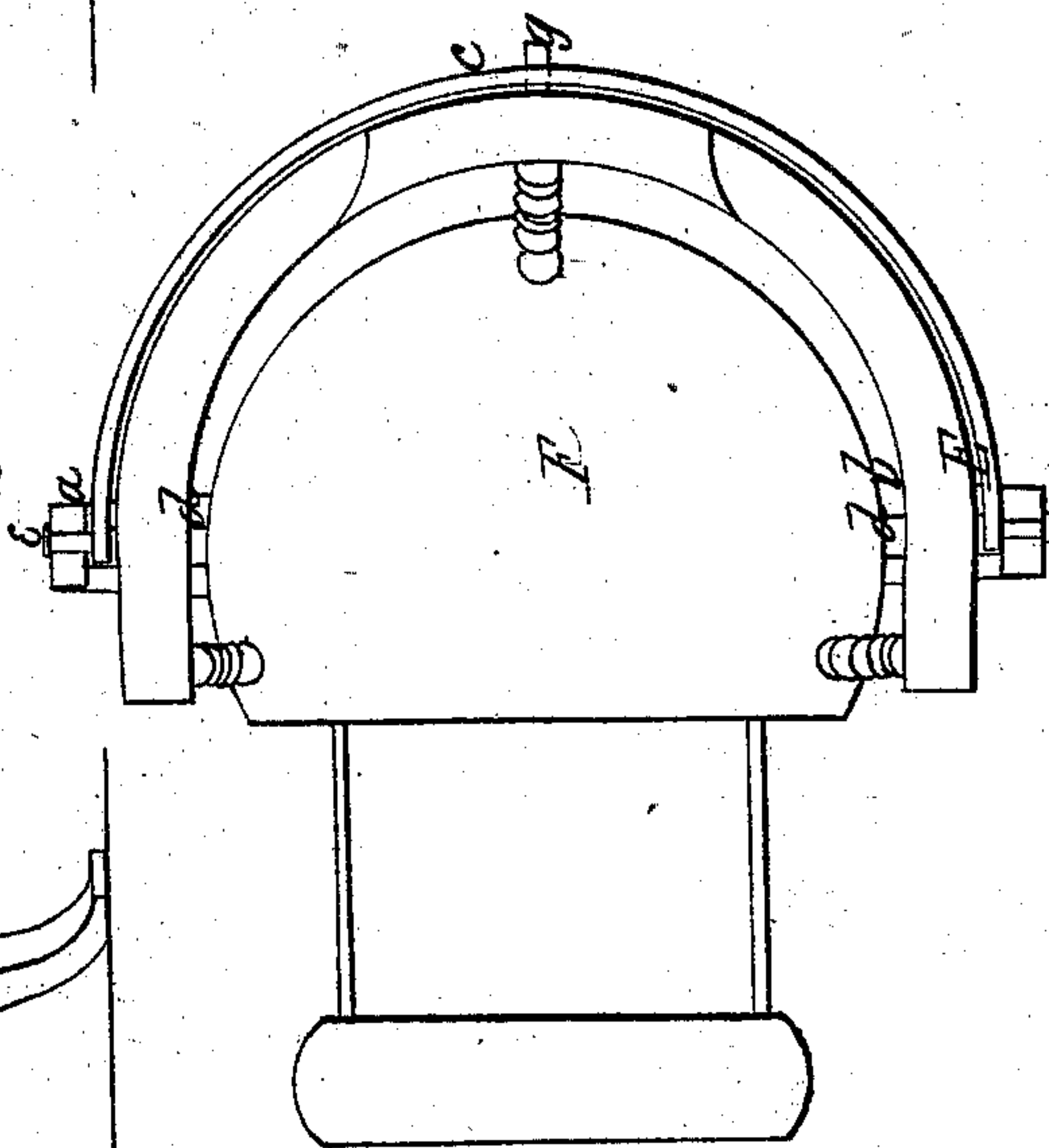
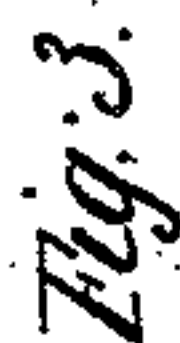


Patented Apr 10, 1855



UNITED STATES PATENT OFFICE.

WILLIAM THOMAS, OF HINGHAM, MASSACHUSETTS.

CABIN-CHAIR.

Specification of Letters Patent No. 12,703, dated April 10, 1855.

To all whom it may concern:

Be it known that I, WILLIAM THOMAS, of Hingham, in the county of Plymouth and State of Massachusetts, have invented a new and Improved Chair for Vessels, and which I term a "Cabin-Chair;" and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1, is a front view of my improvement. Fig. 2 is a side view of do. Fig. 3, is a plan or top view of do.

Similar letters of reference indicate corresponding parts in the several figures.

The nature of my invention consists in placing the seat of the chair within a frame which is attached or suspended by pivots to the body of the chair. The seat having friction rollers or wheels attached to its under side which rollers or wheels work upon the lower portion of the frame, whereby the seat is allowed to remain in a horizontal position while the frame and body of the chair turn or move in accordance with the motions of the vessel.

To enable others skilled in the art to fully understand and construct my invention I will proceed to describe it.

A, represents the base of the chair formed of curved legs attached to a center post or block B, and C is the body of the chair formed of two vertical side strips (a) (a) connected to a horizontal bowed strip b. The base and body of the chair may be formed of either wood or metal, and the bowed or curved strip (b) is attached to the center part or block B by a pivot or joint arranged in any way so that the body C may be turned around upon the base A. A spring catch D, see Figs. 1 and 2, may be attached to the under side of the bowed or curved strip (b) for the purpose of preventing the body from turning casually.

E represents a frame formed of metal rods or bars (c) (d), which are attached or suspended to the tops of the vertical strips (a) (a) of the body C, by pivots or journals (e) (e) as clearly shown in Fig. 3.

F represents the seat of the usual form and the seat has rollers or wheels (f) (f) attached to its under side, and which rollers

or wheels rest or work on the bar (d) of the frame E. This bar (d) underneath the seat is curved or of semi-circular form as shown clearly in Fig. 1. The bar (c) extends around the upper and back part of the back of the seat and the pivots or journals (e) (e) are attached to the frame E, at the points of juncture of the two bars.

The upper part of the back of the seat is attached by a pivot (g) to the center of the bar (c) as shown in Figs. 2 and 3.

The seat F it will be seen is secured within the frame E, by the pivot (g) and the rollers or wheels (f) (f) which work on the bar (d). And it will also be seen that the seat will remain in a horizontal position when the vessel is rolling or turning because the seat of the chair is in fact connected to the body by a universal joint, the body being allowed to turn or be inclined at either side in consequence of the rollers or wheels (f) (f), and the pivot (g) are turned or incline forward or backward in consequence of the pivots or journals (e) (e), the seat F remaining stationary.

The above chair is designed for vessels, and will be a valuable acquisition for persons liable to sea sickness, as they entirely prevent that disorder and irrespective of this they will be far preferable to the chairs in use as the motions of a vessel are disagreeable and annoying under any circumstances.

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

Placing the seat F within a frame E which is attached by pivots (e) (e) to the body of the chair. The seat having friction rollers or wheels (f) (f) attached to its under side which work upon the lower curved portion of the frame E as herein shown, whereby the frame and body of the chair are allowed to turn or be inclined in accordance with the motions of the vessel and the seat at the same time always remaining in a horizontal position as herein described.

WM. THOMAS

Witnesses:

CALEB B. MARSH,
LEMUEL BARNES.