

No. 668,765.

Patented Feb. 26, 1901.

T. B. BEACH.
HEAD REST FOR CAR SEATS.

(Application filed Oct. 8, 1900.)

(No Model.)

Fig. 1.

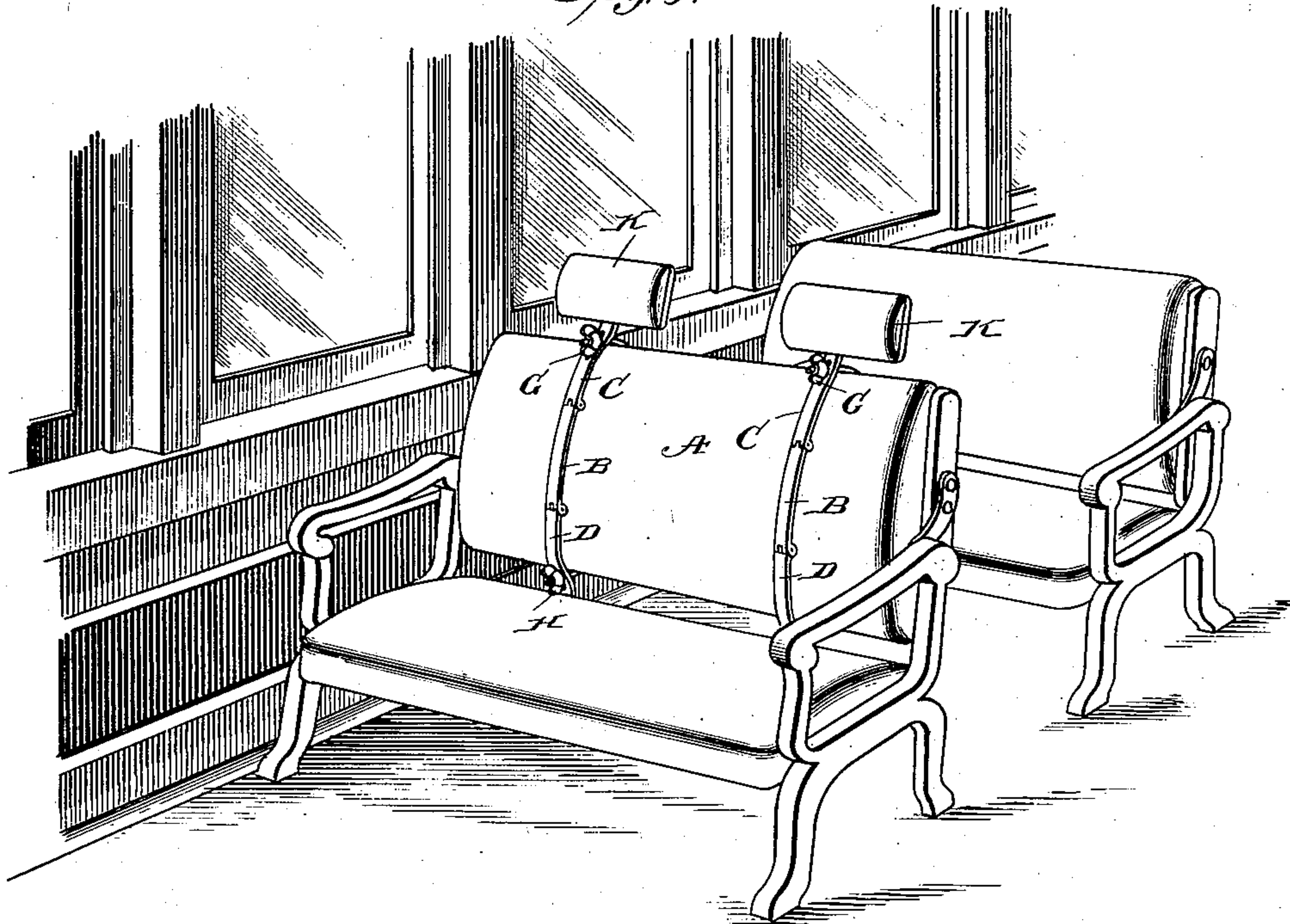


Fig. 2.

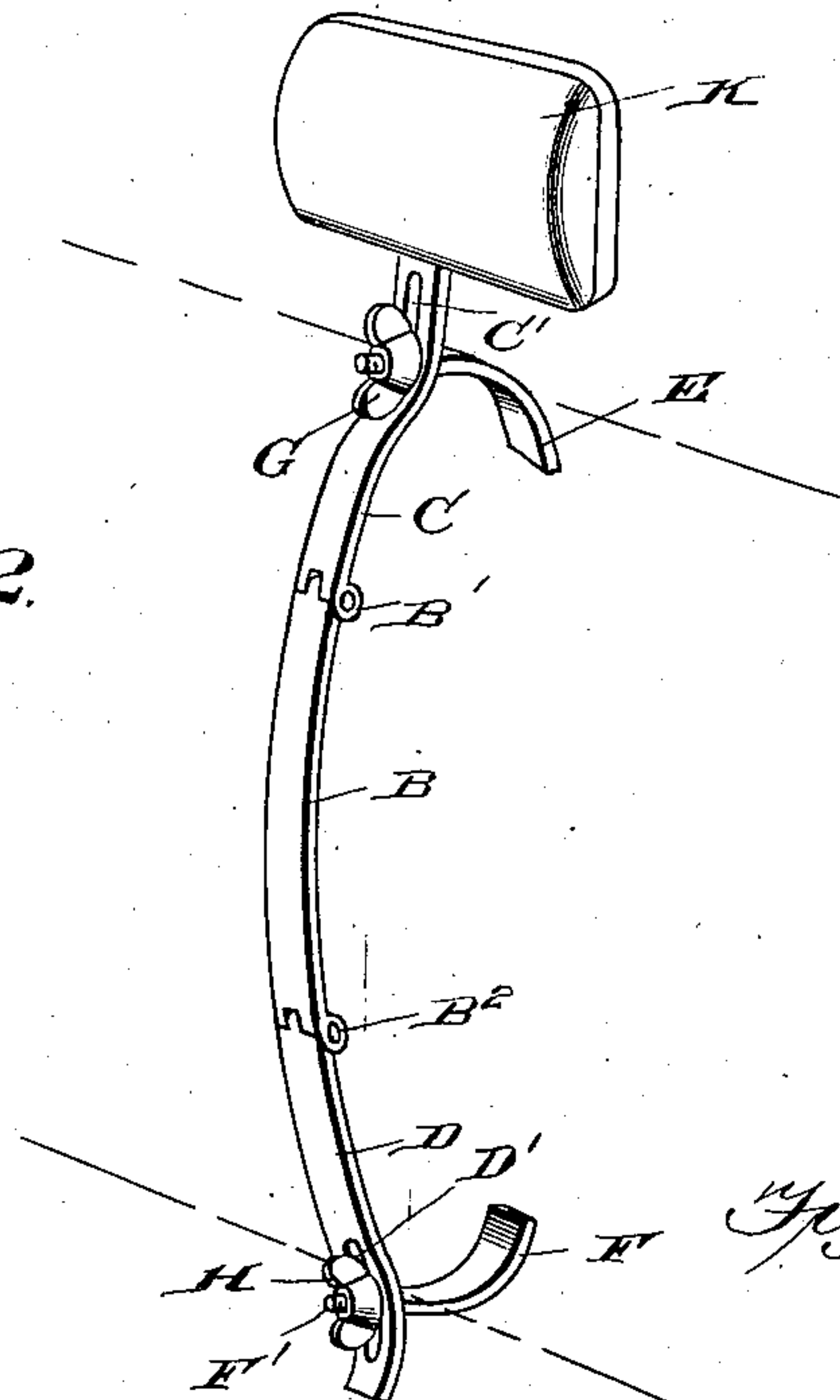


Fig. 3.

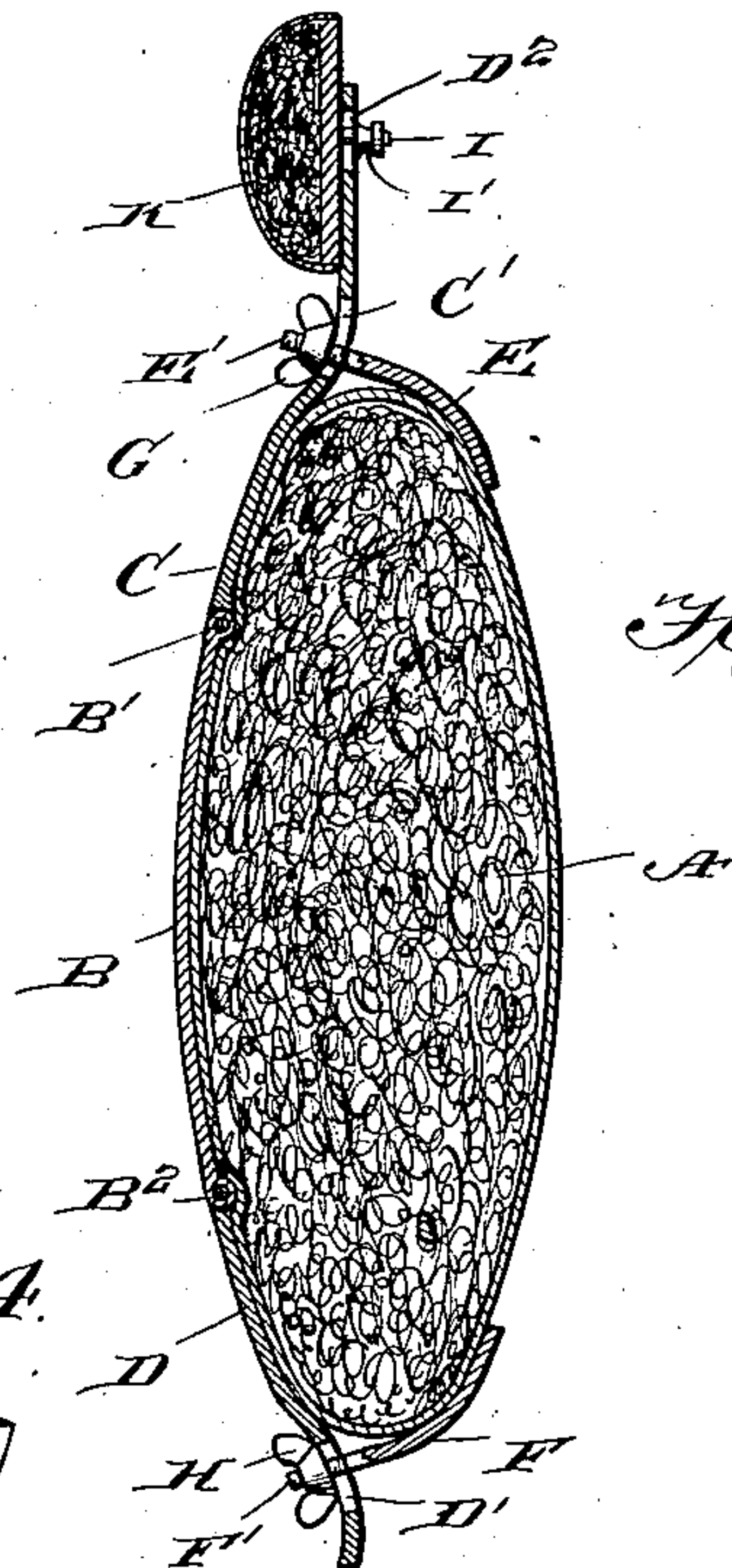
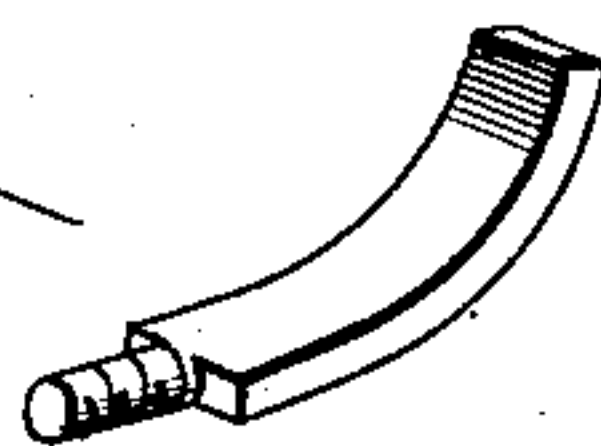


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

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HEAD-REST FOR CAR-SEATS.

SPECIFICATION forming part of Letters Patent No. 668,765, dated February 26, 1901.

Application filed October 8, 1900. Serial No. 32,462. (No model.)

To all whom it may concern:

Be it known that I, THEODORE B. BEACH, a citizen of the United States, residing at Seymour, in the county of New Haven and State of Connecticut, have invented a new and useful Head-Rest for Car-Seats, of which the following is a specification.

My invention relates to portable head-rests designed for use on the ordinary car-seat backs, the object of the invention being to provide traveling people and the public in general with a portable head-rest so constructed that it may be folded into a very small compass for storing in a valise or satchel and readily, quickly, and easily be attached to the back of the car-seat when desired for use.

With this object in view my invention consists in a padded or upholstered head-rest adjustably mounted upon the upper end of a longitudinally-slotted metal bar, a bar of the same width, thickness, and material attached to the lower end of the slotted bar by a knuckle-joint hinge, another longitudinally-slotted bar attached to the lower end of the last-named bar by a similar hinge, two bars for clamping the top and bottom of the back of the seat, having screw-threaded ends projecting through the longitudinal slots of the upper and lower bars, and thumb-nuts on the outer ends of these threaded ends to clamp the parts tightly together.

My invention further consists in the improved construction, arrangement, and combination of parts hereinafter fully described and afterward specifically pointed out in the appended claim.

In order to enable others skilled in the art to which my invention most nearly appertains to make and use the same, I will now proceed to describe its construction and operation, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a perspective view of part of the interior of a passenger-car, illustrating a seat and back equipped with a head-rest constructed in accordance with my invention. Fig. 2 is a perspective view, on an enlarged scale, of the head-rest in working position. Fig. 3 is a vertical sectional view through a head-rest secured upon a seat-back. Fig. 4

is a detail perspective view of one of the clamping-arms.

Like letters of reference mark the same parts wherever they occur in the various figures of the drawings.

Referring to the drawings by letters, A indicates the back of a car-seat of any ordinary or usual construction. Such seat-backs are usually cushioned, and to provide a successful head-rest it must be constructed to hug the cushion closely on the front side without being sufficiently bulky to form much of a projection from the surface of the cushion. This I have endeavored to furnish in the embodiment of my invention, and in order that the front bar, which connects the clamping means located at the top and bottom of the cushion, may be foldable, so as to permit of its carriage in a satchel or small valise, I have made it of three sections, more or less, the middle section B being a plain flat bar connected to the upper and lower sections C and D by knuckle-joint hinges B' and B², the barrels of the hinges being on the inner surface, leaving the outer surface smooth and uninterrupted by any protuberances. Each of the upper and lower sections C and D is provided with longitudinal slots, (marked C' and D',) the lower end of section D projecting slightly below the lower edge of the seat-back and the upper end of the section C projecting slightly above the upper edge thereof.

E and F indicate clamp-bars, curved to fit the top and bottom edges of the seat-back, the clamp-bar E being provided with a threaded end E' to project through the slot C' and the clamp-bar F with a threaded end F' to project through the slot D', thumb-nuts G and H being provided to clamp these bars tightly to the sections C and D at any desired height within the limit of the length of the slots C' and D', whereby the clamp-bars may be engaged around the top and bottom of seat-backs of different heights. The upper end of the upper bar C is provided with another longitudinal slot D², and a threaded bar I projects from the rear of the cushion or rest K through this slot, a thumb-nut I' being provided to be threaded on said threaded bar to rigidly clamp the cushion K to the bar C at any desired vertical adjustment within the limit of the length of the slot D², whereby the

cushion K may be vertically adjusted to accommodate persons of different heights.

From the foregoing it is apparent that I have provided a portable head-rest adapted
5 to be tightly secured on car-seat backs of different widths and in which the cushion may be adjusted in height, the whole being so constructed that it may be taken apart and packed
10 in a very small compass for storage or transportation.

The three sections B, C, and D may be folded together by virtue of their hinges and the clamping-bars and cushion removed and packed with the folded front bar.

15 Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

The combination in a head-rest, of sections,

B, C and D, of flat metal, connected by inside knuckle-joint hinges, the section D being provided with the longitudinal slot D' and the section C with longitudinal slots C' and D² in alinement with each other, the clamp-bars provided with threaded ends passed through slots C' and D', the thumb-nuts engaging them to adjustably secure the clamp-bars to sections C and D, the cushion or rest, K, having the rearwardly-projecting, threaded bar passing through the slot D², and the thumb-nut engaging the threaded bar to adjustably secure the cushion to the section C, all substantially as described.

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Witnesses:

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