

(No Model.)

J. C. ERB.

IRON RAILING.

No. 282,180.

Patented July 31, 1883.

FIG. 2.

FIG. 1.

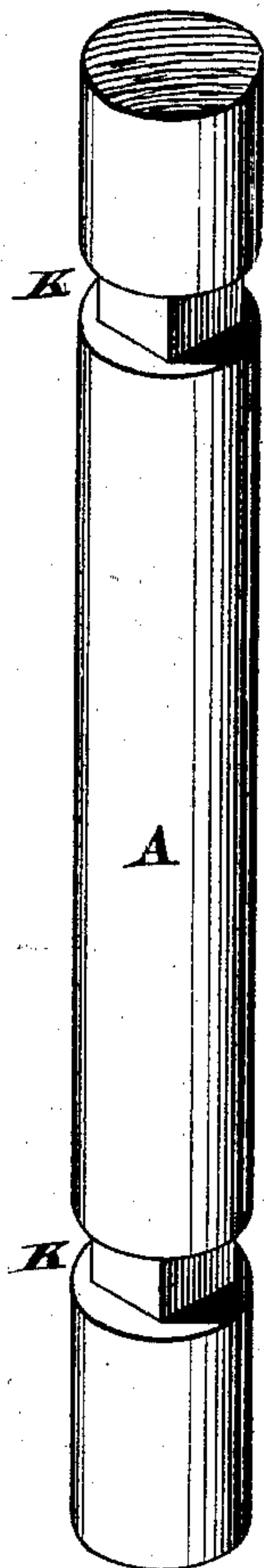
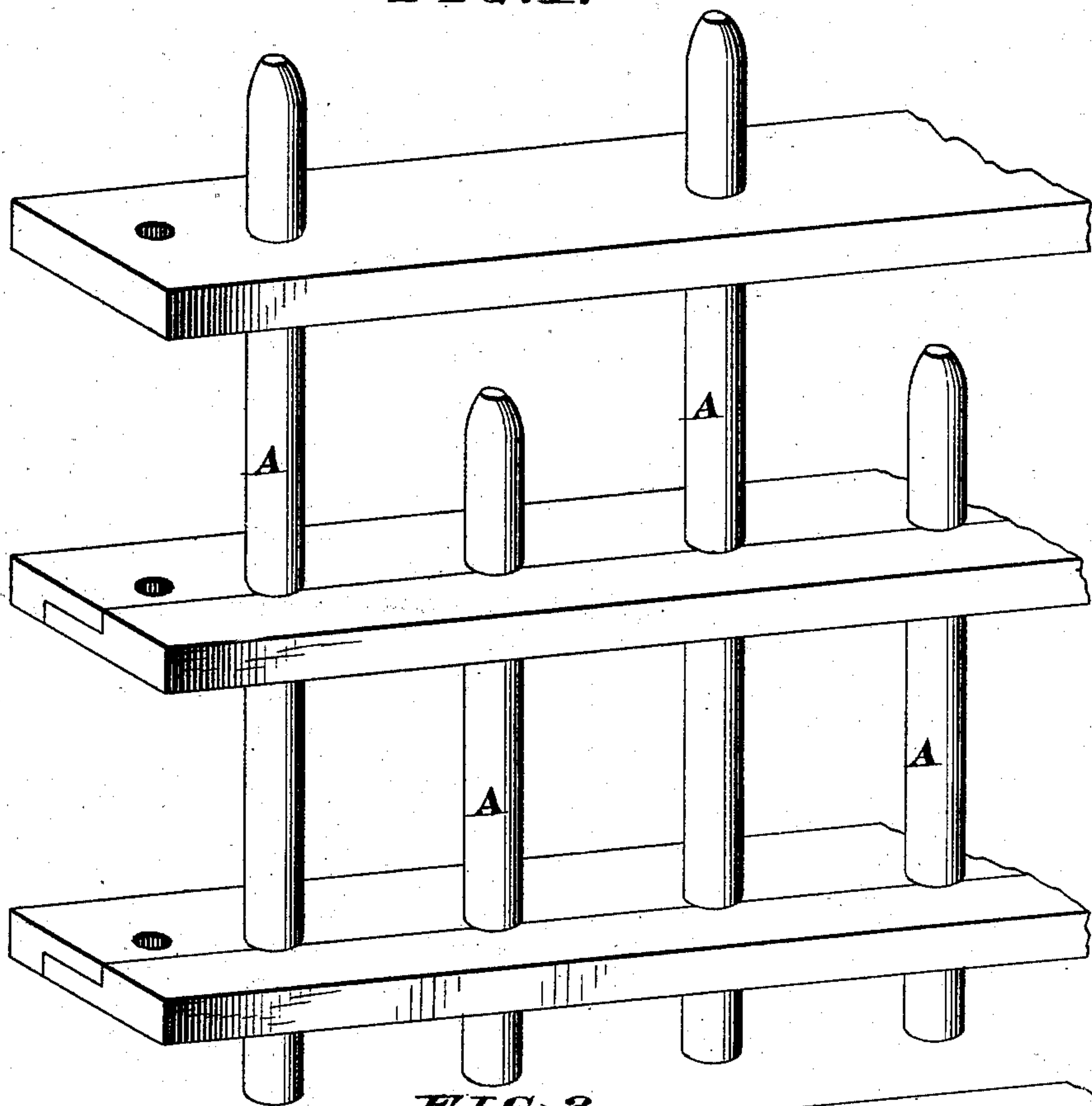


FIG. 3.

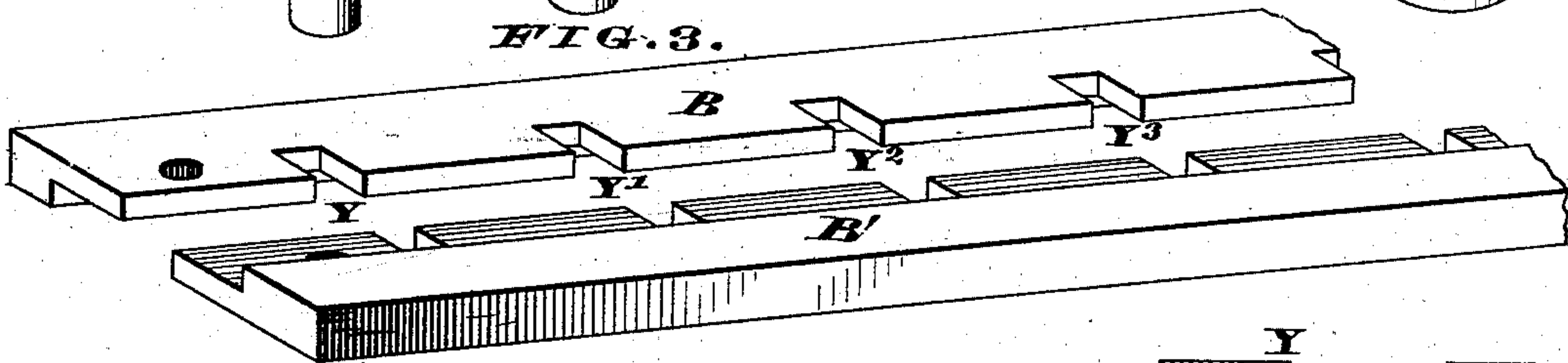


FIG. 4.

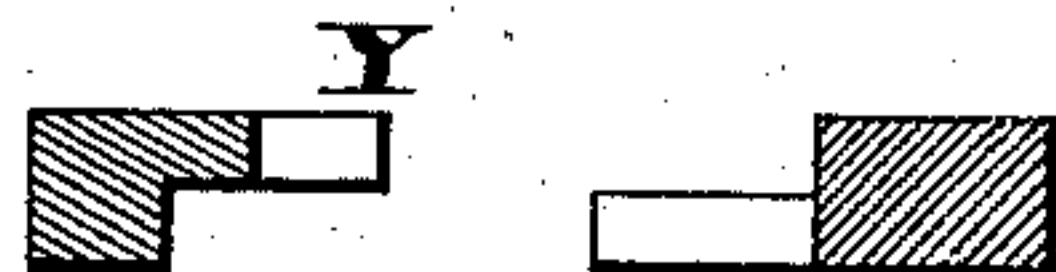


FIG. 5.

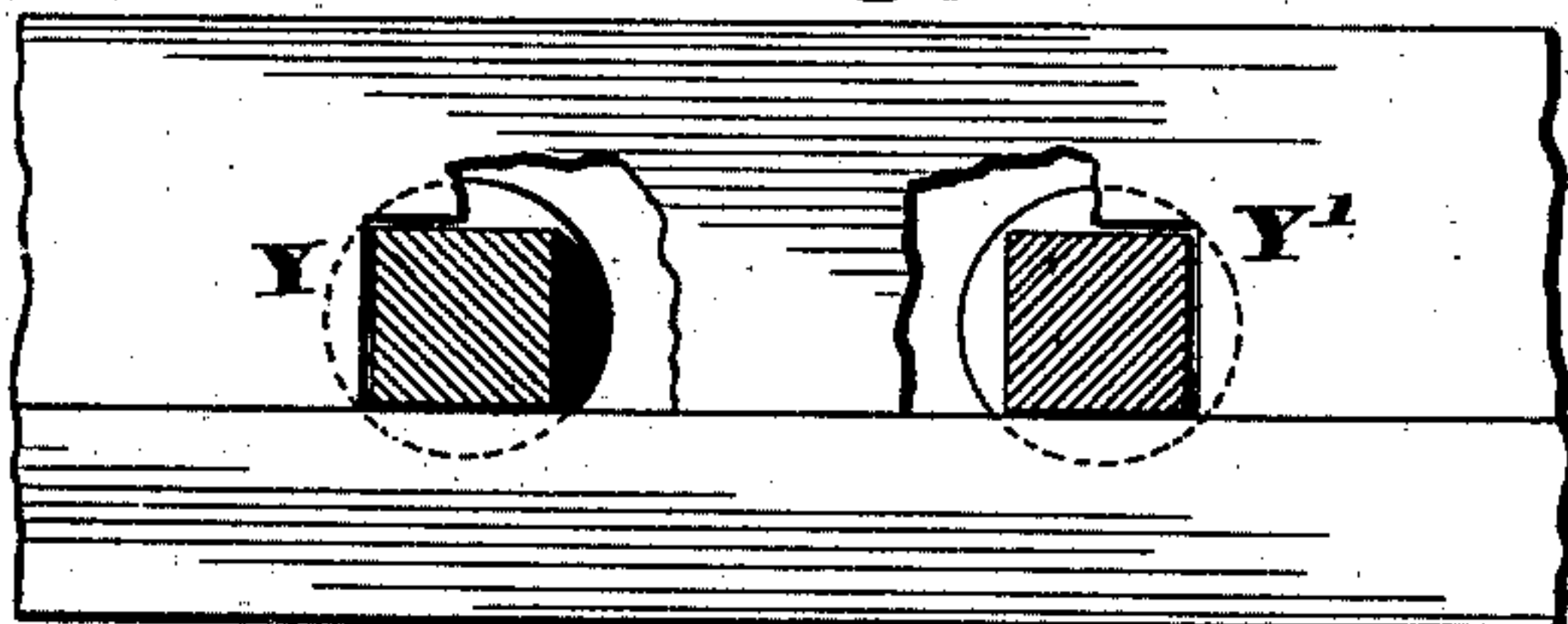
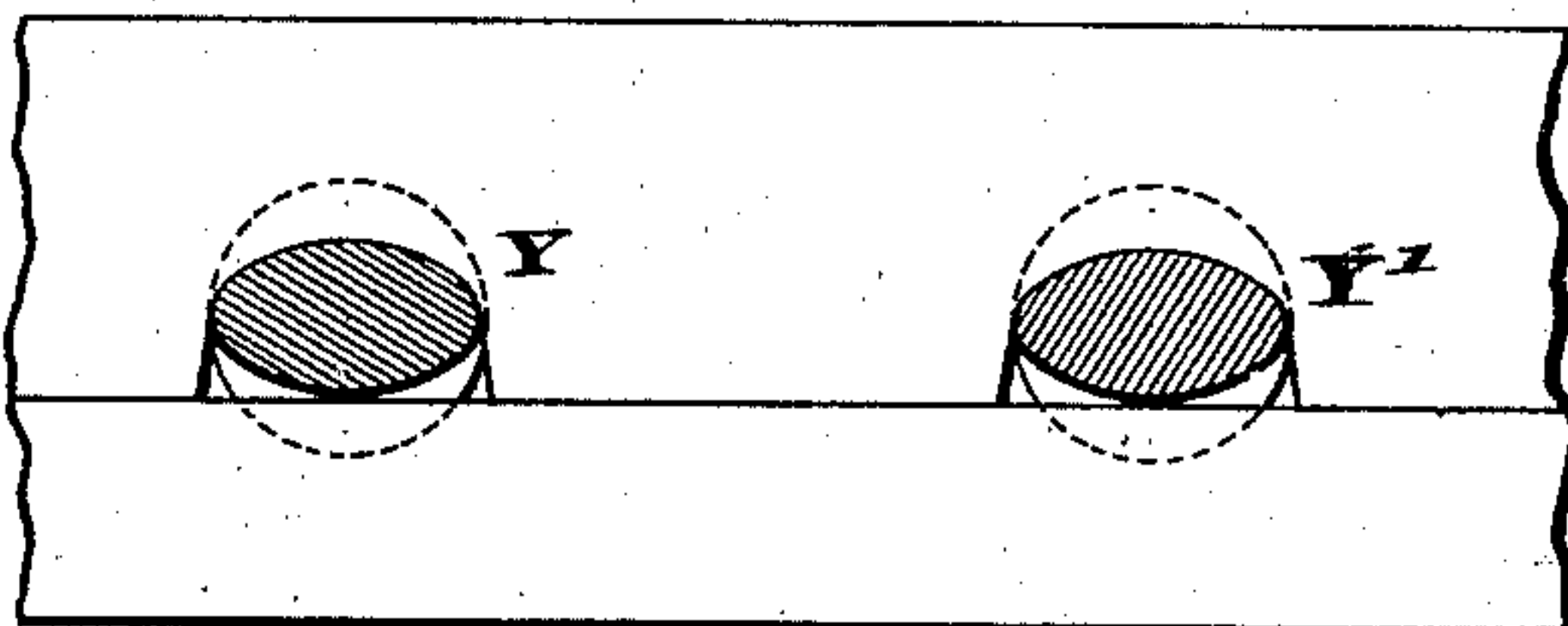


FIG. 6.



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IRON RAILING.

SPECIFICATION forming part of Letters Patent No. 282,180, dated July 31, 1883.

Application filed March 22, 1883. (No model.)

To all whom it may concern:

Be it known that I, JOHN C. ERB, a citizen of the United States, residing at Newport, in the county of Campbell and State of Kentucky, have invented a new and useful Iron Railing, of which the following is a specification.

My invention relates to improvements in iron railing or fencing in which the pickets are locked to the horizontal rail or rails, so as to be held in position. I attain this object by the parts illustrated in the accompanying drawings, in which—

Figure 1 is a vertical view, in perspective, of the railing. Fig. 2 is a vertical view of the picket as formed to receive the locking rail or rails. Fig. 3 is a view of the interlocking rail in perspective, showing the two parts. Fig. 4 is an end view, in section, of the interlocking rail. Figs. 5 and 6 are top views of the locking rail, showing the different shapes of the locking jaws or notches.

Similar letters refer to similar parts throughout the several views.

Fig. 1 shows the railing, consisting of pickets and the locking rails, of which there may be but one. The other rail or rails may be of the ordinary kind, and the pickets may be vertical rods or the equivalents of the rods, as fanciful iron-work to represent vines, or in various shapes, as style or fancy may suggest. Where the pickets consist of iron rods, the lower locking rail only is necessary to support the uprights, while the rail or rails above the lower locking rail may be simply punched, in the usual manner, with holes, to correspond with the shape of the uprights. The interlocking rail mentioned consists, as shown clearly in Fig. 3, of the part B, lapped over and resting upon the part B', so as to form a scarf-joint. The faces of the two parts may be leveled or squared, as may be found easiest to roll. The joint rests up flush against the angle of the shoulders on each part, as shown in Fig. 1. The inner edge of each of the parts of the rail has square, triangular, round, or oval (preferably oval) pieces or notches punched out therefrom, as shown at y'

$y' y^2 y^3$ in Fig. 3, and $y' y'$ in Figs. 5 and 6, forming holes, through which the rods or uprights pass, the rods or uprights having been shaped either by hand or in a die by means of a power-hammer.

The uprights A may be made either squared, triangular, round, or oval at the points K K of Fig. 2, where the upright is clamped by the two parts B B' at $y' y' y^2 y^3$, &c. The shoulders above and below the rail, at the points K K of Fig. 2, hold the rail when the parts are brought together, and the rail supports the uprights at the shoulders K K, and by passing through the shaped holes the uprights, correspondingly shaped, as at K K, are securely held in place, and, if but one interlocking rail is used, support the railing above.

The advantages of a fence so constructed are that it may be made by machine. The parts B and B' may be made at a rolling-mill, and if the rolls are made for the purpose the notches $y' y'$ may be rolled in the inner edges of the parts, so as to be finished at one operation; or the notches may be punched out by a power-punch. The uprights may be shaped (square, oval, &c., as convenient) as shown at K K, Fig. 2, by a power-hammer provided with suitable dies. A fence or railing made in this manner may be fastened to posts or knees, may be made portable, may be shipped in boxes or bundles, knocked down, and possesses many advantages over the ordinary form of construction. The scarf-joint may be closed with paint, so as to prevent water settling therein and rusting out the iron.

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

The herein-described interlocking rail in two parts, B B', with the notches $y' y'$, &c., to hold or lock the pickets or uprights at the points K K, substantially as shown and set forth.

JOHN C. ERB.

Attest:

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WILLIAM SMITH.