

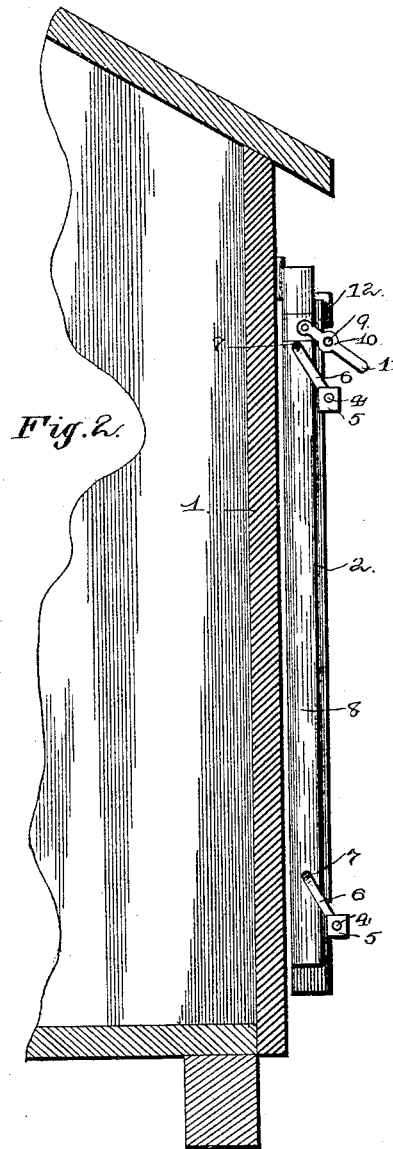
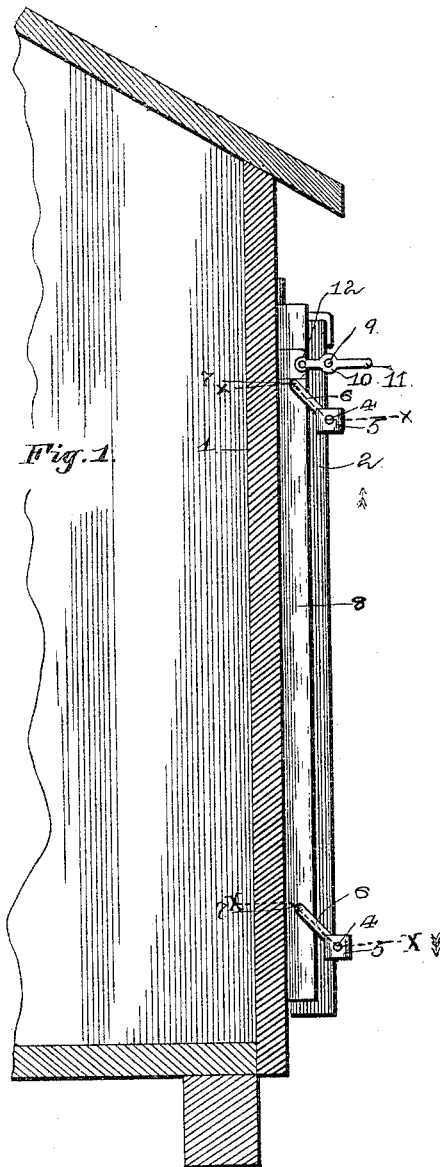
(No Model.)

2 Sheets—Sheet 1.

J. W. BROWN.
WEATHER STRIP FOR CAR DOORS.

No. 454,421.

Patented June 16, 1891.



Witnesses:

Horace G. Smith

W. S. Duval

Inventor

Junius W. Brown

By his Attorneys,

C. A. Snow & Co.

(No Model.)

2 Sheets—Sheet 2.

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Fig. 4.

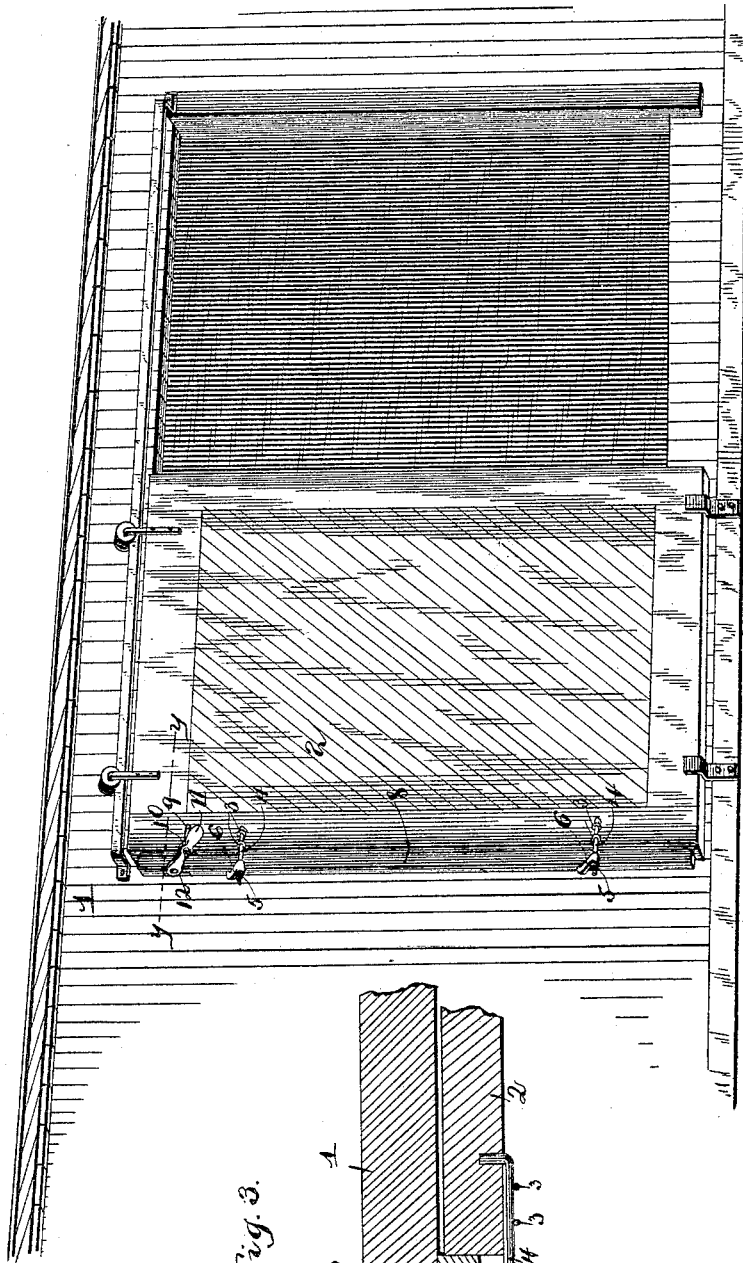


Fig. 3.

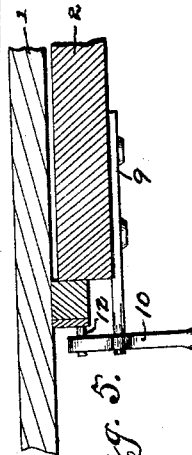
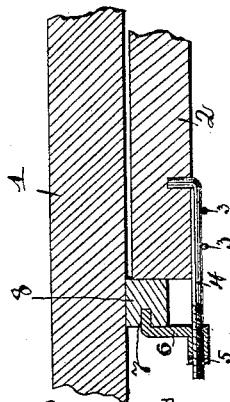


Fig. 5.

Witnesses

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UNITED STATES PATENT OFFICE.

JUNIOUS W. BROWN, OF RUSSELLVILLE, ARKANSAS, ASSIGNOR OF ONE-HALF
TO WILLIAM G. WEIMER AND JAMES W. WELLS, BOTH OF SAME PLACE.

WEATHER-STRIP FOR CAR-DOORS.

SPECIFICATION forming part of Letters Patent No. 454,421, dated June 16, 1891.

Application filed July 26, 1890. Serial No. 360,046. (No model.)

To all whom it may concern:

Be it known that I, JUNIOUS W. BROWN, a citizen of the United States, residing at Russellville, in the county of Pope and State of Arkansas, have invented a new and useful Weather-Strip for Car-Doors, of which the following is a specification.

This invention has relation to weather-strips for car-doors; and the objects of the invention are to provide a strip adapted to automatically close the space usually existing at the rear edges of car-doors and to be readily withdrawn from over the space and contact with the wall of the car, with means for adjusting the same to the edge of the door.

With the above objects in view the invention consists in certain features of construction hereinafter specified, and particularly pointed out in the claims.

Referring to the drawings, Figure 1 is a vertical section through the wall of a car in rear of the door thereof. Fig. 2 is a similar view, the weather-strip employed in accordance with my invention being thrown out of operative position. Fig. 3 is a horizontal transverse section through a portion of a door and the door-post, the section being taken on the line *xx* of Fig. 1. Fig. 4 is a perspective view of my device applied to a car-door. Fig. 5 is a similar section to Fig. 3, but taken on the line *yy* of Fig. 4.

Like numerals of reference indicate like parts in all the figures of the drawings.

1 designates the post of the door of an ordinary box-car, and 2 the door, which at its rear edge is a slight distance from the wall of the car.

In opposite pairs of staples or bearing-eyes 3, located near the upper and lower ends of the door 2, there are secured rearwardly-disposed bearing-bolts 4, the front ends of which are turned and driven into the wood-work of the door. The opposite ends of the bolts are threaded and provided with nuts 5, and in front of the nuts there are loosely pivoted upon each of the bolts crank-arms 6, the bent ends of which take into bearing-openings 7, formed in the rear edges of a vertical weather-strip 8, located at the rear edge of the door, and designed to cover the space between the door and the wall of the car.

9 designates a bearing-shaft that is secured to the front face of the door and projects horizontally a slight distance beyond the rear edge thereof. Upon the bearing-shaft is fulcrumed a lever 10, one end of which terminates in a handle 11 and the opposite end of which is pivoted upon a stud 12, projecting from the rear face of the weather-strip.

The distance from the outer edge of the door to the outer surface of the wall of the car is less than the lengths of the two crank-arms, so that said crank-arms in their oscillations cannot pass beyond or even arrive at their free ends to a point horizontally opposite their pivots, as their movements would not only be arrested by reason of their lengths, but by the weather-strip, which drops by gravity snugly against the wall of the car. This automatic falling by gravity of the weather-strip serves at all times to close the space between the car-door and the wall of the car. In order that the strip will not offer an obstruction to the free sliding or movements of the door in opening and closing, I provide the lever 10 heretofore mentioned. By grasping the handle end of the lever and throwing the same inward or toward the car the strip is drawn outwardly or away from the wall of the car and out of contact with the said wall. The car-door may be now moved in either direction, and if closed said strip may be returned to position by a mere reversal of the lever.

By means of the nuts 5 the cleats may be adjusted to the edge of the door, and in this manner all wear compensated for.

Having thus described my invention, what I claim is—

1. The combination, with the car and the door, of bearing-bolts extending from the rear edge of the same, crank-arms loosely mounted on the bolts, a weather-strip pivotally connected to the free ends of the crank-arms and located against the edge of the door, a bearing-shaft secured to the face of the door and extending beyond the rear edge of the same, a lever pivoted upon said arm and terminating at its free end in a handle, and a stud projecting from the rear face of the weather-strip and loosely connected to the inner end of the lever, substantially as specified.

2. The combination, with a car-door, of the bearing-bolts threaded at their rear ends and extending from the rear edge of the door, crank-arms on the bolts, a weather-strip loosely
5 connected to the ends of the arms, and adjusting-nuts mounted on the ends of the bolts, substantially as specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JUNIUS W. BROWN.

Witnesses:

C. D. ROWAN,
J. J. BULLOCK.