Feb. 13, 1940. G. F. BRADY 2,190,395

COMBINED HEAD AND ARM REST

Filed May 24, 1938

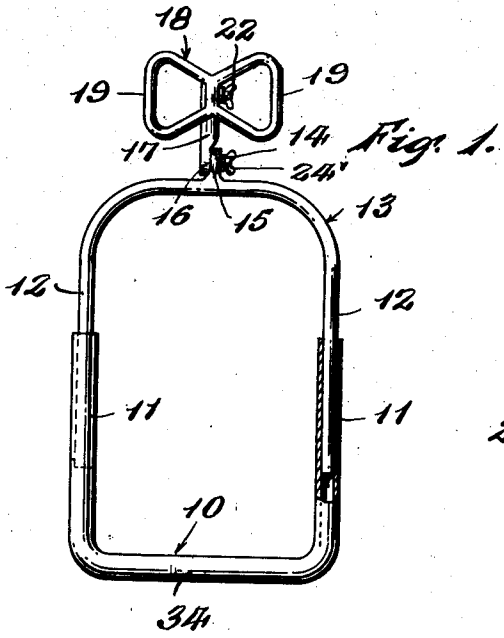

Fig. 1.

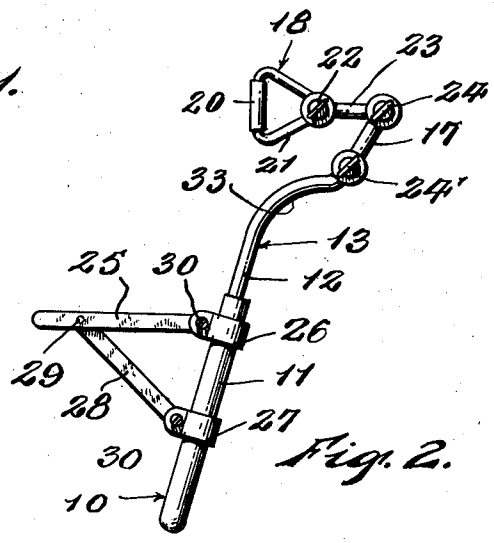

Fig. 2.

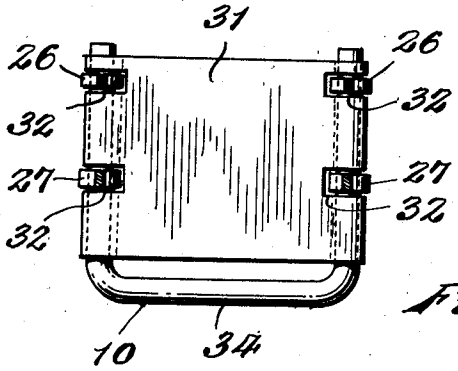

Fig. 3.

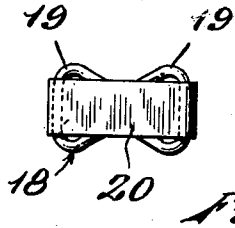

Fig. 4.

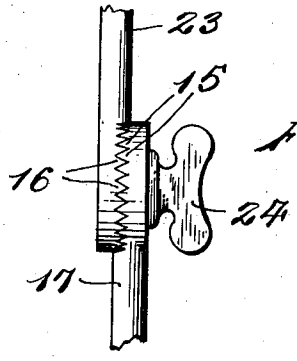

Fig. 5.

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COMBINED HEAD AND ARM REST

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Application May 24, 1938, Serial No. 209,799

4 Claims. (Cl. 155—174)

This invention relates to a combined head and arm rest of a construction readily adapting it to use upon motor vehicle seats, chairs, etc., and it consists in the constructions, arrangements and combinations herein described and claimed.

It is the purpose of the invention to provide a device which is readily installed upon the back of a seat, and in which the arm and head rests are adjustable as to height, the latter also having adjustably connected links permitting positioning of the head rest at an angle affording the greatest comfort.

Additional objects, advantages and features of invention will be apparent from the following description, considered in conjunction with the accompanying drawing, wherein—

Figure 1 is a front view of the device partly in section, with the arm rests removed.

Figure 2 is a side elevation illustrating the arm and head rests.

Figure 3 is a front view, of the lower section of the frame, partly in section.

Figure 4 is a front view of the head rest, illustrating a cloth covering thereon.

Figure 5 is a detail of one of the adjustments employed in the links for securing adjustment of the headrest.

Attention is first invited to Figures 1 and 2 of the drawing, wherein I have shown a U-shaped base frame 10 of tubular formation comprising upstanding parallel leg portions 11, telescopically receiving leg members 12 of a U-shaped frame 13.

Intermediate of the bight portion of the frame 13, there is formed an upwardly disposed head 14 upon one face of which there are provided a series of teeth 15 cooperable with teeth 16 of a link member 17 for adjustable support of a head rest presently to be described.

The head rest 18 is formed in any suitable manner, but as shown, consists of a frame having oppositely disposed loop members 19, the outer portions of which afford support for a cloth or padding 20 (see Fig. 4). The cloth affords comfort to the head, absorbing shocks which may be encountered while travelling in a motor vehicle and may be secured in any approved manner. The frame 18 will include rearwardly directed support arms 21, apertured to receive a wing bolt 22 of a link 23. The other end of the link 23 is headed and apertured to receive a wing bolt 24 carried by the link 17.

The connection between the ends of the links 17, 23, and the support arms 21 are identical and as shown in Figure 5, each of the headed portions comprise teeth adapted to intermesh with teeth of the other head, and held in an adjusted relation by means of the wing nuts 22, 24 and 24', as the case may be.

Obviously, by loosening the wing nuts 22, 24, and 24' the links 17 and 23 may be adjusted to various angles with respect to each other, and the frame 18 may also be adjusted to individual needs.

Arm rests 25 are adjustably supported upon each of the leg portions 11 and in the present instance, I have illustrated a collar 26 for support of the rest 25 and a lower collar 27 pivotally supporting an arm 28 the other end of which is pivotally connected to the rest 25 as at 29. The collars 26 and 27 are shown as compressible collars and by loosening of the screws 30 of the collars, the frame 13 may be vertically adjusted, the arm 28 adjusted to obtain the proper angle of the arm rest 25, and when the adjustments have been obtained tightening of the screws 30 will retain the parts in adjusted positions.

As shown in Figure 3, the U-shaped frame 11 may include a cloth backing piece 31, seamed at the ends to form tubular channels for reception of the leg members 11, and in order to accommodate the arms rests 25 the cloth will be cut away as at 32. The cloth 31 will be movable longitudinally of the legs to accommodate adjustment of the collars 26 and 27.

It should be noted that the frame 13 is curved rearwardly as at 33 to accommodate the upper edge of the back of the seat and the bight portion 34 of the frame 10 is preferably so shaped as to rest flush upon the seat portion of the vehicle. Thus, no further means of attachment is required.

While I have shown and described a preferred construction, this is by way of illustration only, and I consider as my own all such modifications in structure as fairly fall within the appended claims.

I claim:

1. In combination, a U-shaped lower frame, a similarly shaped upper frame telescopically engaged with the first frame, a head on the upper frame, a link member adjustably connected to the head, means for securing the link in adjusted position, a second link adjustably connected to the first link, a head rest adjustably connected to second named link and arm members on the lower frame, said arms having contractible collars embracing the sides of the lower frame to secure the upper and lower frames together.

2. The structure of claim 1 in which the upper

frame is bent to rest upon the upper edge of the back rest of a motor vehicle.

3. In combination, a lower U-shaped tubular frame, a similarly shaped upper frame having legs telescopically engaged with respective legs of the tubular frame, a circular head on the upper frame, said head having radially disposed teeth upon one side thereof, a link member having a circular head at each end thereof, one of said heads having teeth complemental to the teeth of the head on the upper frame, a second link member having a circular head at each end thereof, each head having teeth, the teeth of one head being complemental to the teeth of the other head of the first named link member; a head rest, said head rest having rearwardly extended arms terminating in a circular head, said head having teeth complemental to the teeth of the other head of the last named link member, respective clamp means for each of the head members whereby to secure the link members and head rest in adjusted position, and said upper frame having a rearwardly curved portion adapted to engage the upper edge of a motor vehicle seat.

4. The structure of claim 3 in which adjustable arm rests are mounted upon the lower frame, said arm rests comprising compressible collars encircling the legs of the lower tubular frame.

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