(No Model.)

C. W. HOOVEN.

HEAD REST.

No. 394,271. Patented Dec. 11, 1888.

Fig. 1.

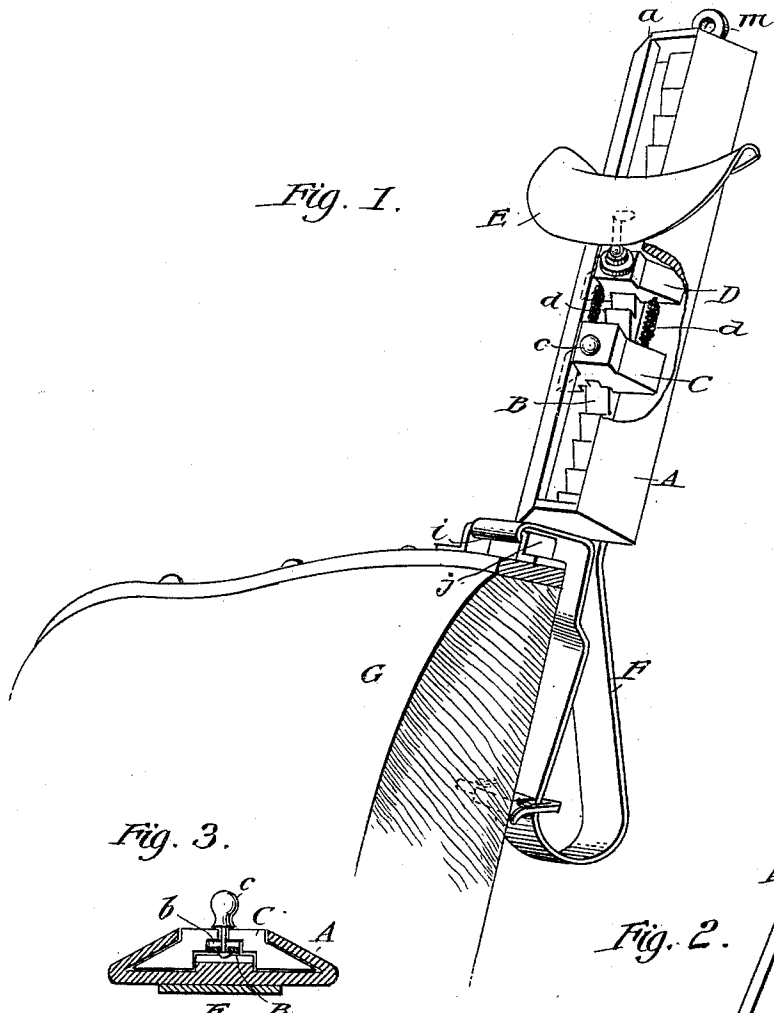


Fig. 3.

Fig. 4.

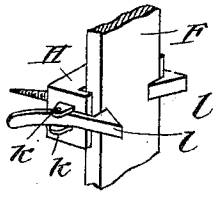
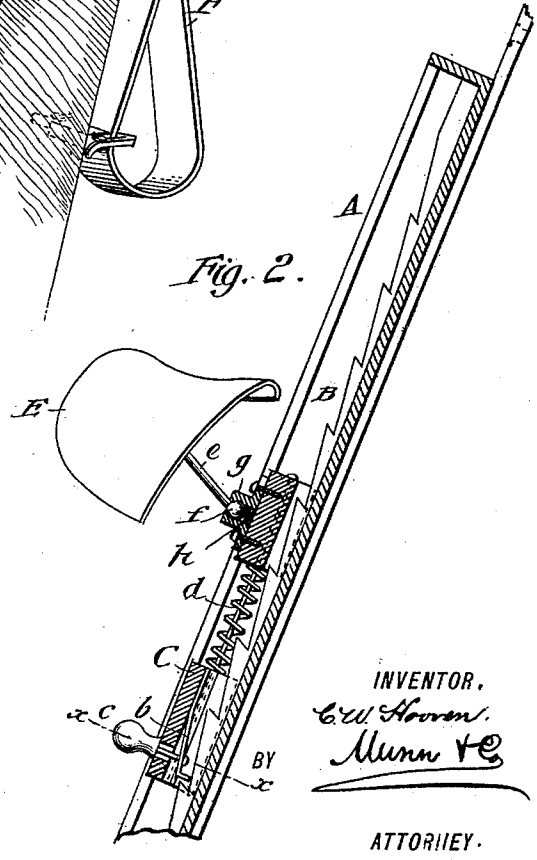


Fig. 2.



WITNESSES:
C. Sedgwick,
J. N. Ritter,

INVENTOR.
C. W. Hooven.
Munn & Co
ATTORNEY.

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

UNITED STATES PATENT OFFICE.

CLEMENT W. HOOVEN, OF WINCHESTER, INDIANA.

HEAD-REST.

SPECIFICATION forming part of Letters Patent No. 394,271, dated December 11, 1888.

Application filed May 7, 1888. Serial No. 273,009. (No model.)

To all whom it may concern:

Be it known that I, CLEMENT W. HOOVEN, of Winchester, in the county of Randolph and State of Indiana, have invented a new and Improved Head-Rest, of which the following is a specification, reference being had to the annexed drawings, forming a part thereof, in which—

Figure 1 is a perspective view, partly in section, of my improved head-rest, showing its application to a car-seat. Fig. 2 is a longitudinal section of a portion of the same. Fig. 3 is a transverse section taken on line *x x* in Fig. 2, and Fig. 4 is a detail perspective view of the head-rest fastener.

Similar letters of reference indicate corresponding parts in all the views.

The object of my invention is to construct a convenient head-rest for application to the seats of cars, which may be easily placed in the position of use and readily removed when not required.

My invention consists in the combination, with a spring, of a casing containing a ratchet-bar, a slide provided with a pawl adapted to engage the ratchet-bar and slide in the casing, and a head-rest support arranged to slide in the casing and connected with the slide by a yielding connection.

It also consists in the combination, with the head-rest and its support, of a ball-and-socket joint provided with a friction-spring to allow the head-rest to adjust itself automatically.

It also further consists in fastening devices applied to the seat and adapted to hold the head-rest in the position of use, all as hereinafter more fully described.

The casing A, which forms the body of the head-rest, is of trapezoidal cross-section, and is provided with a longitudinal slot, *a*, in its narrower face. To the inner surface of the back of the casing is attached a ratchet-bar, B, and to the casing are fitted two slides, C D, which extend over the ratchet-bar B and project through the slot *a*. The slide C is provided with a spring-pawl, *b*, adapted to engage the ratchet-bar B, and to the said spring-pawl is attached a handle, *c*, by which it may be disengaged from the said ratchet. The slide D is connected with the slide C by spiral springs *d* at opposite sides of the ratchet-bar B.

The head-rest E is provided with an arm, *e*, having upon the extremity thereof a ball, *f*, which is received in a socket, *g*, carried by the slide D. The said ball *f* is pressed by a spring, *h*, arranged in a cavity in the slide D, so that the head-rest E will remain in any position in which it may be placed.

To the back of the casing A, near the lower end thereof, is attached a looped spring, F, which is returned toward the lower end of the casing and bent outwardly at right angles, with its extremity bent back parallel with itself, forming a hook, *i*, which engages an offset-strap, *j*, secured to the back of the seat G.

To the back of the seat G is secured a recessed bar, H, adapted to receive the spring F, and between ears *k*, projecting from the ends of the bar H, are pivoted the spring-actuated catches *l*, which are adapted to engage the spring F and hold it in the position of use, as shown in Fig. 1.

The upper end of the casing A is provided with an eye, *m*, by which the head-rest may be suspended when not in use.

My improved head-rest is designed for use in railway-cars, and two rests are to be provided for each seat, the said head-rest being suspended in a convenient place, so that a passenger, when in need of a support for the head, may easily reach it and instantly apply it to the seat by causing the hook *i* to engage the strap *j* and bringing the body of the spring F into the recess of the bar H, where it is held by the spring-catches *l*.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. The combination of the head-rest, the looped spring F, provided with the hook *i*, the strap *j*, and the bar H, provided with the spring-catches *l*, substantially as specified.

2. The combination of the casing A, provided with the longitudinal ratchet-bar B, the slide C, pawl *b*, carried thereby, the spring-supported slide D, the head-rest E, attached to the said slide, and the looped spring F, substantially as specified.

3. The combination of the head-rest E, the adjustable slide D, the casing A, the looped spring F, provided with the hook *i*, the strap *j*, and the bar H, provided with the spring-catches *l*, substantially as specified.

4. The combination of the trapezoidal casing A, the ratchet-bar B, the slides C D, fitted to the casing A, springs *d*, connecting the said slides, the spring-pawl *b*, carried by the slide C, the head-rest E, the ball-and-socket connection between the said head-rest and the slide D, the looped spring F, provided with the hook *i*, the strap *j*, and the bar H, provided with the spring-catches *l*, substantially as specified.

CLEMENT W. HOOVEN.

Witnesses:
E. N. RILEY,
W. L. CHENEY.