

H. W. SAFFORD.
HEAD REST FOR CAR SEATS.

No. 98,420.

Patented Dec. 28, 1869.

Fig. 1.

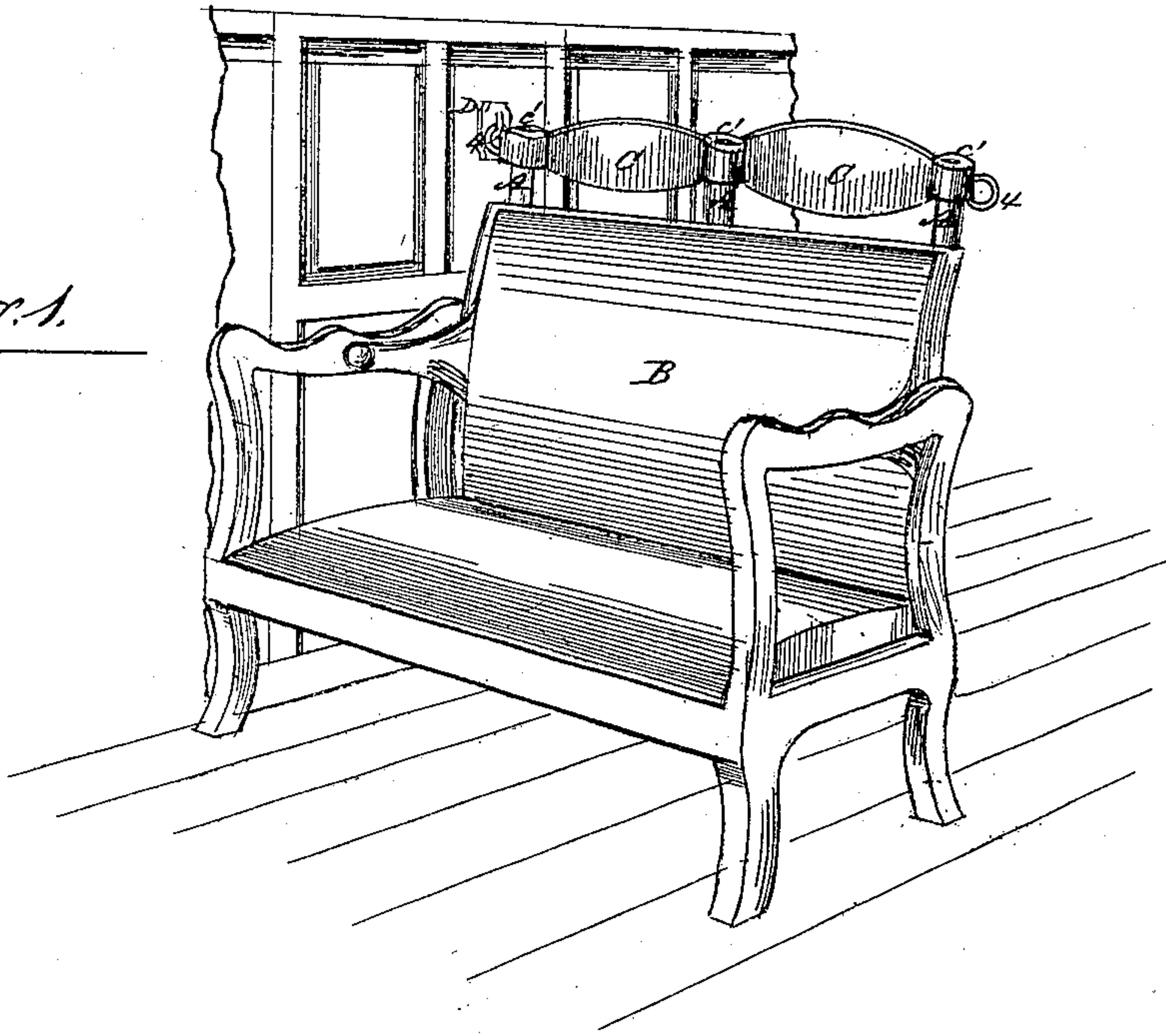
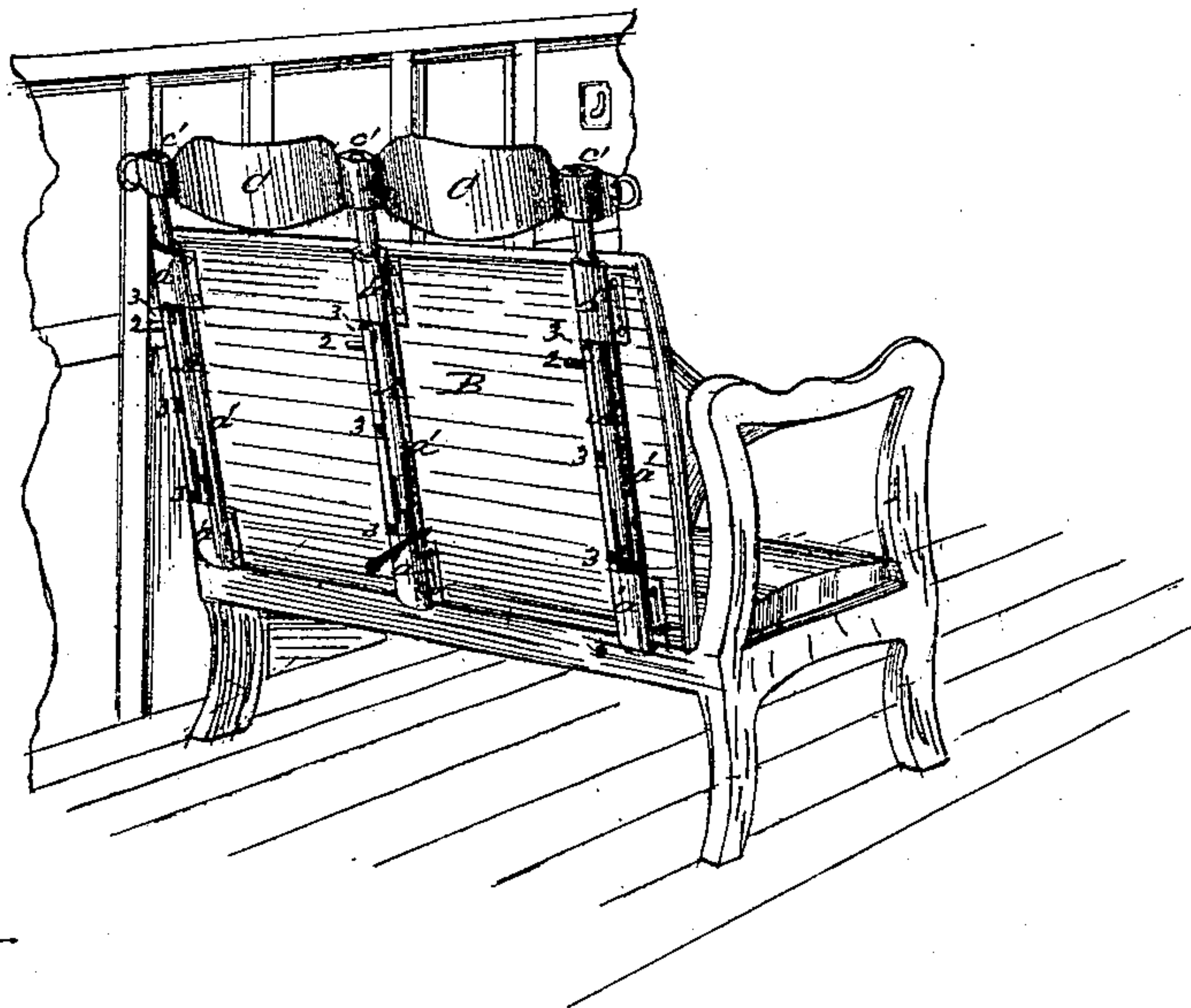


Fig. 2.



Witnesses:

Chas. Morrison

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Inventor

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H. W. SAFFORD, OF NEW YORK, N. Y.

IMPROVED HEAD-REST FOR CAR-SEATS.

Specification forming part of Letters Patent No. 98,420, dated December 28, 1869.

To all whom it may concern:

Be it known that I, H. W. SAFFORD, of the city of New York, in the State of New York, have invented certain Improvements in Head-Rests for Railway-Car Seats, of which the following is a specification.

My invention relates to the combination, with the reversible back of a railway-car seat, of certain adjustable sliding standards with removable head-pads in such a manner that the said standards can be readily adjusted and the pads applied thereto, so as to afford a safe and easy support for the head of a person in sleeping in either of the reversible positions of the said back of the seat, or be removed and hung up out of the way, as occasion may require, the standards remaining attached to the back of the seat without causing any obstruction or inconvenience to the occupants of the next seat in the rear, either while sitting therein or passing in or out.

In the accompanying drawings, Figure 1 is a perspective view of the front of an ordinary reversible seat of a railway-car embodying my invention. Fig. 2 is a perspective view of the same, showing the back of the seat reversed.

A A A are the adjustable sliding standards. They are made of iron or steel rods, and supported in respective slotted cases *a' a' a'*, which are fastened firmly across the rear side of the reversible back B of the seat, so that the said standards can be readily moved up and down and partially rotated in the cases *a'*, and are of the same lengths as their respective cases. The slot in each of the cases *a'* allows a stud or small knob, 2, which projects at the mid-length of the respective standard A, to traverse it up and down as the standard is raised or lowered in adjusting it, and at each end, as well as in the middle of the slot, its side edge is notched out, so as to produce recessed stops 3 3 3, into either of which the stud 2 on the respective standard A can be turned and secured, (like a bayonet-catch,) so that when the said stud is in the upper one of the three notches 3 the upper end of the standard will project above the top edge of the back B of the seat, as shown in Fig. 2, and when the said stud is in the middle notch the upper and lower ends of the said standard will be even with the top and bottom edges, respectively, of the said back B. About two

inches (more or less) of the length of each end of each of the standards A is reduced in diameter, so as to afford a stem and shoulder for receiving and supporting thereat the pads C C sidewise upon the end which may at the time be above the top edge of the back B.

The pads C C are intended to be made of plush, velvet, or any other soft, flexible material of sufficient strength. The two are made in one piece, which has also secured durably in each end as well as in its middle, a metallic thimble, *c' c' c'*, which fits over the respective shouldered stems on the ends of the three standards, so as to support the pads C C in the positions represented in the drawings. A small ring or loop, 4, is also attached to each end of the pad-piece, whereby it can be readily suspended from a hook, D, in the side frame of the car when the pads are not in use as head-rests.

It will be readily seen without further explanation that each of the standards A A A can be slid upward and secured by its respective stud 2 in the upper notches, 3 3 3, of the slots in their respective cases *a'*, and the pads C C then applied upon the shouldered stems of the upper ends of the said standards, so as to afford appropriate rests for the heads of the occupants of the seat while sleeping, and that, when required, the said pads may be readily lifted off and hung upon the hook D out of the way, and the standards A A A then lowered and supported in that position by turning their studs 2 into the respective middle notches of the slots in the cases *a'*, and that the same adjustments of the parts are available in either of the reversible positions of the back B of the seat. The rear side of the reversible back B may also be stuffed or padded in manufacturing the seats, so as to embed the cases *a'* of the standards A, if so desired.

I claim as my invention—

The combination of the sliding standards A A A, cases *a' a' a'*, and pads C C, with the reversible back of a railway-car seat, substantially as and for the purpose hereinbefore set forth.

H. W. SAFFORD.

Witnesses:

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