(No Model.)

J. L. WISEMAN.

HEAD REST FOR RAILWAY CARS.

No. 360,789. Patented Apr. 5, 1887.

FIG. 1

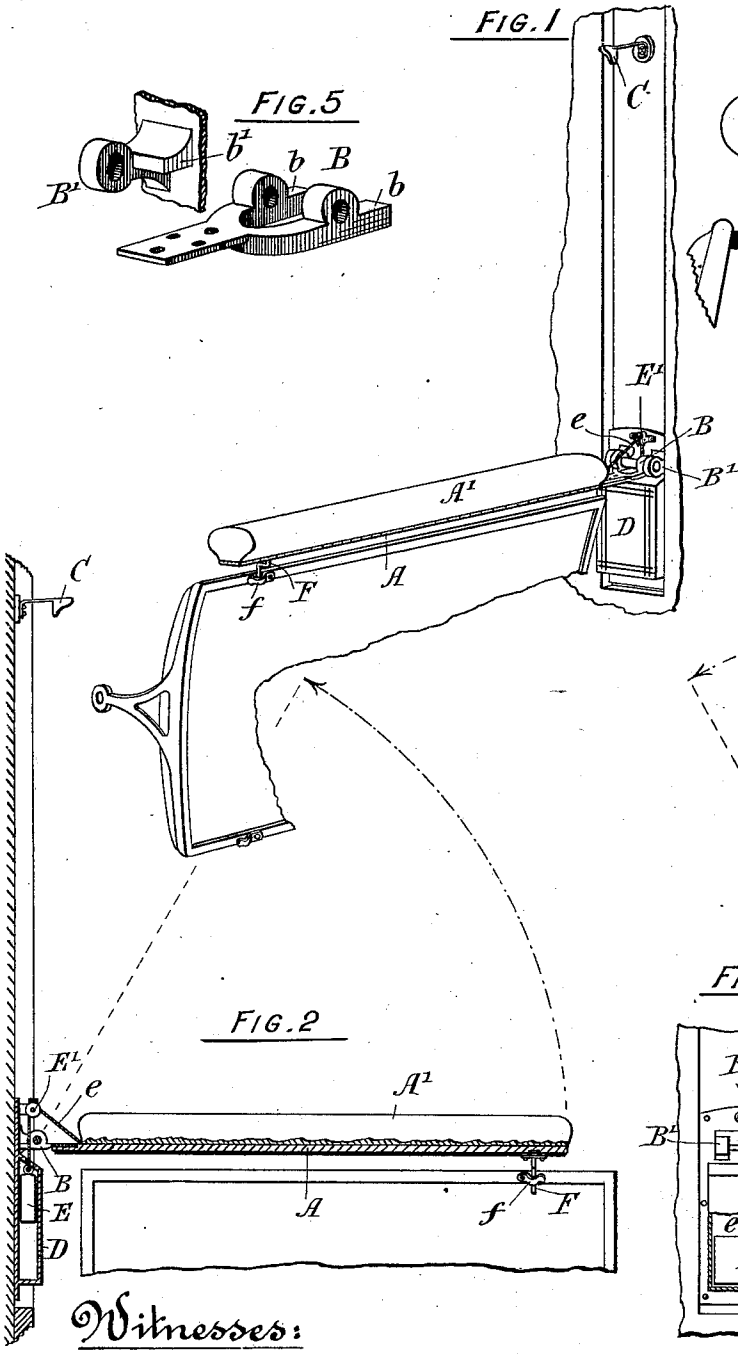


FIG. 5

FIG. 6

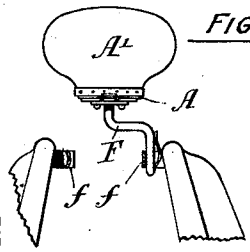


FIG. 3

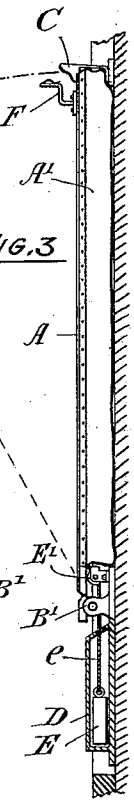
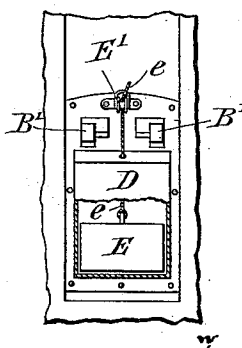


FIG. 2

FIG. 4



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UNITED STATES PATENT OFFICE.

JAMES LOVELL WISEMAN, OF MONTREAL, QUEBEC, CANADA.

HEAD-REST FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 360,789, dated April 5, 1887.

Application filed November 19, 1886. Serial No. 219,513. (No model.) Patented in Canada August 28, 1886, No. 24,826.

To all whom it may concern:

Be it known that I, JAMES LOVELL WISEMAN, of the city of Montreal, in the District of Montreal and Province of Quebec, Canada, have invented a certain new and useful Improved Head-Rest or Pillow for Railway-Cars; and I do hereby declare that the following is a full, clear, and exact description of the same.

The object of my invention is to provide for the use of railway-passengers an attachment which, while normally held in a vertical position against the side of the car, (to which it is hinged,) may be let down, and then forms a perfect support for the head. The bar is so arranged that the backs of the seats may be turned over without necessitating the alteration of its position.

The device may be thus briefly described: To the side of the car is hinged, at a point between the backs of the seats and somewhat above them, a bar or plate of any suitable material, in length slightly shorter than the seat, and of any suitable width. The inner side of this bar (its upper side when lowered) is covered at will with plush or other upholstering material. The plate is held against the side of the car by a catch and further secured in that position by means of a counter-balance-weight running in a boxing. The bar must be drawn down to overcome the resistance of the counter-balance until it falls into position by its own weight. For full comprehension, however, of the invention reference must be had to the annexed drawings, in which—

Figure 1 is a perspective view of my device when let down; Fig. 2, a side view, partly in section, of the same; Fig. 3, a similar view with the rest turned up; Fig. 4, a part view of the side of the car; Fig. 5, an enlarged perspective view of hinges; and Fig. 6, a view of the end of the rest, enlarged.

Similar letters of reference indicate like parts.

A is the flat bar or plate, made of wood or metal, and paneled, inlaid, or in any way ornamented at will on what is its under side when down and outer side when against the wall, on the other side being secured a cushion, A′, usually covered with plush, velvet, or any other suitable material. This plate A is secured to the side of the car by the hinges B B′, (shown in detail in Fig. 5,) B being the part secured to the bar, with back projections, *b b*, and B′ B′ the parts secured to the car-wall, one on each side of B, each provided with a stop, *b*′, against the under surface of which the projections *b b* press when the rest is down.

C is a spring-catch for holding the end of the bar A, as shown in Fig. 3.

D is a boxing, in which slides the weight E, connected by a line, *e*, passing over sheave E′ in such a way that when the bar is lifted to about the angle shown by the dotted lines in Figs. 2 and 3 the weight E will draw it up to the vertical position and hold it there, whatever may be the motion of the car. When it is desired to lower the rest into position, it must be drawn down to the angle indicated by the dotted line, whence it falls into place.

F is a cranked pin, secured to A, and turned, when the rest is in position, into either of the spring-catches *f f*, secured to the backs of the seats.

It will be seen that by turning the pin F from one eye or catch *f* into the other the back of the seat can be turned over without moving the bar.

What I claim is as follows:

1. In a railway-car, a head-rest hinged to the side of the car, normally held vertically against it and drawn down to a horizontal position above, but not in contact with the backs of the car-seats, all as herein set forth.

2. The combination, with the plate A, hinged to the side of the car, of the cranked pin F, fitting into sockets *f* on the backs of the car-seats, as and for the purposes described.

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Witnesses:

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