

Jan. 6, 1931.

A. E. MUELLER

1,787,832

PILLOW

Filed May 27, 1929



Fig. 1.

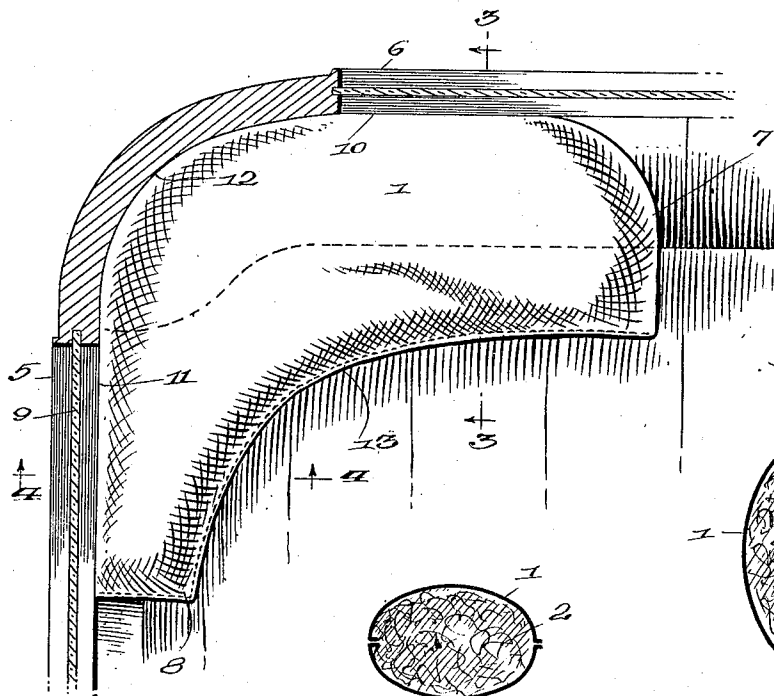


Fig. 2.

Fig. 3.

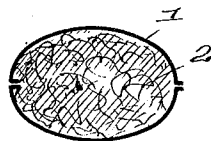
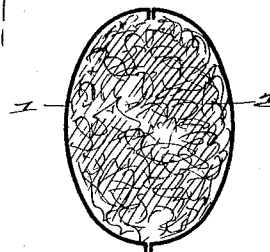


Fig. 4.

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Application filed May 27, 1929. Serial No. 366,251.

The present invention relates to improvements in pillows and particularly to a pillow designed for use by occupants of motor cars or other vehicles.

5 Among the objects of the invention may be mentioned the provision of a pillow of such shape that it will conform substantially to the corner formed by a seat back, and a side wall of a vehicle and the neck of the user.

10 The improved pillow has been found especially useful for occupants of automobiles, and such an embodiment thereof is illustrated in the accompanying drawings.

Referring to the drawings,

15 Figure 1 is a perspective view of a portion of an automobile showing an embodiment of the invention in use.

Figure 2 is a horizontal section, the pillow being shown in plan.

20 Figures 3 and 4 are transverse sections substantially on the lines 3—3 and 4—4, respectively.

Referring to the drawing, in the several figures of which, like parts are designated by the same reference characters, the pillow comprises a suitable casing 1 of silk or other suitable material and a filling 2 which may be of cotton, feathers or any material that is commonly used for such purposes.

30 As shown, the pillow is of such shape, that it will fit in the corner connecting or formed by the side and rear walls 5, 6 of an automobile without being materially deformed, and has its forward edge or side concavely curved longitudinally so as to comfortably conform to the neck of a party using the same.

As shown, the ends of the pillow differ in width, the end 7 being considerably wider than the opposite end 8.

40 When the pillow is in use, as shown in Figure 1, the narrow end portion projects forward from the body thereof so as to be interposed between the user's neck and the window 9 of the vehicle.

45 From the foregoing description and the drawing, it will be seen that the sections 10, 11 of the rear side of the pillow extend substantially at right angles to each other being connected by a curved section 12 so that the pillow will fit into a corner without being ma-

terially deformed, and the narrower tapering section terminating in the end 8 will project forward from the body of the pillow in a position to prevent air currents from striking the user's neck. In many automobile structures, the glass in the side window 9 can only be lowered into approximately the position represented in Figure 1, and when thus lowered the occupant of the seat is exposed to air entering the window which will be avoided by using the pillow of the present invention.

55 The outer faces of the two ends 7, 8 are in planes substantially at right angles to each other and the connecting, concavely curved, side 13 will readily conform to the shape of the user's neck while, as before described, interposing an obstruction to air currents entering the side window.

While the invention has been shown as adapted for use in an automobile, it will be appreciated, of course, that it can be used to advantage in railway cars or other vehicles, or in any situation in which a pillow is to be positioned in a corner.

70 The invention, of course, is not limited to any particular size as there can be, considerable variation in this as also in the nature of the casing material and stuffing, without departing from the invention.

75 The improved pillow while providing a very efficient head rest occupies a minimum amount of space and in use has portions extending along the edge of the back of a seat and forward across a sufficient portion of a side window to effectively protect the user from currents of air which would be objectionable. The shape of the article prevents any undesirable bunching of portions of the filling under pressure of the user's head and causes the pillow to substantially conform both to the user's neck and a corner of a vehicle. Further by giving the pillow the particular form described, with the end nearest the window relatively narrow, the user is enabled to sit close to the window and the maximum thickness of the pillow is between the user's neck and the corner of the vehicle.

I claim:

1. A pillow which is narrower at one end than at the other, one side including sections

extending substantially at right angles to each other, whereby the pillow is adapted to fit into a corner without being materially deformed, and the other side being concavely curved longitudinally from the wider to the narrower end to conform to a user's neck.

2. A pillow which is narrower at one end than at the other, the faces of the ends being in planes extending substantially at right angles to each other, one side of the pillow including sections extending substantially at right angles to each other, whereby the pillow is adapted to fit into a corner without being materially deformed, and the other side being concavely curved longitudinally from the wider to the narrower end to conform to a user's neck and provide adjacent the narrower end a portion which projects forward from the body and when the pillow is in use acts to protect the user's neck from lateral air currents.

In testimony whereof I have hereunto set my hand.

ADDIE E. MUELLER.

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