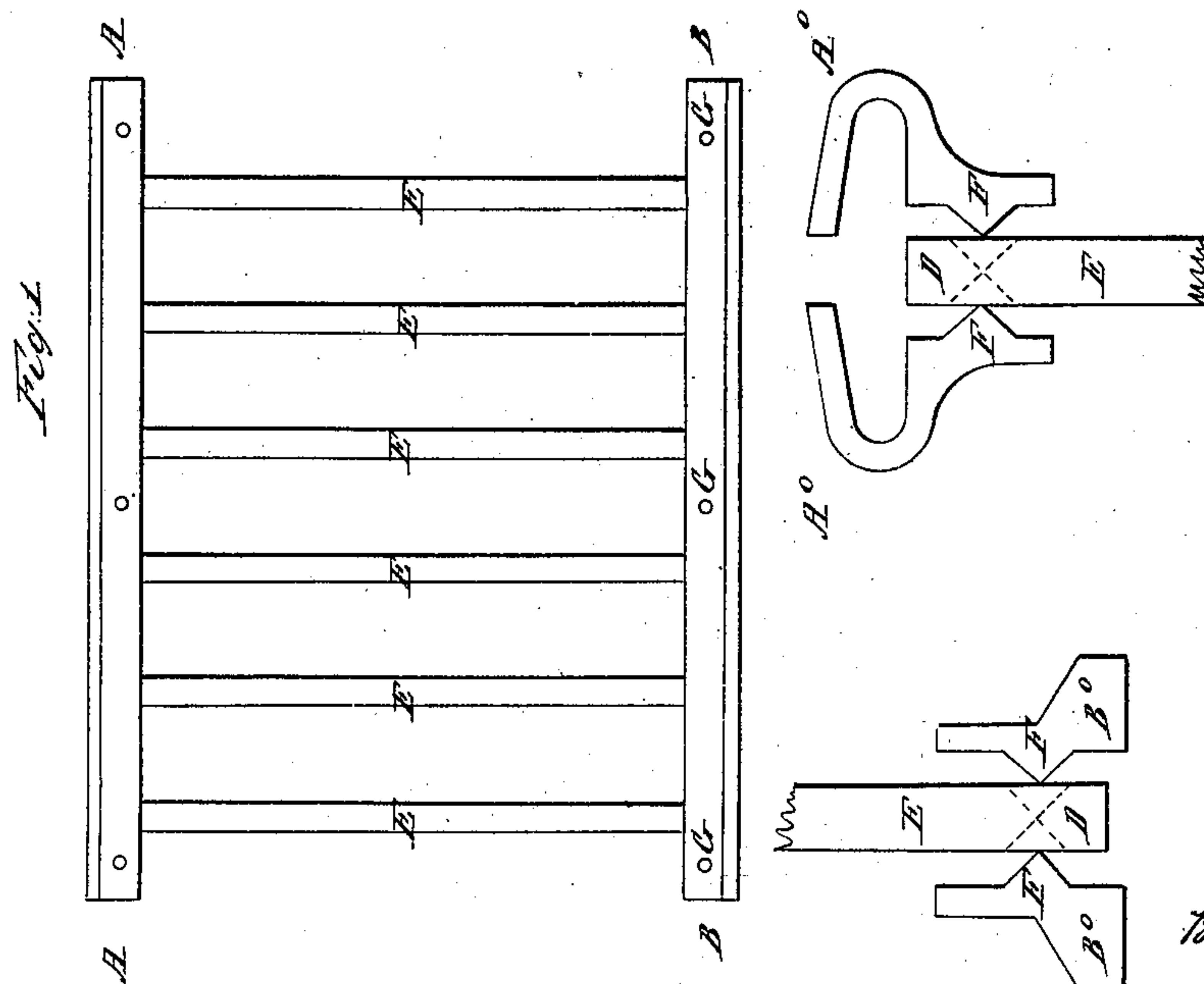
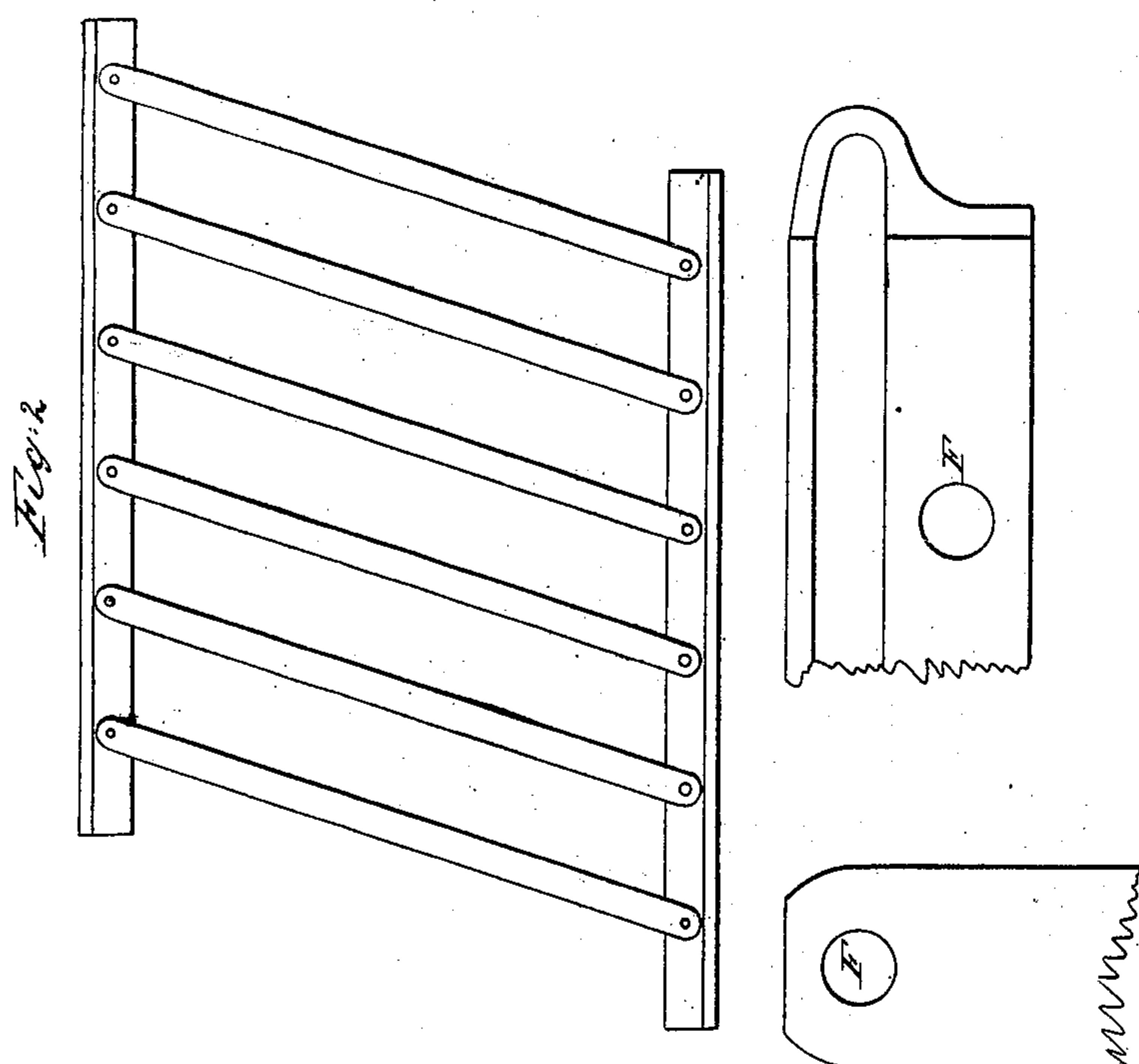


No. 10,273.

PATENTED NOV. 29, 1853.

B. F. MILLER.  
IRON FENCE.



Inventor:  
*Benjamin F. Miller*

# UNITED STATES PATENT OFFICE.

BENJ. F. MILLER, OF NEW YORK, N. Y.

## IRON FENCE.

Specification of Letters Patent No. 10,273, dated November 29, 1853.

*To all whom it may concern:*

Be it known that I, BENJAMIN F. MILLER, of the city and State of New York, have invented a new and Improved Mode of Constructing Iron Fences; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon.

Figure 1 represents a section or panel of my improved iron fence or railing.

A, A, represent one half of the "top rail" and B B one half of the "bottom rail" as seen in front.

A°, and B° represent their respective ends as seen in profile.

E E E the "pickets" or "filling bars" with their "counter sinks" or perforations D D at either of their extremities.

F F F F are "centers" or "bosses" cast on and with the rails, these "bosses" or "centers" fit in the countersinks or perforations of each filling bar, and when the two halves of the top and bottom rail are riveted or screwed together by rivets or screws G G are held firmly in their places and yet allowed a certain degree of motion if required, in the lineal direction of the fence, as shown in Fig. 2, by which means the fence is readily adapted to "side-hill" fencing or where the ground is inclined.

The ends of the upper and lower rails are attached or secured to the posts in any of the ordinary modes now in use.

The advantages of my improvement in the construction of iron fences will be readily perceived. 1st. When the railing is made with straight filling bars the fence can be "racked" as shown in Fig. 2 to fit any inclination or grade of ground after having been put together. 2nd. Nearly the whole strength of the filling bars where they join the top and bottom rails is retained, whereas in the old mode a small iron pin is used. 3d. My mode of joining the filling bars to the top and bottom rail prevents the former from turning as frequently occurs when secured by a wire pin.

What I claim in the foregoing specification, is—

Constructing the top and bottom rails in "lateral halves" and holding said halves together by screws, rivets, or bolts, in combination with "bosses" or "pivots" cast on the inside of the respective halves of the rail, with corresponding "countersinks" or perforations near the ends of the "filling bars" as shown in Figs. 1 and 2.

BENJAMIN F. MILLER.

Witnesses:

WASH'N Q. MORTON,  
H. MORTON.