B. SCHECHTER.

WINDOW FRAME.

APPLICATION FILED MAY 20, 1920.

1,366,679.

Patented Jan. 25, 1921.

Fig. 2.

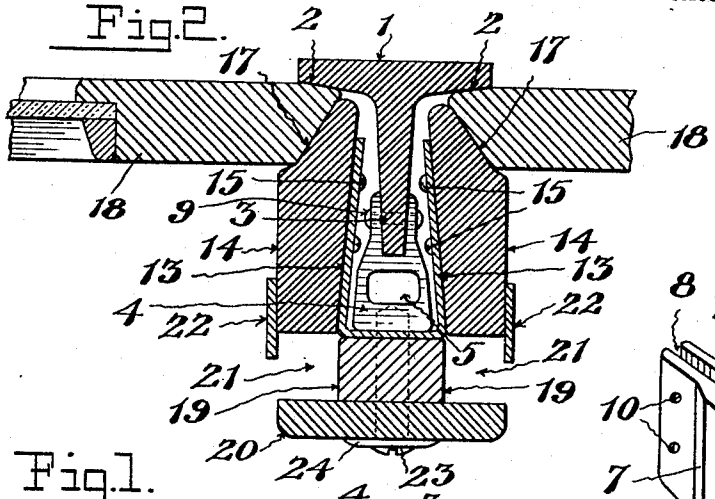


Fig. 3.

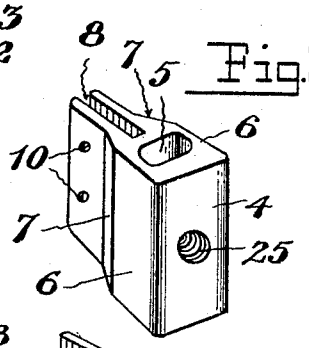
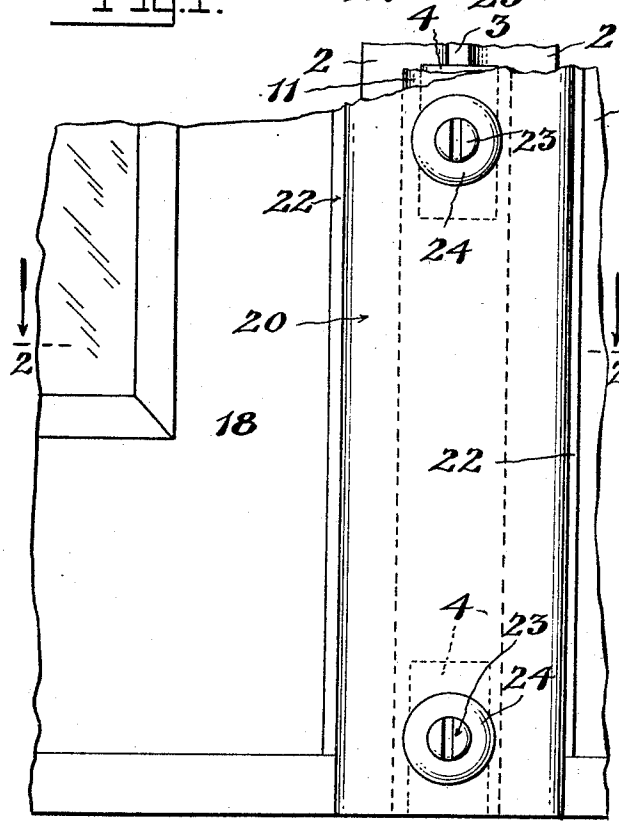


Fig. 1.



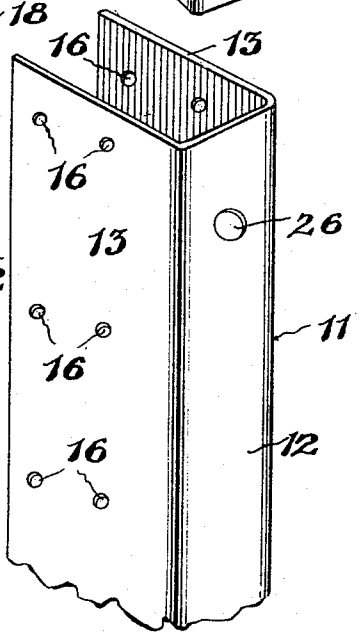


Fig. 4.

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WINDOW-FRAME.

1,366,679. Specification of Letters Patent. Patented Jan. 25, 1921.

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To all whom it may concern:

Be it known that I, BENJAMIN SCHECHTER, a citizen of the United States, and a resident of the city of St. Louis and State of Missouri, have invented a certain new and useful Improvement in Window-Frames, of which the following is a specification.

The object of this invention is to construct a window frame in such a manner that the sash can be placed in position and removed very readily, and when placed in position will be held snugly in place, thus preventing it from rattling and likewise preventing the passage of air between the sash and frame when the sash is in closed position.

The invention is particularly adapted for railway passenger cars and more especially where the window frames and sashes are of wood, but it will be understood that it can be used in any place where a snug fitting sash is desired, particularly where the frame and sash are subject to vibration and rattling of the sash is likely to occur.

With these objects, and other objects which may hereinafter appear in view, I have devised the particular arrangement of parts hereinafter set forth and more particularly pointed out in the claims appended hereto.

Reference is to be had to the accompanying drawings, forming a part hereof, in which—

Figure 1 is a front elevation of a portion of a window frame and sash, looking at the same from its inner side;

Fig. 2 is a sectional view on the line 2—2 of Fig. 1, looking in the direction of the arrows;

Fig. 3 is a perspective view of one of the filler blocks, and

Fig. 4 is a perspective view of a portion of the resilient flanged plate.

Throughout the various views of the drawings similar reference characters designate similar parts.

In the preferred embodiment of my invention, as illustrated in the accompanying drawings, 1 indicates one of the vertical side posts or stanchions of a passenger car separating one of the windows from another. These posts are T-shaped in cross section, thus having laterally extending side webs 2 and an outstanding web 3.

Secured to the outstanding web 3 of the post is a plurality of spaced-apart filler blocks 4. One of these blocks is shown in Fig. 3, where it will be seen that the same is provided with a central longitudinally extending aperture 5 and beveled sides 6 and 7. Each filler block 4 is also provided with a slot 8, into which the edge of the web 3 of the post fits. The blocks 4 are secured to the web 3 of the post by means of rivets 9, the blocks 4 being provided with perforations 10 through which the rivets may extend.

These blocks 4 are situated at desired distances apart on the posts or stanchions 1, and secured to and surrounding the blocks is an elongated U-shaped flanged plate member 11. This plate member 11 consists of a front portion 12 provided with side flanges 13. These side flanges 13 are resilient and normally tend to spring away from one another, or in other words, tend to spread apart.

The plate member 11 extends the entire length of the window frame. Secured to the side flange 13 of the plate member 11 are the window frame side members 14. These side members 14 are secured to the flanges 13 by means of screws 15 or otherwise, the flanges 13 being provided with perforations 16 to permit the passage of the screws 15 therethrough.

It will be noted that the side members 14 of the window frame are provided with inclined or beveled edges 17 and these edges coöperate with the inner faces of the side posts to form angular grooves for the reception of the sashes 18. The tendency of the side flanges 13 of the plate member 11 to spring apart, causes the beveled edges 17 of the side members 14 to bear against the angular edges of the sashes, causing the sashes to be likewise held securely against the faces of the webs 2 on the posts.

The sashes are thus resiliently held in their grooves or guideways, thus obviating looseness and rattle at all times.

The portion 12 of the plate member 11 is covered by a longitudinally extending narrow spacing-strip 19, which is in turn covered by a wider lining strip 20. Curtain grooves or guide ways 21 are thus formed, with the openings to said curtain grooves or guideways narrowed by means of longitudinally extending plates 22 secured to the faces of the side members 14.

The sashes may be readily and expeditiously removed by simply removing screws 23 which pass through and secure together

the strips 19 and 20 and the plate member 11. The screws are provided with washers 24 and these screws 23 thread into the blocks 4, a threaded hole 25 being provided in each block 4 to receive the same. The plate member 11 is provided with perforations through which the screws 23 pass.

It will be seen that the plate member 11 with its attached window frame side members 14 is clamped in position between the blocks 4 and the strip 19, so that by removing the screws 23, the strips 19, 20, and the plate member 11 with its attached side members 14 can be removed, thus allowing quick and easy removal of the sashes 18.

The resilient mounting of the side members 14 causes the edges of the sashes to be held securely at all times, affording a proper fit and preventing rattle.

I have shown the window frame having the post 1 provided with the resiliently mounted side members 14 at both of its sides. At certain times it will be understood that the flexible or resiliently mounted members need only be placed on one side of the post. This occurs especially at the ends of the car where a post is not situated intermediate of a window.

Having described my invention, it is obvious that the same is not to be restricted to the exact embodiment shown, but is broad enough to cover all structures coming within the scope of the annexed claims.

What I claim is:—

1. In a structure of the class described, the combination of a post, a flanged plate adjacent said post, side members secured to the flanges of said plate and resiliently movable to and from the post, said side members cooperating with portions of the post to form sash-receiving guideways.

2. In a structure of the class described, the combination of a post, a flanged plate adjacent the post, side members secured to the flanges of said plate, beveled edges on said side members, said beveled edges coöperating with the inner face of the post to form sash-receiving guideways.

3. In a structure of the class described, the combination of a post having an inwardly extending web and a pair of laterally extending side webs, a plurality of blocks secured to the inwardly extending web, a flanged plate secured against said blocks with its flanges at the sides of the same, and side members secured to said flanges, said side members being provided with inclined edges, said inclined edges cooperating with the inner faces of the lateral webs on the post to form sash-receiving guideways.

4. A structure of the class described comprising a post having an inwardly projecting web, a plurality of spaced-apart blocks secured on said web, a flanged plate surrounding said blocks and clamped against the same, and side members secured to the flanges on the plate, said side members being resiliently movable with said flanges and having beveled edges adapted to coöperate with portions of the post to form sash-receiving guideways.

5. In a structure of the class described, the combination of a post, said post having an inwardly projecting web and a pair of laterally extending side webs, a pair of side members movable against resilient resistance toward the sides of the inwardly projecting web, a plurality of blocks secured to the edge of said inwardly projecting web, a flanged plate clamped against said blocks and secured to the side members, a narrow strip secured against said plate, and a wider strip secured over the narrow strip, said strips coöperating to form curtain grooves, and fastening means adapted to hold the blocks, plate and strips together.

6. In a structure of the class described, the combination of a post, a flanged plate held adjacent the post, side members secured to the flanges on the plate, curtain grooves formed at the inner ends of said side members and plates secured to said side members and narrowing the openings to said grooves.

7. In a structure of the class described, the combination of a post having an inwardly projecting web and a pair of laterally extending side webs, a U-shaped member surrounding the inwardly projecting web and connected thereto, said U-shaped member having a pair of resilient sides and members secured to said sides, said members having beveled edges coöperating with the laterally extending webs to form sash-receiving guide-ways.

Signed at the city of St. Louis, State of Missouri this 19th day of April, 1920.

BENJAMIN SCHECHTER.