

W. H. COSPER.
WEATHER-STRIPS.

No. 195,206.

Patented Sept. 18, 1877.

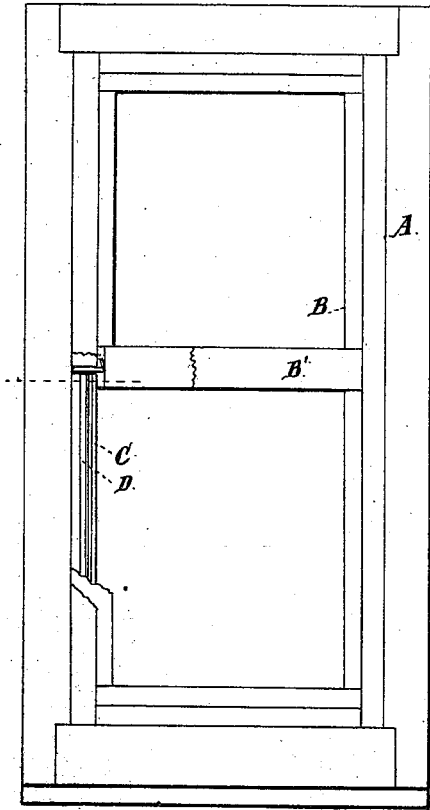


Fig. 1.

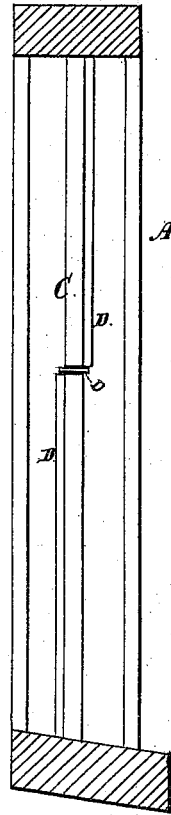


Fig. 2.

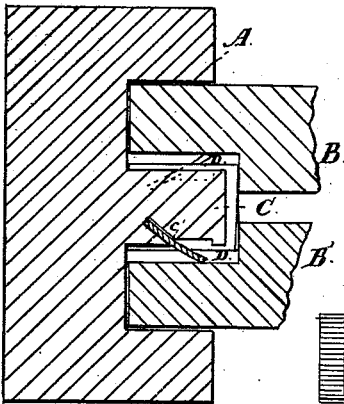


Fig. 4.

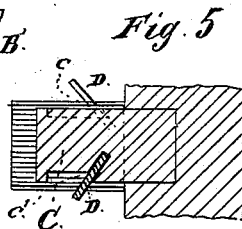


Fig. 5.

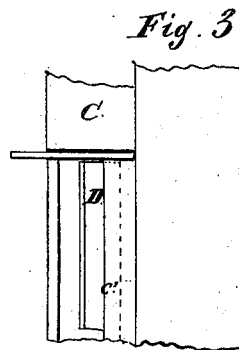


Fig. 3.

Witnesses
Frederick J. Goodwin
A. S. Patterson.

Inventor
William H. Cosper By
John H. Whipple his
Attorney

UNITED STATES PATENT OFFICE.

WILLIAM H. COSPER, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN WEATHER-STRIPS.

Specification forming part of Letters Patent No. 195,206, dated September 18, 1877; application filed September 9, 1876.

To all whom it may concern:

Be it known that I, WILLIAM H. COSPER, of Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Weather-Strips; and I do hereby declare that the following is such full, clear, and exact description thereof as will enable others skilled in the art to which my invention appertains to construct and use the same, reference being had to the accompanying drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 is an elevation of a window-frame with a part broken away to show the invention. Fig. 2 is a longitudinal vertical section with the sash removed. Figs. 3, 4, and 5 are detail views on a larger scale.

This invention relates to weather-strips for windows; and it consists in a parting-stop or bead, having a groove and a rubber weather-strip on one side corresponding to the height of the upper window-sash, and on its other side a like groove and strip corresponding to the height of the lower sash, said weather-strips being united at the top of one and the bottom of the other by a cross-strip in a cross-groove at the meeting-rail, to protect the open space at the end thereof.

In the accompanying drawings, A designates the window-frame; B, the upper sash, and B'

the lower sash. C is the parting-stop or bead, which is grooved longitudinally on one side at *c* and on the other side at *c'*. The groove *c* begins at the top of the parting-stop, and runs down as far as the meeting-rail; and the groove *c'* begins on the opposite side of the parting-stop C, and runs down to the bottom thereof, these longitudinal grooves being connected by a cross-groove directly through the face of the parting-stop.

A weather-strip, D, of rubber is set into these grooves, so as to extend obliquely outward on each side to meet the window-sash, and straight out at right angles to the parting-stop in the cross-groove to meet the end of the meeting-rail. It thus constitutes three weather-strips—one protecting each sash, and one the open space at the end of the meeting-rail.

What I claim as new is—

In combination with a weather strip or strips, a parting-stop on one side, in its upper part, and on the other side in its lower part, and provided with a cross-groove opposite the meeting-rail, substantially as and for the purpose specified.

WILLIAM H. COSPER.

Witnesses:

JOHN H. WHIPPLE,
FREDERICK C. GOODWIN.