

(No Model.)

J. H. LASKEY.
SELF LEVELING BERTH.

No. 249,247.

Patented Nov. 8, 1881.

Fig. 1

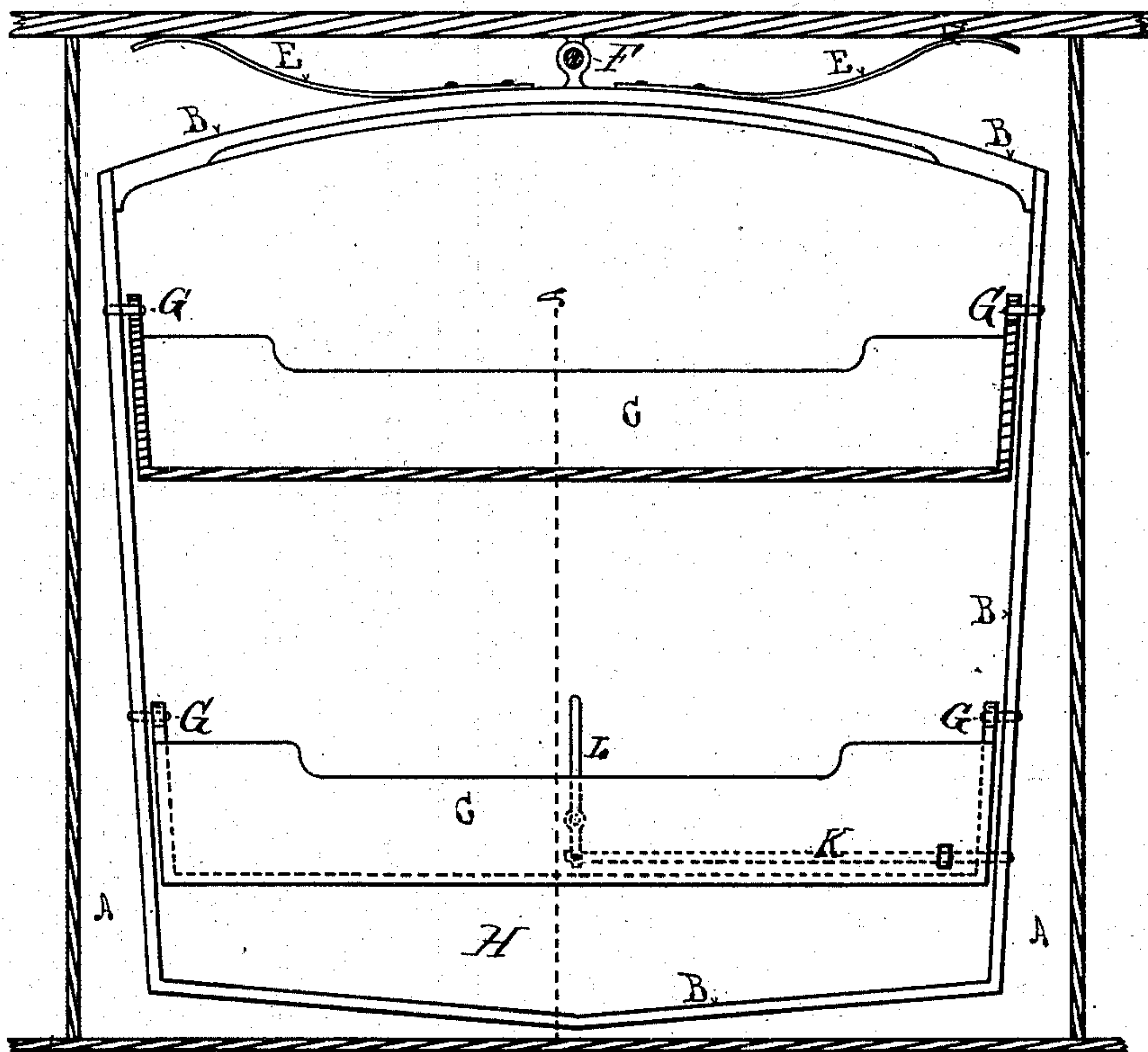
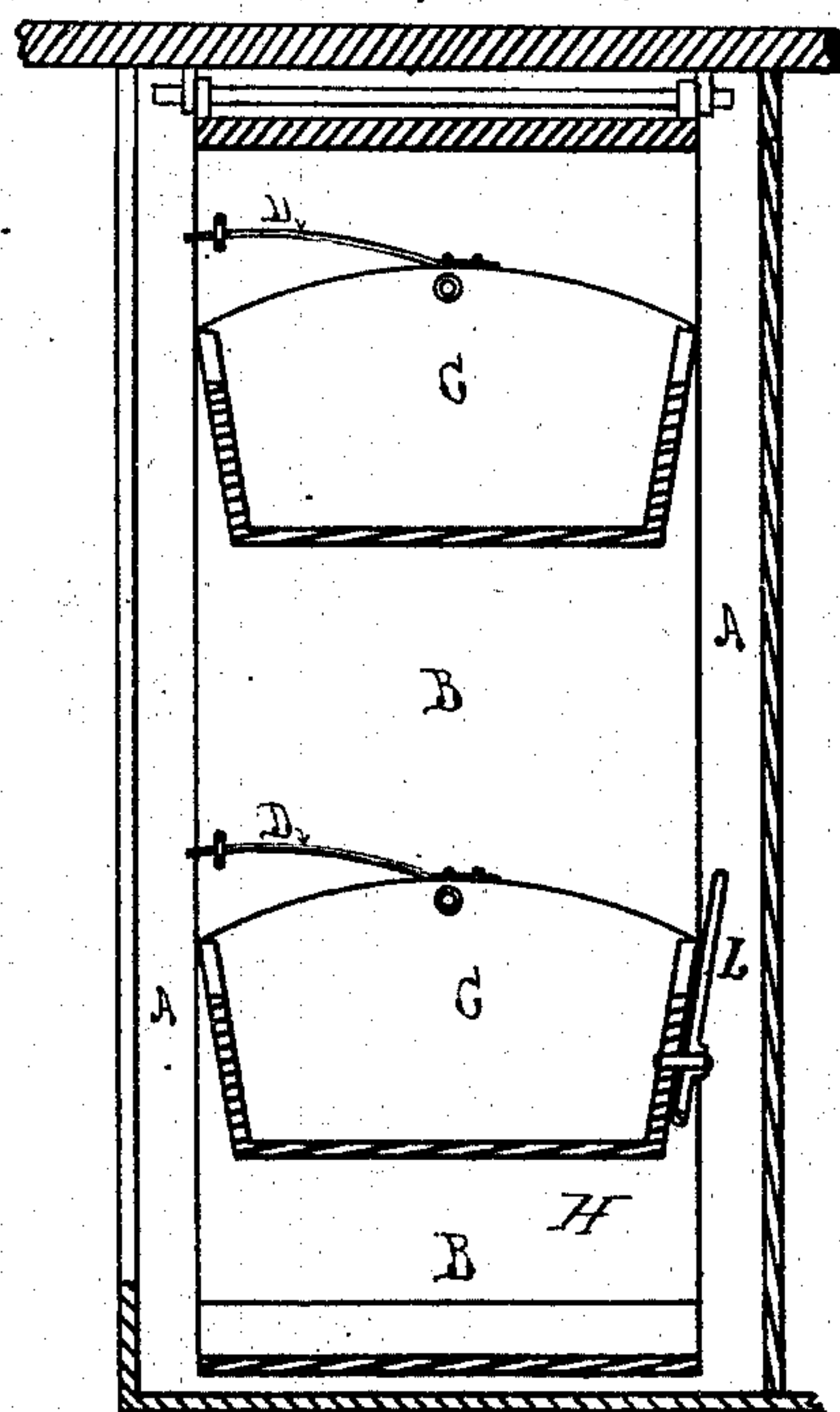


Fig. 2.



Witnesses

Witnesses
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JOHN H. LASKEY, OF BOSTON, MASSACHUSETTS, ASSIGNOR TO MATTHEW F. McLANAHAN, TRUSTEE.

SELF-LEVELING BERTH.

SPECIFICATION forming part of Letters Patent No. 249,247, dated November 8, 1881.

Application filed May 7, 1881. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. LASKEY, a citizen of the United States, residing at Boston, Massachusetts, have invented certain new and useful Improvements in Self-Leveling Berths; and I do hereby declare that the same are fully described in the following specification, and illustrated in the accompanying drawings.

The object of this invention is to so suspend and control self-leveling berths as to simplify their construction and greatly increase their convenience.

My invention consists in the novel appliances hereinafter specified, illustrated in the drawings, and specially referred to in the appended claims.

I am well aware that it is not broadly new to suspend berths in such manner as to maintain them in a horizontal position, and that various devices for such suspension are well known.

In the drawings, Figure 1 is a longitudinal section of the upper berth and a side view of the lower one and of the frame. Fig. 2 is a transverse section at the dotted line A A, Fig. 1.

A represents the state-room as in ordinary vessels.

B is a frame suspended centrally at one side of the room by means of a broad and strong bearing or bearings, F F, which may be formed on a transverse supporting-rod at each side of and somewhat beyond the edges of the frame and berths. Said frame B swings fore and aft freely at all times on the bearings F F, and its horizontal position is not affected by the pitching of the vessel. The double bearings F F cause the frame to move laterally and remain parallel with the walls of the room when the vessel rolls—that is, not to swing out into the room and back again, and hence space is economized greatly as compared with berths or frames suspended from a single point.

C C are berths suspended one above the other on trunnions G G at the ends of the frame B, and thereby permitted to swing freely and independently of each other on said frame, which, as explained, moves fore and aft on its bearing F, while the berths oscillate slowly on their pivots G when the vessel rolls.

From this construction it is plain that the berths will independently maintain their equilibrium under all circumstances, remaining horizontal whatever the motions of the vessel may be, and taking up but little more room than is required for the ordinary rigid berths. The berths being thus separately adjustable on their trunnions, the occupant of one does not by his movements disturb the occupant of the other.

Each berth is provided with a spring, D, at one or both of its ends, connecting it to the frame B, and designed to prevent any more swing to the berth than is necessary to overcome the rolling movement of the vessel. Said springs are, by preference, of the form shown in Fig. 2—that is, a flat elastic strip of metal extending from the berth, where it is secured, and playing through an eye on the end of the frame.

The frame B is also provided with springs E, preferably arranged each side of the bearing F, so as to press against the supporting timbers above, about as shown, and thus adapted to check any extreme swinging of the frame on its bearing. The ends of the frame are shown somewhat nearer to each other at the bottom than at the top, and the frame is curved at top and beveled at bottom each way from the center, so that it has a greater longitudinal movement without striking than if made rectangular. The space H, directly beneath the lower berth, may be largely utilized for baggage.

It is at times desirable to rigidly secure one or both of the berths to the frame B, so that they will have no movement independent of said frame until released. A suitable device therefor is indicated in Fig. 2, where a bolt, K, attached by a loop to the berth C and operated by a pivoted lever, L, is adapted to enter a slot in the end piece, B, and to be thus temporarily engaged. This device may be readily operated by the occupant of the berth.

I claim as of my invention—

1. The frame B, supported on the elevated bearings F F, one at each side, to provide for the fore-and-aft movement, in combination with the berths C C, trunnioned at G G, to swing

in the frame, whereby said berths are each maintained in a horizontal position, substantially as and for the purpose set forth.

2. The frame B, provided with the bearings
5 F F, one at each side, in combination with the berths C C, trunnions G G, and springs D D, serving as an elastic connection between the berth C and the supporting-frame B, substantially as and for the purpose set forth.

10 3. The frame B, suspended on the transverse bearings F F, one at each side, in combination

with the berths C C, separately trunnioned thereon, and a locking device for each berth, whereby it may be temporarily secured to said frame, substantially as and for the purpose set forth. 15

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

JOHN H. LASKEY.

Witnesses:

A. H. SPENCER,
JOHN C. LANE.