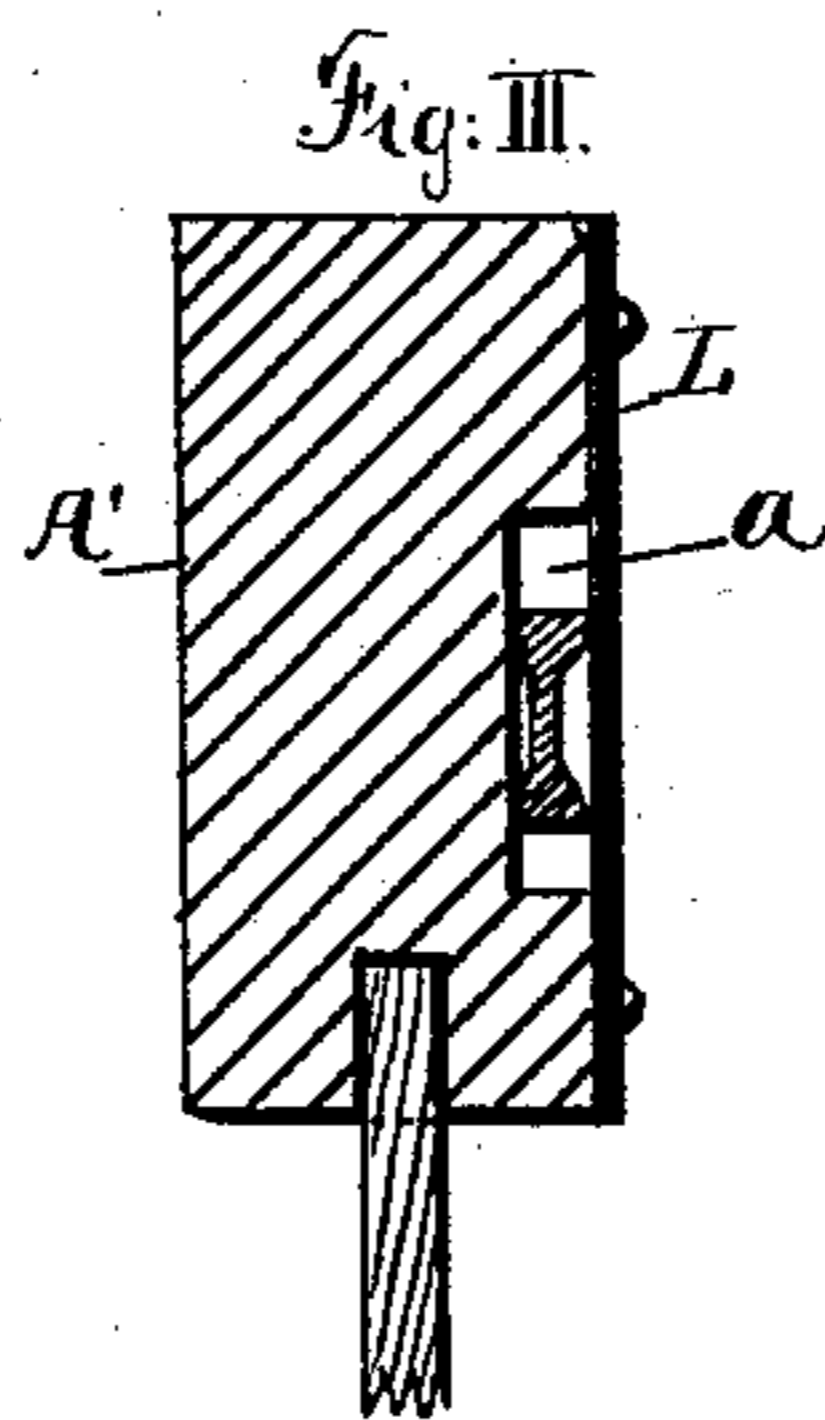
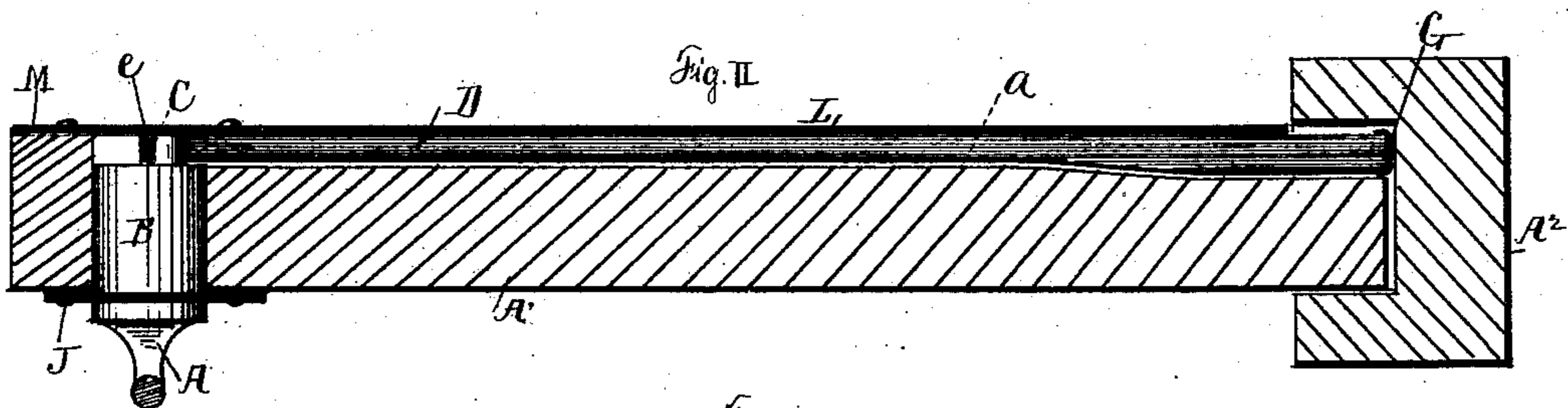
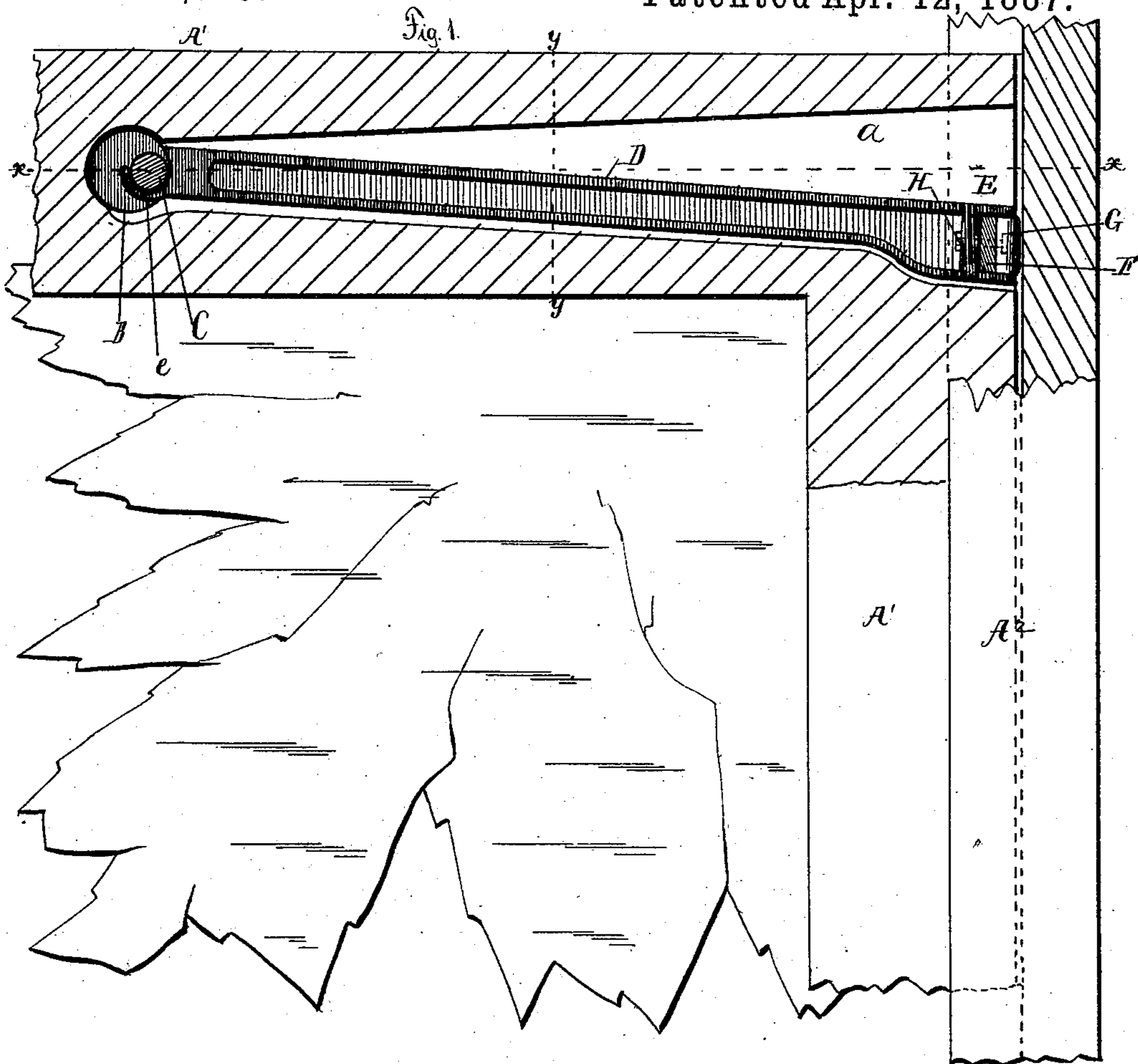


(No Model.)

D. ALLPORT.  
WINDOW FASTENER.

No. 360,943.

Patented Apr. 12, 1887.



Witnesses:  
F. Barnett.  
B. Arthur Salinger

Inventor:  
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Attorney.

# UNITED STATES PATENT OFFICE.

DOUGLAS ALLPORT, OF LONDON, COUNTY OF MIDDLESEX, ENGLAND.

## WINDOW-FASTENER.

SPECIFICATION forming part of Letters Patent No. 360,943, dated April 12, 1887.

Application filed September 9, 1886. Serial No. 213,142. (No model.) Patented in England October 14, 1885, No. 12,220, and in Belgium April 21, 1886, No. 72,837.

*To all whom it may concern:*

Be it known that I, DOUGLAS ALLPORT, a subject of the Queen of Great Britain, a resident of London, in the county of Middlesex, England, have invented certain new and useful Improvements in Railway-Car Windows, (for which I have obtained patent in England, October 14, 1885, No. 12,220, and in Belgium, April 21, 1886, No. 72,837;) and I do hereby declare that the following is a full, clear, and exact description thereof.

The object of my invention is to produce a fastener for railway-car windows, which can be operated by the same handle which raises or lowers the window-sash.

At or near the center of the top bar of the sash, (or at the lower bar, in case the window opens upward,) I place a lifting-handle capable of being turned from the horizontal to the vertical position and back again. Attached to this handle is a crank to operate an arm, which extends along the sash-bar inside a groove cut therein. This arm, at the opposite end, is provided with a rubber cushion, which presses against and inside the groove of the sash. When the handle, after being used to raise the sash in the ordinary way, is turned a quarter round, the rod or arm is thrust outward against the sash-frame and locks or holds the window in any desired position.

In order to more fully describe my invention, I will refer to the accompanying drawings, forming a part of the specification.

Figure I is a side view, partly in section, of a window embodying my invention. Fig. II is a sectional view of the same on line *xx*, Fig. I. Fig. III is a cross-section on line *yy*, Fig. I. Similar letters refer to similar parts throughout the views.

A' is a window-sash; A<sup>2</sup>, the window-sash frame.

A is the handle by which the window is lifted. To this handle is attached the spindle B, having crank-pin C.

D is an arm inserted in groove *a*, cut in window-sash. The end *e* of this arm is provided with a seat for the pin C. The other end of this arm is provided with a head, E. To this head is fastened an india-rubber cushion, F, which is cemented to a piece of leather, wood,

or vulcanized fiber, marked G, to protect the said india-rubber. H is a pin for holding the india-rubber and leather G firmly in place.

J is a bearing-plate fastened to the sash-bar by screws or other means. The head of one of the screws is used as a stop for the handle A.

L is a thin piece of wood or metal used as a cover for inclosing the whole mechanism. It may have a hole in the center to receive a second bearing-plate, M.

The operation of my invention is as follows: It will be observed, when the handle A is in a horizontal position, (the position for lifting the sash,) the head E of the arm D is clear of the groove of the window-frame; but when the handle is turned to the vertical position the arm D is thrust outward and the pad on the head E is pressed against the groove of the window-frame and jams the sash against the opposite side. By making the arm D, when at rest, slant downward from the handle and at the same time giving it play to rise toward the horizontal, I obtain an automatic adjustment of the pressure originated by the handle, any slip of the sash increasing the bite of the fastener when projected.

Two arms may be used on opposite sides of the spindle; but in such cases the sash becomes suspended between two points instead of being jammed against the groove on one side, which is preferable.

The outer end of the bar E may act as a bolt, or engage with a rack on the window-frame, or it may operate a cam on the edge of the sash-bar.

Having thus described my invention, I desire to claim—

In a sash-holder, the combination of the arm D with head E, provided with india-rubber cushion F, the crank-pin C, attached to the spindle B, the sash A<sup>2</sup>, with groove *a*, and the plates L and M, all arranged substantially as and for the purpose set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 3d day of August, 1886.

DOUGLAS ALLPORT.

Witnesses:

W. C. BRODIE,  
HERBERT E. DALE.