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J. C. GIFFING.

Improvement in Head Rests for Car Seats.

Fig. 4. No. 122,165.

Patented Dec. 26, 1871.

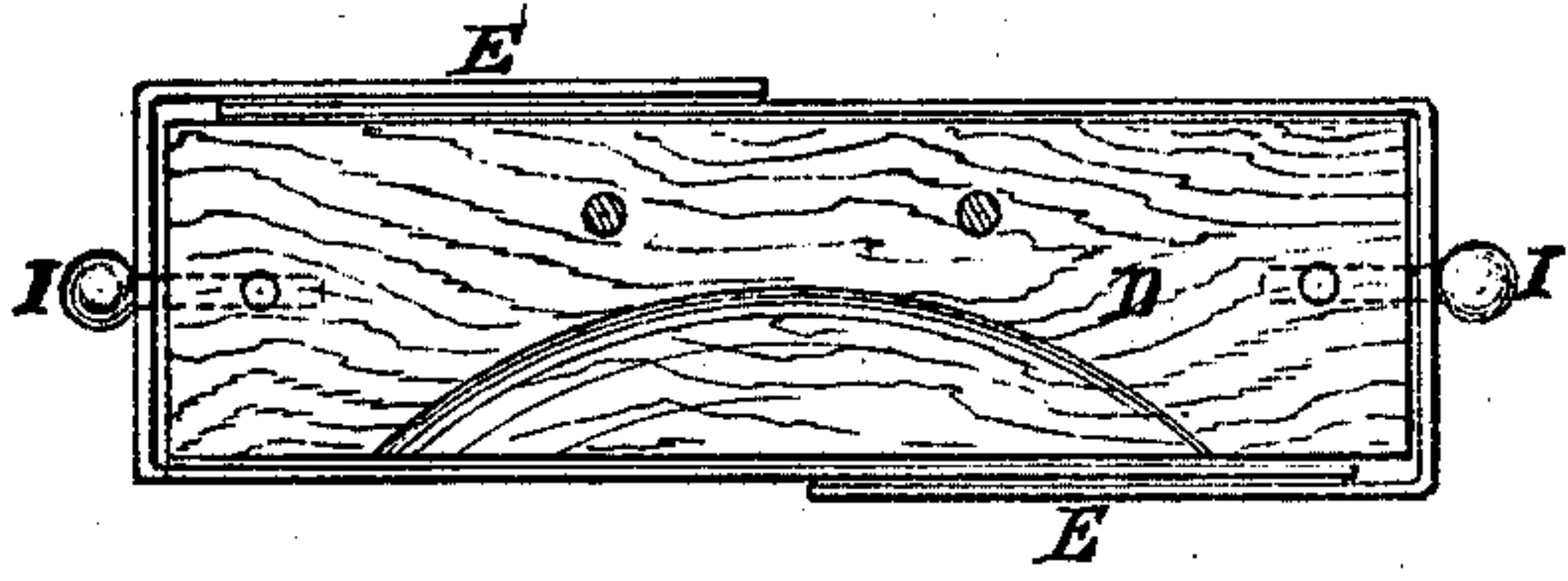


Fig. 1.

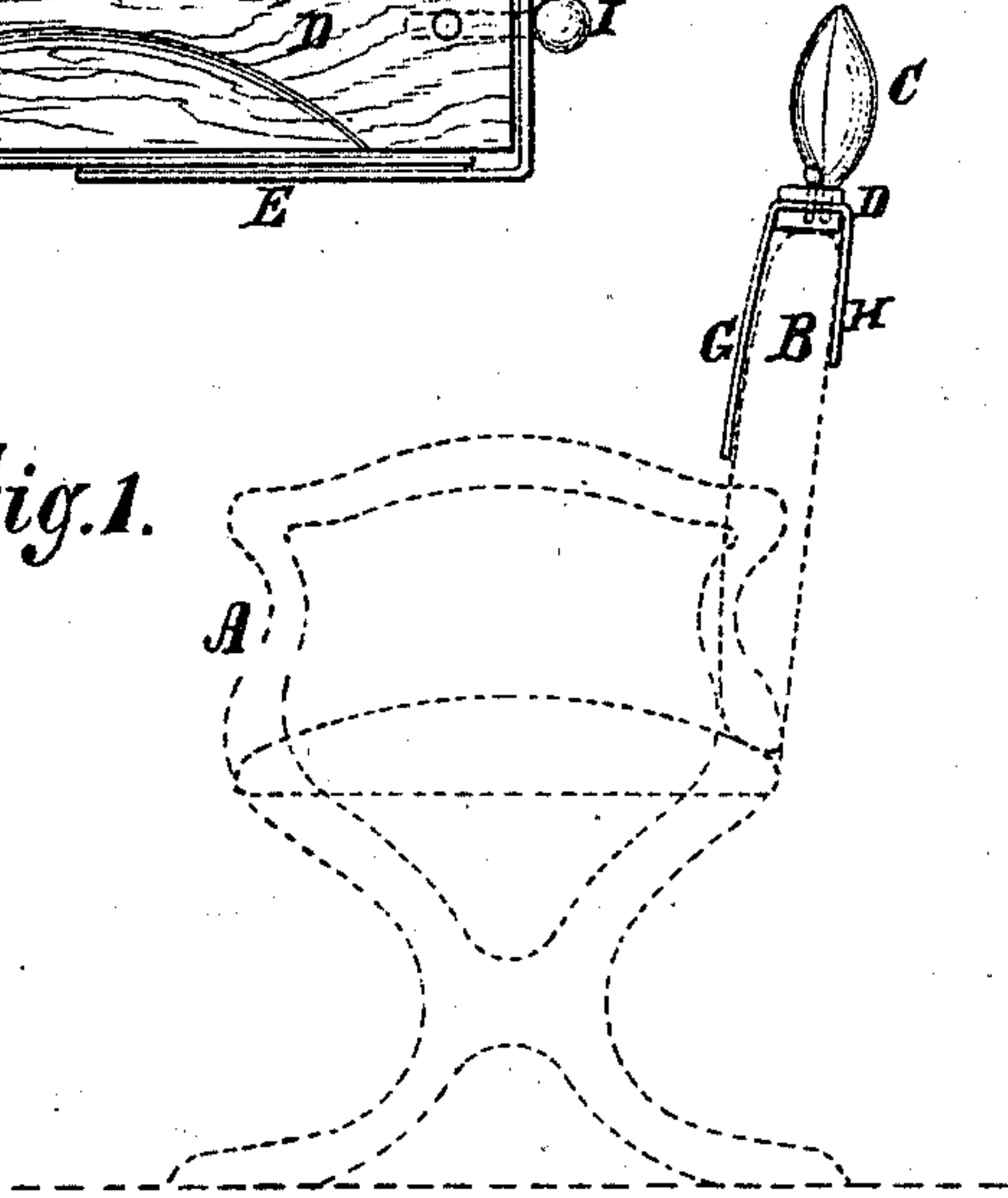


Fig. 3.

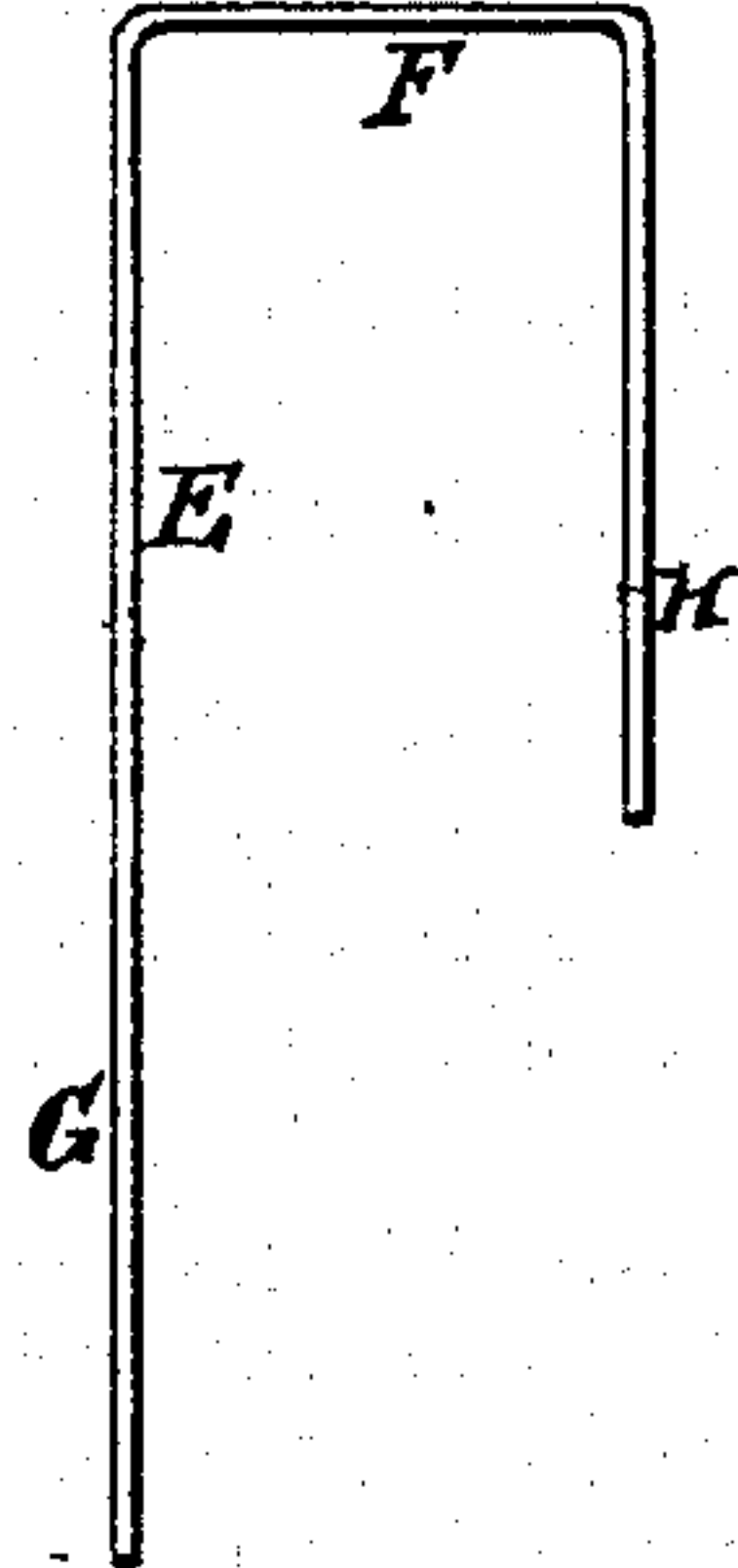
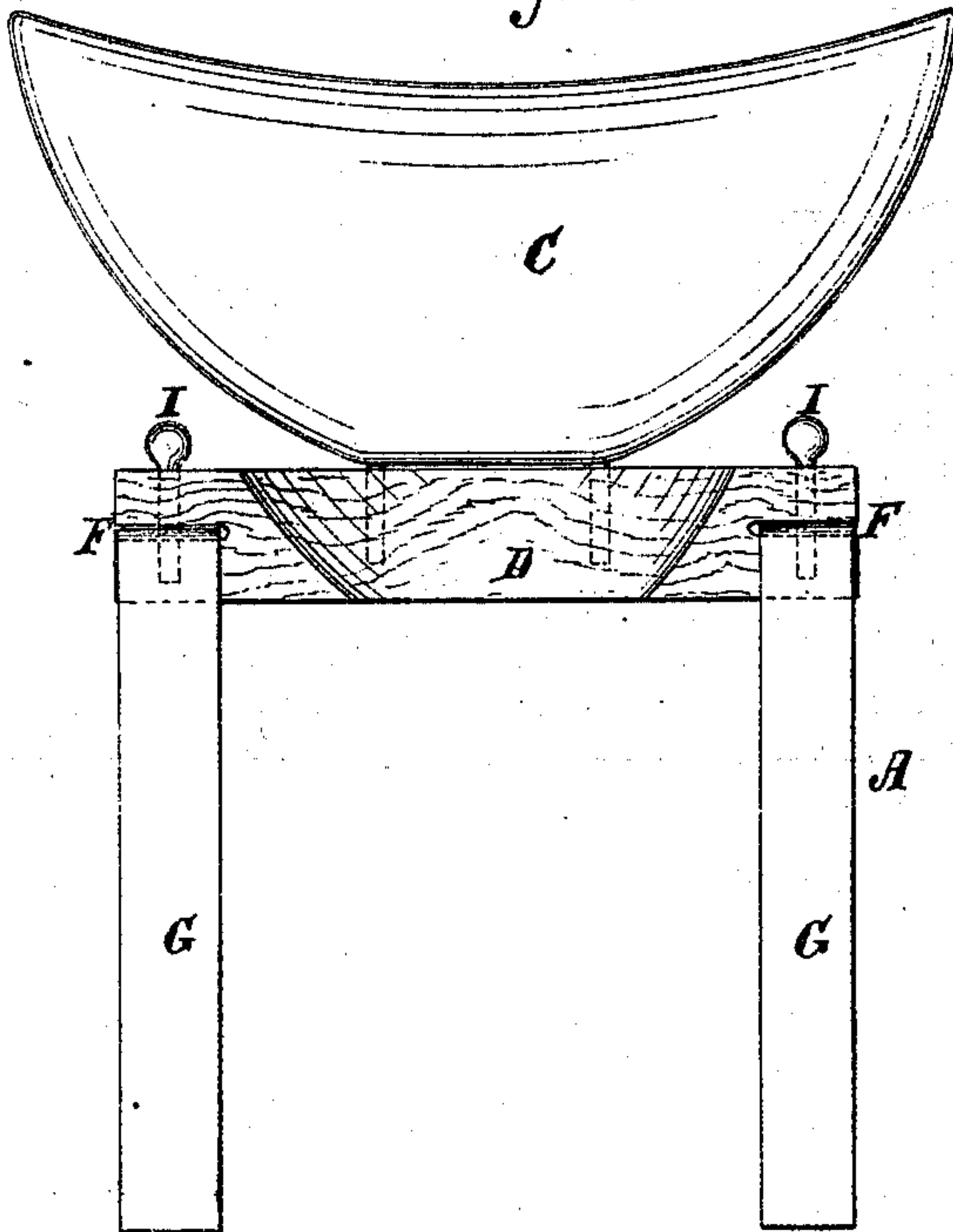


Fig. 2.



Witnesses:

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# UNITED STATES PATENT OFFICE.

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## IMPROVEMENT IN HEAD-REST FOR CAR-SEAT.

Specification forming part of Letters Patent No. 122,165, dated December 26, 1871.

Specification describing a certain Improvement in Head-Rest for Car-Seats, invented by JOHN C. GIFFING, of New York, in the county and State of New York.

The present invention is designed to secure rest and comfort to passengers on railroad cars; and consists in a head-rest to be attached to the back of the car-seat, in the manner hereinafter described.

In the accompanying drawing, Figure 1 represents an end view of a car-seat with my improved head-rest attached as when in use. Fig. 2 is a front view of the head-rest detached from the seat. Fig. 3 is an edge view of one of the fastening-straps. Fig. 4 is a top view of the base-block with the cushion off, showing the manner of folding up the straps when the head-rest is not in use.

Similar letters of reference indicate corresponding parts.

A is the car-seat. B is the back of the seat. C represents the cushion of the head-rest. This portion is attached to the base-block D, which rests upon the top of the seat when the head-rest is attached. The head-rest is secured in this position by two metallie straps, E E. The ends of the base-block D are sawed in a distance equal or about equal to the width of the straps E E. The straps are bent to the form of a square-cornered staple, as seen in Fig. 3, the part F being equal to the width of the base D. G is the front leg of the staple-shaped strap, which ex-

tends down on the front side of the back of the seat. H is the back leg, which extends down on the back side of the seat, and may be shorter than the other leg. The width of the block D is designed to be about equal to the thickness of the back of the seat, so that the legs of the two straps will straddle the back of the seat. In fastening the head-rest to the back of the seat the parts F of the strap are slipped into the slots in the ends of the block, where they are fastened by the pins I I. In leaning back or resting against the back of the seat, the person's back will bear against the front legs G G of the straps, which will keep the head-rest in its proper position when the head bears upon the cushion. When not in use the head-rest is folded up, as seen in Fig. 4, in which condition it may be carried in a satchel or overcoat-pocket without inconvenience. Fig. 4 shows the block D with the strap secured to it by the pins I I with the cushion C off.

I do not limit myself to the precise form of the parts described, as they may be varied in many ways without departing from my invention.

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

The base-block D applied to a car-seat back by means of two straps, F G H, as and for the the purpose described.

JOHN C. GIFFING.

Witnesses:

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