M. HERRENS.
Weather-Strip.

No. 220,833. Patented Oct. 21, 1879.

Fig. 1.

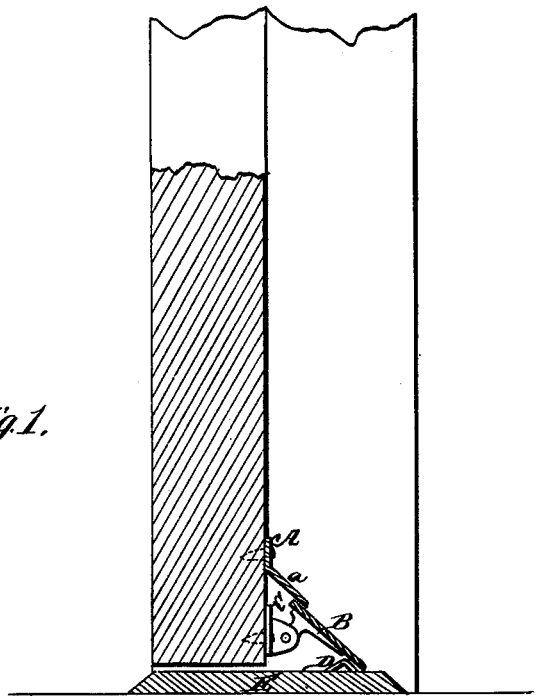


Fig. 2.

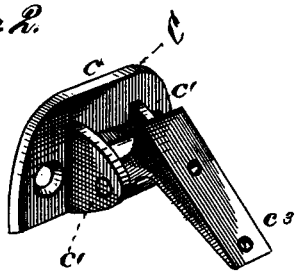
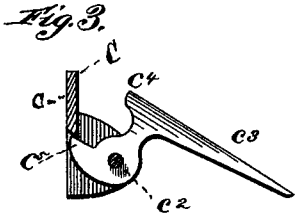


Fig. 3.



WITNESSES
Robert Evatt
W. N. Lawrence

INVENTOR
Michael Herrens.
Gilmore Smith & Co.
ATTORNEYS

UNITED STATES PATENT OFFICE.

MICHAEL HERRENS, OF ST. LOUIS, MISSOURI.

IMPROVEMENT IN WEATHER-STRIPS.

Specification forming part of Letters Patent No. **220,833**, dated October 21, 1879; application filed April 26, 1879.

To all whom it may concern:

Be it known that I, MICHAEL HERRENS, of St. Louis, in the county of St. Louis and State of Missouri, have invented certain new and useful Improvements in Weather-Strips; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a door, showing my device applied. Fig. 2 is a perspective view, and Fig. 3 is a sectional detail view.

My invention relates to weather-strips; and it consists in the combination of a weather-cleat attached to the door near the bottom and flanged outward, to serve as a stop to the weather-strip when the door is opened, with a hinge for the weather-strip, constructed with two stop-motion devices, and a lug attached to the carpet-strip, as will herein more fully appear.

A is a cleat attached to the door and provided with the flange *a*. B is the weather-strip, which is attached to to the hinge of the same. C is the weather-strip hinge, which consists of the piece *c*, which is attached to the door, and has the perforated ears *c'* and the piece c^3, which has an arm and stop, c^4 c^5. D is a lug or slide-piece, which is attached to the carpet-piece, and serves as a guide to raise the weather-strip up and pass it over the carpet-piece E.

The stop c^5, engaging with the hinge, prevents a dropping of the weather-strip when the door is opened, and by reducing its length the depression of the weather-strip may be regulated. The stop c^4, striking against the piece *c*, limits the upward movement of the weather-strip.

What I claim as new is—

In a weather-strip, the cleat A, the weather-strip B, in combination with the hinge C, provided with the stop-motion projections c^4 c^5 and arm c^3, and the slide-piece D, as and for the purposes substantially as set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

MICHAEL HERRENS.

Witnesses:
JAMES J. SHEEHY,
W. N. SEVERANCE.