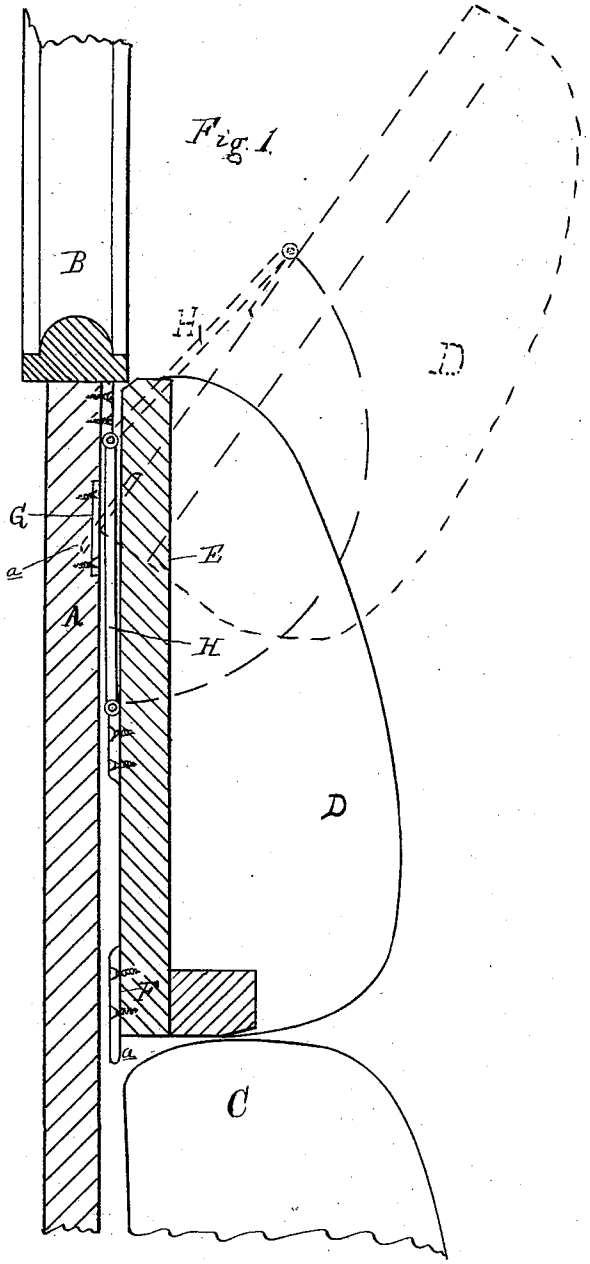
(No Model.)

T. A. BISSELL.

HEAD REST FOR SLEEPING CARS.

No. 378,948. Patented Mar. 6, 1888.

Fig. 1.



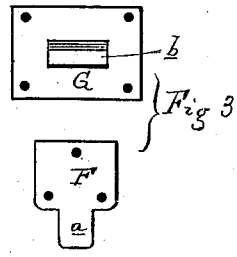


Fig 3

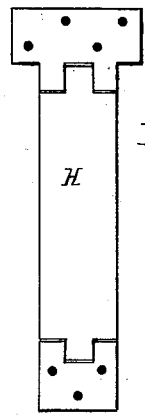


Fig. 2.

Attest:
N. D. Maynes.
E. G. Scully.

Inventor.
Thos. A. Bissell.
By Thos. A. Maynes.
Atty.

N. PETERS. Photo-Lithographer. Washington, D. C.

UNITED STATES PATENT OFFICE.

THOMAS A. BISSELL, OF BUFFALO, NEW YORK.

HEAD-REST FOR SLEEPING-CARS.

SPECIFICATION forming part of Letters Patent No. 378,948, dated March 6, 1888.

Application filed March 17, 1887. Serial No. 231,233. (No model.)

To all whom it may concern:

Be it known that I, THOMAS A. BISSELL, of Buffalo, in the county of Erie and State of New York, have invented new and useful Improvements in Head-Rests for Sleeping-Cars; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to certain new and useful improvements in head-rests for sleeping-car seats.

The object of the invention is to so construct and attach the head-rest that when used for that purpose it will rest upon the top of the seat-back, and when the berth is made up for sleeping purposes it will be raised to form a wall-pocket against the partition-wall between the seats or berth-sections, thereby preventing the securing of folding wall-pockets on said partition-walls or head-boards for the reception of clothing, as is usual. Again, where head-rests are attached to the backs of sleeping-car seats, as at present, they follow such backs when they are drawn down to a horizontal position to form a part of the bed-bottom, such head-rests assuming the original position of such seat-backs, and, by so much as their thickness, they shorten the berth proper, or rather the available length thereof.

The invention consists in the peculiar construction of the various parts, and their combinations necessary to accomplish the above desired results, and as more fully hereinafter described, shown, and claimed.

Figure 1 is a sectional elevation showing the partition-wall between the seats or sleeping-sections, the upper end of a seat-back, and the head-rest in place as such, and in dotted lines the manner of raising the head-rest and utilizing the same for a wall-pocket. Fig. 2 is a plan view of the hinge employed on the head-rest to allow it to be folded. Fig. 3 is a plan of the parts forming the lock for securing such head-rest in position as a wall-pocket.

In the drawings which accompany and form a part of this specification, A represents the partition-wall between the seats or sections of a sleeping-car; B, the head-board employed when the berths are made up, and C the upholstered seat-back, all of which are constructed as usual and perform well-known functions.

D is an upholstered head-rest having a back-board, E, to the lower end of which is secured, by suitable screws, the metallic plate F, having the tongue *a*, which projects below the lower edge of such back-board.

G is a metallic plate having a hole or socket, *b*, formed therein, and it is secured to the partition-wall A, as shown, by proper screws.

H is a double hinge, the lower end of which is secured to the back-board of the head-rest, as shown, while the upper end is secured to and near the top of such partition-wall.

In practice, when it is desired to make up the berths in a sleeping-car having my head-rests, the lower edge of the head-rest is drawn forward and lifted upward until the upper edge falls outward, and the tongue of the plate F engages with the hole or socket in the metallic plate G, by which means such head-rest is secured, as an open wall-pocket, with the upholstered side presented outwardly, the construction of the double strap-hinge allowing this to be done readily.

What I claim as my invention is—

1. The combination, with a seat-back and partition-wall between the seats or sections of a sleeping-car, of a combined head-rest and wall-pocket, and a double hinge pivotally connecting said head-rest and partition-wall, substantially as described.

2. In combination with a seat-back and partition-wall between the seats or sections of a sleeping-car, a head-rest formed independent of said seat-back, and the means, substantially as described, pivotally connecting said head-rest and partition-wall for elevating such head-rest into an inclined position with relation to such partition-wall, and a tongue on said head-rest to engage the partition-wall, substantially as and for the purposes specified.

3. In combination with the partition-wall between the seats or sections of a sleeping-car, a head-rest, the means, substantially as described, pivotally connecting said head-rest and partition-wall for elevating such head-rest and converting the same into a wall-pocket, and the means, substantially as de-

scribed, on said rest, engaging a socket in the partition-wall for locking the same in that position, substantially as set forth.

4. The combination, with the partition-wall A, having socket *b* and the head-rest, of the plate F, secured to the lower end of said head-rest, and provided with tongue *a*, and the double hinge H, pivotally connected with said head-rest and partition-wall, substantially as and for the purpose specified.

THOMAS A. BISSELL.

Witnesses:
FRANK F. WILLIAMS,
WILLIAM B. WHEELER.