

J. Franz

Ship Table,

N^o 19,139.

Patented Jan. 19, 1858

Fig. 2.

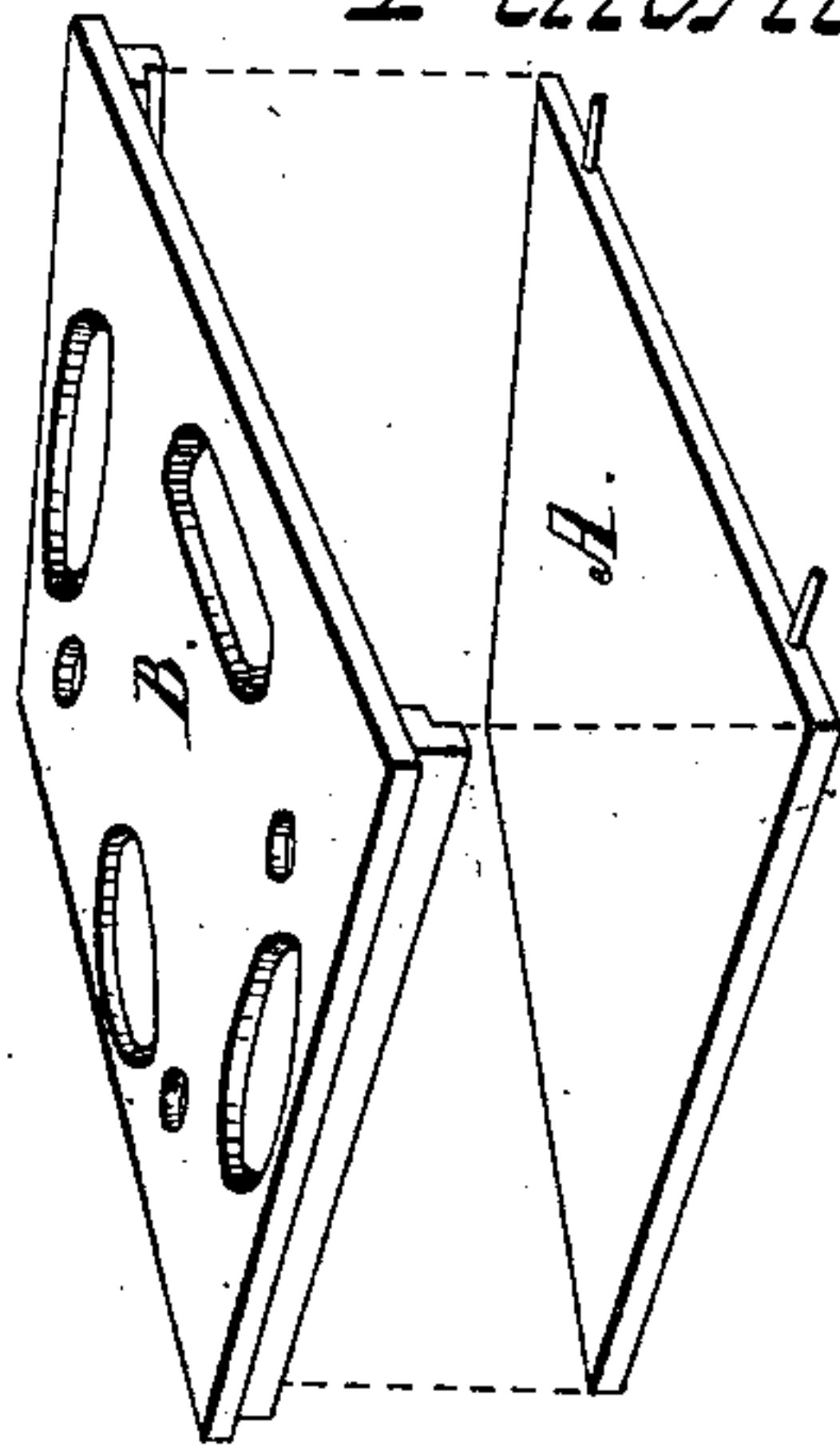
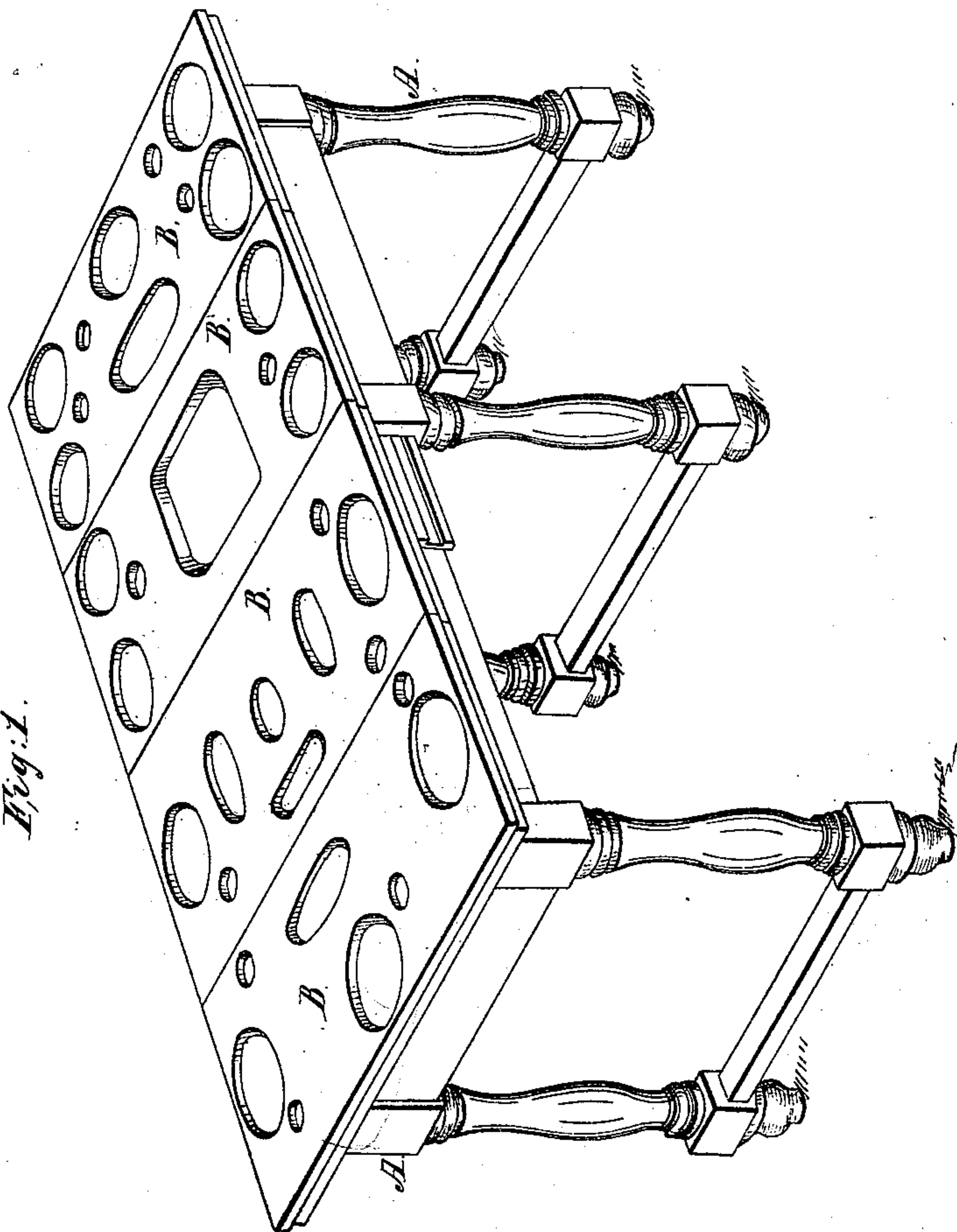


Fig. 1.



UNITED STATES PATENT OFFICE.

JOHN FRANZ, OF BOSTON, MASSACHUSETTS.

TABLE-RACK FOR STEAMERS, SHIPS, &c.

Specification of Letters Patent No. 19,139, dated January 19, 1858.

To all whom it may concern:

Be it known that I, JOHN FRANZ, of Boston, in the State of Massachusetts, have invented an Improved Table-Rack for Vessels; and I do hereby declare that the following is a correct description of the same, reference being had to the accompanying drawings, in which—

Figure 1, is a perspective view of an extension table with my improved rack applied, and Fig. 2 shows a leaf of the rack separate from the leaf of the table to which it belongs.

A marks the table and B the rack in both figures.

The motion of a vessel in rough weather at sea renders necessary the application of some means of preventing the dishes, plates and other table-furniture from being thrown from their places on the table. Various plans have been suggested, the most approved of which is the use of strips of wood strung upon cords and dividing the table longitudinally and transversely into a number of compartments. This plan, although heretofore considered the best, and though now in general use on first class ocean steamers, is but a partial and ineffectual remedy for the difficulty, and renders the table very uncomfortable to those who sit at it by reason of the ledge or rim which surrounds it. It allows moreover considerable motion to plates and dishes in an ordinary sea, and is no protection whatever to decanters, wineglasses, and the other higher articles of table service.

I make my improved rack of wood of the same size as the top of the table to which it is to be applied. If the table is an extension one, as in the drawing, I make the rack in leaves, corresponding in size to the leaves of the table.

The rack is elevated above the surface of the table by means of strips under its edge, as shown in Fig. 2; and the outer portion of this strip projects downward to embrace the edge of the table.

The rack may be fastened to the table by means of clamps or in any convenient mode. It is perforated, as shown, with holes corresponding in number and size with the ordinary pieces of table service to be employed. When the table is not in use for meals, the racks may be removed and leave it in a convenient condition to be used for the ordinary purposes of a cabin table.

It will add to the efficiency of the table rack to use a cover of oil cloth placed either on the table below the rack, or spread over the rack, and pressed down into the holes or perforations. The adhesiveness of the oil cloth tends to increase the security with which articles placed in the rack are held.

I do not claim a fixed rack, for that has been used before in stewards' pantries, for holding ship's crockery and table furniture. Neither do I claim a perforated metallic plate used to cover a hot water bath, nor a perforated false bottom for butlers' trays; but

What I do claim is—

The adjustable, removable, perforated wooden rack for vessels' tables hereinbefore described, constructed and used substantially in the manner and for the purpose specified.

The above specification signed and witnessed this eighteenth day of December, 1857.

JOHN FRANZ.

Witnesses:

L. V. SCHMIDT,
H. D. MEAY.