

J. W. Moffitt.

Slash Fastener.

N^o 86,936.

Patented Feb. 16, 1869.

Fig. 1.

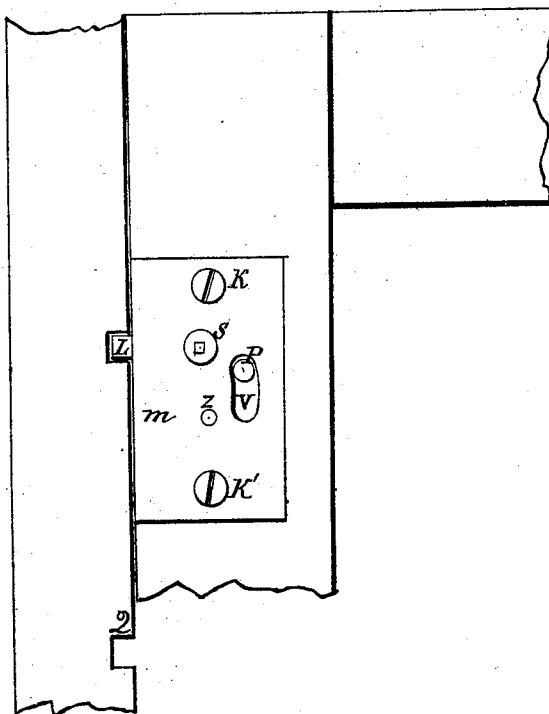


Fig. 2.

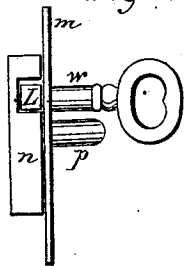


Fig. 3.

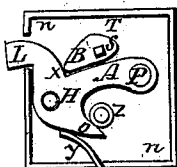
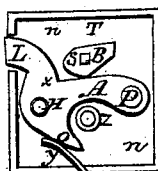


Fig. 4.



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Letters Patent No. 86,936, dated February 16, 1869.

IMPROVEMENT IN SASH-LOCKS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, J. W. MOFFITT, of Harrisburg, county of Dauphin, and State of Pennsylvania, have invented a new and useful Sash-Lock; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1 is a front view of the lock, mounted.

Figure 2 is an edge view of the same, with key inserted.

Figures 3 and 4 are plans of the lock-body.

I construct my window-sash lock in such form as to be adapted to fit it into the side rail of the sash, and, by means of bolt-recesses in the rabbet of the window-frame, to stop the sash at different heights, to lock it at any of the said recesses, by means of a key, and to lock it permanently with a key, or lock it as a stop, without a key.

In fig. 2, *m* represents the face-plate, and *n*, the lock-body.

In fig. 1, *m*, the face-plate, has two screw-seats, *k k*, to fasten the lock on the sash; has the key-hole *s*, with a rectangular point in its centre, which point is a part of the key-tumbler B S, as shown in fig. 3; has a curved slot, *v*, in it, and the handle P, projecting and moving through it, which is a part of the cam-lever L X H A P, as shown in fig. 3; has a place, *z*, for a bolt or screw, whereby the plate is fastened to the lock-body, as shown in fig. 2, by means of the hollow post *z*, shown in fig. 3; has an elongated form, so as to reach beyond the lock-body, which is rectangular, thus giving the screws a firm hold in the benches made in the sash for their insertion.

The lock-body, as shown in figs. 3 and 4, has in its floor a pivot, H, for poising the cam-lever L O P; a hollow post, *z*, for a screw-seat, and also for a stop to the wings *o* and A of said lever, and a cut in the side, for the head, L, of the lever.

The spring Y may be inserted in a cut in the side, as shown in fig. 3, or may be made of any suitable form to lie inside of the base of the lock-body, and to actuate the wing *o*.

Said floor has also a hole in it, beneath *s*, for the poising of the key-tumbler B S, which has a pintle to fit said hole.

The cam-lever L O P has such a conformation as to sweep free of the post *z*, and yet be stopped by said

post, in its motion about H, in such relation of throw to the throw of the head, L, that either stop will strike only when the head, L, is either completely thrown out, or completely drawn in, while the handle P sweeps the curved slot *v*, as shown in fig. 1.

About *z* there is, therefore, a cam in the lever, and at *x*, fig. 4, is also a cam or angle in the upper line of the lever, to clear the heel *s* of the key-tumbler, when said tumbler stands unlocked, as in fig. 4, and to receive the toe B of said tumbler, when it is permanently locked, as shown in fig. 3, thus holding the head, L, out into the notch made for it, and stopping the downward motion of the handle P.

The key-tumbler B S has its centre of motion so located that the toe B will not only strike the cam *x* firmly, but will also clear the bed-side at T, when it is unlocked; and, moreover, is so located that A, the arm or wing of the cam-lever, will communicate the effect of the spring Y to the key-tumbler B S, by contact, either when locked or unlocked, and in process of locking and unlocking, thus insuring a steady and good action in the key-tumbler. The spring Y thus serves both to hold the sash up, and to hold the cam-lever and the key-tumbler in locked contact.

The key-tumbler is so named, because it is operated by the key *w*, fig. 2, as hereinafter explained.

The purposes of my sash-lock are to secure a good, firm holder, when a stop is desired, and a real lock, when security is necessary.

For house-use, the lock may be used at night, and the stop during the day-time.

For car or other use, the stop only may be used, if there are no passengers who abuse the privilege of opening and closing windows, but if there should be such on the train, who, to the annoyance of others, will open windows, letting in the cold air or smoke, the conductor can thus have complete and exclusive control of the matter, by locking down the windows where such persons sit, he being the only one that has a key.

The main object of my invention is, therefore, to overcome this railroad-nuisance, but it may be applied as a fastening or lock for other purposes.

I claim a sash-lock, having its parts arranged and constructed as herein set forth.

J. W. MOFFITT.

Witnesses:

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