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E. G. SIMPSON

WINDOW GUIDE AND SASH

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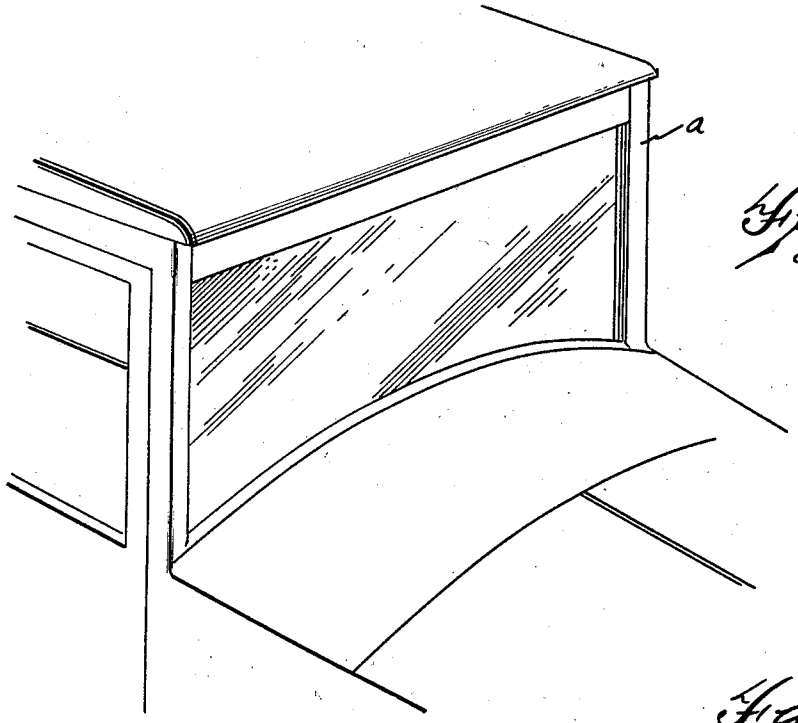


Fig. 1

Fig. 2

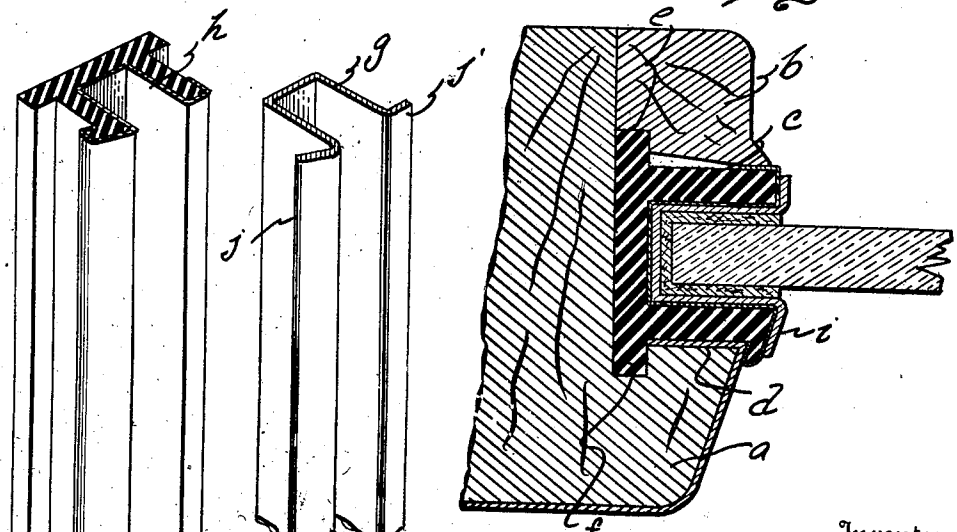


Fig. 3

Fig. 4

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WINDOW GUIDE AND SASH.

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This invention relates to window guides and has for its object a special form of window guide and sash bar intended primarily for use with sliding windshields for vehicles, but which obviously can be used in other locations.

There has lately come into quite wide use a vertically sliding windshield, preferably operated by a window regulator. These sliding shields have given great satisfaction, but during stormy weather it has been found that they introduced considerable of a problem in water being driven around the guides. It is the object of the present invention to eliminate this trouble by equipping the sash with guards which cooperate with the guides to exclude the weather.

In the drawings:

Fig. 1 is a fragmentary perspective showing in a general way the type of shield.

Fig. 2 is a cross section through one of the windshield posts and a part of the shield.

Fig. 3 is a sectional perspective of the window guide.

Fig. 4 is a sectional perspective of the guard.

a designates the usual windshield post which is provided with the moulding *b*. A window guide *c* is arranged to fit into the space between the moulding *b* and the window stop *d*. This is preferably a special form of window guide which has projecting flanges *e* and *f* which anchor in the recess in the windshield post.

This window guide may be made of various material, such as felt, rubber, etc. However, here in the drawings it is shown as rubber. An anti-friction facing, preferably of velvet or plush is designated *h* and is secured to the inside of the channel and over the edges. This much of the windshield channel is not new. A channel of this kind is usually used with a sashless window,—that is, one that has no sash frame on the side of the window. For the side windows of the car this works out very nicely, but it is found that with the windshield which meets the air head-on the weather forces in around the edges of the sashless glass and drives the water into the car, making a very disagreeable situation.

I overcome this objection by employing a channel sash bar which is provided with a pair of guard flanges *i*; only the outer one of these is strictly a weather guard flange and is absolutely essential to accomplish my purpose. The outside guard flange is arranged to slidably fit over the edge of the window guide channel. It therefore covers up the joint between the guide channel and the sash from moisture and wind blown along the surface of the glass panel, which would otherwise be driven in between the window guide and the glass and around the same into the car. Preferably the outside weather guard *i* is turned at a slight angle so as to deflect the water and the air. The inside flange *j* is not strictly a guard flange but very much facilitates the assembly of the cork and the glass into the channel by reason of providing a curved corner at this point in the same way as a curved corner is provided in the outside flange. Of course, if any weather does get in around the sash this guard flange does in a small measure prevent its finding its way into the car.

Preferably, the weather guard channel *g* and its flanges are made of brass or nickel-plated metal so as to provide a neat ornamental appearance.

What I claim is:

1. A window or windshield structure, having in combination a channel window guide and a sliding window panel provided with a channel frame having the side walls terminating in a weather-excluding guard flange cooperating with the window guide to prevent the weather from driving in between the inside of the channel window guide and around the panel.

2. A window or windshield structure, having in combination a channel guide and a sliding panel slidable therein and provided with a sash channel provided with a side wall turned out to form a weather guard strip cooperating with the said guide to prevent the weather from driving in between the inside of the channel guide and around the panel.

3. A window or windshield structure, having in combination a window guide channel, and a sliding panel provided with a channel-like sash bar having a turned out weather guard flange cooperating with the

window guide channel to prevent the weather driving in between the weather guide and the panel.

4. A window or windshield structure, having in combination a window guide of distortable material of channel formation, and a sliding panel provided with a channel-like sash bar having turned out flanges which engage the edge of the deformable channel to act as weather guards.

In testimony whereof I have affixed my signature.

EMORY GLENN SIMPSON.