A. A. McCANN.

HEADREST FOR AUTOMOBILES.

APPLICATION FILED MAR. 4, 1920.

1,358,644. Patented Nov. 9, 1920.

Fig. 1.

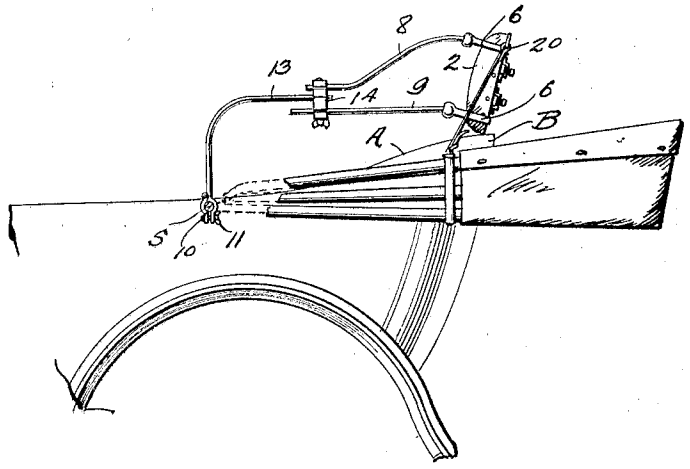


Fig. 2.

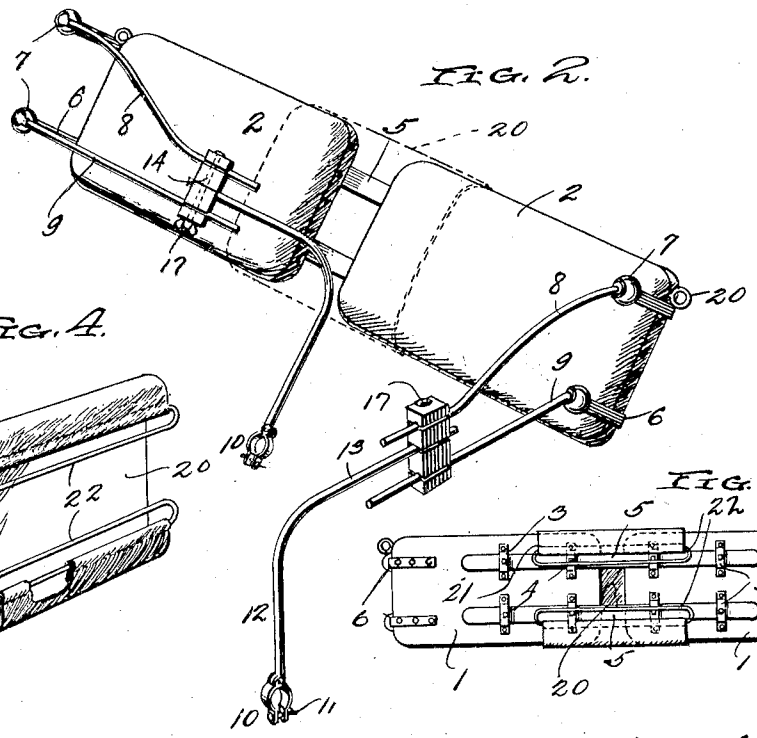


Fig. 4.

Fig. 3

Witnesses
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HEADREST FOR AUTOMOBILES.

1,358,644. Specification of Letters Patent. Patented Nov. 9, 1920.

Application filed March 4, 1920. Serial No. 363,224.

To all whom it may concern:

Be it known that I, AARON A. McCANN, a citizen of the United States, residing at Riverside, in the county of Riverside, State of California, have invented certain new and useful Improvements in Headrests for Automobiles; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention is an attachment for the rear seat of a touring car, intended when in use for the comfort of the passenger and adapted when not in use to be folded into small compass.

A feature of the invention is its means for attachment to the stud possessed by such machines for supporting the top.

Another feature of the invention is its adjustability whereby it may be adapted to different machines and set in different positions.

Details are set forth below and shown in the drawings wherein:

Figure 1 is a side elevation of the rear portion of the body of a touring car with this attachment in position thereon.

Fig. 2 is a perspective view of the attachment removed from the machine, with the parts at one end folded down onto the pad.

Fig. 3 is a rear elevation showing the means for adjusting the pads, and illustrating the addition of the supplemental head rest.

Fig. 4 is a detail of said supplemental head rest.

In the drawings a portion of the body of the automobile is shown, and the letter B represents the back and A the arm of one of the rear seats, while S is the stud or post on which the top props are supported, and it is immaterial to my invention whether the top is raised or lowered. The attachment comprises two like members whereof each preferably consists of a rear board 1 upholstered or padded at 2 on its front face, and a plurality of cleats or brackets 3 secured upon said board in longitudinal alinement and each having a set screw 4; and these two members are connected by a pair of rods or bars 5 which pass through the cleats and are adjustably held therein by the set screws, so that the members can be spaced more or less at their inner ends and the aggregate length of the head rest proper adapted to the size of the seat back B. At the outer end of each member two bracket arms 6 are secured to the board and carried around its end to points forward of the upholstering, and at 7 there are pivoted to these arms upper and lower rods 8 and 9 which preferably converge from their pivoted ends to their other ends.

Mounted on the post or stud S is a clip 10 whose two members are adapted to be drawn tightly around said stud by a thumb screw 11, and pivoted to said clip is an arm which first rises therefrom as at 12 and then extends rearward along a substantially horizontal line as at 13, a considerable distance above the arm A. This supporting arm or rod 12, 13 is adjustably connected with the two arms or rods 8, 9 at the end of the head rest proper, by means of a fastening device which comprises a body 14 made up of blocks spaced for the respective rods, and a bolt 17 passing through all the blocks on a line at right angles to the length of said rods so that they can be adjusted into binding contact with the rods after the latter have been adjusted as desired. I would make this fastening device as small and inconspicuous as possible but I consider it highly desirable as one element of the attachment because it permits the latter to be adjusted to adapt it to different makes of machines wherein the stud may be at various distances from the seat back B and at various heights with relation to it or to the arm A. Finally, the outer end of each pad may have a ring or eye 20 into which can be fastened a strap leading downward and attached to some part of the body of the car, its purpose being to additionally support the head rest in its proper position.

When not in use the attachment is folded as seen at one side of Fig. 2, and it can be stored in small space. It is even possible to disconnect the two pads and superpose them and their rods to store the entire attachment in smaller space. To put it into use, the clip 10 is applied to the stud S at each side, the several set screws loosened, the arms or rods adjusted through the fasteners so that the pads may rest on the upper edge of the seat back and stand at the desired angle to a horizontal, and the bolt then tightened up; and in addition straps may connect the eyes with fixed points on the body. The passengers on the back seat may now lean their heads back against

the upholstered faces of the pads, and ride in ease. It is quite possible to make the supporting arms resilient to a limited degree so that the entire head rest will yield forward and backward to accommodate itself to the movements of the heads of the passengers over rough roads. Attention is invited to the fact that the rear portion 13 of the supporting arm and the lowermost rod 9 stand well above the arm A so that the passenger may put his elbow on the latter. The materials of which this device is composed and the finish thereof are matters which may be left to the manufacturer.

In Fig. 4 of the drawings is shown a supplemental head rest, also illustrated in Fig. 3 as applied, and its position indicated in Fig. 2 in dotted lines. By preference this consists of a band 20 of fabric having hems 21 along its parallel edges, and in each hem is one arm of an oval metal loop 22. The other arms of these loops are exposed and are adapted to be slipped over the heads of the set screws 4, as seen in Fig. 3, at a time when the band is drawn rather taut. Many automobiles have a rear seat which will accommodate three passengers, and this attachment is useful for the third passenger who otherwise might find that his head came opposite the space between the two pads 2. In such event the supplemental head rest could be quickly applied as will be clear. When not in use it could be rolled up and stored away in small compass.

What is claimed as new is:

1. An attachment for automobiles comprising a head rest pad structure, rods hinged to both ends thereof, other rods adapted to be mounted on the studs which support the top, and means for adjustably connecting the last-named rods with the others.

2. An attachment for automobiles comprising a head rest pad structure, rods hinged to both ends thereof, other rods adapted to be mounted on the studs which support the top and extending thence upward and rearward above the seat-arms, and fastening devices at the rear ends of said rods and with which the forward ends of the other rods are adapted to be adjustably engaged.

3. An attachment for automobiles comprising a head rest pad structure, bracket arms secured to both ends thereof, rods hinged to said arms and adapted to fold over the face of the pad or to be turned so as to project forward therefrom, rods adapted to be mounted on the studs which support the top, and adjustable fastening means between these rods and the others.

4. The herein described head rest for automobiles, the same comprising two pads disposed end to end, means for holding them in alinement and adjusting their distance apart, two bracket arms at the outer end of each pad carried around beyond its forward face, two rods hinged to said arms and converging thence forward, and means for adjustably mounting the forward ends of these rods on the body of an automobile.

5. The herein described head rest comprising two pads having solid backs and upholstered fronts, cleats on said backs provided with set screws, bars connecting the pads and extending through the cleats beneath their set screws, rods hinged to the outer ends of the pads and adapted to fold over their upholstered faces or to be turned outward at right angles thereto, and means for adjustably mounting the forward ends of these rods on the body of an automobile.

6. In a head rest attachment for automobiles, the combination with two pads, and means for holding them in alinement with their inner ends spaced from each other to the desired extent; of eyes on the outer ends of said pads for the attachment of straps, rods hinged to the outer ends of said pads, supporting rods adapted for attachment to the automobile body, and means for adjustably fastening each supporting rod to the rods at the corresponding end of the structure.

7. In a head rest attachment for automobiles, the combination with two pads, cleats on their rear faces, bars connecting the pads and extending through the cleats, set screws in the latter for holding the pads adjusted, and means for supporting them on edge upon the back of the automobile seat; of a supplemental head rest consisting of a flexible band of a width to extend across the space between the pads, and loops carried by parallel edges of the band and adapted to be engaged over certain of said set screws.

In testimony whereof I affix my signature in the presence of two witnesses.

AARON A. McCANN.

Witnesses:
DANIEL HANDCOCK,
JAMES M. FERGUSON.