(No Model.)

D. D. MAYFIELD.

WEATHER STRIP.

No. 304,213. Patented Aug. 26, 1884.

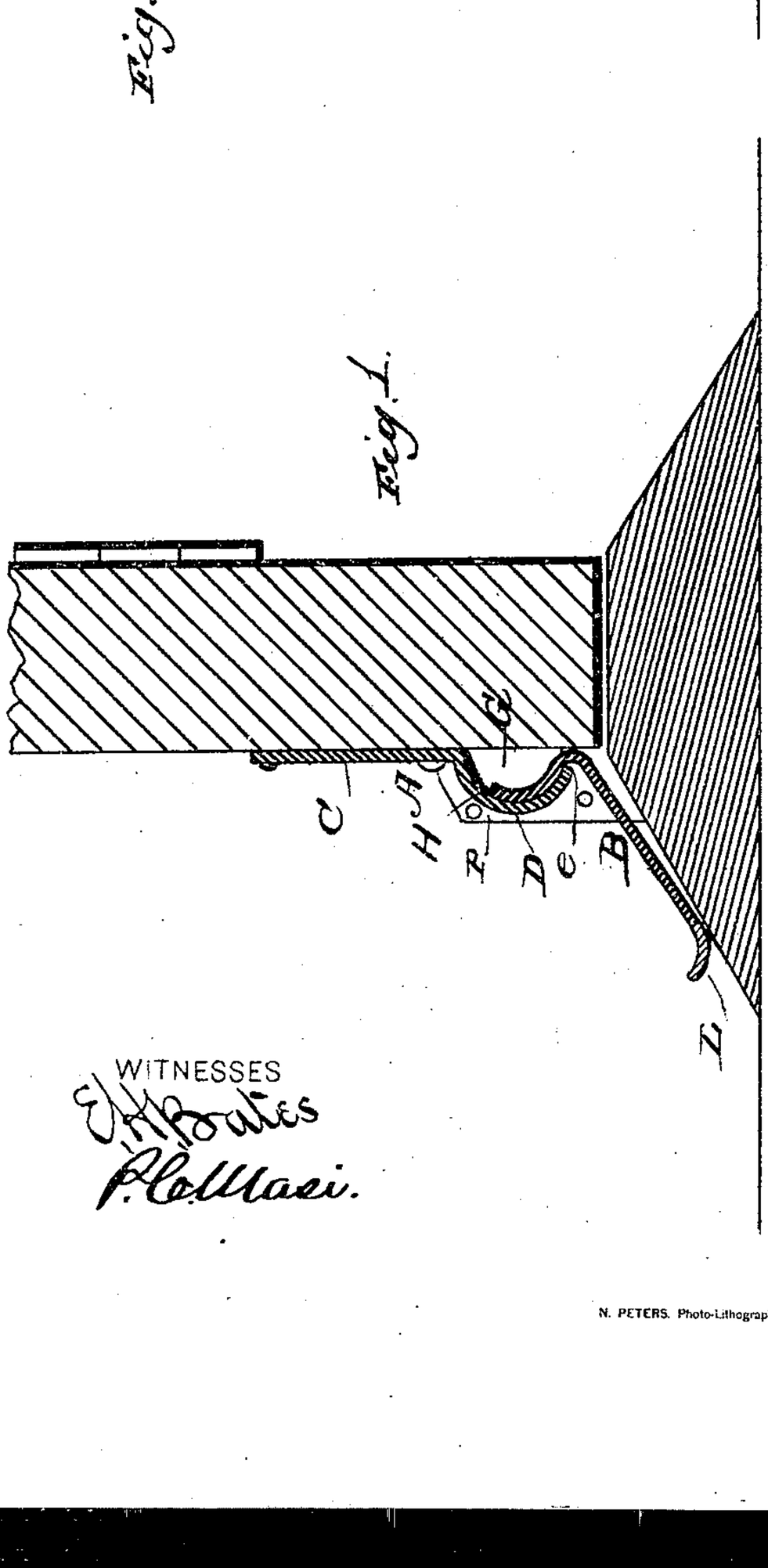

Fig. 2.

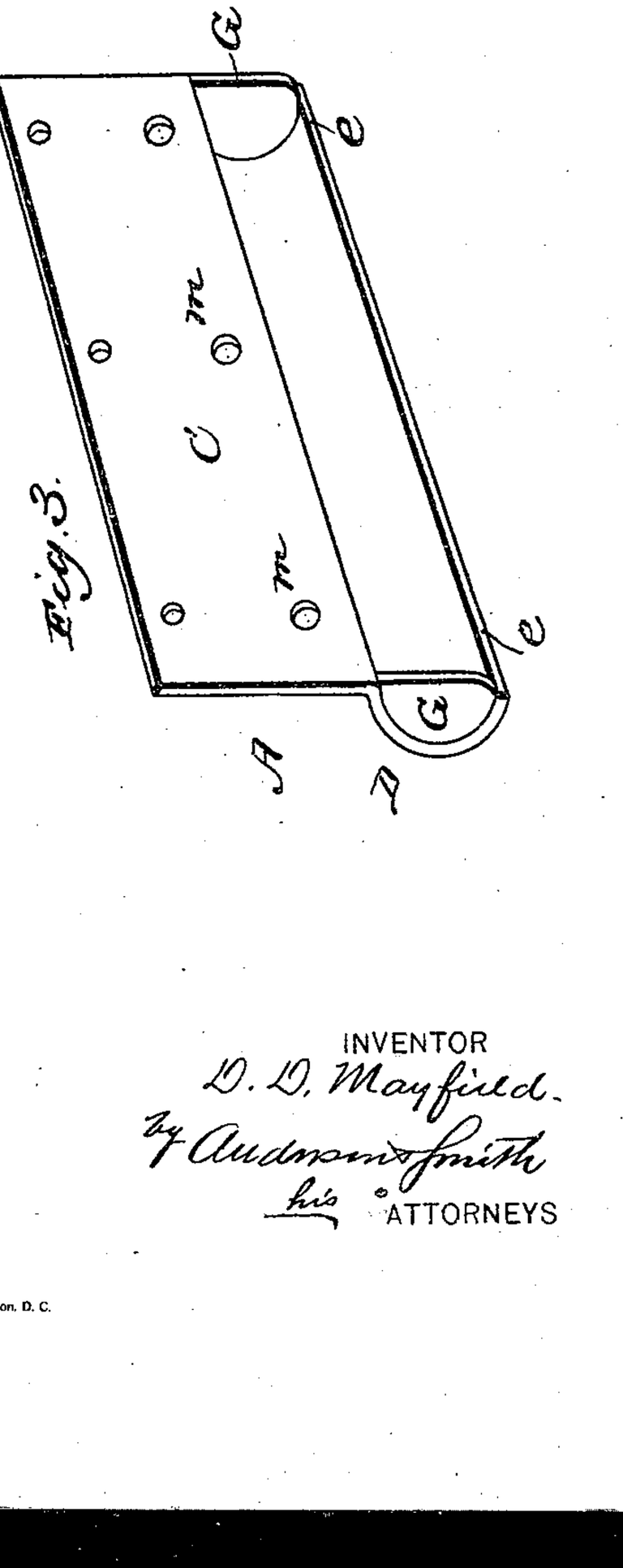

Fig. 4.

Fig. 3.

Fig. 1.

WITNESSES
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UNITED STATES PATENT OFFICE.

DANIEL D. MAYFIELD, OF PLEASANTVILLE, INDIANA.

WEATHER-STRIP.

SPECIFICATION forming part of Letters Patent No. 304,213, dated August 26, 1884.

Application filed April 18, 1884. (No model.)

To all whom it may concern:

Be it known that I, DANIEL D. MAYFIELD, a citizen of the United States, residing at Pleasantville, in the county of Sullivan and State of Indiana, have invented certain new and useful Improvements in Weather-Strips; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a vertical sectional view of my device. Fig. 2 is a front view of the same. Fig. 3 is a perspective view of one portion of the strip, and Fig. 4 is a perspective view of the other portion.

This invention has relation to metallic weather-strips; and it consists in the construction and novel arrangement of parts, as hereinafter set forth, and pointed out in the appended claim.

In the accompanying drawings, the letter A designates the cap-plate, and B the weather-strip. The cap-plate is struck up out of sheet metal, forming its plane flange C and its semi-cylindrical bearing D, the edge *e* of which is brought nearly to the plane of the flange C, an interval being left between the edges and the plane of the flange about equal to the thickness of the metal employed in making the strip. The ends of the concave bearing D are closed by the semicircular pieces G, which are soldered to the main plate, as shown.

B is the weather-strip, which is struck up of a single piece of sheet metal. Its upper portion, H, is circularly curved to form an offset-flange, which is trimmed at its ends so that it will fit within the box-bearing D of the cap-plate. The strip-plate extends downward obliquely from the offset-flange, and is curved at its lower end a little, as shown at L, so that it will move easily over the threshold of the doorway. When these pieces are put together, the top plate is secured to the door by screws, which pass through the perforations *m* of said plate. The strip is held in swinging connection with the bearing of the cap-plate by its curved flange, which also forms the stop to control the movement of the weather-strip by its engagement with the door.

In order to provide for doors which are inexact in width, a thin piece of rubber, wood, or leather, of elongated form, as shown at P, is secured to the jamb on the hinge side of the doorway in such position that when the door is closed the end of the weather-strip will come against the piece P and fill the jamb, making a close joint.

I am aware that a weather-strip has been provided with offset-shoulders and lateral semi-cylindrical heads at opposite ends, combined with a concave cap, and also that weather-strips have been formed of a metal strip having its upper horizontal end bent outwardly and downwardly, and a metal cap bent inwardly and upwardly to form a hook-engagement for the same, and therefore do not claim either of these constructions, broadly; but,

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

The weather-strip consisting of the metallic cap-plate A, having the semi-cylindrical box-bearing D, provided with the end pieces, G, and the strip-plate B, having a curved offset-flange, H, adapted to fit within the box-bearing of the cap-plate, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

DANIEL D. MAYFIELD.

Witnesses:

CHARLES R. ROBBINS,

RICHARD V. RAILSBACK.