

June 17, 1924.

1,498,201

G. C. REEVES ET AL

HEADER CHANNEL LINER

Filed May 24, 1920

Fig. 1

Fig. 2

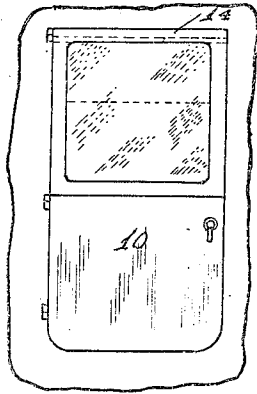
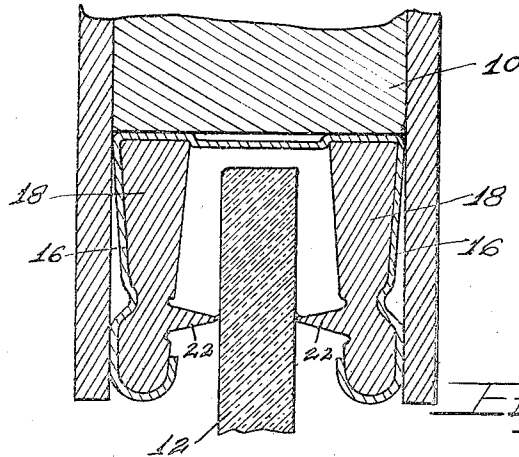


Fig. 3

Fig. 4

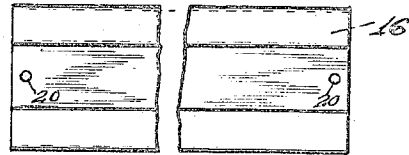


Fig. 5

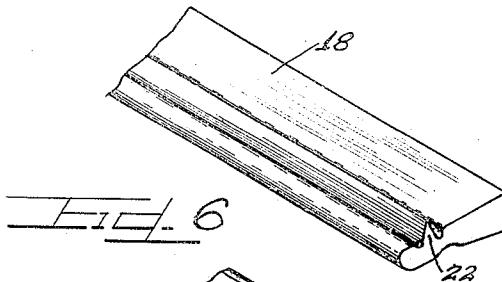
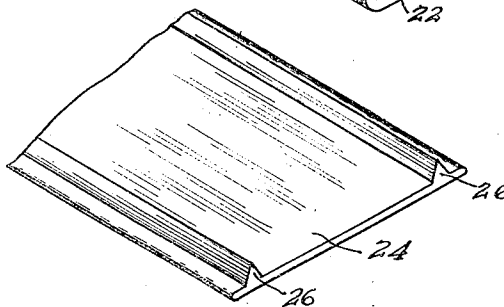
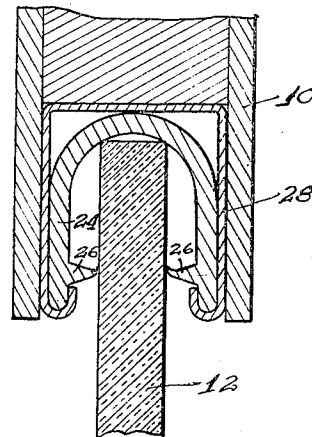


Fig. 6



WITNESSES

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UNITED STATES PATENT OFFICE.

GEORGE C. REEVES AND DUDLEY M. TODD, OF CHICAGO, ILLINOIS, ASSIGNORS TO
DRYDEN RUBBER COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

HEADER CHANNEL LINER.

Application filed May 24, 1920. Serial No. 383,686.

To all whom it may concern:

Be it known that we, GEORGE C. REEVES and DUDLEY M. TODD, citizens of the United States, and residents of the city of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in a Header Channel Liner; and we do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, and to the numerals of reference marked thereon, which form a part of this specification.

This invention relates to a new and improved header channel liner especially for use in weatherproofing the doors of inclosed automobiles, such as limousines, coupés and the like, and whereby rattling of the glass panes is absolutely prevented.

Many devices have been suggested and tried in order to overcome this nuisance, but up to the present none has been found which will positively prevent rattling and which will at the same time be easy of operation and not liable to get clogged with dust, dirt, or the like.

This invention has for its object the production of an improved header channel liner which always maintains its resiliency, weatherproofs the connection between the glass and the frame, prevents rattling, and which will not collect dirt.

A further object of the invention is the production of a header channel liner which is positive and permanent in action and always grips the pane tightly to prevent rattling, but which readily releases the glass when it is desired to lower the window.

Still another object of the invention is to provide a weatherproofing header channel liner which is comparatively inexpensive and easy to manufacture and which can readily be installed, either in new or old cars.

Other and further important objects of the invention will be apparent from the disclosures in the accompanying drawings and specification.

The invention (in a preferred form) is illustrated in the drawings and hereinafter more fully described.

On the drawings:

Figure 1 is an elevation of the door of a limousine with our invention applied thereto.

Figure 2 is a cross section of the upper portion of the door showing the details of the improved channel liner.

Figure 3 is a top plan view of the metal holder.

Figure 4 is a perspective view of one of the resilient grippers removed from the holder.

Figure 5 is a sectional view showing in detail a modification of the invention.

Figure 6 is a perspective view of the modified gripper of Figure 5 removed from its holder.

As shown on the drawings:

The reference numeral 10 indicates the door of a limousine having a window 12. The door is built in the usual way with an underlying frame and a finish on each face thereof. This finish extends farther toward the middle of the window than the frame, thus providing a channel between the inner edges of the finish. At the top of the window this channel is provided with our improved header channel liner applied thereto at 14. As shown in Figure 2, the header channel liner is adapted to receive and firmly grip the top of the glass pane 12 when in its raised position. A metallic holder 16 for the two grippers 18 is provided, which is preferably made of sheet metal properly stamped and shaped and which can be inserted into the upper edge of the door in any convenient manner, as by screws passing through the holes 20, all this being the prevailing construction.

The resilient grippers 18 are preferably made of rubber or some like material and are moulded or shaped as shown, with the tapering projections 22 extending inwardly therefrom along the length of one side. As will be seen, the adjacent ends of the projections 22 are spaced apart from each other a distance slightly less than the thickness of the glass pane so that when the window is raised, these points will positively engage the glass gripping the same on each side thereof.

Figures 5 and 6 represent a slight modification of the invention in which a one-piece gripper 24 is used provided with two longitudinal projections or ribs 26. A slightly different form of channel liner 28 is shown, although the channel 16 could be employed without necessitating any changes in construction.

The operation is as follows:

When the glass pane 12 is brought into raised position, the top edge thereof slides into the header channel liner and the projections or ribs or lips 22 or 26 contact with the sides of same firmly gripping the glass and resiliently holding it in place. The close fit and gripping action of the projections or lips 22 or 26 weatherproof the joint when the glass is raised. It will be seen that the modification shown in Figure 5 also provides a resilient bumper for the top edge of the pane, thereby affording additional security against rattling and preventing any scratching or defacing of the top edge of the glass which might possibly occur in the case of a glass to metal contact.

The window can be lowered without any trouble, as the resilient projections 22 or 26 will readily bend downward upon a pull, and will yield in that direction, thereby allowing the glass to be easily and readily lowered. Of course, the number of projections or lips on each side of the glass may be one or more; ordinarily, however, one such lip on each side of the glass is sufficient and we have so shown the construction in the drawings.

Herein is provided a weatherproofing header channel liner which will positively prevent rattles, which will not readily collect dirt or dust, and which can be easily cleaned, removed or replaced.

We are aware that numerous details of construction may be varied through a wide range without departing from the principles of this invention, and we therefore do not purpose limiting the patent granted otherwise than necessitated by the prior art.

We claim as our invention:

1. A liner for header channels for glass doors including a resilient strip adapted to be disposed in the channel, and a resilient thin edged rib to project toward the middle of the channel from one side thereof and contact with the glass.

2. In a header channel for a carriage door having a sliding glass, a metallic lining, retaining means formed therein, a rubber gripping member retained in said channel by said means, a wedge-shaped rib on said gripping member having a flexible edge and projecting into the path of the glass, whereby the glass on entering said channel will flex said rib and the pressure of the flexed rib against the glass will prevent it from rattling.

In testimony whereof, we have hereunto subscribed our names in the presence of two subscribing witnesses.

GEORGE C. REEVES.
DUDLEY M. TODD.

Witnesses:

OSCAR HARTMANN,
EARL M. HARDINE.