(Model.)

S. W. LAHUE.

COMBINATION POST AND RAIL FENCE.

No. 264,171. Patented Sept. 12, 1882.

Fig. 2.

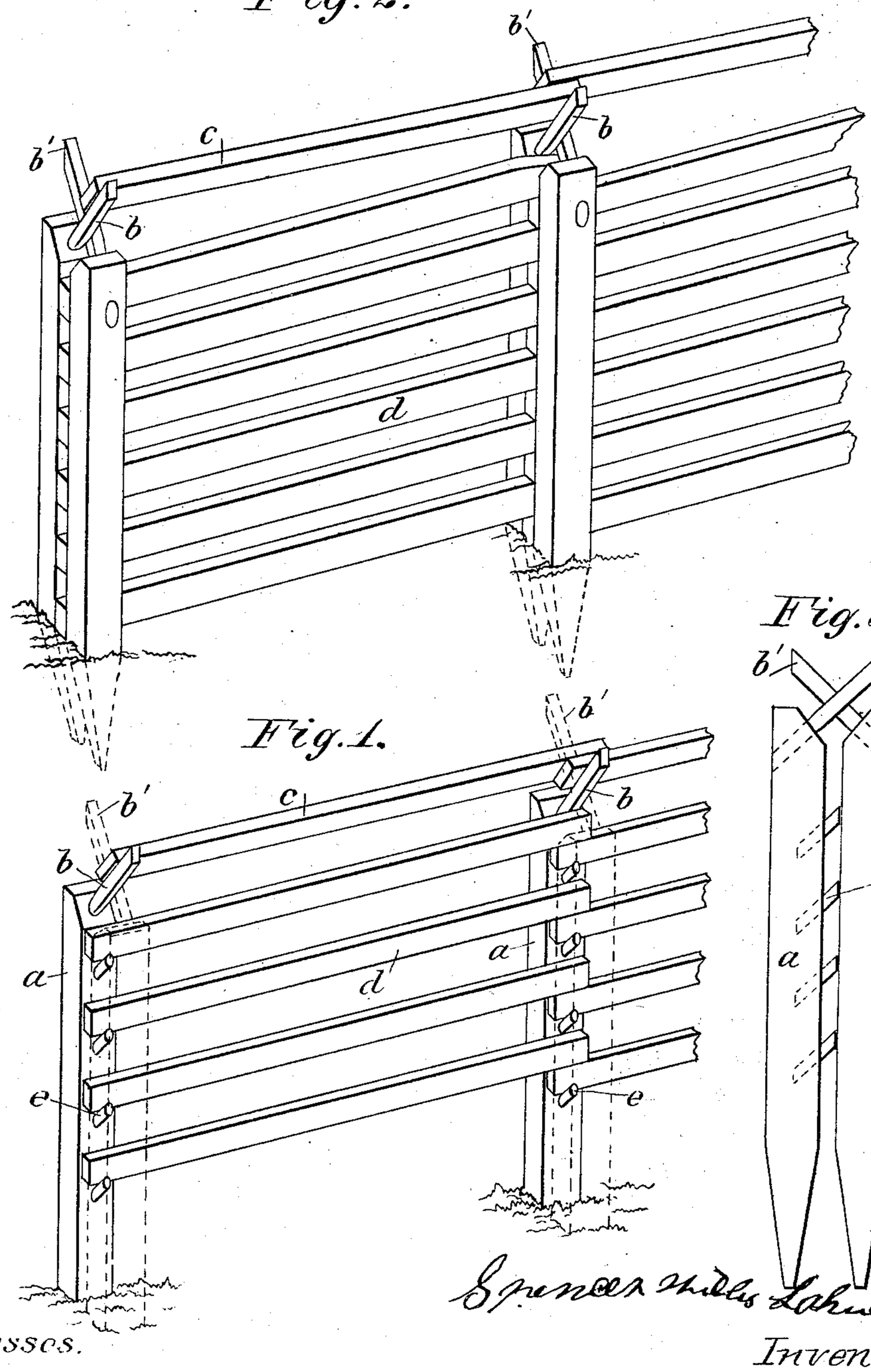

Fig. 3.

Fig. 1.

Witnesses.

E. A. Gayth
H. W. Johnson

Spencer Wilks Lahue
Inventor

R. S. & A. P. Lacey
Attys

UNITED STATES PATENT OFFICE.

SPENCER W. LAHUE, OF JONESBURG, MISSOURI.

COMBINATION POST-AND-RAIL FENCE.

SPECIFICATION forming part of Letters Patent No. 264,171, dated September 12, 1882.

Application filed February 7, 1882. (Model.)

To all whom it may concern:

Be it known that I, SPENCER WILLIS LAHUE, of Jonesburg, Montgomery county, Missouri, have invented a new and useful Combination Post-and-Rail Fence, which is fully set forth in the following specification, viz:

This invention has relation to improvements in fences; and it consists essentially in the manner of bracing or securing the posts together, and in other improvements, as will be hereinafter fully described, and specifically pointed out in the claims.

In the drawings, Figure 1 shows a portion of a fence constructed according to my invention, one of the posts at the ends of the panels being indicated in dotted lines. Fig. 2 shows a portion of fence having the ends of the rails supported, one upon the other, between the posts; and Fig. 3 is an end view of the post, as will be described.

a a' represent the vertical posts. *b b'* are arms secured to the upper end of posts *a a'* and extended inward therefrom and upward at an angle of about forty-five degrees, crossing above the space between the said posts, as shown in Fig. 3.

In carrying out my invention I preferably cut away the inner side of the top of the posts at an angle of about forty-five degrees and bore a hole perpendicular to the face of the cut-away portion and insert the arms *b b'* therein, thus securing them to the posts. It will be readily understood, however, that I do not confine myself to this construction, as the said arms might be secured to the sides of the posts, or in any other manner desired, so as to bring the arms *b b'* to the proper angle, as described.

c represents the riders rested down on the arms *b b'*. *d* represents the fence-rails. By this construction it will be seen that when the rails *d* are placed between the posts, and the riders *c* are placed down on the arms *b b'*, the weight of the rider will tend to draw the posts *b b'* together and prevent their spreading apart. This result is accomplished whether the rails are secured to the post, as shown in Fig. 1 or 2, or in other equivalent manner.

In the construction shown in Fig. 1 I employ pins *e*, which I project from the inner face of post *a* and extend upwardly, as shown in Figs. 1 and 3. This fence I prefer for a horse or cattle fence. In constructing it I drive the posts *a* in the ground and bore proper holes and place the pins *e* therein at proper intervals to receive the rails. The post *a'* is then set with its inner face abutted against the ends of the pins *e*. The pin *e* being in close contact with the post *a'*, and being held in contact with the said post by the action of the rider on the arms *b b'*, a firm position is given to both posts, so that they are less likely to sag than they would be were they not so braced. The arms *b b'* are then in the position described, and the rider being placed thereon secures the parts together, and the rails are rested down in the pins *e*.

In Fig. 2 I show a closer fence, which is sometimes desirable. In this fence I do not employ the pins *e*, but simply rest one of the rails on the ground and lap the ends of the other rails in log-cabin style.

Where an extra strong, or what is sometimes called a "mule," fence is desired, I wrap a wire loop around the point of crossing of the arms *b b'* and around the rider *c*, so as to make the fastenings more secure. This is also sometimes advisable where a light-weight rider is used. Ordinarily, however, the rider is sufficient for the purposes described.

In addition to the convenience and firmness of my fence, it requires much fewer rails, and is therefore more economical than the ordinary farm-fence.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In a post-and-rail fence, the combination, with the rails composing the fence, of the adjacent vertical posts *a a'*, set in the ground and arranged parallel with each other, the arms *b b'*, made fast to the upper ends of the posts and inclined toward each other and crossed above the rails held between the posts, and the rider supported by the crossed arms, substantially as set forth.

2. The combination, substantially as hereinbefore set forth, of the vertical post *a*, provided with the upwardly-inclined rail-supporting pins *e*, the post *a'*, set adjacent to the post *a* and abutted against the ends of the pins *e*, the arms *b b'*, having one of their ends made fast to the posts *a a'*, and their upper ends inclined inward and crossed over the space between the post, the rider *c*, and rails *d*, substantially as set forth.

SPENCER WILLIS LAHUE.

Witnesses:
GEO. C. MASON,
H. W. JOHNSON.