C. A. ROOT.

FENCE.

No. 192,350. Patented June 26, 1877.

Fig. 1.

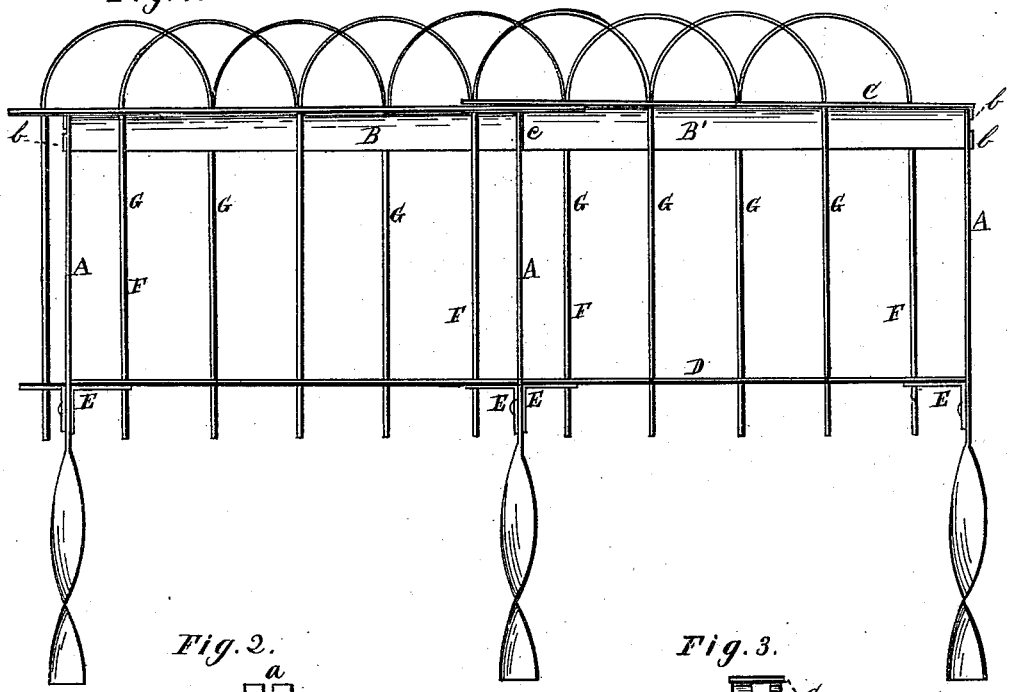
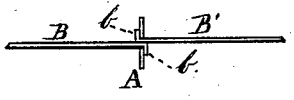


Fig. 2.

Fig. 3.

Fig. 4.



Witnesses.

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UNITED STATES PATENT OFFICE.

CORYDON A. ROOT, OF ANDOVER, OHIO.

IMPROVEMENT IN FENCES.

Specification forming part of Letters Patent No. **192,350**, dated June 26, 1877; application filed April 23, 1877.

To all whom it may concern:

Be it known that I, CORYDON A. ROOT, of Andover, in the county of Ashtabula and State of Ohio, have invented a certain new and Improved Fence; and I do hereby declare that the following is a full, clear, and complete description thereof, reference being had to the accompanying drawings, making a part of the same.

Figure 1 is a view of the fence when erected. Figs. 2, 3, and 4 are detached sections.

Like letters of reference refer to like parts in the several views.

This invention is a fence, the construction of which is substantially as follows:

In the drawings, A represents the posts of the fence. Said posts consist of thin strips of metal, the lower end of which is twisted a quarter of the way around, (but, however, may be twisted more if need be,) so as to bring the flat side of the extreme lower end at right angles to the edge of the post, as seen in Fig. 1, thereby forming a screw of the ground end of the post.

In the upper end of the post is a notch, *a*, Fig. 2, in which the ends of the rails or bars B are inserted and secured. Along upon the edge of the rail B is laid a cap-rail, C, which may be or not fixed to the rails B. Said rails are both strips of metal. The rails B are secured to the posts by being placed edgewise in the notch *a*, the ends of which are then bent around against the post, as shown in Fig. 4, in which *b* are the ends of the rails bent back upon the post, as shown in Fig. 1. The ends of the rails projecting through the post may be split, and the ends turned reversely to each other, as shown in Fig. 3—that is, when one rail only is in the notch. In the event the ends of two rails are placed in the notch, as shown at *c*, Fig. 1, in connecting panels or lengths of fence to each other, the rail ends need not be split, but bent in one direction only. The lower rail D is also a strip of metal, which is secured to the post by angle-irons E. One limb of the angle-iron is riveted to the side of the post. On the other limb, which is horizontal, is laid the end of the rail D, which is retained thereon by the wire picket or rods F, the lower end of which passes through both the rail and angle-iron, as shown in Fig. 1.

It will be seen, on examination of said Fig. 1, that the rail B is prevented from lateral deflection by the rods or pickets F and G, part of which are on one side of the rail and part on the opposite side. This alternating arrangement of the rods or pickets in respect to the sides of the rail stiffens the rail, thereby rendering the fence strong and secure, and which also avoids the necessity of fastening the cap-rail C to the rail B.

It will be obvious that the construction of the above-described fence is such that it can be taken down and put up without in any way breaking or injuring the several parts, as they are not secured to each other in a fixed manner, but which, however, is sufficiently strong for all ordinary purposes.

The manner of setting up the above-described fence is as follows: A line is drawn on the ground in the direction the fence is to be raised. At proper distances from each other the posts are driven into the ground. This is done by placing the lower end of the post widthwise upon the line, then driving it down until the upper part of the post becomes edgewise to the line, as shown in Fig. 1. On driving the post into the ground the post will turn to this position in virtue of the screw-like form of the ground end.

When the posts are driven into the ground the rails B and B′ are then attached to them by inserting the ends of the rails B in the notches *a* of the posts, and securing them therein, as above described. The lower rail D is then attached to the posts by means of the angle-irons, which have been previously riveted to the posts. The cap-rail C is then placed on the rail B, which is secured thereon by the bars or pickets inserted therein, and in the lower rails and angle-irons, as above described, and shown in the drawings. The twist in the lower end of the posts gives them firm hold in the ground, so that they cannot be blown over by the winds, nor be raised thereout by frost.

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

1. In combination with the post A, the angle-irons E, rails D, and bars or pickets F and G, substantially as herein described, and for the purpose specified.

2. The combination of the posts A, angle-irons E, rails D, rails B C, and bars or pickets F and G, in the manner substantially as described, and for the purpose set forth.

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Witnesses:

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