J. F. WOLLENSAK.

TRANSOM OPENER.

No. 190,176. Patented May 1, 1877

Fig 1.

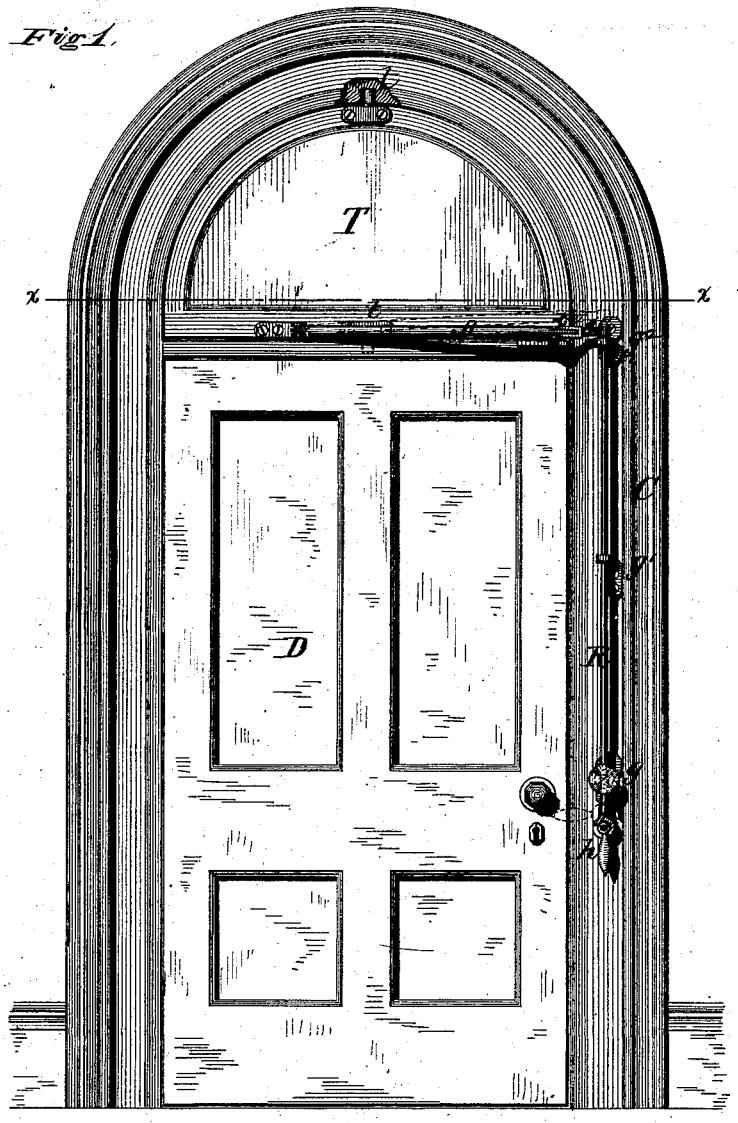

Fig 2.

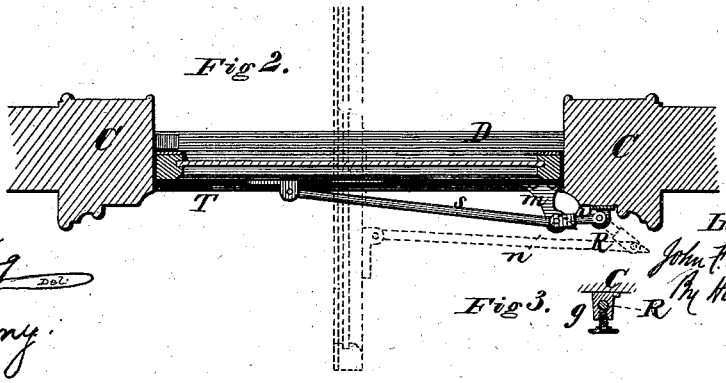

Fig 3.

Witnesses

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UNITED STATES PATENT OFFICE.

JOHN F. WOLLENSAK, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN TRANSOM-OPENERS.

Specification forming part of Letters Patent No. **190,176**, dated May 1, 1877; application filed March 17, 1877.

To all whom it may concern:

Be it known that I, JOHN F. WOLLENSAK, of Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Transom-Openers; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a front elevation, with a small broken section to show the transom-pivot. Fig. 2 is a horizontal section in line *x x*, Fig. 1; and Fig. 3 is a horizontal section, showing the operation of the locking set-screw.

Similar letters of reference in the accompanying drawings denote the same parts.

This invention is an improvement upon the transom opening, shutting, and locking devices for which three several Letters Patent of the United States have been heretofore granted to me; and it consists, first, in the peculiar construction of the operating-rod; and, secondly, in the novel lock for locking the transom in any position by the movement of the rod, substantially as I will now proceed to describe.

In the drawings, T is the transom, of semicircular, square, or other form, hung upon vertical pivots *t t* at the middle or lateral edge of the transom. D is the door, and C is the casing around the door and transom. Attached to the casing of the door is a long rod, R, capable of sliding vertically or partially rotating horizontally in three (more or less) bracket-guides, *g* g^1 g^2, the lower one of which is provided with a set-screw, by which the rod can be locked in any desired position. The upper end of the rod is connected to the transom by means of a crank-arm, *r*, and connecting-rod *s*, so that by turning the rod the transom can be wholly or partially opened or closed, and can be locked in any position by the set-screw. A small pin, *n*, on the under side of the crank-arm or connecting-rod registers with a hole or set of holes in a plate, *m*, attached to the frame of the door, so that by raising the rod the pin can be raised out of any of the holes, and by lowering it the pin can, when in proper position, be dropped into any of the holes, and the transom thereby doubly locked. At the lower end of the rod R is a pendent handle, *h*, by which to operate the rod for its various purposes.

To operate the device when the transom is closed, loosen the set-screw, take hold of the drop-handle, and raise it till it stops; then lift up the long upright rod till the pin *n* clears the plate *m;* then turn the same as far as desired, and either fasten it with the set-screw or drop the pin into another hole in the plate *m*. To close the transom, turn the long rod the reverse way. When nearly closed, raise it till the pin clears the plate *m*, close the transom, and drop the pin into the hole in the plate, and, if preferred, screw up the set-screw.

The set-screw is designed to hold the long rod down, so that the locking-pin cannot be raised from its socket or hole from the outside, and also, when the sash is open, to prevent the wind from swaying the sash backward or forward.

This improved device, extending, as it does, only to the lower part of the transom-sash, can be readily adjusted to any form of transom, and, when combined with the horizontally-swinging transom, the transom is perfectly controllable by means of the rod, and is yet in no danger of accidentally falling and breaking the hinges or other parts, as is sometimes the case with the vertical swinging transoms.

The device can be made self-locking by inclining the end of plate *m*, so that the pin will, as the transom is swung to a closed position, strike the incline and slide up on it and drop into the hole.

I claim as my invention—

1. The combination of the rod R, the crank-connection *r s* of the transom, and the vertically-engaging pin *n* and plate *m*, whereby the transom is locked or unlocked by the vertical movement of the rod, and opened or closed by the partial rotation of the rod, substantially as described.

2. The combination of the rod R and crank-connection *r s* of the transom, locking or unlocking by the vertical movement of the rod, with the set-screw at the lower end of the rod, whereby the lock is prevented from being operated from the outside, substantially as described.

JOHN F. WOLLENSAK.

Witnesses:
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