

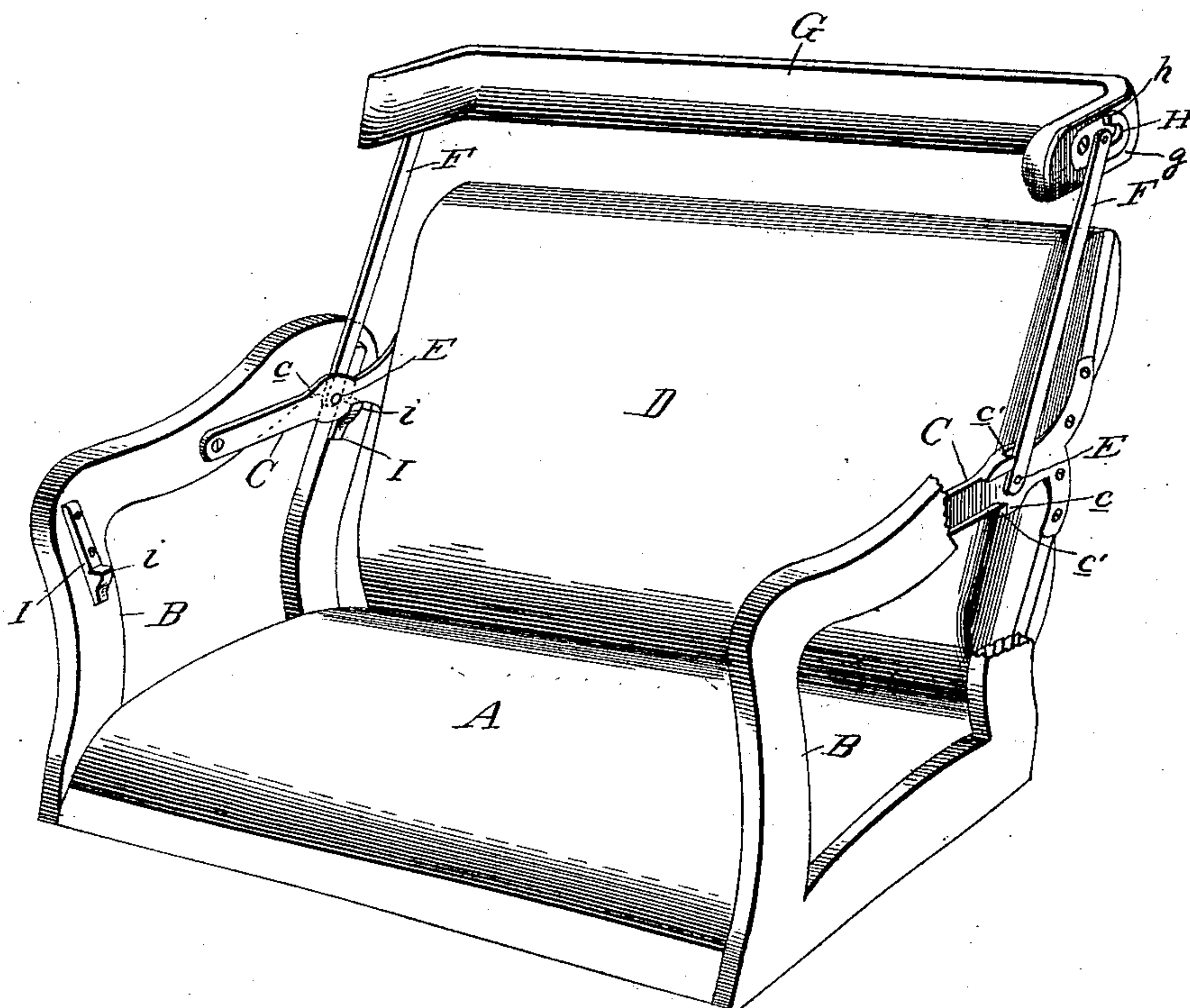
(No Model.)

E. C. HART & W. H. CASTLE.

HEAD REST.

No. 366,722.

Patented July 19, 1887.



Witnesses
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UNITED STATES PATENT OFFICE.

ERIE C. HART, OF BELMONT, NEW YORK, AND WILLIAM H. CASTLE, OF GENEVA, OHIO.

HEAD-REST.

SPECIFICATION forming part of Letters Patent No. 366,722, dated July 19, 1887.

Application filed February 23, 1887. Serial No. 228,563. (No model.)

To all whom it may concern:

Be it known that we, ERIE C. HART and WILLIAM H. CASTLE, both citizens of the United States of America, residing, respectively, at Belmont, in the county of Allegany and State of New York, and Geneva, in the county of Ashtabula and State of Ohio, have invented certain new and useful Improvements in Head-Rests, of which the following is a specification, reference being had therein to the accompanying drawing, which is a perspective view of a car-seat provided with our head-rest, with parts broken away.

This improvement relates, mainly, to that class of head-rests designed to be used in connection with the reversible-back seats now so commonly used in railroad-cars; and the invention consists in the peculiar construction, arrangement, and combinations of parts hereinafter more particularly described, and then definitely pointed out in the claims.

Referring now to the details of the drawing, A represents the ordinary seat provided with the usual arms, B, to which are pivoted the back-irons C, which connect the back D to the arms B. The seat, arms, and back may all be of the ordinary or any suitable style, and the back-irons are substantially the same as those ordinarily used, but are enlarged at *c* so as to allow of holes being made through them at that place to receive pivots E, connecting the head-rest standards F to the back-irons. These standards are simply metallic bars carrying at their upper ends the head-rests proper, G, which may be made of metal or wood, as desired, but preferably of metal, and in either case should be suitably upholstered. Each end of the head-rest should be curved so as to present a flat place, *g*, at each end, to which may be attached, by screws or otherwise, the pivot-plates H, provided with stops *h h*. The back-irons C are preferably also provided with stops *c'*; but these are not so essential as the stops *h h*, and may be dispensed with, although they will be found very useful and desirable.

The stops I for the back-irons are of a shape somewhat similar to those usually employed on seats having wooden arms, but rise farther above the back-irons, and are rather thicker, so as to form stops for the standards F of the head-rests.

The operation of this head-rest is so plain from the accompanying drawing and the above

description that it seems hardly necessary to describe it, and it will suffice to say that the back-irons are supported on the projections *i* on the stops in the usual manner, and that the head-rest standards are held from falling backward by the upper part of the stops I, while they are prevented from falling forward by the stops *c'* on the back-irons C. The head-rests are held by the lower stops, *h*. When it is desired to reverse the seat, the back is turned over in the usual way, and as it rises the head-rest drops until the standards come in contact with the lower stops on the back-irons, and as the back passes over to the opposite side of the seat the standards and head-rest go with it until they rest on the opposite stops, I. The head-rest is then turned over, when it rests on its stops *h*, as before.

From this description it will be evident that a very convenient head-rest may be made that, while it will be by no means costly, will prove a great comfort to travelers, especially when long journeys are to be made.

What we claim as new is—

1. The combination, with the arm B, having a stop, I, and the back-irons of a car-seat, of the head-rest standard F, pivoted to said back-irons and constructed to rest against the stop I, whereby the standard is held in place, substantially as described.

2. The combination, with the back-irons of a car-seat, of the head-rest standards F and the stops I, performing the double function of supporting the back-irons and the head-rest standards, substantially as described.

3. The combination, with the reversible head-rest standards, of the head-rests G, provided with stops *h*, substantially as described.

4. The combination, with the arms B of a car-seat, of the back-irons C, resting on the stops I, and the reversible standards F, resting against said stops I and carrying a head-rest provided with the stops *h*, all substantially as described.

In testimony whereof we affix our signatures in presence of two witnesses.

ERIE C. HART.

WILLIAM H. CASTLE.

Witnesses to the signature of E. C. Hart:

WARREN GORTON,

ELBA REYNOLDS.

Witnesses to the signature of W. H. Castle:

E. P. SPENCER,

HENRY MEANS.