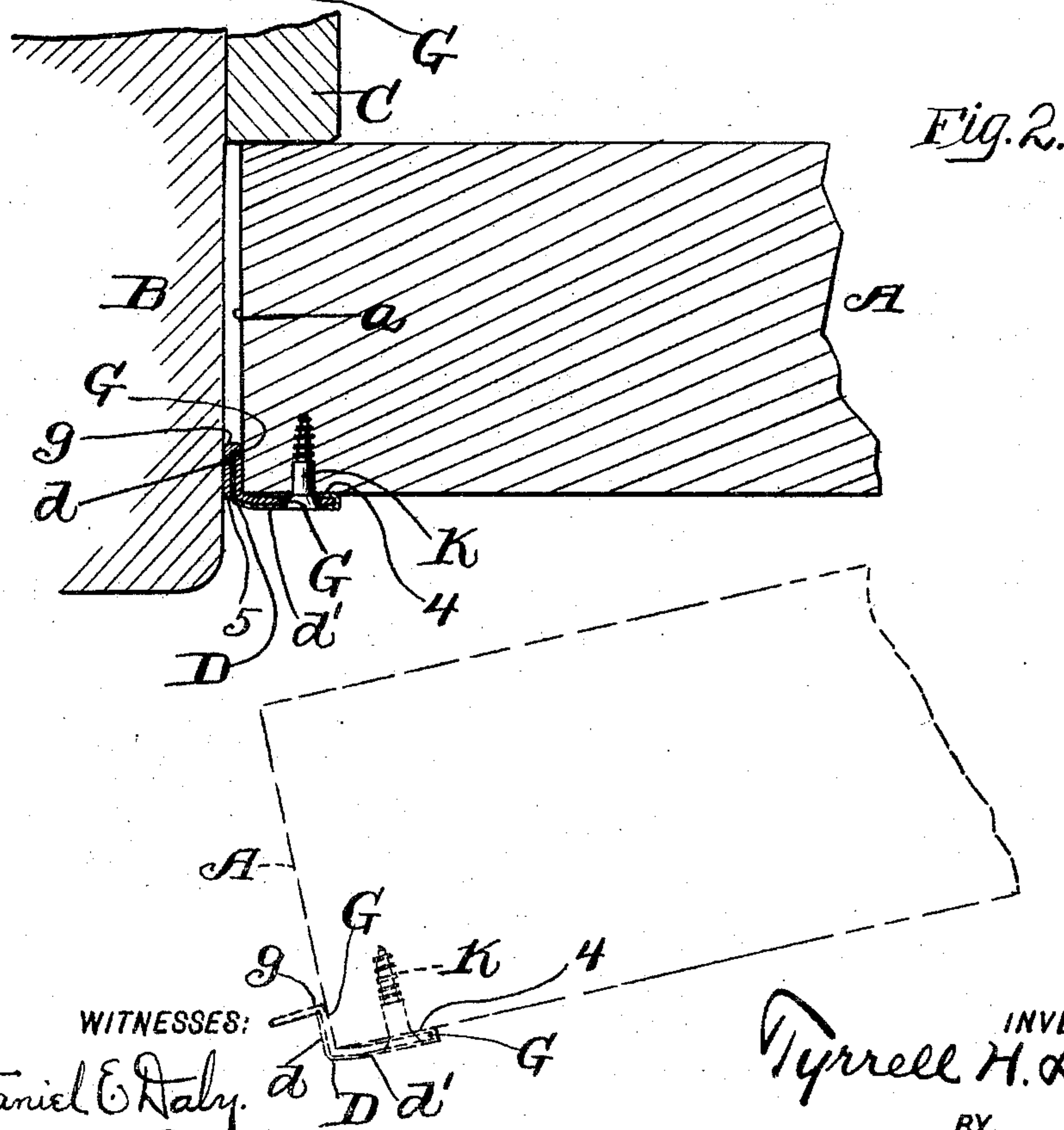
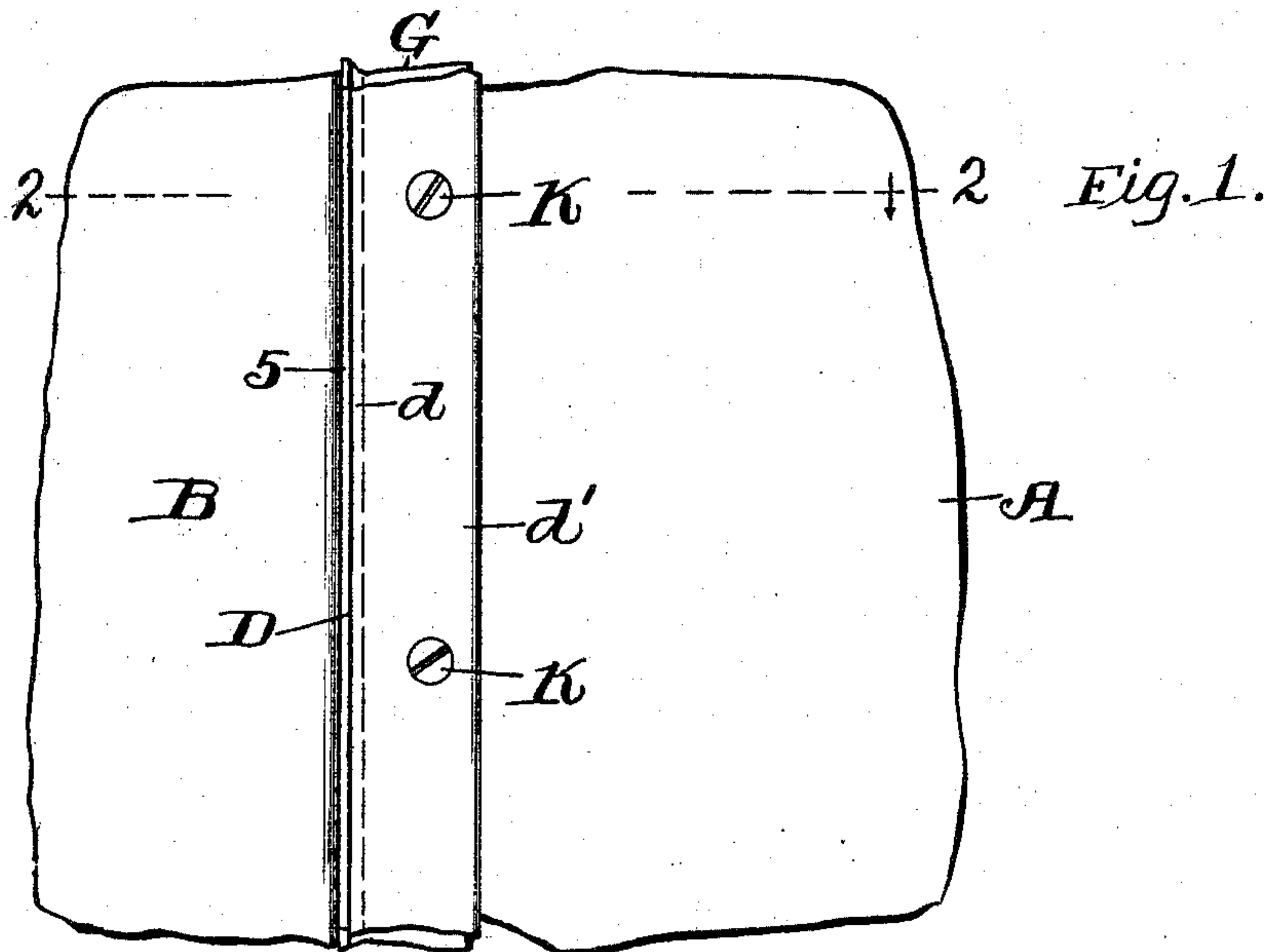


No. 776,226.

PATENTED NOV. 29, 1904.

T. H. DUNCOMBE.
WEATHER STRIP FOR DOORS.
APPLICATION FILED NOV. 12, 1903.

NO MODEL.



WITNESSES:
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UNITED STATES PATENT OFFICE.

TYRRELL HUBERT DUNCOMBE, OF CLEVELAND, OHIO.

WEATHER-STRIP FOR DOORS.

SPECIFICATION forming part of Letters Patent No. 776,226, dated November 29, 1904.

Application filed November 12, 1903. Serial No. 180,839. (No model.)

To all whom it may concern:

Be it known that I, TYRRELL HUBERT DUNCOMBE, a subject of the King of Great Britain, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Weather-Strips for Doors; and I hereby 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 pertains to make and use the same.

This invention relates to improvements in weather-strips for doors.

The object of this invention is to provide an inexpensive and durable and readily-applicable weather-strip for use between an edge of the door and the door-casing.

With this object in view this invention consists in certain features of construction and combinations of parts hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a side elevation of a portion of a door, the adjacent portion of the door-casing, and a portion of a weather-strip secured to the door and embodying my invention. Fig. 2 is a top plan in horizontal section on line 2 2, Fig. 1. In dotted lines, Fig. 2, the door is shown ajar.

Referring to the drawings, A designates the door, B a jamb of the door-casing, and C the door-stop arranged at the inner side of the doorway and engaged by the door when the latter is closed, as shown in solid lines, Figs. 1 and 2.

My improved weather-strip forms a dust-proof and air-tight joint between the jamb B and the adjacent side edge *a* of the door A when the latter is closed, as shown very clearly in solid lines, Fig. 2, and comprises a thin metal angle-strip D, having its two wings *d* and *d'* arranged at a right angle to each other, with one of the said wings arranged to project between the jamb B and the adjacent side edges of the door A in the closed position of the door. As shown in the drawings, the wing *d'* of the angle-strip D extends up and down the outer side of the door and is removably secured to the door by screws K, and the wing *d* extends up and down and

overlaps the edge *a* of the door. The wing *d'* of the strip D is folded, as at 4, over a strip G of felt or other suitably pliant, yieldable, compressible, and elastic material. The strip G covers the inner sides and extends longitudinally of the wings of the angle-strip D and is held within the fold 4 of the wing *d'*. The pliant and compressible strip G extends over and projects outwardly, as at *g*, beyond the free side edge of the wing *d* of the strip D. In the closed position of the door the projecting portion of the strip G is folded, as at 5, against the outer side of the wing *d*, as shown very clearly in Fig. 2. It will be observed that the pliant and yieldable strip G in the open position of the door, as shown in dotted lines, Fig. 2, merely projects over and outwardly beyond the free side edge of the wing *d* of the angle-strip D and that the said projecting portion of the yieldable and pliant strip G during the closing of the door comes into engagement with the jamb of the door-casing and by the said jamb is folded snugly against and over the outer side of the said wing *d*, as shown in solid lines, Fig. 2.

What I claim is—

1. A weather-strip consisting of the following: a thin flat metal angle-strip having its two wings arranged at a right angle to each other with one of the said wings provided, at its inner side, with the fold 4 and adapted to be secured to the outer side of a door; a pliant, yieldable and compressible strip extending longitudinally of the wings of the metal strip and held within the aforesaid fold of the folded wing and covering the inner side of the other wing and projecting far enough over and beyond the free side edge of the last-mentioned wing to render it capable of being folded over the outer side of the said wing.

2. The combination, with the jamb of a door-casing, a door-stop at the inner side of the doorway, and the door arranged to abut against the said stop in its closed position, of a metal angle-strip having one of its wings flat overlapping the jamb-facing side edge of the door and having its other wing secured to the outer side of the door; a pliant, yieldable and compressible strip extending up and

down the inner sides of the wings of the metal strip and held to the fixed wing of the metal strip and projecting far enough beyond the free side edge of the other wing of the metal strip to result in the engagement of the jamb by the projecting portion of the pliant and compressible strip in closing the door and thereby fold the last-mentioned strip over the outer side of the metal angle-strip between the latter and the jamb toward the outer side of the door.

3. The combination, with the door-casing, a door-stop at the inner side of the doorway, and the door arranged to abut against the said stop in its closed position, of a metal angle-strip having one of its wings flat overlapping a free edge of the door and having its other wing secured to the outer side of

the door; a pliant, yieldable and compressible strip extending along the aforesaid wings and held to the fixed wing of the metal strip and projecting far enough beyond the free side edge of the other wing of the metal strip to result in the engagement of the door-casing by the projecting portion of the pliant and compressible strip in closing the door and thereby cause the last-mentioned strip to be folded over the outer side of the metal angle-strip toward the outer side of the door when the door is closed against the aforesaid stop.

In testimony whereof I sign the foregoing specification in the presence of two witnesses.

TYRRELL HUBERT DUNCOMBE.

Witnesses:

C. H. DORER,

G. M. HAYES.