W. T. DOREMUS.

Fasteners for the Meeting-Rails of Sashes.

No. 199,194. **Patented Jan. 15, 1878.**

Fig: 1.

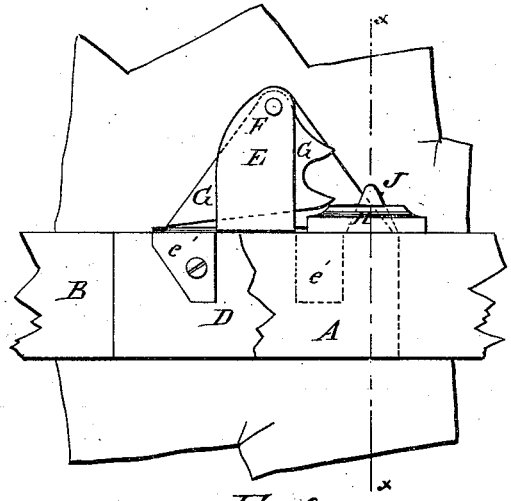


Fig: 2.

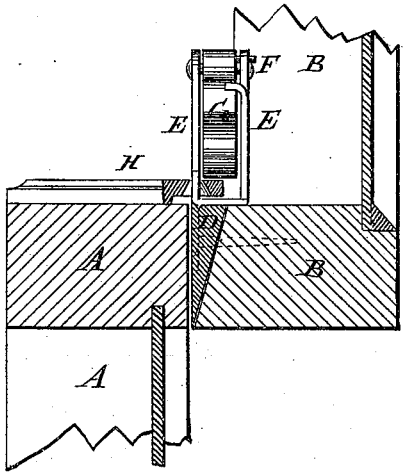


Fig: 3.

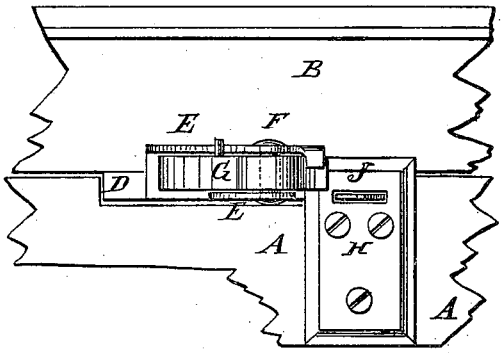
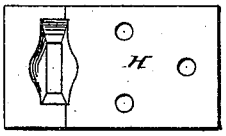


Fig: 4.



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IMPROVEMENT IN FASTENERS FOR THE MEETING-RAILS OF SASHES.

Specification forming part of Letters Patent No. **199,194**, dated January 15, 1878; application filed December 10, 1877.

To all whom it may concern:

Be it known that I, WILLIAM T. DOREMUS, of the city, county, and State of New York, have invented a new and useful Improvement in Sash-Stops, of which the following is a specification:

Figure 1 is a front view of my improved device. Fig. 2 is a vertical section of the same, taken through the line *x x*, Fig. 1. Fig. 3 is a top view of the same. Fig. 4 is a detail under-side view of the catch-bar.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish improved stops or locks for window-sashes which shall be so constructed that they must be unfastened before the sash can be opened, and which will fasten themselves as the sash is lowered, so that the sash cannot be lowered without being at the same time fastened, thus guarding against the possibility of closing the window and leaving it unfastened.

The invention consists in the novel combination of the bent plate or frame, the pivoted latch, provided with one or more shoulders or notches in the lower part of its forward edge, and the catch-bar, with each other, to adapt them to be attached to the rails of a window-sash; and in the combination of the long pin and the rigid collar or washer with the bent plate or frame and the pivoted latch, to give the device strength to resist the momentum of the sash when being raised, all as hereinafter more fully described and claimed.

A represents the lower sash, and B the upper sash. When the device is attached to the bottom rail of the upper sash, as shown in Figs. 1, 2, and 3, or to the side rail of the upper sash, close to its bottom rails, the beveled rear edge of the top of the lower sash is cut away or notched, to allow the device to be made thicker than is otherwise possible, and the notch or space thus formed is filled by a wedge-shaped block, D, which is secured to the beveled bottom rail of the top sash, as shown in Figs. 1, 2, and 3.

The frame E of the stop is formed of sheet metal, bent into U form, and is attached to the bottom rail of the upper sash, or to the lower part of the side rail of said upper sash. When the device is attached to the middle part of the bottom rail, the plate of the frame E is made wider, and strips *e'* are cut out of its forward part and turned downward at right angles with its base, so as to overlap the forward side of the wedge-block D, to which it is secured by screws.

To and between the upper ends of the arms of the frame E is attached a pivot or pin, F, to which is pivoted a latch, G. The latch G is made of such a length that its free end may strike against the base of the frame E, or against a stop formed upon or attached to the lower part of said frame E. To the top rail of the lower sash A is attached a catch-bar, H, the inner end of which projects, so as to be struck by the forward edge of the latch G. In the forward edge of the latch G is formed a notch or shoulder to swing over the catch-bar H, and thus lock the window closed. The latch G is beveled above the notch or shoulder, so that it may be pushed back by the catch-bar H as the sash descends.

When the device is attached to the meeting-rails of the sashes, the forward edge of the latch G has a second notch or shoulder formed upon it above the main notch, so as to lock the sash should it be prevented, by snow or ice or other cause, from descending quite to its place. One of these stops is designed to be attached to the side rail of the upper sash, six inches (more or less) from its lower end, so that should a sneak-thief or other person attempt to raise a sash that has been left partly raised, the catch-bar H will strike against the shoulder or notch of the latch G, and the sash will be stopped before it has been raised far enough to admit him.

When the device is attached to the side bar of the upper sash, the pin F is made long and large, so that it may enter a hole in the said side rail to hold the said device in place, and give it strength to resist the momentum of the lower sash when it is pushed up with force. In this case, for convenience in manufacture, the pivot or pin F has a collar or washer formed upon or attached to it, so as when the latch G has been put upon it, and the ends of the bent plate or frame E sprung upon it, the said pin will not need to be riveted or further secured to the said frame.

When the device is attached to the middle

parts of the sash-rails, a part, J, of the forward part of the plate or frame E is made V-shaped; or a separate V-shaped strip is attached to the block A, or to the sash-rail, and a hole beveled upon the inner side is formed through the forward end of the catch-bar H, so as, when the window is closed, to draw the meeting-rails of the sashes snugly together.

With this construction the sash can only be opened by turning the latch G back away from the catch-bar H. The latch G may be turned backward and upward past a perpendicular, and left there, being kept from turning too far by a stop formed upon the frame E, against which it strikes, or by a pin attached to it to strike against the said frame E, or by having a notch or shoulder formed in it to strike against the collar or washer. Then, as the sash is raised, the catch-bar H will strike against the said latch G and turn it back, ready to fasten the window when the sash is again lowered.

With this construction the window cannot be closed without being fastened, unless the latch G be turned back purposely after lowering the sash.

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

1. The combination of the bent or U-shaped plate or frame E, the pivoted latch G, provided with one or more shoulders or notches in the lower part of its forward edge, and the catch-bar H, with each other, to adapt them to be attached to the rails of a window-sash, substantially as herein shown and described.

2. The combination of the V-shaped strip J and the catch-bar H, provided with a beveled hole in its inner end, with each other, for drawing the meeting-rails of the sashes together when the window is closed, substantially as herein shown and described.

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