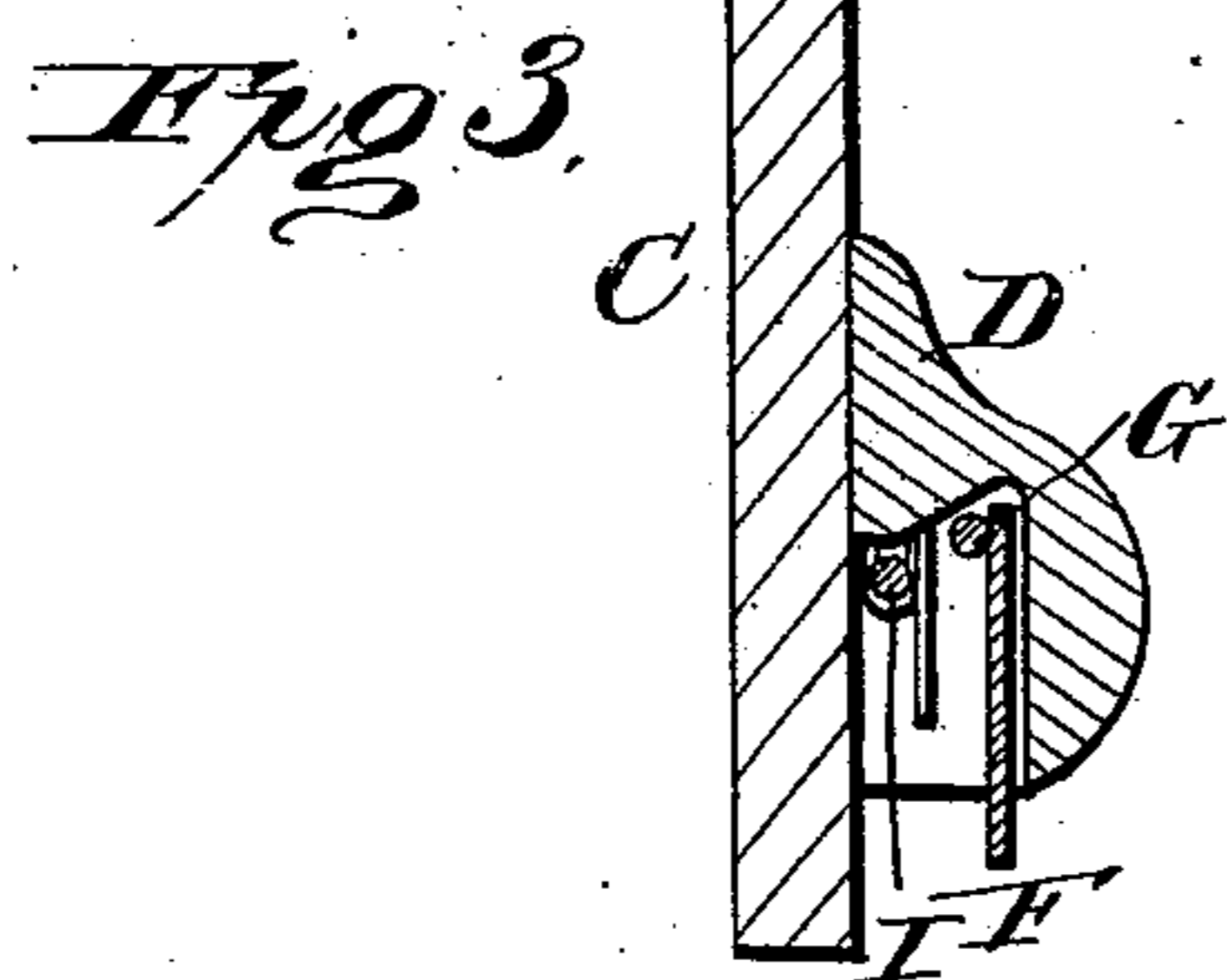
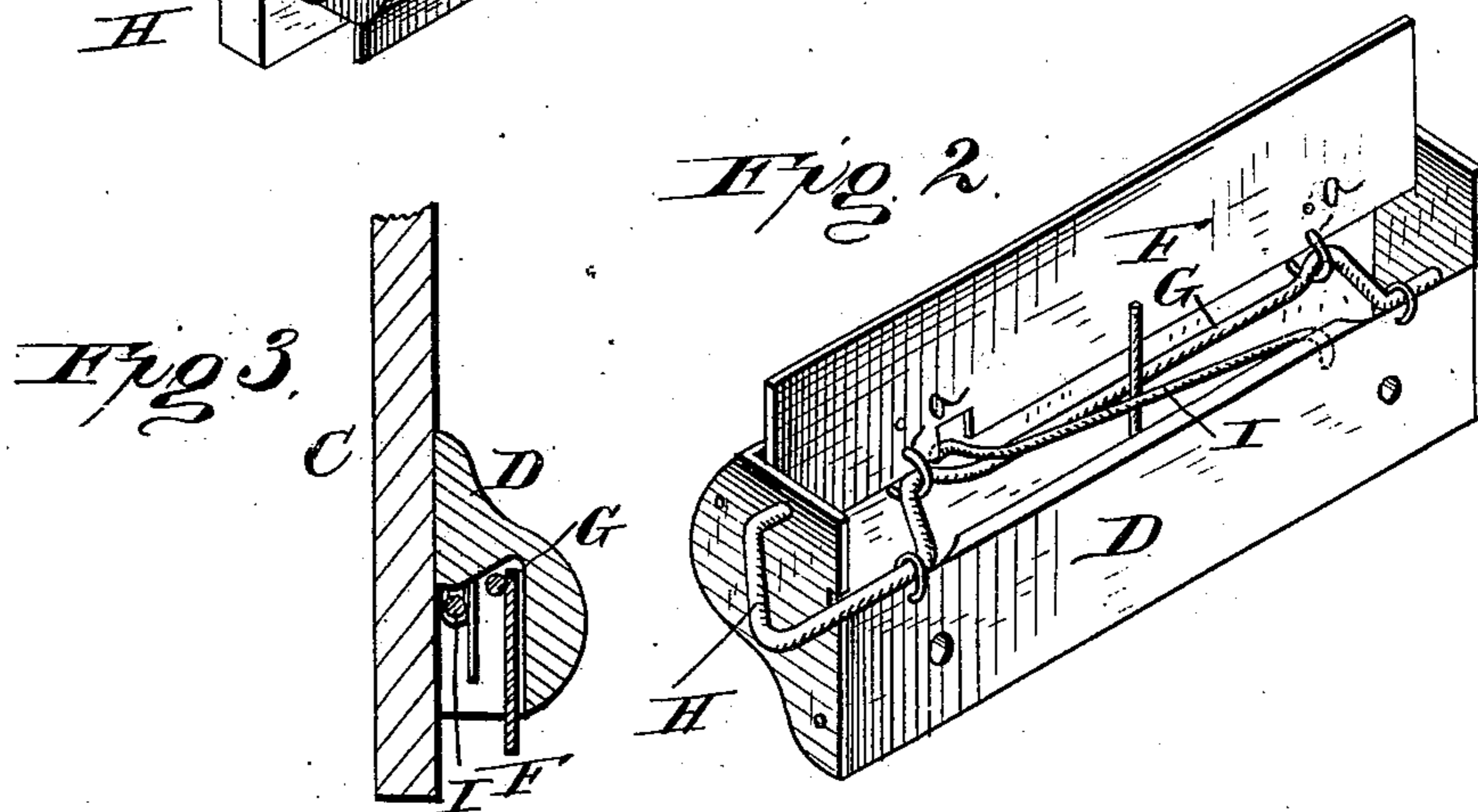
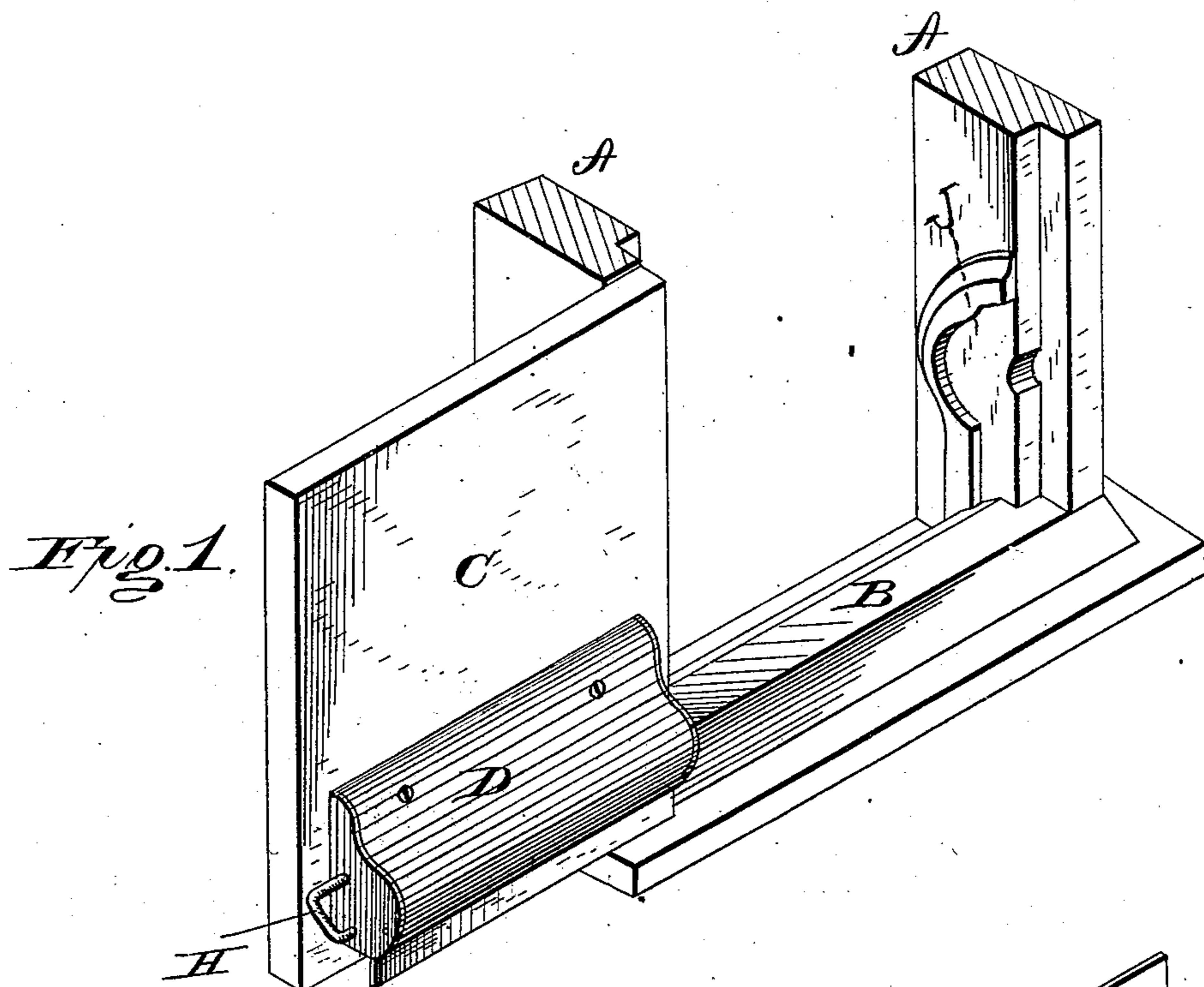


D. F. STAMBAUGH & H. W. CRAIL.
Weather-Strip.

No. 227,313.

Patented May 4, 1880.



Witnesses:
Frank L. Curran.
H. Aubrey Toulmin.

Inventor:
D. F. Stambaugh
H. W. Crail
Alexander Mason

UNITED STATES PATENT OFFICE.

DAVID F. STAMBAUGH AND HENRY W. CRAIL, OF EFFINGHAM, ILLINOIS.

WEATHER-STRIP.

SPECIFICATION forming part of Letters Patent No. 227,313, dated May 4, 1880.

Application filed February 25, 1880.

To all whom it may concern:

Be it known that we, DAVID F. STAMBAUGH and HENRY W. CRAIL, of Effingham, in the county of Effingham, and in the State of Illinois, have invented certain new and useful Improvements in Weather-Strips; and we do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

The nature of our invention consists in the construction and arrangement of a weather-strip, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which our invention appertains to make and use the same, we will now proceed to describe its construction and operation, referring to the annexed drawings, in which—

Figure 1 is a perspective view, showing a door with our weather-strip applied. Figs. 2 and 3 are detailed views of the weather-strip.

A represents an ordinary door-frame, with sill B inclined or beveled on the inner side as well as on the outer. C is the door, to the lower end of which, on the inner side, is attached a casing, D, containing the weather-strip F, crank-shaft G, and spring I.

The weather-strip F is simply a plate of metal or other suitable material connected by links *a a* with the cranks of the crank-shaft G. The spring I is arranged to bear or act on the crank-shaft in such a manner as to hold the strip F in a raised position within the casing.

The end of the crank-shaft G, at the outer edge of the door, is formed or provided with a crank or lever, H, outside of the casing D. On the jambs of the door-frame A are fastened curved pieces J, to fit the ends of the casing D when the door is closed.

In closing the door the lever H is brought in contact with the door-jamb and turns the crank-shaft G so as to lower the strip F, which then comes down on the sill B and forms a perfect protection against wind, rain, and snow. When the door is opened the spring I throws the strip up so as to clear the sill.

It will be noticed that our weather-strip moves vertically up and down, thus dispensing with any mechanism for turning the same on a pivot or hinge.

Having thus fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

In combination with a door and door-frame, the casing D, flat strip F, working vertically therein, and suspended by links *a a* from cranks on the shaft G, the lever H, spring I, and curved side pieces, J, substantially as and for the purposes herein set forth.

In testimony that we claim the foregoing we have hereunto set our hands this 11th day of February, 1880.

DAVID F. STAMBAUGH.
HENRY W. CRAIL.

Witnesses:

ELISHA WHITTLESEY, Jr.,
ARTHUR BAILIE.