

(No Model.)

J. A. DILLON.  
SASH LOCK.

No. 551,181.

Patented Dec. 10, 1895.

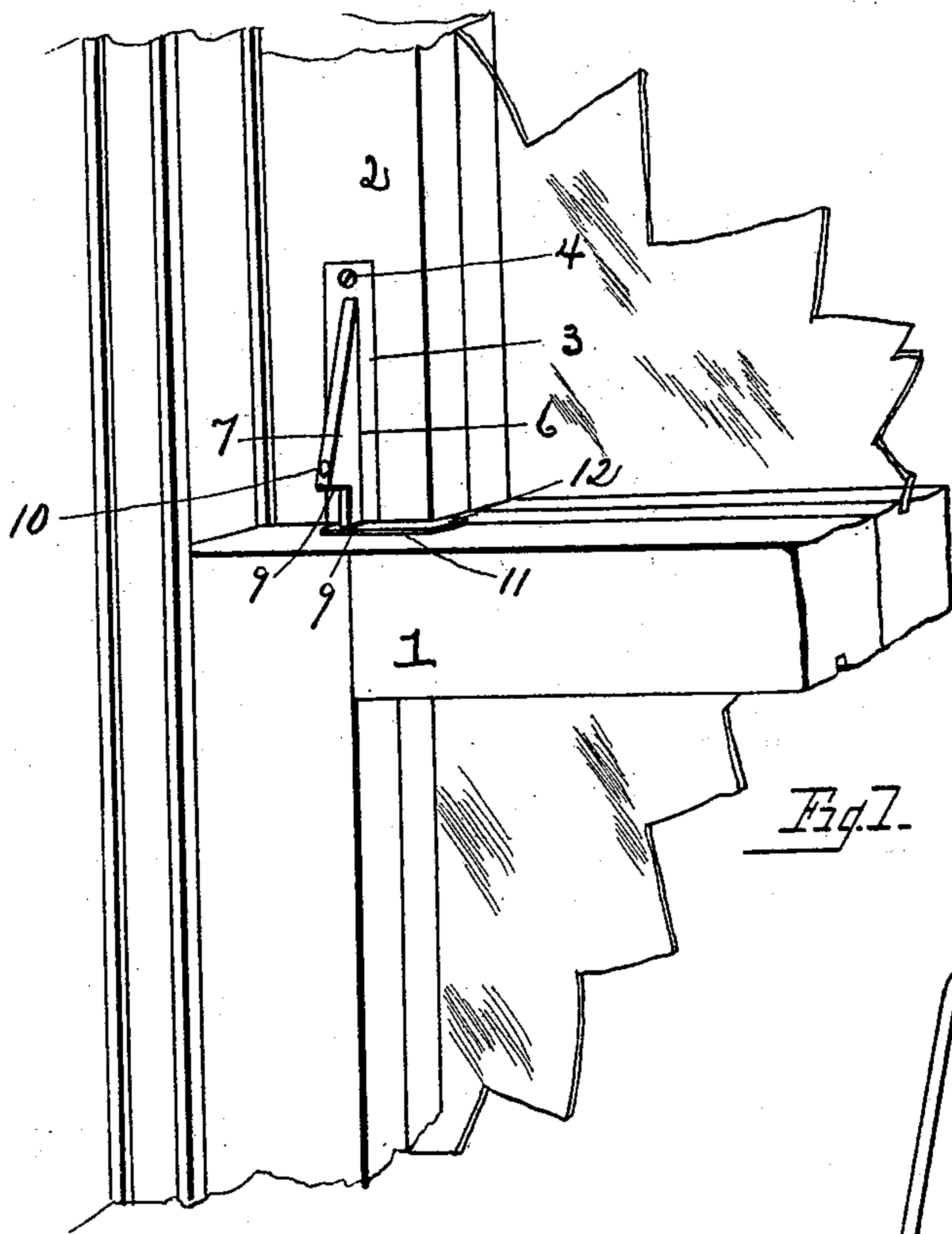


Fig. 1.

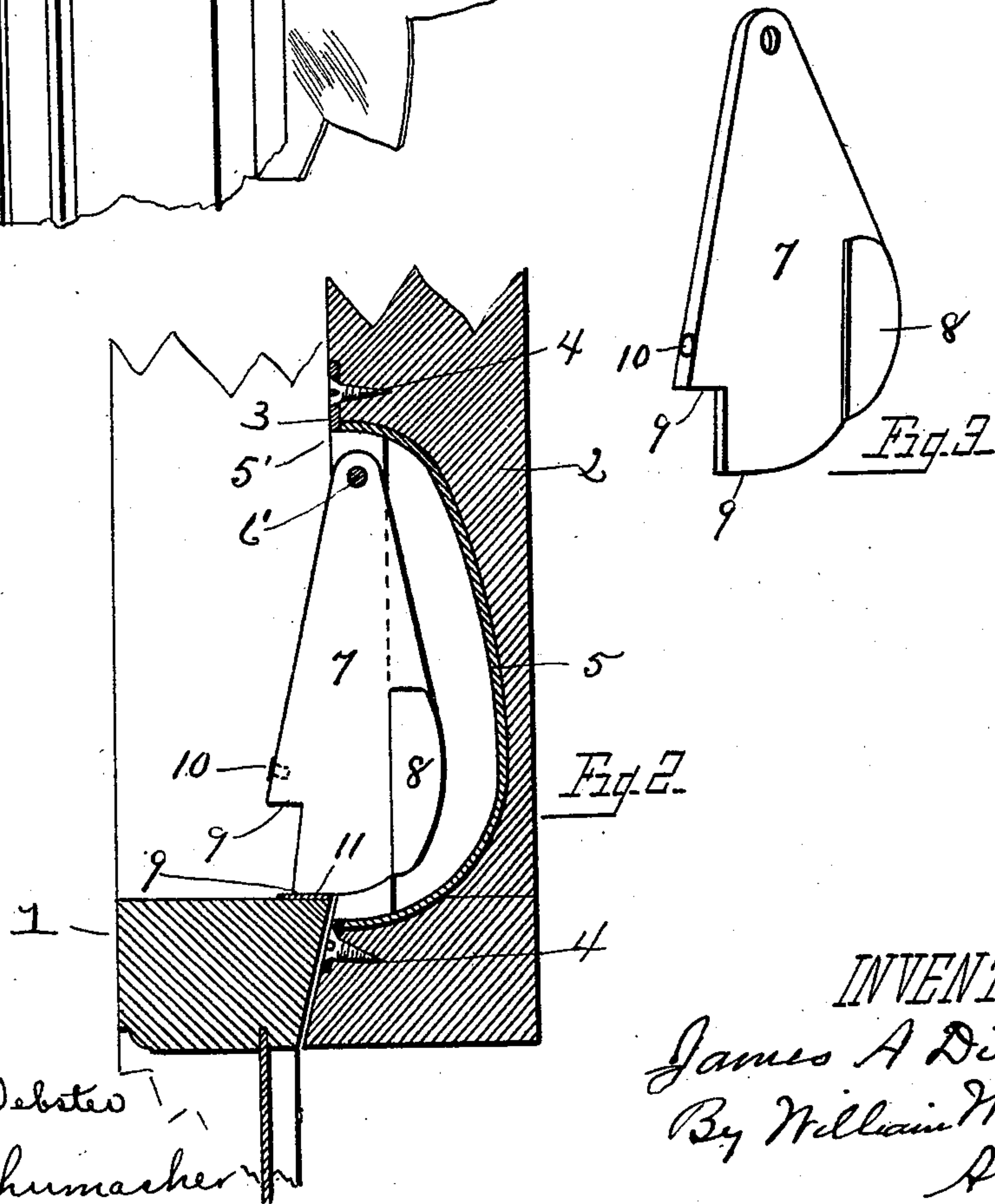


Fig. 2.

WITNESSES

Carroll & Webster  
Maud Schumacher

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# UNITED STATES PATENT OFFICE.

JAMES A. DILLON, OF TOLEDO, OHIO.

## SASH-LOCK.

SPECIFICATION forming part of Letters Patent No. 551,181, dated December 10, 1895.

Application filed April 10, 1895. Serial No. 545,153. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES A. DILLON, of Toledo, county of Lucas, and State of Ohio, have invented certain new and useful Improvements in Sash-Locks; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification.

My invention relates to a sash-lock, and has for its object to provide a simple and cheap lock which shall be efficient in operation to lock either sash when closed or partly open.

The invention consists in a casing having a face-plate secured into the upper sash of the window at a point near the joinder of the two sashes of the windows when closed, there being a weighted catch pivoted in the casing and provided with a plurality of contact-points which shall engage when the sashes are closed with the upper rail of the lower sash and thus prevent the lower sash from raising or the upper sash from lowering, the enlarged portion of the catch, which is the weight, being limited in its outward movement by contact with the face-plate.

The invention further consists in the combination of parts, as will be hereinafter more fully described and claimed.

In the drawings, Figure 1 designates an elevation of a portion of a window-sash, showing my improved sash-lock in operation thereon. Fig. 2 is a sectional elevation of a portion of the sash, the lock being shown in section. Fig. 3 is a detail view of the catch, showing more particularly the combined weight and stop.

1 designates the lower sash and 2 the upper sash of a window, the upper sash being recessed, in which is secured a casing 3 by means of screws 4. The casing comprises a chamber 5 and a face-plate 5', the front opening 6

in the face-plate being preferably smaller than the width of the interior of the chamber 5. Secured upon a pivot 6' is a catch 7, the catch having an enlargement 8, which acts as a weight to at all times throw the front portion forward; the weight being wider than the body of the catch, consequently engages with the contracted front portion of the casing and limits the outward movement of the catch. The lower forward portion of catch is provided with a plurality of stops 9, two being shown in the drawings, although I wish it understood that as many stops may be employed as desired without departing from the spirit of my invention, the stops being so arranged in relation to each other that when the lower one is out of engagement with the upper rail of the lower sash, due to the catch being pushed back, the next higher one projects enough to engage therewith. Therefore to raise the lower sash or to lower the upper sash the front portion of the catch must be pushed back flush with the front portion of the casing, there being a buffer 10 which rises against the casing and prevents scratching or marring of the same.

What I claim is—

In a sash lock, a face plate having a slot therein, a casing in rear of the face plate having a chamber of slightly greater width than the slot, a catch pivotally secured in the casing of a size to pass through the slot in the face plate, said catch having an integral enlargement which forms a combined weight and stop, normally abutting against the face plate inside the casing and a plurality of stops for engagement with the upper rail of the lower sash.

In testimony that I claim the foregoing as my own I hereby affix my signature in presence of two witnesses.

JAMES A. DILLON.

Witnesses:

WILLIAM WEBSTER,  
HENRY KNIGHT.