

No. 730,867.

PATENTED JUNE 16, 1903.

W. A. BRACKETT.
WINDOW.

APPLICATION FILED JUNE 6, 1902.

NO MODEL.

Fig. 1.

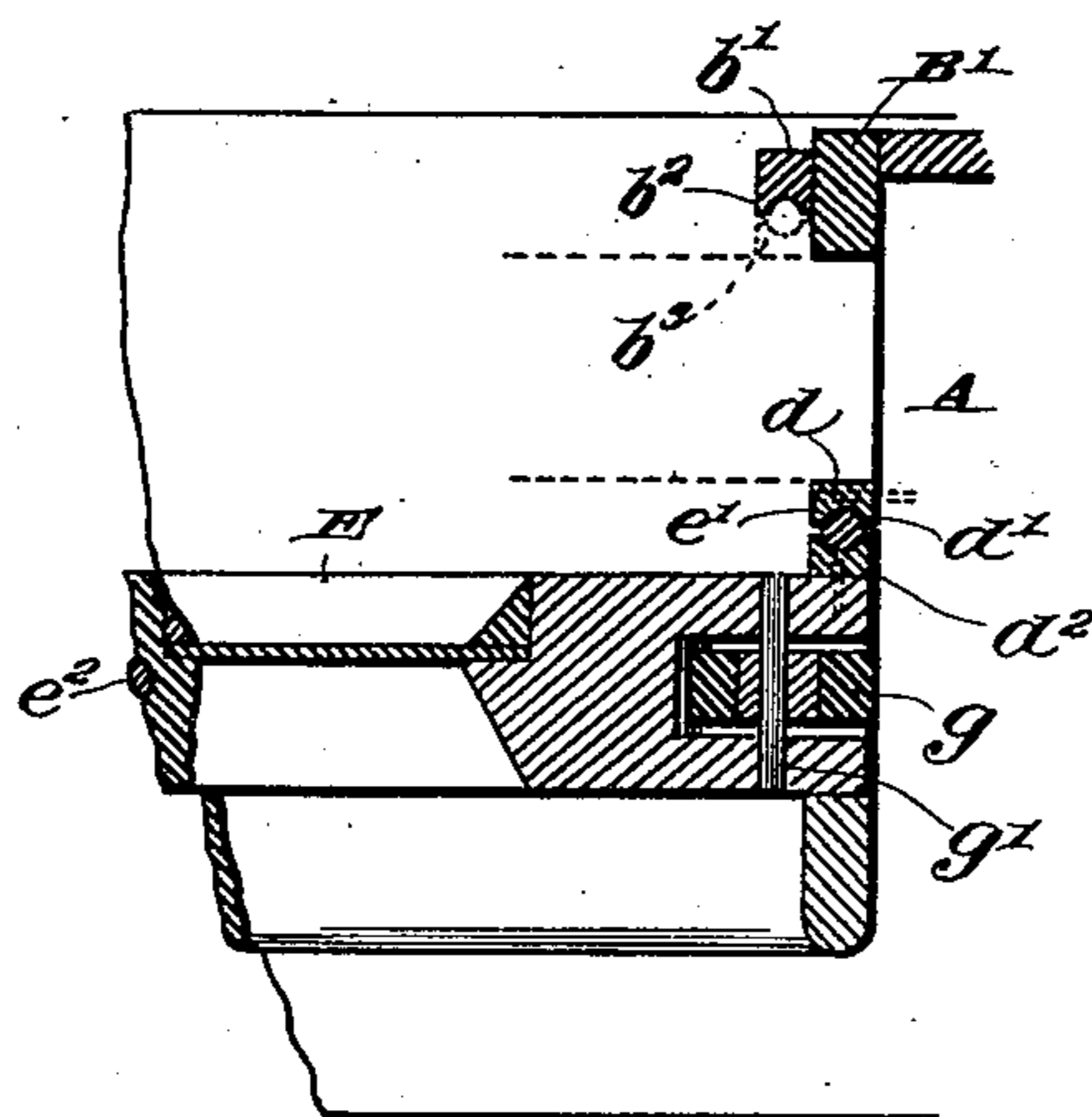


Fig. 2.

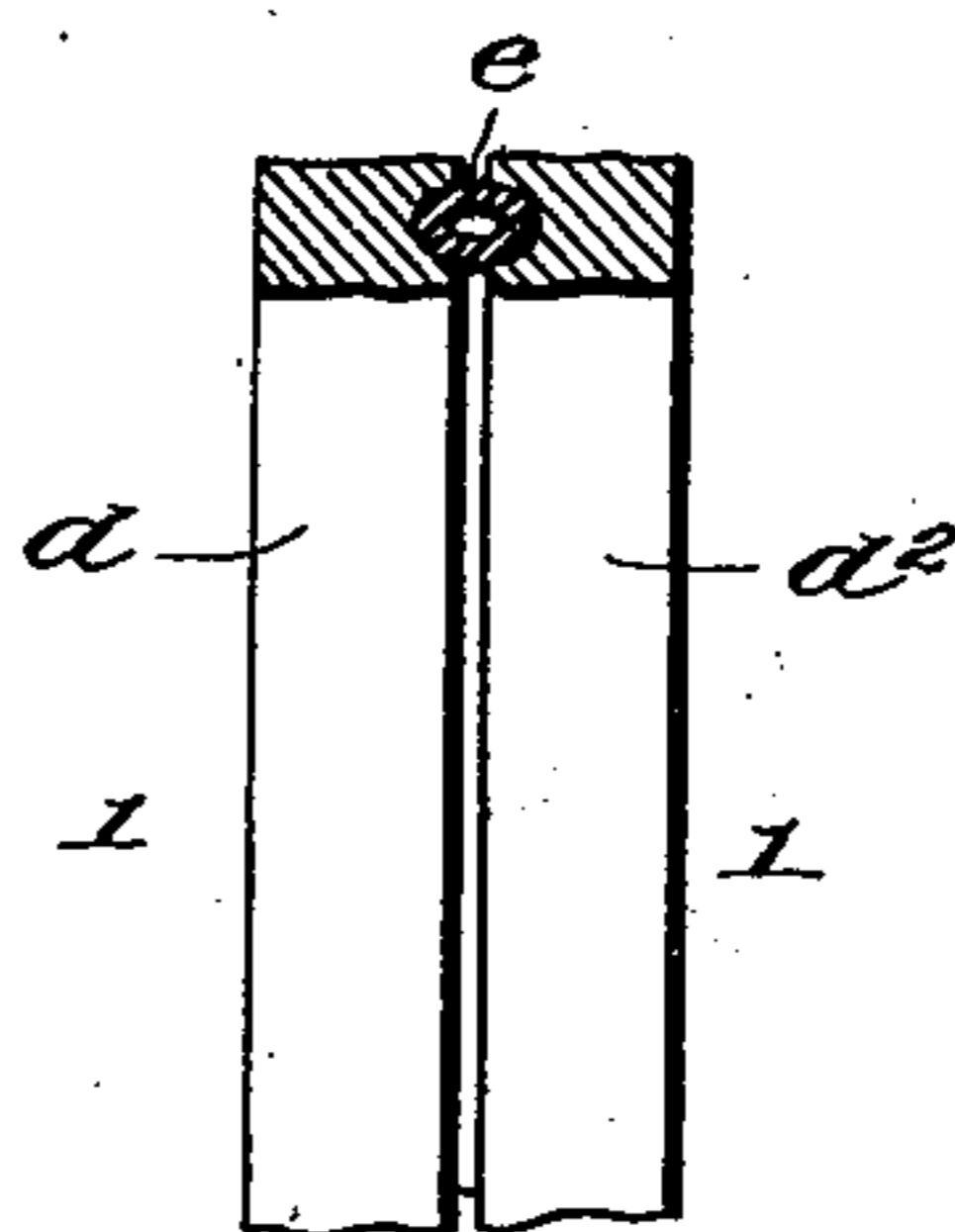
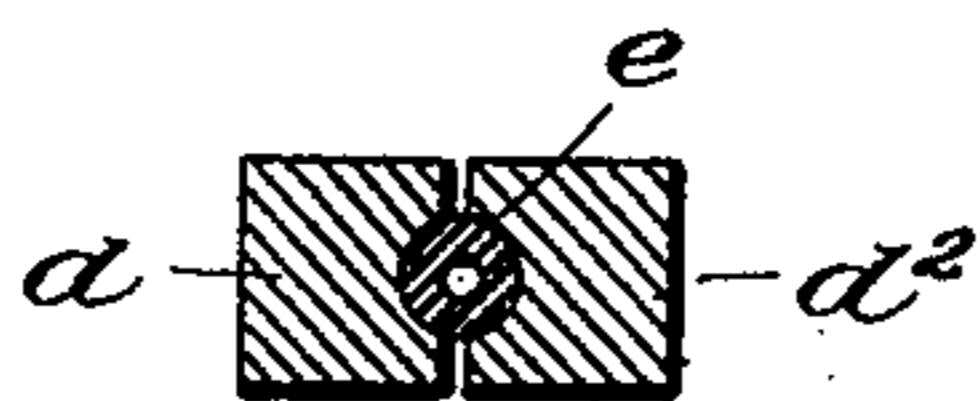


Fig. 3.



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UNITED STATES PATENT OFFICE.

WINFRED A. BRACKETT, OF BOSTON, MASSACHUSETTS.

WINDOW.

SPECIFICATION forming part of Letters Patent No. 730,867, dated June 16, 1903.

Application filed June 5, 1902. Serial No. 110,256. (No model.)

To all whom it may concern:

Be it known that I, WINFRED A. BRACKETT, of Boston, in the State of Massachusetts, have invented an Improved Window, of which the following is a specification.

The object of my invention is to provide a window which will not rattle, whose sash will not stick in the frame by reason of the collection of dust and dirt, which will keep out cold air and dirt, which can be easily raised and lowered, and which will remain in the desired position.

My invention is a window with a supplemental strip next the sash and a cushioning-strip between the guide-strip and the supplemental strip and exerting pressure on both.

In the accompanying drawings, Figure 1 is a section of my improved window. Figs. 2 and 3 are details described below.

Frame A has parting or guide strip *d* and outside window-bead *B'* attached to it.

E is the lower sash, the upper sash being indicated by dotted lines. Strip *d* is recessed at *d'* to receive cushioning-strip *e'*, of rubber or other suitable material, which may be attached to strip *d* by glue or otherwise. Strip *d*² is between the cushioning-strip and lower sash and is recessed to receive the cushioning-strip. Strip *b'*, attached to outside window-bead *B'*, is grooved at *b*² to receive the cushioning-strip, and strip *b*³ is between the cushioning-strip and the upper sash. Strip *e*², of rubber or the like, aids in keeping out cold air and dirt. Pins *g'* *g'* carry rollers with rubber tires *g* *g*, and these rollers facilitate the raising and lowering of the sash.

Hollow cushioning-strips *e*, as shown in Figs. 2 and 3, may be used, if desired, Fig. 2 being a perspective and Fig. 3 a section showing the guide-strip and the supplemental strip with the cushioning-strip between them.

When the window is closed, the cushion-

ing-strips keep out cold air and dirt, and this is especially desirable in steam-cars, as dirt and soot are especially offensive in traveling. The cushioning-strips allow for expansion of the sashes, and so prevent the sticking of the sashes in the frame so frequent in steam-cars. Moreover, any suitable shape of cushioning-strip may be used. It will also be clear that my cushioning-strip and the strip between it and the sash may be held in position in a variety of ways, and in some cases it might be desirable to put them on the inside of the sash, as they would then effectually prevent rattling and keep out cold air; but for steam-cars and the like I prefer the form shown, as then the sticking, due to the deposit of dirt and soot between the sash and guide-strip, is prevented.

The insertion of the cushioning-strip between the guide-strip and supplemental strip effectually prevents rattling, as it exerts pressure on the guide-strip and on the sash through the supplemental strip, and the cushioning-strips will be very durable and serviceable, as they are in large measure protected from moisture, and the hollow or pneumatic form yields under pressure, and so diminishes the wear due to friction.

What I claim as my invention is—

The window above described comprising a sash; a frame for the sash; a guide-strip attached to the frame for guiding the sash; a supplemental strip next the sash; and a cushioning-strip between the guide-strip and the supplemental strip and exerting pressure on the guide-strip and on the sash through the supplemental strip.

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