

(No Model.)

2 Sheets—Sheet 1.

P. DAVEY.
BERTH, CHAIR, &c.

No. 383,868.

Patented June 5, 1888.

Fig. 1.

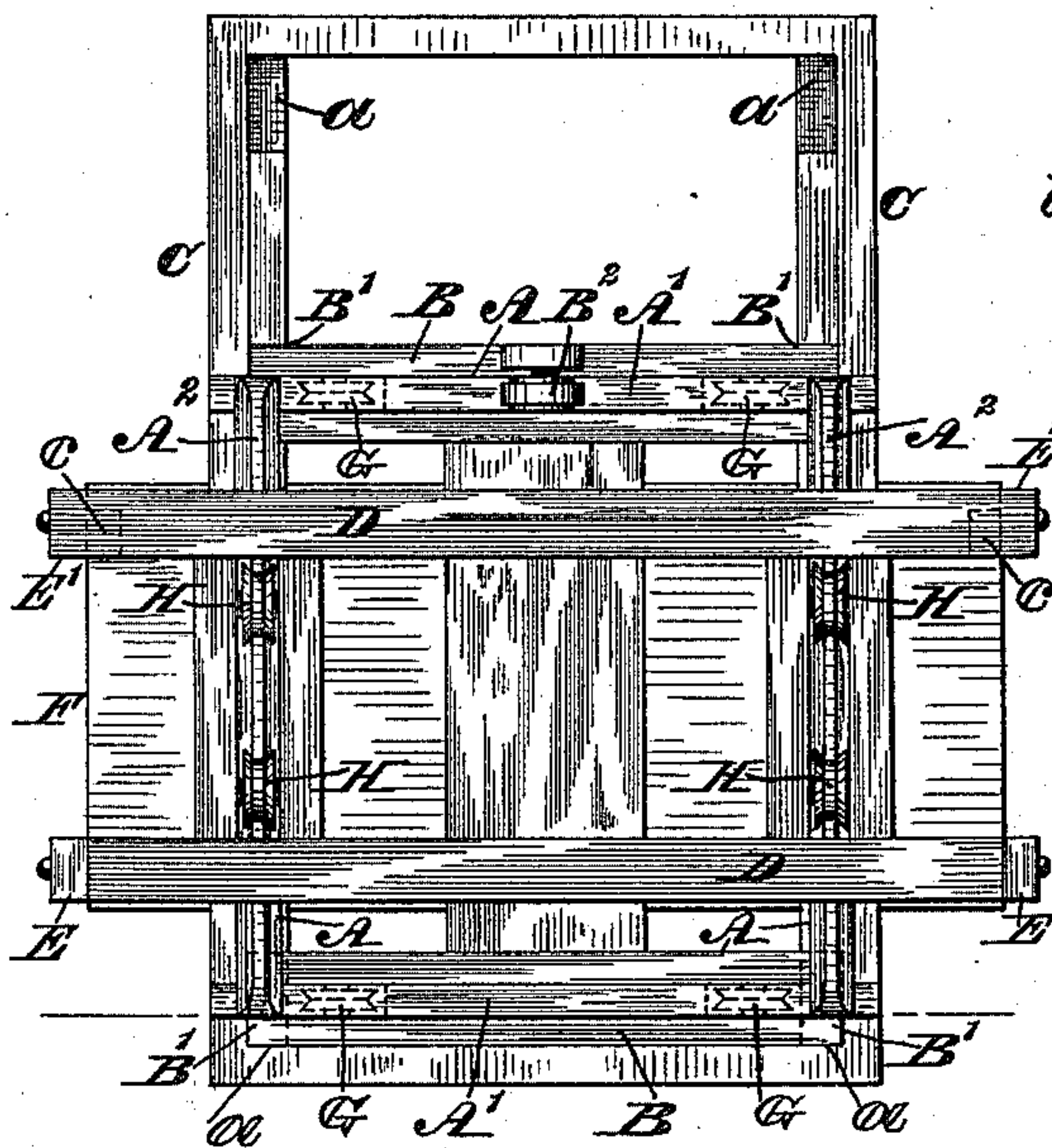


Fig. 2.

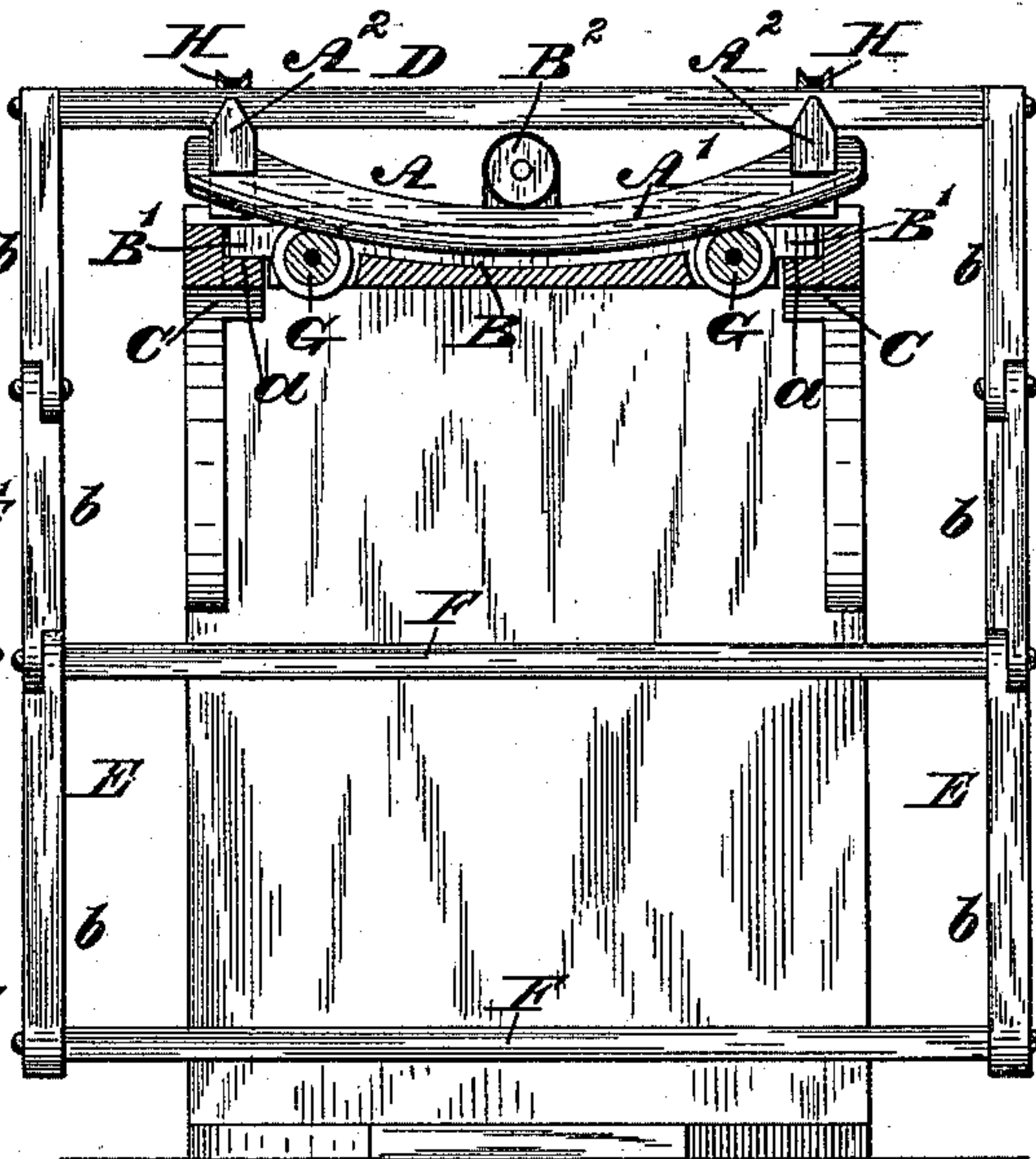


Fig. 3.

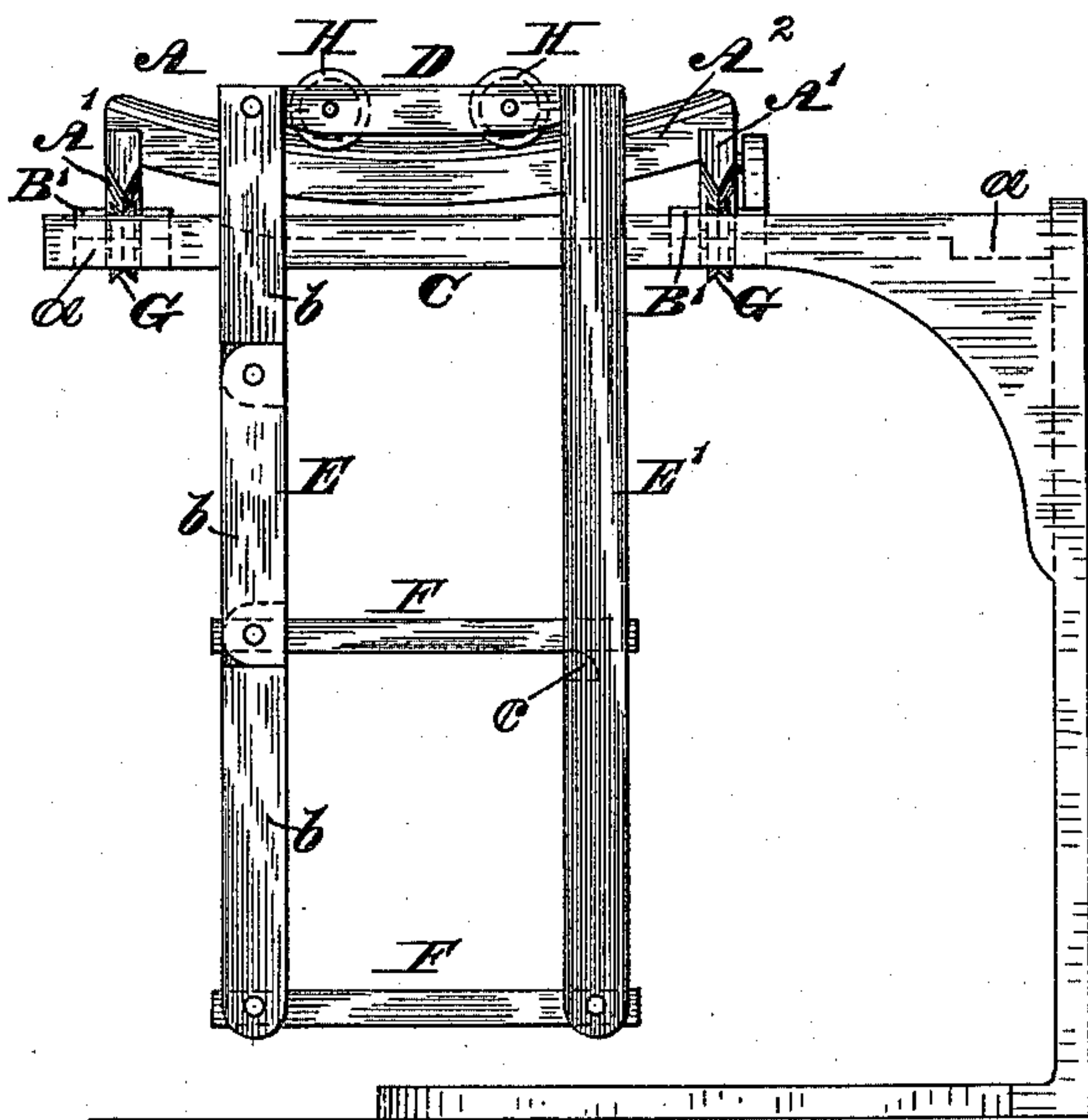
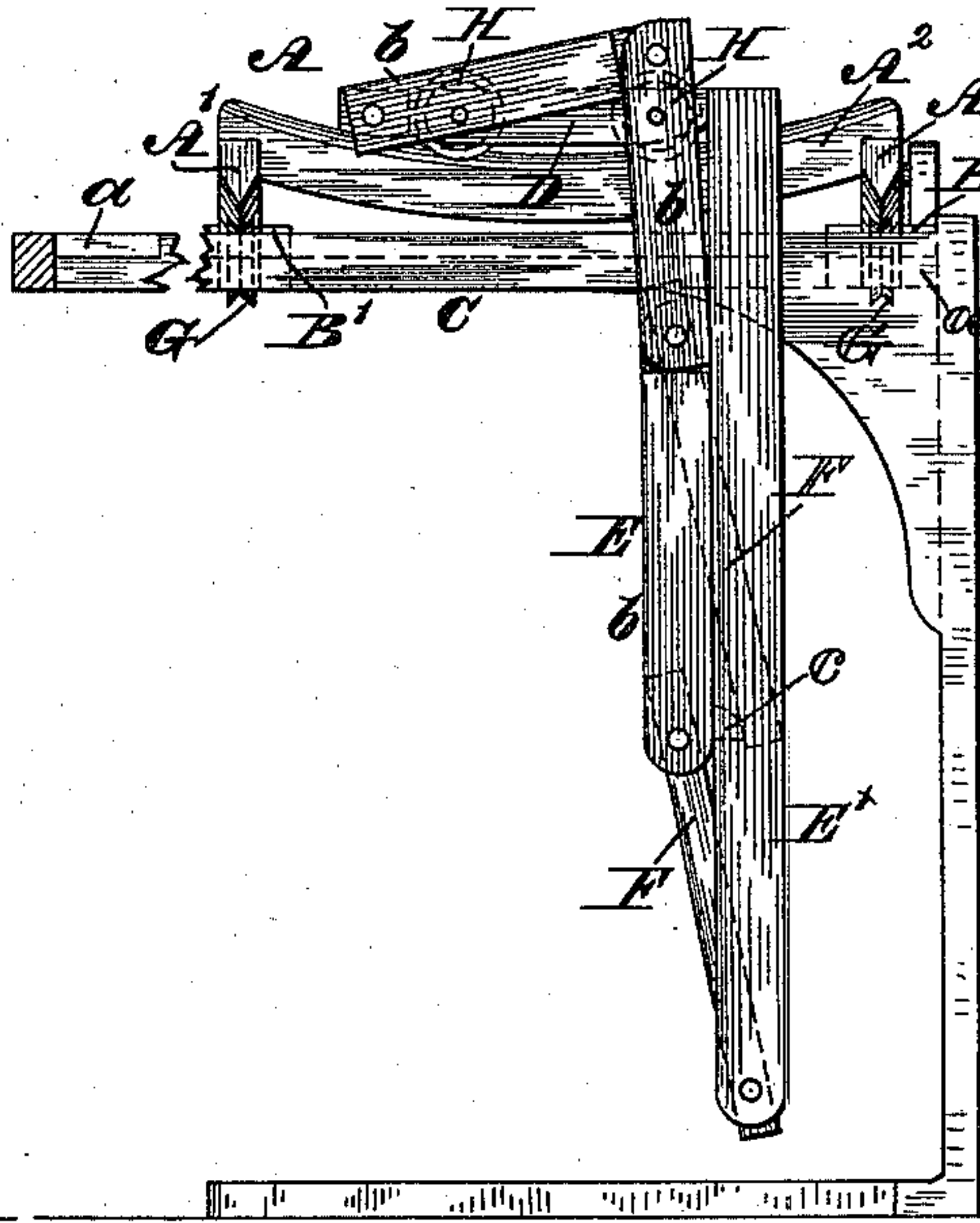


Fig. 4.



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Fig. 5.

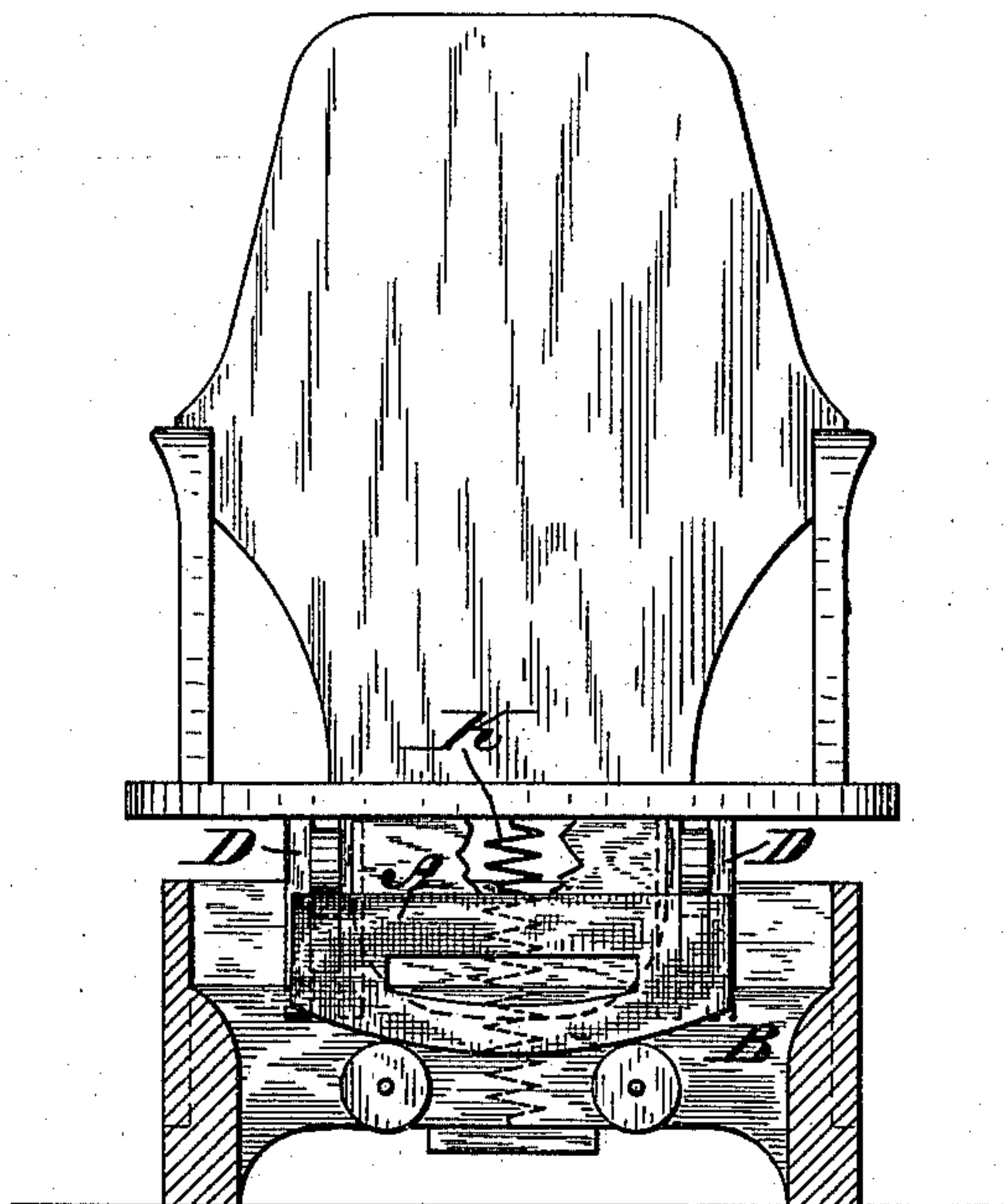
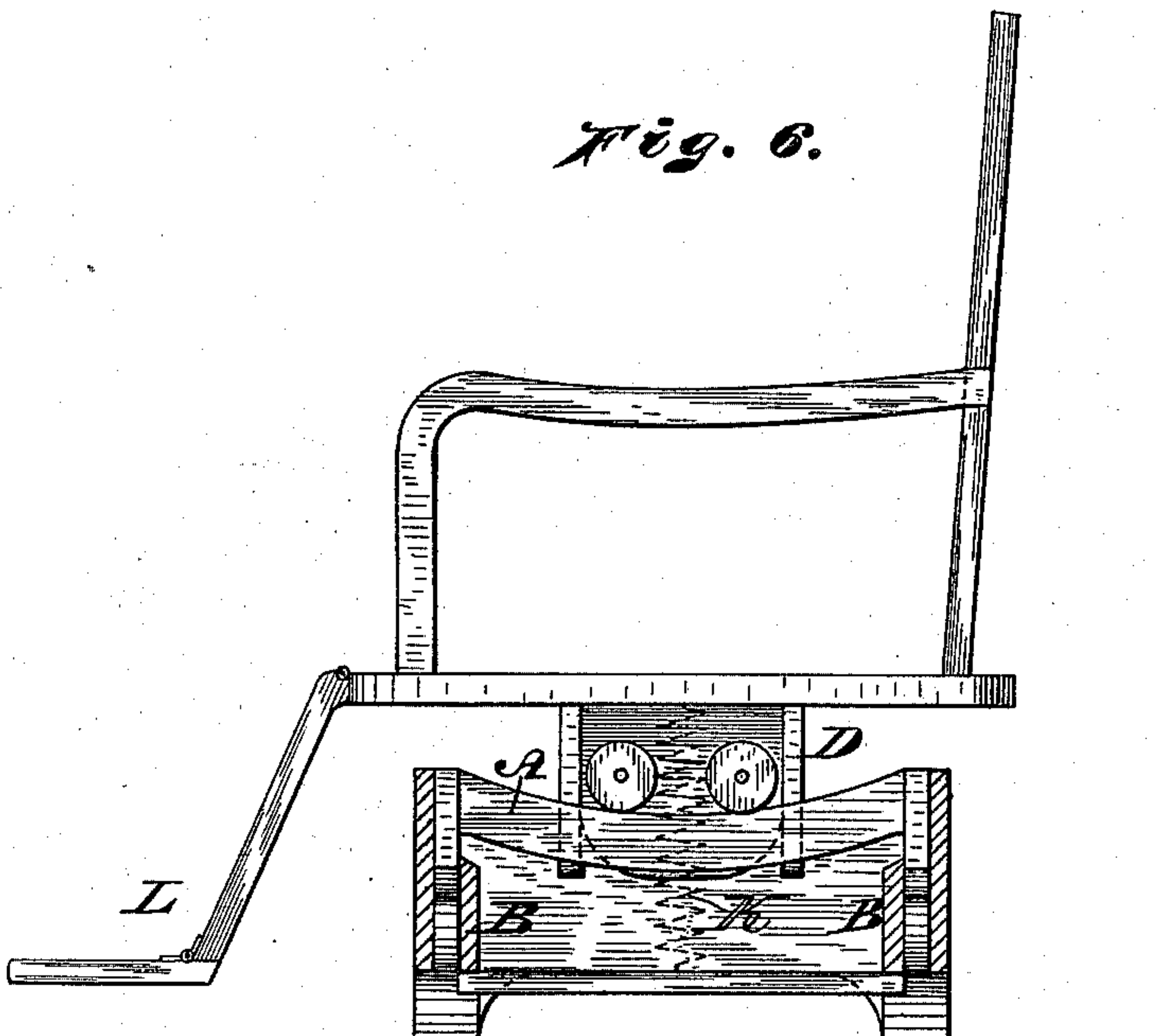


Fig. 6.



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UNITED STATES PATENT OFFICE.

PETHERICK DAVEY, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR OF
THREE-FOURTHS TO SAMUEL W. LEEDOM, OF SAME PLACE.

BERTH, CHAIR, &c.

SPECIFICATION forming part of Letters Patent No. 383,868, dated June 5, 1888.

Application filed July 14, 1887. Serial No. 244,304. (No model.)

To all whom it may concern:

Be it known that I, PETHERICK DAVEY, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Berths, Chairs, &c., which improvement is fully set forth in the following specification and accompanying drawings.

My invention consists of a berth, chair, table, &c., which is adapted to be retained in horizontal position regardless of the motions of a ship, car, &c., containing said berth, &c.

Figure 1 represents a top or plan view of a berth embodying my invention. Fig. 2 represents a partial front view and partial vertical section thereof. Fig. 3 represents a side elevation thereof. Fig. 4 represents a side elevation, the berth being in folded condition. Fig. 5 represents a front view of a chair embodying my invention. Fig. 6 represents a side elevation thereof.

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

Referring to the drawings, A represents a cradle having side rockers, A', which are supported on a frame, B, the latter being sustained on the horizontally-arranged ledge or frame C, which is secured to the wall of a ship, car, &c. Supported on the end pieces, A², of the cradle A is the horizontal frame D, from which depends the arms or upright pieces E E', to which the berths F are pivoted. The frame B may be moved in and out on the frame C and when in either position has its shouldered ends B' drop into recesses a at the ends of the frame C, thus preventing movement of said frame B.

To the frame B are journaled the rollers G, on which the cradle A is sustained, and to the frame D are journaled the rollers H, which are fitted on the end pieces, A², of the cradle A, said pieces being curved similar to the rockers A' of said cradle, both sets of rollers, G H, being grooved to receive, respectively, the inclined or pointed edges of the rockers A' and end pieces, A², of the cradle A, whereby displacement of the cradle A and berth-supporting frame D is prevented.

It will be seen that during the motions of the ship or cars the cradle A is permitted to

rock on the frame B, and the frame D to rock on said cradle, the motions of the frame D and cradle A being at a right angle to each other, whereby the supporting-frame D may be said to have universal motions, and the berth thereby retains horizontal positions, making occupancy thereof safe and comfortable.

The upright pieces E, to which the berths are pivoted, are formed of sections b, joined to each other, and the berths are also pivoted to said pieces E, as has been stated, the upper berth having one end resting freely on stops c, secured to the uprights E'. By these means provision is made for folding the berths in upright or nearly upright position and folding the pieces E against each other, as shown in Fig. 4, the frame B, with its superimposed parts, being run back on the frame C, whereby the berth is folded comparatively close to the wall, and may be said to be out of the way.

In order to prevent vertical and lateral displacement of the cradle, there is secured to the frame B a roller, B², which is located above the rockers A' of the cradle, so as to prevent rising of the same without interfering with the proper motions thereof.

In Figs. 5 and 6 the cradle A is shown supported on a frame, B, within the base of a chair, and the frame D is fitted on the curved end pieces of the cradle and connected with the seat portion of the chair. By these means, during the motion of a ship, car, &c., the seat of the chair preserves a horizontal position, and may thus be occupied with comfort and safety.

In order to connect the seat with the base, I employ a spring, K, which is secured to said seat and base without interfering with the action of the cradle and contiguous parts and preserving the horizontal position of the seat.

The chair is provided with a folding foot-rest and leg-support, L.

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

1. In a device of the character named, a fixed support having a frame provided with rollers having V-shaped peripheries resting thereon, a cradle with rockers V-shaped on under surface resting on said rollers, and a frame with

rollers resting on curved end pieces of said cradle, and a berth depending from last-mentioned frame, substantially as described.

2. In a device for the purpose named, a fixed support having a frame provided with rollers and adjustable on said support, a cradle with rockers resting on said rollers and having curved end pieces, a frame with rollers resting on said curved end pieces, and a berth connected to said frame by sectional uprights, substantially as and for the purpose set forth.

3. In a device for the purpose named, a fixed support, a frame thereon, a cradle with rockers on said frame, a frame with rollers on said cradle, a frame having sectional uprights on one side connected to a berth, and uprights connected to said frame, and having stops *c*, on which one side of said berth rests, said parts combined substantially as described.

4. A pivoted berth with sectional side arms on one side thereof, a frame with rollers con-

nected to said side arms, and a curved support on which said rollers move, said parts being combined substantially as described.

5. A rocking cradle and a support therefor, in combination with a berth, arms supporting said berth, &c., and a frame attached to the top of said arm and resting on the cradle, the berth being pivoted to the side arms, and the latter formed of jointed sections, the several parts being combined and operating substantially as described.

6. A fixed support, in combination with the frame B, the cradle A, with side rockers, A', and curved end pieces, A², the frame D, with rollers H, and the berth F, with sectional side pieces, E, substantially as and for the purpose set forth.

PETHERICK DAVEY.

Witnesses:

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