

I. BENNETT.
Weather-Strip.

No. 215,865.

Patented May 27, 1879.

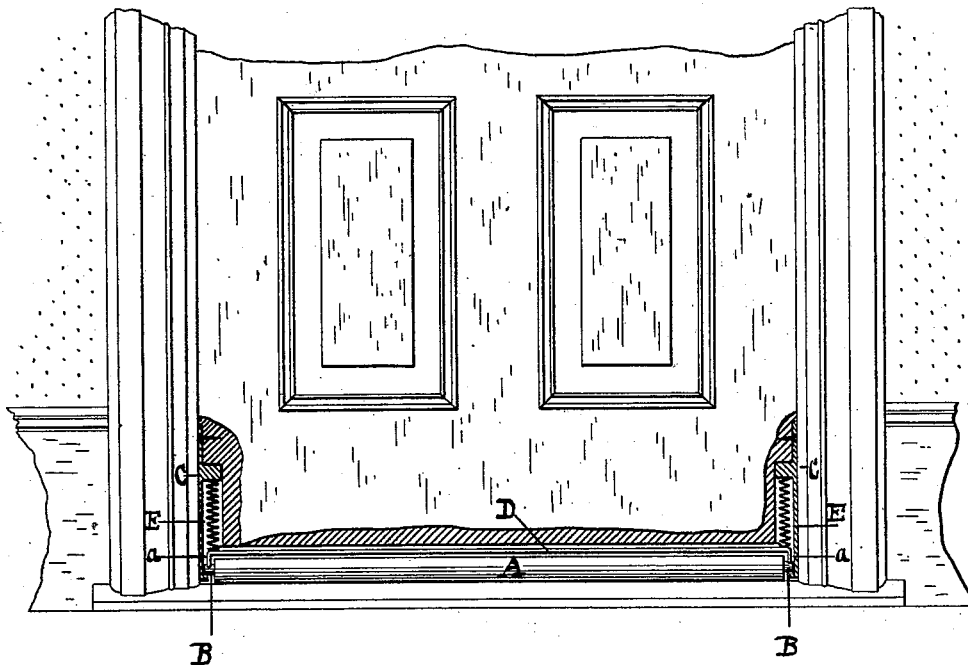


FIG. 1.

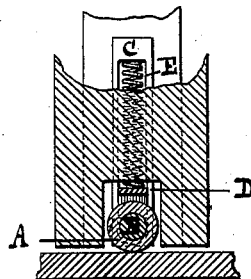


FIG. 2.

WITNESSES.

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ISRAEL BENNETT, OF JOHNSTON, RHODE ISLAND.

IMPROVEMENT IN WEATHER-STRIPS.

Specification forming part of Letters Patent No. **215,865**, dated May 27, 1879; application filed October 24, 1878.

To all whom it may concern:

Be it known that I, ISRAEL BENNETT, of the town of Johnston, in the county of Providence, in the State of Rhode Island, have invented a new Improvement in Weather-Strips; and declare the following to be a specification thereof, reference being had to the accompanying drawings.

Like letters indicate like parts.

Figure 1 is a front view of my invention. Fig. 2 is a transverse vertical section of the same.

My invention consists of a roller of india-rubber or other elastic substance, freely revolving with a rod, and kept in contact with the sill by springs and a metallic strip, the whole mechanism being inserted in a properly-cut channel or groove in the bottom of the door.

The parts of my invention are described as follows: A hollow roller or tube, A, of india-rubber or other elastic material, of nearly the same length as the bottom of the door, revolves with a rod or axis, B. The rod B has its support upon the shoulders of the side pieces, C C. A metallic strip, D, extends over and slightly above the roller A in its whole extent, but does not come in contact with it or prevent its free revolution. The ends of the strip D are bent, forming ears *a*, which are slightly concaved to rest upon the ends of the rod B. The purpose of this strip D is to afford a bear-

ing for the spiral or other springs E E, which, pressing downward against the strip D, crowd the rod B and its roller A into close contact with the door-sill. The springs E E are contained in a recess on the interior surface of the side pieces, C C.

The door is channeled or grooved in the bottom to receive the roller and mechanism, and the side pieces, C, are set in at the sides flush with the edge of the door. The whole mechanism is in this way concealed, and is not liable to be injured, while weather-strips as usually applied are unsightly and exposed to damage. The rolling of the weather-strip into place instead of dragging it prevents the wear by friction, and, sustaining but little wear itself, it is economical and always efficient.

I am aware that rubber rollers have been used as weather-strips, being attached to the bottoms of doors in contact with the sills and operated by springs; but such arrangement alone is not what I claim.

I do claim, however—

The combination of the elastic roller A, rod B, side pieces, C C, strip D, having ears *a*, and springs E E, as a weather-strip, substantially as specified.

ISRAEL BENNETT.

Witnesses:

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