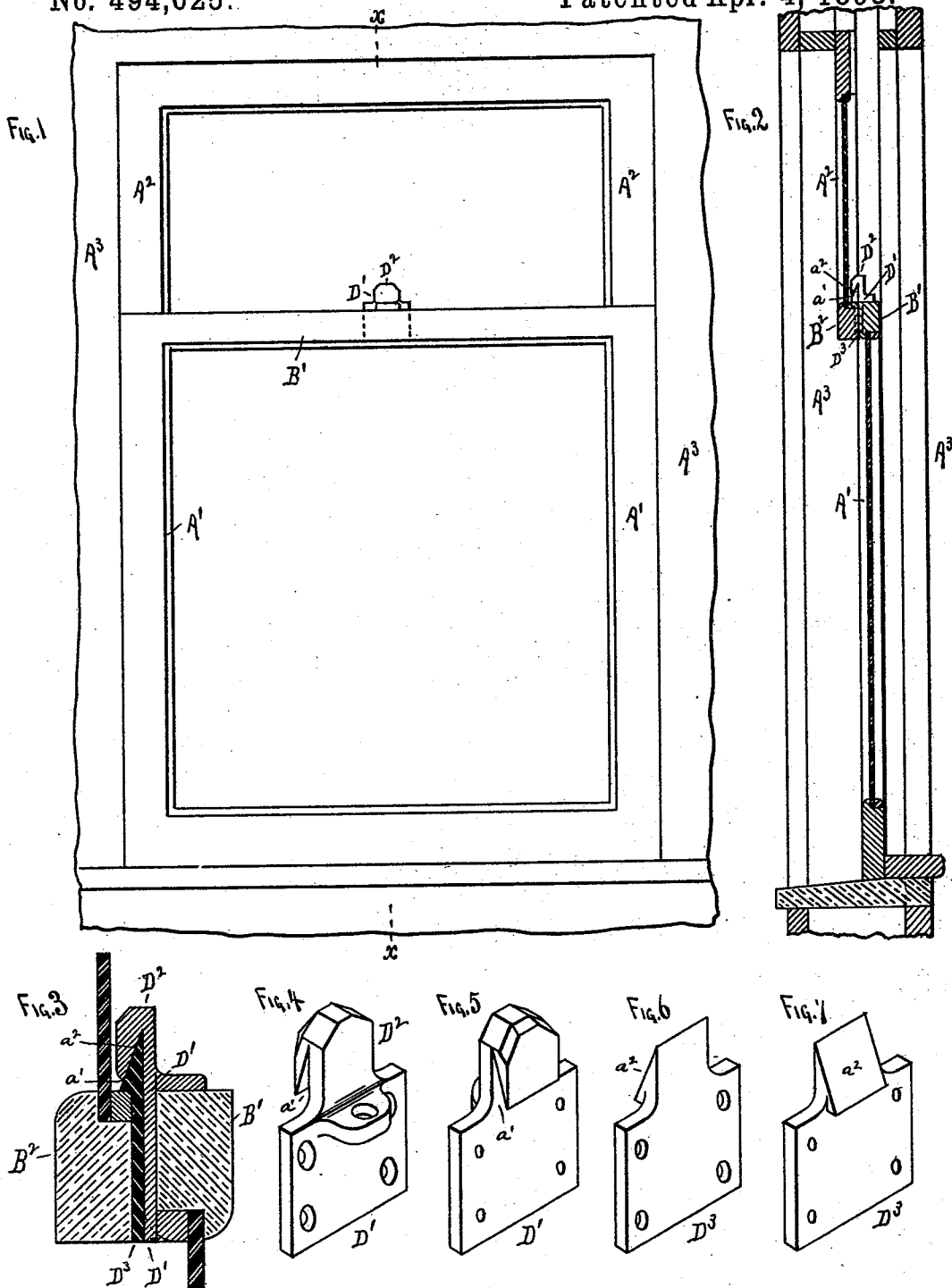


(No Model.)

J. H. CHAMBERLIN.
FASTENER FOR THE MEETING RAILS OF SASHES.

No. 494,625.

Patented Apr. 4, 1893.



WITNESSES.
H. P. Gardner
H. J. Webster.

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Att'y.

UNITED STATES PATENT OFFICE.

JOHN H. CHAMBERLIN, OF ST. PAUL, MINNESOTA.

FASTENER FOR THE MEETING-RAILS OF SASHES.

SPECIFICATION forming part of Letters Patent No. 494,625, dated April 4, 1893.

Application filed August 15, 1892, Serial No. 443,127. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. CHAMBERLIN, a citizen of the United States, residing at St. Paul, in the county of Ramsey and State of Minnesota, have invented certain new and useful Improvements in Meeting-Rail Holders and Closers for Sashes, of which the following is a specification.

This invention relates to attachments to the meeting rails of that class of window sash employed in railway coaches wherein the upper sash is stationary, and the meeting rails are without lips, for the purpose of retaining the meeting rails in close relations, and the invention consists in the construction and arrangement of parts, as hereinafter shown and described, and specifically pointed out in the claim.

In the drawings I have shown the invention applied to a railway coach window.

Figure 1 represents a view of a railway coach window from the inside of the car, and Fig. 2 a cross section on the line X X of Fig. 1. Fig. 3 is an enlarged sectional detail of the meeting rails of a pair of sashes, showing my attachment arranged thereon. Figs. 4 and 5 are perspective views, from opposite sides, of one member of the attachment, and Figs. 6 and 7 are perspective views, from opposite sides, of the other member of the attachment.

A' represents the lower or movable sash and A² the upper or stationary sash, arranged in the ordinary manner in the casing and frame A³, as shown, the meeting rails having no "lips," but with the adjacent surfaces parallel with each other and with the line of travel of the lower sash.

Attached to the meeting rail B' of the sash A', is a plate D' having a projecting head D² provided with an inclined socket or cavity a', while the other meeting rail B² of the sash A² is provided with a similar plate D³ having a projection D⁴ formed with an inclined face a² corresponding to and adapted to enter the socket a' when the sash A' is closed, as in Figs. 1, 2 and 3. The plates D' and D³ are secured to the meeting rails by being recessed into their adjacent surfaces, as the thinness of the rails in railway coach sash renders it necessary to thus secure them. The forms of the two plates are clearly shown in Figs. 4, 5, 6

and 7, and the manner of operation more clearly shown in Fig. 3. By this simple device the sashes when closed are drawn closely together, the reversed wedge form of the two parts a' a² insuring the drawing of the meeting rails together and thus closing what has heretofore been an open joint. This space between the meeting rails of sashes has heretofore been a great source of annoyance in railway coaches, admitting cold air and snow in winter and dust and smoke in summer. With my simple attachment however, the meeting rails are brought in close relations every time the sash A' is closed, and firmly held in such close relations. Another advantage gained by this construction is that in event of the warping of one or both of the meeting rails the reversed wedge form of the two parts a' a² will draw them closely together just the same as if they were straight, so that a warped condition of the meeting rail or rails will not cause an open space to appear between them.

The rails and stiles of railway coach window sash are necessarily of thinner material than ordinary sash, which precludes the possibility of employing the ordinary sash fasteners, but by the peculiar construction and method of fastening my attachment, it is perfectly adapted to the limited use to which it is to be put.

Having thus described my invention, what I claim as new is—

In a railway coach window having the upper sash stationary and with the adjacent surfaces of the meeting rails parallel with the line of travel of the sash, of a plate D³ recessed into the inner face of the meeting rail of the upper stationary sash, and provided with an inclined head a², and a plate D' recessed into the outer face of the meeting rails of the movable sash and provided with an inclined socket a' adapted to fit over said inclined head when said movable sash is closed, substantially as and for the purpose set forth.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

JOHN H. CHAMBERLIN.

Witnesses:

C. N. WOODWARD,
H. S. WEBSTER.