

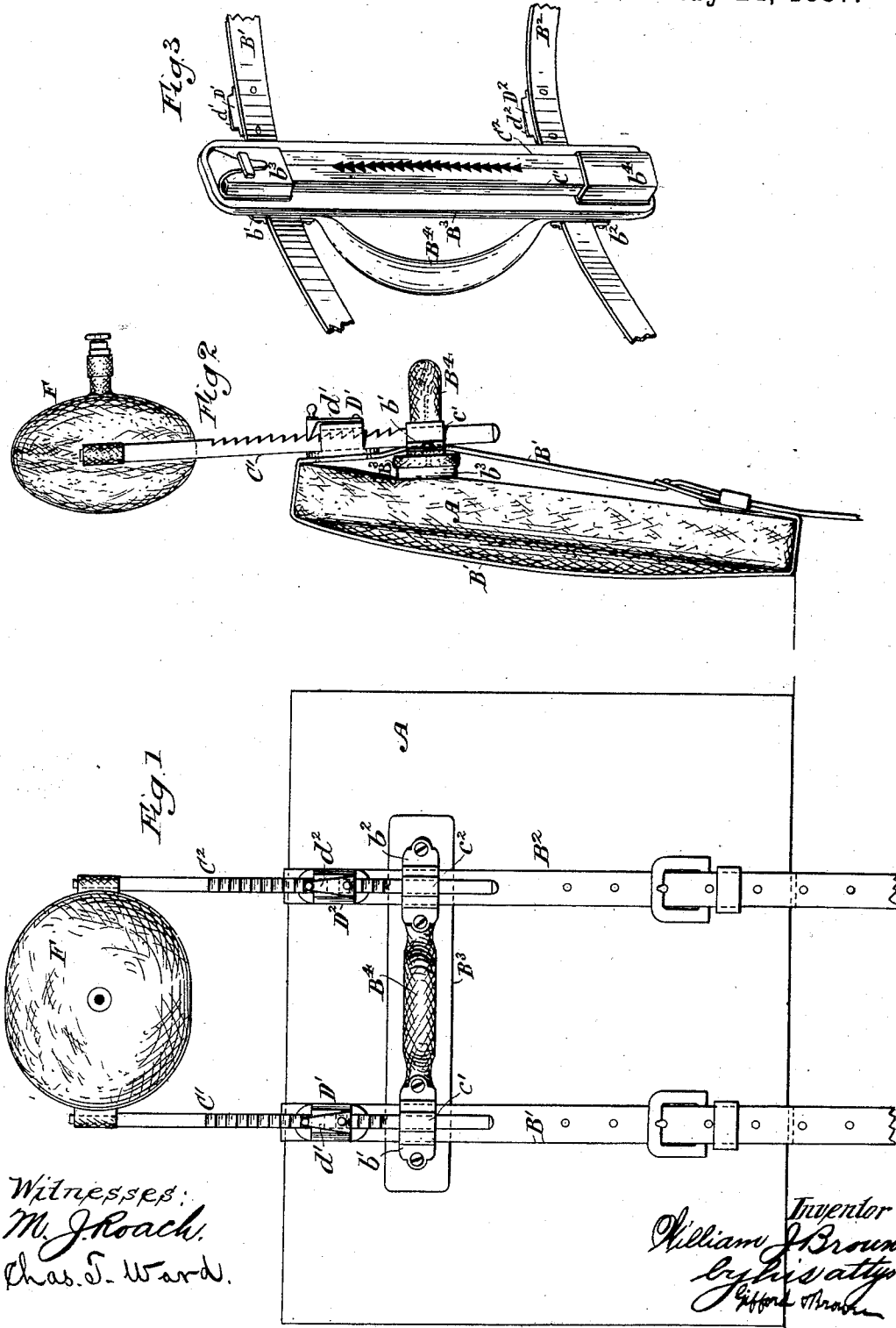
(No Model.)

W. J. BROWN.

COMBINED SHAWL STRAP AND HEAD REST.

No. 363,723.

Patented May 24, 1887.



UNITED STATES PATENT OFFICE.

WILLIAM J. BROWN, OF JERSEY CITY, NEW JERSEY.

COMBINED SHAWL-STRAP AND HEAD-REST.

SPECIFICATION forming part of Letters Patent No. 363,723, dated May 24, 1887.

Application filed February 26, 1887. Serial No. 228,988. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM J. BROWN, of Jersey City, in the county of Hudson and State of New Jersey, have invented a certain new and useful Improvement in a Combined Shawl-Strap and Head-Rest, of which the following is a specification.

The object of my improvement is to provide an article for travelers which may be put to such uses as those to which a shawl-strap is ordinarily put, or which may be secured to the back of a car-seat to serve as a head-rest.

The improvement consists in certain features, which I will explain in detail, and then point out in claims.

In the accompanying drawings, Figure 1 is a rear view of the back of a car-seat with an apparatus embodying my improvement applied thereto. Fig. 2 is an edge view of the back of a car-seat with the apparatus applied thereto. Fig. 3 is a view of the apparatus which embodies my invention in condition for use as a shawl-strap.

Similar letters of reference designate corresponding parts in all the figures.

A designates the back of a car-seat. As represented, it is rectangular in form and padded at the front surface. It is intended to be represented as one of the ordinary reversible swing-backs with which railway-car seats are ordinarily provided.

B' B' designate two straps of suitable length to be passed around bundles of shawls or other articles or packages. They pass through loops b' b' on a bar, B³. The loops b' b' may advantageously be made of metal. Their function is simply to guide the straps. The straps may be slipped through the loops and adjusted with relation thereto as circumstances may require. The bar B³ may be made of metal covered with leather. A hand-piece, B⁴, is connected to the bar at one side. This hand-piece may be of any ordinary construction. At one side the bar B³ is provided with pockets b³ b⁴. These two pockets are in line and are open at their opposite ends. The pocket b³ may also be opened at its outer end. It has at this end a cover, made preferably of leather, so as to be flexible, and provided with a tongue, which may be slipped through a loop to retain the cover closed.

C' C' designate two bars, preferably made of metal and of such size as to be stiff and strong. They are shown as made rectangular in their cross-section, save at one end, where they are represented as made cylindrical. These bars C' C' may be slipped into the pockets b³ b⁴ by opening the cover of the pocket b³ and then slipping the bars lengthwise through the pocket b³ until the forward ends enter the pocket b⁴. The bars are arranged side by side and held against or close to the bar B³ when they are thus inserted in the pockets. After they shall have been inserted the cover of the pocket b³ will be closed and fastened. The bars are shown in this position in Fig. 3, and when they are thus disposed of the apparatus which embodies my improvement is in condition for use as a shawl-strap.

When it is desired to use the apparatus as a head-rest for a car-seat back, the bars C' C' are removed from the pockets b³ b⁴ of the bar B³. The straps B' B' will then be extended around the car-seat back, as shown in Figs. 1 and 2. When the straps shall have been fastened around the car-seat back by means of their buckles, the bars C' C' will be slipped through sockets D' D', which are fastened to the straps B' B', and which, when the straps are properly applied to the car-seat back, will be close to the bar B³.

The sockets D' D' are provided with detents or pawls d' d', actuated by springs to engage with ratchet-teeth formed on one side of the bars C' C'. These detents or pawls will sustain the bars C' C' longitudinally. The bars C' C' will also extend into loops c' c', with which the bar B³ is provided. These loops c' c' steady the bars C' C', and, in conjunction with the sockets d' d', keep the bars in their proper upright positions. The straps B' B' will occupy such positions on the back of the car-seat that the bars C' C' will extend above the car-seat back.

F designates a cushion, which may advantageously consist of a bag of india-rubber provided with a mouth-piece and stop-cock, so that it may be inflated with air for use or rid of the air when it is to be carried. This cushion is shown as provided with loops which can be slipped upon the cylindrical ends of the bars C' C'.

The elevation of the head-rest thus formed may be varied by simply raising the bars C' C² or by pulling out the detents or pawls and then lowering the said bars. By pulling off the cushion, pulling out the bars C' C², and unfastening the straps B' B² the parts may be restored to the condition shown in Fig. 3, and the cushion can be carried in the pocket until it is again required for use.

What I claim as my invention, and desire to secure by Letters Patent, is--

1. A combined shawl-strap and head-rest, comprising a bar provided with sockets upon one side, a handle rigidly secured to said bar upon the other side and provided with loops, straps to which said bar is secured, sockets on said straps, removable and adjustable bars adapted to extend through said last-named sockets and the said loops, and a head-rest de-

tachably secured to said last-named bars, substantially as specified.

2. A combined shawl-strap and head-rest, comprising a bar provided with sockets upon one side, a handle rigidly secured to said bar upon the other side and provided with loops, straps to which said bar is secured, sockets on said straps, removable and adjustable bars provided with ratchet-teeth adapted to extend through said last-mentioned sockets and the said loops, pawls for engaging the ratchet-teeth on said bars, and a head-rest detachably secured to said last-named bars, substantially as specified.

WILLIAM J. BROWN.

Witnesses:

W. H. KENYON,

M. J. ROACH.