

No. 625,404.

Patented May 23, 1899.

A. Y. MASSER.
WEATHER STRIP.

(Application filed Sept. 27, 1898.)

(No Model.)

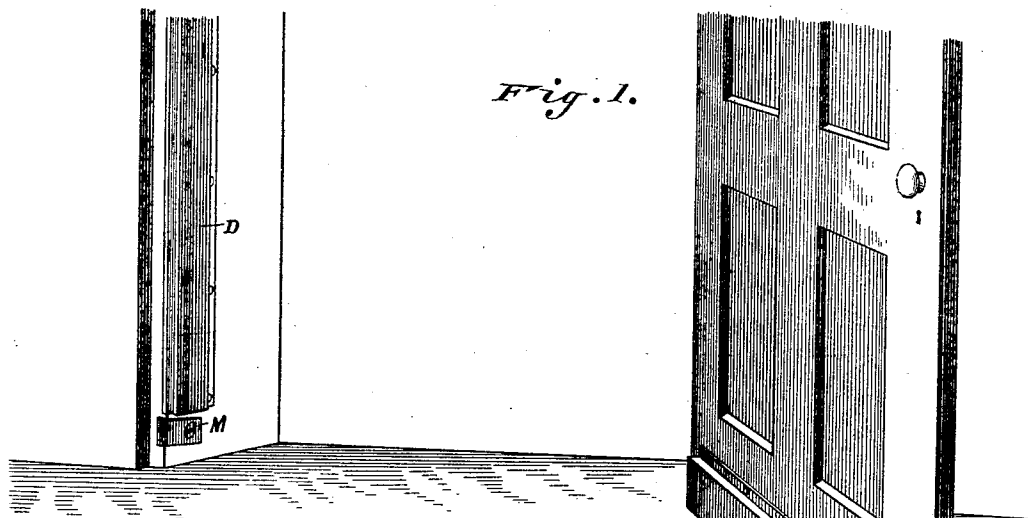


Fig. 1.

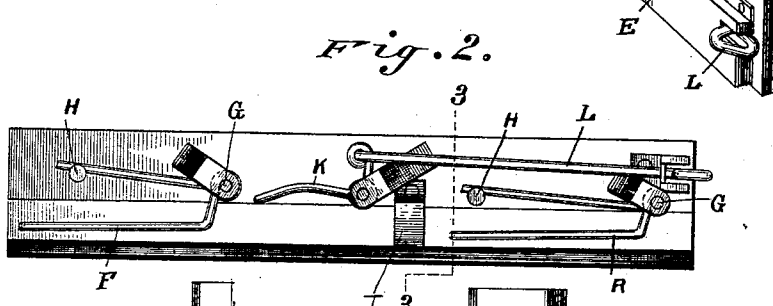


Fig. 2.

Fig. 5.

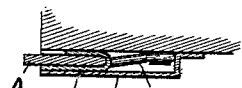


Fig. 6.

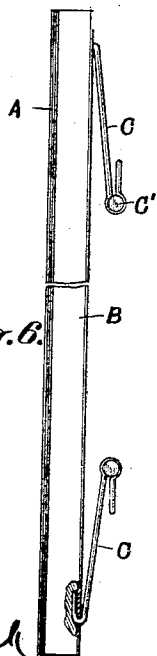
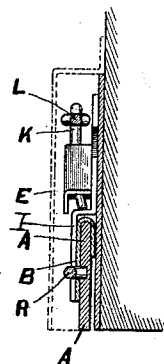


Fig. 4.



Fig. 3.



Witnesses

J. W. Kelly

Chas. E. Brock

Inventor
Andrew Y. Masser,

by
Quarato
Attorneys

UNITED STATES PATENT OFFICE.

ANDREW Y. MASSER, OF THREE RIVERS, MICHIGAN, ASSIGNOR OF ONE-THIRD TO EDWARD A. MASSER, OF COREY, MICHIGAN.

WEATHER-STRIP.

SPECIFICATION forming part of Letters Patent No. 625,404, dated May 23, 1899.

Application filed September 27, 1898. Serial No. 692,011. (No model.)

To all whom it may concern:

Be it known that I, ANDREW Y. MASSER, a citizen of the United States, residing at Three Rivers, in the county of St. Joseph and State of Michigan, have invented a new and useful Weather-Strip, of which the following is a specification.

This invention relates generally to weather-strips, and more particularly to one intended for use upon doors, one object being to provide a sill weather-strip which will be thrown into operation when the door is closed and elevated the moment the door is opened, thereby preventing the strip becoming damaged during the operation of opening the door.

Another object of the invention is to construct the several parts with reference to simplicity in construction, operation, and arrangement.

With these various objects in view my invention consists, essentially, of a weather-strip connected to the lower end of the door by suitable springs which normally hold said strip elevated and a lever for depressing the said strip when the door is closed, said lever being operated by a rod which contacts with an operating-stop when the door is closed.

The invention consists also in arranging a spring-actuated strip along the side of the door-frame for the purpose of excluding the air at that point.

The invention also consists in certain details of construction and novelties of combination, all of which will be fully described hereinafter and particularly pointed out in the appended claim.

In the drawings forming a part of this specification, Figure 1 is a perspective view of a door provided with a weather-strip constructed in accordance with my invention. Fig. 2 is a detail view of the weather-strip-operating mechanism, the inclosing casing being removed. Fig. 3 is a section on the line 3 3 of Fig. 2. Fig. 4 is a detail side elevation of the side weather-strip. Fig. 5 is a section on the line 5 5 of Fig. 4. Fig. 6 is a detail view of the strip and springs connected therewith.

In carrying out my invention I employ a strip A, of rubber, felt, or other suitable material, which is clamped between the members of a U-shaped metal strip B, the same

construction being employed for both the sill and side strips. The side strip has the springs attached thereto, said springs being secured to the side of the door-frame by means of screws or nails C', the ends of the springs being forced into the door-frame, as clearly shown, while their intermediate portions are coiled to provide a bearing for the screw or nail. The strip is arranged within a suitable sheet-metal casing D, secured to the door-frame and open at its outer end to permit the strip proper to project therefrom, said strip being adapted to contact with the face of the door when said door is shut, and the springs permit said strip to yield to the pressure of the door, but serve to hold said strip in close contact therewith, so that the passage of air is prevented.

The sill-strip is arranged beneath a suitable metallic casing E, attached to the face of the door near the bottom, said sill-strip being connected to the door by means of springs F, which are coiled around the pivots G, secured to the face of the door, the upper ends of said springs bearing upon pins H, driven into the door, while the lower ends are securely connected with the metal plate carrying the strip proper. A suitable guide-clip I is attached to the face of the door and extends over the strip in order to guide it in its movements up and down, and in order to so move the strip I employ an elbow-lever K, pivoted to the face of the door and having one of its arms bearing upon the upper edge of the metal plate which clamps the strip proper, while the upper end of said lever is pivotally connected to a rod L, which extends through a slot in the end of the case and is formed with a beveled head or nose, which is adapted to contact with a beveled stop M, attached to the door-frame, and is so arranged that when the door is shut the beveled end of the rod will come in contact with the stop-plate, forcing said rod inwardly, and thereby projecting the strip proper downwardly, and the moment the door is opened the springs will serve to elevate said strip proper, thereby preventing any damage being caused thereto while the door is being opened.

It will thus be seen that I provide an exceedingly cheap and simple construction of

weather-strip, which can be applied to both the bottom and side of the door for the purpose of excluding the air while the door is shut and is of such construction that when
5 the door is opened the strip carried by said door will be elevated and all damage prevented.

Having thus fully described my invention, what I claim as new, and desire to secure by
10 Letters Patent of the United States, is—

The combination with the door and frame, of a casing arranged upon the side of the frame, a strip arranged therein, and the wire springs for normally pressing the strip out-
15 wardly, a casing fastened to the door, and

slitted at one end and side, a rod working in the said casing and having a beveled head working through the slitted side and end of the casing, the elbow-lever attached to said rod, the strip upon which the lever is adapted
20 to act, the wire springs fastened to the door and to the strip for normally holding said strip up, and a striker-plate or stop arranged upon the frame and adapted to engage the beveled head of operating-rod, substantially
25 as shown and described.

ANDREW Y. MASSER.

Witnesses:

GEO. E. MILLER,
R. R. PEALER.