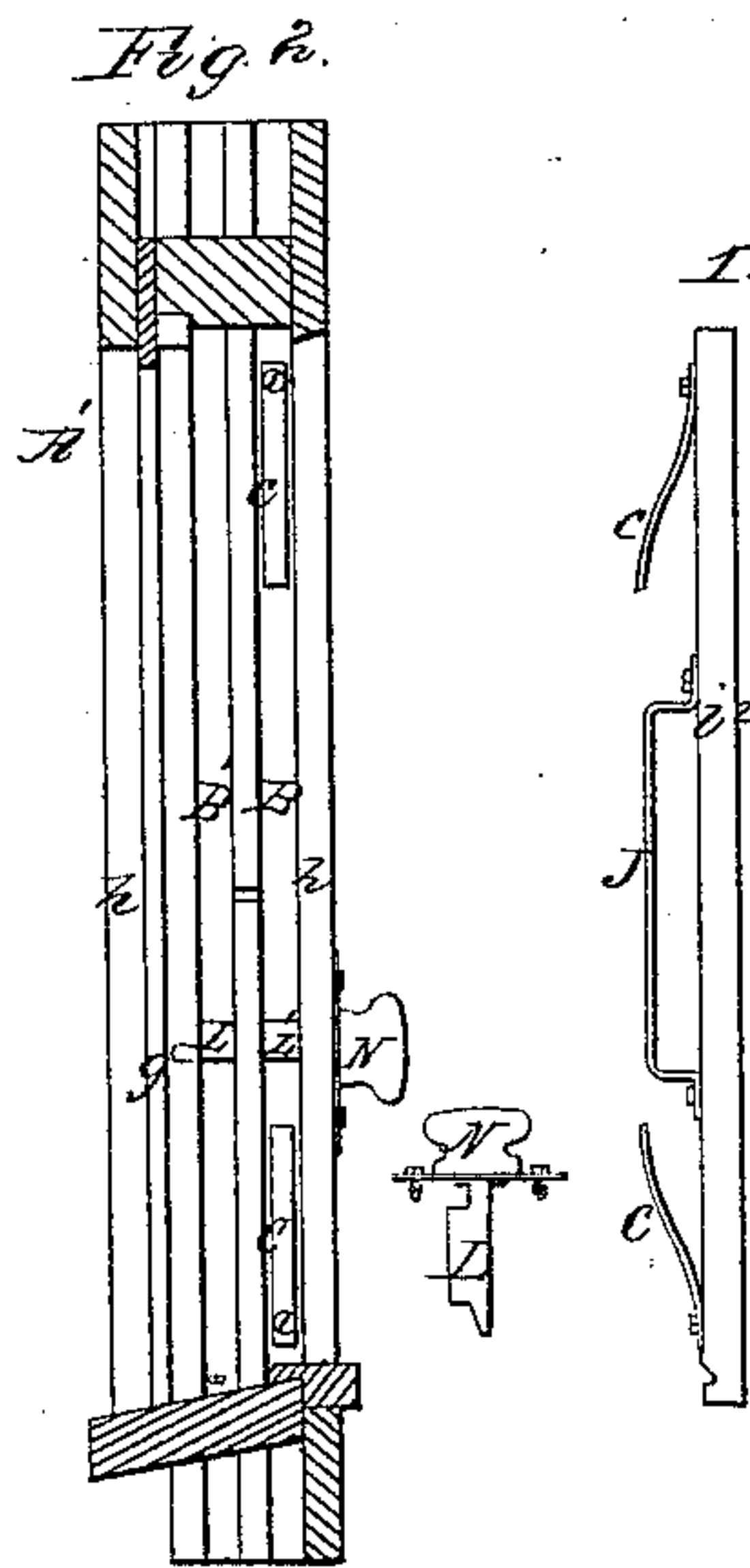
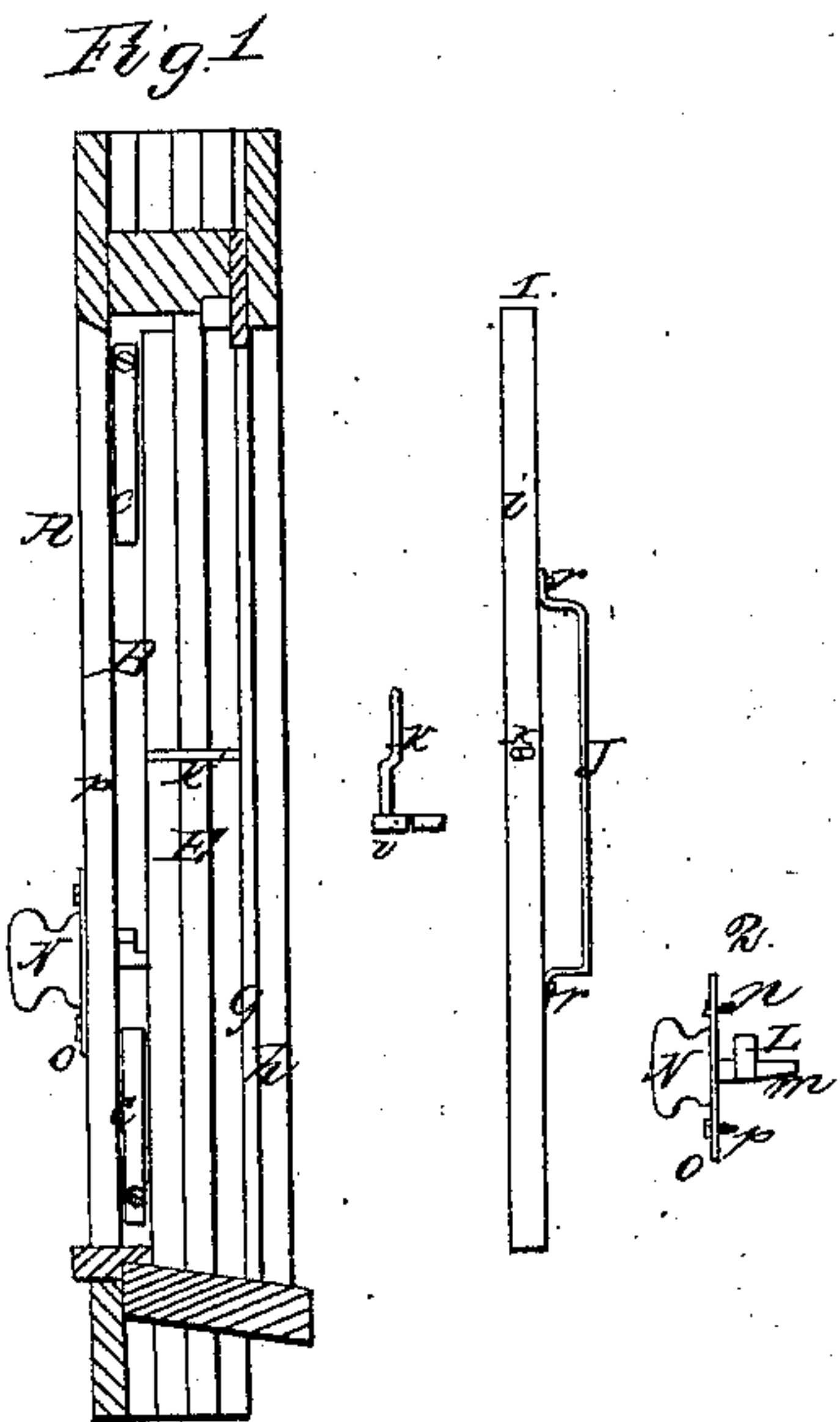
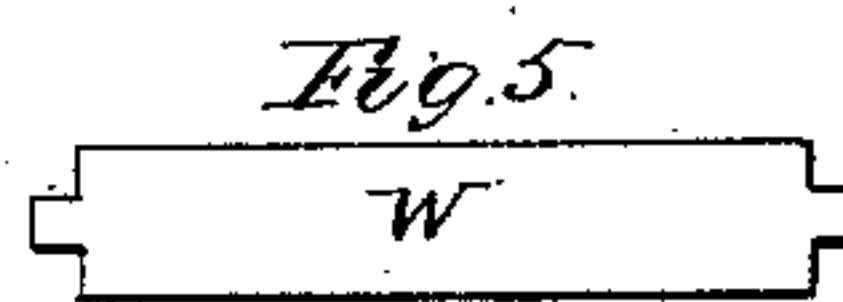
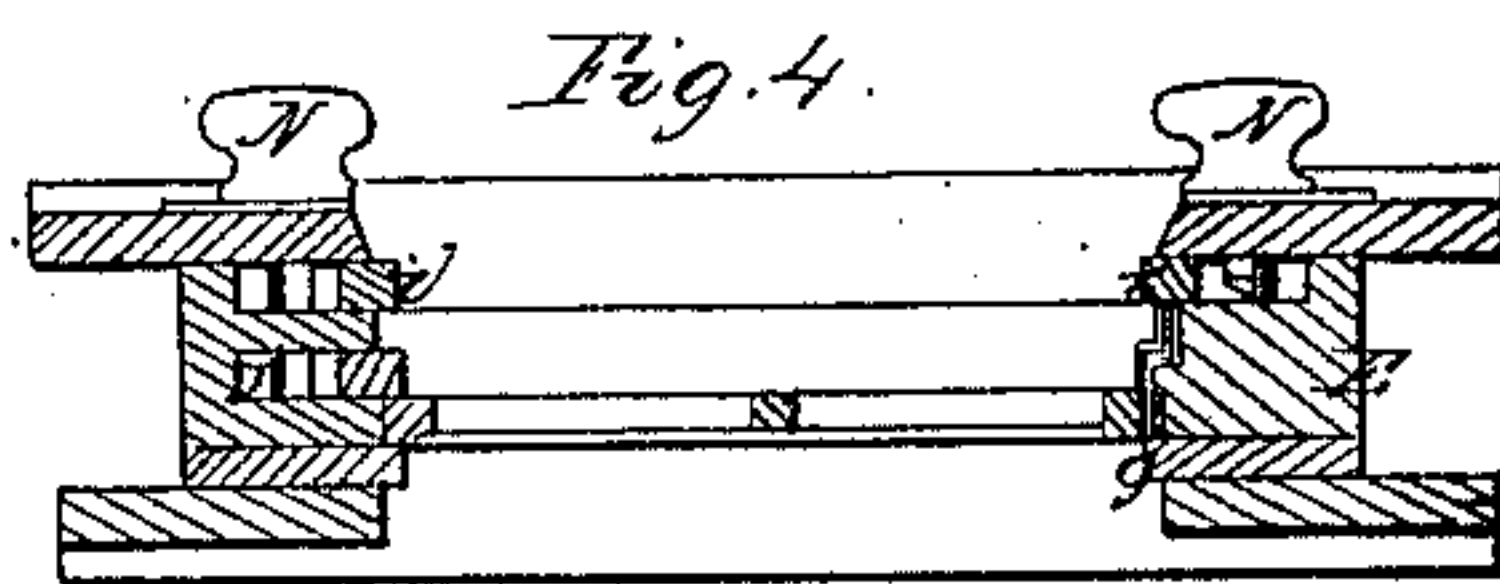
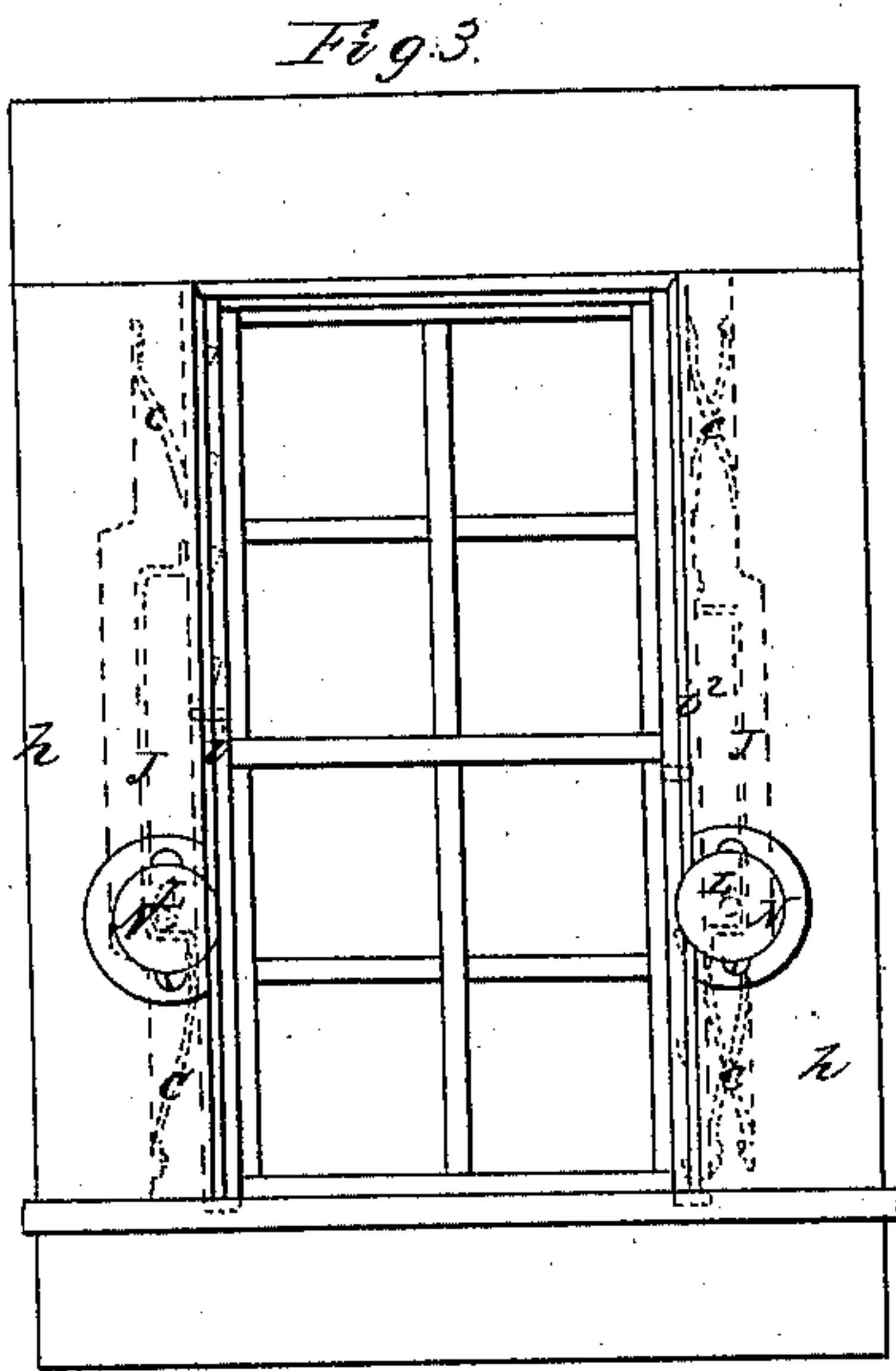


*C. Shaw*  
*Sash Holder.*

*N<sup>o</sup> 31,261.*

*Patented Jan. 29, 1861.*



*Witnesses.*

*W. H. Forbush*  
*E. M. Davis*

*Inventor.*

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*By W. H. Forbush atty*

# UNITED STATES PATENT OFFICE.

CLARK SHAW, OF EAST AURORA, NEW YORK.

## WINDOW STOP AND FASTENER.

Specification of Letters Patent No. 31,261, dated January 29, 1861.

*To all whom it may concern:*

Be it known that I, CLARK SHAW, of East Aurora, county of Erie, and State of New York, have invented certain new and useful Improvements in the Construction and Operation of Window Stops and Fasteners; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon.

Figure I is a plan of the left hand side of the window frame as prepared to receive one stop and fastener and No. 1 (Fig. I) is a plan of the stop. No. 2 plan of the fastener and No. 3 a plan of the cam as connected with a knob for operating the fastener and stop. Fig. II is a plan of the right hand side of the window frame as prepared to receive two stops and fastener No. 1 (Fig. II) is a plan of the spring stops connected therewith and No. 2 plan of the cam and knob for operating the same. Fig. III is an elevation of window frame with sash therein the stops and fasteners being shown in dotted lines. Fig. IV is a cross section of same Fig. V is a plan of an upper cross stop.

Letters of like name and kind refer to like parts in each of the figures.

A Fig. I left hand side of window frame as constructed to receive the stop, fastener and cam.

B is a deep groove in which is placed the stop (*i*) and springs (*c*). The springs *c* are flat and bent like those connected to the stop No. 1 (Fig. II) and are made fast to the bottom of the groove at one end by a screw (*v*) leaving the free end thereof to lift the stop to its outermost position.

E is a stationary stop which forms a division between the upper and lower sash.

*g* is a stationary outside stop which holds the upper sash. *h*, *h*, outside and inside casing, *i* stop which works in the groove B.

J is a flat bar which is fastened at each end to the stop (*i*) by means of the screws (*r*) so as to leave a space between it and the stop for the cam.

K is a fastener pin which projects from the stop (*i*) for the purpose of holding and

fastening the upper sash in place. It works in the cross groove K'.

L is a cam formed on the cam shaft (*m*). The cam shaft is connected at one end to the knob N and the other end works in a socket or hole made in the side of the groove (B).

O is a brass plate connected with the knob and shaft and is fastened to the casing by means of screws *p*. When placed in position as represented in Figs. I, II, and III, the cam stands between the bent bar J and stop (*i*) so that when the cam is turned by means of the knob (N) the cam will act against the bar J and draw the stops inwardly compressing the springs *c* and thereby release the hold of the stops and fastener upon the sash. The knob and thereby the cam being turned in the opposite direction the springs *c* will throw the stops and fastener outwardly to their original position.

The right hand side of the window frame A' differs from the other in respect to its having two deep grooves B and B' to receive two stops, *i*, Fig. I, and *i*<sup>2</sup>, Fig. II. The stop *i*<sup>2</sup> has springs *c* and bent metal bar J connected therewith. The cam L' has a broader face so as to operate both stops. By turning the knob the cam will move both stops back compressing each set of springs and withdraw the fastener from the notches in the sash and thereby liberate the lower sash. The cam will hold the stops back so that the operator can have the use of both hands for removing the sash when required. The difficulty with spring stops heretofore constructed is—there is no means of moving the stop and holding it back while the sash is removed except by hand and this operation is rendered inconvenient and difficult for the reason that both hands are required to remove the sash with ease and safety.

My improvement avoids this difficulty and gives the operator perfect control by mechanical means over the movements of the stops and allows him the use of both hands for removing the sash and returning it again to its place and also affords the means of lowering and holding the upper

sash at any required height whether the lower sash is or is not in place. W Fig. V is an upper cross stop which limits the outward movement of the stops ( $i$ ) and  $i^2$ .

5 I claim—

Operating the spring stops  $i$ ,  $i^2$  by means of the cams L, L', and knobs N the same

being arranged and operated for the purpose and as herein set forth.

CLARK SHAW.

Witnesses:

E. M. DAVIS,

W. H. FORBUSH.