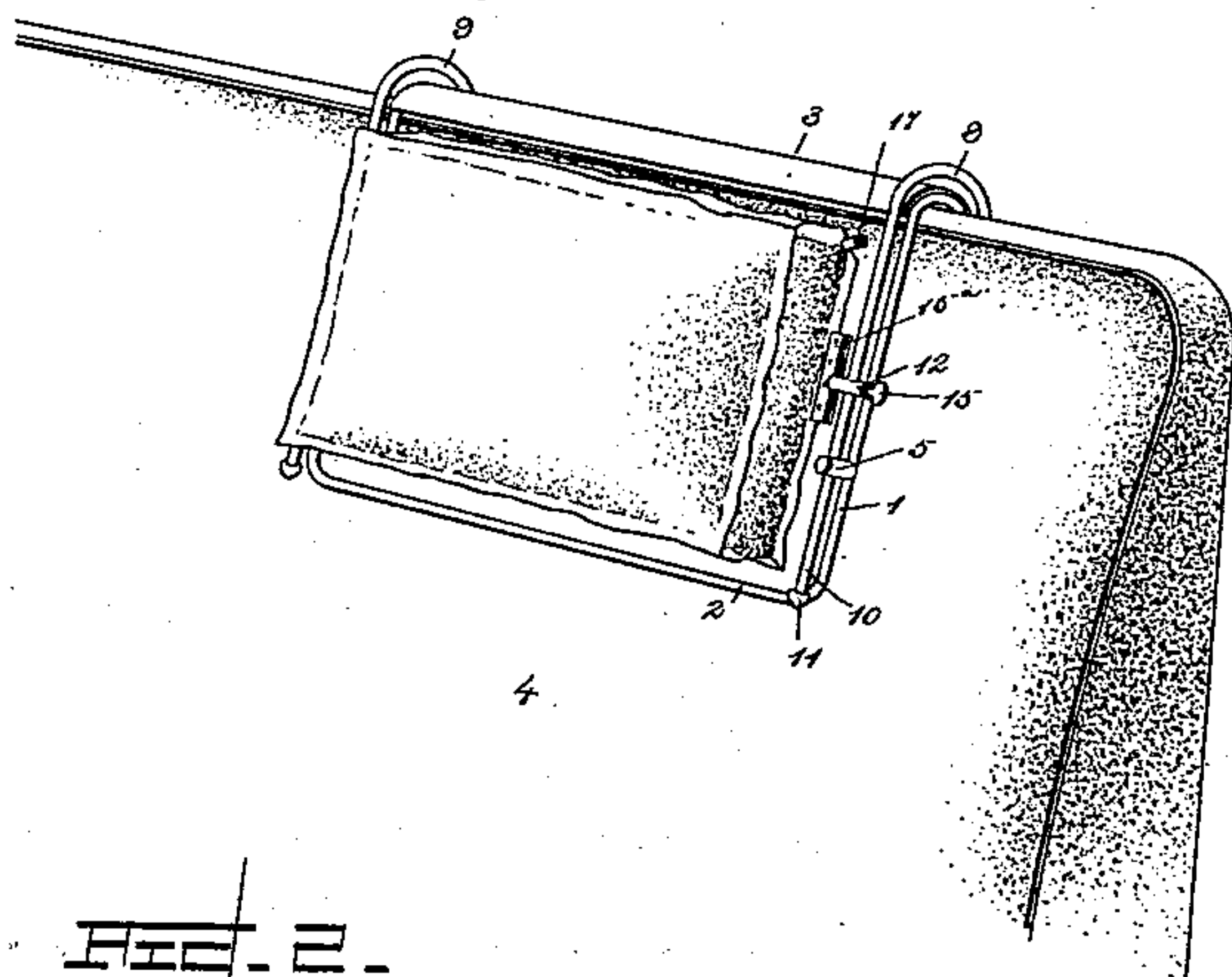


(No Model.)

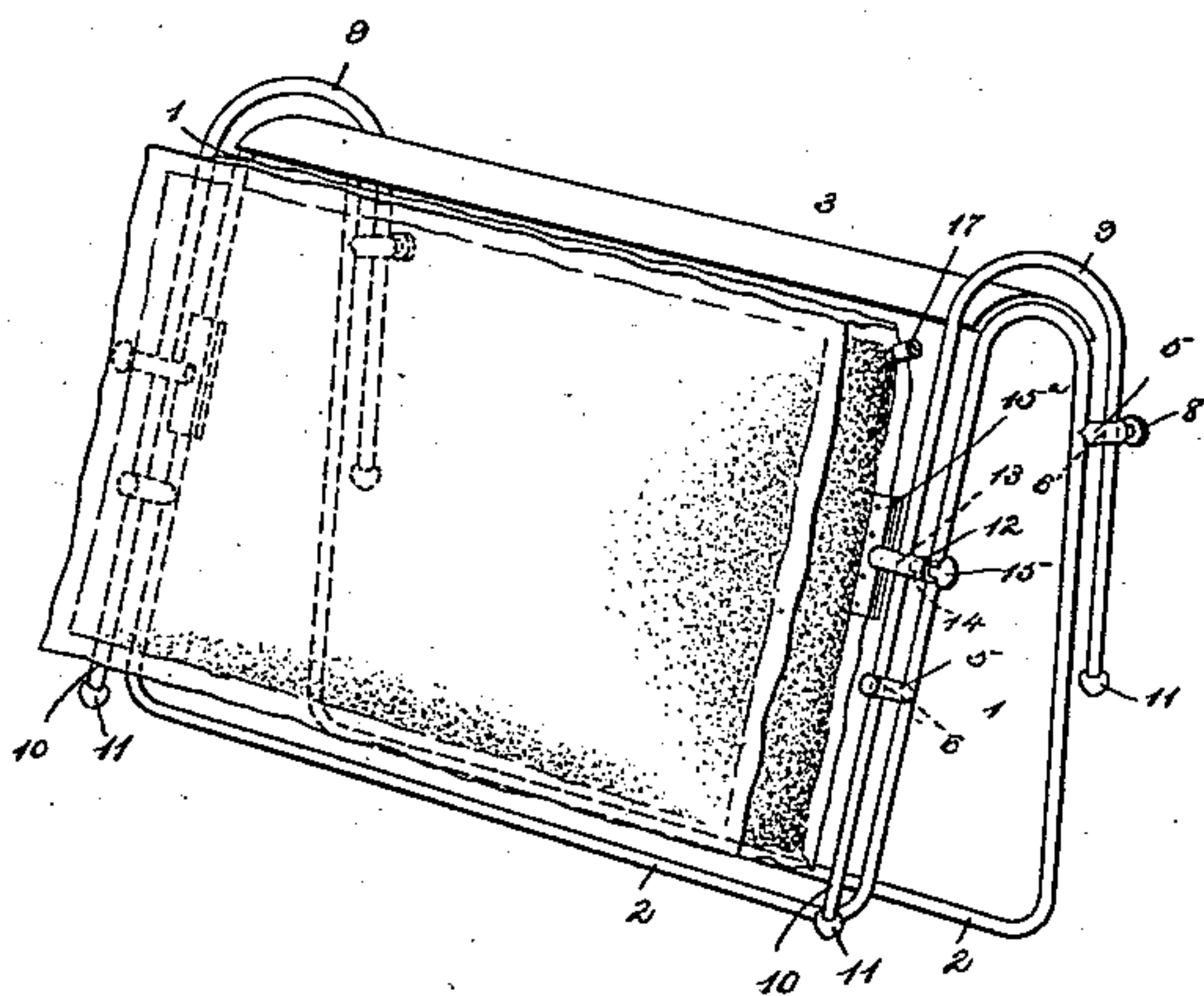
M. J. DIEMMER.
HEAD REST.

No. 506,983.

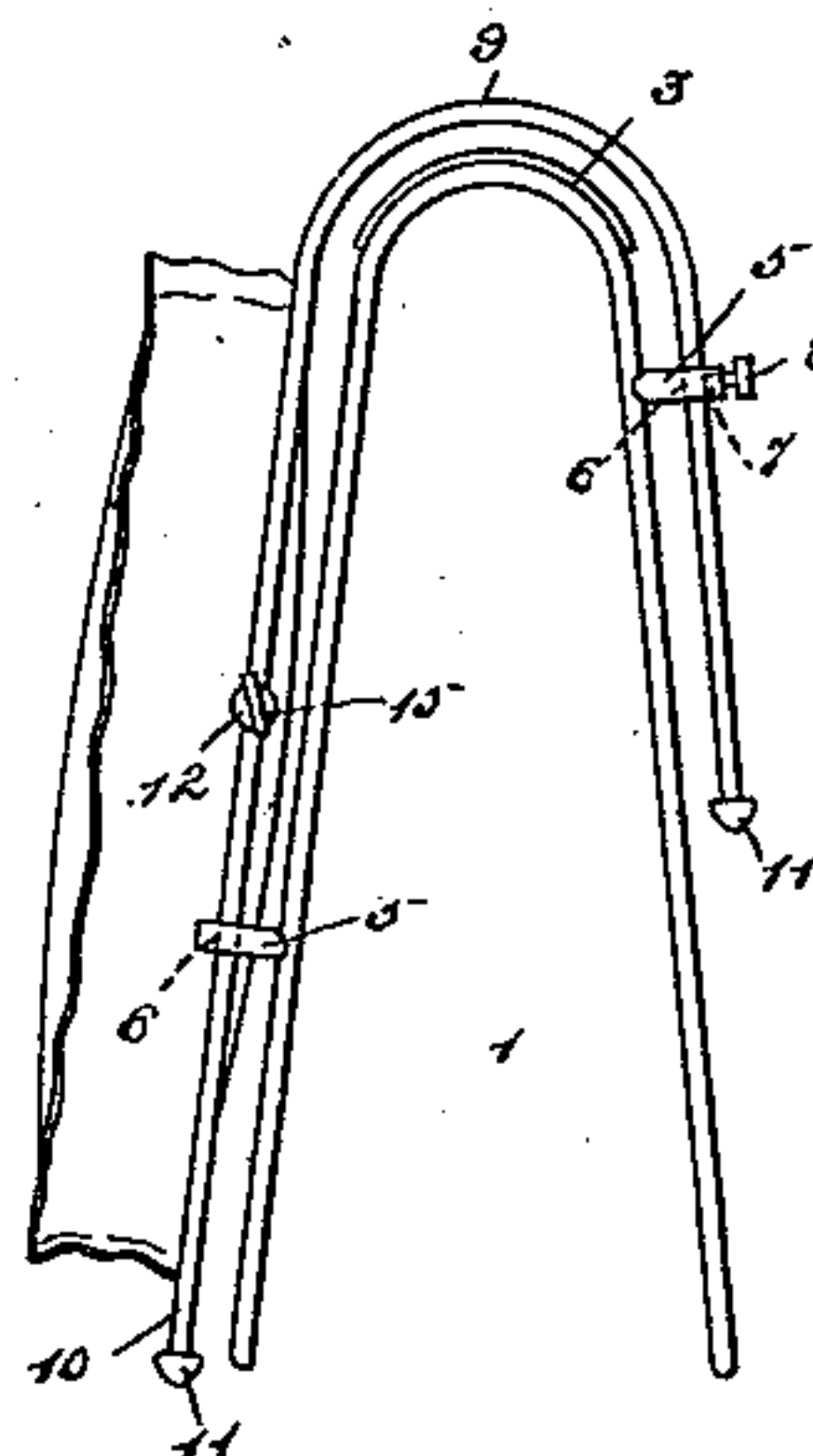
Patented Oct. 17, 1893.



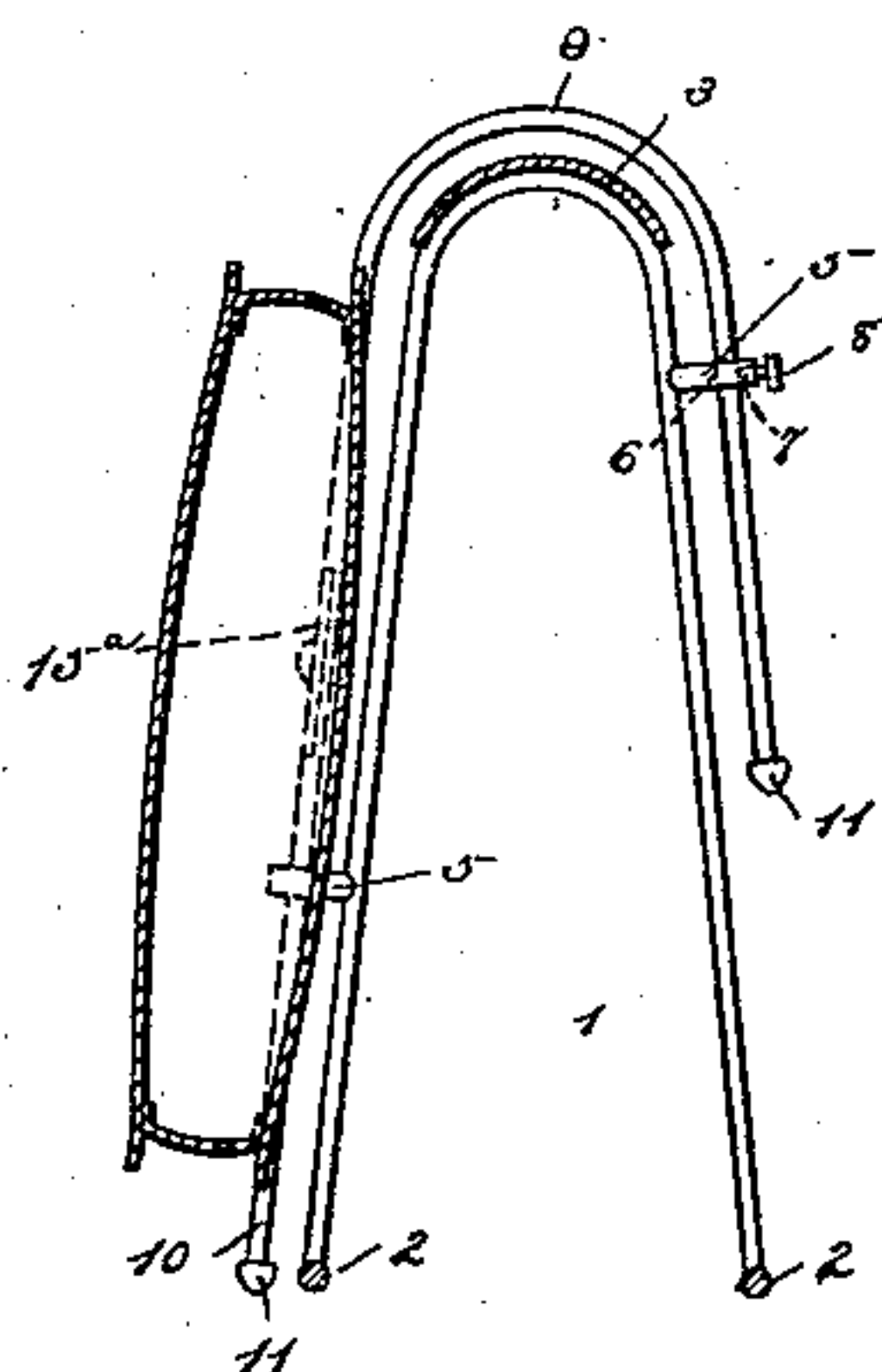
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HC 4



Witnesses

Inventor

Edw. C. Durall Jr. By
John H. Siggers.

By *his* Attorneys,

M. J. Diemmer.

Chas. Snow & Co.

UNITED STATES PATENT OFFICE.

MAXIMILIAN J. DIEMMER, OF AUGUSTA, GEORGIA.

HEAD-REST.

SPECIFICATION forming part of Letters Patent No. 506,983, dated October 17, 1893.

Application filed January 16, 1893. Serial No. 458,492. (No model.)

To all whom it may concern:

Be it known that I, MAXIMILIAN J. DIEMMER, a citizen of the United States, residing at Augusta, in the county of Richmond and State of Georgia, have invented a new and useful Car-Seat Head-Rest, of which the following is a specification.

My invention relates to improvements in head-rests; and particularly to that class thereof adapted to be used upon railway-cars.

The objects of my invention are to produce a simple, cheaply constructed, and efficient, as well as comfortable head-rest, adapted to be readily applied to the backs of seats of railway-coaches or cars, to be adjustable thereon, and capable of being raised and lowered to assume different positions to lend comfort to the user; and finally, to so construct the said head-rest as to adapt the same to collapse or pack flat, whereby it occupies but little space and may be conveniently stored.

With the above objects in view, the invention consists in certain features of construction hereinafter specified and particularly pointed out in the claims.

Referring to the drawings:—Figure 1 is a perspective view of a head-rest constructed in accordance with my invention, the same being applied to the back of a railway coach-seat. Fig. 2 is a detail in perspective of the device. Fig. 3 is a side elevation thereof. Fig. 4 is a vertical transverse sectional-view.

Like numerals of reference indicate like parts in all the figures of the drawings.

In practicing my invention I construct of spring-wire of suitable gage, a framework adapted to clamp lightly upon the upper edge of a car-seat; and this framework is formed of a single piece preferably; and as shown by the drawings, consists of opposite inverted U-shaped end-portions 1, and lower front and rear horizontal connecting-portions or bars 2. The U-shaped end portions are connected, preferably at their upper sides, by means of a transverse U-shaped hood or shield 3 constructed of sheet-metal. It will be seen that the frame, as constructed, may be spread at its lower end and readily introduced over the upper edge of the back of a seat 4, in connection with which I have illustrated it in Fig. 1 of the drawings.

Each of the terminals of the U-shaped ends

1 is provided upon its outer side with a lug 5, and these lugs are provided with vertical perforations 6, or what might be termed transverse bores. Those lugs on the rear terminals are also provided with threaded perforations 7 at right angles to the bores 6, and in the former there are located thumb-screws 8. In each pair of bored or perforated lugs there are located the terminals of a U-shaped sliding standard 9, the front terminals 10 of said standards being preferably longer than the rear terminals, and each of said terminals being provided at its extremity with a head or stop 11. The rear lugs are elevated or located upon the rear terminals of the inverted U-shaped ends of the stationary frame at points above the front lugs, so that when the sliding standards are raised to their fullest extent the stops of both terminals of said standards will abut against the said lugs.

12 designates a pair of sleeves which are transversely bored, as at 13, and are mounted for sliding upon the front terminals of the inverted U-shaped sliding standards. The sleeves are further provided at their outer ends with threaded perforations 14, in which are located thumb-screws 15, whose inner ends bind upon the front terminals of said vertical sliding standards and sleeve to lock the sleeves at any point thereon. The inner ends of the sleeves are provided with pairs of securing-plates 15^a, and the same receive between them the edges of an air or other pillow, and are riveted or otherwise temporarily or fixedly secured thereto. In that it is desirable that the pillow be collapsible, I prefer to employ an air-pillow, but it will be obvious that any other construction of cushion or head-rest may be substituted.

The metal part of the head-rest will be preferably nicked, japanned, or otherwise highly finished, and it is proposed that the pillows be provided with removable slips, as are ordinary pillows, in order that each user may have a clean slip or case.

By unscrewing the vent 17 of the pillow, the air may be exhausted from the same, and hence the pillow collapsed, and when so collapsed a number of these devices consisting of the frames and pillows may be readily nested or packed in a small space within the car or coach.

In use the lower portion of the frame is slipped over the back of the seat, as before stated, and may be slid along the upper edge of the seat to a desired point, after which by regulating the thumb-screws at the back of the device, the pillow—together with its supporting standards—may be raised so as to be above the upper edge of the back, or on the other hand, by a regulation of the set-screws at the sides of the device, the pillow alone may be raised or lowered to accommodate the head of the occupant of the seat and the position the occupant may assume.

It is to be understood that changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

Having described my invention, what I claim is—

1. In a head-rest, the combination with the frame having inverted U-shaped ends, adapted to be mounted upon the upper edge of the back of a car-seat, and provided with perforated lugs extending therefrom, of inverted U shaped standards mounted adjustably in the lugs, thumb-screws mounted in the lugs and bearing on the standards, and pillow clamping devices extending inwardly from the standards, substantially as specified.

2. In a head-rest, the combination with a frame having opposite inverted U-shaped ends, adapted to be mounted upon the upper edge of the back of a car-seat and provided with perforated lugs extending therefrom, of U shaped standards mounted adjustably in the lugs, thumb-screws mounted in the lugs and bearing on the standards, a pillow located between the standards, and connecting-devices between the standards and pillow and adjustably mounted on the former, substantially as specified.

3. In a head-rest, the combination with the

frame having opposite U-shaped ends, adapted to be removably inserted over the upper edge of the back of a car-seat, and provided in front and in rear thereof with perforated lugs, of thumb-screws mounted in the rear lugs and communicating with the perforations, and a pair of inverted U-shaped standards mounted for sliding in said lugs, sleeves mounted on the standards, thumb-screws mounted in the sleeves and adapted to bind upon the standards, and a pillow secured to the sleeves, substantially as specified.

4. In a head-rest, the combination with a spring-wire frame, formed of a single piece, the same consisting of the opposite inverted U-shaped end-portions, the transverse connecting-portions, and the superimposed sheet-metal U-shaped hood connecting said ends and adapted to rest upon the upper edge of the seat-back, the front and rear perforated lugs upon the front and rear terminals of the U-shaped ends of the frame, the rear lugs being located above the front lugs, and the thumb-screws mounted in said rear lugs, of inverted U-shaped standards formed of wire and mounted in the said lugs, said standards having their front terminals longer than their rear terminals, and each of their terminals provided at its extremity with heads or stops, the sleeves mounted for sliding on the front terminals of the standards, the thumb-screws located in the sleeves and adapted to bear upon the standards, the clamping-plates located at the inner ends of the sleeves, and the air-pillow having its seams secured to the clamping-plates, substantially as specified.

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

MAXIMILIAN J. DIEMMER.

Witnesses:

F. W. COFFIN,

JNO. W. NICHOLS, Jr.