

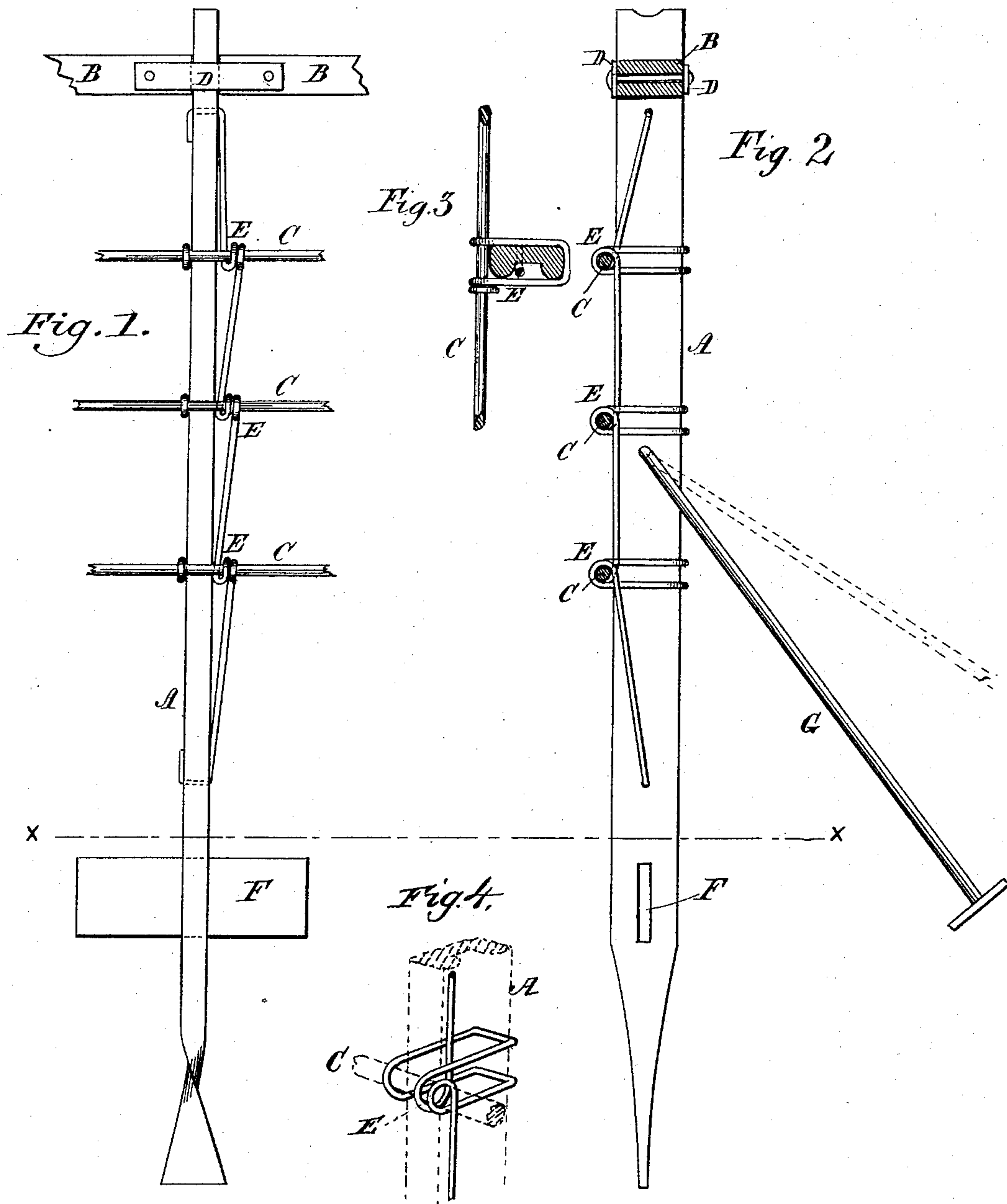
(No Model.)

E. C. JONES.

FENCE POST AND WIRE FASTENING.

No. 327,443.

Patented Sept. 29, 1885.



Witnesses.

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EDWARD COOPER JONES, OF HAMILTON, ASSIGNOR TO JOHN DARLING SMITH AND WILLIAM LUTES, OF TOWNSEND, TOWNSHIP ONTARIO, CANADA.

FENCE-POST AND WIRE-FASTENING.

SPECIFICATION forming part of Letters Patent No. 327,443, dated September 29, 1885.

Application filed June 18, 1885. (No model.) Patented in Canada October 29, 1884, No. 20,442.

To all whom it may concern:

Be it known that I, EDWARD C. JONES, of the city of Hamilton, in the county of Wentworth, in the Province of Ontario, Canada, merchant, have invented certain new and useful Improvements in Fence-Posts and Wire-Fastenings; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being made to the accompanying drawings, in which—

Figure 1 is a front elevation of a post embodying my invention. Fig. 2 is a side elevation of the same. Fig. 3 is a section through the post, Fig. 2, at the wire rail C. Fig. 4 is a perspective view of the wire-fastening, with the post and rail shown in dotted lines.

Referring to the said drawings, the reference-letter A designates a drive-post made of wrought-iron, the flat sides of which may be concave; or, as shown, the bottom end of the drive-post is flattened. This makes it easy to drive in the ground. At some distance from the bottom a plate is driven through a hole of its size through the post, for the purpose of steadying and supporting the post when in the ground. This wrought-iron plate will be some inches below the ground-line, as shown. At some distance up the post from the surface ground-line is a hole, into which a round bar of iron is inserted, and is made to swivel in the said hole. At the bottom end of this bar a wrought-iron plate is riveted to it, and when the drive-post is driven into the ground this bar is driven into the ground also, forming a very perfect brace to the post, which will keep it from diverging from its perpendicular position, and will also add great strength to the post and solidify the whole fence. This post, and others like it, when in the ground and braced one to the other by the wire rails, are very solid and rigid, even without the drive-brace, so that when the ground is solid and a portable fence required the drive-brace may be dispensed with or used alternately, and so on.

The rails C are fastened to the post by a fastening, E, which is looped into an opening

in the post beneath the wooden rails B, and then carried downward and around the rail C, thence around the rear of the post and over the wire rail C and back again to the opposite side, where it is again wound around the rail and then carried downward to the next rail, where the engagement is repeated, thence to the next fence-wire, and so on, repeating the operation to the last or lowest fence-wire, when it is finished by inserting the fastening into a hole in the post and securing it by twisting it around the post. This wire-fastening holds the plain or barb fence-wires very firmly to each post. The wooden rail at the top is secured to the iron post by two plates, one on each side, bolted or riveted very tightly to the post. The ends of the wooden rails butt against the post, as shown.

In the drawings, A is the wrought-iron drive-post, with either flat or concave sides. B B are the wooden rails held in their position by the plates D, bolted as shown. C are the wire rails held in position by the wire loops E. Any number of them may be used. F is the wrought-iron plate driven through the post just below the ground surface-line *xx*. G is the swivel-brace to drive in the ground to help to keep the post in position.

I am aware that it is not new to combine metal rails with a metal post by means of wire supports looped about both rail and post. A supporting-plate, also, has been used in connection with a surface-plate lying at right angles thereto, and I do not claim either or both of these devices as, broadly, of my invention; neither do I claim a brace-bar, broadly, adapted to be anchored in the ground at one side, and having its end rigidly connected to the post.

I make no claim to iron posts or wood or iron rails in general, for I am aware that these are not new; but

What I do claim as my invention, and desire to secure by patent, is—

The fence herein described, consisting of the post, the plates D, the rails B, having ends interposed between said plates, the steady-

ing-plate F, the pivoted brace G, the rails
C, and the wire-fastening E, looped at the
ends through apertures in the post, thence
carried downward and around the wire C,
5 then around the rear of the post over the wire
C, and back again to the other side of the
post, where it is again carried around the wire

C, and then dropped to the next wire, sub-
stantially as described.

Hamilton, Ontario, June 8, 1885.

EDWARD COOPER JONES.

In presence of—

ALEXANDER MCKERLIE,
WM. BRUCE.