(No Model.)

G. M. DILLON & J. H. BEVINGTON.

HEAD REST.

No. 380,251. Patented Mar. 27, 1888.

Fig. 1.

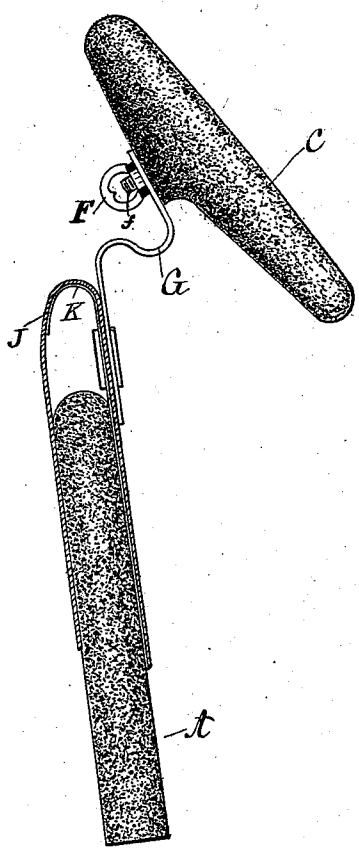
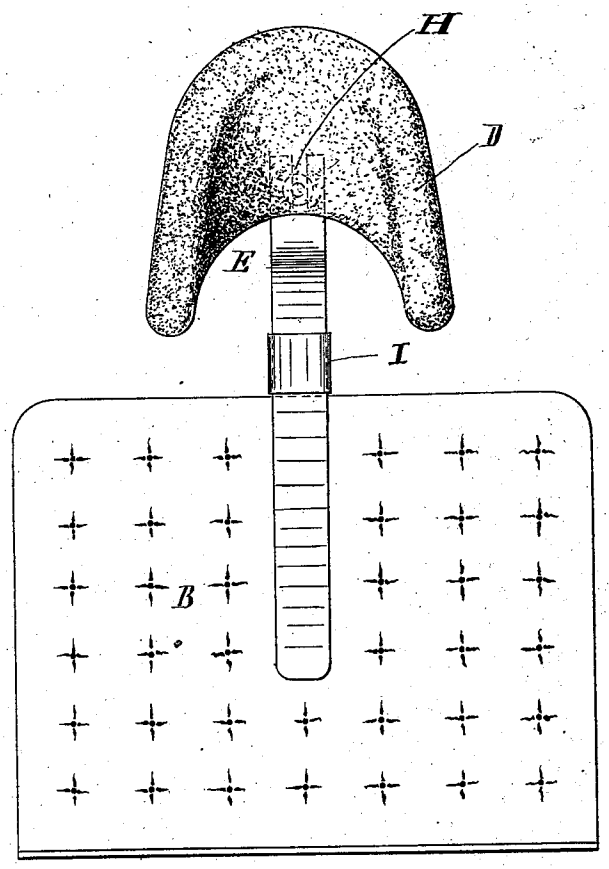


Fig. 2.



WITNESSES:
Hervey B. Knight.
Emma Arthur.

INVENTORS,
J. H. Bevington.
G. M. Dillon.
BY Knight Bros.
ATTORNEYS

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

UNITED STATES PATENT OFFICE.

GEORGE M. DILLON AND JAMES H. BEVINGTON, OF BELLEVUE, OHIO.

HEAD-REST.

SPECIFICATION forming part of Letters Patent No. 380,251, dated March 27, 1888.

Application filed April 11, 1887. Serial No. 234,455. (No model.)

To all whom it may concern:

Be it known that we, GEORGE M. DILLON and JAMES H. BEVINGTON, citizens of the United States, residing at Bellevue, in the county of Huron and State of Ohio, have invented certain new and useful Improvements in Head-Rests, of which the following is a specification.

This invention relates to a head-rest which is adapted to be placed upon the back or side of the seats of railway cars or coaches, and is especially constructed with a view of occupying as small a space as possible when not in use, thus rendering it available and valuable to travelers.

The construction consists of a device having a suitable upholstered or other cushion for the reception of the head and is provided with a detachable arm provided with a slot which is adapted to extend under a thumb-nut in the back of the head-rest. The lower end of the arm fits into an opening in a spring bar or clasp, so as to make a telescopic connection and to provide means for adjusting the height of the head-rest, and also forms a means of disconnection, so that the various parts can be separated when desired and placed together so as to occupy a small space.

Various other improvements are embodied in our invention, which will be hereinafter specifically referred to, and pointed out in the claim.

Referring to the accompanying drawings, which form a part of this specification, Figure 1 is a side elevation, partly in section, of our improved head-rest, showing it applied to the back of a coach or car seat. Fig. 2 is a front elevation of the same.

In the drawings, A represents the back of a car-seat having upholstered portions B extending from the top to the bottom thereof.

At C is shown what we term a "horseshoe-shaped head-rest," consisting of a rigid metallic frame, D, (shown in dotted lines in Fig. 2,) suitably upholstered and covered with a plush, leather, or other cover of any desirable material, the head-receiving portion of which upholstering material is supported at all points above said frame to afford a firm but cushioned support for the head. This shape of head-rest is very desirable, as it is adapted to form the best possible receptacle for the head, and the cut-away portion E on the lower part of the head-rest will receive the neck, and thus conduce to the comfort of the traveler.

On the back of the frame of the head-rest is a thumb-nut, F, received by a rigid screw-threaded stud, *f*, of the back, which retains the head-rest on the metallic arm G, which is formed between its forward and rearward extremities in a compound curve, affording a resilient support for the head. This arm is provided with a slot, H, into which is inserted the stud *f*. This slot is of sufficient length to form a means of adjusting the height of the head-rest according to the wish of the traveler. When the head-rest is placed at the desired height, it can be secured in position by the thumb-nut F. Extending downwardly, the arm G, which is bent in the manner described, as shown in Fig. 1, midway of its length, enters a receptacle, I, in the front of the metallic clasping-arms J. The inner surface of the clasping-arms J is provided with a lining, K, which serves to cushion the said metallic arms and prevent the said arms from tearing or otherwise damaging the seat.

Suitable padding is provided between the plush cover and the iron frame, so as to render the article more comfortable. It will be seen that the parts can be easily separated and assembled and tied together in a compact space.

Having thus described our invention, what we claim as new therein, and desire to secure by Letters Patent, is—

In a head-rest, the combination of metallic clasping-arms formed from a single piece and adapted to engage the back and front of the seat, which constitutes the entire support therefor, a receptacle in front of the forward arm, a forwardly-bent arm formed intermediately of its extremities in a compound curve and received by said receptacle, and an adjustable head-rest at the upper end of said arm, said head-rest being shaped somewhat after the manner of a horseshoe, provided with a cut-away portion at the bottom, substantially as shown and described, and for the purpose set forth.

G. M. DILLON.
JAMES H. BEVINGTON.

Witnesses:
WILLIS VICKERY,
WILLIAM EICHHORN.