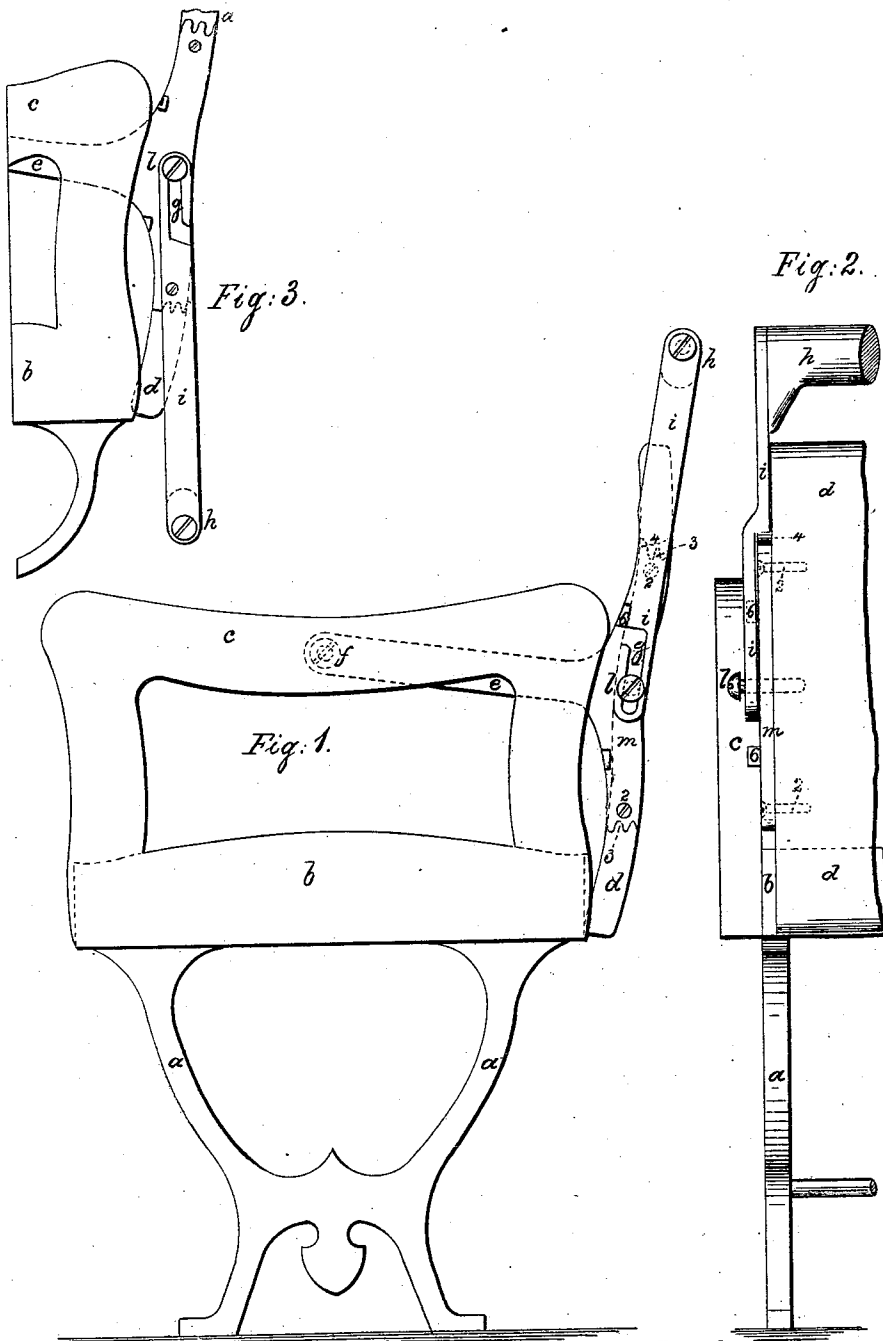


E. M. JUDD.
Car-Seat Head Rest.

No. 109,823.

Patented Dec. 6, 1870.



Witnesses.

Chas. H. Smith
Geo. D. Walker

E. M. Judd

United States Patent Office.

EDWARD M. JUDD, OF NEW HAVEN, CONNECTICUT.

Letters Patent No. 109,823, dated December 6, 1870.

IMPROVEMENT IN HEAD-RESTS FOR CAR-SEATS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, EDWARD M. JUDD, of New Haven, New-Haven county, State of Connecticut, have invented a certain new and useful Improvement in Head-Rests for Car-Seats; and the following is hereby declared to be a correct description thereof.

The object of this invention is to provide a head-rest that can be easily applied to the back of car-seats already in use, and one that will not be liable to get out of order and is easily understood in its working or adjustment.

The head-rest is supported by arms that are provided with slots in their lower ends, taking over headed pins upon plates attached to the swinging back of the car-seat, and upon these pins the head-rest and arms turn in adjusting the rest.

Notches upon the plates attached to the swinging back, and teeth or projections upon the arms of the rest, allow of the adjustment of the rest, and I provide pins or stops upon said plates, to prevent the rest swinging too far toward the seat.

The slots in the arms allow of the teeth being raised from the notches in adjusting the rest, or when the head-rest and back are being reversed; and I make the respective ends of the plates alike, so that in either position of the back the manner of adjusting the rest is the same.

In the drawing—

Figure 1 represents an elevation of a car-seat fitted with my improvement; and

Figure 2 is an elevation of a portion of the back of the seat and head-rest.

Figure 3 is a similar view, the head-rest being swung down out of the way, at the back of the seat.

a represents the legs,
b, the seat, and
c, the arms of a car-seat, of any desired construction.

The swinging back *d* is provided with the links *e e*, and said links are connected to the arms *c* of the seat by the screws *f*, and upon these screws the back and links swing in reversing the seat.

The head-rest *h* is connected to the end bars *i i*, and said bars are provided with slots *g g* at their lower ends, to take over the headed pins or screws *l l* upon the plates *m*.

The slots *g g* may be open at their upper ends, in

order that the head-rest may be removed from or replaced upon the back *d* without removing the pins or screws *l l*.

I have shown the plates *m*, as attached to the back *d* by screws *2 2*, and as part of the links *e e*, but said plates might be separated from the links *e*, as in some of the car-seats now in use.

At the respective ends of the plates *m*, notches *3 3* are provided for the teeth or projections *4 4* upon the bars *i*, and these notches and teeth allow of the rest *h* being adjusted, and securely held to the desired position in relation to the upper part of the back *d*.

I have shown but two notches in this plate *m*; more might be provided, if desired, and the notches may be of different depths, to permit the rest being raised or lowered, as well as varied in its inclination.

The slots *g* are to be of sufficient length to allow the teeth being raised from out of their notches either in adjusting the rest or when reversing the back and rest.

I provide studs *6 6*, projecting from the plates *m*, and they prevent the arms *i* and rest *h* turning too far toward the seat *b*.

To reverse the back and rest, the back is swung (upon *f*) over the arms *c* of the seat, the rest moving with the back, and subsequently swung up to place; or, the teeth *4* may be disengaged from the notches *3*, and the rest simultaneously reversed by swinging it upon the pins *l* as the back *d* is turned over to place; the rest may then be adjusted as before, as the respective ends of the plates *m* are alike, each being provided with the notches *3* and stops *6*.

My arrangement of parts is very simple, easily understood in its working, and not liable to get out of order, and said rest may be applied to old as well as to new seats.

I claim as my invention—

The head-rest *h* with the end-bars *i*, connected by the slot *g* and pins *l* with the seat-back, in combination with the teeth *4* and notches *3* to retain the head-rest in position, substantially as and for the purposes set forth.

Signed this 24th day of June, A. D. 1870.

E. M. JUDD.

Witnesses:

HAROLD SERRELL,
GEO. D. WALKER.