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W. W. NARAMORE

WEATHER STRIP FOR CLOSED AUTOMOBILES

Filed August 7, 1924

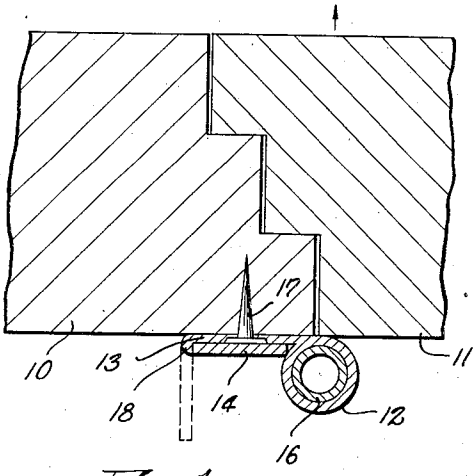


Fig. 1.

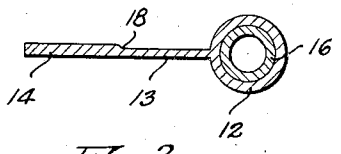


Fig. 3.

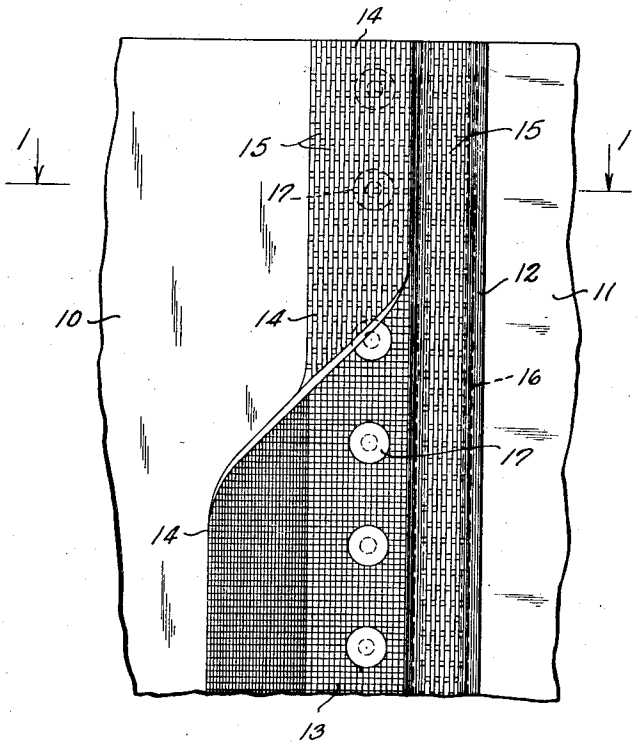


Fig. 2.

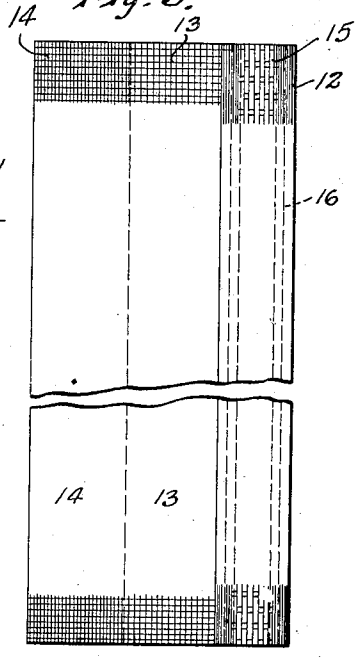


Fig. 4.

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UNITED STATES PATENT OFFICE.

WILLIAM W. NARAMORE, OF BRIDGEPORT, CONNECTICUT, ASSIGNOR TO THE BRIDGEPORT COACH LACE COMPANY, OF BRIDGEPORT, CONNECTICUT, A CORPORATION OF CONNECTICUT.

WEATHER STRIP FOR CLOSED AUTOMOBILES.

Application filed August 7, 1924. Serial No. 730,619.

To all whom it may concern:

Be it known that I, WILLIAM W. NARAMORE, a citizen of the United States, residing at Bridgeport, county of Fairfield, State of Connecticut, have invented new and useful Weather Strips for Closed Automobiles, of which the following is a specification.

This invention relates to a weather stripping, particularly for use in closed automobiles, and has for an object to provide an improved weather strip which will be neat and attractive in appearance, and which may be manufactured at less cost and applied with less labor and expense than that which is now generally in use.

With the foregoing and other objects in view, I have devised the construction illustrated in the accompanying drawing forming a part of this specification, similar reference characters being employed throughout the various figures to indicate the corresponding elements. In this drawing,

Fig. 1 is a transverse section of a portion of a car body and door showing my improved weather stripping in position, the section being substantially on line 1—1 of Fig. 2.

Fig. 2 is a front elevation thereof showing the method of applying the strip.

Fig. 3 is a transverse section of my improved weather strip as it appears immediately after it is manufactured, and

Fig. 4 is an elevation thereof.

A portion of the body of the car is indicated diagrammatically at 10 and the door at 11. My improved weather strip, as shown is applied to the edge of the opening in the body for the door, and on the inner side thereof to engage the inner edge of the door to make a tight joint and prevent rattling. My improved strip comprises a seamless tube 12 of woven fabric, woven in one piece with an attaching strip or selvage 13 and along one edge of this selvage. Woven integral with the selvage along the opposite edge is a finishing strip 14 which is adapted to be folded over the selvage to cover the same and the attaching means to give a finished appearance. Different weaves and finishing surfaces may be given to the outer surface of the tube and the exposed surface of the finishing strip when it is in position. In the drawing certain heavier threads 15 are shown as woven into the tube and the finishing strip to give a sort of figured appearance, and if desired may be formed by a thread of a different color from the rest of the fabric. The tube 12 is stiffened by a flexible filling element 16 which is preferably a rubber tube, although other filling pieces may be employed if desired.

In the strips used for this purpose as now generally employed the fabric is woven of a flat strip and shipped to the automobile manufacturer who wraps it around the rubber tube and stitches the free edge to the body of the strip. It is then tacked in place in the car and the finishing strip applied as a separate element and by a separate operation. In the use of my invention, however, the fabric tube 12 is woven about the filling element 16, preferably a rubber tube, and the selvage strip 13 and finishing strip 14 are both woven at the same time and in one piece with the tube 12, as indicated in Figs. 3 and 4. The finishing threads 15 make the fabric of the tube 12 and the finishing strip 14 somewhat thicker than the selvage or attaching strip 13, as indicated in Fig. 3. This construction of the strip does away with the stitching operation required by the old strip in placing the strip about the rubber tube, and furthermore, gives a better product as the selvage is woven in one piece with the fabric tube and there is no stitching to pull out or break out when in use. The automobile manufacturer, therefore, receives the strip complete ready to apply and with the finishing strip also woven in one piece with the selvage and the stiffening tube.

The method of applying is shown in Figs. 1 and 2, and it is a very simple operation with this construction of tube and requires less time than the old construction. As indicated, the strip is tacked along the edge of the opening by means of tacks 17 through the selvage 13 which securely mounts the strip in position. The heads of these tacks and the plain weave of the selvage are then covered by folding the finishing strip 14 over them, as shown, about the edge 18 of the selvage to which the finishing strip is woven, and it is held in position by means of glue or any suitable cement. As will be apparent

this gives a very neat and attractive appearance and requires only a simple, easily and quickly performed operation to apply.

Having thus set forth the nature of my invention, what I claim is:

1. A weather strip comprising a woven fabric seamless tube, a flexible filling element in said tube, a selvage strip woven in one piece with the tube adapted for securing the strip to a support, and a finishing strip woven in one piece with the selvage strip and adapted to be folded over the selvage strip.

2. A weather strip comprising a woven selvage strip, a seamless tube woven in one piece with the selvage strip along one edge thereof, and a finishing strip woven in one piece with the selvage strip along the opposite edge thereof and adapted to be folded over the selvage strip.

3. A weather strip comprising a flexible filling element, a fabric covering for said element comprising a seamless tube woven about said element, a selvage strip woven in one piece with the seamless tube, and a finishing strip woven in one piece with the selvage strip and adapted to be folded over the selvage strip.

4. In combination, a weather strip comprising a woven fabric seamless tube, a flexible filling element in said tube, a selvage strip woven in one piece with the tube along one edge thereof, a support, securing means extending through the selvage for securing the strip to the support, and a finishing strip woven in one piece with said selvage strip and covering said securing means.

5. In combination, a support, a weather strip comprising a woven fabric seamless tube, a filling element in said tube, a selvage strip woven in one piece with said tube along one edge thereof, securing means extending through the selvage strip to attach the strip to the support, a finishing strip woven in one piece with the selvage along the opposite edge thereof and folded over the securing means to cover the same.

In testimony whereof I affix my signature.

WILLIAM W. NARAMORE.