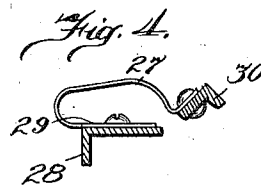
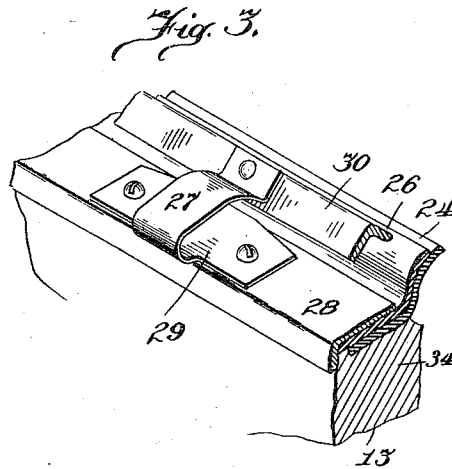
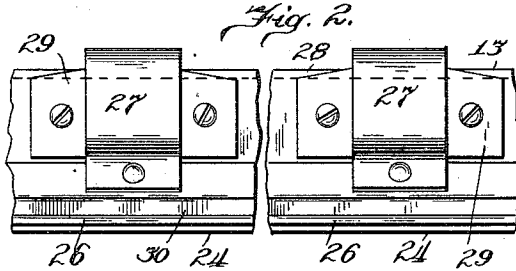
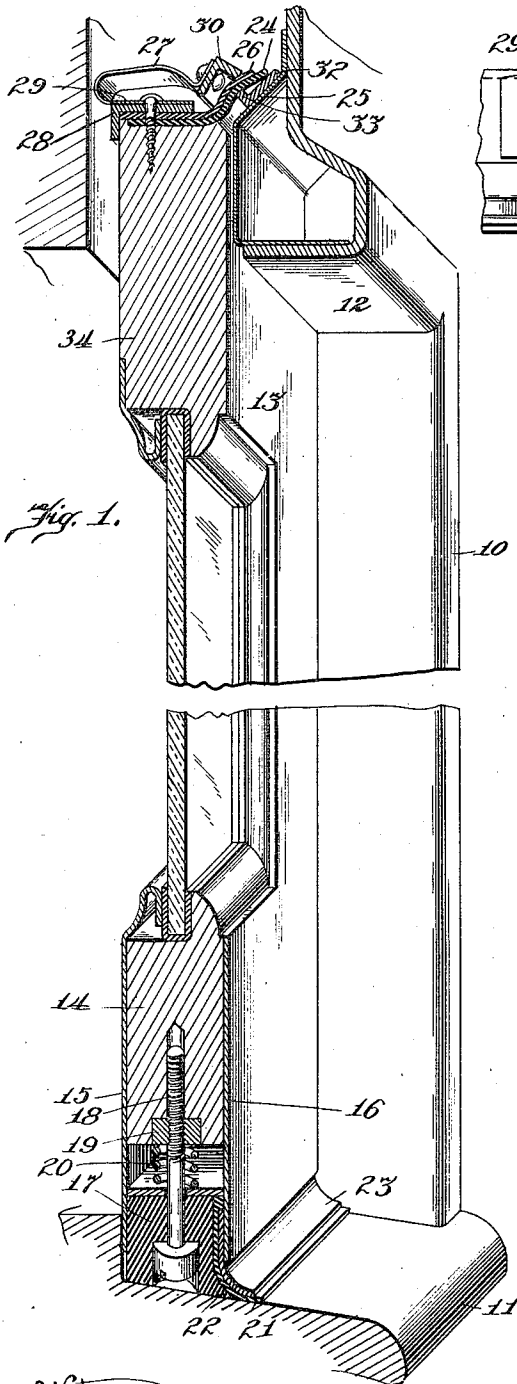


A. H. NEWPHER.
 WEATHER GUARD FOR WINDOWS.
 APPLICATION FILED FEB. 20, 1911.

994,868.

Patented June 13, 1911.



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WEATHER-GUARD FOR WINDOWS.

994,868.

Specification of Letters Patent. Patented June 13, 1911.

Application filed February 20, 1911. Serial No. 609,811.

To all whom it may concern:

Be it known that I, ALFRED H. NEWPHER, a citizen of the United States, and resident of Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Weather-Guards for Windows, of which the following is a specification, and which are illustrated in the accompanying drawings, forming a part thereof.

The invention relates to a weather guard to be applied to the top rail of a window sash, its object being to secure a high degree of efficiency with durability.

The invention is hereinafter fully described, and is illustrated in the accompanying drawings, in which—

Figure 1 is a sectional detail in perspective of a window casing and sash with the improved weather guard applied thereto; Fig. 2 is a detail plan view of the upper edge of the sash; Fig. 3 is a detail perspective of the same; Fig. 4 is a sectional detail of a pressure clip applied to the top of the sash; and Fig. 5 is a sectional detail of the same showing a slight modification.

There is shown in the drawings a window casing 10, and having a sill 11 and a top bar 12. A sash 13 is shown as fitted to the frame, its lower cross-bar being of any desired construction but, as shown, comprising a body portion 14 of wood, covered by inner and outer metal plates 15, 16, which project downwardly beyond the body portion. Within the chamber thus formed by the extension of the plates 15 and 16, there is housed an adjustable bar 17, carried by a plurality of screw-bolts 18, which set up through it and enter the body portion 14 of the bar, a nut 19 being secured within the wood for receiving the screw. A spring 20 reacts between the bar 17 and the nut 19 to force the bar downwardly upon the bolt, permitting it, however, to rise to adapt it to any inequalities in the surface of the sill 11. To the outer face of the bar 17 there is attached a flexible flap 21, preferably of rubber, this flap extending downwardly beyond the bar and being outwardly inclined, the face of the bar being curved outwardly as shown at 22, to give it this form. A pressure foot 23, consisting of a rigid and curved metal plate, is secured to the bar 17 over the flap 21, its lower portion extending outwardly from the bar and pressing the outer

extension of the flap 21 forcibly against the sill when the sash is lowered. Preferably the flap 21 extends a little beyond the outer edge of the plate 23, thereby insuring a better joint as the edge of the plate will indent the flap.

The particular form of weather guard applied to the lower rail of the sash is not herein claimed, being made the subject of another application filed by myself of even date herewith. The weather guard at the top of the sash comprises a flap 24 of flexible material, for this purpose felt has been used, secured to the upper face of the top sash rail 34 and extending outwardly for the purpose of engaging a ledge 25 formed upon the window casing or other part with which the top sash rail may cooperate. A rubber flap 26 is placed on top of the flap 24, preferably its outer edge falling a little short of the outer edge of the latter flap, as shown. Spring clips 27, as many being employed as may be found necessary, are fixed to the top sash rail over the two flaps and serve to bind the latter to the rail and to bear their extended portions against the ledge 25. These clips comprise an angle plate 28, fitted to the top of the rail, and a leaf spring, designated by the numeral 29, riveted to the plate and looped upwardly and outwardly. An angle bar, taking either the form shown at 30 in Figs. 1, 3 and 4, or at 31 in Fig. 5, and extending the entire width of the sash, is attached to the free ends of the several springs 27, and bears upon the upper surface of the extension of the flap 26.

In order to secure a more perfect joint an angle plate 32 is preferably mounted upon the ledge 25, and has an upstanding leaf 33 against which the flap 24 makes contact. The engagement of the angle plate 30 or 31 with the flap 26 is outside of or beyond the line of engagement of the flap 24 with the leaf 33. The upper edge of the leaf 33 is somewhat above the upper surface of the top bar of the sash, as shown, thereby more perfectly securing a tight joint by the action of the springs.

I claim as my invention—

1. In a weather guard for windows, in combination with a sash, a rail against which the top bar of the sash fits when the window is closed, an angle plate mounted on the rail and having an upturned edge, a flexible flap fixed to the upper face of the

top bar of the sash and overlapping the rail, a pressure bar bearing on the flap, and a spring mounted on the sash and bearing upon the pressure bar.

- 5 2. In a weather guard for windows, in combination with a sash, a rail against which the top bar of the sash fits when the window is closed, an angle plate mounted on the rail and having an upturned edge, a
10 flap of fibrous material fixed to the top bar of the sash and overlapping the rail, a flap of rubber superposed on the first-named flap, a pressure bar bearing on the rubber flap, and a spring mounted on the sash and bearing
15 upon the pressure bar.

3. In a weather guard for windows, in combination with a sash, a rail against which the top bar of the sash fits when the window is closed, an angle plate mounted

on the rail and having an upturned edge, 20 a flexible flap fixed to the upper face of the top bar of the sash and overlapping the rail, a pressure bar bearing on the flap, and leaf springs in loop form fixed to the sash and carrying the pressure bar and bearing such 25 bar upon the flap.

4. In a weather guard for windows, in combination with a sash, a rail against which the top bar of the sash fits when the window is closed, an upstanding flange on 30 said rail, a flexible flap carried by the sash and adapted to bear on the flange, and a yielding pressure member carried by the sash and bearing on the flap.

ALFRED H. NEWPHER.

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