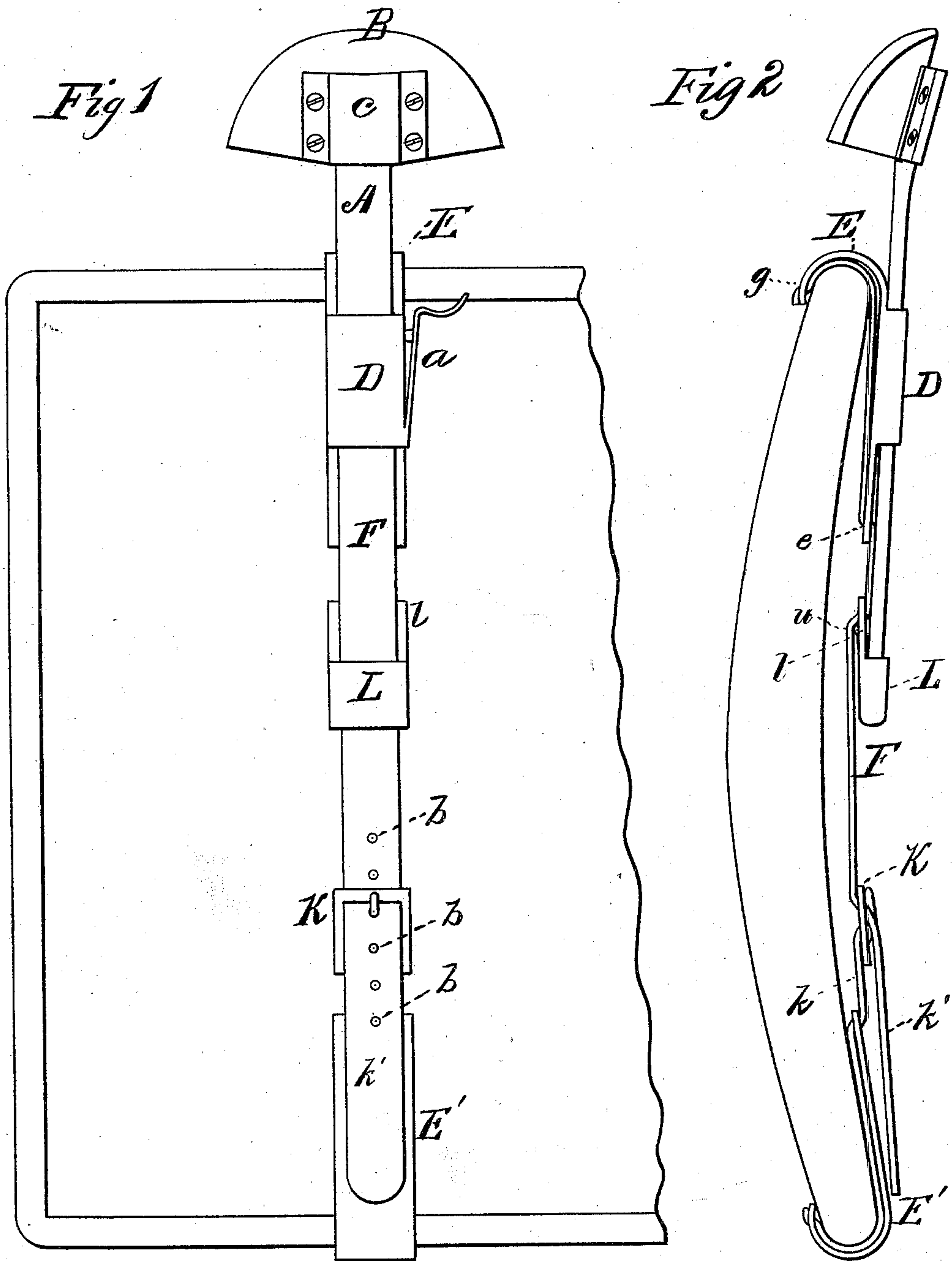


H. C. CUSHMAN & G. T. COCKBURN.

HEAD-REST.

No. 171,356.

Patented Dec. 21, 1875.



WITNESSES
Mary J. Utley.
A. H. Bates

By

INVENTORS
Henry C. Cushman
George T. Cockburn
Chipman Hosmer & Co.
Attorneys

UNITED STATES PATENT OFFICE

HENRY C. CUSHMAN AND GEORGE T. COCKBURN, OF LOGANSPOBT, IND.

IMPROVEMENT IN HEAD-RESTS.

Specification forming part of Letters Patent No. **171,356**, dated December 21, 1875; application filed September 25, 1875.

To all whom it may concern:

Be it known that we, HENRY C. CUSHMAN and GEORGE T. COCKBURN, of Logansport, in the county of Cass and State of Indiana, have invented a new and valuable Improvement in Head-RESTS for Passenger Railroad-Car Seats; and we do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a plan view of our head-rest, and Fig. 2 is a side view of the same.

This invention has relation to head-rests for travelers; and it consists in the construction and novel arrangement of the rest bar and hooks, the straps, socket, and buckle take-up, as hereinafter fully shown and described.

In the accompanying drawings, the letter A designates the rest-bar, and B the rest or cushion, which is provided with a socket, *c*, designed to be slipped on the upper end thereof, which may be slightly bent backward to bring the cushion in a more convenient position. The rest bar or stem A is adjustable, having a series of perforations, *b*, for the reception of a spring-pin, *a*, secured to a tubular bearing or sleeve, D, which is attached to the upper hook E of the fastening. The lower end of this hook is transversely slotted at *e* for the passage of the strap F, which is riveted to the straight portion of the hook, carried upward inside the same, forming a lining, and there held in place at the end of the bent portion by means of a transverse slot, *g*, through which it passes. The lower hook E' is of similar construction, but without the bearing or sleeve. K represents the buckle, which is secured to the upper end of the strap *k*, which is attached to the lower hook, and is designed

to engage with the end of the strap *k'*, secured to the upper hook. L designates a socket for the end of the rest-bar. This is a metallic box, having a broad extension, *l*, which is provided with a transverse slot, having biting-edges *u*. The strap *k'* is passed through said slot, and when the weight of the rest is in the socket the biting-edges will keep the latter in the position at which it has been adjusted on the strap. The middle portion of the rest-bar passes through the sleeve or bearing D, and is adjustable therein, the spring-pin *a* serving by engagement with its perforations *b* to fix the adjustment.

This head-rest is easily packed. It will not deface the edges of the seat-back. Its adjustment is sufficient to meet the requirements of seats having bodies of different sizes or contours, and serves equally well to satisfy the personal needs of the traveler.

What we claim as new, and desire to secure by Letters Patent, is—

1. The head-rest fastenings, consisting of the hooks E E', straps *k k*, and buckle K, or equivalent fastening, constructed and designed to operate as specified.

2. The upper hook E, having the sleeve or bearing D, and spring-pin *a* for the guide-arm and adjustment of the rest-bar, substantially as specified.

3. The adjustable socket L, adapted to be secured to the strap for the reception of the foot of the rest-bar, substantially as specified.

In testimony that we claim the above we have hereunto subscribed our names in the presence of two witnesses.

HENRY C. CUSHMAN.
GEORGE T. COCKBURN.

Witnesses:

CHAS. H. STARR,
O. B. SARGENT.