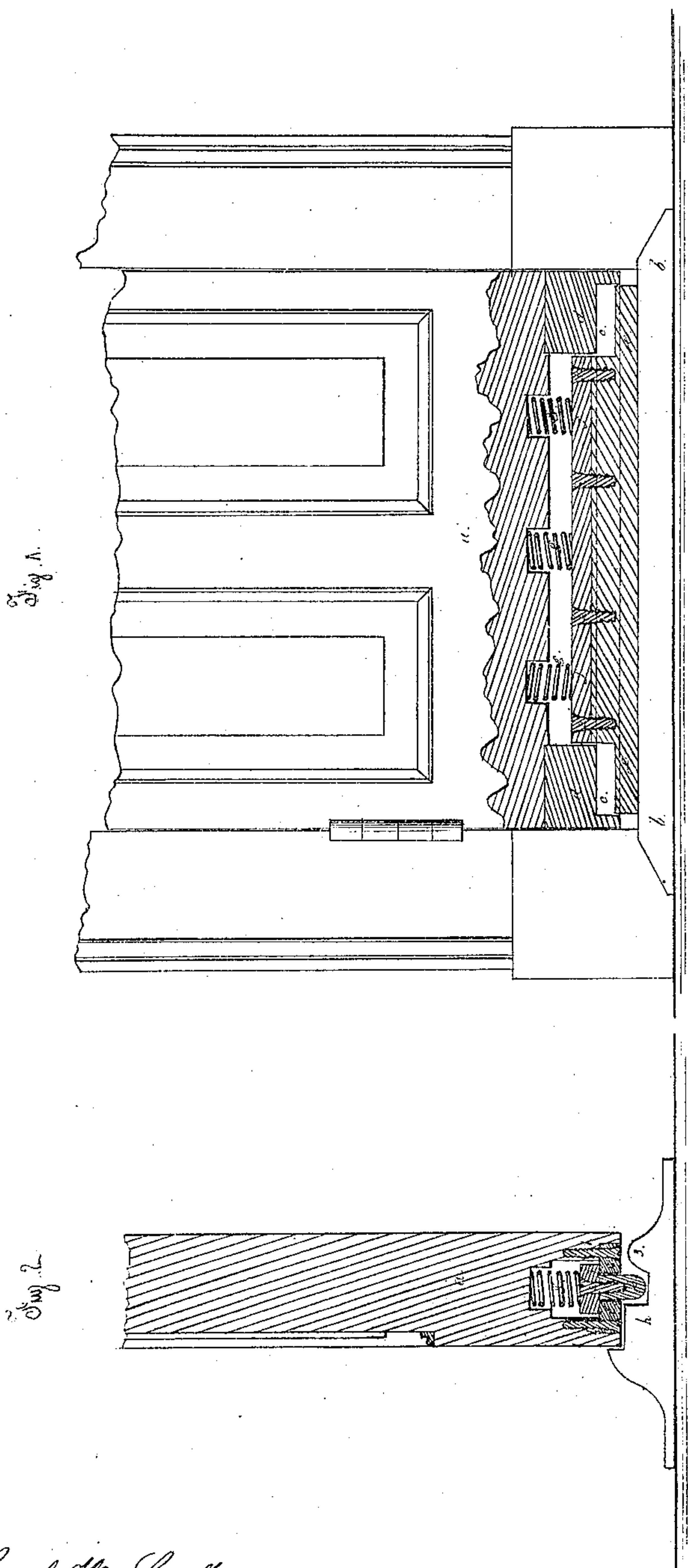


J. H. Banta,
Weather Stript.
No. 15465. Patented Aug. 5. 1856.



Witness

Lemuel W. Smith
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James H. Banta

UNITED STATES PATENT OFFICE.

JAMES H. BANTA, OF PIERMONT, NEW YORK.

WEATHER-STRIP FOR DOORS.

Specification of Letters Patent No. 15,465, dated August 5, 1856.

To all whom it may concern:

Be it known that I, JAMES H. BANTA, of Piermont, in the county of Rockland and State of New York, have invented, made,
5 and applied to use certain new and useful Improvements in Weather-Strips for Doors; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing,
10 making part of this specification, wherein—

Figure 1, is an elevation of a door as closed and with my weather strip applied thereto, the bottom of the door and weather
15 strip being shown sectionally, and Fig. 2 is a cross section of the lower part of the door and weather strip, showing also the latch made use of in connection with said weather strip to hold the door open.

20 Similar marks of reference indicate the same parts.

Weather strips have heretofore been constructed in a variety of ways, to keep wind, snow, and rain from passing under doors
25 of houses, rail road cars, &c. and although my weather strips are specially adapted for use on the doors of rail road cars, still they may be used under any other circumstances or in other locations; and consist of a peculiarly constructed metallic bar inserted
30 into a groove on the bottom edge of the door and kept down to place by means of springs, so that said bar shall set tightly into the sill of the door and make a tight joint, and
35 for rail road cars and similar locations I make use of a latch piece with a double bevel, over which the aforesaid spring weather strip will pass and hold the door open, or allow of its being shut by a slight
40 pressure on the door in either direction.

In the drawing *a*, is the lower part of any door or casement window, *b* is the sill, *c*, is a metallic plate having a long mortise or slot through its center, and constructed
45 with end pieces *d*, *d*—of a size to occupy and cover the ends of a groove that is to be plowed across the lower edge of the door, and this plate *c*, and its ends *d*, *d* should be formed of one piece of metal and attached
50 to the door by screws 1, 1.

e, is a metallic bar of a length equal or nearly so to the length of the bottom edge of the door and fitted so as to slide up into

the groove or mortise in the plate *c*, until flush or nearly so with the lower surface of
55 said plate *c*, and to prevent this bar *e*, from dropping out I attach thereto by screws 2, 2, or form therewith, a bar *f*, forming a T head of less width than the plate *c*, and
60 *g*, *g*, are spiral or other springs to keep the bar *e*, down onto the sill *b*, when the door is shut, and said springs yield in such a manner as simply to cause the bar *e*, to touch the sill in at least two places, even if
65 the sill be not parallel with the lower edge of the door; and if the bar *e*, fitted sufficiently loose to drop by its own weight the springs *g* *g* might be dispensed with. This construction of weather strip is peculiarly
70 adapted to rail road car doors because so much space is always left under them to prevent jamming.

The latch piece *h*, (Fig. 2,) is formed with a double incline (3,) over which the weather strip (*e*) passes when the door is
75 thrown open; and when the door is to be shut said weather strip overrides the inner side of the incline and disengages the door from the latch without said latch or the bar *e*, having to be moved by hand; thereby
80 said weather strip acting in combination with the aforesaid latch is both reliable, convenient and easily applied and used especially in railroad cars, where a latch to be
85 acted on by hand would speedily be broken.

I do not claim a weather strip applied on the bottom edge of a door or window and kept to the sill by springs as this has before been done, neither do I claim a double inclined latch, but
90

What I claim as new and of my own invention is—

1. The bar *e*, constructed with the T head *f* and fitted into slot in the plate *c*, substantially as specified.
95

2. I also claim in combination with said bar *e*, the double inclined latch *h*, for the purposes and substantially as specified.

In witness whereof I have hereunto set my signature this fourteenth day of July 100
1856.

JAMES H. BANTA.

Witnesses:

LEMUEL W. SERRELL,
THOMAS G. HAROLD.