No. 774,702. PATENTED NOV. 8, 1904.

J. E. SCOTT.

WEATHER STRIP.

APPLICATION FILED APR. 1, 1904.

NO MODEL.

Fig. 1.

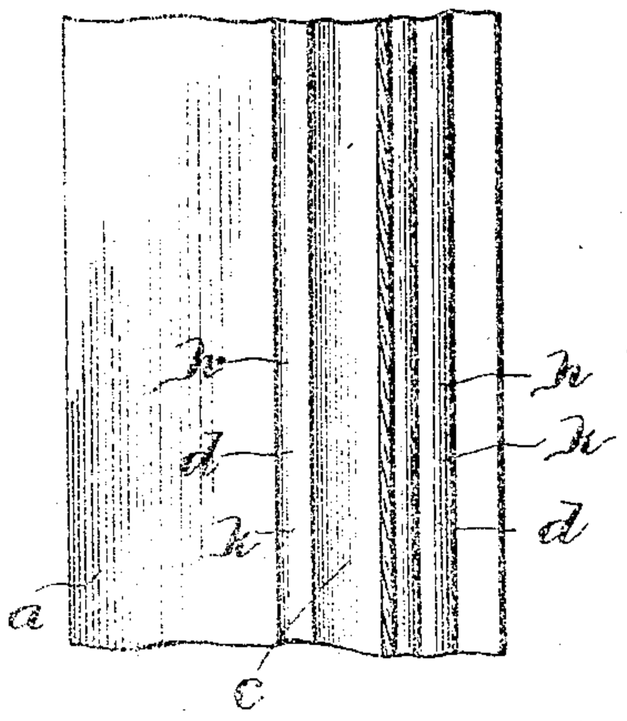


Fig. 2.

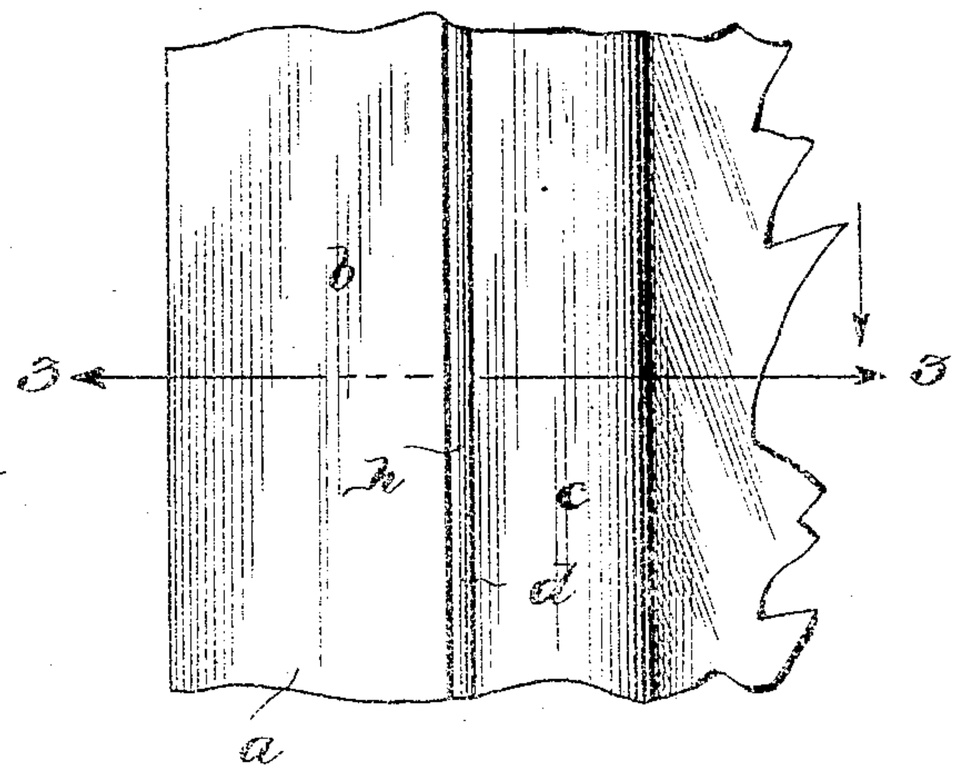


Fig. 3.

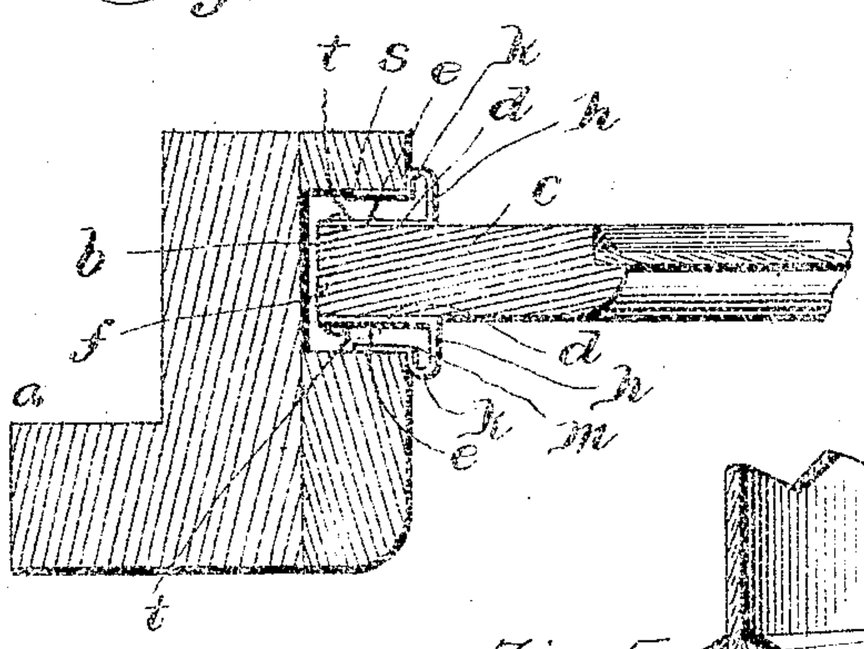


Fig. 4.

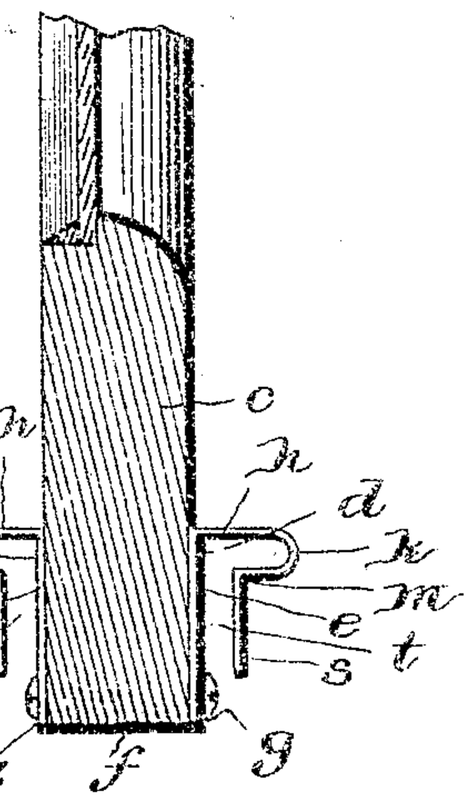


Fig. 5.

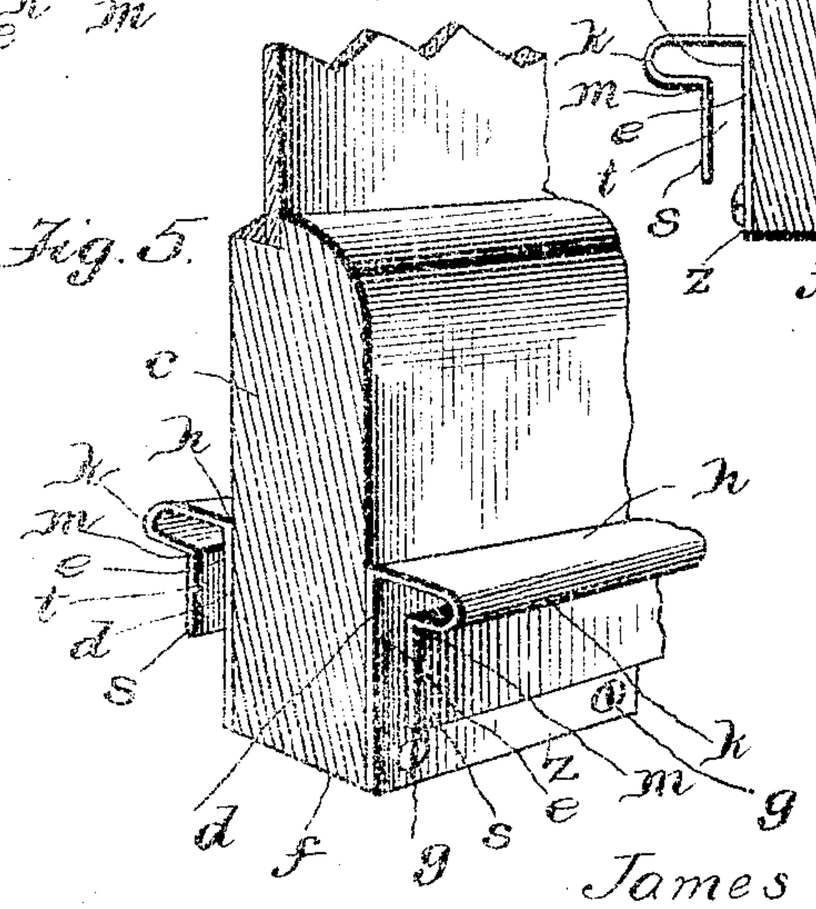
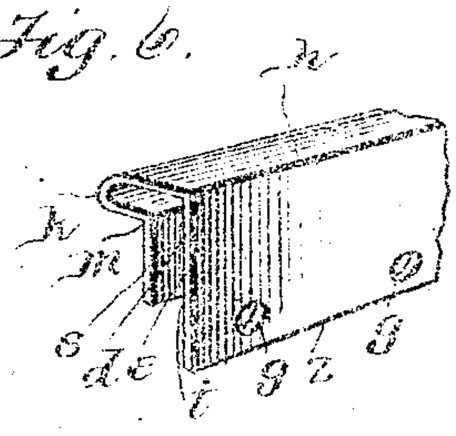


Fig. 6.



Witnesses

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No. 774,702. Patented November 8, 1904.

UNITED STATES PATENT OFFICE.

JAMES E. SCOTT, OF LOUISVILLE, KENTUCKY.

WEATHER-STRIP.

SPECIFICATION forming part of Letters Patent No. 774,702, dated November 8, 1904.

Application filed April 1, 1904. Serial No. 201,112. (No model.)

To all whom it may concern:

Be it known that I, JAMES E. SCOTT, a citizen of the United States, and a resident of Louisville, in the county of Jefferson and State of Kentucky, have made a certain new and useful Invention in Weather-Strips; and I declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it appertains to make and use the invention, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 is a fragmentary front view of the invention as applied to a window-sash with window-pane in section. Fig. 2 is a fragmentary side view of the invention as applied to a window. Fig. 3 is a section on the line 3 3, Fig. 2. Fig. 4 is a sectional view of the window-sash with my invention applied thereto. Fig. 5 is a similar view with parts in perspective. Fig. 6 is a detail fragmentary perspective view of the strip.

The invention relates to window-sashes; and it consists in the construction and novel arrangement of parts, as hereinafter set forth.

The object of the invention is to provide simple means for preventing the ingress of air and dust to obviate rattling and facilitate raising and lowering the sash.

In the accompanying drawings, illustrating the invention, the letter *a* designates a part of the window-frame of a car-window, *b* the sash-groove therein, and *c* the sash.

The sash-groove *b* is made wider than the thickness of the sash, sufficiently to allow for the offset spring-flanges of the metallic friction-strips hereinafter described.

The friction-strips *d* are placed on the outside of each lateral edge portion of the sash. Each strip consists of a plane body portion *e*, extending in the plane of the sash-face to or nearly to the edge surface *f* of the sash and having near its margin perforations *g* for the reception of attachment-screws. The inner portion of the body is provided with an offset flange *h*, which extends first at right angles to said body portion, then by a rounded shoulder bend or bead *k* reversely inward to about half the distance to the body-plate, and, finally, by a right-angle bend *m* outward, forming a reverse spring-flange *s* parallel to the body portion and separated therefrom by an interval *t*. This reverse spring-flange is not as wide as the body portion of the strip, terminating in a free edge, beyond which the body portion extends, as shown at *z*, sufficiently to provide for free access to the perforations *g* thereof. The reverse flanges *s* on the outside and on the inside of the sash are designed to fit and bear closely against the outer and inner walls of the sash-groove in the frame and the shoulder bends or beads *k* to bear against the margins of said groove in the manner shown. In this way the edges of the sash-groove are covered in, and the spring-flanges bearing against the walls of the groove provide a device which is designed to hold the sash closely, preventing rattling and obviating the effects of warping, while holding the sash in a reasonably secure manner at any height to which it may be raised. Being separate from each other by the sash, any swelling of the latter will not affect the attached strips in such manner as to lessen their efficiency. As the spring-flanges do not extend beyond the edge of the sash, they are not liable to be knocked out of working shape by sudden jars or because of undue engagement with the bottom of the groove in the frame.

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

1. In an antirattling and dust-excluding device for window-sashes, the metallic strip consisting of the plane body having a perforated marginal portion, and an offset spring-flange consisting of the shouldered portion and the reversed flange, having a free edge, terminating short of the perforated portion of said body, substantially as specified.

2. In an antirattling and dust-excluding de-

vice for window-sashes, the combination with a window-frame having a wide sash-groove, of the window-sash, and the outside and inside metallic strips each having a perforated body portion for attachment to said sash, and the offset spring-flange comprising the shoulder bend and the reversed spring-flange parallel to said body portion and terminating short of the sash edge, substantially as specified.

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

JAMES E. SCOTT.

Witnesses:
E. ENRIGHT,
EDW. F. METZNER.