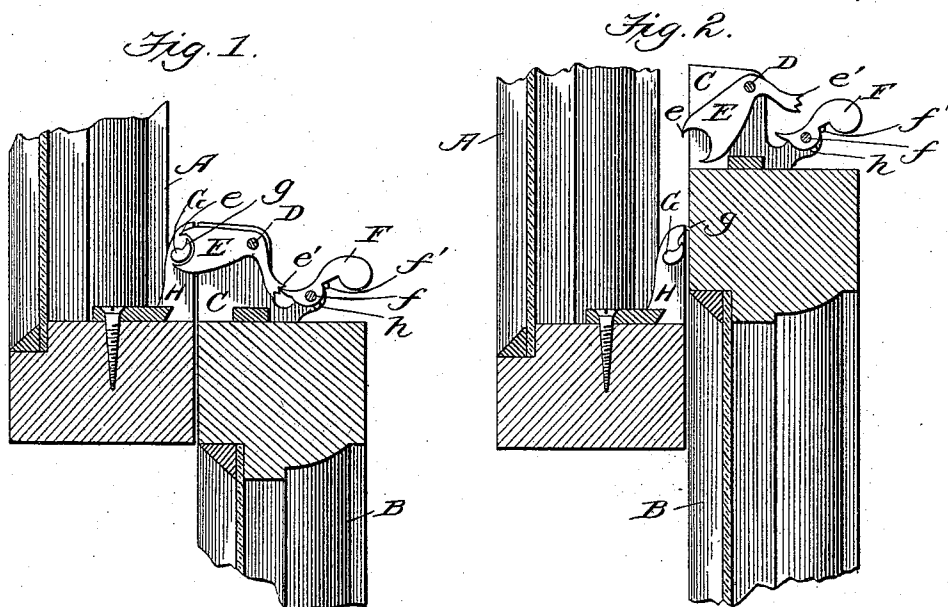


(No Model.)

T. B. & H. WILCOX.
AUTOMATIC SASH FASTENER.

No. 537,258.

Patented Apr. 9, 1895.



WITNESSES:

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THEODORE B. WILCOX AND HENRY WILCOX, OF NEWARK, NEW JERSEY.

AUTOMATIC SASH-FASTENER.

SPECIFICATION forming part of Letters Patent No. 537,258, dated April 9, 1895.

Application filed December 20, 1894. Serial No. 532,489. (No model.)

To all whom it may concern:

Be it known that we, THEODORE B. WILCOX and HENRY WILCOX, citizens of the United States, residing at Newark, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Automatic Sash-Fasteners; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

Our invention relates to a novel automatic sash fastener, adapted to act by gravity in such a manner as to lock together the upper and lower sashes of a house window whenever the said sashes are, respectively, pushed up and pulled down to their extreme limit. In other words, our device acts to lock the sashes together automatically whenever the window is completely closed.

The invention further relates to means for securing the actual binding together of the window sashes in the act of locking them, the object being to secure a firm union of the two and thereby prevent all unpleasant rattling, and consists in the construction substantially as hereinafter described and claimed.

Our invention will be clearly understood by reference to the accompanying drawings, in which—

Figure 1 is a side elevation and part section of our improved sash fastener applied to a house window, the parts being shown as they appear when the sashes are locked together. Fig. 2 is a similar view, showing the parts as they appear when the lower sash is somewhat raised.

In Figs. 1 and 2, A is the upper sash and B the lower sash of a window. On the top of the lower sash we mount a frame C consisting chiefly of two upright plates which form the bearing for a shaft D on which a catch E is mounted. The said catch E is made heavier at its inner end than at its outer end, for which reason it will, when liberated, assume the position illustrated in Fig. 2. At its said inner end, it is formed into a yoke *e* and at its outer end it is provided with a jaw *e'*. The part which we have called the jaw is not necessarily a toothed surface but it may be simply roughened for friction purposes.

With the gravity catch E co-operate two other parts which, together with the said catch, constitute, practically, the whole sash fastener. One of these parts is the trip F pivoted at *f* and having a tooth or point which is adapted to engage with the jaw *e'*. The trip itself is weighted so as normally to rest upon a stop *f'*, but its heavier outer end can be lifted with the hand to remove the trip from the said stop and thus to disengage the jaw *e'* and the trip point. The other part which co-operates with the catch E is a lug G supported upon a standard H. In practice we may employ two standards, with the part G constituting a cross bar between them. This is the arrangement illustrated in Fig. 1 in small detail.

The part G, whether a lug or a cross bar, is preferably curved on its lower side and provided on its upper side with a notch whereby a point is formed at *g*, which point is in a position to be engaged by or to engage one point of the yoke *e*, according as the lower sash is moved down from the position shown in Fig. 2 or the upper sash is moved up from the said position.

Suppose, now, that the sashes occupying the position illustrated in Fig. 2 are moved (one or both of them) so as to bring the window to a closed position. Assume that the right hand sash is moved downward. In that case the point of the yoke *e* will catch over the point *g*, and the inner end of the catch E will be raised with relation to its outer end, while the latter will descend into engagement with the point of the trip F. The parts will then occupy the position illustrated in Fig. 1 and will be locked together so that it will not be possible to raise the lower sash or to lower the upper sash by simply pressing up or down upon the one or the other, and any one attempting to open the window from the outside would be defeated of his purpose and would not be able to gain an entrance through the window without breaking or removing the glass. In order to open the window from the inside, however, it is only necessary to lift the outer end of the trip by hand and then exert pressure upon the upper or lower sash as the case may be. At the first movement the inner end of the catch E will descend and the

trip *F* can then be released by the hands to be brought by gravity to its rest upon the stop *f'*. We prefer to arrange it so that the trip will at once take care of itself as soon as its outer end has been lifted, this act serving to throw the trip's outer end to the left of the axis or pivot *f* and leave it in the range of motion of the jaw *e'*, whereby the trip will be thrown back by the descent of the catch *E*, or rather, by the ascent of the outer end of the said catch. The trip is brought to rest by the engagement of a heel *h* on the lower side of the said trip with the stop *f'* when the said trip is thrown over for releasing the catch.

15 Having described our invention, we claim—

1. An automatic sash fastener comprising a lug or bar for attachment to one sash, a pivoted weighted catch for attachment to the other sash and having a yoke to engage said lug or bar automatically as the window is closed, and a pivoted weighted trip or pawl, the lighter ends of said catch and trip having

means for automatically interlocking, substantially as described.

2. An automatic sash fastener comprising a pivoted gravity catch for attachment to a sash frame and having a roughened or toothed edge, and a pivoted weighted trip or pawl having a tooth or point adapted to engage the said catch, both the catch and the trip having their pivots carried by the same base plate, stops being provided for limiting movement of the trip, and the catch being adapted to engage a lug or bar on the meeting rail of the sash.

In testimony whereof we have signed our names, in the presence of two witnesses, this 15th day of December, A. D. 1894.

THEODORE B. WILCOX.
HENRY WILCOX.

Witnesses:

C. L. BELCHER,
CHARLES M. CATLIN.