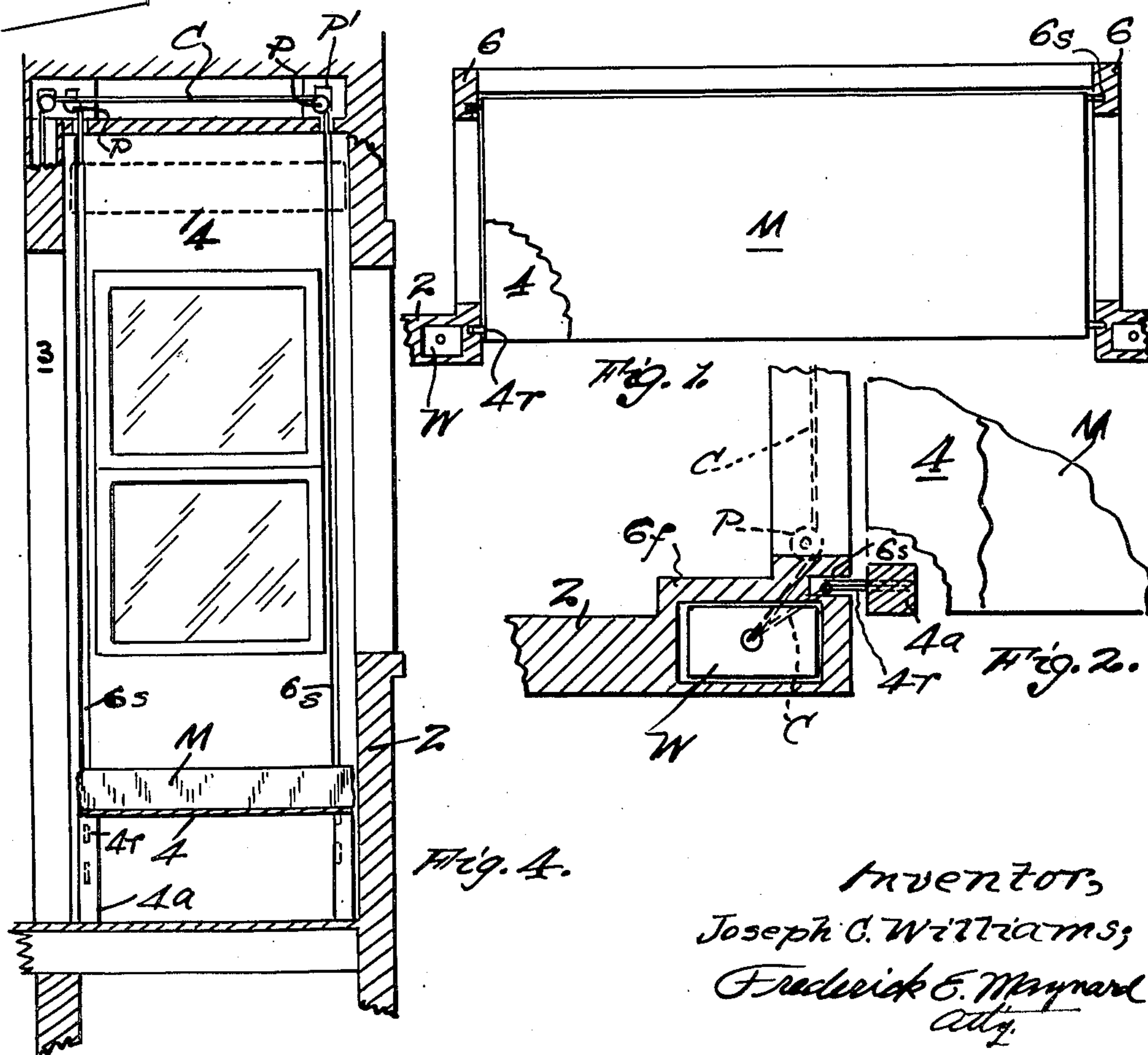


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MULTIPLE SERVICE WINDOW BAY "

Fig. 3.



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UNITED STATES PATENT OFFICE

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MULTIPLE SERVICE WINDOW BAY

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1 Claim. (Cl. 20—1.11)

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This invention is a multiple service, window bay.

It is very desirable to have a simple, attractive, practical and low cost window and combined bay structure readily convertible into one or another adaptation, as for use as a spare bed compartment externally closable by adjustable sashes in case of inclement weather and fully open into an adjacent building room; or for use as an open sun compartment opening to the room.

The invention resides in certain advancements in this art as set forth in the ensuing disclosure and having, with the above, additional objects and advantages as will be made manifest in the following description of the herewith illustrative apparatus; it being understood that modifications, variations, adaptations and equivalents may be resorted to within the scope, spirit and principles of the invention as it is claimed in conclusion hereof.

Figure 1 is a horizontal section of building structural parts, showing the sashes in top edge plan, in external bay closing arrangement and showing the bed in plan.

Figure 2 is a detail, horizontal, cross-section of a bed leg, and its weight-cable connection to a guiding runner on the leg.

Figure 3 is a perspective of the wall bay of Fig. 1, and illustrates a partly elevated bed in the bay.

Figure 4 is a vertical, transverse section of the bay wall structural parts, partly on a plane along one end of a disappearing bed frame, and showing far end bed cables diagrammatically, in a broken-away wall part.

Here illustrated is a building wall 2 having head-way opening 3 of about the length of a bed or cot 4 on the floor 5 of an exterior bay to which the wall opening leads.

Outer, balcony or bay corner columns 6 have vertical, inwardly facing grooves 6s to receive runners 4r rigidly affixed to legs 4a of which the bed has one at each corner; the legs and their runners acting as guides for the bed as it is bodily elevated to a concealed position in the upper space of the bay—to be invisible from the adjacent room at the opening 3. The bed is substantially counter-balanced as by weights W which are operative in hollow front wall columns 6f at the sides of the wall opening and are attached by cables C led over suitably arranged pulleys P to the mentioned rigid runners 4r. Preferably the bed body is composed of a flat

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panel of substantial, rigid material such as strong, stiff plywood or its equivalent—to obtain advantage of low weight and small thickness, and on which may be secured any suitable spring or mattress M. The pulleys P have hangers P' attached to fixed wall parts of the bay.

From the foregoing it will be seen that when the bed is to be used it is lowered from an uppermost position behind the wall in which the walk-in entry 3 is provided, note Fig. 4, and when the bed is not in use it may be elevated to the dotted line position and when in such position it is effectively concealed from the room to which the bay opens by way of the entry 3. When the bed is thusly in its concealed, elevated position the cleared floor of the bay becomes additive area as to the near room by way of the opening 3 which is of walk-in height.

What is claimed is:

A multiple service window bay and bed structure comprising the combination: a building wall having at one side a room and at the opposite side a window bay and provided with a head-way opening leading from the room to the said bay, a horizontal bed in said bay having attached means for raising or lowering said bed in a constantly horizontal position from a lowered or useful position to an elevated position in the bay to be concealed from the room by said wall, the walls of the bay having guide ways at the corners of the bed, and runners on the bed having cooperative engagement with said guide ways to limit side and end shift of the bed at any position thereof; said bay and said room having a common plane floor for ready walk-in from one to the other when the bed is in position above the level of the header of the head-way opening.

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