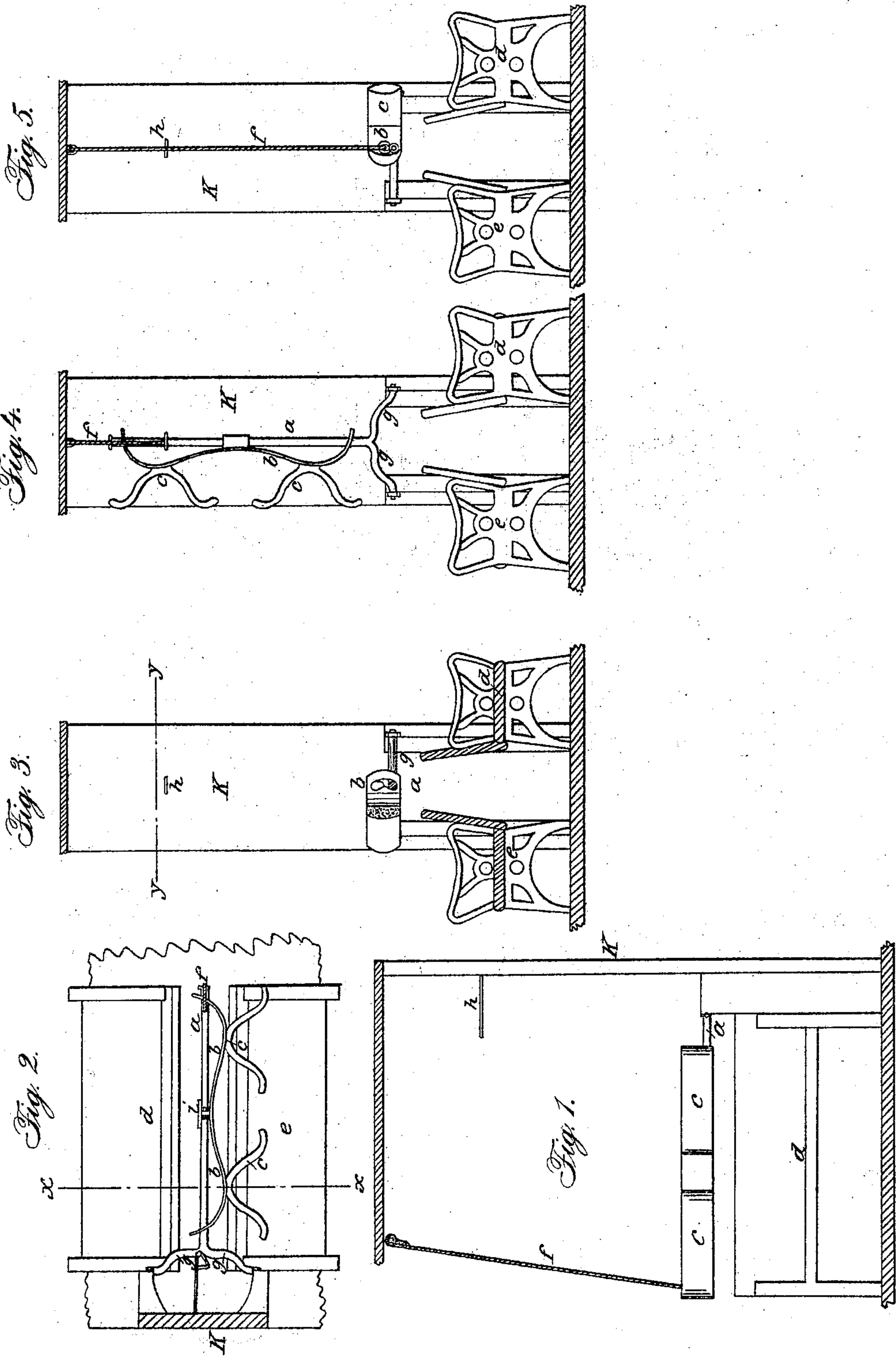


J. N. WILLIAMS.  
Car Seat and Couch.

No. 12,400.

Patented Feb. 13, 1855.



# UNITED STATES PATENT OFFICE.

J. N. WILLIAMS, OF DUBUQUE, IOWA.

## HEAD-SUPPORTER FOR RAILROAD-CARS.

Specification of Letters Patent No. 12,400, dated February 13, 1855.

*To all whom it may concern:*

Be it known that I, J. N. WILLIAMS, of the city and county of Dubuque, in the State of Iowa, have invented a new and Improved  
5 Arrangement of Head-Supporters for Persons Riding in Railroad-Cars; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings,  
10 making a part of this specification.

The first feature of my invention consists in the arrangement of head supporters in rail-road cars in such a manner that each pair of supporters, by reversing their position,  
15 tion, can be adapted equally well to either one of the two seats nearest to said supporters, when the said seat has the rear side of its back turned toward the supporters, substantially as hereinafter set forth.

20 The second feature of my invention, consists in the combination of the supporters *c, c*, the plate *b*, the bar *a*, and the cord *f*, or their equivalents, in such a manner that the supporters can be placed in the proper  
25 position for supporting the heads of persons riding on either one of the two seats nearest to said supporters, or turned up and secured to the side of a car, substantially as hereinafter set forth.

30 In the accompanying drawings Figure 1, is a vertical section, showing a portion of the interior of a car, in which is seen a car seat *d*, and the head supporters *c, c*, arranged in the proper position for supporting  
35 ing the heads of the sitters on said seat for night riding; Fig. 2, is a horizontal section in the line *y, y*, of Fig. 3, showing top views of two seats *d, e*, placed back to back, with the head supporters *c, c*, arranged in the  
40 proper manner for supporting the heads of persons riding in the seat *e*; Fig. 3, is a vertical section in the line *x, x* of Fig. 2; Fig. 4, is a vertical longitudinal section through a sufficient portion of the center of a car to  
45 show the ends of two seats *d, e*, and the head supporting apparatus *a, c, c*, turned up and secured to the panel *K*, which is situated between two windows; Fig. 5, is a longitudinal vertical section, showing the ends  
50 of the seats *d, e*, with the head supporters *c, c*, arranged in the proper position for sup-

porting the heads of the sitters upon the seat *d*.

The cushioned head supporters *c, c*, are attached to a metallic plate or spring *b*, or  
55 its equivalent—substantially as shown in the drawings. The plate *b*, is combined with the supporting bar *a*, by means of a central hinge *i*, and the curved slots *j, j*, near each end of the said plate—as shown in Figs. 2, 60  
3, and 5. The curved slots *j, j*, allow of a semi-rotary movement of the plate *b*; and in conjunction with the said central hinge *i*, they also serve to retain the said plate in a vertical position when either end of the  
65 said slots, strike against the bar *a*—as shown in Figs. 3 and 5. The supporting bar *a*, has lateral arms *g, g*, at its outer end that are received into eyebolts, or other suitable bearings, secured to the side of a car; and the  
70 inner end of said bar *a*, is supported by a cord *f*, descending from the ceiling of the car. The bar *a*, is arranged in such a position as to bring the head supporters *c, c*, at the proper elevation above the tops of  
75 the car seats to support the heads of the sitters therein. It is also arranged in such a position that the said supporters will, when turned into either of the positions shown in Figs. 3 and 5, have the same rela-  
80 tive position to the seats *d* and *e*, when the rear side of the backs of said seats are turned toward the said bar *a*.

In the daytime, or whenever the sitters wish to dispense with the head supporters,  
85 the bar *a*, may be turned up against the panel *K*, and secured by the catch *h*, as shown in Fig. 4.

What I claim as my invention and desire to secure by Letters Patent, is—

90 1. The arrangement of head supporters in rail-road cars in such a manner that each pair of supporters, by reversing their positions, can be adapted equally well to either one of the two seats nearest to said support-  
95 ers, when the said seat has the rear side of its back turned toward the supporters, substantially as herein set forth.

2. I also claim the combination of the head supporters *c, c*, the plate *b*, the bar *a*,  
100 and the cord *f*, or their equivalents, in such a manner that the supporters can be placed



in the proper position for supporting the  
heads of persons riding on either one of the  
two seats nearest to said supporters, or  
turned up and secured to the side of a car,  
5 substantially as herein set forth.

The above specification of my improved  
supporter for the heads of persons riding

in rail road cars, signed this 5th day of  
January 1855.

J. N. WILLIAMS.

Witnesses:

Z. C. ROBBINS.

GEO. SMITH.