

(No Model.)

W. D. F. JARVIS.

SELF LEVELING FURNITURE FOR VESSELS.

No. 249,529.

Patented Nov. 15, 1881.

Fig. 1.

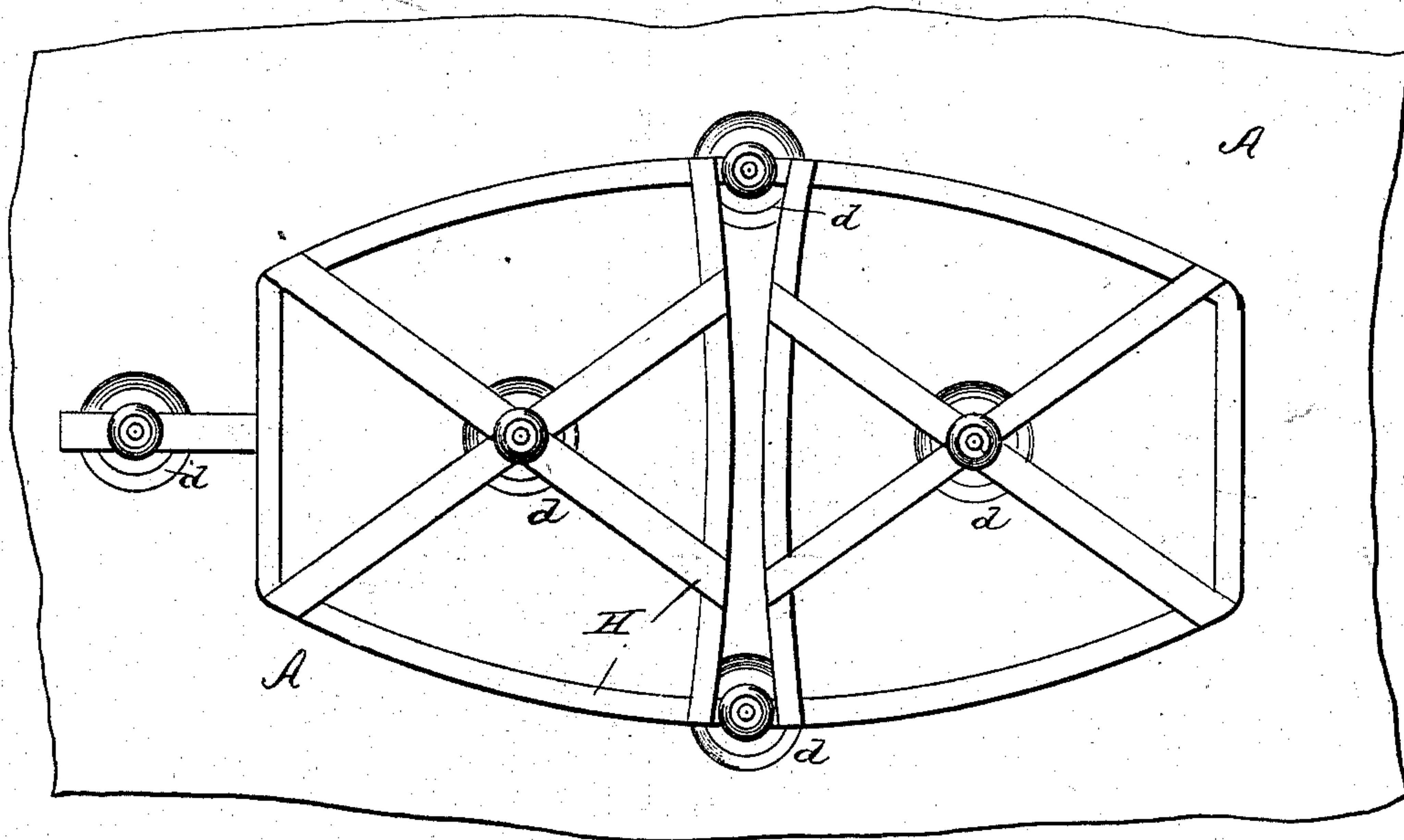


Fig. 2.

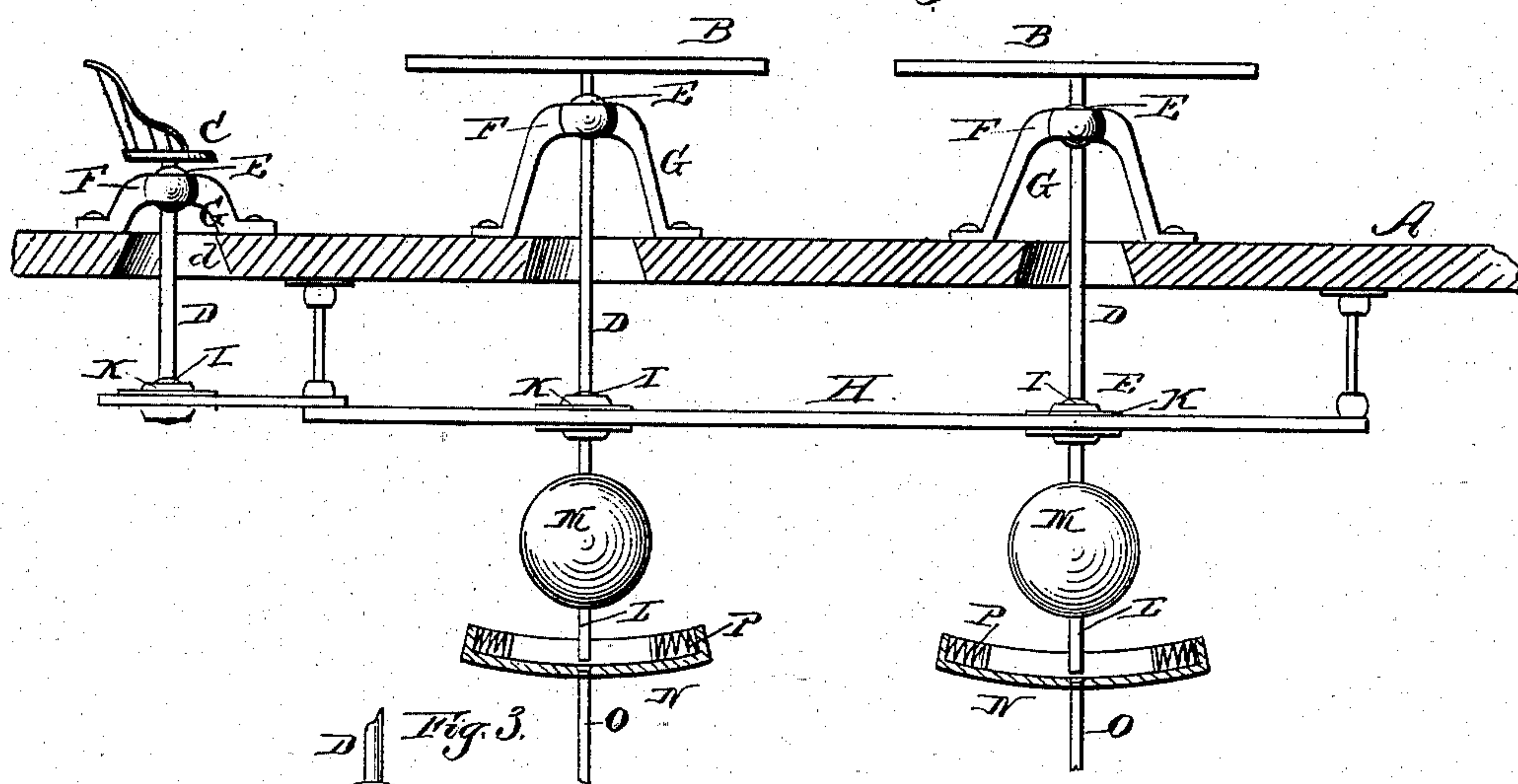


Fig. 3.

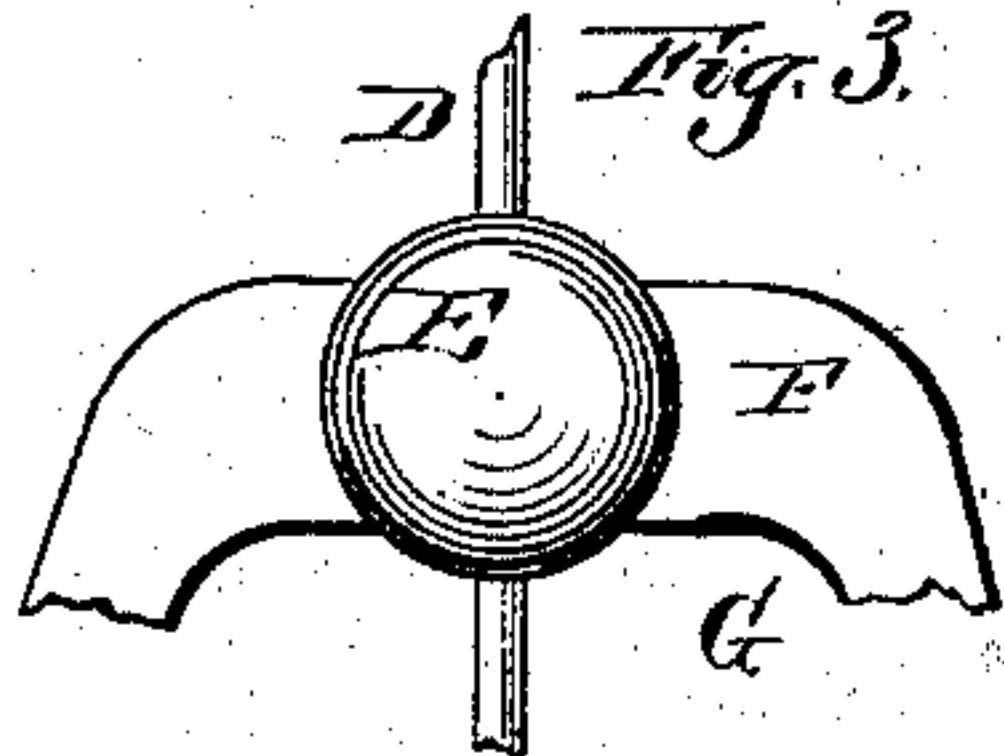
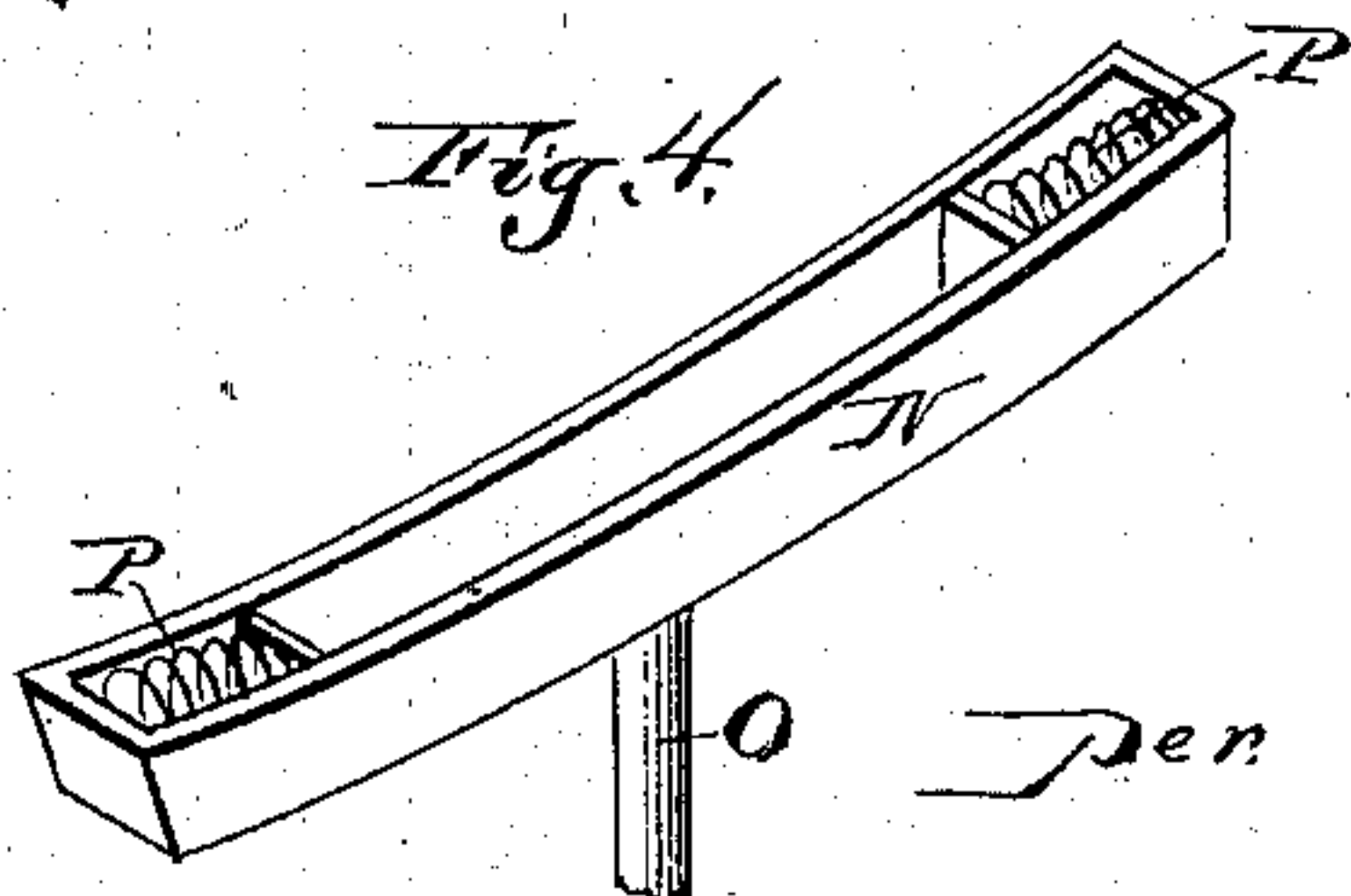


Fig. 4.



Witnesses:  
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# UNITED STATES PATENT OFFICE.

WILLIAM D. F. JARVIS, OF WEBSTER, ASSIGNOR OF ONE-HALF TO JAMES W. TALBOTT AND JACOB W. ROBINSON, OF PHILIPPI, WEST VIRGINIA.

## SELF-LEVELING FURNITURE FOR VESSELS.

SPECIFICATION forming part of Letters Patent No. 249,529, dated November 15, 1881.

Application filed April 16, 1881. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM D. F. JARVIS, of Webster, in the State of West Virginia, have invented certain new and useful Improvements in Self-Leveling Berths, &c., for Vessels; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification, in which—

Figure 1 is a bottom view; Fig. 2, a central vertical section; Fig. 3, a detail of the ball and socket, and Fig. 4 a detail of the slotted block.

The object of this invention is to provide means for steadying and maintaining in an upright position the various articles of furniture on a ship—such, for example, as tables, chairs, and berths—so as to keep the same in their normally upright position, as far as possible, during the rolling and lurching of the vessel. This object I attain by the means set forth in the following description, and specifically pointed out in the claims.

In the drawings, let A indicate the deck of a ship, which may be either the upper deck or the floor of the cabin.

For purposes of illustration, let B indicate the tops of tables, and C the seats of chairs, which will be arranged in proper and convenient localities above the deck or floor. It will, of course, be understood that these can designate other articles of furniture, the principles of the invention, as set forth in connection with these, being equally applicable to all other articles of furniture or the like that it is desired to maintain in an upright position on a ship. The said articles of furniture are supported upon vertical rods D, that pass down through openings *d*, made in the deck or floor. These rods are supported by means of ball-and-socket joints above the deck or floor, the balls E being formed or secured upon the rods, and the sockets F being formed with or secured to brackets G, which are securely fastened down to the deck or floor. Below the said deck or floor is a frame, H, that is suspended by means of ball-and-socket joints, the balls I being formed with or secured to the rods, and the sockets K being formed with or secured to the frame. The majority of these rods, especially those of the lighter articles, terminate at their lower ends

in balls that fit in sockets of the frame, while one or more of the rods of the heavier class of articles—such, for example, as tables—extend below the balls upon them, and to such extended ends L are secured the large weights M. These rods also extend below the weights and enter channeled blocks N, which are secured upon swiveled rods O, or are swiveled upon the said rods. The ends of the rods are free to work in the channels of the blocks, and at the ends of the channels are springs P, which form cushions, against which the rods will strike when vibrated to a certain extent. It will now be seen that the tendency of the weights will be to maintain the rods to which they are attached in a vertical position, and that the position of these rods controls the position of the unweighted rods by reason of the frame which constitutes the connection between the same. All of the rods, therefore, partake of the same motion, and the weight or weights control the position of all of the articles of furniture. The end of a rod within the channel of a swiveled block, while working freely therein, will during the rolling of the ship strike against the walls of the channel, and hence, while it will turn the block round, will be prevented from too sudden movement, and also its lateral swing will be limited.

I am aware that it is not new to provide an article of furniture on a ship with a rod having a ball-and-socket joint, and passing through the floor or deck, and that such rod has been provided with a weight, and also connected with a frame below the deck or floor. Hence I do not claim these features, broadly; but, Having described my invention, what I do claim as my improvement, and desire to secure by Letters Patent, is—

1. The combination, with the furniture-supporting rods passing through the ship's deck or floor, and supported by ball-and-socket joints above the latter, of the movable frame arranged below the deck or floor, and supported by means of balls upon the rods fitting in sockets in the frame, one or more of said rods being extended below the balls last named, and being provided with weights, for the purpose of maintaining all of the rods in a vertical position, substantially as described.

2. The combination, with the ship's-furniture



rods supported by ball-and-socket joints, and the frame arranged below the deck and partaking of the motion of all of the rods, of a weight upon the end of the rod extending below the frame, and the swiveled block provided with a channel that receives the end of the rod projecting below the weight, substantially as described.

3. The combination, with the vibratory rods passing through the ship's deck, and the frame supported by the rods below the deck or floor, of the weight upon the end of a rod, and the

swiveled block having a channel receiving the lower extremity of the rod, and springs at the ends of the said channel, substantially as described. 15

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

W. D. F. JARVIS.

Witnesses:

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