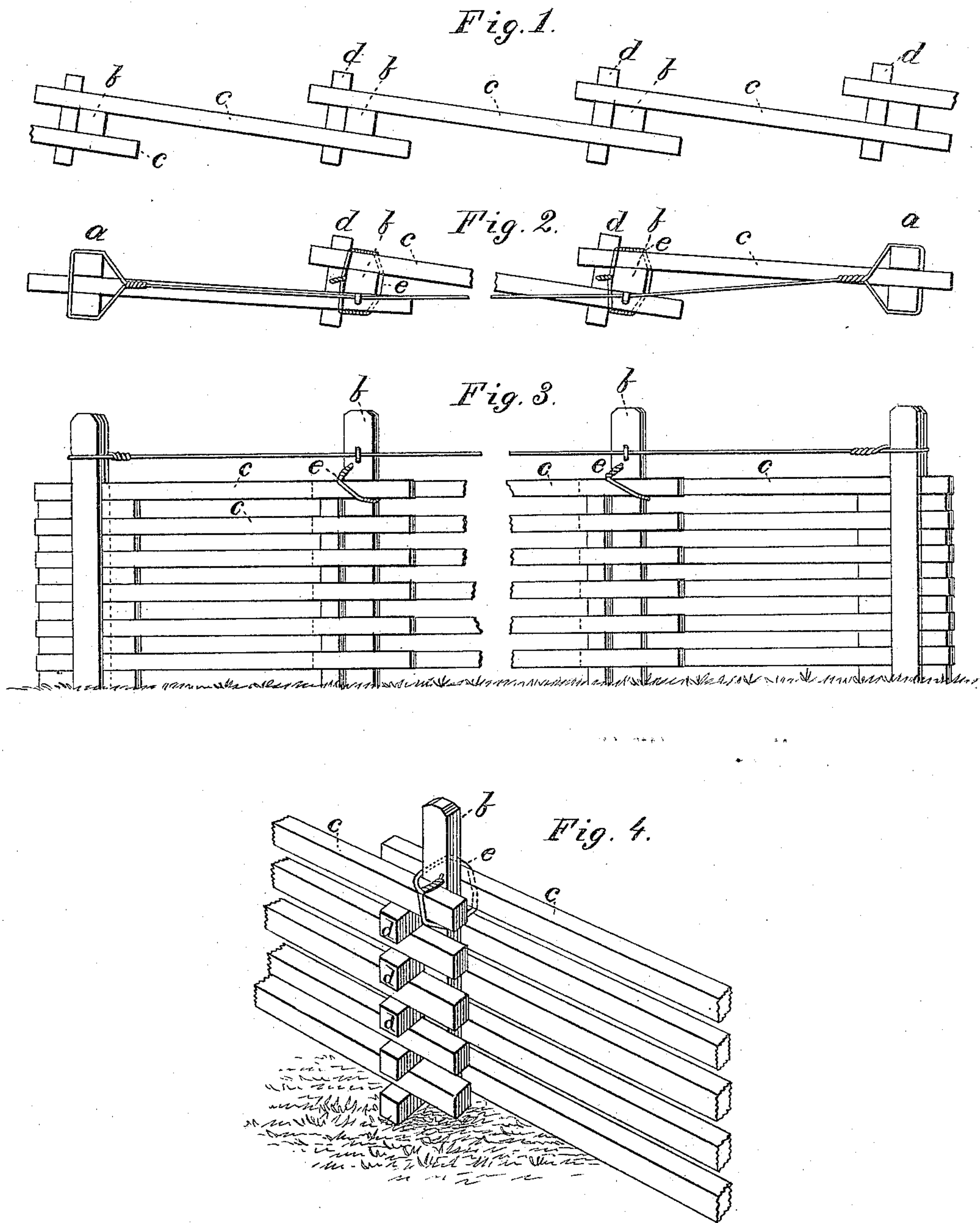


(No Model.)

B. F. FORD.  
FENCE.

No. 298,961.

Patented May 20, 1884.



WITNESSES

*Villette Anderson.*  
*John C. Morrow*

INVENTOR

*B. F. Ford*  
*by Anderson & Smith*  
*his* ATTORNEYS



# UNITED STATES PATENT OFFICE.

BENJAMIN FRANKLIN FORD, OF HOLLIS, TEXAS.

## FENCE.

SPECIFICATION forming part of Letters Patent No. 298,961, dated May 20, 1884.

Application filed October 4, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, B. F. FORD, a citizen of the United States, residing at Hollis, in the county of Madison and State of Texas, have invented certain new and useful Improvements in Fences; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of this invention, and shows the manner of laying the rails on the cross-pieces, in a top view. Fig. 2 is also a top view to show the end posts. Fig. 3 is a side view. Fig. 4 is a perspective view.

This invention has relation to farm-fences; and it consists in the construction and novel arrangement of the parts of the same, as will be hereinafter fully described, and particularly pointed out in the claim appended.

Referring to the accompanying drawings, *a* are the end posts of the fence, which, however, are used only to commence and end the fence.

*b* designates the fence-posts proper, which are driven or set into the ground at proper distances apart to permit the fence-rails *c* to project beyond at each end a distance of about one foot.

*d* indicates the short cross rails or pieces, the first ones being placed on the ground, and the bottom rails laid thereon, and the others between the successive fence-rails as the fence is built up. Five heavy rails or six light ones are usually employed; but the number of rails may vary according to the height of fence required. The top rails are bound to the posts *b* by short pieces of wire, *e*, passed over the rails on one side of the posts, under the rails at the opposite side of the posts, and the ends of the wire piece twisted together to form a tight wire loop. After I have built the fence to the height of five or six rails, and have secured the top rails by the wire loops, I then

stretch a barbed wire, *f*, along the posts above the top rails, thus completing the fence. By following this method of construction I can build a straight rail fence without the use of nails, and by only using one post at the end of each panel.

The principal advantages claimed for this fence are its simplicity, cheapness, security, and durability. In resetting old fences of this construction, broken rails can be utilized as posts or cross-rails, and a good fence will result. Another advantage is that there are no fence-corners for the growth of weeds, and the plow can be used quite close to it. When a rail breaks or rots, it can be easily replaced by a new one.

I am aware that it is not new to construct a fence the posts of which are provided with cross-pieces having notches at each end to receive the rails which extend from one side of one post to the opposite side of the next, and that straight rail fences have been constructed in which double posts are used at each end, and therefore do not claim either of these constructions, broadly; but,

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

The fence constructed substantially as described, having its rails arranged diagonally to the line of fencing, consisting of the double end posts, *a a*, bound together at their upper ends by means of the crown-wire, as shown, the intermediate single posts, *b*, the horizontal rails having their ends alternately lapping the inner and outer sides of the said single posts, the transverse blocks *d*, interposed between the respective rails *c*, and the top rails bound to the single posts by means of the wire loops *e*, all substantially as and for the purposes specified.

In testimony whereof I affix my signature in presence of two witnesses.

BENJAMIN FRANKLIN FORD.

Witnesses:

C. B. HOLLIS,  
B. H. FORD.