

No. 733,071.

PATENTED JULY 7, 1903.

J. N. McGRUFF.
WEATHER STRIP.

APPLICATION FILED JAN. 15, 1903.

NO MODEL.

Fig. 1.

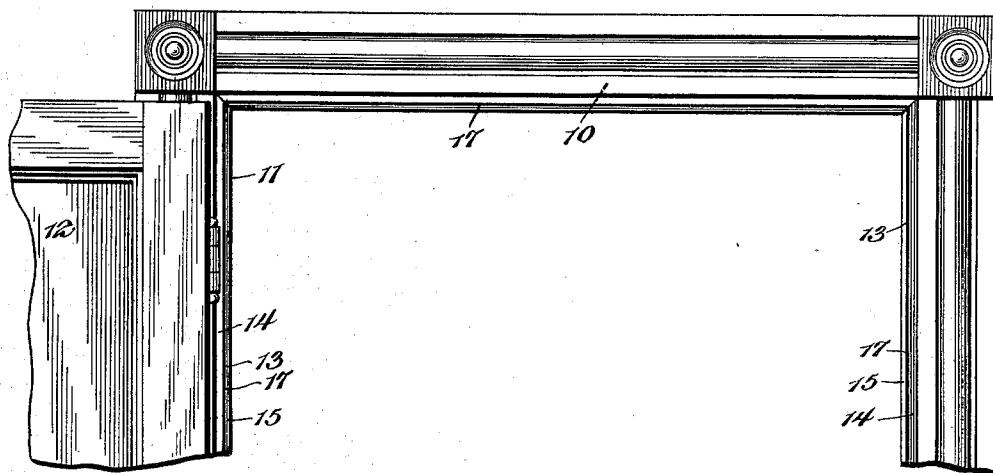


Fig. 2.

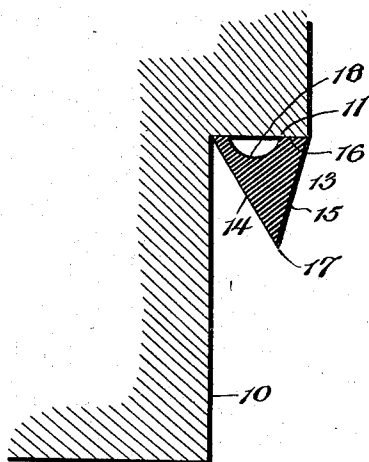
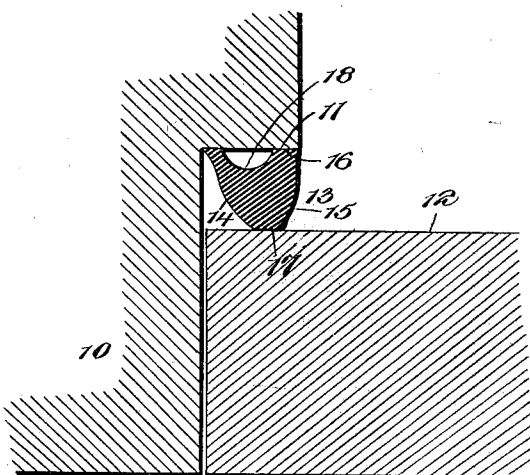


Fig. 3.



John N. McGruff, Inventor.

By

E. G. Siggers

Attorney

Witnesses
Howard W. Orr,
B. H. Foster

UNITED STATES PATENT OFFICE.

JOHN N. McGRIFF, OF ANDERSON, INDIANA.

WEATHER-STRIP.

SPECIFICATION forming part of Letters Patent No. 733,071, dated July 7, 1903.

Application filed January 15, 1903. Serial No. 139,140. (No model.)

To all whom it may concern:

Be it known that I, JOHN N. McGRIFF, a citizen of the United States, residing at Anderson, in the county of Madison and State of Indiana, have invented a new and useful Weather-Strip, of which the following is a specification.

The present invention relates to weather-strips; and the object thereof is to provide an article of this character that is very simple and inexpensive, can be readily applied to the jamb of any door-frame, and when so applied and the door closed upon it will prevent the ingress of cold air, the egress of warm air, and the disagreeable rattling of the door. Further than this, the strip is so constructed that it may be compressed in the confined space between the jamb, the frame, and the door without being unnecessarily cramped and therefore without interfering with the easy operation of said door.

The preferred embodiment of the invention is shown in the accompanying drawings, wherein—

Figure 1 is a view in elevation of the upper portion of a door and frame, showing the improved strip applied to the latter. Fig. 2 is a sectional view, on an enlarged scale, through the frame and jamb, showing the normal shape of the strip in cross-section. Fig. 3 is a view illustrating the strip with the door closed upon it.

Similar numerals of reference designate corresponding parts in all the figures of the drawings.

In the embodiment of the invention as shown a portion of an ordinary door-frame is illustrated and designated by the reference-numeral 10, said frame having the usual jamb 11, against which the door 12 ordinarily abuts. In this construction, however, a space is left between the jamb and the door when the latter is in closed position, and in this space is arranged the weather-strip, (designated as a whole by the reference-numeral 13.) This strip is formed of rubber or other compressible material and extends around three sides of the frame, being secured to the jamb 11, as shown in Fig. 2. In cross-section it is preferably in the shape of a scalene triangle, or at least the side face 14,

which is adjacent to the jamb, is wider than the outer face 15. Both of these faces are preferably wider than the base 16, though this is not necessary to the successful operation of the strip. As a result it will be seen that the apex of the strip constitutes a buffer edge 17, against which the door abuts. A longitudinally-disposed groove 18 is formed in the base and constitutes an air-cushion covered by the adjacent face of the jamb 11.

The advantages for this construction may be summed up as follows: By having the strip triangular in cross-section, with its base-face secured flat upon the jamb, the buffer edge 17 will be located some distance from the adjacent face of the frame 10, so that space will be left between the frame and the strip to permit the bulging of said strip when the door is closed. This space is increased by having the strip in the form of the scalene triangle, with its longer side adjacent to the door-frame, as the buffer edge will be further removed from said frame. As a result when the door is closed upon the strip said strip may be readily compressed and will have sufficient space to bulge inwardly without being cramped, and thus forming a too rigid buffer, that would prevent the easy operation of the door.

From the foregoing it is thought that the construction, operation, and many advantages of the herein-described invention will be apparent to those skilled in the art without further description, and it will be understood that various changes in the size, shape, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

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

1. As an article of manufacture, a weather-strip constructed of compressible material, said strip being triangular in cross-section, and having a base and two outer faces, one of the outer side faces of the strip being wider than the other and arranged to be placed adjacent to but spaced from the frame of a door.

2. As an article of manufacture, a weather-

strip constructed of compressible material, said strip being in the form of a scalene triangle in cross-section, said strip having a base-face arranged to be secured to a door-jamb with the other faces of different widths in opposing relation to the portion of the door coacting with the jamb.

3. A weather-strip constructed of compressible material, said strip being triangular in cross-section and having a longitudinal groove in its base-face.

4. The combination with a door-frame having a jamb, of a compressible weather-strip secured to the jamb, said strip being triangular in cross-section and having one of its sides resting against the jamb, one of the outer side faces of said strips being wider

than the other, the wider face being located adjacent to the door-frame.

5. The combination with a door-frame having a jamb, of a compressible weather-strip secured to the jamb, said strip being in the form of a scalene triangle in cross-section and having one of its wider side faces arranged next adjacent to the door-frame, the base of said strip being provided with a longitudinal groove constituting an air-chamber.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JOHN N. McGRUFF.

Witnesses:

JOHN BAKER.

CLEMENT V. GRIFFITH.