

No. 641,665.

Patented Jan. 23, 1900.

F. H. BASSETT.
FRICTIONAL LOCKING HINGE.

(Application filed Apr. 11, 1899.)

(No Model.)

Fig. 1.

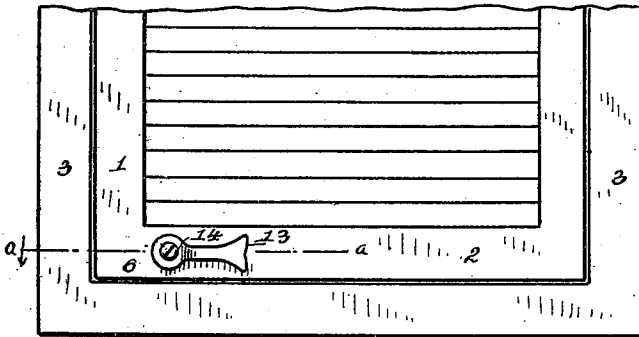


Fig. 2.

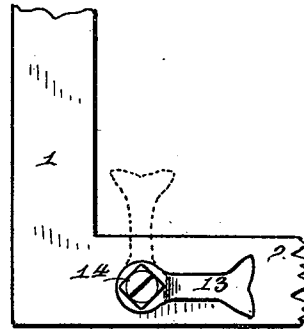


Fig. 3.

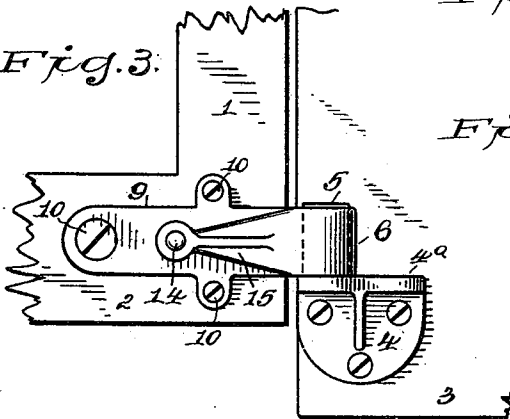


Fig. 5.

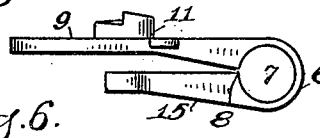


Fig. 6.

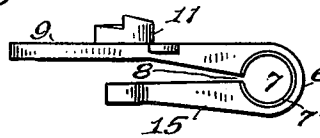


Fig. 7.

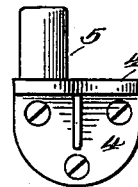
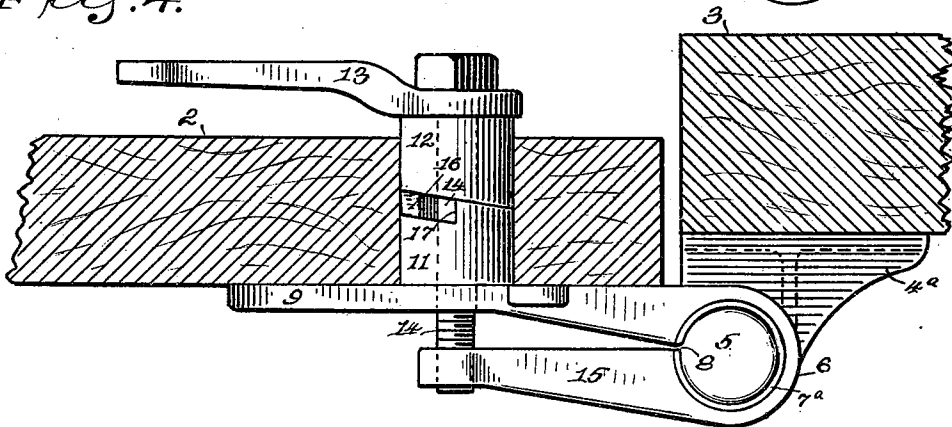


Fig. 4.



WITNESSES

H. A. Lowry
L. R. Hoyt.

INVENTOR

Fred H. Bassett.

By his Atty.

Geo. S. Phillips.

UNITED STATES PATENT OFFICE.

FRED H. BASSETT, OF WATERBURY, CONNECTICUT.

FRICTIONAL LOCKING-HINGE.

SPECIFICATION forming part of Letters Patent No. 641,665, dated January 23, 1900.

Application filed April 11, 1899. Serial No. 712,585. (No model.)

To all whom it may concern:

Be it known that I, FRED H. BASSETT, a citizen of the United States, and a resident of Waterbury, in the county of New Haven and State of Connecticut, have invented a certain new and useful Improvement in Frictional Locking-Hinges, of which the following is a specification.

My invention relates to a frictional locking-hinge especially adapted for window-blinds, doors, &c., its object being to maintain and lock the blind or door in any desired position.

To enable others to understand my invention, reference is had to the accompanying drawings, in which—

Figure 1 represents a reduced broken lower section of a blind and the window-casing, showing the blind closed and locked. Fig. 2 is an enlarged detail inside view of a section of the lower part or rail of a window-blind with the operating-lever of the locking device in the position it will assume when the blind is locked. Fig. 3 is an enlarged detail outside view of a section of a blind and window-casing, showing the movable member of the locking-hinge pivotally supported on a stationary member on the casing with one of the legs of said movable member secured to the lower rail of the blind. Fig. 4 is a sectional enlarged view of the lower rail of the blind and the casing through line *a* of Fig. 1. Fig. 5 is a detail plan view of the movable member of the locking-hinge. Fig. 6 is a detail plan view of the movable member of the hinge, showing a brass bushing therein. Fig. 7 is a detail elevation of the stationary member of the hinge.

Its construction and operation are as follows:

1 represents the inner stile of the blind, and 2 the lower rail.

3 is the window-casing. At the lower end of said casing, where the ordinary blind-hinge is attached, is secured the stationary member or bracket 4. 5 is a large stud integral with and projecting upward from the horizontal leg 4^a of said bracket to support the movable member of the hinge.

6 is the head portion of the movable member, having the circular split bearing 7, adapted to encircle the stud 5. 8 is an opening in the side of the said head to enable the said bearing to be contracted or expanded.

9 is the long leg of the movable member, which is secured to the outer surface of the rail 2, Fig. 3, by the screws 10.

11 is a hub integral with said leg, which hub enters a hole formed through the lower rail of the blind and provided with a cam-face to meet and engage with the cam-face of the hub 12 of the locking-lever 13 on the inside of the rail 2, the meeting faces of the two hubs 11 and 12 being midway of the rail 2.

14 is a bolt passing through the locking-lever and rail of the blind, whose threaded end engages in a threaded hole of the short leg 15 of said movable member.

In most cases the hinge will be made of iron, and to prevent rusting on its pivotal support the split bushing 7^a is inserted within the pivotal bearing of the hinge, as shown at Figs. 4 and 6.

When it is desired to lock the blind either open or closed or in any intermediate position, the handle-lever 13 is placed horizontal, as shown. Turning said handle-lever will, by reason of the engagement of the cam-faces of the hubs 11 and 12, draw the short leg 15 of the movable member inward, and thus cause sufficient contraction of the hinge-bearing about the stud 5 to produce the necessary friction to retain the blind in any position desired. This stored-up tension in the short leg 15 will exert itself outward and release the grip on the stud 5 just as soon as the handle-lever is thrown into the vertical position, as shown in dotted lines at Fig. 2. The stops 16 and 17 of the hubs 11 and 12 serve to limit the vertical position of the locking-lever. Any perceptible wear of the cam-faces or other movable parts is taken up by simply screwing the bolt 14 farther into the short leg of the hinge.

On either inside or outside doors this hinge would prove of great advantage, as it is often desirable to have a door opened a little distance to insure a good circulation of air. In car-doors also it is necessary to keep the door open in very warm weather, which can readily be done by this style of hinge.

It will readily be seen from the above description that my combined hinge and lock possesses superior advantages over the present manner of fastening window-blinds. With my improved hinge the unsightly catches on

the outer surface of the house, window-sill, and blind can be entirely dispensed with. Besides, with my locking-hinge the blind can be rigidly held in any position, either open or closed, or in any intermediate position between these extremes, and when locked is a perfect antirattler.

The upper hinge of the blind can be of the ordinary construction, as it is only necessary to apply one of my said locking-hinges to a blind.

The advantage which my improved hinge has over others of its class is that the handle-lever affords an ample leverage, which, combined with the cam-faces of the two hubs, enables a grip to be applied to the stud on the stationary part of the hinge that will maintain the blind in any position.

When the locking-hinge is applied to iron shutters of warehouses, a locking-lever could also be mounted on the outer projecting end of the bolt 14, so that in case of fire the shutter can be opened from the outside.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The herein-described frictional locking-hinge, consisting of a bracket carrying a stud, said bracket adapted to be secured to the casing or door-frame, a movable member comprising in its construction a head portion hav-

ing a circular split bearing adapted to embrace said stud, one leg of said movable member secured to a blind, door or other like movable support, a cam-face hub integral with said leg adapted to enter a hole provided in said blind or door, a cam-face lever on the opposite side of said blind, a bolt passing through said hubs and anchored in the other leg of said movable member so that, by the operation of the hand-lever and said cam-faces the bearing is expanded or contracted, for the purpose set forth.

2. The herein-described frictional locking-hinge, comprising in combination, a bracket or stationary member adapted to be secured to the casing a stud on said bracket, a movable member adapted to be secured to a door or blind, a head portion having a circular split bearing adapted to embrace said stud, combined with a non-corrosive split bushing as shown, a locking-lever having a cam-face hub combined with a cam-face hub on said movable member and a binding-bolt, for the purpose set forth.

Signed at Waterbury, in the county of New Haven and State of Connecticut, this 18th day of March, A. D. 1899.

FRED H. BASSETT.

Witnesses:

WILSON H. PIERCE,
STELLA K. ELSDON.