

(No Model.)

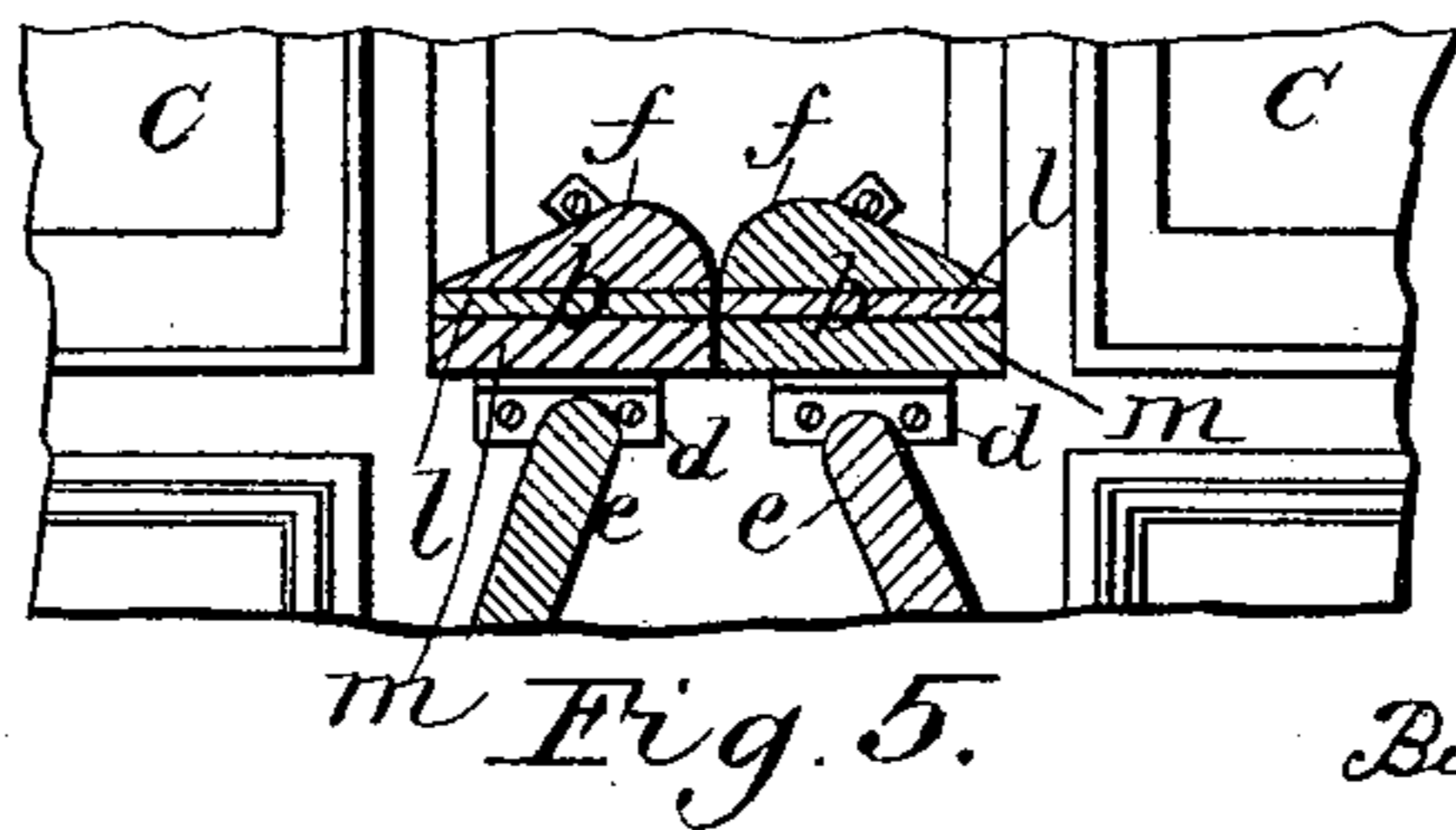
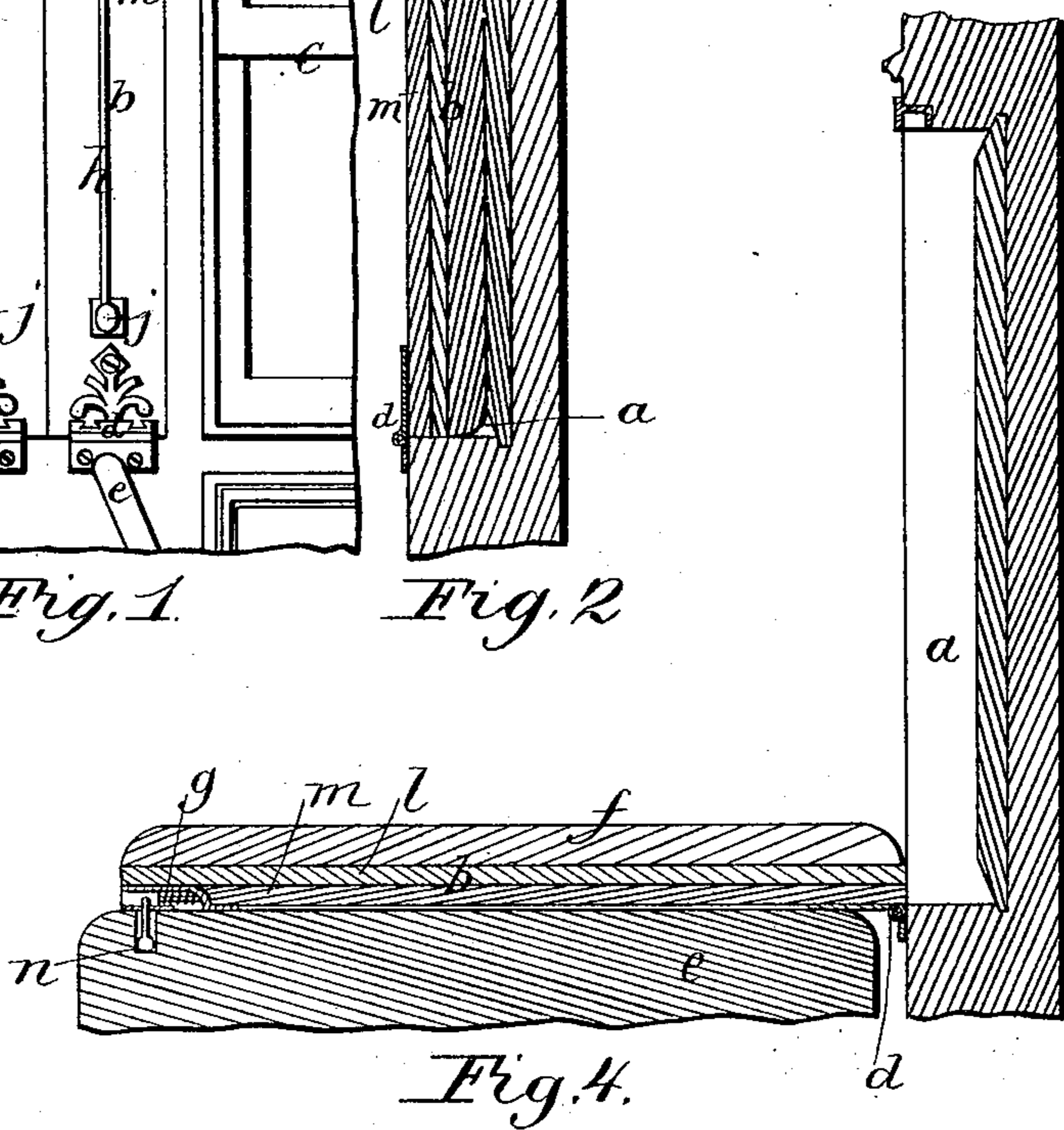
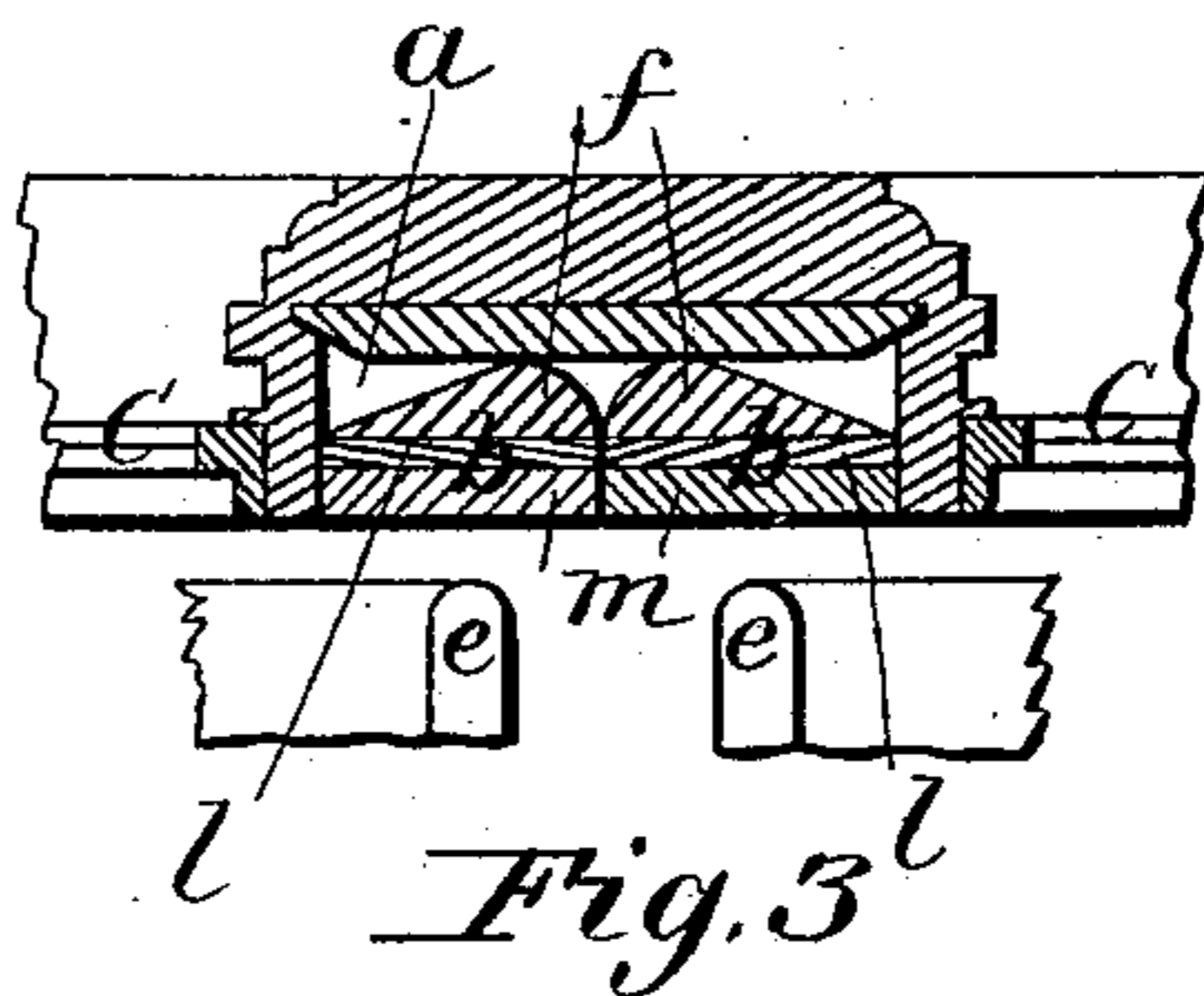
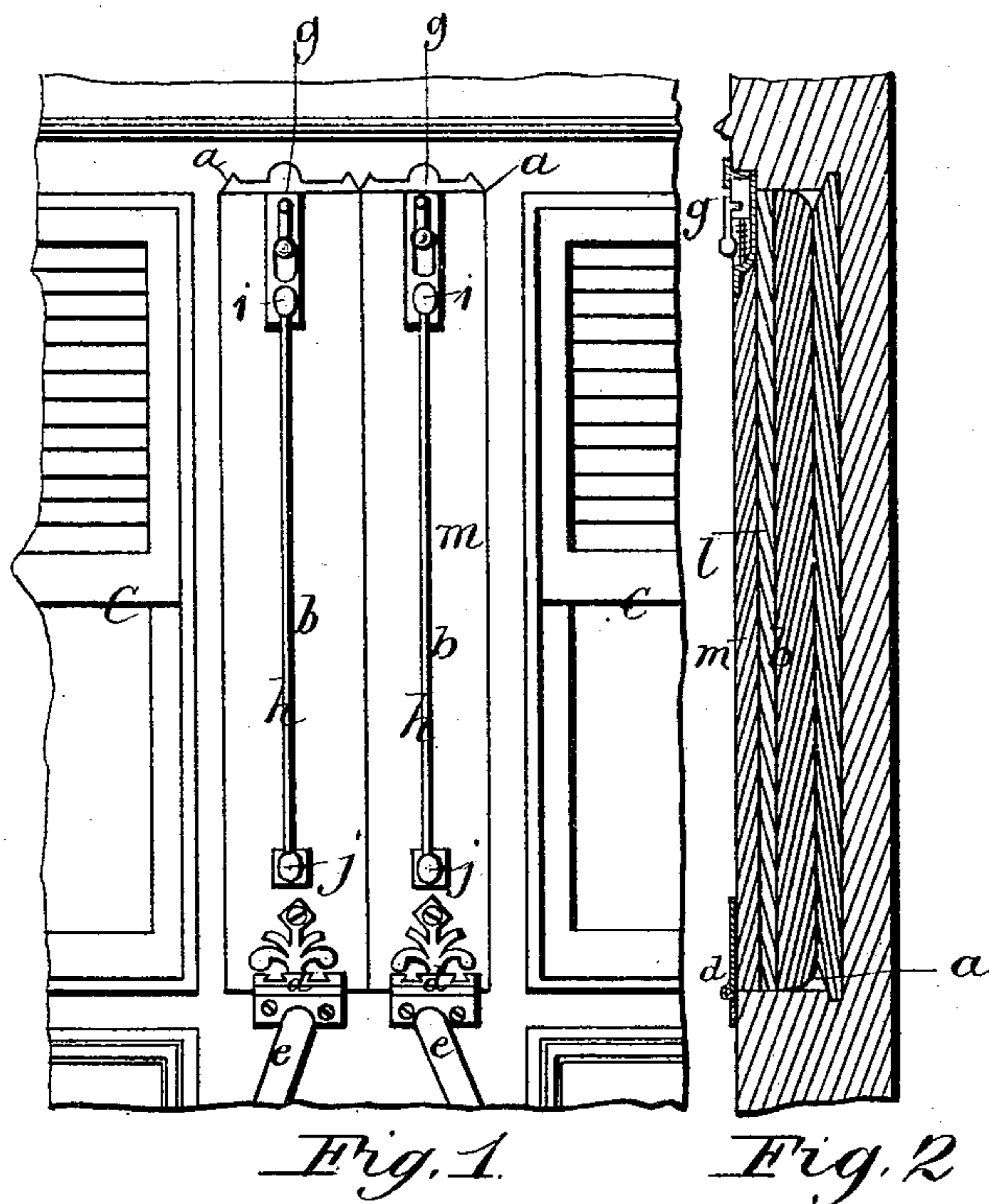
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B. C. DONAHUE.

COMBINED CAR HEAD REST AND TABLE.

No. 366,766.

Patented July 19, 1887.



Witnesses
S. W. Bates.
Wm. Dowdy

Inventor
Bernard C. Donahue
per atty.
Elgin B. Berrill.

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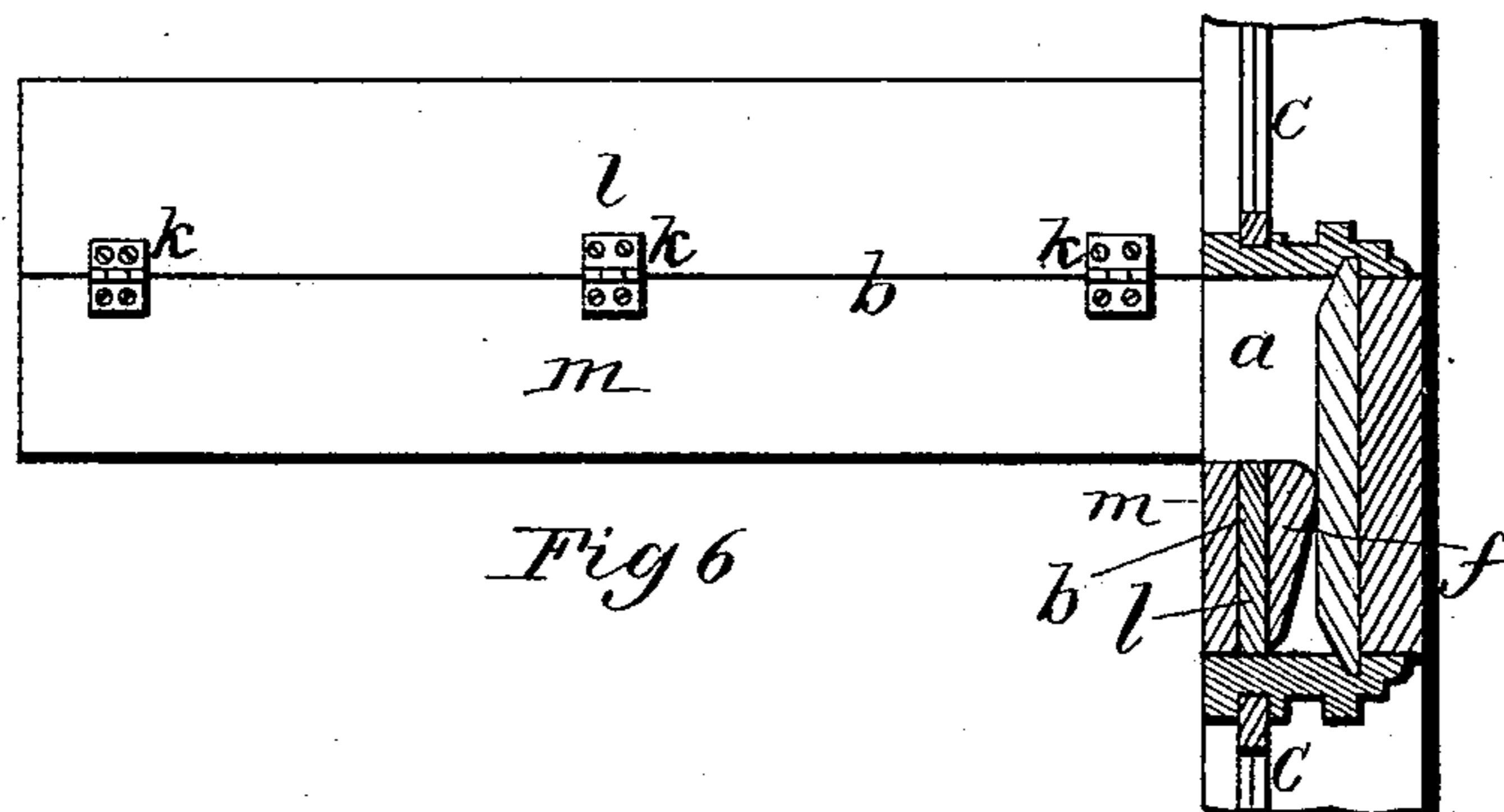


Fig 6

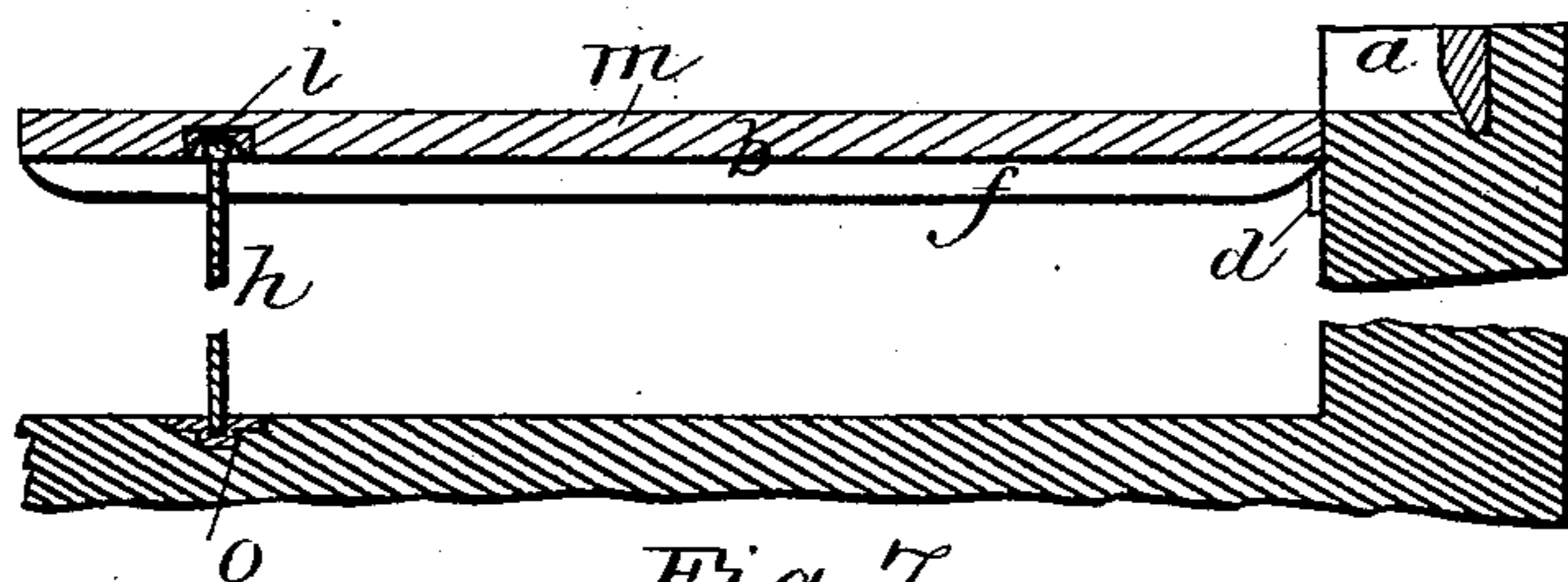


Fig. 7.

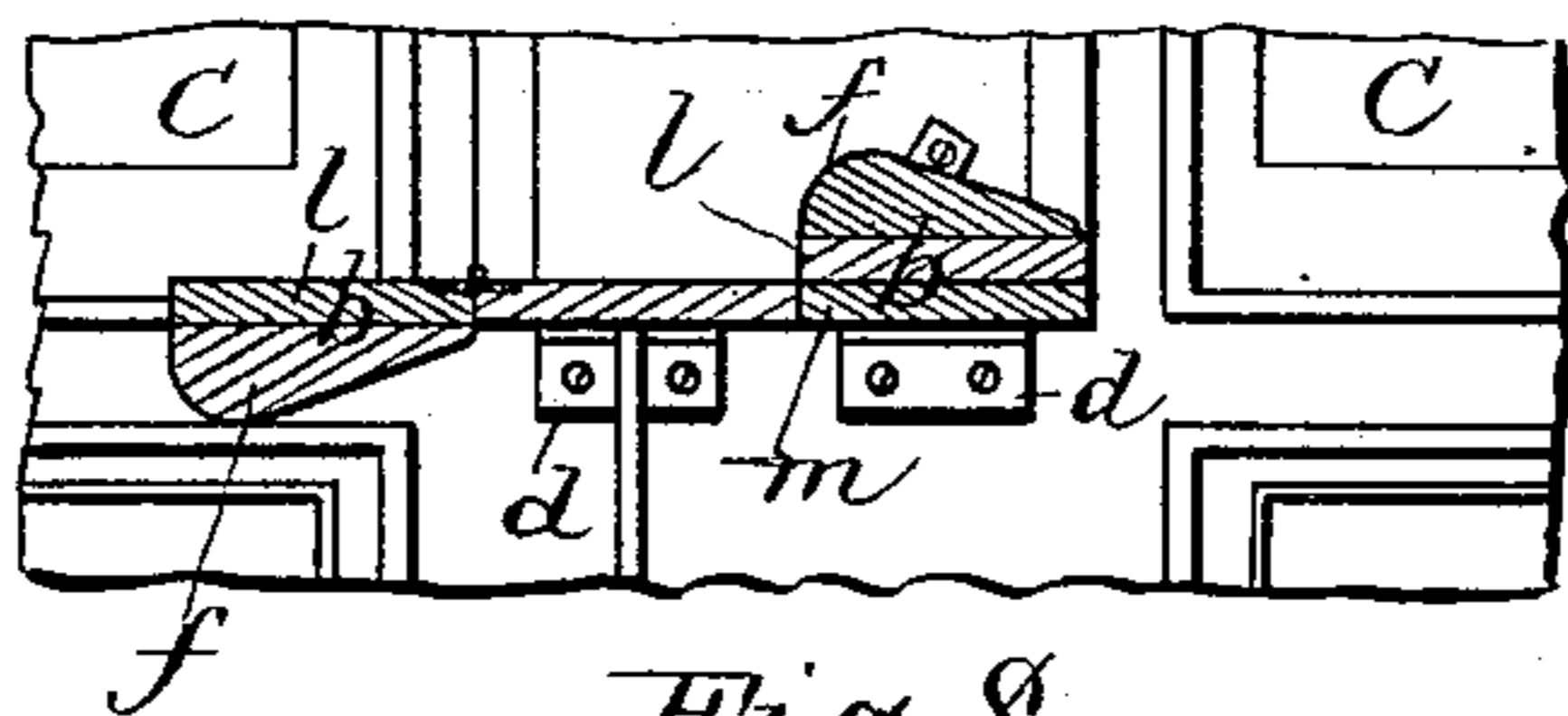


Fig. 8.

Witnesses

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UNITED STATES PATENT OFFICE.

BERNARD C. DONAHUE, OF PORTLAND, MAINE.

COMBINED CAR HEAD-REST AND TABLE.

SPECIFICATION forming part of Letters Patent No. 366,766, dated July 19, 1887.

Application filed February 4, 1887. Serial No. 236,603. (No model.)

To all whom it may concern:

Be it known that I, BERNARD C. DONAHUE, of Portland, in the county of Cumberland and State of Maine, have invented certain new and useful Improvements in a Combined Car Head-
Rest and Table; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 is a front elevation of my invention.
Fig. 2 is a vertical section of my car head-rest and table as closed and folded into side of car.
Fig. 3 is a transverse closed plan of same, showing also tops of backs of car-seats. Fig. 4 is a vertical section of part of car-wall, seat-back, and head-rest opened and in position on seat as head-rest. Fig. 5 is a section through head-rest and seat opened. Fig. 6 is a view of head-rest turned down and opened and in position as a table. Fig. 7 is a vertical section of the same. Fig. 8 is a cross-section of same, showing table and head-rest.

Same letters refer to like parts.

My invention relates to improvements in combined car head-rest and table by which a head-rest and a table can be provided for the convenience of passengers. It may be thus described.

In the wall of a railway-car, in that part of the same which is between two adjacent car-windows, I make a recess, *a*, into which I fit the two drops *b b*. The car-windows are represented by *cc*. These two drops *b b* are hinged at *d*, and are so arranged as to drop down upon the backs *e* of two adjacent car-seats. On the inner and upper sides of these drops *b* is a cushion, *f*, on which the head of the sitter in the car-seat may rest when my device is used as a head-rest.

Of course it will be plain that when two seats are back to back both drops may be used, when two seats are face to face neither drop is used, and when the seats face in the same direction one drop in each recess only can be used.

When my device is used as a head-rest, the

two lids *l* and *m* are not unfolded, and the cushion is uppermost to receive the head of the sitter, as in Fig. 4.

When the drops *b b* are placed in the recess *a* and not in use, they are locked or secured to the top of the recess *a* by the catch or bolt *g*, which catches or runs into a socket in the top of recess *a* in the ordinary manner of a spring and bolt, and are thus held firmly into their recess. The bolt *g* turns on a pivot, when the drop is turned down from its recess and drops into a hole, *n*, in the back of the seat when my device is used as a head-rest, thus securing the head-rest to the back of the seat. The hole or socket *n* has inserted in its mouth a circular piece of rubber having a hole through it, through which the bolt *g* passes, but which when the bolt is withdrawn closes up by its elastic force the mouth of the socket, so that nothing can enter. These drops *b b*, I also employ for the purpose of being turned into a table to extend out between two seats so turned as to face each other in the manner that ordinary car-seats are capable of being turned. It is plain, also, that the same use may be made of these drops between two revolving chairs of a parlor-car.

When the drops *b b* are to be used as a table, they are unfastened and brought down to a horizontal position, as shown in Figs. 6 and 7. Each drop *b* is composed of two lids, *l* and *m*, as shown in Fig. 6, united by the hinges *k*. When thus used, the cushion is turned under and two smooth surfaces given for the table. *h* shows legs, which may be either on the surface or recessed into the drops *b b*. These legs are pivoted at *i* and temporarily fastened at *j*, so that when the drops are turned down as a table the legs are turned on the pivot *i* to a vertical position, and, fitting into an indentation, *o*, in the floor of the car, serve as a support for the table, as shown in Fig. 7.

In some cars as now made having very high-backed seats the drops hinged at *d*, so as to form the head-rest, would bring the table too high for convenience. In this case I would have the drop capable of being let down at *d* to a convenient height by means of any ordinary contrivance. In place of the standard *h*, if

preferred, I would use a bracket or brace, one end set in the side of the car-wall and the other supporting the table.

I do not claim, broadly, a head-rest capable
5 of being turned up against the side of a car, but one whose essential elements are its capability of being folded into the side of a car-wall, so as to then form with its outer face a part of the car-wall symmetrical with the wall and
10 practically indistinguishable therefrom, and its capability of being turned down and attached to the top of a car-seat, so as to form, as it were, a symmetrical extension of the seat, all substantially as set forth.

15 What I claim as my invention, and desire to secure by Letters Patent of the United States, is—

1. The drop *b*, hinged at *d*, fitting into the recess *a* in a car-wall, having the cushion *f*

fastened at the top when closed by the bolt *g*, 20 and capable of being dropped down to the top of the back *e* of a railway-car seat, to which it is secured by the bolt *g*, for the purpose of serving as a head-rest, all substantially as hereinbefore set forth. 25

2. The drop *b*, hinged at *d*, and when turned into the recess *a*, fastened at the top by the bolt *g*, having also the leg *h*, pivoted at *i*, as specified, and being capable of being opened out on the hinges *k*, in order to form a table 30 between two car-seats, as hereinbefore set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

BERNARD C. DONAHUE.

Witnesses:

S. W. BATES,
ELGIN C. VERRILL.