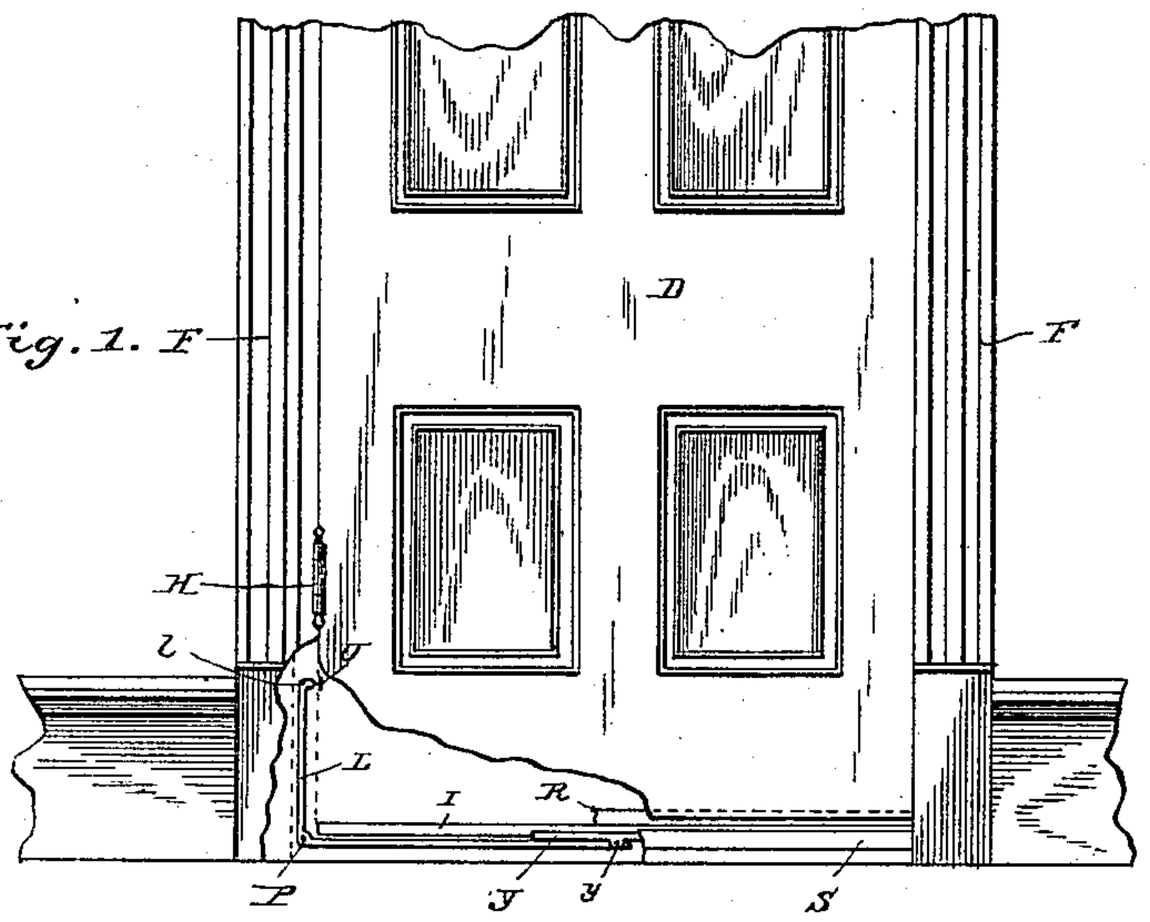
(No Model.)

W. C. ROCKWELL.

WEATHER STRIP.

No. 448,997. Patented Mar. 24, 1891.

Fig. 1.



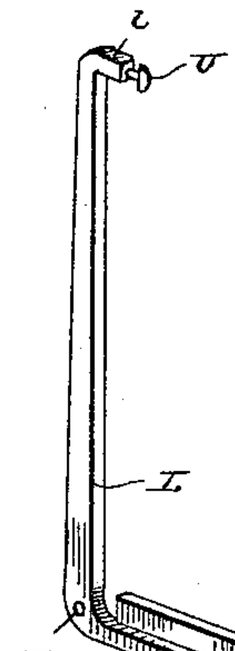


Fig. 2

Fig. 3.

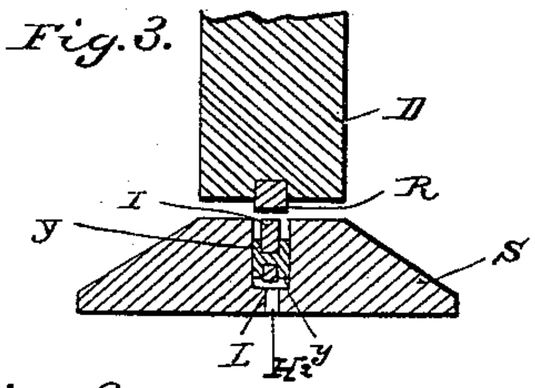
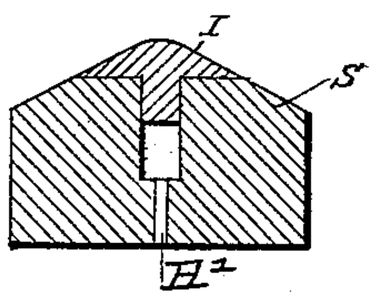


Fig. 4.



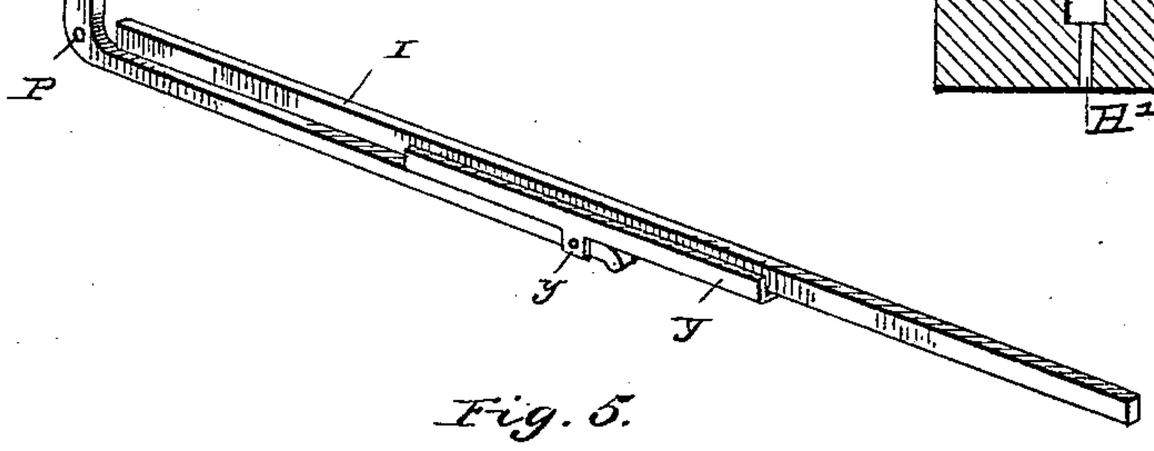
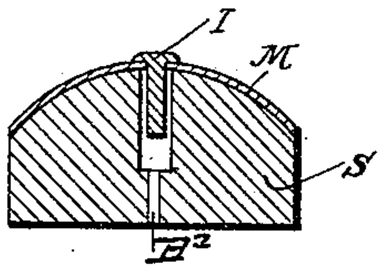


Fig. 5.



Witnesses

J. N. Fowler Jr.

N. T. Collamer.

Inventor

Warren C. Rockwell,

By his Attorneys;

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

WARREN C. ROCKWELL, OF MOUNT CARMEL, PENNSYLVANIA, ASSIGNOR TO DAVID CAMP AND GEORGE McFEE, BOTH OF SAME PLACE.

WEATHER-STRIP.

SPECIFICATION forming part of Letters Patent No. 448,997, dated March 24, 1891.

Application filed June 11, 1890. Serial No. 355,061. (No model.)

To all whom it may concern:

Be it known that I, WARREN C. ROCKWELL, a citizen of the United States, residing at Mount Carmel, in the county of Northumberland and State of Pennsylvania, have invented a new and useful Weather-Strip, of which the following is a specification.

This invention relates to carpentry, and more especially to that class thereof known as "weather-strips;" and the object of the invention is to provide a weather-strip of this character which will automatically close the space between the door and sill when the former is closed.

To this end the invention consists of the devices hereinafter more fully described, and as illustrated in the drawings, in which—

Figure 1 is an elevation of the door and its frame, partly broken away to show the location and arrangement of the several component parts of my improved weather-strip. Fig. 2 is an enlarged perspective view of the weather-strip and the operating-lever. Fig. 3 is a transverse section through the door and the sill. Figs. 4 and 5 are cross-sections of different forms of sill.

Referring to the said drawings, the letter D designates the door supported on hinges H in the door-frame F, and moving over a sill S in the ordinary and well-known manner.

Coming now to the present invention, the letter L designates a bell-crank or L-shaped lever, pivoted at P in its angle within the frame F, which is suitably cut out to admit it, and the upper end of this lever is bent forward, as at *l*, and provided with a set-screw U in its end. This set-screw normally projects from the frame F at such a point as to to be struck by the rear edge of the door D when the latter is closed, whereby the lever L will be turned upon its pivot P, as is obvious.

I is a strip of iron or other metal, supported by a yoke Y, which is pivoted, as at *y*, to the lower end of the lever L, the lower arm of the lever and the strip I standing within a longitudinal groove in the upper face of the sill S, as seen in Fig. 3. When the door is closed and the upper end *l* of the lever is moved to the rear, the yoke Y is raised, and this movement elevates the strip I and causes it to rise above the level of the sill S. In the lower edge of the door D is seated a packing-strip R, of rubber or some other suitably-soft material, and when the strip I is pressed upward it embeds this strip and effectually closes the crack beneath the door. The amount of rise and fall can be regulated by moving the set-screw U in or out within the tip *l*, and if the door should shrink or the sill should settle an adjustment of this set-screw would avoid the existence of an undesirable crack or opening beneath the door. The pivotal connection between the yoke and lever also permits the strip I to adapt itself to the lower edge of the door in case this edge and the sill do not stand in exact parallelism.

The sill S may be of the shape shown in cross-section in Figs. 4 and 5. In the latter case the face of the sill is covered with metal M, and in both cases the strip I is of T shape. The sill may also have holes H′ in its base to permit the exit of any water that may accumulate therein.

What I claim is—

1. The herein-described weather-strip, the same comprising an L-shaped lever pivoted at its angle in the door-frame and having a forwardly-bent upper end adapted to be struck by the rear edge of the door, a yoke centrally mounted on a transverse pivot in the lower end of said lever, and a strip carried by said yoke and adapted to be borne upwardly against the door, as set forth.

2. The herein-described weather-strip, the same comprising an L-shaped lever pivoted at its angle in the door-frame and having a forwardly-bent upper end adapted to be struck by the rear edge of the door, a yoke centrally pivoted to the lower end of said lever, a strip carried by said yoke, the door-sill having a longitudinal groove in which said lever member, yoke, and strip are seated, and a flexible strip or packing in the lower edge of the door, the whole adapted to operate as hereinbefore set forth.

3. The herein-described weather-strip, the same comprising an L-shaped lever pivoted at its angle in the door-frame and having a forwardly-bent upper end adapted to be struck by the rear edge of the door, a yoke centrally pivoted to the lower end of said lever, a strip

of T shape cross-section carried by said yoke, the door-sill having a longitudinal groove in which said lever member, yoke, and strip are seated, and holes through its base, and a flexible strip of packing in the lower edge of the door, the whole adapted to operate as hereinbefore set forth.

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

WARREN C. ROCKWELL.

Witnesses:

W. B. FAUST,

O. JOHNSON.