

No. 754,355.

PATENTED MAR. 8, 1904.

A. M. & C. L. SOUTHARD.

SASH LOCK.

APPLICATION FILED SEPT. 24, 1902.

NO MODEL.

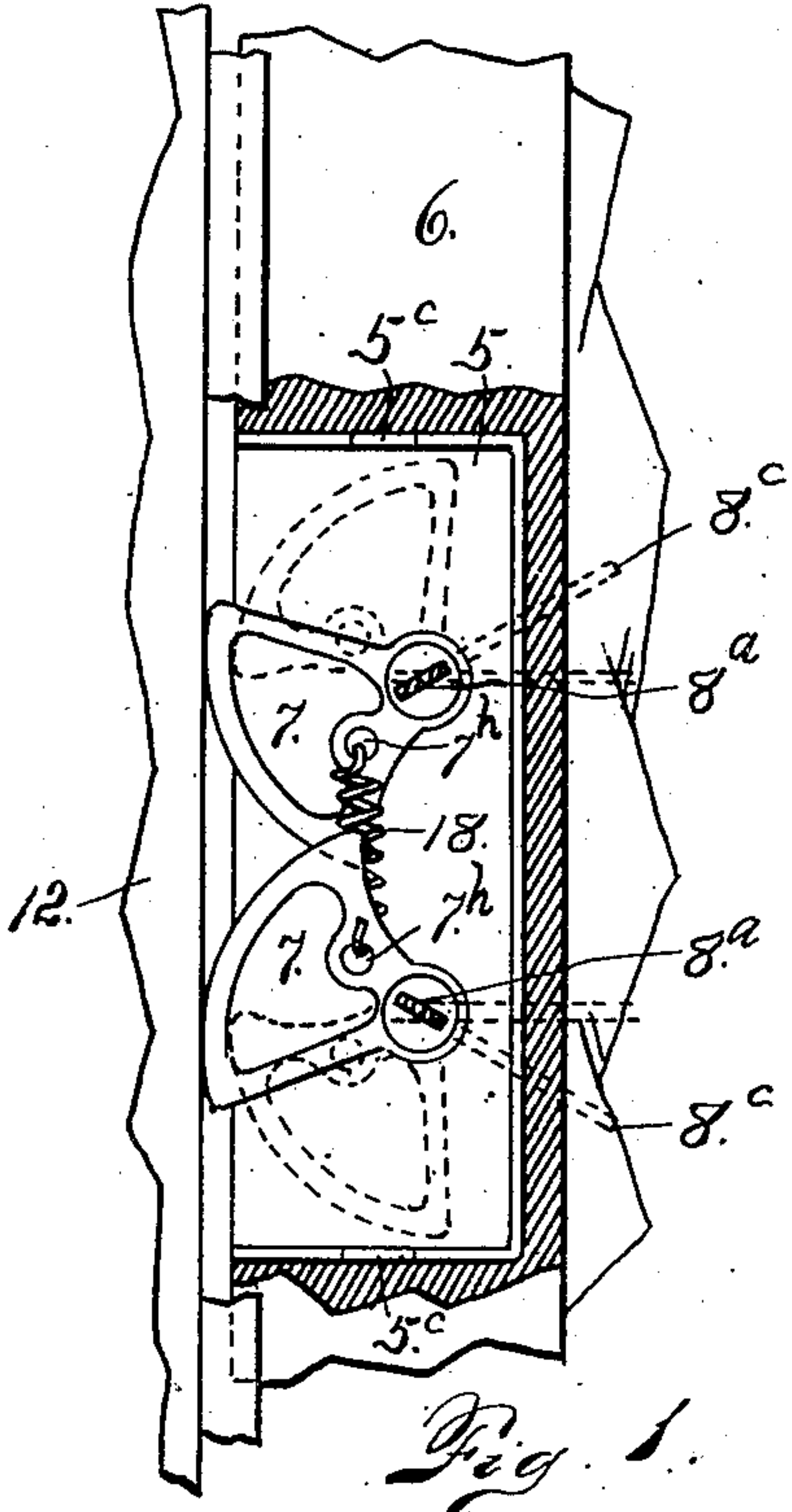


Fig. 1.

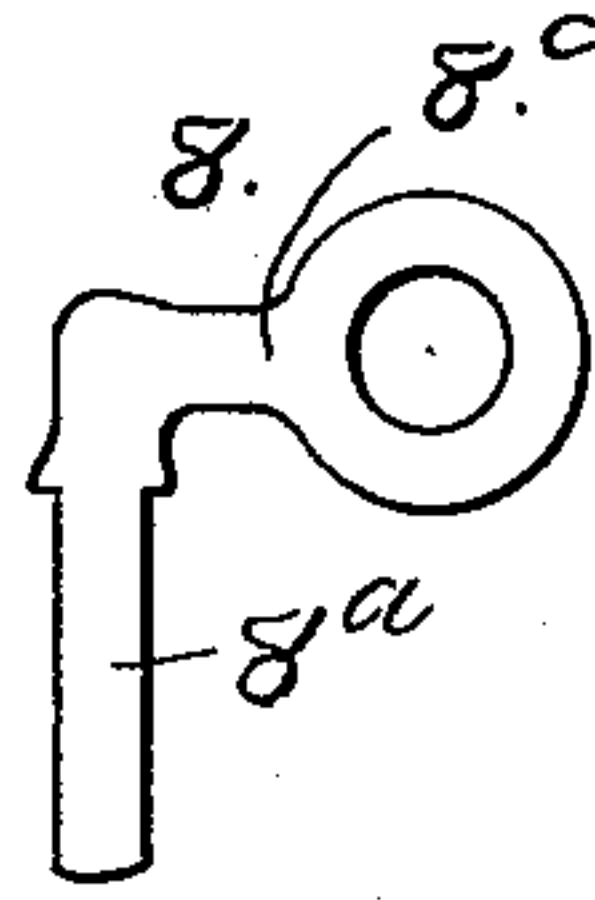


Fig. 6.

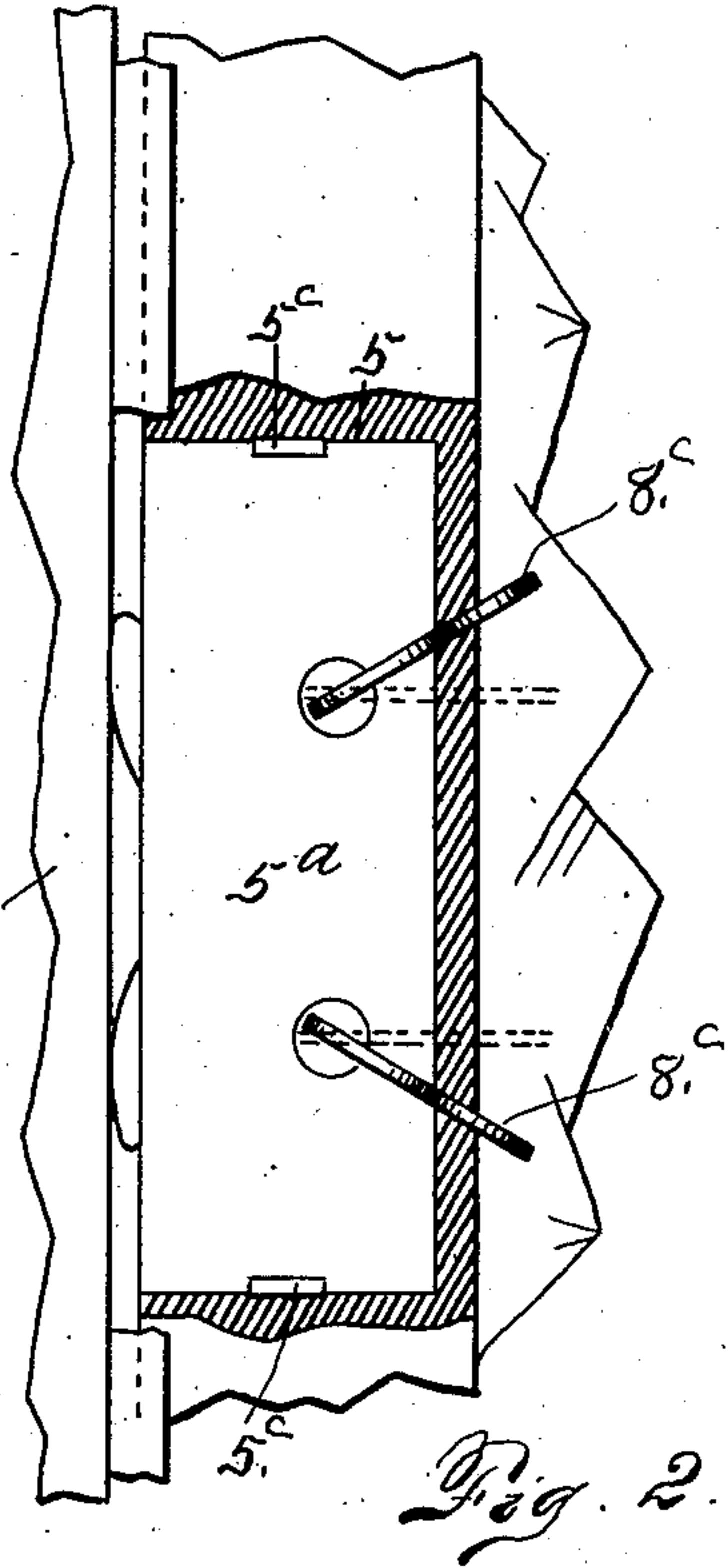


Fig. 2.

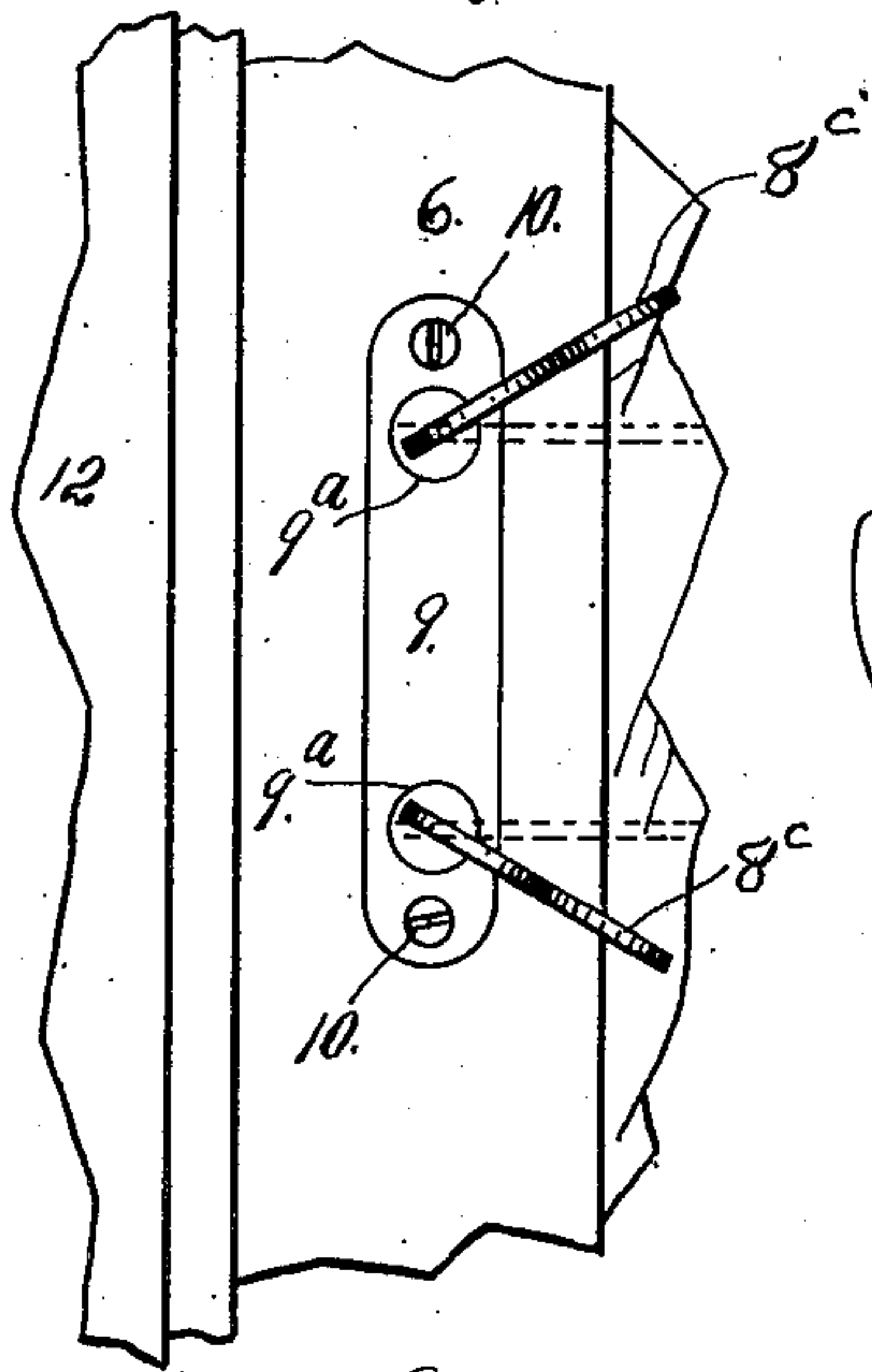


Fig. 3.

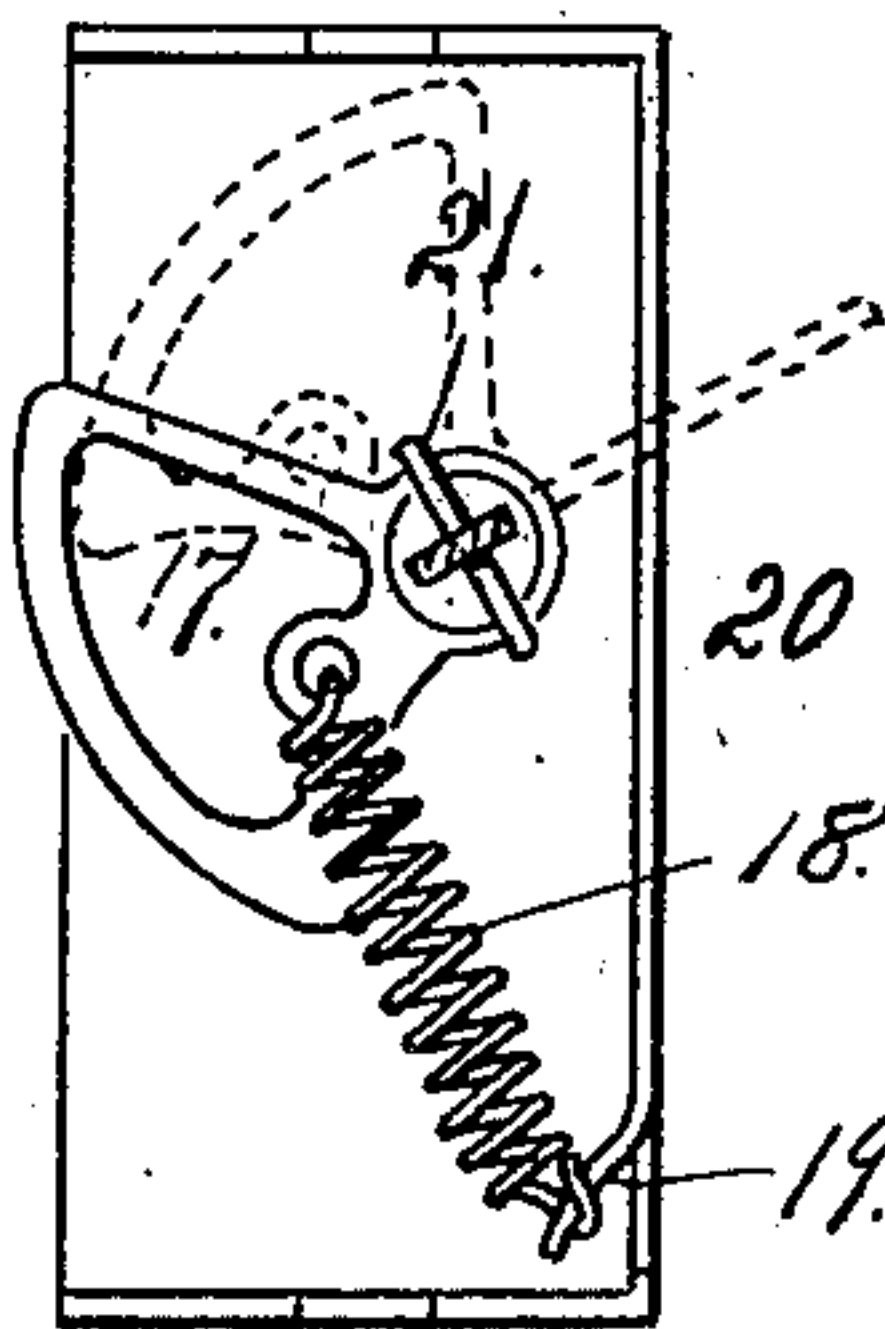


Fig. 4.

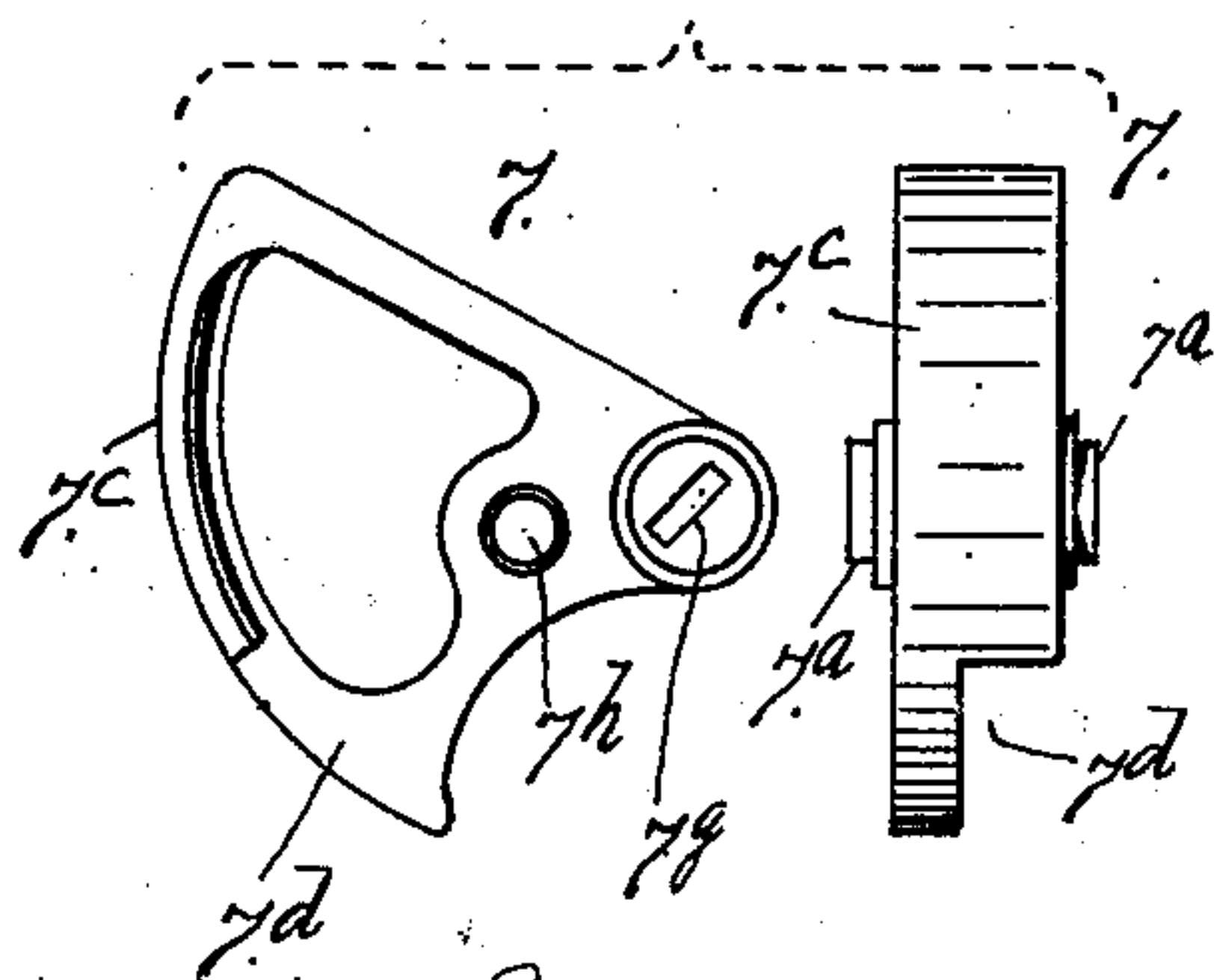


Fig. 5.

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UNITED STATES PATENT OFFICE.

ABRAHAM M. SOUTHARD AND CLARENCE L. SOUTHARD, OF DENVER,
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SASH-LOCK.

SPECIFICATION forming part of Letters Patent No. 754,355, dated March 8, 1904.

Application filed September 24, 1902. Serial No. 124,651. (No model.)

To all whom it may concern:

Be it known that we, ABRAHAM M. SOUTHARD and CLARENCE L. SOUTHARD, citizens of the United States of America, residing at Denver, in the county of Arapahoe and State of Colorado, have invented certain new and useful Improvements in Sash-Locks; and we do declare the following to be a full, clear, and exact description of the invention, such as 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 figures of reference marked thereon, which form a part of this specification.

Our invention relates to improvements in sash-locks, our object being to provide a device of this class which shall be extremely simple in construction, economical in cost, reliable, durable, efficient, and thoroughly practicable in use; and to these ends the invention consists of the features hereinafter described and claimed, all of which will be fully understood by reference to the accompanying drawings, in which is illustrated an embodiment thereof.

In the drawings, Figure 1 illustrates our improved device in place in the sash-rail, one side of the casing being removed and the keys shown in section. Fig. 2 is a similar view with the casing complete. Fig. 3 shows the outside of the sash-rail with our improved device applied. Fig. 4 illustrates another form of construction, being adapted for use on car-windows, where it is only necessary to lock the sash from movement in one direction—namely, downwardly. Fig. 5 shows a side and face view of one of the cams on a larger scale. Fig. 6 is a detail view of one of the key-levers.

The same reference characters indicate the same parts in all the views.

Let the numeral 5 designate a suitable casing adapted to enter a mortise formed in the edge of the sash-rail 6. Within this casing are located two cams 7, each of which has a hub 7^a journaled in openings formed in the sides of the casing, the latter being open on the edge adjacent the bottom of the groove or

way of the window-frame in which the sash slides to allow the cam 7 to protrude to engagement with the casing. These cams are journaled in the casing in suitable proximity and connected by a coil-spring 18, whose extremities are hooked into apertures 7^b, formed therein for the purpose. The tension of this spring normally has a tendency to throw the faces 7^c of the cams outwardly to the operative position. The general shape of the cam 7 is triangular, and each is cut away, as shown at 7^d, to allow them to interlock or overlap, as shown in full lines in Fig. 1. The casing 5 is provided with a detachable plate 5^a, having recesses in its edges adapted to receive lips 5^c, formed on the extremities of the body of the casing. When the lips engage the said recesses, the lips are riveted to connect the two parts, whereby the cams are held securely in place. The hub 7^a of each cam is provided with a slot, as shown at 7^e, adapted to receive the extremity 8^a of a key-lever 8. Each key-lever is provided with a part 8^c, extending at right angles to the part 8^a. The part 8^c of each lever protrudes when the key is in the operative position, as shown in the drawings. The sash-rail 6 is bored in line with the hub-openings in the casing, and a small plate 9 is applied to the rail to give it a neat finished appearance. This plate, as shown in the drawings, is secured by screws 10 and is provided with openings 9^a, registering with the openings in the sash-rail. When two cams are employed, two key-levers are used, and these levers normally occupy the position shown in full lines in Figs. 2 and 3. This position of the key-levers corresponds with the full-line position of the cams in Fig. 1, the cams being normally held in this position by the coil-spring 18. When the cams are in the full-line position in Fig. 1, their faces 7^c engage the window-frame 12 and normally lock the sash from movement in either direction. Assuming that the key-levers are in position, it is only necessary to press their protruding parts 8^c toward each other until they occupy the position shown by dotted lines in Figs. 2 and 3, the cams being then in the position shown by dotted lines in Fig. 1,

after which the sash may be moved in either direction. The key-levers are detachable and may be removed, so that no one except the proper person may manipulate the sash.

5 In the construction shown in Fig. 4 only one cam is employed, since this is all that is needed on car-windows or others which only need to be locked against downward movement. The cam 17 is substantially the same
10 in construction as the cam 7. This cam 17 is normally held in the operative position by a coil-spring connected therewith with one extremity, while its opposite extremity is connected with a lip 19, punched out of the casing
15 20. A key-lever 8 is employed to operate the cam 17, whereby the latter is thrown to the dotted-line position, allowing the sash to be lowered at will. The key-lever 8, employed in connection with the cam 17, is provided
20 with a pin 21, extending transversely to its stem portion and adapted to prevent the removal of the key from the casing, since on car-windows or other constructions where

only a single cam is employed it will probably not be desirable to remove the key-lever. 25

Having thus described our invention, what we claim is—

The combination with a casing, of a spring-held cam mounted thereon and having a hub engaging openings formed in the casing, the
30 hub being provided with an opening, and a key-lever whose stem engages the opening of the cam-hub, the said key-lever being provided with an exposed arm extending at an angle to the stem, and a pin passing through the lever-
35 stem inside the casing to prevent the removal of the latter, the key-lever stems being provided with pins located inside the casing to prevent the removal of the levers.

In testimony whereof we affix our signatures 40 in presence of two witnesses.

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Witnesses:

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