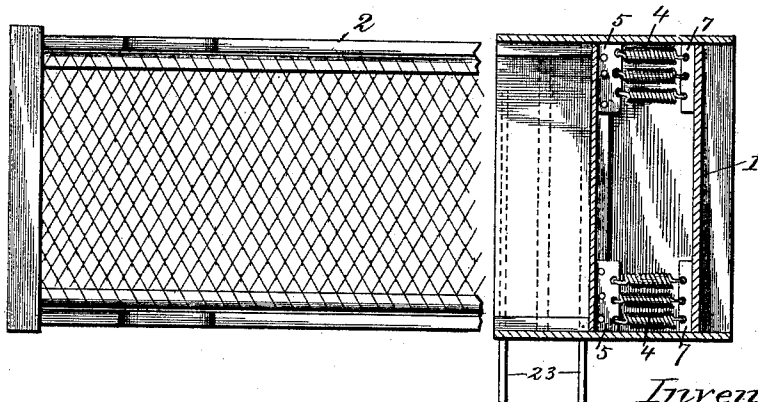
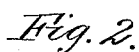


2 Sheets—Sheet 1.

No. 476,744.

Patented June 7, 1892.



Witnesses;
C. W. Arlan
Geo R. Ferguson

23

Inventor
W. S. Gunn.

By
Marble, Mason & Canfield
Attorneys.

W. S. GUNN.
WARDROBE BED.

No. 476,744.

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Fig. 5.

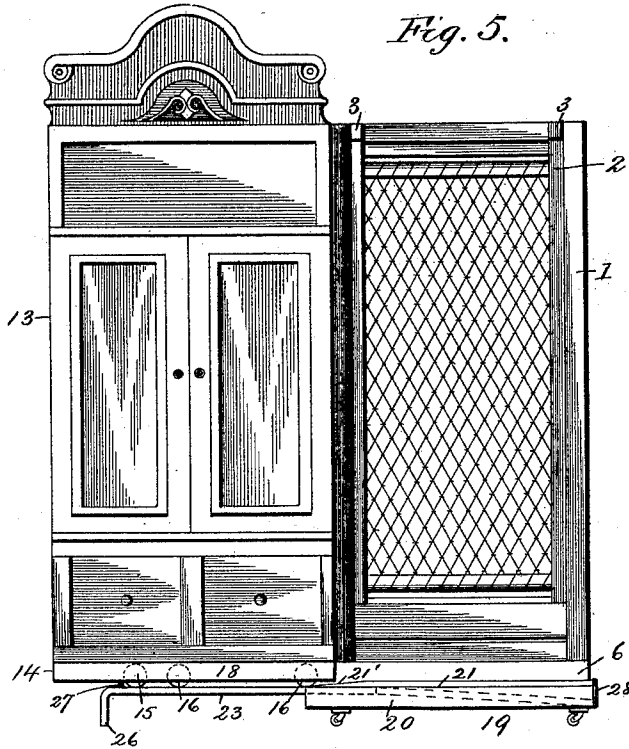


Fig. 7.

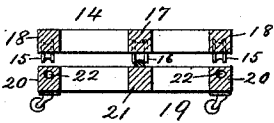


Fig. 6.

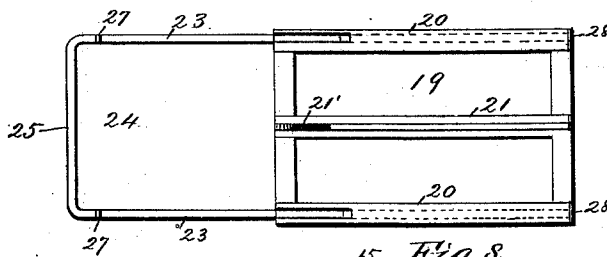


Fig. 8.

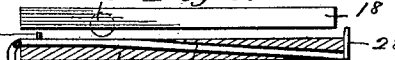


Fig. 9.

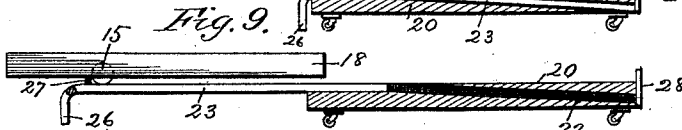


Fig. 10.



Witnesses

L. M. Dulan

Geo R Ferguson

Inventor

W. S. Gunn

By

Marble, Mason & Langfield
Attorneys

UNITED STATES PATENT OFFICE.

WILLIAM S. GUNN, OF GRAND RAPIDS, MICHIGAN.

WARDROBE-BED.

SPECIFICATION forming part of Letters Patent No. 476,744, dated June 7, 1892.

Application filed June 10, 1890. Serial No. 354,883. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM S. GUNN, a citizen of the United States, residing at Grand Rapids, in the county of Kent and State of Michigan, have invented certain new and useful Improvements in Wardrobe-Beds; and I do hereby 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.

My invention relates generally to wardrobe-beds and particularly to improvements therein which render the wardrobe laterally movable from and to the front of the bed-casing, so as to open and close the same and permit access thereto for lowering and raising the bed, and it also relates to the other improvements hereinafter specified.

It consists in the novel constructions and arrangements or combinations of parts hereinafter disclosed in the description, drawings, and claims.

The objects of my invention are, first, to provide novel and improved means for permitting the lateral movement of the wardrobe for opening and closing said bed-casing, and, second, to provide novel and improved devices for securing a close fit or connection between the wardrobe and bed-casing when the former is placed in front of the latter, and also for preventing accidental forward displacement of the former, and at the same time holding the same in proper position and balance for lateral movement from the front of the bed-casing. These objects are accomplished by the improvements illustrated in the accompanying drawings, forming part of of this specification, in which the same reference-numerals indicate the same parts, and in which—

Figure 1 represents a vertical part sectional side elevation of my improved wardrobe-bed, the bed or bed-frame being also shown in dotted lines in its lowered or horizontal position; Fig. 2, a horizontal sectional view of the same on the line *xx* of Fig. 1, the bed being shown in full lines in its lowered or horizontal position, part of the same being broken away; Fig. 3, a horizontal section on the line *yy* of Fig. 1, showing the devices for connecting the wardrobe and bed-casing and balancing the former when it is in front of the lat-

ter; Fig. 4, a side elevation of a portion of said wardrobe and bed-casing, showing one of the devices for securing a close fit or connection between the side walls of the same; Fig. 5, a front elevation of the wardrobe, bed-frame, and bed-casing, the former being moved from the front of the latter; Fig. 6, a detail plan view of the stationary track and the horizontal extension-track partly removed therefrom and in operative position; Fig. 7, a detail transverse section of said stationary track and also of the truck upon which the wardrobe is mounted and secured; Fig. 8, a detail side elevation of one of the side sills of said truck and also a longitudinal section of one of the side rails of the stationary track, showing also one of the rails of the extension-track inserted into the groove or channel formed in the side rail of said stationary track; Fig. 9, a similar view of the same parts, the only difference being that one of the rails of the extension-track is shown as projecting from the groove or channel in the corresponding side rail of the stationary track and also one of the side truck-sills of the wardrobe moved out thereon; and Fig. 10, a longitudinal side elevation of the central sill of the truck upon which the wardrobe is secured and also of the central rail of the stationary track.

In the drawings the numeral 1 indicates the bed-casing, which is constructed with vertically-arranged back and side walls and an open front, and within which is arranged the bed-frame 2, which is suitably pivoted in the lower portions of the side walls of said bed-casing, near the front edges of the same, and which is thus rendered capable of being lowered from and raised into said casing. The upper portion of this bed-frame is provided with the forwardly-projecting legs 3, which when said frame is lowered or in the dotted-line position shown in Fig. 1 support the outer or foot portion thereof in horizontal alignment with its inner or head portion.

For the purposes of counterbalancing the weight of the bed and bed-frame 2 and permitting the same to be gradually and easily lowered from the vertical to the horizontal position and for assisting in overcoming the weight thereof in raising them from the latter to the former position two series of spiral

springs 4 are employed, which are normally horizontally arranged and attached at their front ends to the apertured plates 5, which are secured to the upper surface of the front base-sill 6 of the bed-casing, and at their rear ends to the opposite and correspondingly-apertured plates 7, which are secured to the underside of the rear edge of the head or pillow board 8 of the bed-frame. The contracted and expanded conditions of these springs, showing the respective positions they occupy when the bed-frame is in its raised and lowered positions, are plainly indicated in full and dotted lines in Fig. 1 of the drawings.

The head or pillow board 8 of the bed-frame is rearwardly inclined and has hinged to its rear edge, near the ends thereof, the movable board 9, the ends of which, near its upper edge, are provided with the laterally-extending pins 10, which project into the vertical grooves 11, formed in the inner surfaces of the side walls of the bed-casing near the back wall of the same, and guide said movable board from the full to the dotted line position shown in Fig. 1 as said bed-frame is lowered from its vertical to its horizontal position. In the back wall of said bed-casing is formed the air-inlet opening 12 for ventilating the bedding when the bed-frame is raised and said movable board is lowered; also, when said bed-frame is lowered to its horizontal position this board will move up over and cover said opening, and thus prevent air-draft from the rear of the bed-casing from coming into contact with the body of the occupant of the bed.

The wardrobe 13 may be of any suitable or approved construction and provided with doors, drawers, book-cases, hooks, shelves, and mirrors, or with any of the other usual conveniences found in such pieces of furniture, and it is mounted upon and secured to the frame or truck 14, which is provided with a series of peripherally-grooved rollers 15 15 and 16 16, preferably four in number, the two latter rollers being journaled in suitable bearings secured in slots or recesses formed in the central sill 17 of the truck of said wardrobe, while one of the two former rollers is correspondingly journaled in each side sill 18 of said truck. This truck and its rollers and the wardrobe mounted thereon stand normally or when the bed is not in use upon the stationary track 19, which is arranged in front of the base of the bed-casing 1 and is composed of the two side rails 20 and the central rail 21, the two former having their upper surfaces arranged in the same horizontal plane, while the latter has its upper surface slightly higher, as shown in Fig. 7, and its left end 21' slightly lowered or inclined, as shown in Figs. 6 and 10.

In order to provide for the ready and easy movement of the wardrobe laterally, or away from the front of the bed-casing 1, so as to permit of the lowering of the bed and bed-frame 2, the side rails 20 of the stationary

track 19 are formed with the longitudinal grooves or channels 22, which are slightly inclined downwardly to the right and within which are fitted the side rails 23 of the horizontal extension-track 24, which is provided at its outer portion with the transverse rod or handle 25, with the legs 26, and with the small points 27, which are used for stopping the travel in that direction of the rollers 15 of the side sills 18 of the wardrobe-truck 14; also, at the outer ends of the side rails 20 of the stationary track 19 are secured the small vertical plates 28, which are employed for arresting the movement of said side sills 18 and also of the wardrobe 13 in that direction.

The results incident to arranging the central rail 21 in a slightly-higher horizontal plane than the upper surfaces of the side rails 20 are, first, that the rollers 16 16 when resting or moving upon said central rail will support the entire weight of the wardrobe without either of the rollers 15 15 coming in contact with the side rails 20, as shown in Fig. 7, and, second, that the wardrobe thus mounted upon said central rail of the stationary track 19 is so evenly balanced when it stands in front of the bed-casing 1 as to be easily tilted back against the edges of the side walls of the same, and thus form a close or tight connection between them; also, the purposes of forming the side rails 20 of the stationary track 19 with the grooves or channels 22, which extend slightly upward at their left ends and from which project the side rails 23 of the extension-track 24, as shown in Figs. 5 and 9, and of forming the incline 21' at the left end of the central rail 21, as shown in Figs. 6 and 10, are, first, to form smooth or level surfaces at the junction of the stationary side rails 20 and the extended side rails 23 for the easy reception of the rollers 15 15 of the side sills 18 as the wardrobe is moved from the front of the bed-casing, and, second, to permit the gradual descent of said rollers upon said extended rails as the rollers 16 16 of the central sill 17 pass down and leave the inclined left end 21' of the central rail 21, the upper surface of the same being, as stated, slightly but comparatively higher than the upper surfaces of the side rails 20. The reverse of this operation takes place when the wardrobe is returned to close the front of the bed-casing, as the rollers 16 16 return and pass up the inclined end 21' of the central rail 21, slightly lift the rollers 15 15 from the side rails 20, and leave the wardrobe supported and balanced centrally of its length.

In order to hold the wardrobe evenly poised or balanced when it stands in front of the bed-casing upon the central rail 21, the back thereof, near its edges, is provided with two angular plates 29, which engage with two other plates 30 of substantially the same shape, which are secured near the front edges of the sides of said casing; also, these angular plates are so arranged as to be readily disengaged from and engaged with each other

as the wardrobe is moved back and forth in front of said bed-casing; also, said wardrobe and bed-casing are respectively provided near the edges of their side walls with the finger-levers 31, having the cam-slots 32, and with the studs or pins 33 engaging said slots for the purpose of securing a close fit or connection between said edges and the exclusion of all dust, insects, and the like.

10 Having thus fully described the constructions and arrangements or combinations of the several parts of my invention, its advantages, and operation, what I claim as new is—

1. The combination, with a bed-casing, a 15 bed-frame pivoted therein, and a stationary track provided with two grooved or channeled side rails and a central rail, of a horizontal extension-track provided with two rails and a laterally-movable wardrobe provided with a truck at its bottom formed of 20 two side sills and a central sill having rollers journaled therein, substantially as and for the purpose described.

2. The combination, with a bed-casing, a 25 bed-frame pivoted therein, and a stationary track provided with two grooved or channeled side rails and a central rail having its left end inclined and its upper surface arranged in a slightly-higher plane than the 30 upper surfaces of said side rails, of a horizontal extension-track provided with two rails and a laterally-movable wardrobe provided with a truck at its bottom formed of two side sills and a central sill having rollers journaled 35 therein, substantially as and for the purpose described.

3. The combination, with a bed-casing, a bed-frame pivoted therein, and a stationary track provided with two grooved or channeled side rails having vertical plates at their 40 right ends and a central rail having its left end inclined and its upper surface arranged in a slightly-higher plane than the upper surfaces of said side rails, and a horizontal ex-

tension-track provided with two rails having 45 stop-points near their outer ends, of a laterally-movable wardrobe provided with a truck at its bottom, formed of two side sills and a central sill having rollers journaled therein, substantially as and for the purpose described. 50

4. The combination, with a bed-casing, a bed-frame pivoted therein, and a stationary track provided with two grooved or channeled side rails having vertical plates at their 55 right ends and a central rail having its left end inclined and its upper surface arranged in a slightly-higher plane than the upper surfaces of said side rails, and a horizontal extension-track provided with two rails having 60 stop-points, legs, and a transverse rod or handle, of a laterally-movable wardrobe provided with a truck at its bottom formed of two side sills and a central sill having rollers journaled therein, substantially as and for the purpose described. 65

5. The combination, with a bed-casing, a bed-frame pivoted therein, and a stationary track provided with rails and arranged in front thereof, of a laterally-movable wardrobe 70 provided with a series of rollers at its bottom and the angular plates 29 and 30, which are respectively secured near the adjacent edges of said wardrobe and bed-casing, substantially as and for the purpose described.

6. The combination, with a bed-casing, a 75 bed-frame pivoted therein, and a stationary track provided with rails and arranged in front thereof, of a laterally-movable wardrobe provided with a series of rollers at its bottom, the finger-levers 31, having the cam-slots 32, 80 and the studs or pins 33, substantially as and for the purpose described.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM S. GUNN.

Witnesses:

CHARLES CHANDLER,
FRANCIS A. STACE.