

**P. WELLS.**  
**Spring Bed-Bottoms.**

No. 146,626.

Patented Jan. 20, 1874.

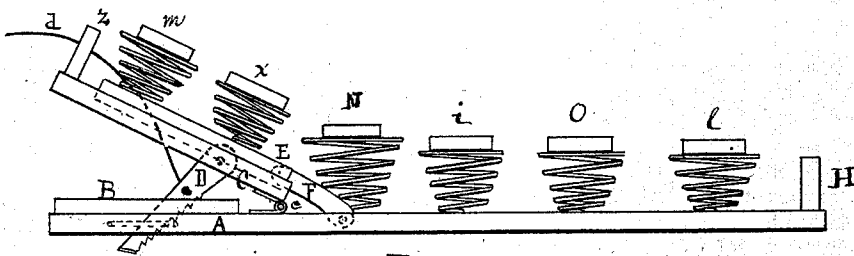


Fig. 1.

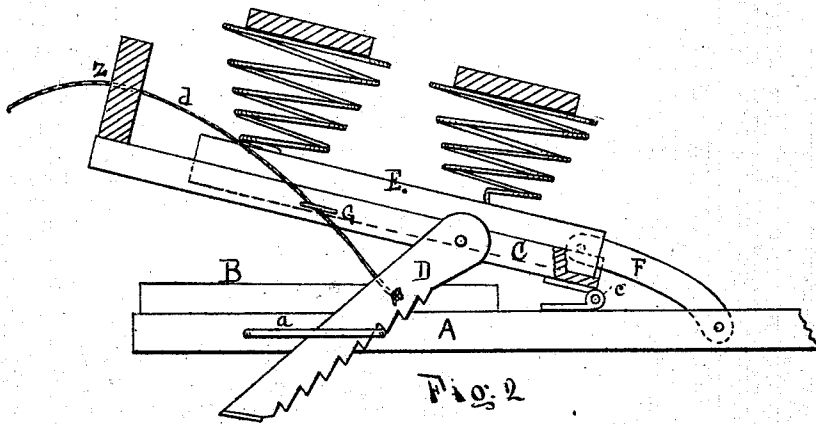


Fig. 2.

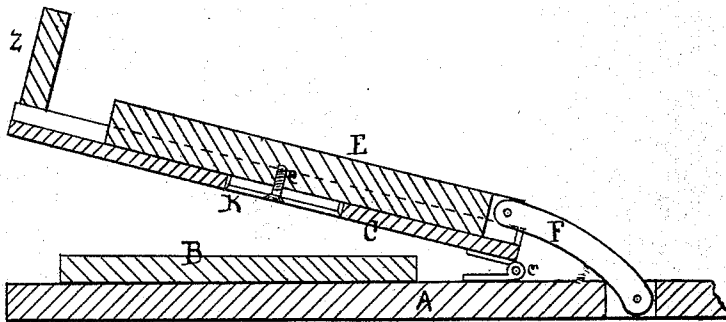


Fig. 3.

Witnesses

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# UNITED STATES PATENT OFFICE.

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## IMPROVEMENT IN SPRING BED-BOTTOMS.

Specification forming part of Letters Patent No. **146,626**, dated January 20, 1874; application filed December 10, 1873.

*To all whom it may concern:*

Be it known that I, PARKER WELLS, of Lynn, in the county of Essex, State of Massachusetts, have invented a certain new and useful Improvement in Spring-Beds, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which my invention appertains to make and use the same, reference being had to the accompanying drawing, forming a part of this specification, in which—

Figure 1 is a side elevation of my improved bed. Fig. 2 is a sectional view, showing the bolster. Fig. 3 is a vertical section of the bolster.

Like letters refer to like parts in the different figures of the drawing.

My invention relates to that class of spring-beds which are provided with bolsters; and consists of a novel construction and arrangement of the parts, as hereinafter more fully set forth, the object being to overcome the imperfections existing in ordinary beds of this description.

In Fig. 1, A is the main rail of the bed. B is the head, and H the foot, rail; C, a short or auxiliary rail, connected by the hinge *c* to the main rail; D, a gravitating serrated lever or "drag" loosely attached to the short rail; E, a frame-work or section of the bed provided with the springs *m x*, and mounted on the auxiliary rail C, being also connected by the link F to the main rail A, as shown. A cord, *d*, Fig. 2, is attached to the lever D, and passes through the guides G and Z. The frame E, Fig. 3, is fitted to slide in a groove in the auxiliary rail C, in which it is retained by the screw *e*, working in the slot K. A dog or stop, *a*, Fig. 2, is attached to the rail A, with which stop the teeth of the drag-lever D engage.

From the foregoing, the nature and operation of my improvement will be readily understood by all conversant with such matters. The rail C being at its lowest point, or parallel with the rail A, and the bed being level, or

nearly so, when it is required to form a bolster, all that is necessary is to raise the rail C to any desired elevation, where it will be retained by the lever D and stop *a* until said lever is raised by pulling the cord *d*, which can be done easily by a person on the bed.

It will of course be understood that, in the figures of the drawing, a section or one side only of the bed is shown, the opposite side being precisely the same, there being the requisite number of springs connected by the proper rails, as at *i l*, Fig. 1.

In ordinary spring-beds, in which a bolster is created by raising the head of the same, there is a tendency to "cramp" the mattress at a point between the springs *x* and N, Fig. 1, which renders it impossible to form a good bolster, and wears out and destroys the mattress rapidly. These objections and difficulties are entirely obviated by my invention, the frame E being caused by the link F to slide upward on the rail C as said rail is raised, thus always keeping the springs *m x* in a proper position in relation to the springs N O, at whatsoever elevation the bolster is fixed.

The additional cost of constructing a spring-bed embodying my improvement is very trifling, and its advantages, especially as an invalid-bed, are too numerous and apparent to need rehearsal.

Having thus described my invention, what I claim is—

1. In combination with the main rail A, the hinged rail C, provided with the sliding frame E and link F, substantially as and for the purposes specified.

2. In a bedstead provided with a sliding bolster, as described, the serrated lever D, for adjusting said bolster vertically, substantially as set forth and specified.

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Witnesses:

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