(No Model.)

C. FREDRICKSON.

FOLDING BAY WINDOW.

No. 436,066. Patented Sept. 9, 1890.

FIG. 3.

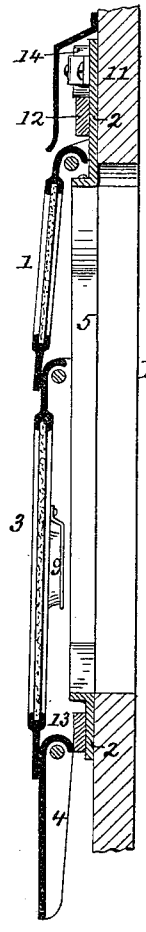


FIG. 1.

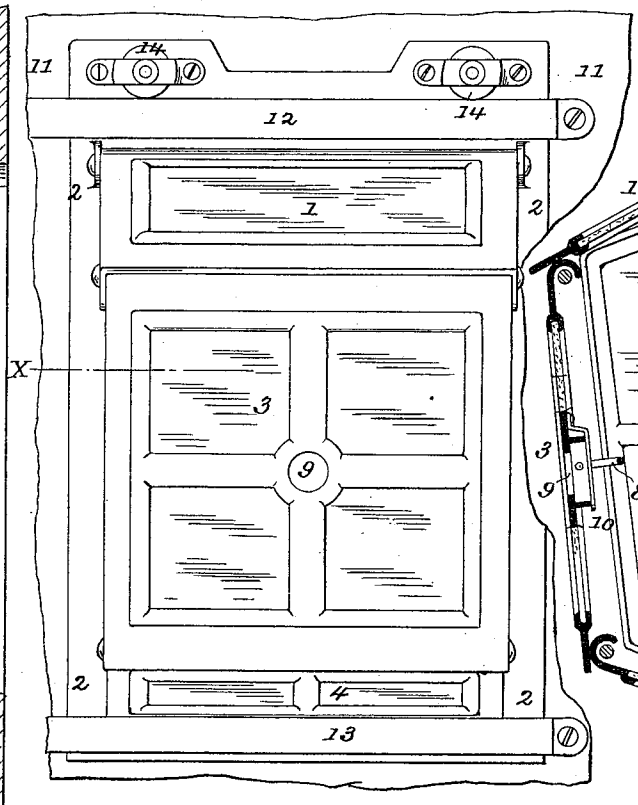


FIG. 2.

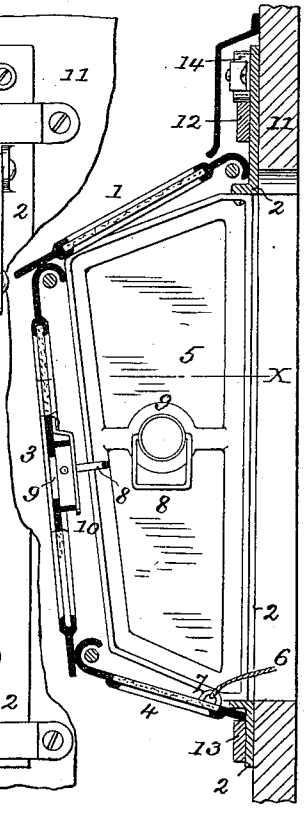
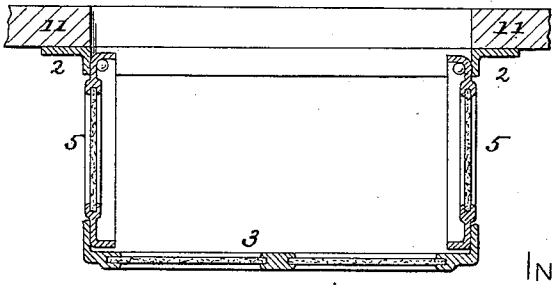


FIG. 4.



ATTEST:

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UNITED STATES PATENT OFFICE.

CHRISTIAN FREDRICKSON, OF CHICAGO, ILLINOIS.

FOLDING BAY-WINDOW.

SPECIFICATION forming part of Letters Patent No. 436,066, dated September 9, 1890.

Application filed March 31, 1890. Serial No. 346,072. (No model.)

To all whom it may concern:

Be it known that I, CHRISTIAN FREDRICKSON, a citizen of the United States, and a resident of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Folding Bay-Windows, of which the following is a specification.

This invention relates to that type of folding or collapsible windows that are adapted, when not required for use, to fold flat against the side of the wall to which they are attached, as fully set forth in my former Letters Patent, No. 422,585, issued to me March 4, 1890, for improvement in folding bay-windows; and the present improvements have for their object to provide an improved construction of square or box-form bay-window adapted to fold together compactly in an easy and ready manner, and which is capable of being easily removed to one side from in front of an ordinary window when not required for use. I attain such object by the construction and arrangement of parts illustrated in the accompanying drawings, in which—

Figure 1 is a front elevation of my improved folding bay-window; Fig. 2, a transverse vertical section of the same in its normal condition as a bay-window at the side of a locomotive-cab, &c.; Fig. 3, a similar view of the same in a folded or collapsed condition, and Fig. 4 a horizontal section at line *x x*.

Similar figures of reference indicate like parts in the several views.

As represented in the drawings, my present improved bay-window consists of a roof portion 1, pivoted at its inner end to the frame 2 and at its outer end to the pendent portion 3, that forms the front of the bay-window and which in turn is hinged to a lower portion 4, that constitutes the bottom or floor of the bay-window when the same is in its normal position. The hinge-joints between these parts are arranged horizontally, so that the parts will hang or collapse by gravity to the vertical position indicated in Fig. 3 when the window is in its collapsed condition. The frame 2 will have the usual rectangular window opening or way, and in the jambs of said opening is pivoted in a vertical manner the radially-swinging window portions 5, that constitute the sides of the bay-window, and it is preferably to make such frames 5 of the angular form shown in the drawings, as with such construction it is only necessary in unfolding the present improved bay-window to push the free ends of said portions 5 outward, as they will, owing to their formation, lift the sections or portions 1 and 3 into proper position, the bottom section 4 being afterward drawn up by a cord 6 or eye 7 into the proper position to close the bottom of the window.

8 are handles on the portions 3 and 5 for handling the same.

The bay-window portions 1, 3, 4, and 5 will be glazed in any usual manner, and in the present invention the portions 3 and 5 will be formed with a central opening or chamber 9, the circular frame of which is connected to the outer sash by horizontal and vertical rails, as shown. The purpose of this construction is to afford an opening through the windows for the reception of a night-glass, or to constitute a combined peep-opening and ventilating-opening, as desired, and in the latter case the opening will be protected by a swinging cover 10, as indicated in the drawings.

The frame 2 may be fixedly attached to the wall 11 of the car, building, &c., or constitute a part of the same. It is, however, preferred to make the same laterally adjustable upon slides 12 and 13, as shown in Figs. 1, 2, and 3, so that the bay-window can be moved bodily from in front of the window-opening in the wall of the cab, &c. 14 are anti-friction rollers on the frame 2, that roll on the top track to reduce the friction in moving the window.

With my improved construction of window it is evident that the floor or bottom of the window can be left open for the purpose of ventilation, and likewise either of the side portions 5, as one of the same will be sufficient to hold the window in an unfolded condition.

In the present construction the lower slide 14 acts as a supporting-ledge for the free end of the window-bottom 4 when the window is unfolded, as indicated in Fig. 2.

Having thus fully described my said invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A folding bay-window comprising, in com-

bination, the roof portion 1, hinged to the frame 2, the front portion 3, hinged to the portion 1, and the vertical side portions 5, hinged in the window-opening, substantially as set forth.

2. A folding bay-window comprising, in combination, the roof portion 1, hinged to the frame 2, the front portion 3, hinged to the portion 1, the bottom portion 4, hinged to the lower end of the front portion 3, and the vertical side portions 5, hinged in the window-opening, substantially as set forth.

3. A folding bay-window, essentially as herein described, attached to and in combination with a main frame 2, made adjustable laterally on slides 12 and 13, essentially as herein set forth.

4. In a folding bay-window, essentially as herein described, the window portions 3 or 5, provided with a central opening or chamber 9, the circular frame or margin of which is connected to the window-frame by connecting-rails, essentially as herein described.

In testimony whereof witness my hand this 20th day of March, 1890.

CHRISTIAN FREDRICKSON.

In presence of—
ROBERT BURNS,
GEO. H. ARTHUR.