

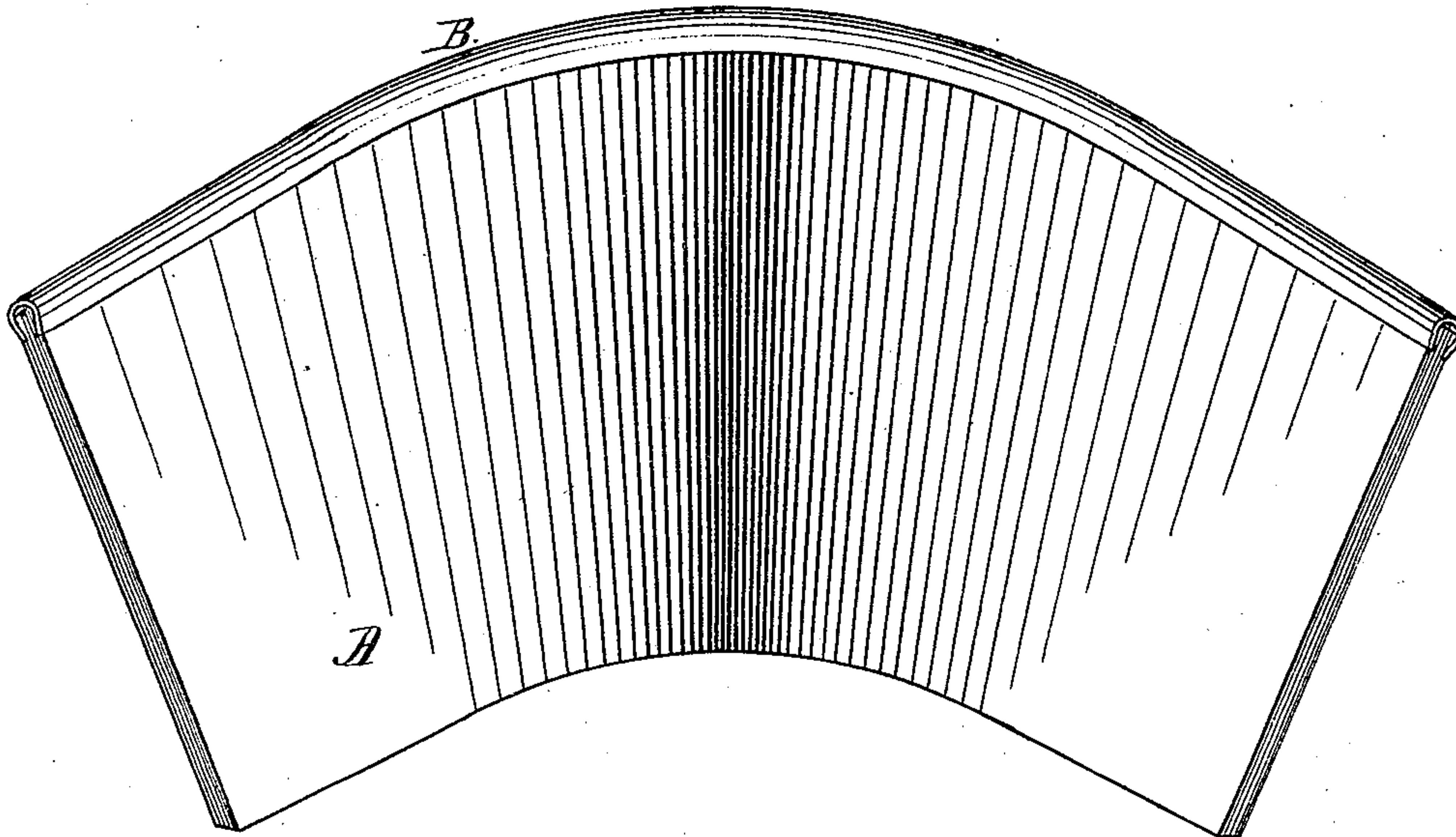
(No Model.)

J. W. ANDERSON.  
BACK FOR VEHICLE SEATS.

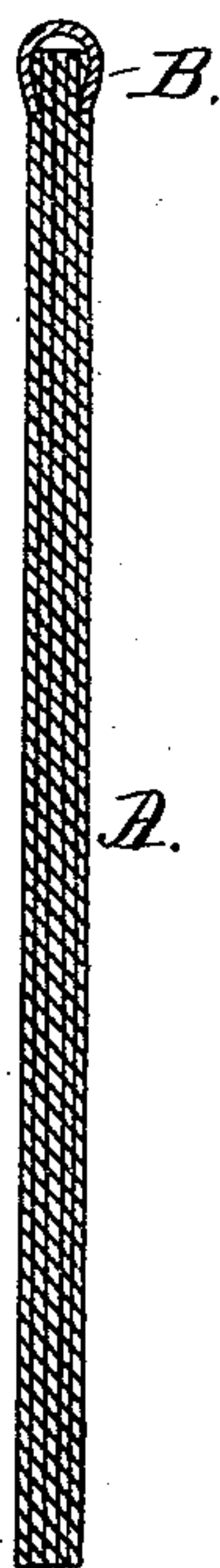
No. 265,555.

Patented Oct. 10, 1882.

*Fig. 1.*



*Fig. 2.*



Witnesses:

J. C. Brecht,  
John Tyler

Inventor:

John W. Anderson,

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# UNITED STATES PATENT OFFICE.

JOHN W. ANDERSON, OF SOUTH BEND, INDIANA.

## BACK FOR VEHICLE-SEATS.

SPECIFICATION forming part of Letters Patent No. 265,555, dated October 10, 1882.

Application filed August 28, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN W. ANDERSON, a citizen of the United States, residing at South Bend, St. Joseph county, Indiana, have invented new and useful Improvements in Backs for Wagon-Seats, &c., of which the following is a specification.

My invention relates to certain improvements in seat-backs for carriages and wagons, and particularly to that class made up of thin veneers cemented or glued together to secure lightness and strength, and capable of being bent or curved to give the desired curve or flare to said backs.

My invention has for its object the binding of the upper or exposed edge with a metallic binding of such character as to make a neat finish and secure additional strength; and with these ends in view my invention consists of a round-cornered and flared seat-back having its upper exposed edge bound and retained in shape by a metallic binding, as will be hereinafter fully explained and specifically claimed.

In order that those skilled may fully understand my invention, I will proceed to describe the same, referring by letters to the accompanying drawings, in which—

Figure 1 is a perspective view of a portion of a wagon-seat embodying my invention, and Fig. 2 a vertical section of the same.

Similar letters indicate like parts in both figures.

A is a portion of the back proper of a wagon-seat, composed of thin veneers glued together, as most clearly shown at Fig. 2 of the drawings. This material is preferably used in the manufacture of seat-backs for light wagons, owing to its lack of weight; but the chief difficulty attending its use is the fact that the

curves and flare given to such backs to secure graceful design have heretofore rendered it very difficult to properly finish and secure the upper edge against being checked and marred. To avoid this difficulty I prepare by an improved method and apparatus, which forms the subject-matter of another application filed by me simultaneously with this, a hollow metallic binding, B, of the proper curve to coincide with the top edge of the back. This binding is of U shape in cross-section, and being placed over the edge of the wooden portion A, the ends or legs of the U are then, by the action of compressing-rollers or other suitable tools, pressed into the wood, thus changing the form of the binding to a horse-shoe shape, as clearly seen in section, and at the same time making a "dovetail" connection between the wood A and binding B, so that no screws or rivets are necessary to confine said binding in place.

While my invention is designed for use more particularly for backs for seats, it is apparent that it may be used with equally beneficial results in thin and round cornered bodies, fenders, &c.

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

A wagon-seat back composed of thin wood bound and finished at its top edge with a hollow metallic binding, held in position substantially as shown and described.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

JOHN W. ANDERSON.

Witnesses:

EDWARD T. MAUZY,  
J. L. TAYLOR.