Sept. 21, 1937. J. F. FAUNER 2,093,754

MEETING RAIL FILLER

Filed Aug. 27, 1935

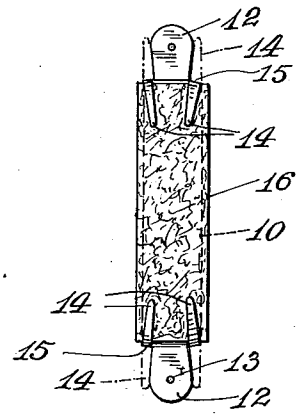


Fig. 1.

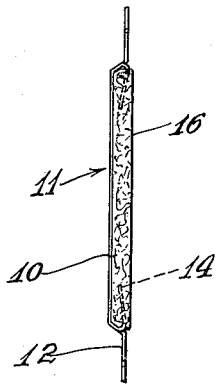


Fig. 2.

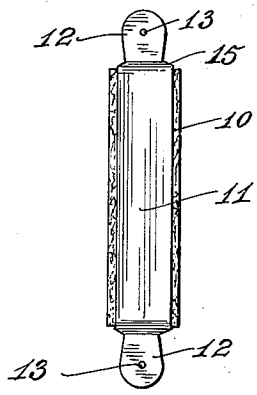


Fig. 3.

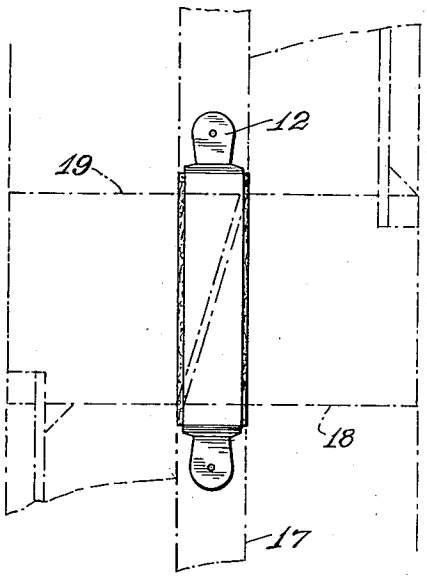


Fig. 4.

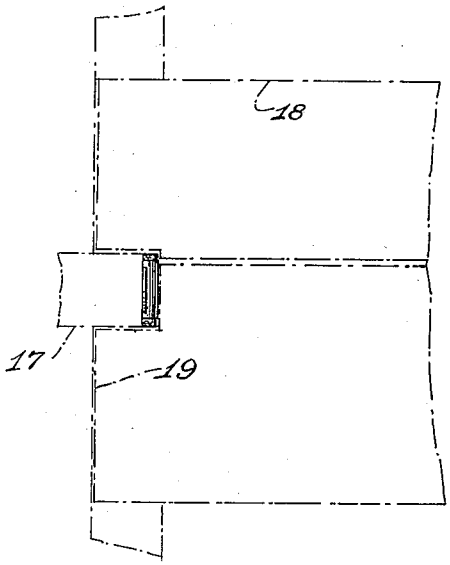


Fig. 5.

INVENTOR.
Joseph F. Fauner
BY
Paul W. Klein
ATTORNEY.

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MEETING RAIL FILLER

Joseph F. Fauner, Irvington, N. J.

Application August 27, 1935, Serial No. 38,052

1 Claim. (Cl. 20—52.4)

This invention relates to weather-proofing devices in general, and particularly to what may be called meeting rail fillers, and has for its object, to provide means whereby the gap formed between the upper rail of a lower window sash and the lower rail of a corresponding upper window sash is filled so as to prevent seepage of wind and moisture therethrough.

Another object of this invention is to so construct a meeting rail filler as to permit, when the latter is in place, the unrestricted operation of the sashes for which it serves, while at the same time fulfilling its purpose of stopping the gap formed when the sashes are in adjacent position.

A still other object is to so construct the meeting rail filler as to provide not only an effective, but inexpensive article of this kind, which can be readily secured to the separating strip guiding the sashes in a window frame.

The foregoing and still further objects of this invention will become more fully apparent from the accompanying drawing, forming part of my disclosure, and in which

Fig. 1 is an elevation of my device with its attaching surface exposed;

Fig. 2 is a side view thereof;

Fig. 3 is another elevation of my device with its exterior member exposed;

Fig. 4 shows an application of my device in position where the upper rail of the lower sash and the lower rail of the upper sash meet, the window structure being shown in broken lines;

Fig. 5 is a top view of my device, shown in connection with the window structure illustrated in Fig. 4.

Referring now specifically to the figures, numeral 10 denotes the exterior member of my device, made preferably of a suitable sheet metal stamping, such as zinc, aluminum, stainless steel, brass, bronze, copper, although any other suitable non-metallic material may be employed as well. The stamping is preferably made from a single-ply strip of uniform width, and it is so shaped as to provide a raised body portion 11, at the end of which are provided attaching lugs 12, having apertures 13 for passing therethrough either nails or screws, or any other attaching means.

It will be observed that lugs 12 are of lesser width than the body of the exterior member, and the material adjacent to lugs 12 is utilized for the formation of prongs 14, which are bent at a bias, as indicated at 15, and directed towards the inner face of raised body portion 11.

Within the raised portion of the exterior member, there is shown a resilient member 16, made of either rubber, felt, or any other weather resisting resilient material. Prongs 14 are so bent as to not only hold the resilient member 16 in place, but they preferably are imbedded within the resilient member so as to not project beyond the attaching face of lugs 12. This is clearly shown in Fig. 2.

In Fig. 1, prongs 14 are illustrated in full line, engaging the resilient inner member, while they are indicated in broken lines in their original position adjacent to lugs 12, prior to their being bent towards member 16. It will be also observed from this figure that the prongs are convergent as to their points, which is due to their being bent at a bias, as stated before.

The finished article, which is very inexpensive in its manufacture, is attached at both meeting ends of the window sash rails, as shown in Fig. 4. The exterior member is so shaped at the point of connection between its raised portion and lugs 12, as to easily permit the operation of the sash rails, while at the same time exerting a sufficient pressure against the ends of the rail to form an intimate contact therewith, thereby preventing wind and moisture from entering the meeting place of the rail. This is clearly illustrated in Fig. 5, in which figure there is shown a guide bead 17, to the outer face of which is attached my filler, so as to completely fill the space between the lower guide rail 18 of the upper sash, and the upper guide rail 19 of the lower sash.

The resilient member 16 has a tendency of pushing out raised body portion of the outer member, whereby always a slight friction and assured contact is produced between the filler and the end of the meeting rails.

While I have illustrated a specific construction of my filler, and described specific materials employed in its manufacture, be it understood that its shape and design, its size and its arrangement, may be changed, as well as the materials comprising it, and I therefore reserve for myself the right to make such changes, all within the broad scope of the annexed claim.

I claim:

In a meeting rail filler, an exterior metal member and interior non-metallic resilient member, said exterior member comprising a strip, the major portion of which is raised above its ends, said interior member being seated within the raised portion of said exterior member, the ends of the strip constituting attaching lugs for receiving attaching means, the connection between said raised portion of the strip and said lugs, and the

outer strip surface, being smooth and without obstructions, a pair of prongs formed at each end of said exterior member from the outer portions of the lug material, and being bent inwards and towards each other and directed against the raised portion of the exterior member, said prongs holding said interior member in place and being partially so imbedded therein as to lay beneath the exposed surface of said interior member.

JOSEPH F. FAUNER.