

R. JENNINGS.

Bed, Sofa, and Lounge Bottoms.

No. 133,371.

Patented Nov. 26, 1872.

Fig. 1.

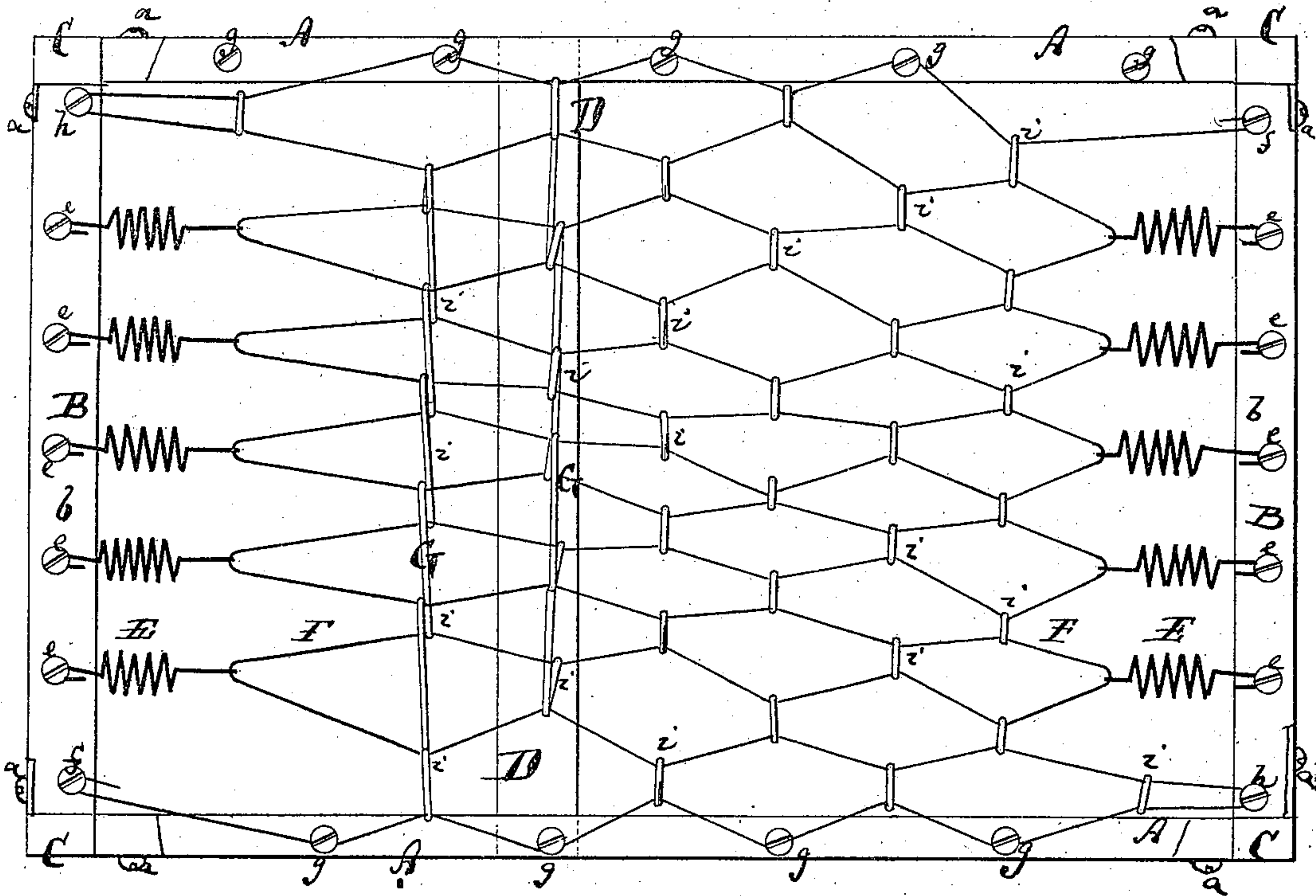


Fig. 2.

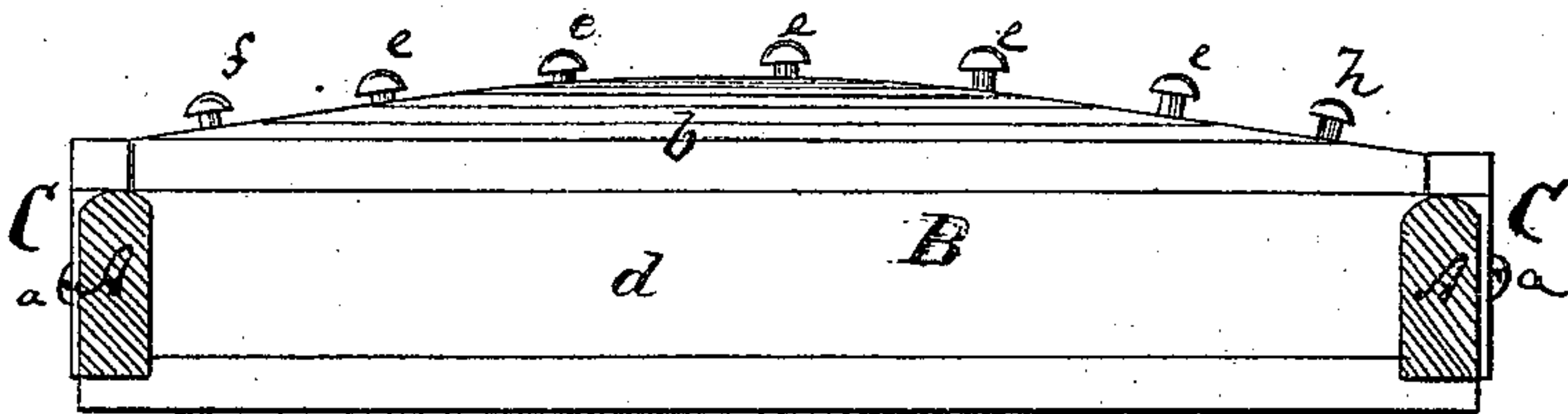
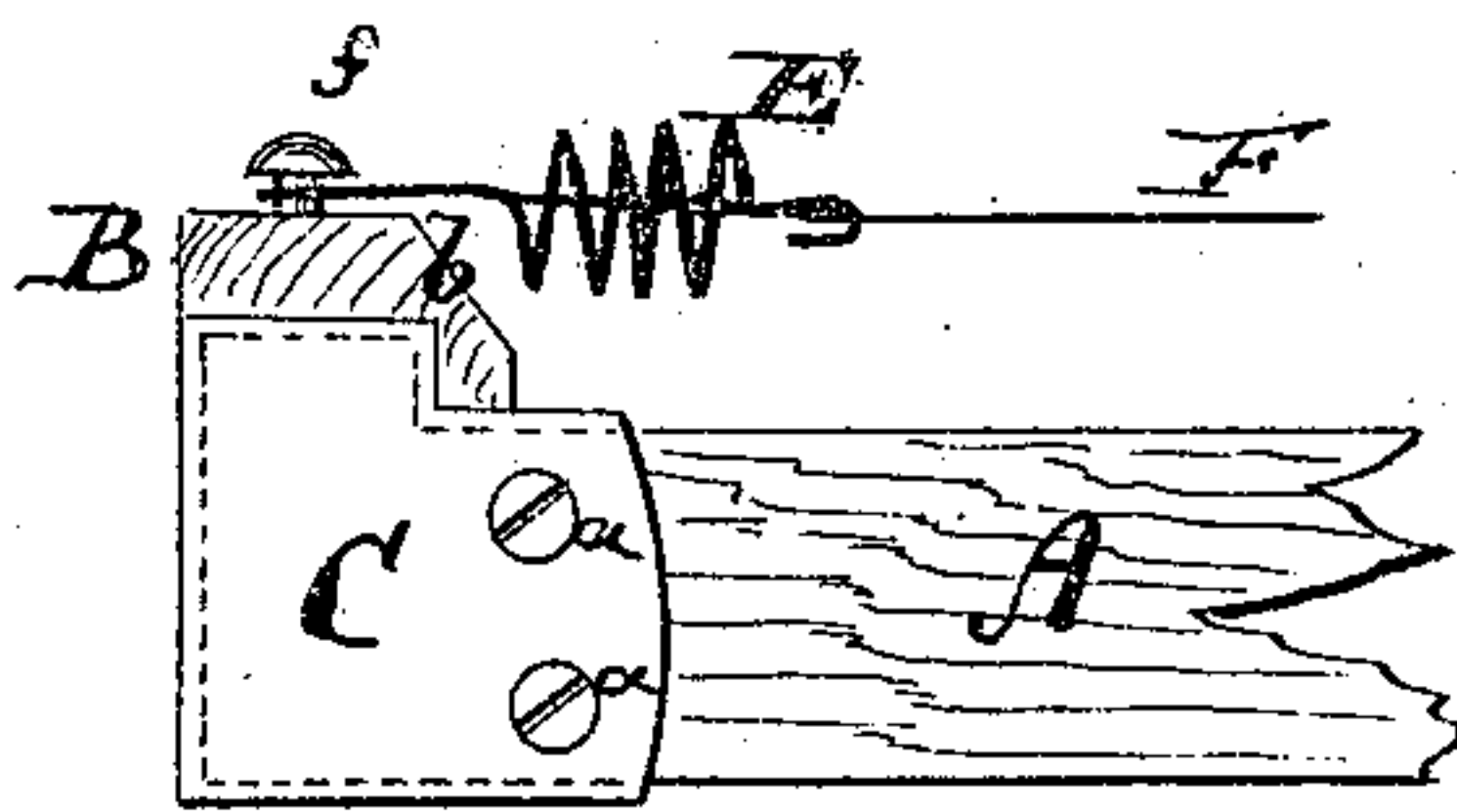


Fig. 3.



Witnesses:

Chas. Nida.
C. Braguer

Inventor:

R. Jennings

PER

Munn & Co.
Attorneys.

UNITED STATES PATENT OFFICE.

ROYAL JENNINGS, OF RACINE, WISCONSIN, ASSIGNOR TO HIMSELF AND
WALLACE H. JENNINGS, OF SAME PLACE.

IMPROVEMENT IN BED, SOFA, AND LOUNGE BOTTOMS.

Specification forming part of Letters Patent No. **133,371**, dated November 26, 1872.

To all whom it may concern:

Be it known that I, ROYAL JENNINGS, of Racine, in the county of Racine and State of Wisconsin, have invented a new and Improved Bed, Sofa, Car, and Wagon Seat, and Lounge Bottom, of which the following is a specification:

Figure 1 represents a top view, Fig. 2 a vertical transverse section, and Fig. 3 a detail side view, of my improved bed-bottom.

Similar letters of reference indicate corresponding parts.

This invention relates to a new construction of bed, sofa, and lounge bottom, which is very light, graceful, and elastic, and at the same time durable and cheap to make. The invention consists in the arrangement of wire springs, clasps, and a wire or cord bottom, as hereinafter described.

In the accompanying drawing, A A are the side parts of the bed-bottom, or lounge, or sofa-frame. B B are its end pieces. These end pieces are joined to the side rails by means of metallic corner-pieces C C that are held in place by screws *a a*, as shown. Each end piece B consists of two pieces or beams, *b d*, one above the other. The upper of these beams *b* is beveled on top toward the inner edge so as not to be in the way of the springs. The corner-pieces C C form sockets for the reception of the end rails and overlapping lips on the outer faces and upper and lower edges of the side rails. The end and side rails may, for obtaining still greater strength, be moreover joined together by tenons and mortises, or otherwise. These parts complete the frame, with the exception, perhaps, of one or more cross-pieces, D D, which join the side rails at

or near the bottom to prevent them from spreading under strain. E E are spiral springs of suitable number; each has its two ends formed into hooks. The outer ends of these springs are, by the hooks thereon, fastened to screws or pins *e e* that project from the upper faces of the end rails. When all the springs have thus been placed a wire or string, F, is fastened with one end to a pin, *f*, of an end rail, then carried loosely along the outer sides of pins *g g* that project from the side rails, laid around a pin, *h*, on the opposite end rail, carried back to the first end rail, and hooked to the first spring thereon, and so brought back and forth and hooked to the several springs, and finally fastened with its other end substantially as with the first. All the while the string or cord F is left quite slack. Subsequently it is drawn tight by small clasps *i* that are hooked over adjoining lengths of the wire F at proper intervals, and as indicated in Fig. 1. These clasps, being short wires with hooks at both ends, may also be formed by continuous strings or wires, as at G G, in Fig. 1, such strings or wires being once drawn around the two layers of F, which they are to unite, all as indicated in Fig. 1.

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

The combination of the wire or string F and clasps *i* with the springs E and rails A and B, substantially as specified.

ROYAL JENNINGS.

Witnesses:

SIMEON WHITELEY,
W. H. JENNINGS.