17 and the header 18—unlike the seals established by ordinary weather strips—will offer very little resistance to the initial upward movement of the sash. In raising the sash from the position shown in Fig. 1 to the position shown in Fig. 2, the weather strip 17 will offer practically no resistance while the sealing strip 13 is being broken away from the sill at 15. As will be noticed in Fig. 2, the covering 21 can remain stationary with respect to the header 18 during the initial upward movement of the sash, and any adhesion which has developed between the covering and the header can be easily broken loose during continued upward movement of the sash after the resistance offered by adhe-

sion of the sealing strip 13 at 15 has been overcome.

I claim:

1. A top rail weather strip provided with
5 a vertically shiftable contact portion and means for limiting the shifting movement of said portion in both directions.

2. A top rail weather strip provided with a resiliently yieldable pressure portion, a
10 vertically shiftable contact portion in front of said pressure portion in slidable engagement with the latter, and means for limiting the shifting movement of said portion in both directions.

3. A top rail weather strip provided with a loose flexible cover for sealing engagement with the header of a window frame, and means for limiting the movement of the cover
15 in both directions.

4. A top rail weather strip provided with a loose flexible outwardly spring-pressed cover for sealing engagement with the header of a window frame, and means for limiting the movement of the cover in both directions.
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5. A top rail weather strip provided with a loose chrome leather cover, and means for limiting the movement of the cover in both directions.
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6. In a top rail weather strip, a spring strip, a loose flexible covering for the same, and means for limiting the movement of the covering in both directions.
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7. In a top rail weather strip, an attaching strip, a spring strip in front of the attaching strip, and a flexible covering secured to the attaching strip in loosely enveloping relation to the spring strip.
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8. In a top rail weather strip, a rigid attaching strip, a resiliently yieldable pressure strip in front of the attaching strip in spaced relation to the latter, and a flexible chrome leather cover secured to the attaching strip in loosely enveloping relation to the spring strip.
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9. In window construction, in combination, a frame, a vertically slidable sash in the frame, a sealing strip on the bottom rail of the sash for engagement with the sill of the frame when the sash is in its closed position, a weather strip on the top rail of the sash for engagement with the header of the frame when the sash is in its closed position, and means for permitting the seal between the top rail and the header to remain intact until after the seal between the bottom rail and the sill has been broken, said means consisting of a vertically floating contact portion on the top rail weather strip which allows the sash to be raised a substantial distance before the play afforded by said portion is taken up.
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10. In a top rail weather strip, a backing portion, a contact portion which forms a facing for the backing portion and is slidable relative to the same, and means for prevent-
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ing the contact portion from being shifted far enough to expose the backing portion.

11. In a top rail weather strip, a resiliently yieldable backing portion, a soft sealing contact portion which forms a facing for the backing portion and is slidable relative to the same, and means for preventing the contact portion from being shifted far enough to expose the backing portion.
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In testimony whereof I have hereunto subscribed my name.
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HARRY D. SEVISON.

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