

No. 773,689.

PATENTED NOV. 1, 1904.

W. H. TAYLOR.
WEATHER STRIP.

APPLICATION FILED FEB. 23, 1904.

NO MODEL.

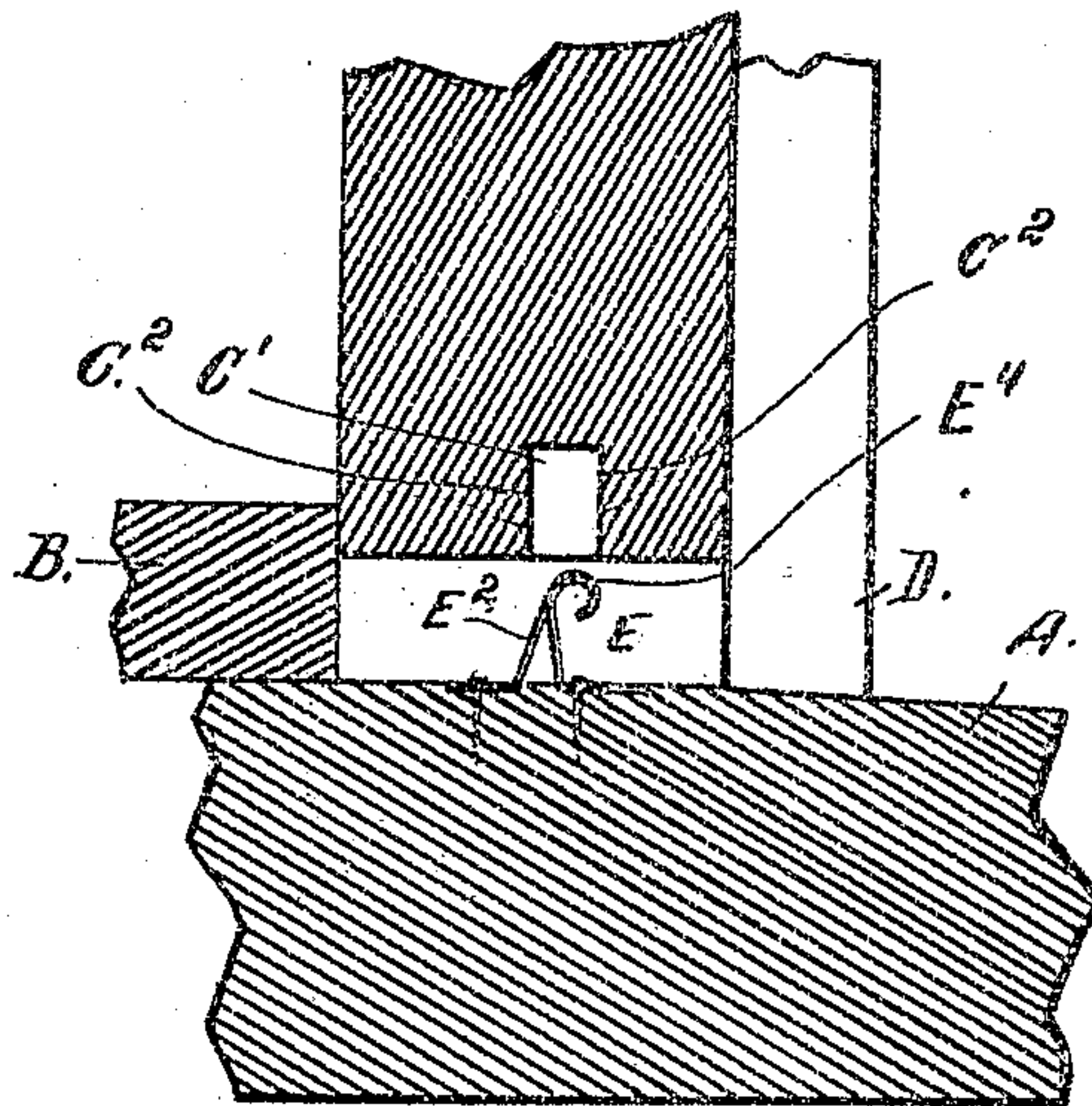
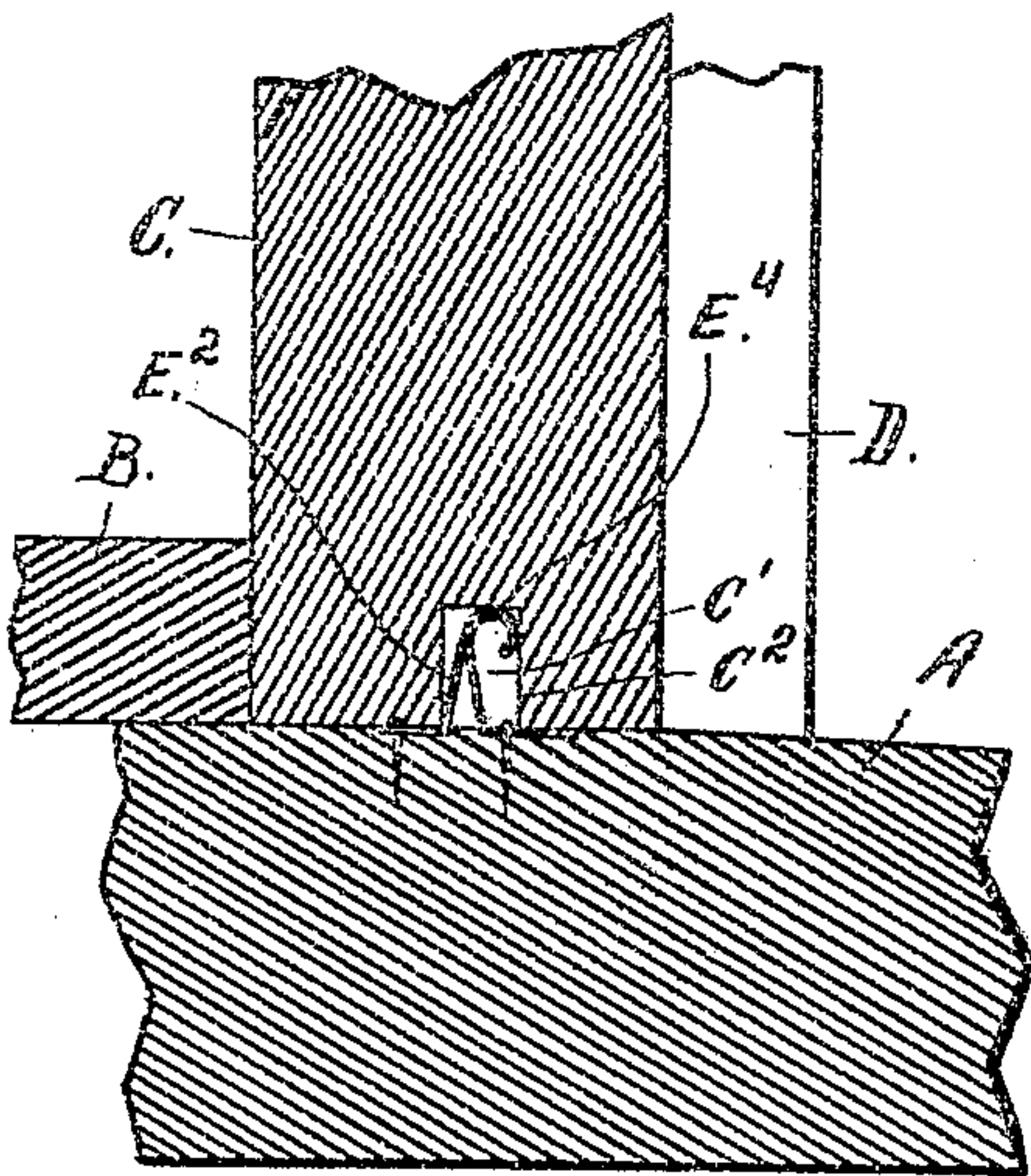
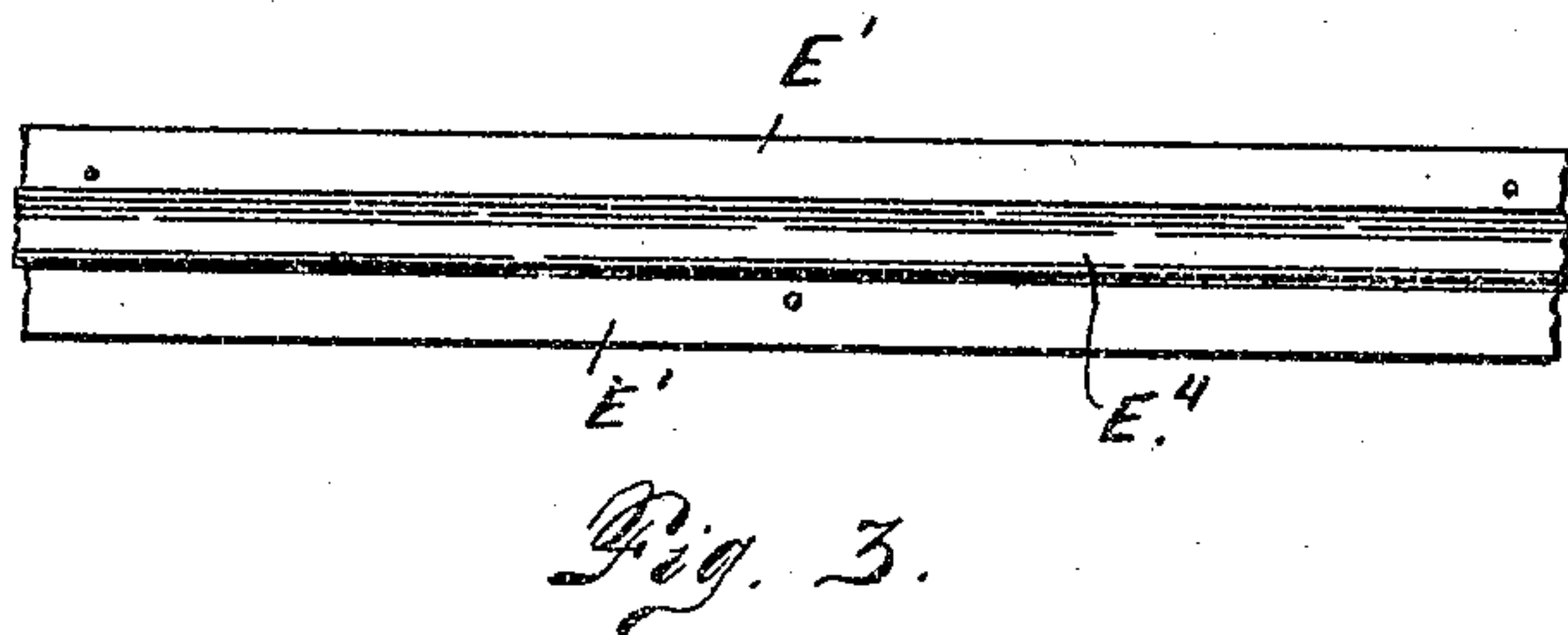
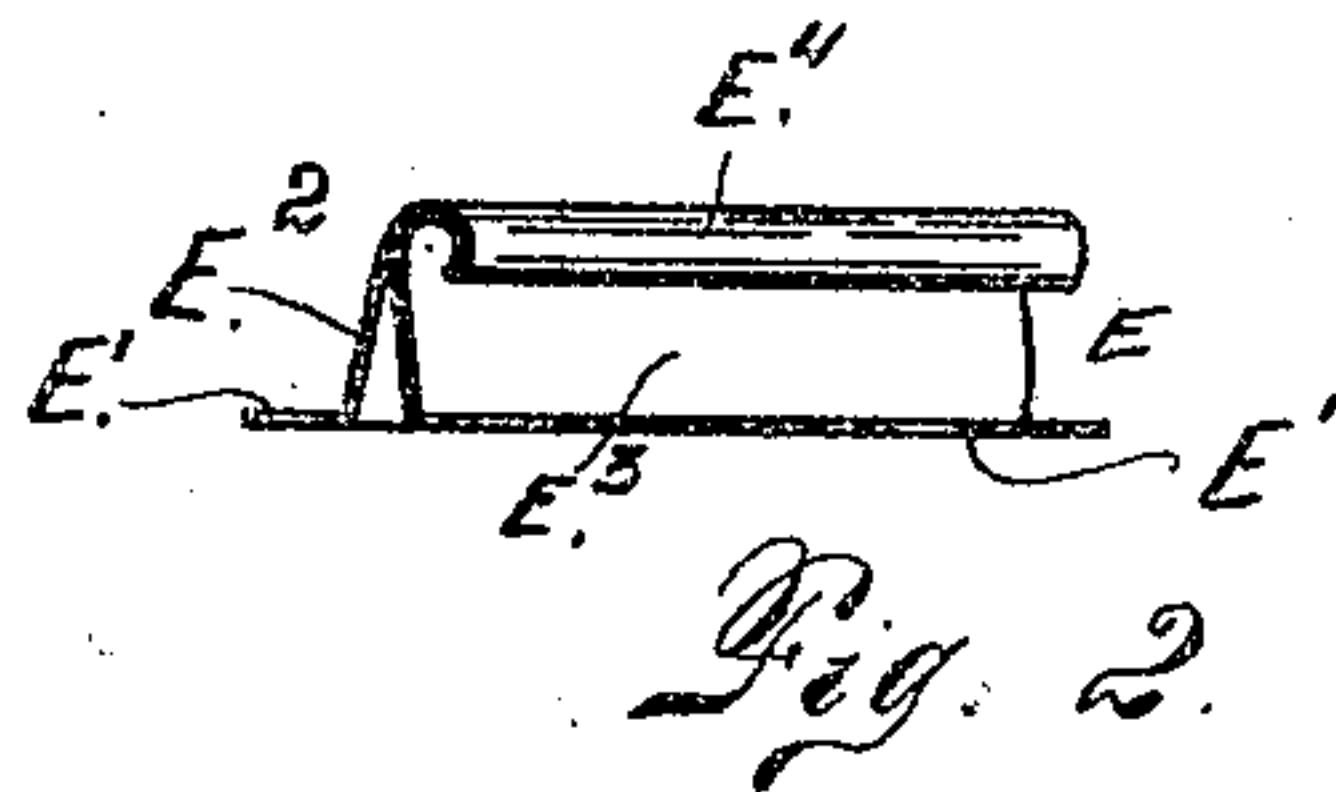
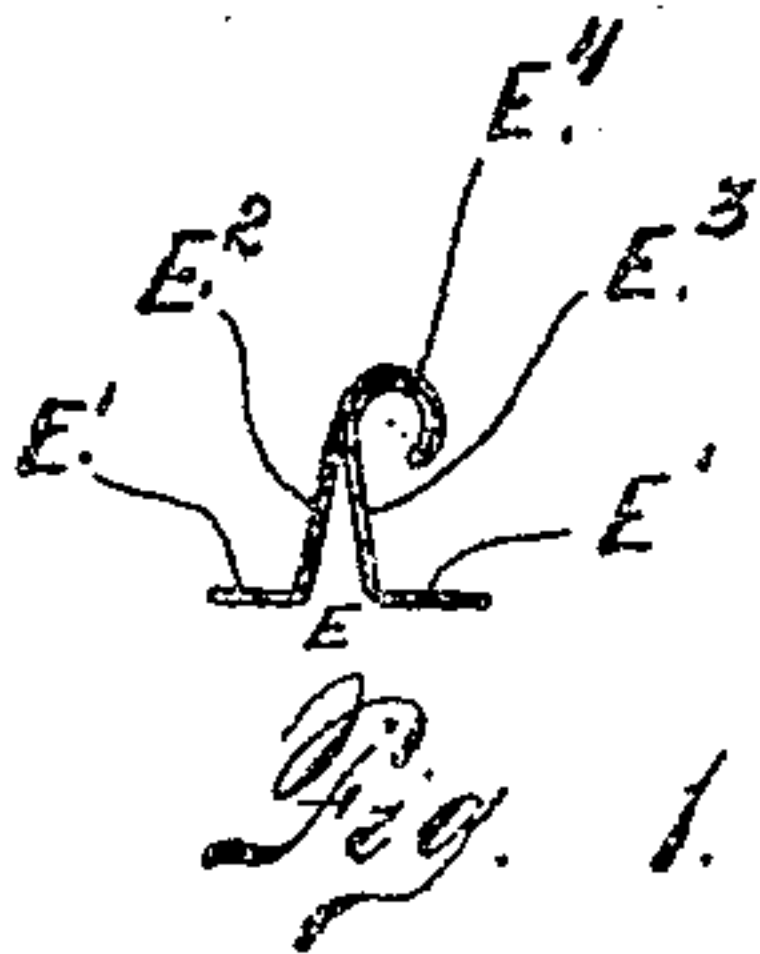
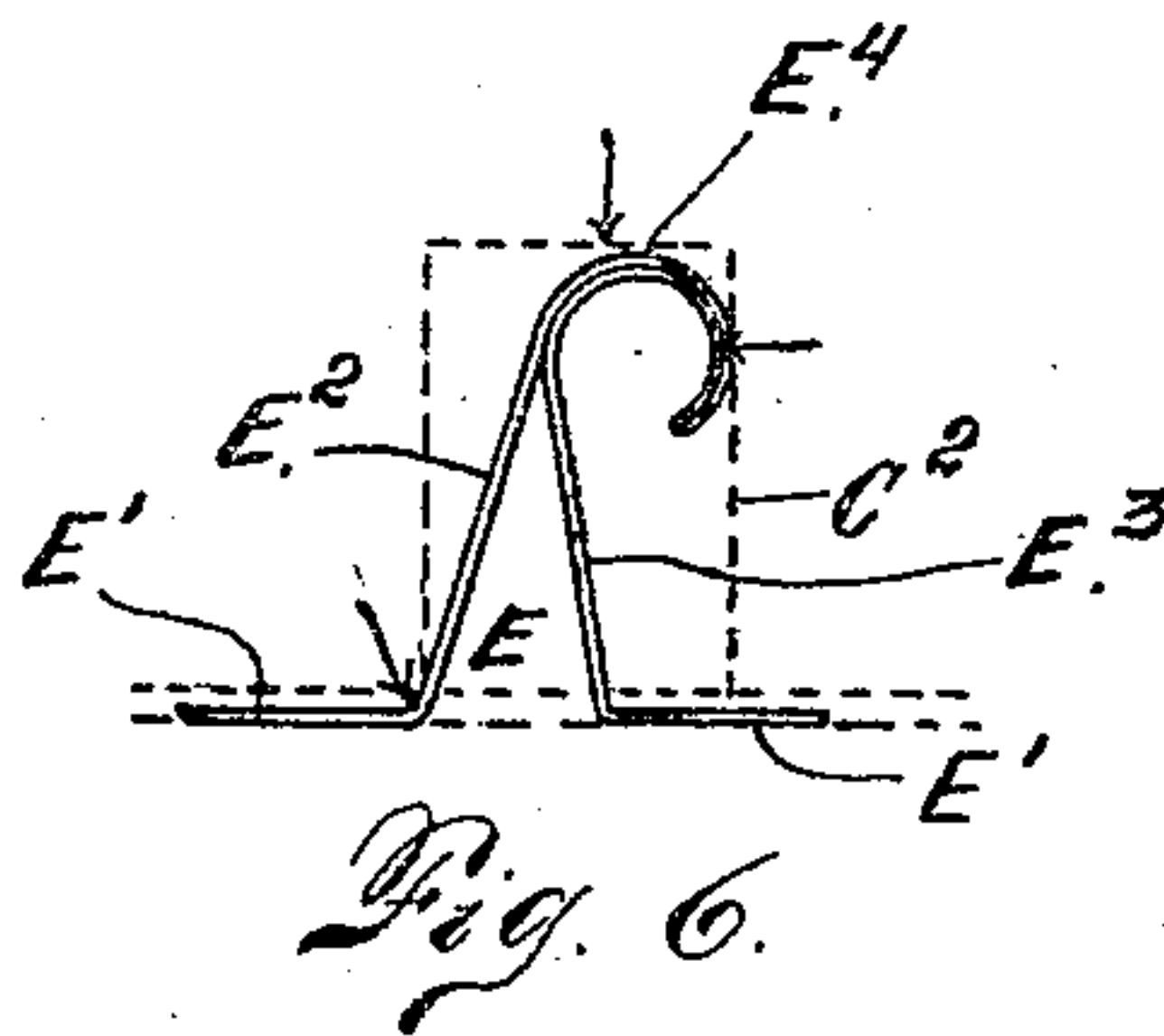


Fig. 4.

Fig. 5.

Witnesses
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By *[Signature]*
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UNITED STATES PATENT OFFICE.

WILFORD H. TAYLOR, OF DENVER, COLORADO.

WEATHER-STRIP.

SPECIFICATION forming part of Letters Patent No. 773,689, dated November 1, 1904.

Application filed February 23, 1904. Serial No. 194,931. (No model.)

To all whom it may concern:

Be it known that I, WILFORD H. TAYLOR, a citizen of the United States of America, residing in the city and county of Denver and State of Colorado, 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 the letters of reference marked thereon, which form a part of this specification.

My invention relates to improvements in weather-strips of the class more especially adapted for use in connection with window-sills. In my improved construction the lower rail of the bottom sash of the window is grooved or plowed to receive the weather-strip, which is attached to the sill of the window; and it consists of a metal piece projecting upwardly from the sill, its upper extremity being turned outwardly to form a sort of a spring part or hook adapted to closely engage the groove of the sash on the outside, while on the inside the weather-strip is beveled to engage the inner wall of the groove as the sash is pulled downwardly, whereby there is a tendency to give the sash an inward thrust, whereby the outer wall of the groove is made to bear tightly against the upper or curved extremity of the strip, which is adapted to yield slightly in order to form a perfectly-tight joint, whereby dust and water are prevented from entering.

Having briefly outlined my improved construction, as well as the function it is intended to perform, I will proceed to describe the same in detail, reference being made to the accompanying drawings, in which is illustrated an embodiment thereof.

In the drawings, Figure 1 is a detail end elevation of my improved weather-strip shown at about normal size. Fig. 2 is a fragmentary perspective view of the same. Fig. 3 is a top or plan view of the construction shown in Fig. 2. In Fig. 2 the strip is broken away at one end, while in Fig. 3 it is broken away at both ends to indicate that it may be of any desired length. Fig. 4 is a section taken

through the lower sash-rail, the window-sill, and the window-stool, illustrating my improved device in use, the lower sash being closed. Fig. 5 is a similar view showing the sash in position just before the weather-strip enters the groove in the lower sash-rail. Fig. 6 is a detail view of the weather-strip shown on a scale considerably enlarged, the groove of the sash being indicated by dotted lines.

The same reference characters indicate the same parts in all the views.

Let A designate the window-sill; B, the window-stool; C, the lower sash-rail of the bottom sash, and D the parting-bead between the upper and lower sashes of the window. In the lower part of the sash-rail is formed a longitudinal groove C', which is open at the bottom of the rail and adapted to receive the weather-strip E, which, as shown in the drawings, is formed from a single piece of metal and is provided with bottom apertured flanges E', front and rear walls E² and E³, and an outwardly-curved hook-shaped part E⁴. The two parts E² and E³ approach each other as they extend upwardly, leaving a V-shaped space between them. At the apex of this space the two parts join each other and are pressed tightly together in forming the upper curved part E⁴. As the sash is moved downwardly it may be assumed that the lower part of the inner wall C² is in position to engage the inner inclined wall E² of the weather-strip, whereby the said strip has a tendency to give the lower sash an inward thrust, thus bringing the outer wall C² of the groove tightly against the curved extremity E⁴ of the strip, thus forming a perfectly-tight joint.

It is evident that the hook-shaped part E⁴ of the strip is adapted to catch any water or dust that may work under the sash or that may get between the lower sash-rail and the sill on the outside of the groove.

It will thus be understood that my improved strip is adapted to exclude wind, water, and dust when the sash-rail is closed, and the weather-strip occupies its operative position with reference to the groove of the sash.

Having thus described my invention, what I claim is—

1. A weather-strip having bottom flanges

adapted to be secured to the window-sill, upwardly-projecting separated walls and an outwardly and downwardly curved top part, the said weather-strip being located to enter a
5 groove formed in the lower rail of the bottom sash when the latter is closed.

2. In a weather-strip, the combination with the lower rail of the bottom sash provided with a longitudinal groove open at the bottom, the window-sill and the weather-strip at-
10 tached to the sill below the said sash-rail and having upwardly-projecting walls which meet in an apex a short distance above the sill, from which point the device is outwardly and down-
15 wardly curved, the inner upwardly-projecting wall of the device being inclined or beveled

to give the sash an inward thrust as it is pulled downwardly, by virtue of its engagement with the inner wall of the groove in the sash-rail.

3. A weather-strip formed from an integral
20 piece of metal bent to form bottom flanges, and walls extending upwardly from these flanges to an apex from which point the two walls are united and bent outwardly and downwardly,
25 substantially as described.

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

WILFORD H. TAYLOR.

Witnesses:

A. J. O'BRIEN,
DENA NELSON.