

No. 689,373.

Patented Dec. 17, 1901.

C. VOSE.
WEATHER STRIP.

(Application filed June 11, 1901.)

(No Model.)

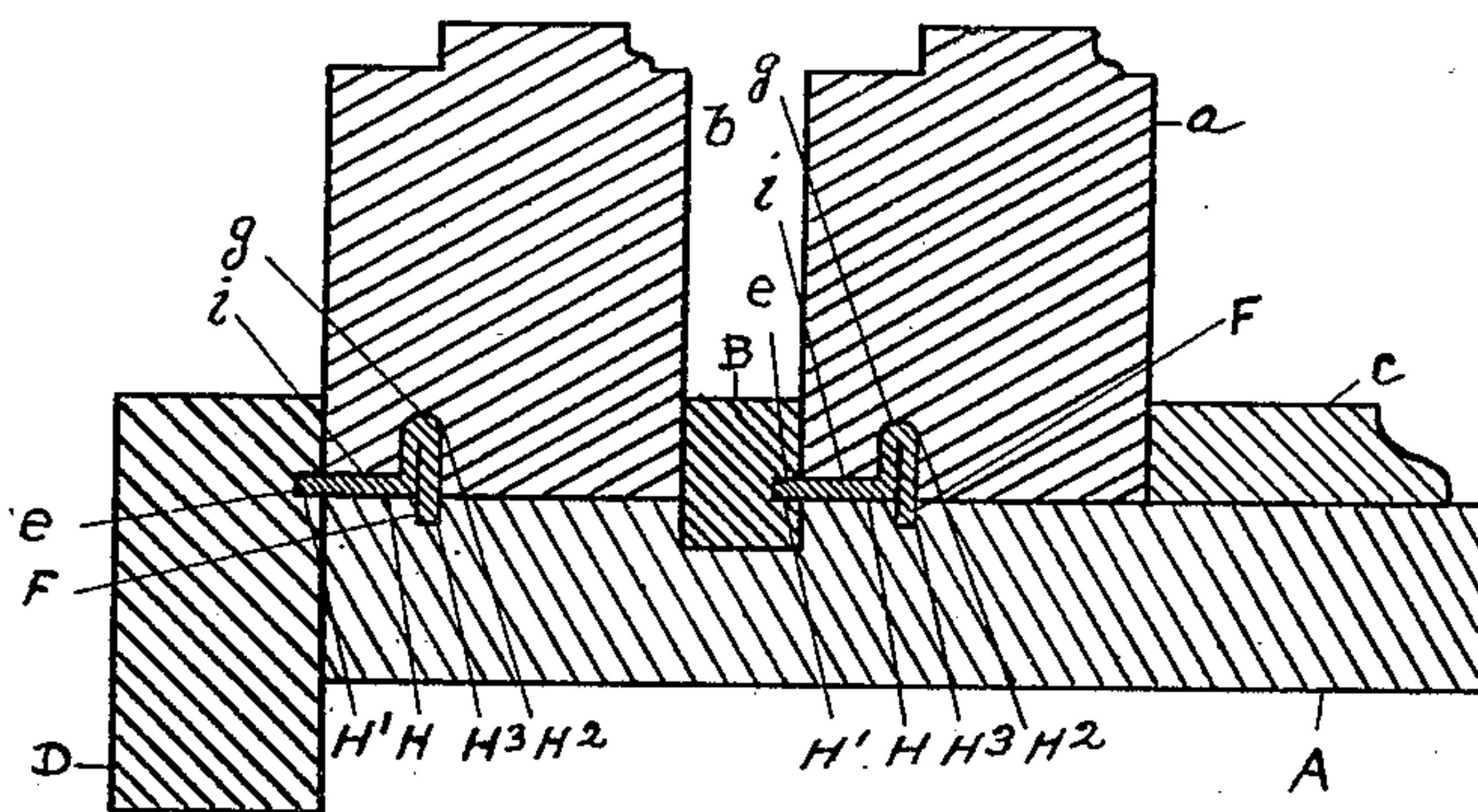


Fig. 1

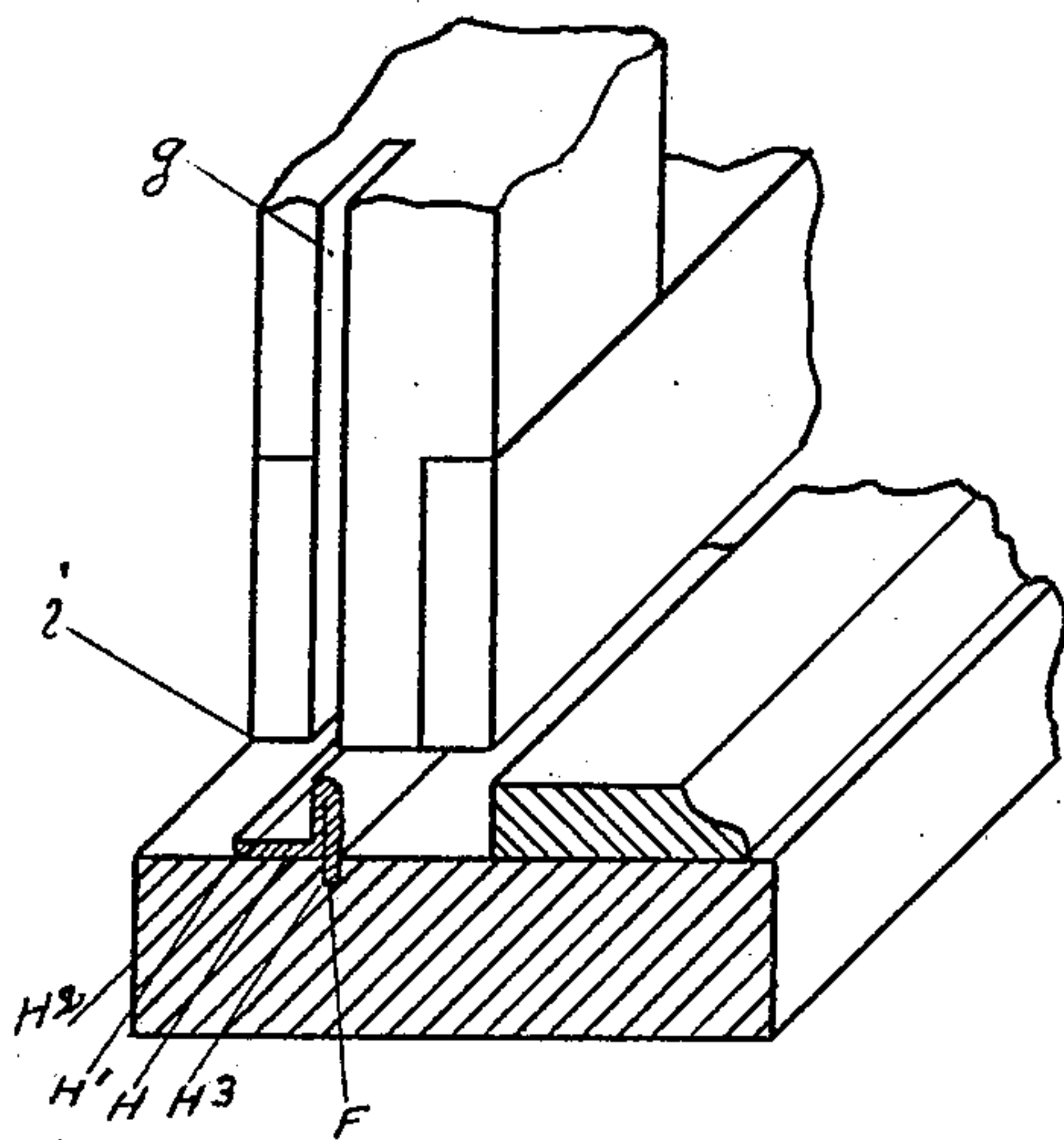


Fig. 2

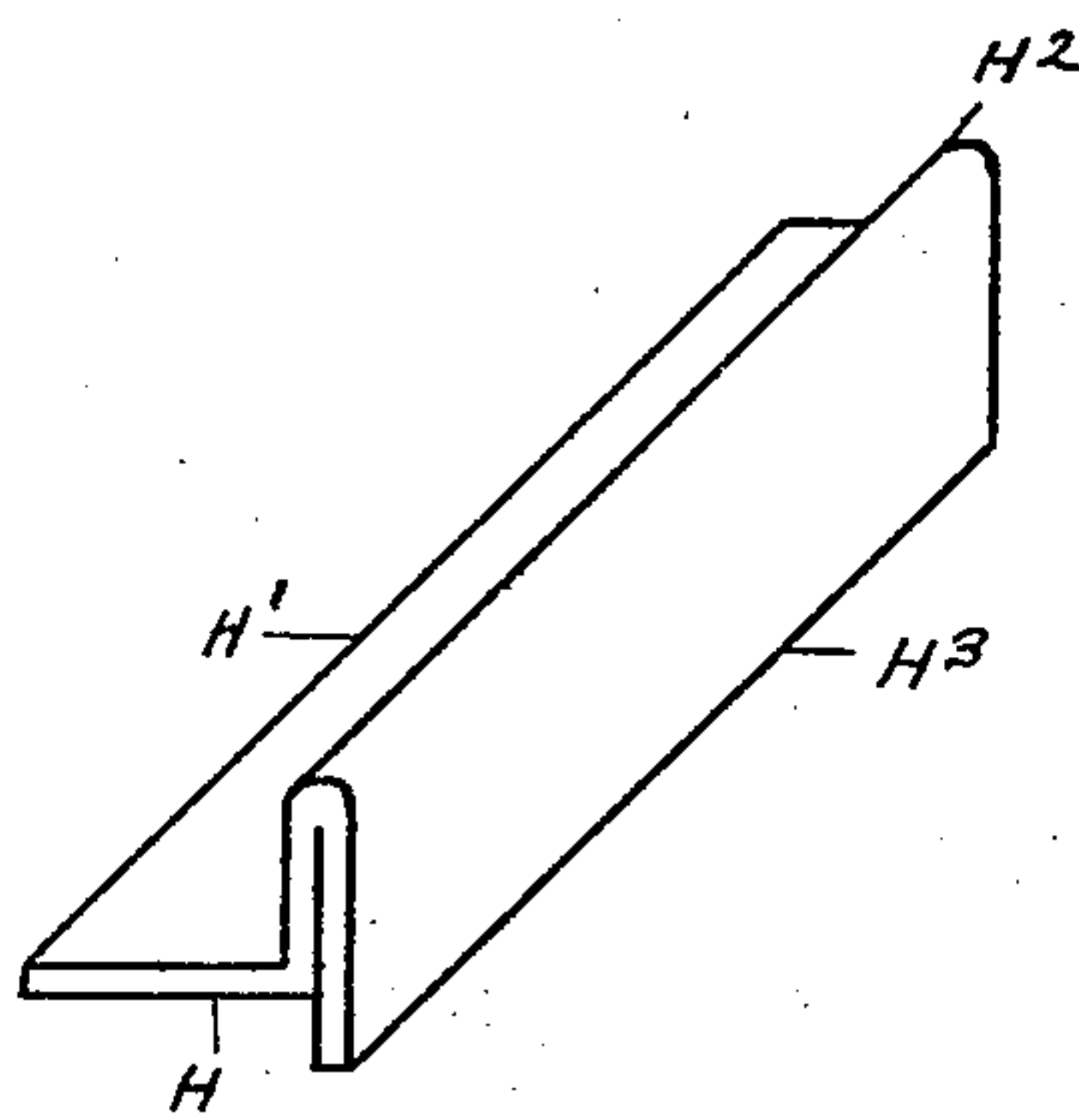


Fig. 3

WITNESSES:

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WEATHER-STRIP.

SPECIFICATION forming part of Letters Patent No. 689,373, dated December 17, 1901.

Application filed June 11, 1901. Serial No. 64,182. (No model.)

To all whom it may concern:

Be it known that I, CLIFTON VOSE, a citizen of the United States, residing at Brooklyn, in the county of Kings, State of New York, have
5 invented a certain new and useful Improvement in Weather-Strips, of which the following is a specification.

This invention relates to an improvement in weather-strips, and has for its object an
10 improved strip of metal adapted to be secured to the jamb and sill of a window and to engage with the sashes of the window in a way to prevent the rattling of the sashes in their seats or the passage of air-currents
15 around the sashes. At the same time the windows are left free to be lowered or raised, and after they are once applied can be replaced without removing any part of the window, or if discarded will leave the sashes in as
20 good working condition as before applied, whereby and by its peculiar construction many advantages are secured, as more fully hereinafter described.

Reference is to be had to the accompanying
25 drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

In the drawings, Figure 1 is a horizontal cross-section of a side bar of the upper and
30 side bar of the lower sash of a window and the jamb in which the sash is seated. Fig. 2 is a perspective of the corner of a sash and a section of the sill of a window with the strip attached. Fig. 3 is a perspective of an end of
35 the weather-strip.

In Fig. 1, A represents the side jamb of the window. B indicates the parting-strip that extends upright between the two tracks or grooves that the sashes run in. C indicates
40 the sash-stop at the inside of the jamb. D indicates the blind-stop. *a* indicates the side rail of the lower sash, and *b* indicates the side rail of the upper sash.

The blind-stop extends inward from the
45 jamb-piece A. The parting-strip is set in a groove in the jamb-piece A and projects from the jamb-piece, extending at angle to the face of the jamb. The sash-stop C is set on the jamb A, and there is thus formed between
50 the blind-stop D and the parting-strip B a vertical groove extending from the top to the bottom of the jamb, and this groove consti-

tutes the way or track that the upper sash travels in, and there is also formed between the parting-strip B and the sash-stop C a
55 similar vertical groove, which constitutes the way or track for the lower sash. Each vertical groove or track of the jamb is provided with grooves E and F that extend upright and parallel with the stops. The groove *e* is cut
60 in the stops or parting-strips, facing outward from the adjoining sash, and registers with the face of the jamb. The groove F is cut in the face of the jamb between the bounding stop or stops and parting strip or strips.
65

For the upper sash the grooves E and F extend across the top jamb and then downward. For the lower sash the groove F is cut in the sill to form with the lower sash-rail and then extends upward on the side jamb parallel
70 with the groove *e*.

Each sash is provided with a narrow groove *g*, that is cut on sides and top of the upper sash and sides and bottom of the lower sash between the face and back of said sash or
75 sashes. Each sash is also provided with a shallow rabbet *i*, that extends from the groove *g* to the face of the sash inward and along with the groove *g*.

The weather-strip H consists of a band or
80 strip of sheet metal formed by bending and rebending lengthwise on itself at such points necessary to form the flange H' at right angles to the rib H², the re-turned flange H³ of the rib H² extending below the flange H'.
85 The flange H' is inserted in the groove *e*. The edge H³ is then placed in the groove F and the strip secured to the jamb at its flange H' by means of nails or screws. Thus the jamb and sill of the window are provided with
90 a weather-strip H, that extends along all that part of the jamb and sill covered by the sash or sashes when the window is closed. The rib H² and flange H' being closely engaged by the groove *g* and rabbet *i* prevents
95 the passage of air-currents around the sashes and also holds them from rattling.

These strips may be cheaply made in copper or brass, owing to the small amount of material required in their manufacture. It
100 will also be seen that the groove F greatly strengthens the rib of the strip and prevents the passage of air and dust around the back of the strip and that by reason of the rabbet

i the strips may be removed and discarded without causing the sashes to play loosely in the tracks or vertical grooves, which would not be the case if the entire width of the sash was cut away. It is evident that these strips may be applied to either or both sides of the track or vertical groove without departing from the spirit of this invention.

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

1. The combination of a window-jamb A having the groove F on and along the jamb between the stops and parting-strip and on the sill thereof, a groove *e* cut on and along the stops and parting-strips and registering with the face of jamb, a weather-strip H having a flange H', a rib H² practically at right angles to the flange H' with the edge H³ extending below said flange, the flange engaging with the groove E and the edge H³ engaging with the groove F in the jamb and sill A, the strip H extending along the face and sill of said jamb with its rib H² projecting into the opening thereof, a window-sash *a b* having the groove *g* and rabbet *i* cut inward on the sides and top of the upper sash and sides and bottom of the lower sash to receive the flange

H' and rib H² of the strip H said groove registering with the groove F that is cut on the jamb and sill the rabbet *i* extending from the groove *g* along that part of the sash bounded by the flange H' of strip H, substantially as and for the purpose described. 30

2. The combination of a window-jamb having the groove F thereon a weather-strip H with a flange H', a rib H² practically at right angles to the flange H' with the edge H³ extending below the flange H' thereof, said edge extending into the groove F and the strip secured to the jamb A at the flange H', a window-sash having the rabbet *i* and groove *g* thereon said groove registering with the groove F that is cut on the jamb said rabbet and groove of said sash being adapted to receive the flange H' and rib H² of strip H, substantially as shown and described. 40 45

In testimony whereof I, CLIFTON VOSE, have signed my name to this specification, in the presence of two subscribing witnesses, this 50 8th day of June, 1901.

CLIFTON VOSE.

Witnesses:

CHARLES A. TILLY,
 JOHN M. RINGEN.