

G. A. SHAW.  
HEAD-RESTS.

No. 182,718.

Patented Sept. 26, 1876.

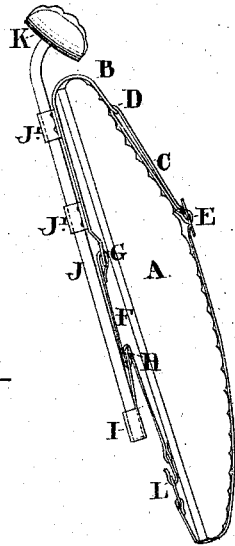


Fig 1.

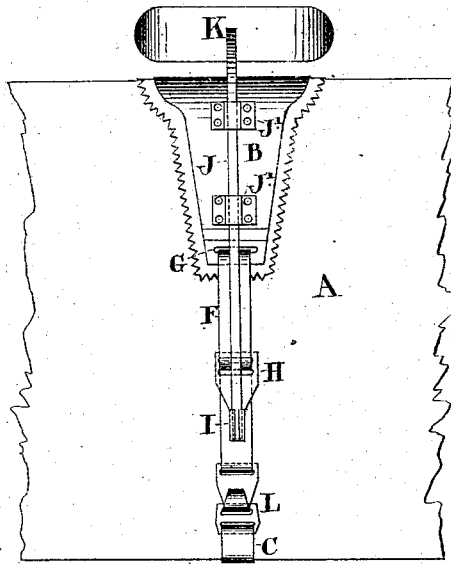


Fig 2.

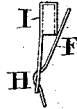


Fig 3.

Witnesses.

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# UNITED STATES PATENT OFFICE.

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## IMPROVEMENT IN HEAD-RESTS.

Specification forming part of Letters Patent No. 182,718, dated September 26, 1876; application filed May 3, 1876.

*To all whom it may concern:*

Be it known that I, GEORGE ALEXANDER SHAW, of the city of Toronto, in the county of York and Province of Ontario, Canada, gentleman, have invented a new and Improved Portable and Adjustable Head-Rest; and I hereby declare the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, and the letters of reference marked thereon.

The object of my invention is to provide a portable and adjustable head-rest, more particularly serviceable in railway-cars; and consists of an ordinary barber's head-rest, attached to the end of a movable shank passing through guides on the back of a metallic clip, which is shaped so as to fit over the back of a railway-car or other seat, and is provided with a strap and shank holder, the former for securing to the seat, and the latter, in combination with the strap, for holding the said shank in any desired position, as hereafter more particularly described.

Figure I is a sectional view of a railway-seat with my head-rest attached. Fig. II is a back view of same. Fig. III is a detail.

All who have ever traveled will appreciate the value my invention will be to the traveling public. I therefore feel it is unnecessary to enter into a long explanation of the advantages of my portable adjustable head-rest. Suffice it to say that it is sufficiently small to be carried in a hand-bag. The means for attaching it to the back of the seat are simple and complete, and the holder for regulating the height of the rest is so easily adjusted that the action can almost instantaneously be performed.

In the drawing, A is the back of a seat; B, the metallic clip, which fits over it, as shown,

and ought to be padded or otherwise lined. C is a strap passing through the hole D in the head of the clip B, and is provided with a buckle, E, for the purpose of altering the height of said strap. The end of the strap F passes through the hole G in the tail of the clip B, and is fastened thereto. H is a holder having a buckle-shaped head, through which the strap F passes, as shown, and a socket, I, into the end of which a shank, J, fits. This shank passes through the guides J' upon the back of the metallic clip B. K is the head-rest or neck-piece, which should be nicely padded and attached, as shown, to the end of the shank J. When the shank J is not in the socket I the holder H may be moved up and down the strap F; but when the said shank is inserted, as shown, into this socket and the strap F tightened the holder H remains stationary, and thus the head-rest K may be adjusted to suit circumstances and the comfort of the party using it.

The drawing illustrates the application of the invention to a railway-car seat, to which it is secured by the two straps C and F passing around the back of the seat A, and buckled together by the buckle L. In order to regulate the length of these straps the buckle E should be adjusted.

What I claim as my invention is—

The head-rest K, provided with a shank, J, passing through the guides J' upon the clip B, in combination with the adjustable holder H, provided with a socket, I, and strung upon the strap F, substantially as and for the purpose specified.

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Witnesses:

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