

(No Model.)

H. D. WILSON.

HEAD REST AND ATTACHMENT FOR RAILWAY CAR SEATS.

No. 272,395.

Patented Feb. 13, 1883.

Fig. 3

Fig. 1.

Fig. 2

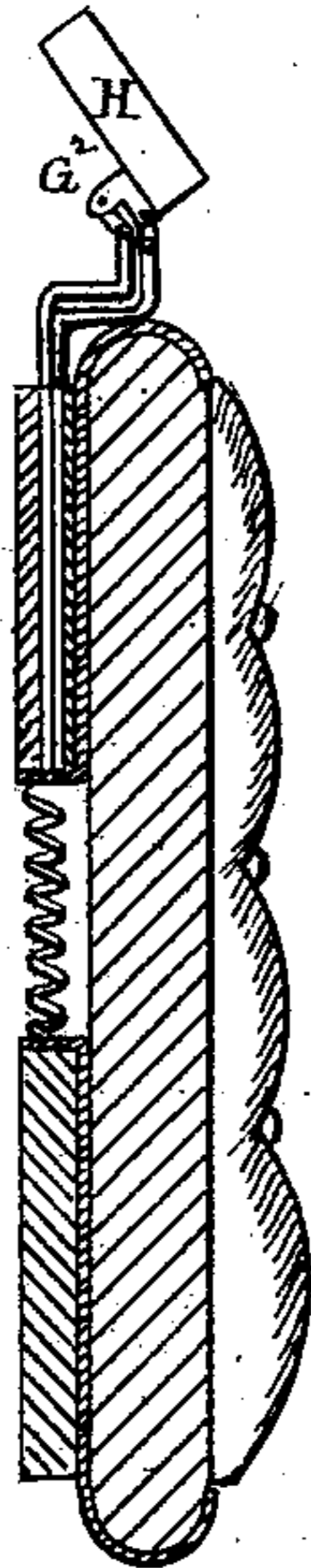
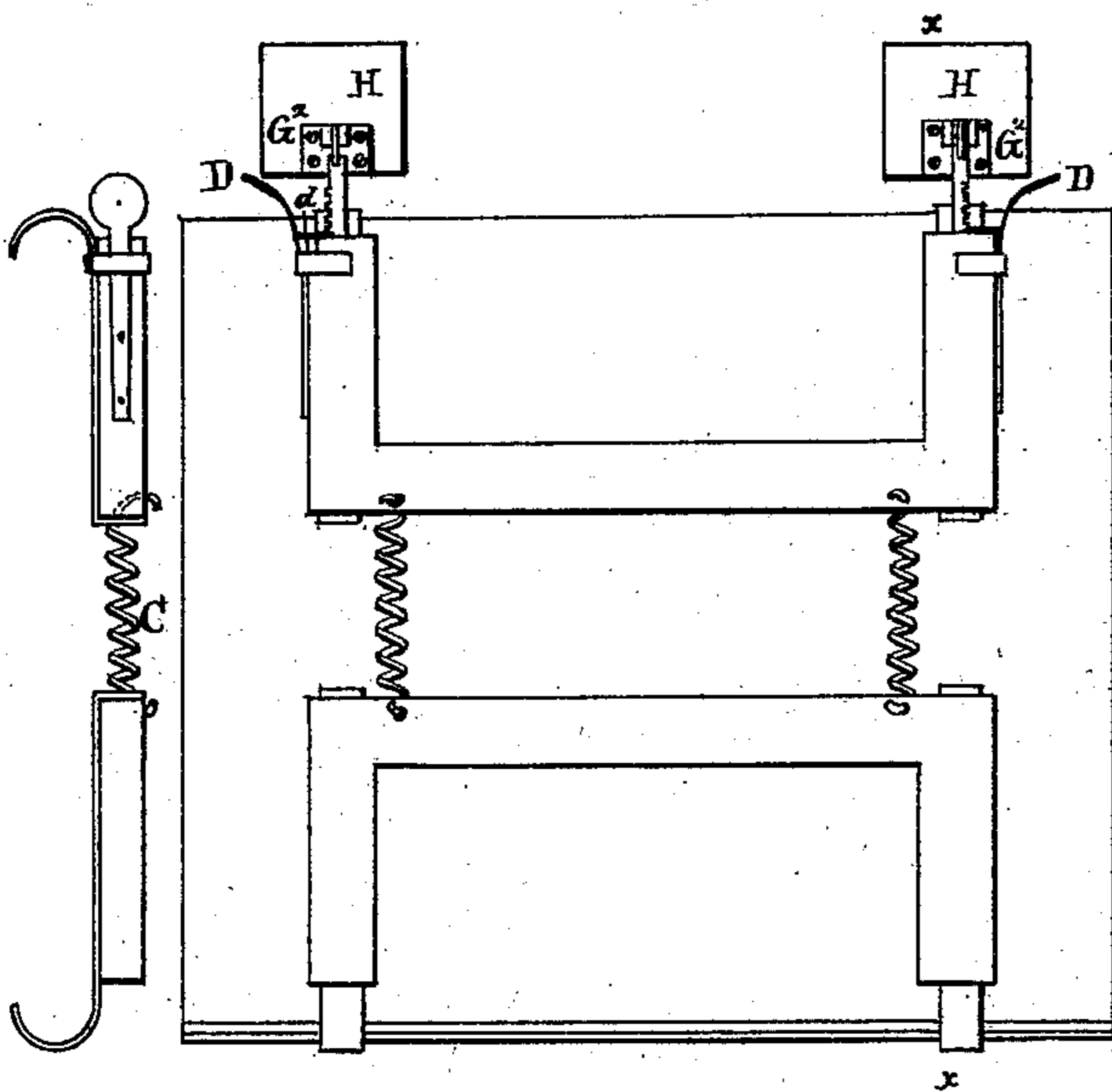
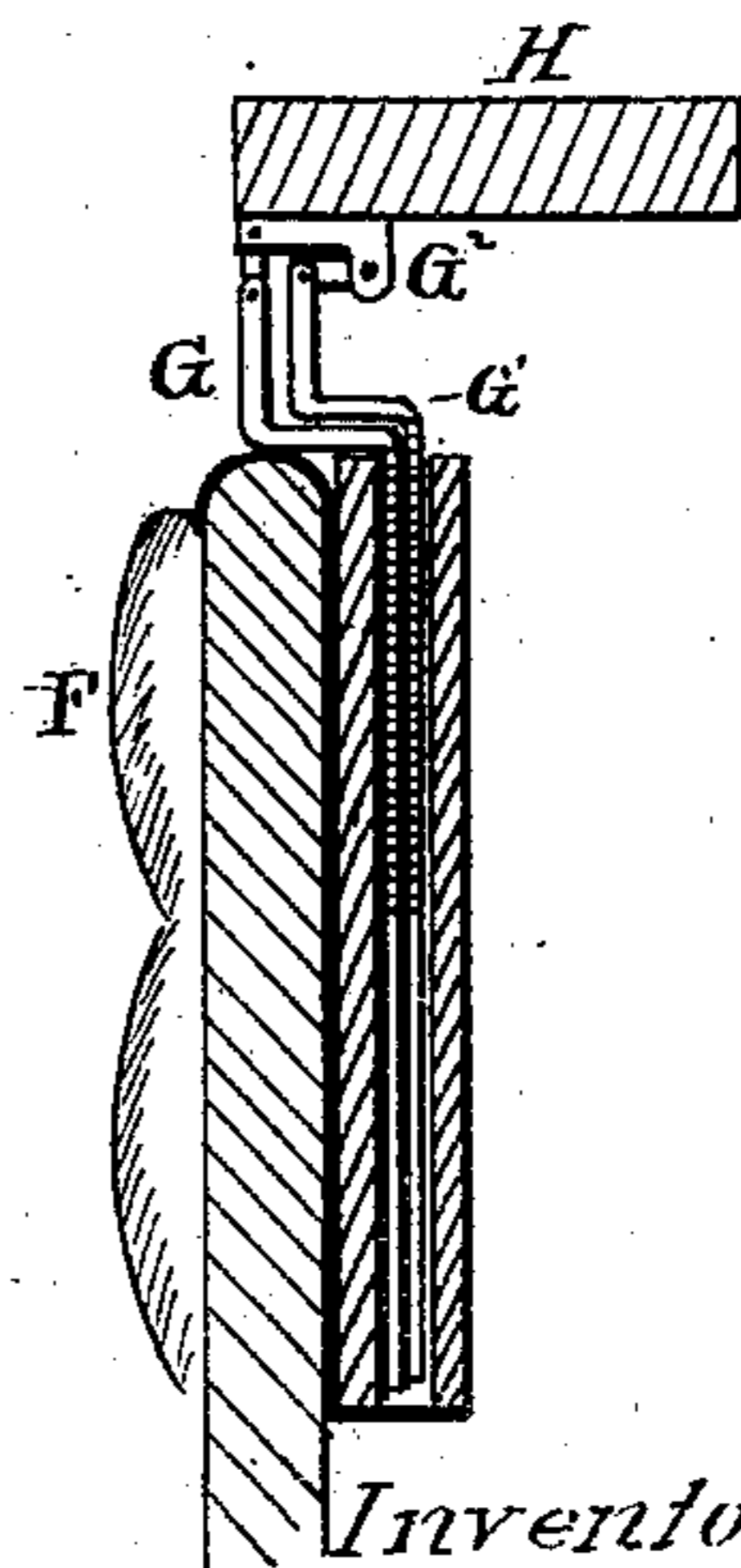
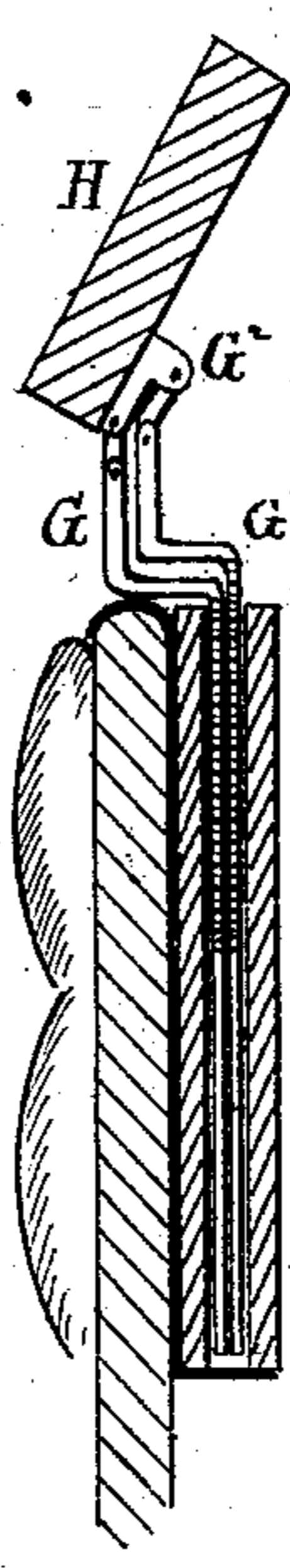
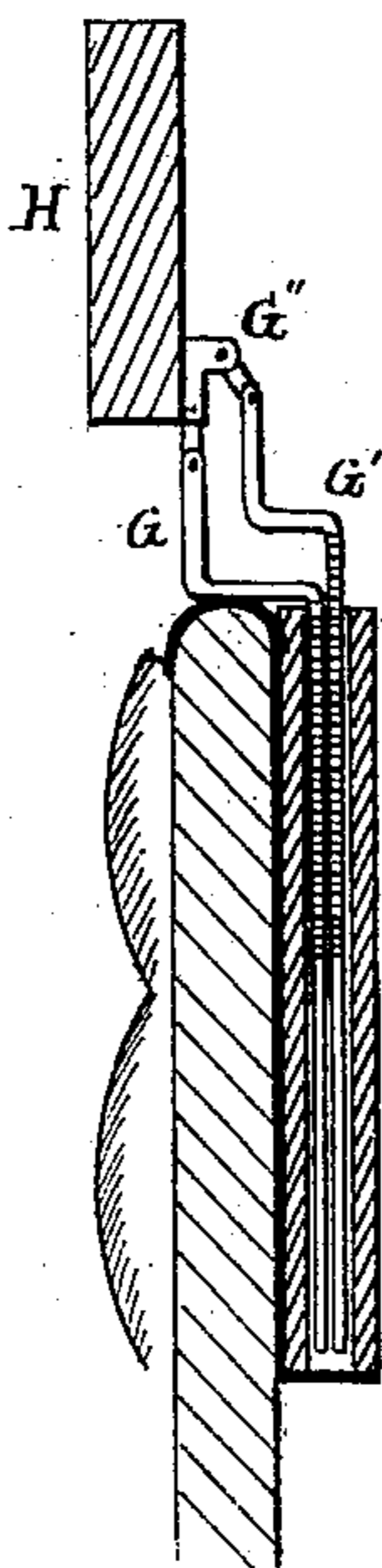
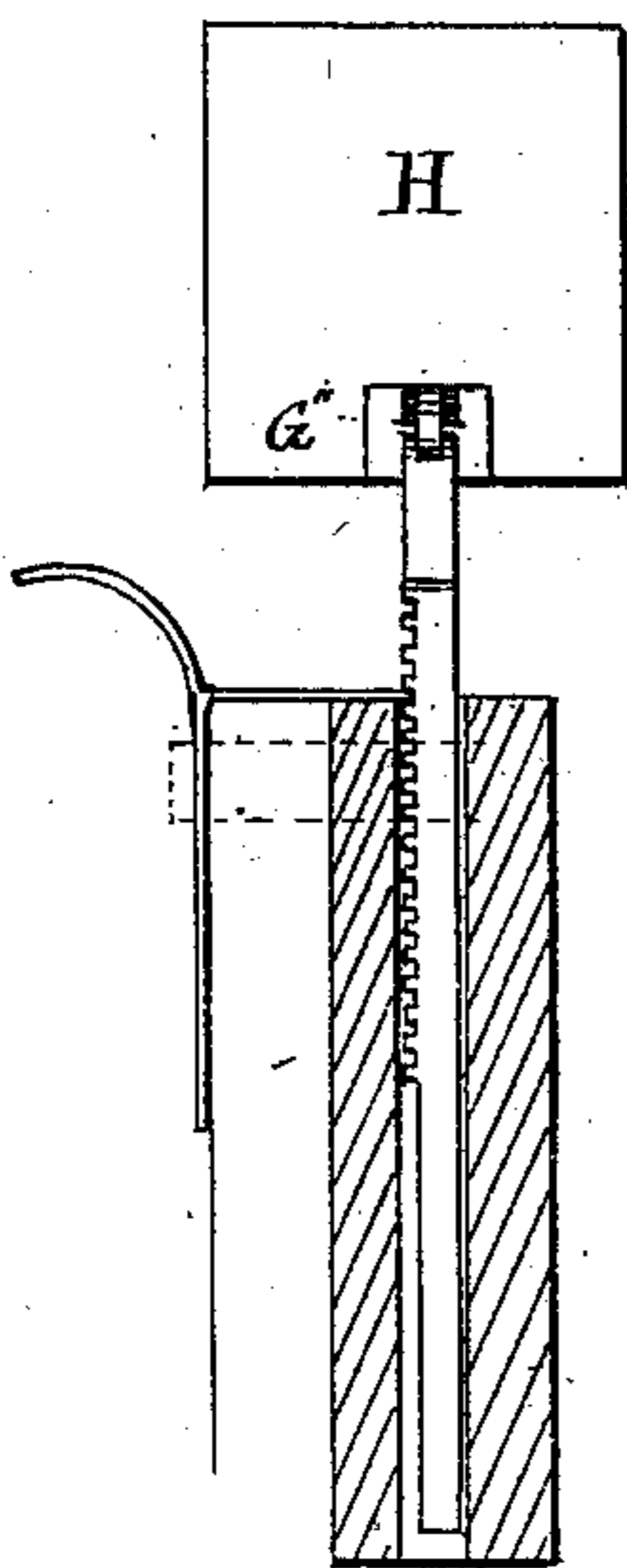


Fig. 5.

Fig. 4



Witnesses

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HENRY D. WILSON, OF ABBEVILLE, SOUTH CAROLINA.

HEAD-REST AND ATTACHMENT FOR RAILWAY-CAR SEATS.

SPECIFICATION forming part of Letters Patent No. 272,395, dated February 13, 1883.

Application filed October 31, 1882. (No model.)

To all whom it may concern:

Be it known that I, HENRY D. WILSON, a citizen of the United States, residing at Abbeville, in the county of Abbeville and State of South Carolina, have invented certain new and useful Improvements in Head-Rests and Attachments for the Same in Railway-Car-Seat Backs, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to improvements in head-rests for the seats of railway-cars, or for other seats, and also in attachments to the backs of seats, in which the head-rests may be applied for use in seats now in use without any alteration, and which can be easily attached for use at night and be removed in the daytime, all of which will be hereinafter more fully described and claimed.

In the drawings forming part of this specification, Figure 1 is a side elevation of the rear side of a car-seat back with the attachment applied. Fig. 2 is a vertical transverse section on line *xx* of Fig. 1. Fig. 3 is an end view of the attachment. Fig. 4 shows three ways of adjusting the head-rest. Fig. 5 shows a front view of the adjustable bars.

A and A' are two frames, which are to be applied to the back of a car-seat, B. These frames may be made either of metal or wood. The drawings represent the frames as being of wood, having metal straps *a a'*, curved at opposite sides to fit on the rounded edges of the seat-back, and bent at the other ends to support the frame. When the frames are of metal the straps are unnecessary, as the hooks can be made a part of the stiles when the frame is cast of metal. These frames A and A' are connected by springs C C of any form, spiral springs being shown in the drawings. These springs are made strong enough to keep the frames in their places when fastened to the back of the seat. In each stile of the upper frame, A, there is a socket extending through it, in which sockets are fitted the flat bars G and G' of the head-rests H H. These flat bars G G' are connected to the head-rest H by a hinge-joint and links, G², secured to the rear side of the head-rest H,

and in Fig. 4, by the different positions of these bars, it will be seen that the head-rest H can be placed at any angle which may be desired. To retain the head-rest H at the angle and proper height required a spring, D, is attached to the edge of the stile, as seen in Fig. 3. To this spring D is a catch-plate, *d*, which enters the notches *g g'* in the edges of the bars G G', and prevents the movement of the bars in either direction, as may be seen in Fig. 5; and E is a strap to prevent D from going out too far. F is the front side of the back.

I do not confine myself to the exact relative position of the two frames, as they may be differently placed as to each other for narrow seat-backs.

I am aware that frames for carrying head-rests have been used as attachments to the backs of seats, where straps and buckles are employed for fastening the frame to the back. In my device I use a frame above and below, which are connected by spiral springs which are self-adjusting, and but little time is lost in applying the frames to railway-seats at night and removal in the morning, and hence there is economy of time in using my frames.

I claim—

1. In railway-seats, the combination of the two independent frames having respectively curved straps to fit the top and bottom edges of the seat-back, and the spiral springs whereby the frames are held in position, substantially as and for the purpose described.

2. The head-rest hinged by short links to two independently-notched rods which are suitably curved to produce a tilting action of the head-rest, and which rods can be moved side by side, in combination with a spring-catch to enter the notches in both of the rods and retain both of them in any desired position, all substantially as and for the purpose described.

In testimony whereof I affix my signature in presence of two witnesses.

HENRY D. WILSON.

Witnesses:

T. J. EDWARDS,
J. W. RITTER, Jr.