J. ANDREWS.

Improvement in Fastenings for the Meeting-Rails of Sashes.

No. 130,970. Patented Sep. 3, 1872.

Fig.1.

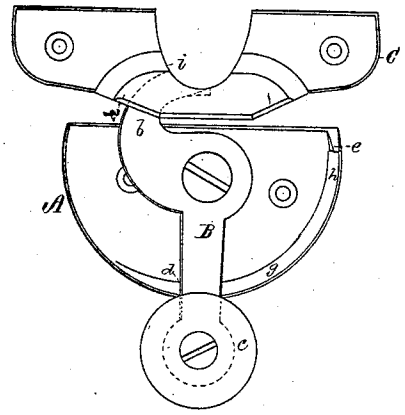


Fig.2.

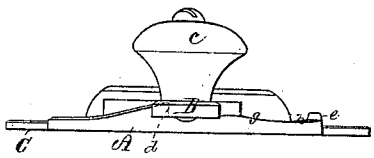


Fig.3.

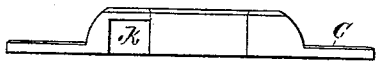


Fig.4.

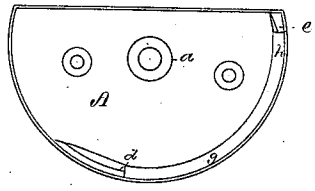


Fig.5.

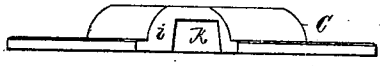


Fig.6.

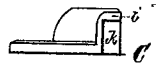
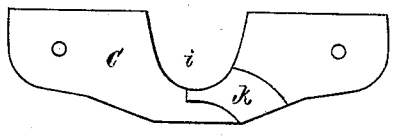


Fig.7.



Witnesses.

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John Andrews.

by his attorney.

R. A. Parker

UNITED STATES PATENT OFFICE.

JOHN ANDREWS, OF MARLBOROUGH, MASSACHUSETTS.

IMPROVEMENT IN FASTENINGS FOR THE MEETING-RAILS OF SASHES.

Specification forming part of Letters Patent No. **130,970**, dated September 3, 1872.

To all persons to whom these presents may come:

Be it known that I, JOHN ANDREWS, of Marlborough, of the county of Middlesex and State of Massachusetts, have invented a new and useful Improvement in Window-Sash Fasteners; and do hereby declare the same to be fully described in the following specification and represented in the accompanying drawing, of which—

Figure 1 is a top view, and Fig. 2 a front elevation, of one of my improved sash-fasteners. Fig. 3 is a front view of the notched catch. Fig. 4 is a top view of the segmental catch-lever plate. Fig. 5 is a rear-edge view; Fig. 6 is a side-edge view; and Fig. 7 is an underside view of such catch-lever plate.

The fastener, constructed as represented, is designed to be used upon windows whose sashes have a middle vertical bar to the upper or each of them.

With sashes so made it has been customary either to use with the two sashes two fastenings, arranged on opposite sides of the middle upright bar of the upper sash, or, in the place of two fasteners so disposed, a single fastener placed aside of such bar, the latter being an obstruction or impediment to the arranging of the fastener at the middles of the contiguous or next adjacent horizontal bars of the two sashes.

Owing to the construction of present improved fastener, it, like another for which I recently obtained a patent No. 122,348, dated January 2, 1872, can be applied to the middles of the said sash-bars last mentioned, as it will straddle the middle vertical bar of the upper sash.

In my present sash-fastener the catch-lever is not pivoted to the part which straddles the upright middle bar of the sash, but is a hooked lever pivoted to the plate, which is secured to the front sash, and the part which straddles the sash is formed with a notch, opening, or recess, to receive the hook of the catch-lever while such lever is being turned on its pivot so as to engage with the catch part.

From the above it will be seen that the catch part is not only made with a notch to receive the upright sash-bar, but also has a catch-notch to receive the hook of the catch-lever.

The segmental stop-plate to which the catch-lever is pivoted is provided with two stop-shoulders and two inclined planes or cams, arranged as represented, they serving to estop and hold the lever-catch in either of its two extreme positions, it being capable of being turned through an arc of ninety degrees.

In the drawing, A denotes the segmental stop-plate, provided with a pivot, *a*, to receive the catch-lever B, formed as shown, with a hooked end, *b*, and furnished with a handle or knob, *c*. This plate A is to be fastened to the top bar of the lower sash by screws going down through holes made in the plate. The two shoulders of the plate are represented at *d e*, and the inclined planes or cams leading down from them and meeting together are shown at *g h*. The notched catch-plate, to be fixed to the lower horizontal bar of the upper sash, is represented at C, as having the sash-bar or straddle-notch *i*, and as formed with a recess or notch, *k*, for reception of the hook of the lever, all being as shown in the drawing.

When the catch-lever is against the shoulder *d* of the segmental plate the fastener will be locked; but when such lever is against the other shoulder, *e*, such fastener will be unlocked, or the back of the catch-lever will be out of the holding-notch *k* of the plate C, and entirely over the segmental plate A, the lever having been made to ride upon the inclined plane or cam next to the stop or shoulder against which it may then be. This plane or cam will hold the lever from being accidentally turned out of position. In drawing the lever around so as to lock the fastener, such lever will raise the other inclined plane and slip into the notch between such and the front shoulder, and will be held by such connection with the catch part *c* until again moved by the hand applied to the knob of the lever.

One important difference between my present sash-fastener and that described in the aforesaid patent is, that the catch-lever is pivoted to the part which is screwed to the front sash, and is pivoted to the middle thereof instead of being arranged aside of the middle of its supporter, as is the case in my said patented fastener. There are other differences which are visible, and go to render the pres-

ent fastener far better, both in construction and operation.

I herein make no claim to the subject of my said patent.

In the present sash-fastener, I claim—

The catch part *c*, as provided with the sash-bar notch *i* and the catch-notch *k* arranged in it, as shown, the latter notch being for reception of a hooked lever, B, made and pivoted to a plate, A, as set forth.

JOHN ANDREWS.

Witnesses:
R. H. EDDY,
S. N. PIPER.