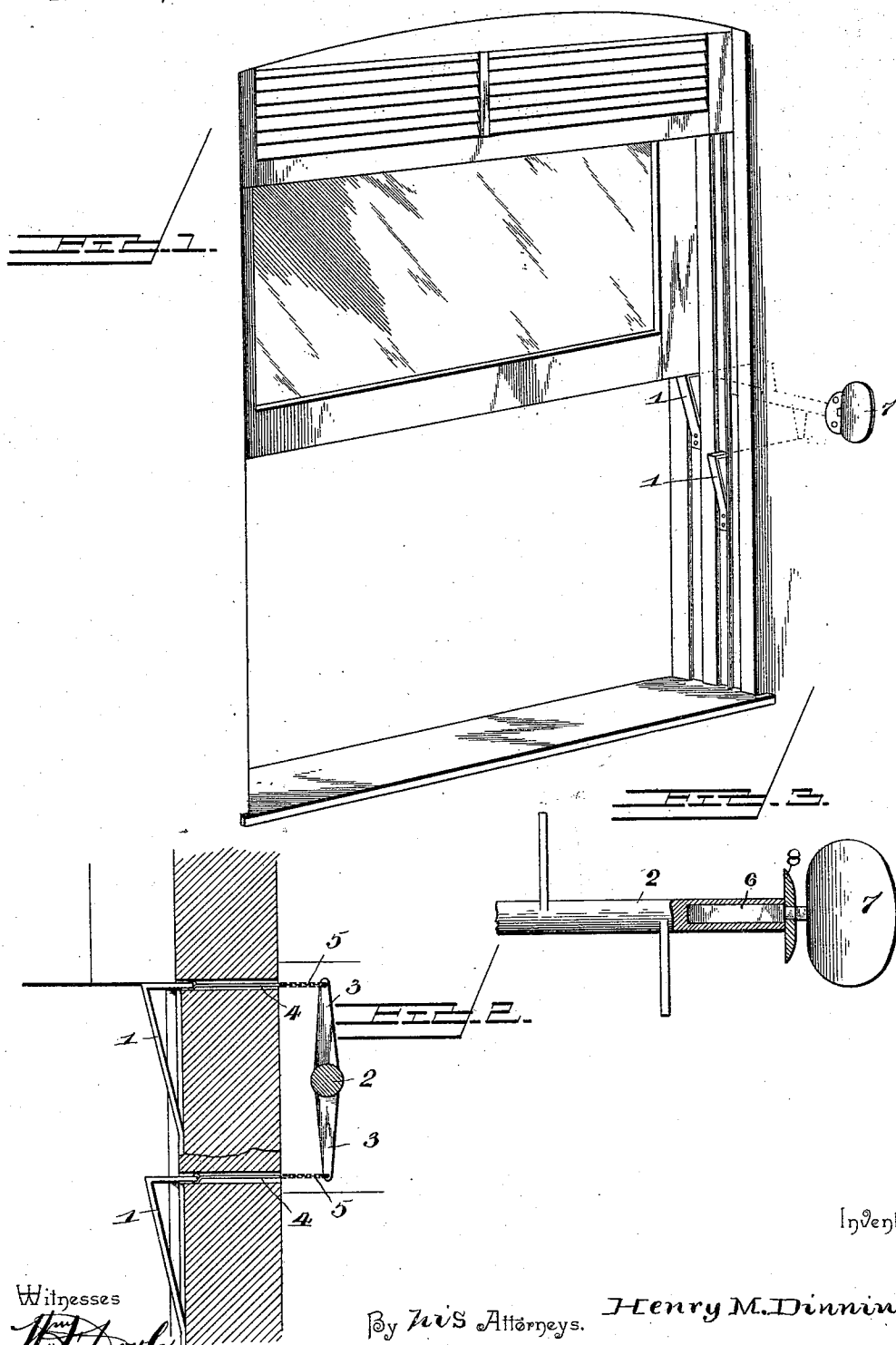


(No Model.)

H. M. DINNING.
SASH FASTENER.

No. 542,998.

Patented July 23, 1895.



Inventor,

Witnesses

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UNITED STATES PATENT OFFICE.

HENRY MIDDLETON DINNING, OF MONTREAL, CANADA.

SASH-FASTENER.

SPECIFICATION forming part of Letters Patent No. 542,998, dated July 23, 1895.

Application filed January 15, 1894. Serial No. 497,013. (No model.)

To all whom it may concern:

Be it known that I, HENRY MIDDLETON DINNING, a subject of the Queen of England, and a citizen of the Dominion of Canada, residing at Montreal, in the county of Hoche-
laga, in the Province of Quebec, Canada, have
invented a certain new and useful Device
for Releasing Car-Window Springs, of which
the following is a full, clear, and exact de-
scription.

This invention relates to an improvement
in devices for withdrawing or releasing the
springs of car windows, blinds, &c.

The object of the present invention is to
provide a simple, inexpensive, and efficient
device applicable to any railway passenger-
car, whereby the springs or catches which up-
hold car windows and blinds in raised posi-
tion may be withdrawn separately or one at
a time and each independently of the other
from beneath the lower edge of such window
sash or blind for permitting the latter to be
lowered, thus avoiding the inconvenience and
annoyance incident to the deflection of said
springs or catches by means of the finger or
the point of an umbrella or cane or other
handy article.

Other objects and advantages of the inven-
tion will appear in the course of the subjoined
description.

The invention consists in the combination,
with a window-casing provided with two or
more grooves for the reception and guidance
of the window sash and blind or blinds and
with two or more self-acting springs or
catches adapted to rest normally in the path
thereof, of a transversely-extending crank-
shaft provided with crank-arms extending in
opposite directions therefrom and disposed
in different planes to correspond with the
planes in which the self-acting springs or
catches are located, and means whereby said
crank-shaft may be manipulated for with-
drawing one or the other of said springs or
catches from beneath or out of the path of
the sash or blind, said springs or catches be-
ing connected with the crank-shaft in such
manner that either one may be operated in-
dependently of the other.

The invention also consists in certain novel
features and details of construction and ar-
rangement of parts, as hereinafter fully de-

scribed, illustrated in the drawings, and
finally embodied in the claims.

In the accompanying drawings, Figure 1 is
a perspective view of a car-window, looking
from the interior of a car and showing a pair
of self-acting spring-catches attached to the
casing, showing also the thumb-piece or fin-
ger-grip for operating the crank or rock shaft,
the latter, together with the connecting chains
or links, being shown in dotted lines. Fig.
2 is an irregular vertical section taken through
the window-casing, showing the relative ar-
rangement of the spring-catches, crank-shaft,
and connections thereto. Fig. 3 is a detail
view of the crank-shaft and thumb-piece or
finger-grip for operating the same, said figure
being shown partly in section to illustrate
the connection between the shank of the
thumb-piece and the rock-shaft.

Similar numerals of reference designate
corresponding parts in the several figures of
the drawings.

Referring to the accompanying drawings, 1
designates a pair of the ordinary and well-
known spring-catches employed in railway-
cars for the purpose of upholding the sashes
and blinds of the numerous windows. These
spring-catches are made usually from strips
of flat spring-brass, being riveted at their
lower ends within the grooves or rabbets
formed in the adjacent inner faces of the ver-
tical sides of the casing, the upper ends be-
ing bent inwardly toward and passing into
recesses or apertures in the window casing or
frame, thus forming horizontal shoulders and
at the same time providing for the deflection
of said spring-catches inward against the cas-
ing and beyond or outside of the path of the
window sash and blind.

It will be understood, of course, that the
grooves or rabbets in which the window sash
and blind respectively move must necessarily
be located in different vertical planes, and
that, as a result, the spring-catches will also
of necessity be arranged in correspondingly-
different planes. The usual method of throw-
ing said spring-catches out of the path of the
window sash or blind in order to lower the
latter is to force the desired catch inward by
pressing the same in the proper direction with
the thumb or finger. This is sometimes diffi-
cult, and is certainly inconvenient and unde-

From the foregoing description it will be ap-
45 parent that by turning the thumb piece or
grip 7 and partially revolving the crank-shaft,
through the medium of the flexible connec-
tions between the crank-arms thereof and the
spring-catches, either one of said spring-
50 catches may be deflected and withdrawn from
the path of its respective sash or blind for per-

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