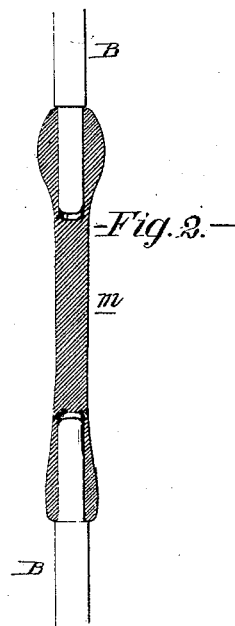
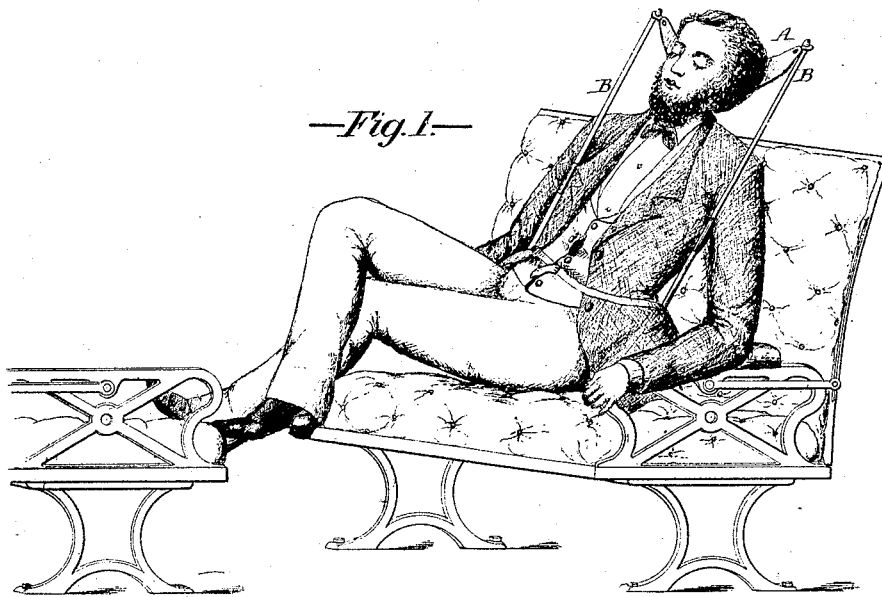


M. Warne,

Head Rest.

No. 108,308.

Patented Oct. 11, 1870.



Witnesses { *Wm. A. Steel.*
John Parker

Mahlon Warne
by his atty
Howson and Son

United States Patent Office.

MAHLON WARNE, OF PHILADELPHIA, PENNSYLVANIA.

Letters Patent No. 108,308, dated October 11, 1870.

IMPROVEMENT IN HEAD-RESTS.

The Schedule referred to in these Letters Patent and making part of the same.

I, MAHLON WARNE, of Philadelphia, county of Philadelphia, State of Pennsylvania, have invented an Improved Head-Rest, of which the following is a specification.

Nature and Object of the Invention.

My invention consists of an improvement in head-rest, adapted especially for the use of railroad-passengers on night-trains, and consists in constructing the rest, as fully described hereafter, so that it may be readily divided into sections, which, when packed together, occupy but little space, the rest being rendered more portable and better adapted for transportation than those made in the usual manner.

Description of the Accompanying Drawing.

Figure 1 is a perspective view, illustrating the method of using my improved head-rest;

Figure 2, an enlarged perspective view of the rest; and

Figures 3 and 4, enlarged views of the jointed rods by which the rest is supported.

General Description.

On reference to fig. 1, A represents the head-rest proper, which consists of a padded band of leather, cloth, or other suitable material, tapering toward both ends where button-holes *a a* are formed to receive the ends of two rods, B B, of about two feet in length.

These rods, which should be of hickory, or other tough and elastic wood, or other material, are connected together, at their lower ends, by a band or strap, C, provided with one or more buckles, *i*, to enable it to be lengthened or shortened, as required.

Each rod is divided into two sections, which are connected by a coupling, *m*, of turned wood, having sockets formed on it, to receive the ends of the rods.

The coupling, when thus constructed, can be made

of a shape to fit comfortably against the shoulder of the wearer, as shown.

The method of using the head-rest is illustrated so clearly in fig. 1 as to need no minute description.

The portion *x* of the band C is passed around the back of the wearer, the rods placed against the shoulders in front, and the back of the head adapted to the rest, as shown.

The angle of the rods, and, consequently, the position of the rest, will depend upon the length of the strap C, but the latter can be adjusted as required by means of the buckle *i*.

That portion of the strap which passes around the front of the body is not essential, and may be dispensed with.

The head-rest, as above described, is intended principally for the use of railway-passengers on night-trains, and will enable the head to be comfortably supported above the back of the seat, while the body is in an easy reclining position, the cramped and uncomfortable positions generally assumed in endeavoring to rest the head upon the back of the seat being thus avoided.

It will be seen that, when not desired for use, the rods may be divided into sections, the band *a* detached, and the whole packed into a small space.

Claim.

A head-rest, consisting of rods B B, band A, and strap *i*, when the said band is detachable from the rods, and each of the latter consists of two sections, united by a detachable coupling, *m*, as specified.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

Witnesses:

WM. A. STEEL,
HARRY SMITH.

MAHLON WARNE.