

(No Model.)

M. MOODY.
HEAD OR ARM REST.

No. 510,282.

Patented Dec. 5, 1893.

Fig. 1.

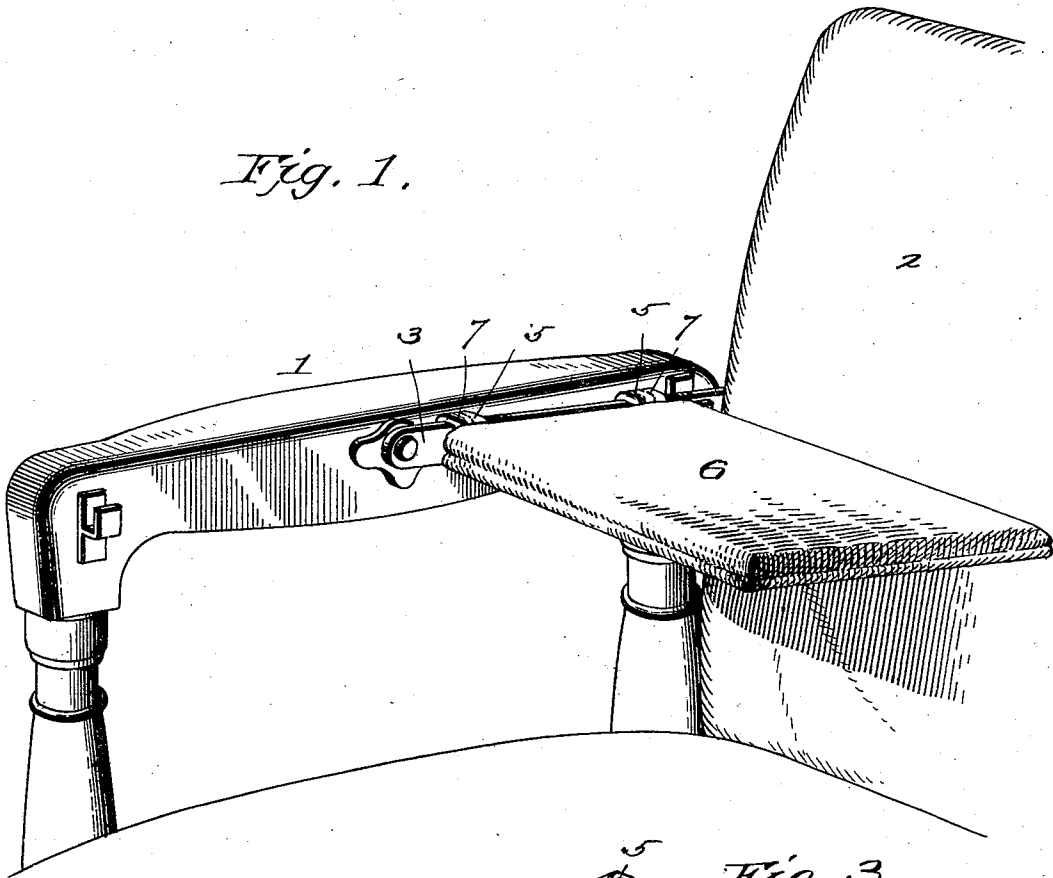


Fig. 2.

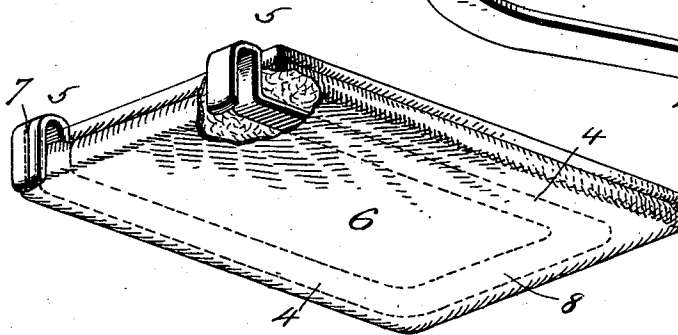
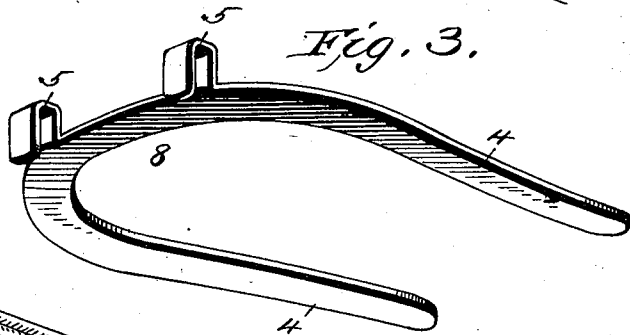


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

MAURICE MOODY, OF UHRICHSVILLE, OHIO.

HEAD OR ARM REST.

SPECIFICATION forming part of Letters Patent No. 510,282, dated December 5, 1893.

Application filed July 13, 1893. Serial No. 480,397. (No model.)

To all whom it may concern:

Be it known that I, MAURICE MOODY, a citizen of the United States, residing at Uhrichsville, in the county of Tuscarawas and State of Ohio, have invented certain new and useful Improvements in Head or Arm Rests for Car-Seats; and I do 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, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention has reference to a head and arm rest for use in railway cars by travelers, and has for its object to provide such a rest which can be connected to the side of the car seat, for instance, to the seatback iron, at either side of the seat, so as to afford an easy rest for the head or for the arm of the traveler.

The rest is constructed particularly with the view of rendering it capable of quick and easy attachment to and detachment from the seatback iron without doing injury to any part of the seat and without requiring any change in the construction of any portion of the seat, and which will lie practically inside of the space between the two arms so as to present no extending portion beyond the arm next to the car window or offer an obstruction in the car aisle if attached to the outside arm of the seat. Furthermore, the rest is designed to be of such construction that it can be carried easily, in a minimum of space, in a grip-sack or bag; it is further of such construction that the hooks by means of which the rest is attached to the seatback iron will be at the end of the rest and lie in a vertical plane to the surface of the rest, and preferably substantially on a level with or below the top surface of the rest so that the upholstery portion of the rest will practically form a cushion between said hooks and the head when lying upon the rest. The construction is further such that there will be extensions back of the hook which will lie in the body or at the bottom of the upholstered surface and constitute a frame for the upholstery and tend to strengthen the rest, said extensions preferably lying in a plane below the vertical

hooks so that a shoulder or shoulders will be formed at the end next to the hooks which will tend to form an end bearing for the upholstery whereby it will be held in better shape and condition and the top surface of the rest will be brought to a height that will afford the most comfort and ease for most persons; and the extensions are preferably connected together by a cross strip or neck so that one will brace the other and better serve to hold the hooks against lateral displacement.

To the accomplishment of the foregoing and such other objects as may hereinafter appear, the invention will now be particularly described and then sought to be specifically defined by the claims, reference being had to the accompanying drawings in which—

Figure 1 is a perspective of portions of a car seat with the head and arm rest applied. Fig. 2 is a perspective of the rest, with parts broken away, and Fig. 3 is a perspective of one form of frame for the rest.

In the drawings the numeral 1 indicates the car seat arm and 2 the back which are connected together by the seat back iron 3, all of which are of the standard form and construction commonly employed upon the leading railroads of the country.

The head and arm rest designed for ready attachment to and detachment from the seatback iron 3, is preferably formed of two parallel bars or plates 4 provided at one end with a plurality of hooks 5 extending vertically above the parallel bars 4 and adapted to fit over the seatback iron 3 with the depending portion of the hook lying between said iron and the arm proper of the seat and the other vertical wall or arm of the hook lying against the opposite face of said iron while the top wall or connecting neck of the hook will rest upon the top edge of the iron. In this way the frame of the head and arm rest is securely supported from the seat back iron and suspended entirely from said iron over the seat and in from the arm of the seat and in a convenient position to afford a comfortable rest for the head of the person occupying the seat when he desires to assume a reclining position; and it also forms an easy rest for the arm when the occupant of the seat is sitting upright. Being entirely above the seat proper

it takes up no portion of the seat and leaves a space beneath the rest that may be used to receive any article for safe keeping and without liability of injury.

5 The two parallel bars or plates 4 constitute the frame of the rest, and a web extends from one bar to the other which web is preferably composed of an upholstered cushion 6 secured to the parallel bars in any suitable way.
10 By having the parallel bars below the top plane of the hook the vertical portion of the hook is caused to constitute a shoulder against which the web or cushion may bear at its end, and a recess or depression is thus also
15 formed in which the web or cushion lies, and the cushion is to a greater or less extent braced against lateral movement and its attachment to the frame rendered more secure. This construction also brings the vertical inner wall of the hook between the cushion and the seat arm iron and thus protects the end of the cushion against abrasion by contact with the seat back iron. The portion of the hooks which lies outside of the web or cushion
25 will preferably be incased in leather 7 so as to prevent injury to the seat arm iron.

The two parallel bars or plates 4 will preferably be connected together by a neck or bridge 8 which can be made integral with
30 the bars and thus the bars will be held together and braced one against the other. This connecting bridge or neck is preferably located at the end of the two bars and may be either at the ends farthest removed from
35 the hook as indicated in Fig. 2 of the drawings but is preferably formed at the ends next to the hooks as illustrated in Fig. 3 of the drawings. By locating this neck or bridge at the ends adjacent to the hooks, the other ends
40 are left separated so that a space is between the two which will be covered only by the web or upholstery and thus a yielding or cushion end is formed so as to render it more comfortable for the shoulder or neck of the
45 person who may be reclining upon the rest.

The parallel bars or plates and the hooks as well as the connecting bridge or neck may be cast in one piece or otherwise formed and thus the parts will be given increased strength
50 while at the same time they will be inexpensive to produce.

The rest occupies but little space and is light in weight and consequently will take up but little space in a grip sack or bag and can

be carried without inconvenience and can be 55 applied in a moment to many of the standard car seats in use so as to afford the greatest comfort to a traveling man at a trifling cost. It will also be observed that the rest when applied lies entirely inside of the arm seat so 60 that it can be applied to the arm next to the car window without interference with any of the surroundings, or may be applied to the arm next to the car aisle without extending out into the aisle which if permitted would 65 prove inconvenient and annoying to persons passing down the aisle as well as inconvenient to the occupant of the seat.

I have illustrated what I consider to be the best forms of the device but it is obvious that 70 changes can be made in the details without departing from the essentials of the invention.

Having described my invention and set forth its merits, what I claim is— 75

1. A head and arm rest for car seats comprising a frame provided at its end with a hook perpendicular to the plane of the rest proper and adapted to engage the seat arm iron to suspend the frame above the seat and inwardly from the arm of the seat, and a cushioned web resting on said frame with one end fitting in the angle at the juncture of the frame and hook substantially as and for the purposes described. 85

2. A head and arm rest for car seats comprising parallel bars or plates connected together by a transverse bridge and supporting a web and cushion and provided at one end with hooks perpendicular to the plane of the 90 rest proper and adapted to engage the seat arm iron at different points to suspend the web or cushion above the seat, substantially as and for the purposes described.

3. A head and arm rest for car seats comprising parallel bars having a hook at one end perpendicular to the plane of the parallel bars and adapted to engage the seat arm iron, and a web or cushion resting directly upon said bars throughout the length thereof, substantially as and for the purposes described. 100

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

MAURICE MOODY.

Witnesses:

NATHAN H. ROBBINS,
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