(No Model.) 2 Sheets—Sheet 1.

T. O. L. SCHRADER.

Self Leveling Berth.

No. 236,514. Patented Jan. 11, 1881.

Fig. 1

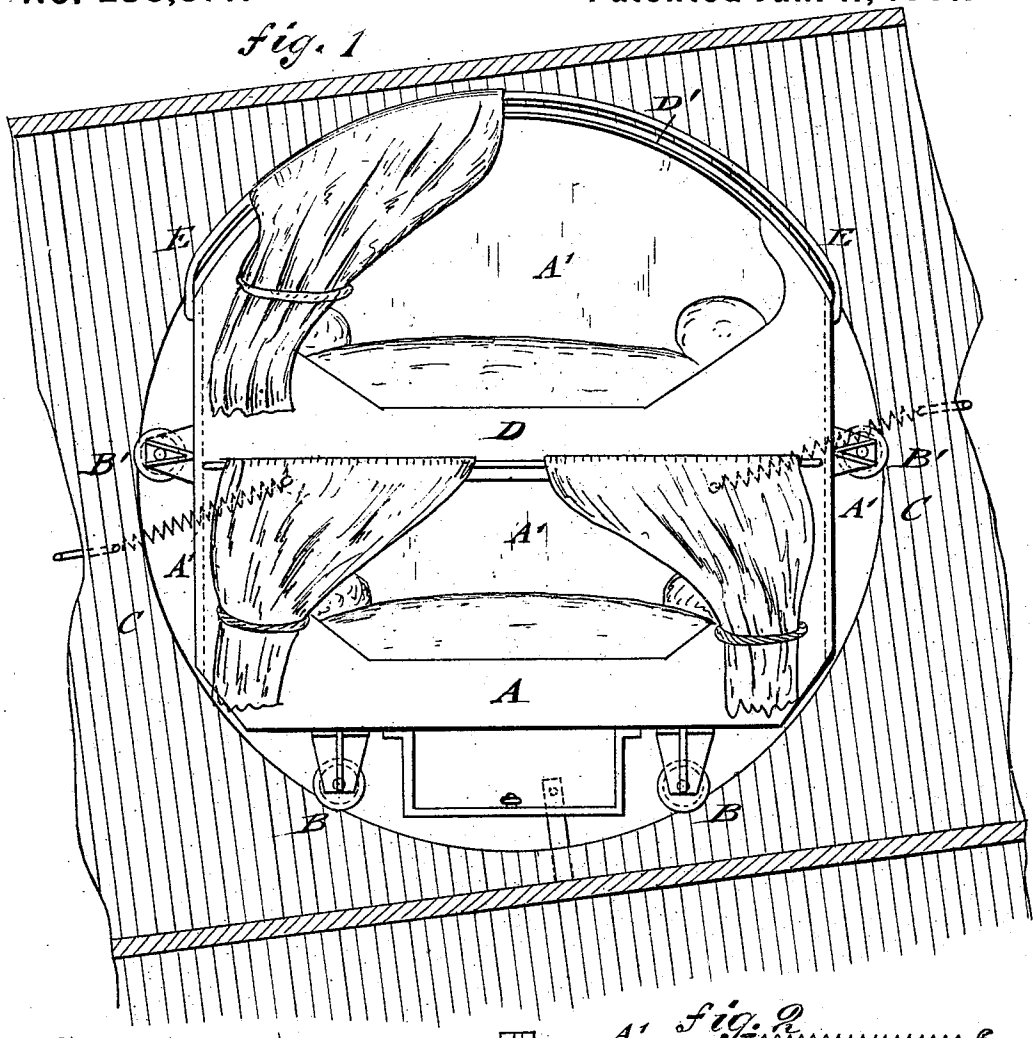
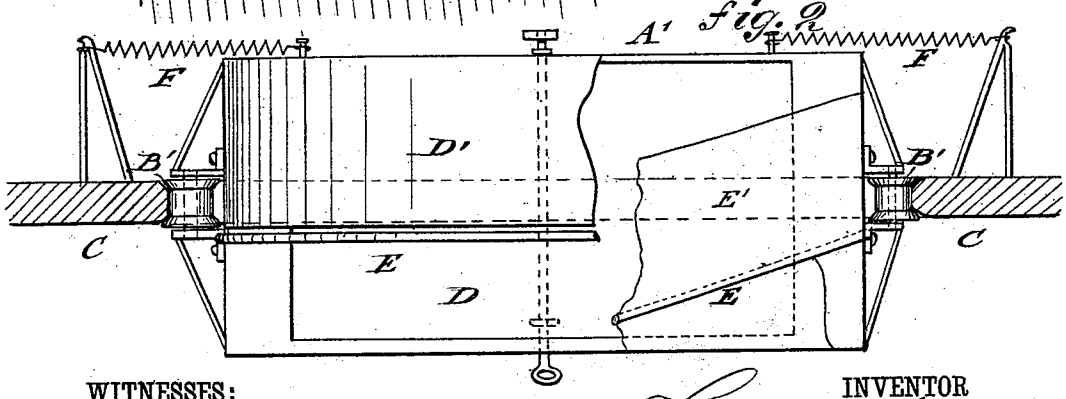


Fig. 2



WITNESSES:

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Otto Risch

INVENTOR

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BY Paul Goepel

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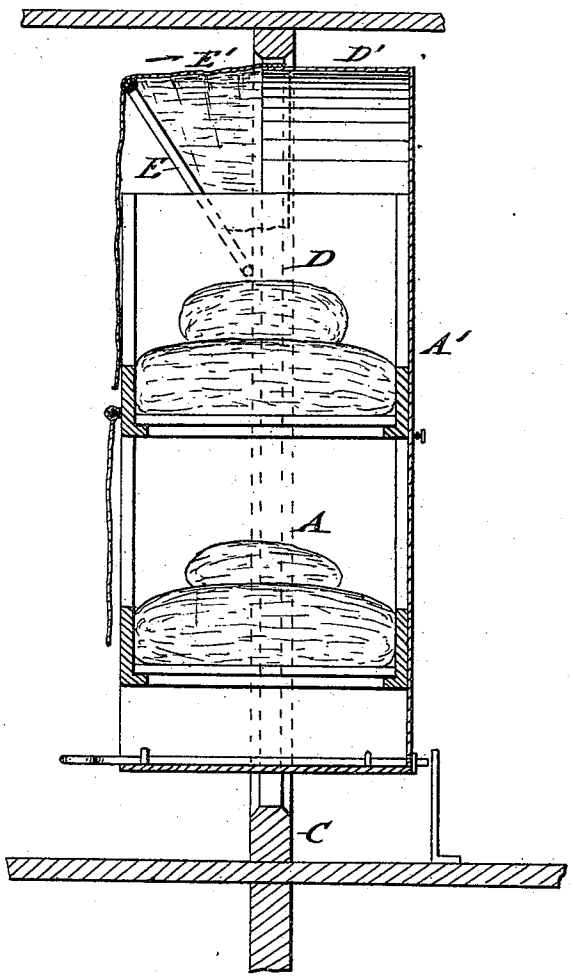
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Fig. 3



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UNITED STATES PATENT OFFICE.

THEODOR O. L. SCHRADER, OF NEW YORK, N. Y.

SELF-LEVELING BERTH.

SPECIFICATION forming part of Letters Patent No. 236,514, dated January 11, 1881.

Application filed July 3, 1880. (No model.)

To all whom it may concern:

Be it known that I, THEODOR O. L. SCHRADER, of the city, county, and State of New York, have invented certain new and useful Improvements in Self-Leveling Ship's Berths, of which the following is a specification.

This invention relates to improvements in the oscillating ship's berth for which Letters Patent have been granted to me heretofore, dated February 3, 1880, and numbered 224,232; and the principal improvements consist in adding a second or upper berth above the lower one, and in providing the upper berth with an artificial ceiling which moves with the berth, and with curtains applied to an arc-shaped pivoted curtain-rod. The cabin-decks of passenger-steamers range in height from seven to seven and one-half feet, which gives barely room for two stationary bunks. As a greater height of deck is not easily obtainable in the present steamships, the difficulty to be solved consists in arranging an oscillating berth having two bunks which do not take up more space than the stationary ones now in use.

In the accompanying drawings, Figure 1 represents a side elevation of my improved oscillating berth. Fig. 2 is a top view of the same with parts broken away, and Fig. 3 is a vertical transverse section of the berth taken centrally through the bunks.

Similar letters of reference indicate corresponding parts.

A in the drawings represents the lower bunk of a double-storied berth, which is supported by wheels or rollers B on one or more circular rails, C. The end and rear walls, A′, of berth A are extended in an upward direction to a sufficient height to form supports for a second berth, D, above the first or lower berth, the upper berth being within the diameter of the circle described by the rail or rails. To prevent the berth from tipping the end walls of the upper bunk are provided with flanged wheels B′ at or above a diametrical line drawn along the base of the upper bunk. The wheels B′ support the berth securely to the rail and guide it steadily thereon. The end and rear supports, A′, are carried upward to sufficient height to form the end and rear walls of the upper bunk. They support an arc-shaped top or ceiling, D′, which may be made either stationary and extended over the whole or a part of the width of the berth, or it may be made partly stationary and partly movable, like the top of a carriage, by pivoting one or more rods, E, of semicircular or other suitable form, to the end walls of the upper bunk, and stretching a curtain, E′, over the stationary top part, D′, thus giving a flexible ceiling that can be turned back or made to extend over the berth. The curtain-rod E also supports the adjustable front curtains, as shown in Fig. 1. The object of this artificial ceiling moving with the berth is, first, to prevent injury to the limbs; secondly, to prevent air currents and drafts by furnishing a semi-inclosed room; thirdly, to give to the eyes of the person occupying the berth a point of rest, as otherwise dizziness might ensue and the discomfort of sea-sickness increased rather than diminished; fourthly, the movable part of the ceiling facilitates the getting in or out by giving the greatest possible height when turned back.

Strong springs F are attached to both sides of the double berth to points on the rear wall and frame which are in line, or nearly so, with the horizontal center line of the double berth. The springs are intended to act in stormy weather as a kind of cumulative brake, while they also facilitate the return of the berth into opposite direction.

The berth is provided with an automatic locking device, indicated by the sliding bolt and stationary post at the lower part of the brake, so that it can be secured into fixed position when desired. This, however, is a well-known feature in self-leveling berths.

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

1. The combination, with one or more circular guide-rails, of an oscillating ship's berth having flanged bottom guide-wheels and end guide-wheels, the latter being secured to the ends of the berth in line with or above the horizontal diameter of the rails, so as to prevent the tilting of the berth, substantially as set forth.

2. The combination of a double ship's berth having an arc-shaped top or guard with a

flexible curtain and an arc-shaped curtain-rod which is pivoted to the end walls of the berth, to be thrown forward or back, substantially as set forth.

3. The combination of an oscillating double berth having an arc-shaped top guard or ceiling with an arc-shaped curtain-rod pivoted to the end walls of the upper berth, with a flexible top curtain passing over the fixed top, and with adjustable front curtains, substantially as set forth.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of two witnesses, this 1st day of June, 1880.

THEODOR O. L. SCHRADER.

Witnesses:
PAUL GOEPEL,
CARL KARP.