

(No Model.)

J. W. CAMPBELL.
HEAD REST.

No. 409,389.

Patented Aug. 20, 1889.

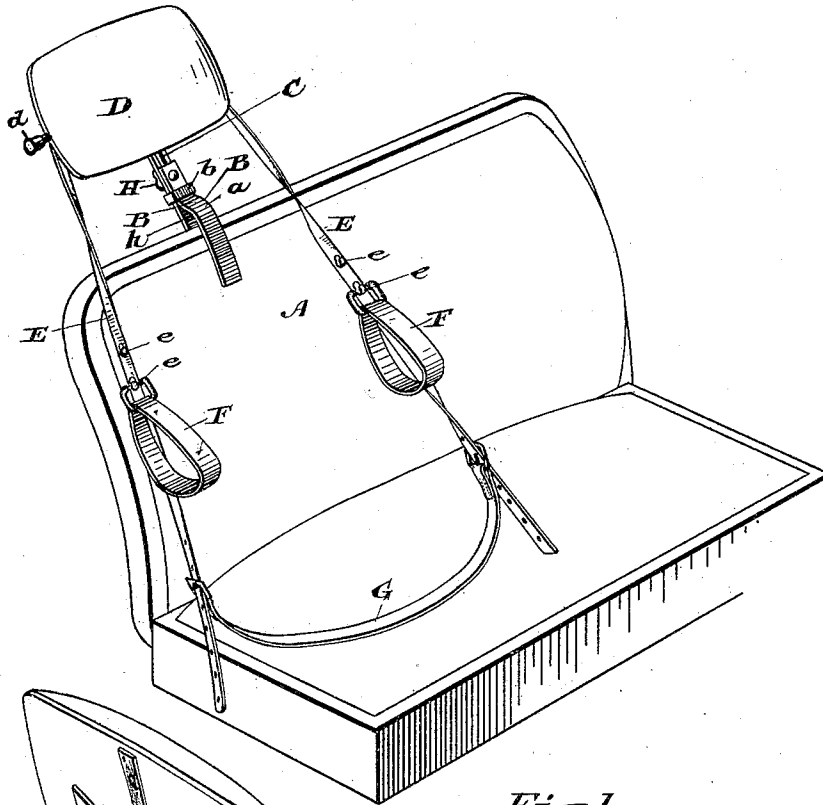


Fig. 1.

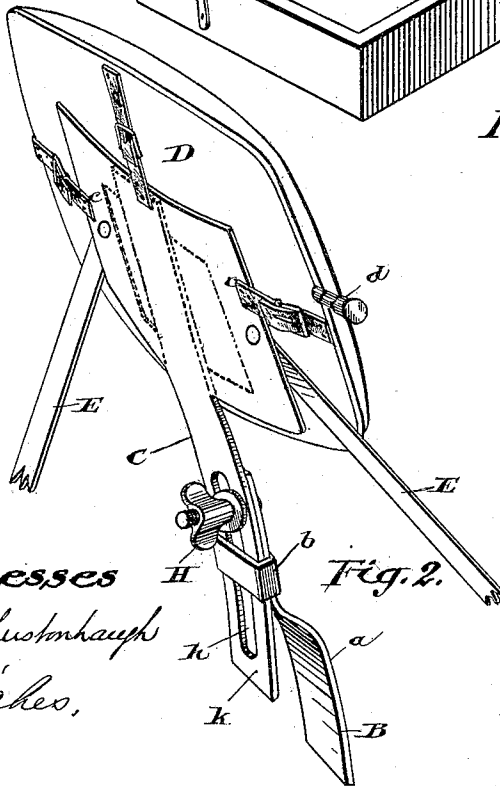


Fig. 2.

Witnesses
F. B. Fethusmhaugh
C. H. Riches,

Inventor:
J. W. Campbell
By Donald C. Ridout & Co
Attys

UNITED STATES PATENT OFFICE.

JOHN WORTH CAMPBELL, OF TORONTO, ONTARIO, CANADA, ASSIGNOR OF
ONE-THIRD TO JOHN FRANCIS LOGAN, OF SAME PLACE.

HEAD-REST.

SPECIFICATION forming part of Letters Patent No. 409,389, dated August 20, 1889.

Application filed August 4, 1887. Renewed December 14, 1888. Serial No. 293,656. (No model.)

To all whom it may concern:

Be it known that I, JOHN WORTH CAMPBELL, commercial traveler, of the city of Toronto, in the county of York, in the Province
5 of Ontario, Canada, have invented a certain new and useful Improved Head- Rest, of which the following is a specification.

The object of the invention is to design a portable head and arm rest which will occupy
10 but little space, and which may be made adjustable so as to suit persons of different sizes, and specially adapted to seats in railway-carriages; and it consists, essentially, of a standard having jaws at its lower end adapted to grip the
15 back of a seat, on which standard is sleeved an upper standard carrying the cushion, with means for adjusting the height of the cushion, which is an air-cushion fitted on a spring-metal frame. Side straps attached to the
20 frame of cushion extend downward at each side of the user, which are buckled to a seat-strap, on which the user sits, a series of small curved lugs being connected with the side straps, on which arm-rests may be placed at
25 a height suitable for the user.

Figure 1 is a view of my head-rest. Fig. 2 is a detail showing mode of adjusting the height of head-rest.

In the drawings like letters of reference indicate similar parts in both figures.

In Fig. 1, A is the back of a seat, on which is placed the lower standard B, curved at *a* and forming with the lower portion *h* of the upper standard C jaws *a* and *h*, which are
35 adapted to grip the back of the seat. On this lower standard B is sleeved the upper standard C, carrying the metal frame *c*, which forms a bed for the cushion D, which is buckled thereto. This cushion is an air-cushion with screw-nozzle *d*, through which it
40 is inflated. The standards and frame are of spring metal, and preferably covered with leather or other suitable material.

E are side straps attached to the metal
45 frame of the cushion and carrying a series of curved lugs *e*, on which may be hung, at a height suitable to the user, loops F for arm-rests. The side straps E are made adjustable as to length to suit the user by being buckled
50 to a seat-strap G.

In Fig. 2, the detail of adjustable standard,

the lower standard B, which is placed on the back of the seat, has a sleeve *b* formed thereon, to receive and hold in position the lower end of upper standard C, which is pierced with
55 an elongated slot *h*, to receive a thumb-screw H, which also is adapted to pass through a hole in the lower standard B and bind the upper to the lower standard at the adjusted height.

Having described the head-rest in position so as to give the required height for cushion, the user sits on the seat-strap G, which has a buckle at each end, and having buckled the side straps E thereto, making them of the re-
60 quired length, can rest his head on the cushion. The arm-rests F are also hung on a lug *e* at the required height, and will be found very convenient when reading a book.

What I claim as my invention is—

1. An adjustable head-rest adapted to be attached to the back of a seat having an adjustable supporting-strap connected at each side to the cushioned end of the rest, and held in place by the weight of the user, who
75 sits on said supporting-strap, substantially as specified.

2. An adjustable head-rest adapted to be attached to the back of a seat having an adjustable supporting-strap connected at each
80 side to the cushioned end of the rest and passing under the seat of the user, who sits thereon, and having adjustably attached to said supporting-strap loops which form arm-rests, substantially as specified.

3. The combination, with the back of a seat, of lower standard B, having sleeve *b* for lower end of the upper standard C, and adapted to receive in an elongated slot *h* thumb-screw
90 H, which adjustably binds the upper standard C to said lower standard, the lower portion of said standards forming jaws which grip the back of seat, together with the frame C, air-cushion D, having screw-nozzle *d*, the side straps E, and seat-strap G, substantially
95 as specified.

4. The combination, with the back of a seat, of lower standard B, and upper standard C sleeved thereon, the lower portions of said standards forming jaws which grip the back
100 of said seat, the upper standard being held adjustably in position by means of thumb-

screw H, which passes through said standards, together with the air-cushion D, suitably attached to said upper standard and provided with means for inflating said cushion, the
5 side straps E, having lugs *e* attached thereto, arm-rests F, and seat-strap G, substantially as described, and for the purpose specified.

5. The combination, with the back of a seat, of lower standard B, and upper standard C
10 sleeved thereon, adapted to be attached to

the back of said seat and held adjustably in position, the upper standard C, to which is suitably attached the cushion D, together with the side straps E, lugs *e*, arm-rests F, and seat-strap G, substantially as specified.

Toronto, July 12, 1887.

JOHN WORTH CAMPBELL.

In presence of—

CHARLES C. BALDWIN,
J. M. JACKSON.