(No Model.)

J. SUYDAM, Dec'd.

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WEATHER STRIP.

No. 522,626. Patented July 10, 1894.

Fig: 1.

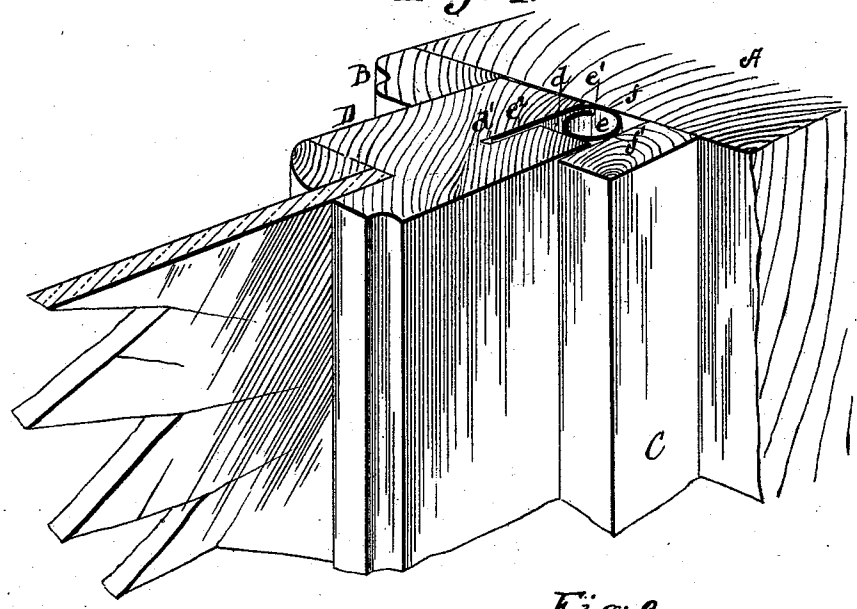


Fig: 3.

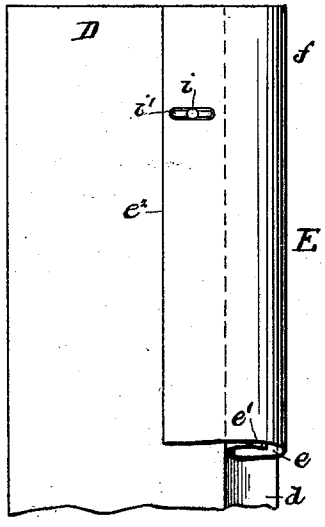


Fig: 2.

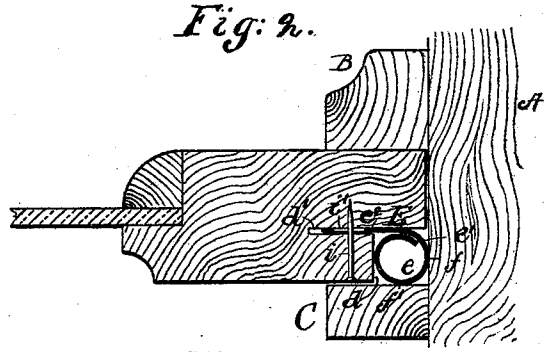
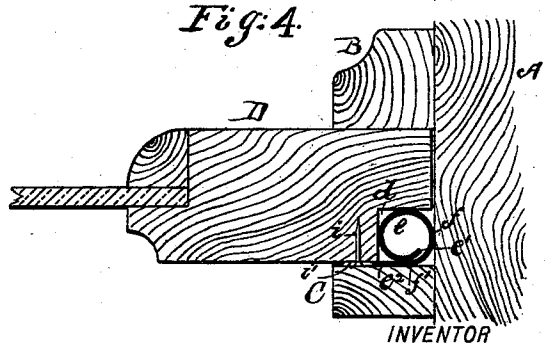


Fig: 4.



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JOHN SUYDAM, OF ALBANY, NEW YORK; MARY S. SUYDAM, AND GEORGE L. VAN ALLEN ADMINISTRATORS OF JOHN SUYDAM DECEASED.

WEATHER-STRIP.

SPECIFICATION forming part of Letters Patent No. 522,626, dated July 10, 1894.

Application filed November 19, 1892. Renewed December 8, 1893. Serial No. 493,135. (No model.)

To all whom it may concern:

Be it known that I, JOHN SUYDAM, a citizen of the United States, and a resident of Albany, in the county of Albany and State of New York, have invented certain new and useful Improvement in Weather-Strips, of which the following is a specification.

My invention relates to a new and improved metallic weather strip designed for house, car, steamboat and other windows and doors, and to this end my invention consists principally of a metallic weather strip made in tubular form or rolled to form a tubular spring free at one or both edges to yield to pressure from the outside and to have an opening tendency, the same to be set in the window in a manner to press constantly throughout its length upon the adjacent wooden surface or surfaces to exclude air, snow, dust, &c.

The invention also consists of the special construction of the strip whereby it is rendered yielding throughout, all as hereinafter described and claimed.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which like letters of reference indicate corresponding parts in all the figures.

Figure 1 is a sectional perspective view showing the stile, jamb-strip and sash having my new weather strip applied thereto. Fig. 2 is a sectional plan view of the same. Fig. 3 is a front view of a portion of the sash showing a modified method of applying the strip and Fig. 4 is a sectional plan view like Fig. 2 showing the modification.

A represents the stile of an ordinary house or car window, B the outer jamb strip, C the parting or inner jamb strip, D the sash and E represents the weather strip applied to the edge of the sash.

The strip E is made of sheet iron, copper, brass or other sheet metal. I prefer to use spring brass. This I draw in a die to form a partial tube rolling the strip of metal upon itself to form the coil or roll *e* free at its inner edge *e'* and of sufficient opening tendency to make close contact with the stile and adjacent jamb-strips, either or both. The form of the strip in cross section as here shown approximates the figure **6**, the plate portion e^2 extended tangentially from the coil or roll serving as the means of attachment by nails or screws *i*.

The strip is fitted in a recess and its periphery bears against the adjacent surface and any external pressure upon the sash or of the sash by swelling from dampness compresses the tube which yields and prevents the sash from striking and rattling. As here shown the edge of the sash is rabbeted as shown at *d* and in the construction shown in Figs. 1 and 2, the sash is slotted as shown at *d'* to receive the straight plate or flange e^2 and the said plate or flange is formed with slots *i'* for the passage through it of the nails or screws so that the strip is not held firmly but is permitted to have slight inward play to answer readily to the pressure upon the contact surface *f* of the strip. In Figs. 3 and 4 the slot *d'* in the sash is omitted and the flange or plate e^2 is fastened to the side surface of the sash between it and the strip C which has advantage in cheapness and it furnishes a full metallic bearing surface against the said strip. It will be seen that the coil or roll *e* not only bears against the stile at *f* but also against the strip C at *f'*, thus furnishing two rounded and close fitting and yielding contacts, so that the sash may be made of such dimensions as to obviate sticking in either direction and prevented from rattling, and yet the strip will act to perfectly exclude air, snow and dust, and when used on railway cars the open spaces left through the coil or roll and around the strip furnish free passage for cinders, so that all danger of choking is obviated.

The strip is sustained and held to its spring pressure by contact with the sash at both sides of the angular recess E made in the sash to receive it as shown.

My new weather strip may be applied to the top and bottom of windows and to the meeting edges of window sashes.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A weather strip comprising a metal coil or roll fitted in a recess and free at its edges to yield to pressure upon the strip, substantially as described.

2. A weather strip comprising a metal coil or roll and a flange e^2 the inner rolled edge be-

ing free to yield to pressure on the strip, substantially as described.

3. The sash D recessed at its edge and formed with a slot d', in combination with the weather strip E formed of a coil or roll and flange e^2, said flange being inserted in the slot, substantially as described.

4. A weather strip comprising a metal coil or roll e and flange e^2, said flange being formed with slots i and the edge of the coil or roll left free to yield to pressure upon the strip, substantially as described.

JOHN SUYDAM.

Witnesses:
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