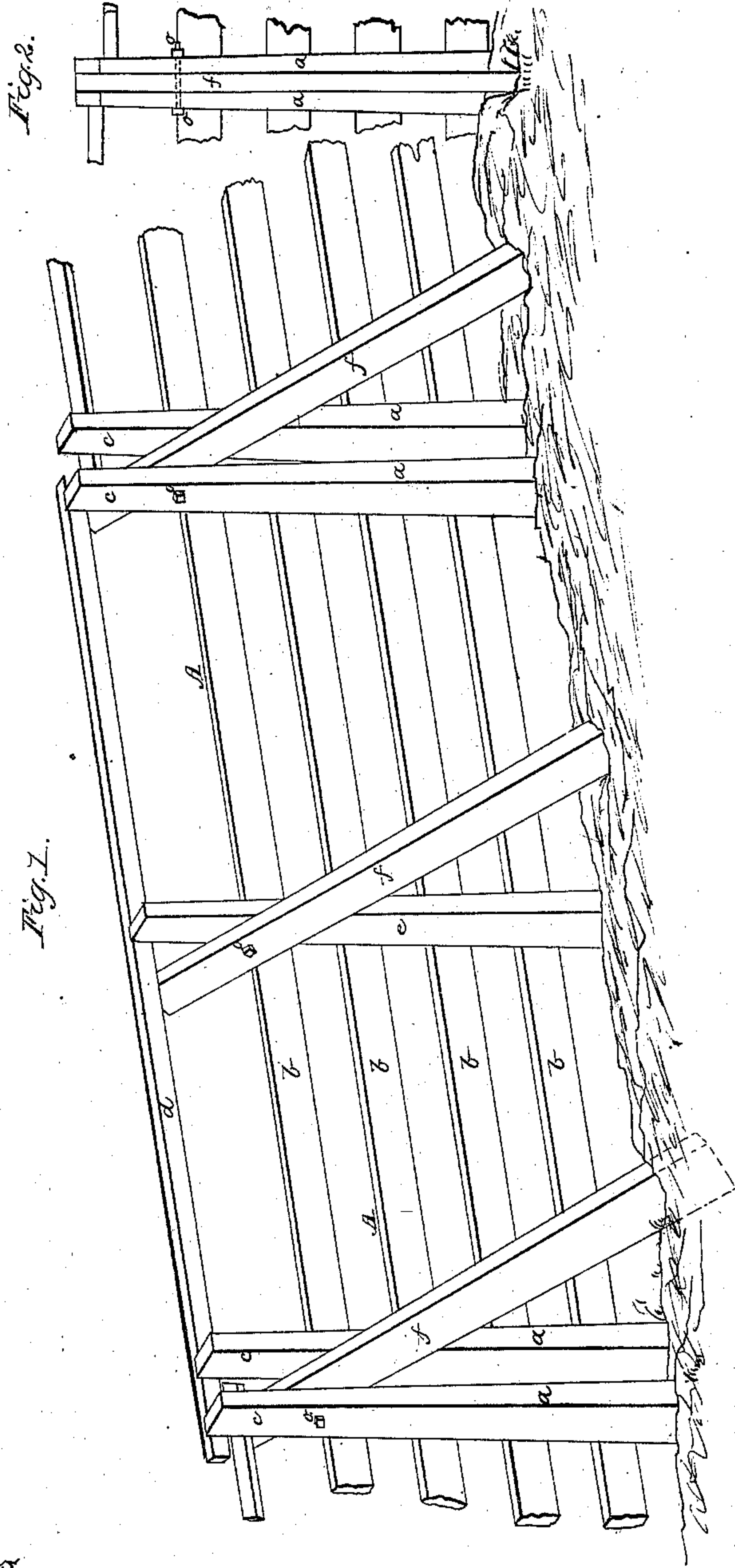


*J. Kennel,
Portable Fence,*

No. 43,415.

Patented July 5, 1864.



*Witnesses
B. Robinson
R. Massey*

*Inventor
Jacob Kennel
by his attorney
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UNITED STATES PATENT OFFICE.

JACOB KENNEL, OF MORTON, ILLINOIS.

PORTABLE FENCE.

Specification forming part of Letters Patent No. 43,415, dated June 5, 1864.

To all whom it may concern:

Be it known that I, JACOB KENNEL, of Morton, in the county of Tazewell and State of Illinois, have invented a new and Improved Portable Fence, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, which make part of this specification, and in which—

Figure 1 represents a view in perspective of my improved fence, and Fig. 2 a view in elevation of portions of two panels of the same at their point of junction.

It is the object of my invention so to simplify the construction of fences as to economize material and labor, render them strong, and enable them to carry a rider. To these ends my invention consists in making the panels in sections and uniting them by a bolt or pin with a brace between the sections supported by the same bolt or pin which holds them together, the tops of the posts of the sections and the braces being made long enough to form a fork (when the fence is set and braced in position) in which to place a rider that will rest securely in the angle thus formed perpendicularly over the rails of the fence.

My fence may be made of panels formed in any of the usual modes of construction where the rails are fastened to solid posts, as shown in the drawings.

I take posts *a* of a length sufficient to enter the ground deep enough to give them a good support to receive the rails *b* at the desired distance apart, and to project above the top rail, as at *c*, far enough to support one side of a rider, *d*. The rails may be of plank or split flat, if preferred, and when of plank I prefer to strengthen the panel by a center post, *e*, of the same length as those used for the ends of the panel. I then form braces, *f*, longer than the posts to permit them to be embedded firmly in the ground at their lower ends when placed at the angle desired to maintain the panels in a vertical position, and to enable them to resist the winds or other violence to which fences are exposed. The tops of these braces must project far enough to support one side of the rider. I place one of these braces between

the posts of the panels and unite all three—viz., the right-hand post of one panel, the brace, and the left-hand post of the next panel—by means of a strong metal bolt, *o*, having a head at one end and a nut and screw at the other, by which, when the posts and braces are planted in position, all three are drawn tight and held at top firmly together. Thus when the posts and braces are properly rammed at their lower ends the fence will be strong, neat, and symmetrical. A brace may be attached to the center brace, *e*, of the panel when desired.

The fork formed by the posts and braces above the connecting-bolts *o* of the panels will form a proper angle to sustain a suitable rider, *d*, and hold it constantly perpendicularly over the rails of the panels.

It is obvious that to form a right angle, or any other angle, in the fence, it is only necessary to change the direction of a panel, and that to adapt the fence to inequalities in the ground it is only necessary to vary the angle of the rails to the posts to a greater or less degree.

It is also obvious that instead of metal bolts, for fastenings at the top of the fence to hold the panels and braces together, wooden pins may be employed.

I am thus enabled to construct with little labor and the minimum quantity of material a strong, durable, and neat fence, with a secure rider, without a lap in the rails or a notch in any of the timbers.

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

The combination, with the posts *a*, of separate panels with the brace *f* between them, and the connecting-bolt *o*, when said posts and braces extend and cross above the top rail, forming forks for riders to rest in, in the manner described, for the purpose set forth.

In testimony whereof I have hereunto subscribed my name.

JACOB KENNEL.

Witnesses:

JOS. S. MAUS,
A. B. SAWYER.