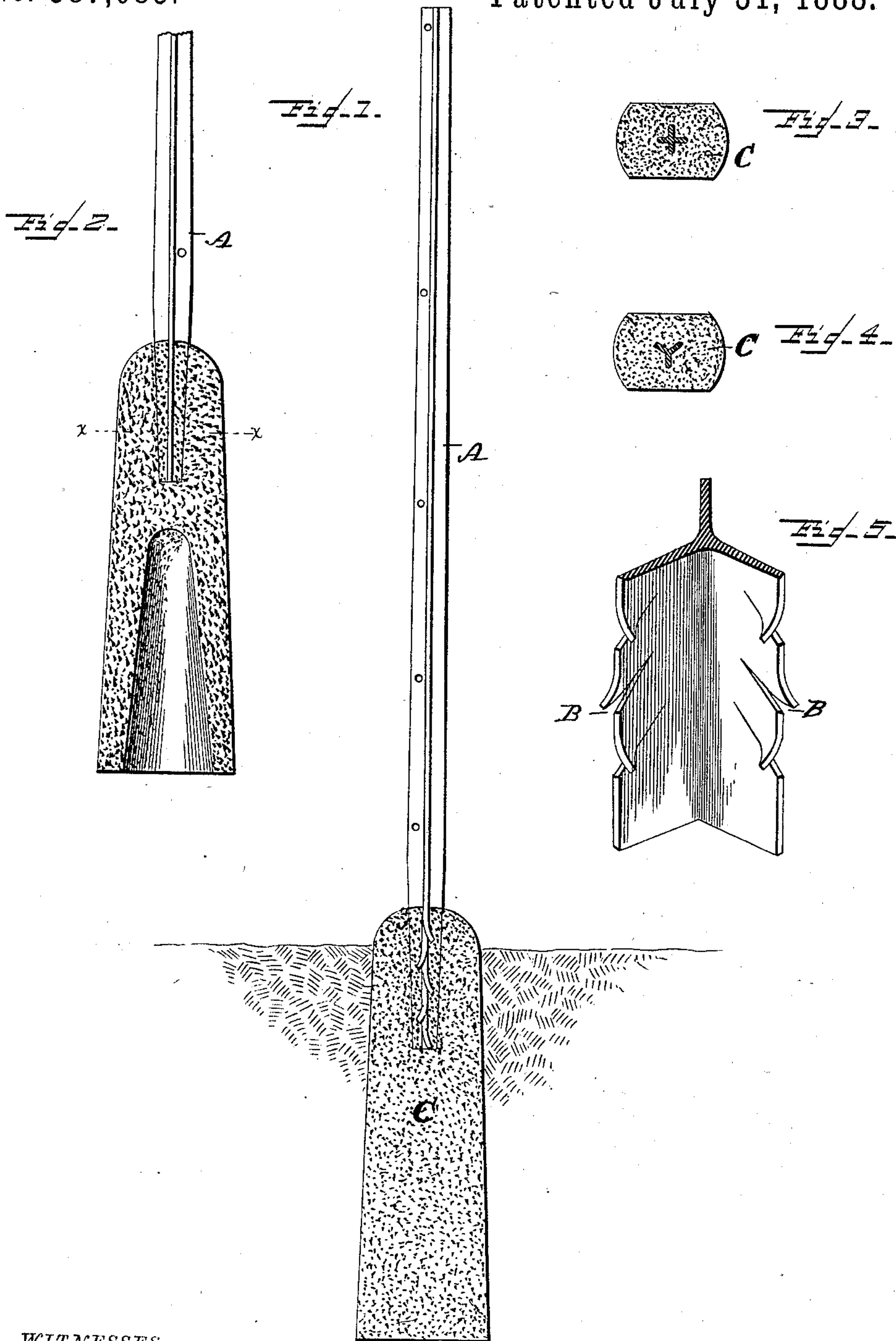


(No Model.)

C. S. LONG.
FENCE POST.

No. 387,085.

Patented July 31, 1888.



WITNESSES

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CHARLES S. LONG, OF AURORA, ILLINOIS.

FENCE-POST.

SPECIFICATION forming part of Letters Patent No. 387,085, dated July 31, 1888.

Application filed May 27, 1887. Serial No. 239,526. (No model.)

To all whom it may concern:

Be it known that I, CHARLES S. LONG, a citizen of the United States, residing at Aurora, in the county of Kane, State of Illinois, have invented certain new and useful Improvements in Fence-Posts and in the Method of Making the Same, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to an improved method of securing asphaltic or bituminous concrete bases to fence and other posts.

The object of my invention is to provide a cheap and durable fence-post having a base firmly secured thereto, said base being composed of materials which are practically unaffected by thermal changes and which will not disintegrate under the influence of water or moisture.

My invention consists in the method of securing an asphaltic-concrete base to metallic fence-posts, which consists in heating the lower end of the metallic rod or bar, and while in such heated condition pressing the asphaltic concrete onto the same, the concrete being also heated to about the same temperature as the lower end of the post, bar, or rod, whereby a perfect bond between the metallic bar or post and the base is secured, and all joints and seams for the admission of water is obviated.

Figure 1 is a side view of my improved fence-post and base. Fig. 2 is also a side view showing a hollow base. Figs. 3 and 4 are sectional views of the base and posts. Fig. 5 is a view in perspective of the lower end of the post, showing slits formed therein.

A indicates the main body of the post, which is, by preference, made of angle-iron, and of the form shown, but may be made of any suitable material or of any desired shape.

The flanges or wings on the lower end of the post are provided with slits B, the portions between the slits being bent out of line with the main body of the post, so as to form teeth or projections which will hold the asphaltic concrete base more securely thereon.

Instead of the slits, I may simply form holes of any suitable shape through the wings or base of the post into which the concrete is forced, which also serve as a permanent bond to hold the post in the base.

C indicates the base or anchor of the post, and is composed of an asphaltic concrete, said concrete being formed by the admixture of crushed and pulverized stone or othersimilar or suitable material with natural asphaltum—either Trinidad, Cuban, or other pure natural bitumen—said asphaltum being reduced to a liquid form by heat, and while the same is in a liquid and heated condition the crushed and pulverized stone is added in suitable proportions, the stone being also heated so as to absorb the asphaltum and form a perfect bond between the materials. The asphaltic concrete thus formed, and while in the heated condition above stated, is firmly pressed onto the lower end of the post or bar, said post or bar being previously heated to about the same or a little higher temperature as the asphaltic concrete. The asphaltum, adhering firmly to the heated iron, forms a perfectly tight joint between the two. The asphaltum and metallic bar or post contract in about the same ratio in cooling, thus preventing any seams or cracks from forming between the iron and asphaltic concrete for the admission of water and moisture, which, under the expansive power of frost, would crack the base and ultimately destroy it, as is the case with clay or concrete.

The base C is, by preference, cylindrical in form; but may be of any desired shape and size to form a rigid and substantial support for the post and the fence which is secured thereto.

As before intimated, the asphaltic-concrete base is not affected by the heat and cold of ordinary latitudes, and, being impervious to moisture, will not disintegrate or become worthless from the dampness and moisture of the earth; and, furthermore, owing to the peculiar affinity of the asphaltum for the iron, the lower end of the post or metallic bar, which is anchored in the base, will not become oxidized and injured, as is the case with hydraulic cement or other bases, for the reason that it is impossible to obtain a perfect bond between the post and base when formed of hydraulic cement, or when the base is not pressed thereon in a heated condition, and the water is liable to get in and oxidize the metal.

I am aware that in the casting of a fluid metal upon or around a metal bar it is common to heat the bar prior to casting, to pre-

vent chilling or unequal contraction, and such I do not claim.

Having thus described my invention, what I claim is—

- 5 The method herein described of forming a base or support of asphaltic concrete on a metallic bar or rod, which consists in heating one end of said bar or rod and while the same is in a heated condition pressing thereon a body

or base of heated asphaltic concrete, as set forth.

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

CHARLES S. LONG.

Witnesses:

GEORGE MEREDITH,
LYMAN BALDWIN.