

(No Model.)

M. RUSSACK.
ATTACHMENT FOR CAR SEATS.

No. 360,540.

Patented Apr. 5, 1887.

Fig. 1.

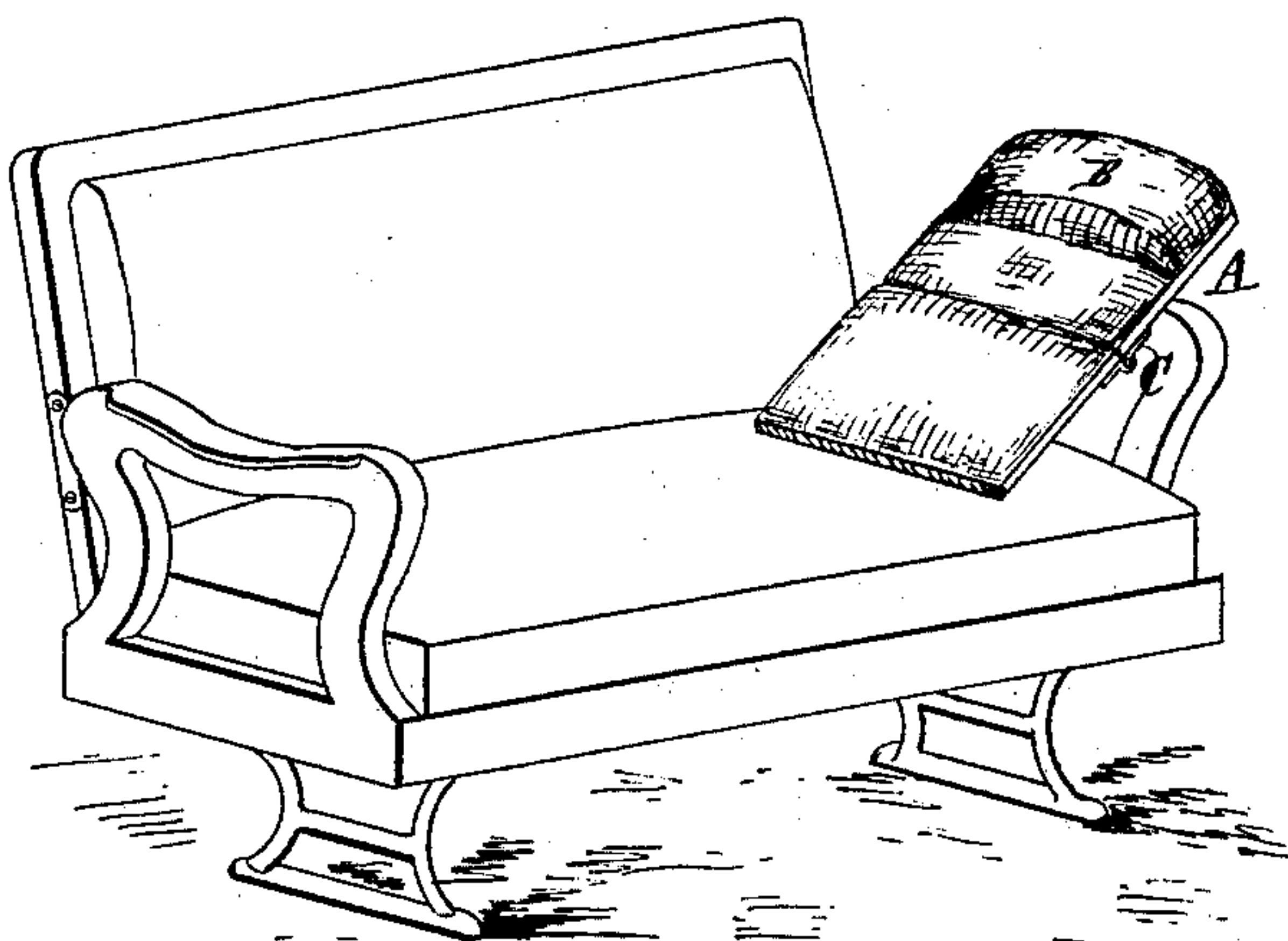


Fig. 2.

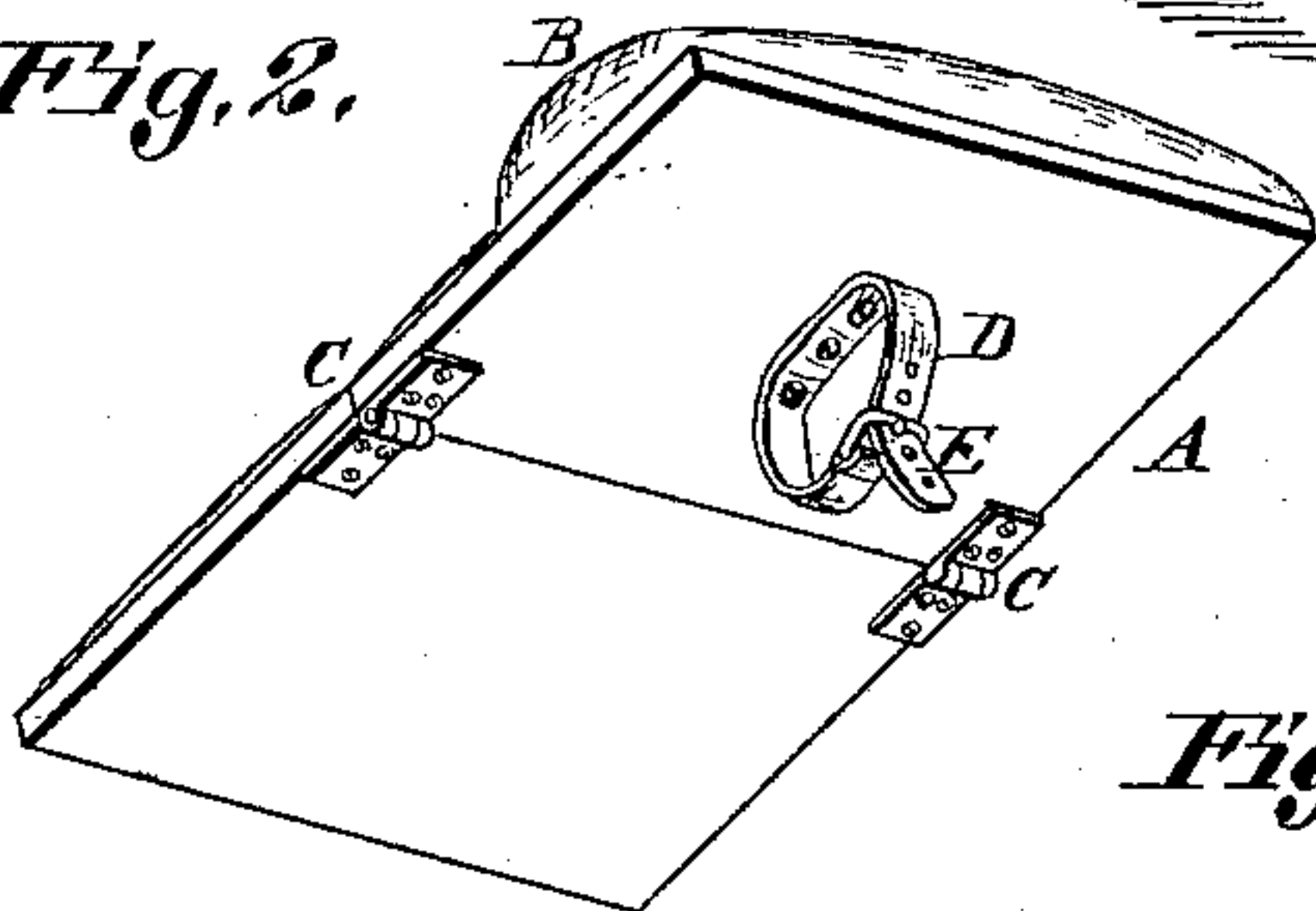


Fig. 3.

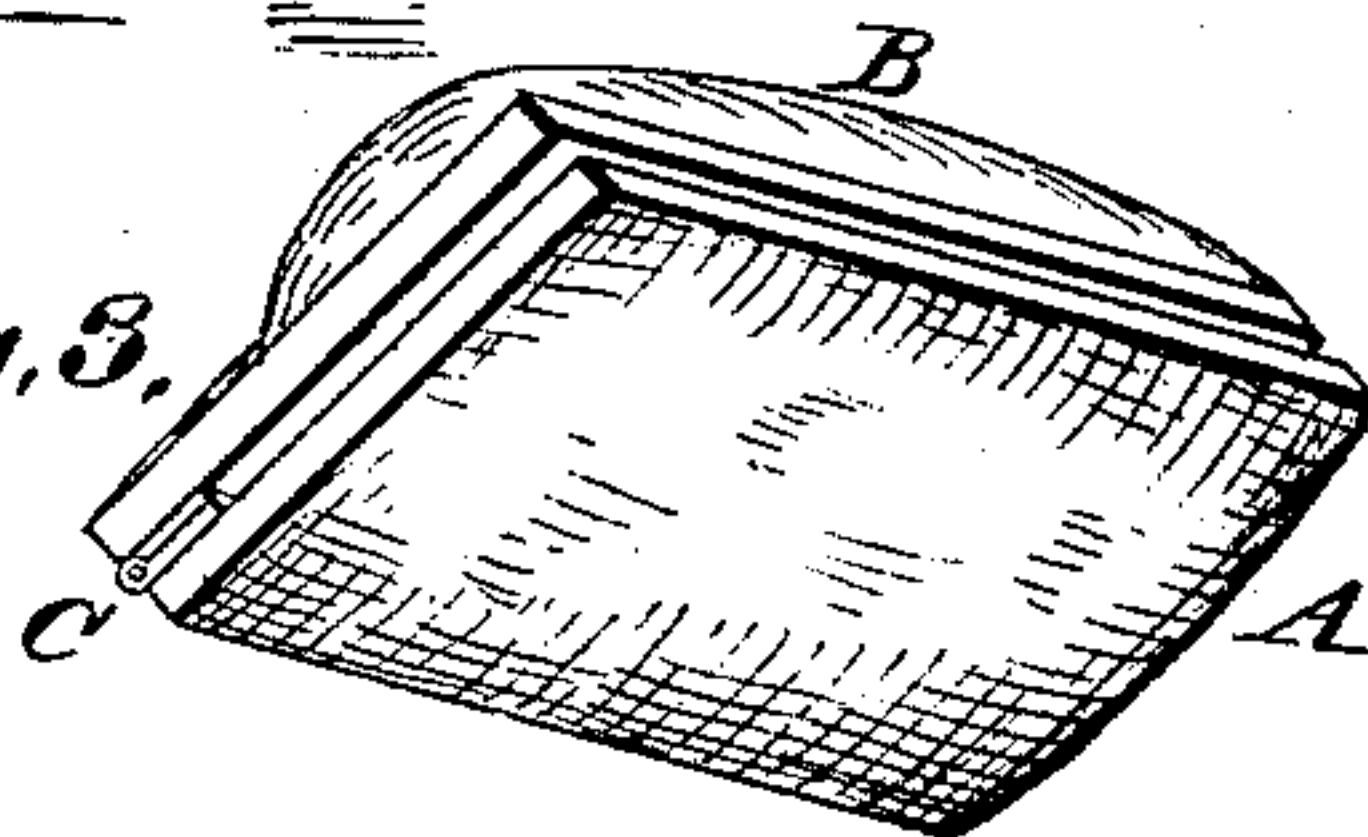
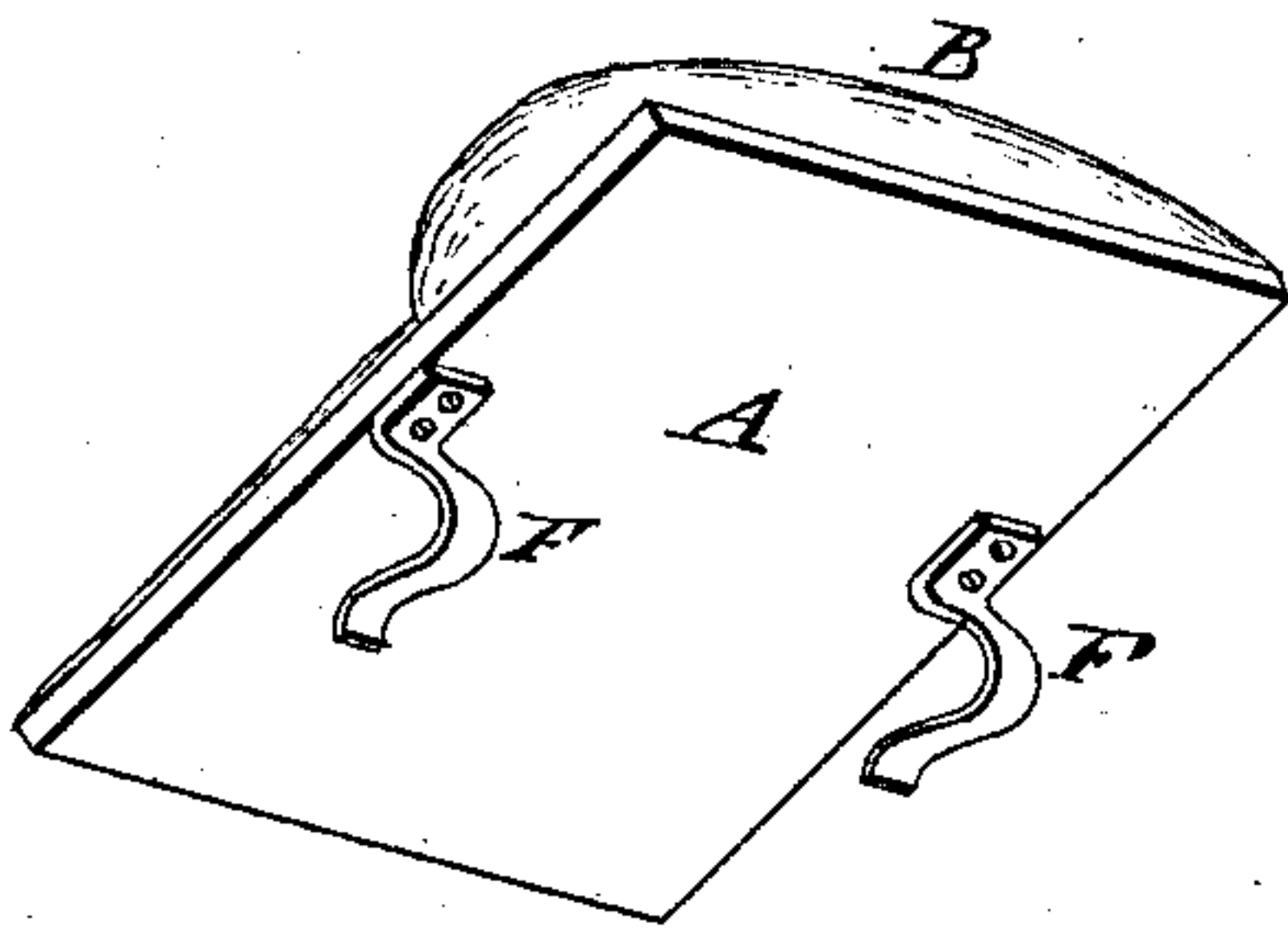


Fig. 4.



Witnesses

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ATTACHMENT FOR CAR-SEATS.

SPECIFICATION forming part of Letters Patent No. 360,540, dated April 5, 1887.

Application filed August 30, 1886. Serial No. 212,225. (No model.)

To all whom it may concern:

Be it known that I, MAX RUSSACK, a citizen of the United States, residing at the city of St. Louis, in the State of Missouri, have
5 invented a certain new and useful Improvement in Attachments for Car-Seats, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, and in which—

Figure 1 is a perspective view showing the attachment in place upon the arm-rest of the seat. Fig. 2 is an under perspective view of the attachment. Fig. 3 is a like view with
15 the attachment folded. Fig. 4 illustrates a modification, showing the attachment in one piece instead of being hinged, and showing a different means for securing it to the arm-rest of the seat.

20 My invention relates to a rest attachment for car-seats to be used when a person desires to recline on the seat, and to be used also as a head-rest; and my invention consists in features of novelty hereinafter fully described, and pointed out in the claim.

Referring to the drawings, A represents a support, which is upholstered, as shown in the drawings, upon its upper side, and which is provided with a roll, B, at one end for the
30 head to rest upon. It is preferably made in two parts, hinged together at C, so that when it is not in use it may be folded into the position shown in Fig. 3, so as to occupy as little space as possible. The hinges are placed on
35 the back of the support, so that when the support is in place, as shown in Fig. 1, it will be practically one piece, forming a solid support. It is designed to rest upon one of the arm-rests of the seat, and as one means of attaching it to the arm-rest I have shown a strap,
40 D, Fig. 2, provided with a buckle, E, which embraces the arm-rest and by which the support is secured to the same.

It will thus be seen that the person occupying the seat can recline upon the support, the
45 roll B serving as a pillow or head-rest, and the lower part of the device acting to support the shoulders of the person.

In Fig. 4 is shown a modification, where the support is made in one piece instead of being hinged, and where the means for attaching the support to the arm-rest consists of spring-catches F, which are sufficiently elastic to en-
50 gage with arm-rests of different sizes. By

making the catches flexible they automatically
55 engage the arm-rests or back of the seat—that is to say, the catches will engage the arm-rests or backs—when the attachment is put in place without requiring especial attention, and
60 difference in sizes of arm-rests will not affect the fastenings, and still another advantage of making the fastenings elastic or compressible is that they do not interfere with the folding of the support as a rigid fastening would, but will yield or compress, allowing the two parts
65 to fold nearly together.

When the device is attached to the back of a seat, the means of attachment being located intermediately of the ends of support A, the device will be braced by the lower portion of
70 the support.

I am aware that a spring for attaching a head-rest to the arm or back of a railway-car seat is not new, broadly considered. I am also aware that such head-rests have been
75 made in two parts hinged together, one part having means of attachment to the arm of the seat; but I am not aware that prior to my invention a spring or other compressible means of attachment has been applied to a
80 back formed of two solid parts hinged together, so that the two parts can be readily folded up with the attaching device between them, occupying little space. Before my invention, when the two parts have been hinged
85 together, they have been provided with bulky and unyielding means of attachment, so that the backing has necessarily been hollowed out to receive the attaching device when the parts are folded one on the other, while in cases
90 where a spring or yielding means of attachment have been employed, the spring, being fixed to a rigid backing, has not been designed for compression, and hence could not be applied to my head-rest.

I claim as my invention—

In an attachment for car-seats, the combination of a back or support made of two solid parts hinged together and one bearing a head-rest, and a compressible fastening secured to
100 the back of one part for securing the latter to one arm or back of the seat, but not interfering with the folding together of the two parts, substantially as set forth.

MAX RUSSACK.

In presence of—

GEO. H. KNIGHT,
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