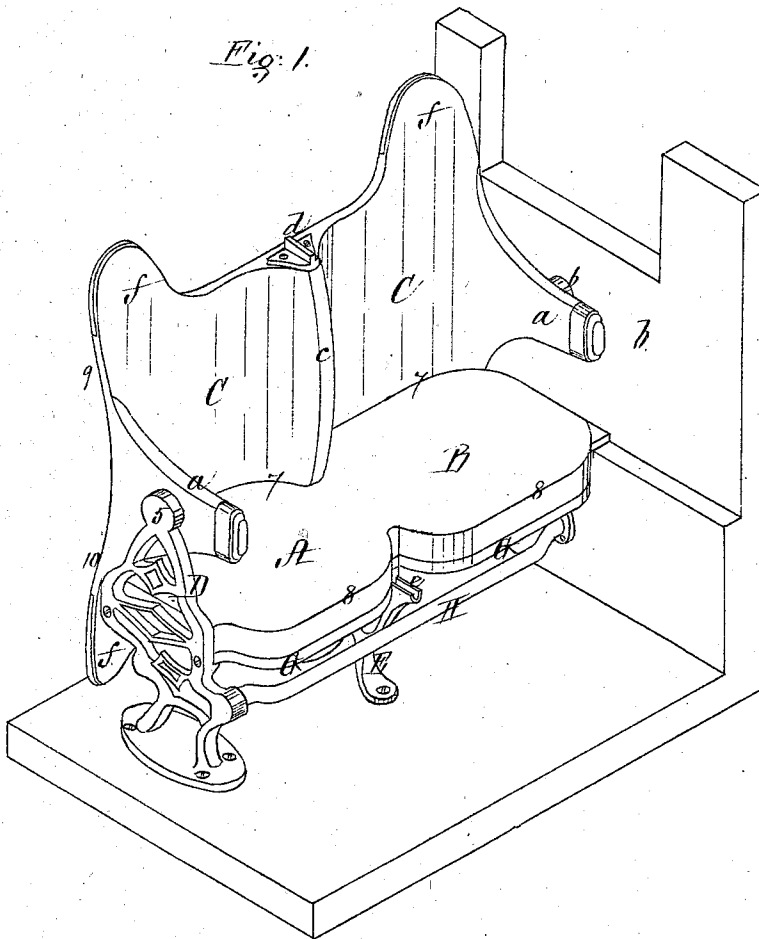


P. F. DUCHEMIN.
Reversible Car-Seats.

No. 136,822.

Patented March 18, 1873.



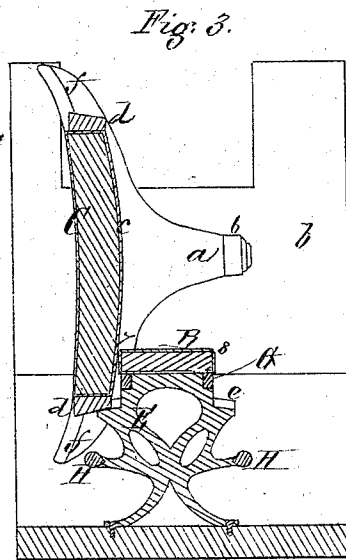
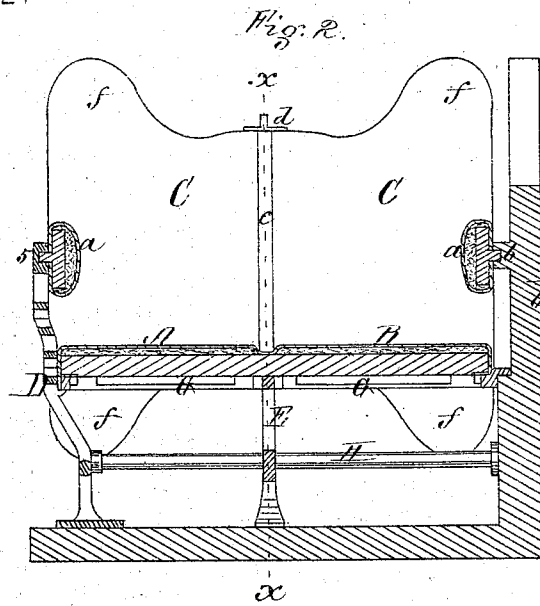
Witnessed,
W. H. Stearns
W. J. Cambridge

Peter F. Duchemin
Inventor,

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Inventor,

UNITED STATES PATENT OFFICE.

PETER F. DUCHEMIN, OF SOMERVILLE, MASSACHUSETTS.

IMPROVEMENT IN REVERSIBLE CAR-SEATS.

Specification forming part of Letters Patent No. 136,822, dated March 18, 1873.

To all whom it may concern:

Be it known that I, PETER F. DUCHEMIN, of Somerville, in the county of Middlesex and State of Massachusetts, have invented certain Improvements in Reversible Car-Seats, of which the following is a full, clear, and exact description, reference being had to the accompanying drawing making part of this specification, in which—

Figure 1 is a perspective view of a car-seat and its back constructed in accordance with my invention. Fig. 2 is a longitudinal section through the center of the same. Fig. 3 is a transverse section on the line *x x* of Fig. 2.

My invention consists in providing the back of the seat with projections which strike against the central standard or seat-frame to support the reversible back when facing either way. My invention also consists in pivoting the inner arm of the back of the seat to a stud projecting from the inside of the car, whereby the ordinary permanent arm or rest at this point is dispensed with.

To enable others skilled in the art to understand and use my invention, I will proceed to describe the manner in which I have carried it out.

In the said drawing, A B represents a double seat, the back C of which is curved, as seen, to fit the body of the occupant from the lower portion of the back to the shoulders. Projecting from and forming a portion of the back of the seat are two arms, *a a*, the outer one of which is pivoted at 5 to the inside of the top of a standard, D, rising from the floor, and the inner one to a stud, 6, secured to the inside *b* of the car; if preferred, however, it may be pivoted to a standard similar to D. These arms are stuffed and upholstered in order that the side of the body may comfortably recline against them. By thus making the arms in one and the same piece as the back, the ordinary rest for the arm rising from the seat, and the bar connecting the back therewith are dispensed with, by which the construction is greatly simplified. The back is divided into two portions by an upright ridge or projection, *e*, each end of which is provided with a metal plate, *d*, which fits into a groove,

e, in the central standard E, which thus serves as a stop to support and steady the center of the back C. The plate *d* may be made to bear against the seat-frame G instead of the central standard, if preferred. The opposite sides 7 and 8 of the two portions of the seat are of a curvature corresponding to that of the back, where they come together. Each of the four corners of the reversible back is provided with a projecting portion, *f*, two of these projections serving as head-rests when the back is fronting in one direction and the other two when the back is fronting in the opposite direction. The rounded form of the outside of the back, from 9 to 10, affords more space between it and the next seat in the rear, thus affording more ready access thereto, the angular corners incident to the old form of seat being avoided. H H are curved foot-rests, one end of each of which is secured in a socket in the standard, and the opposite end to the inside of the car.

My improved seat may be made singly or in pairs, and one or all of the head-rests may be dispensed with without departing from the spirit of my invention.

From the foregoing it will be seen that a luxurious reclining support for the back and head is provided, and the construction of the seat greatly simplified.

Claims.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. A reversible car-seat back, provided with arms *a* made in one and the same piece therewith and pivoted, substantially as described.

2. The plate *d*, in combination with the central standard E or seat-frame G, for supporting and steadying the back of the seat, substantially as described.

3. The stud 6 projecting from the side of the car, in combination with the arm *a* of the back C, substantially as set forth.

Witness my hand this 6th day of July, 1872.

PETER F. DUCHEMIN.

In presence of—

N. W. STEARNS,

W. J. CAMBRIDGE.