

(No Model.)

J. H. BARTH.
HEAD REST.

No. 471,049.

Patented Mar. 15, 1892.

Fig. 1.

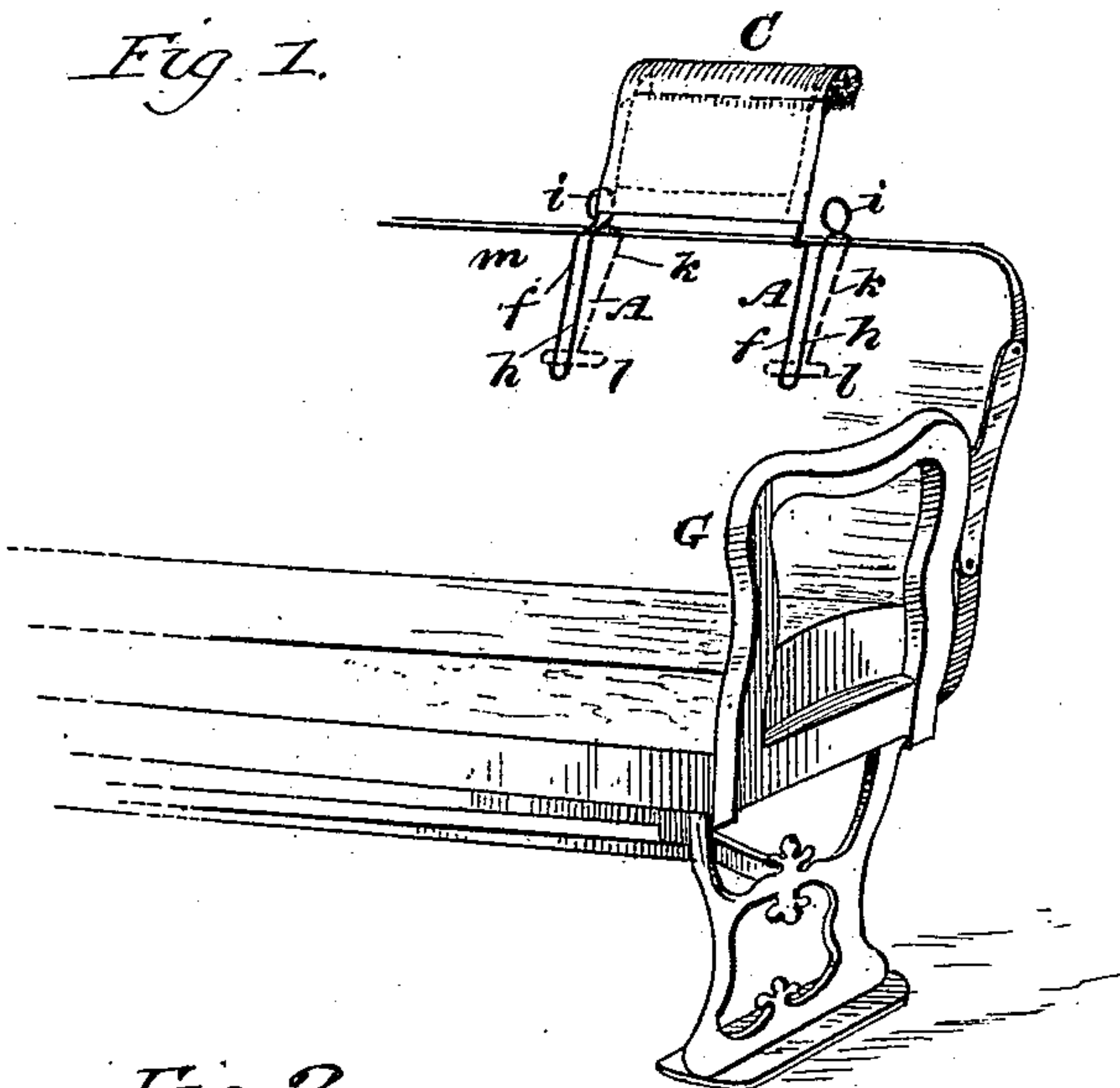
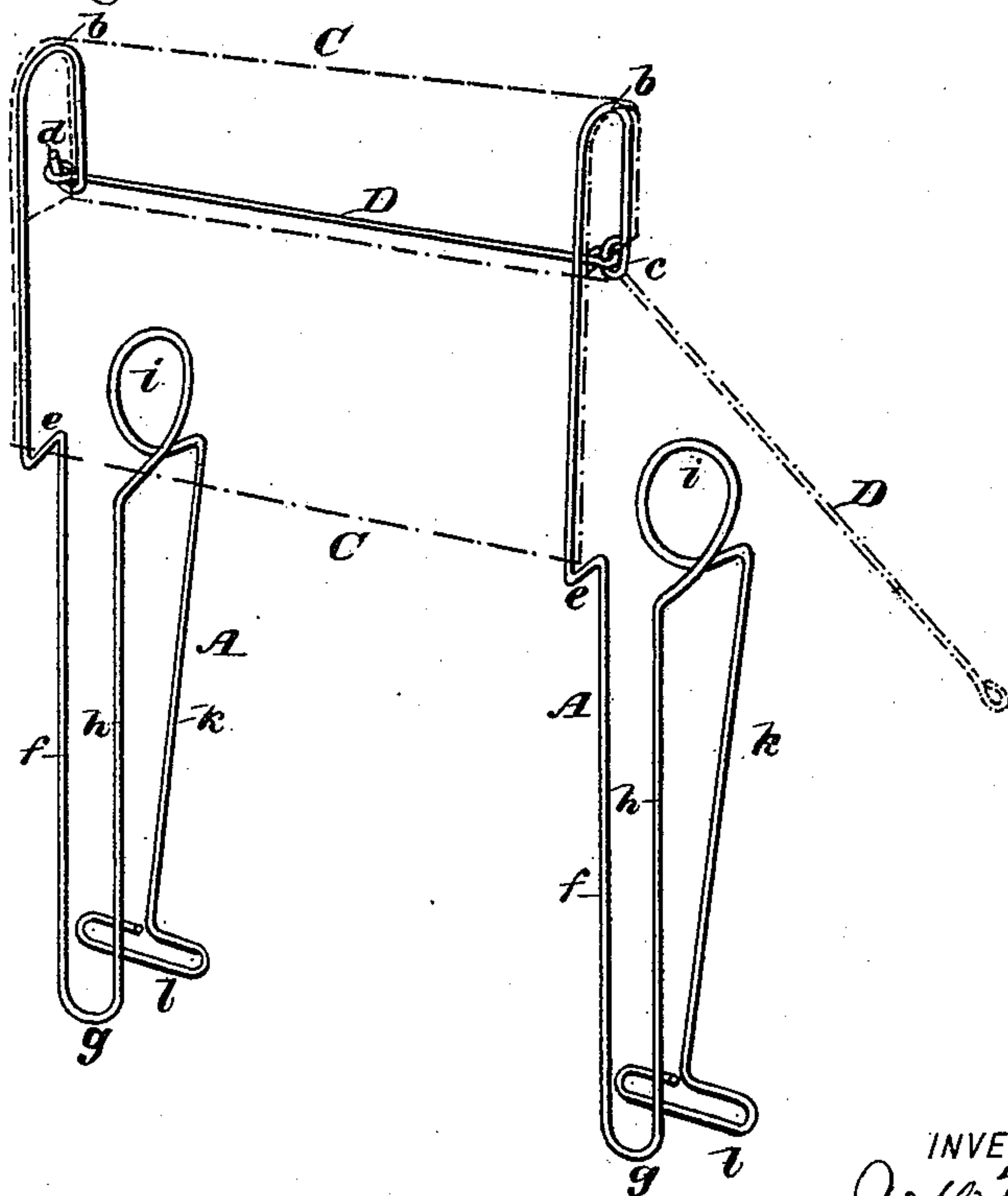


Fig. 2.



WITNESSES:

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HEAD-REST.

SPECIFICATION forming part of Letters Patent No. 471,049, dated March 15, 1892.

Application filed October 20, 1891. Serial No. 409,256. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. BARTH, of Batesville, in the county of Ripley and State of Indiana, have invented a new and useful
5 Improvement in Head-Rests for Chairs or Seats, of which the following is a full, clear, and exact description.

This invention has for its object the production of a removable, readily-attachable,
10 and otherwise convenient and desirable head-rest for chairs or seats, more especially railroad-car seats; and it consists in a novel construction of the same, substantially as hereinafter described, and more particularly pointed
15 ed out in the claim.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

20 Figure 1 represents a view in perspective of a railroad-car seat in part with my improved head-rest applied, and Fig. 2 is a perspective view of the head-rest detached.

My improved head-rest is made of spring-
25 wire with a cloth or other soft covering applied to the upper portion of it for the head to rest upon. It consists, mainly, of two spring-wire frames or side pieces A A detached from each other, but adapted to be connected by
30 an engaging and disengaging wire-stretcher D at or near their tops and fixedly connected with each other throughout their upper portion by a flexible covering C, of cloth or other suitable soft material, which constitutes an
35 easy cushion for the head. The two spring-wire frames A A, which virtually constitute clamps, are each constructed of a single piece of wire bent over backwardly and downwardly at the top, as at *b*, where the bent-over end of
40 the one frame is made to form an eye *c* and the bent-over end of the other frame to form a hook *d* for attachment, as by the eye *c* of a loop-ended wire-stretcher D, that engages at its opposite end with the hook *d* to hold the
45 two frames at their proper distance apart and to stretch the covering or cushion C tight. Each wire of either frame is continued down in front for a certain distance, where it is formed with a backward jog *e*, and is further

continued down in front to form a lower leg- 50
like portion *f*, which is doubled over below, as at *g*, and then run upward to form another spring leg-like portion *h* parallel with the portion *f*. At the top of the leg-like portion *h* the wire is bent to form a spring-coil *i*, which 55
is continued downward to constitute a back spring-leg *k*, terminating below in a spread loop-like foot portion *l*. The flexible covering or cushion C is fixedly attached to these frames A A, commencing below in front at the jogs 60
e e in the wires and running up over the backwardly-bent-over upper ends of the frames, as shown by dotted lines in Fig. 2.

To apply the head-rest to the upper portion of the back *m* of a railroad-car seat G or other 65
chair or seat, the stretcher D is made to engage the two frames A A, as described, and then the two spring leg-like portions sprung over the front of the back *m* of the seat and the spring-leg portion *k*, with its spread-foot 70
portion *l*, sprung over and down the rear side of the back of the seat. This will firmly clamp the head-rest to and on the back of the seat and leave the cushioned portion of the head-
rest above the back of the seat and make it 75
form an easy spring-like support for the head.

When the head-rest is not required to be used, it is slipped from the back of the seat and the wire-stretcher D unhooked or disengaged from the one frame A, as shown by dotted lines in Fig. 2, when the whole may be 80
folded up or compacted into a small space or compass and be packed away in a satchel or elsewhere.

The device will be found very useful to rail- 85
road travelers or passengers, and as each person will carry his own head-rest it will be much more cleanly and desirable than a fixed head-rest used promiscuously. It, moreover, is quickly applied and removed and is light 90
and cheaply constructed, nor will it injure the seat, as it only presses gently against the back thereof. It is readily adjustable up or down to accommodate tall or short persons alike, and when in use will not present an objec- 95
tionable appearance, but rather be an ornament, either in a railroad-car or public or private room.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The herein-described head-rest for chairs,
5 consisting of the frames A, each formed of a single piece of wire having its upper end bent over backwardly and downwardly, as at *b*, and its lower part bent up parallel with the said lower portion, thence into a coil, and down-
10 ward to form a spring-leg *k*, having a loop-like foot, one of the frames being provided

with an eye at its upper bent-over portion and the other with a hook, the stretcher D, hinged to the eye of one frame and provided with an eye for engaging the hook of the other frame, 15 and the covering or cushion C, secured to the upper portion of the said frames, substantially as herein shown and described.

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Witnesses:

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