

No. 638,506.

Patented Dec. 5, 1899.

G. W. GOLDEN.
WEATHER STRIP.

(Application filed Aug. 28, 1899.)

(No Model.)

Fig. 1.

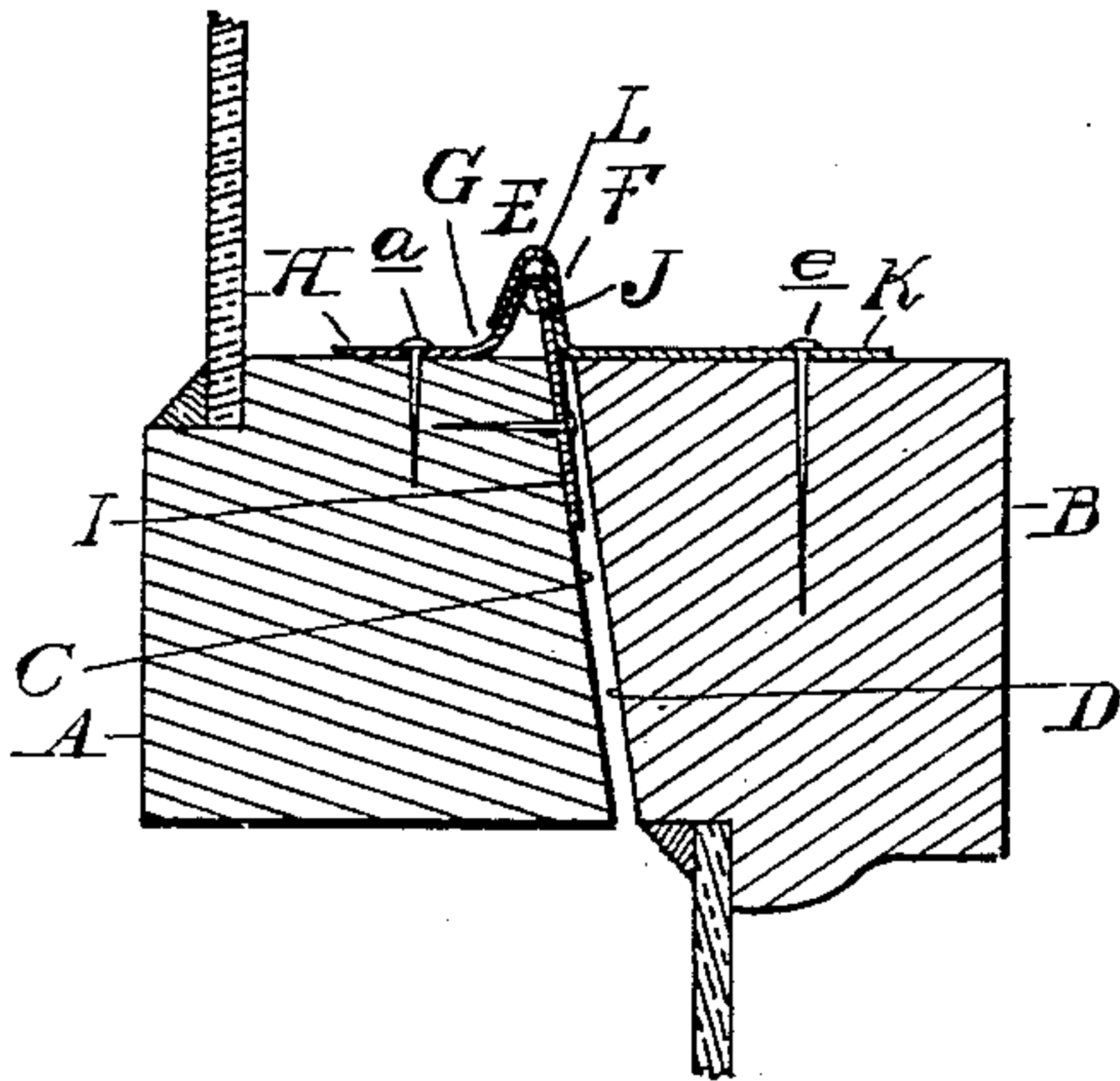


Fig. 2.

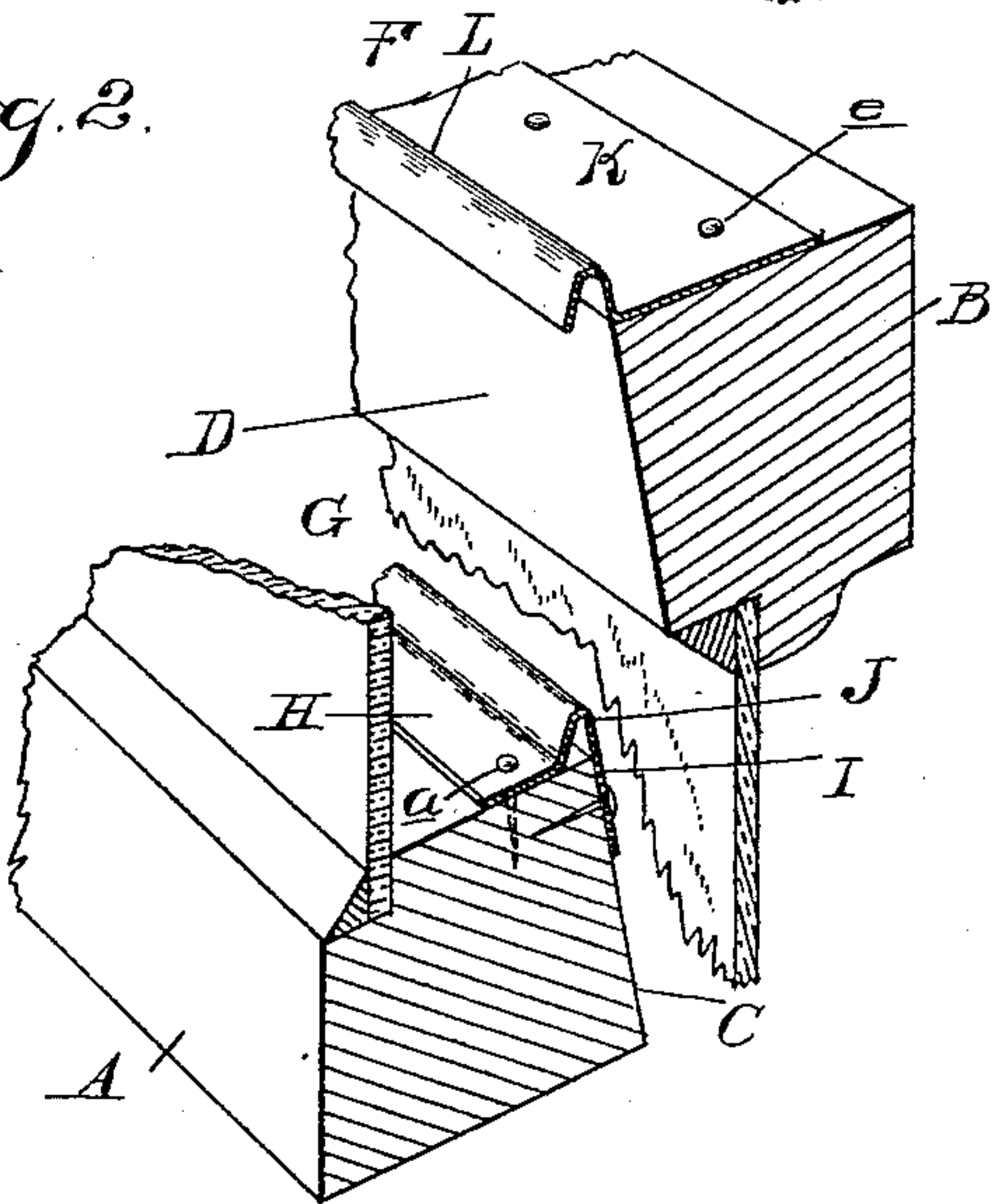
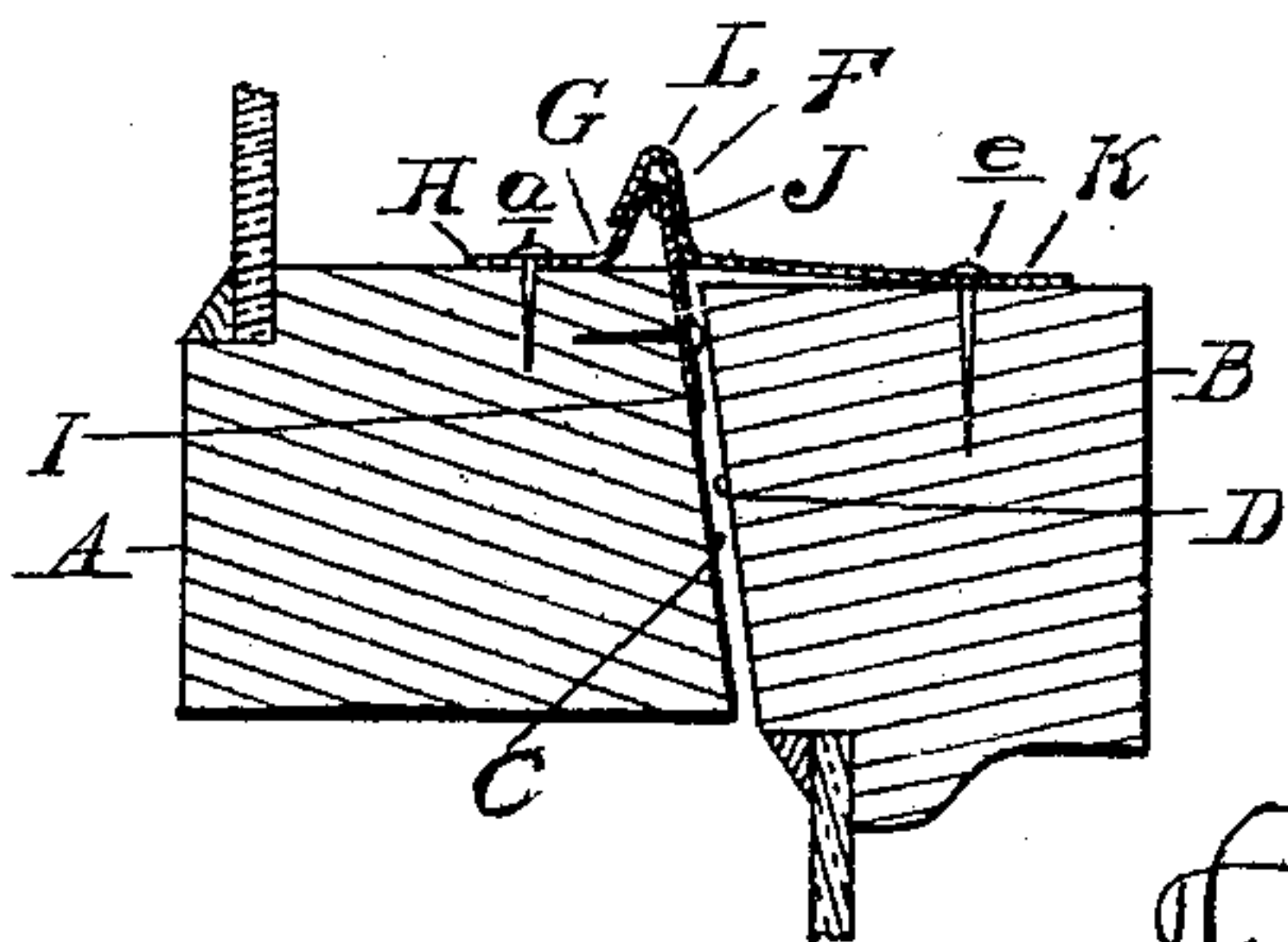


Fig. 3.



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UNITED STATES PATENT OFFICE.

GEORGE W. GOLDEN, OF DETROIT, MICHIGAN.

WEATHER-STRIP.

SPECIFICATION forming part of Letters Patent No. 638,506, dated December 5, 1899.

Application filed August 28, 1899. Serial No. 728,730. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. GOLDEN, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Weather-Strips, of which the following is a specification, reference being had therein to the accompanying drawings.

The invention relates to an improvement in weather-strips for windows; and it consists in the novel construction of a strip particularly designed and adapted to cover the joint of the meeting-rails of the sashes.

The invention further consists in the peculiar construction, arrangement, and combination of the various parts of the weather-strip and of the manner in which they are secured to the rails, all as more fully hereinafter described and shown.

In the drawings, Figure 1 is a vertical central section through the meeting-rails of the usual upper and lower window-sashes and through the weather-strip. Fig. 2 is a sectional perspective view of the meeting-rails, illustrating the peculiar construction of the weather-strip and the manner in which it is secured to the rail; and Fig. 3 is a sectional view similar to Fig. 1, showing the position of the strip member when the rails are at different levels.

In the drawings thus briefly described the reference-letters A and B designate the meeting-rails of upper and lower window-sashes, and C and D the meeting faces of said rails, which are inclined for the purpose of forming as tight a joint as possible between the sashes.

E designates my improved weather-strip, comprising in its construction two complementary members F and G, which are secured to the rails in the manner hereinafter set forth.

The member G of the strip consists of a securing flange or wing H, adapted to be secured by nails or screws *a* to the top of the rail A, a similar wing I, extending at substantially right angles to its complementary wing and adapted to be secured to the inclined meeting face C of the rail A, and a bead J, pref-

erably vertical and wedge-shaped, connecting the wings in the manner shown in Fig. 2.

The complementary member F of the weather-strip consists of a wing or flange K, which is secured to the top of the rail B, terminating in an overhanging bead or hook L, which is adapted when the window is closed to engage over the vertical bead upon the member G in the manner shown in Fig. 1.

In order to effect a better engagement between the members and also to compensate for such differences in the level of the rail-tops as may be caused by the shrinkage or warping of the sashes, I attach the hook member F to the rail B by means of a series of screws or nails *e*, driven within the extreme edge of the flange K, so that the member F will, in effect, constitute a spring-hook capable of being raised slightly from its normal position, as shown plainly in Fig. 3.

From the description of my invention as above set forth it will be seen that the formation of the weather-strip and its manner of application to the rail are such that the liability of the members being bent during their engagement one with the other is reduced to a minimum. It is also to be observed that the construction of the weather-strip is such that it may be readily applied to windows of ordinary construction and after being so applied will effectively cover the joint formed between the meeting-rails of the sashes.

What I claim as my invention is—

1. The combination of two meeting-rails, a member secured to one rail consisting of two securing-wings and a bead intermediate the wings, and a hook member attached to the other rail adapted to engage the bead.

2. The combination of the meeting-rails of adjoining windows-sashes, a member carried by one rail comprising two securing-wings attached respectively to the top and meeting face of said rail, and a bead intermediate the wings, and a hook member upon the other rail adapted to engage the bead.

3. The combination of the meeting-rails of adjoining window-sashes, a member carried by one rail comprising two securing-wings attached respectively to the top and meeting

face of said rail, and an upwardly-extending
wedge-shaped bead intermediate of and car-
ried by the wings, and a member upon the
other rail comprising a spring-strip secured
5 at one edge to the rail-top and terminating
at its free edge in an upwardly-extending
hook adapted to engage over the bead.

In testimony whereof I affix my signature
in presence of two witnesses.

GEORGE W. GOLDEN.

Witnesses:

M. B. O'DOHERTY,
H. C. SMITH.