

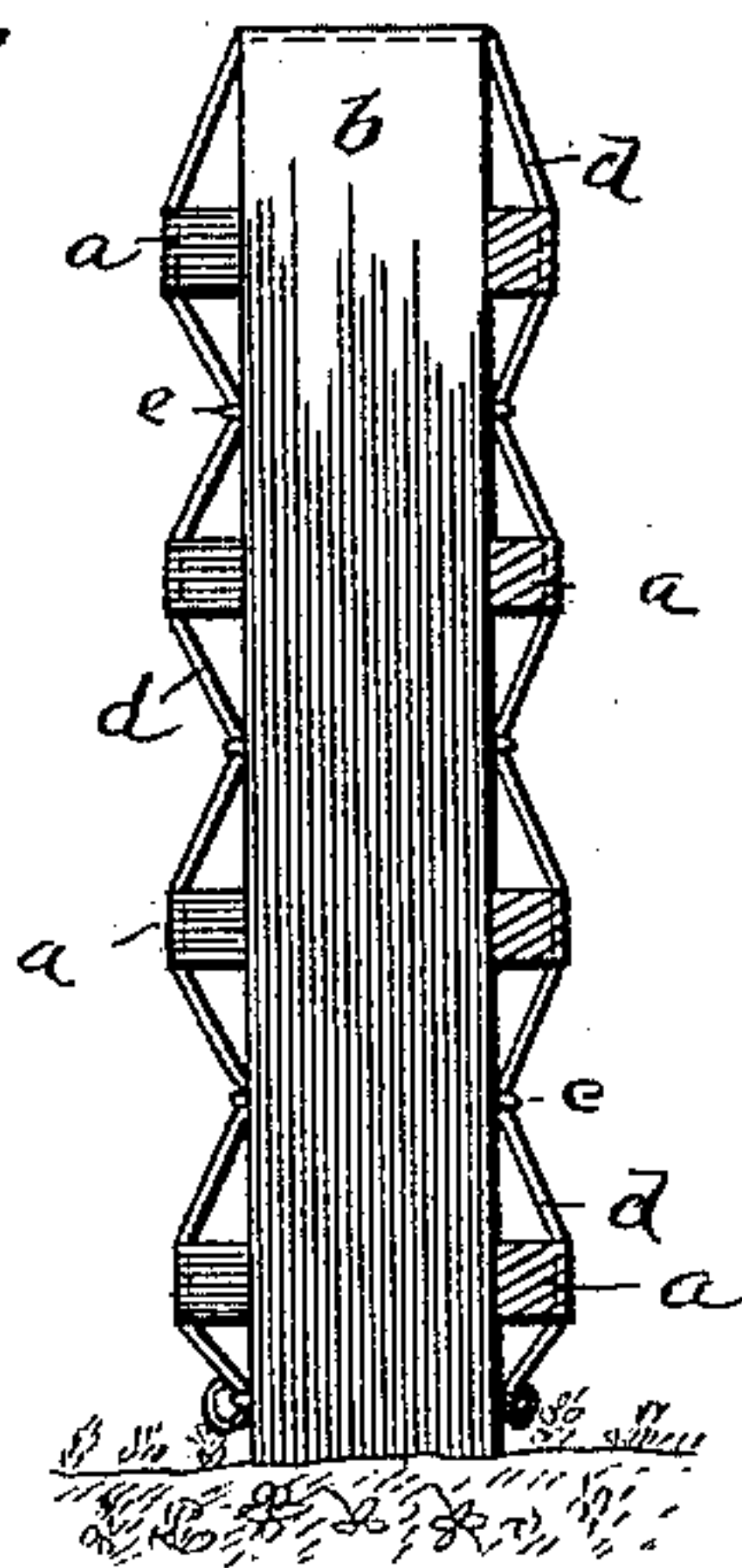
(No Model.)

J. LIGON.  
FENCE.

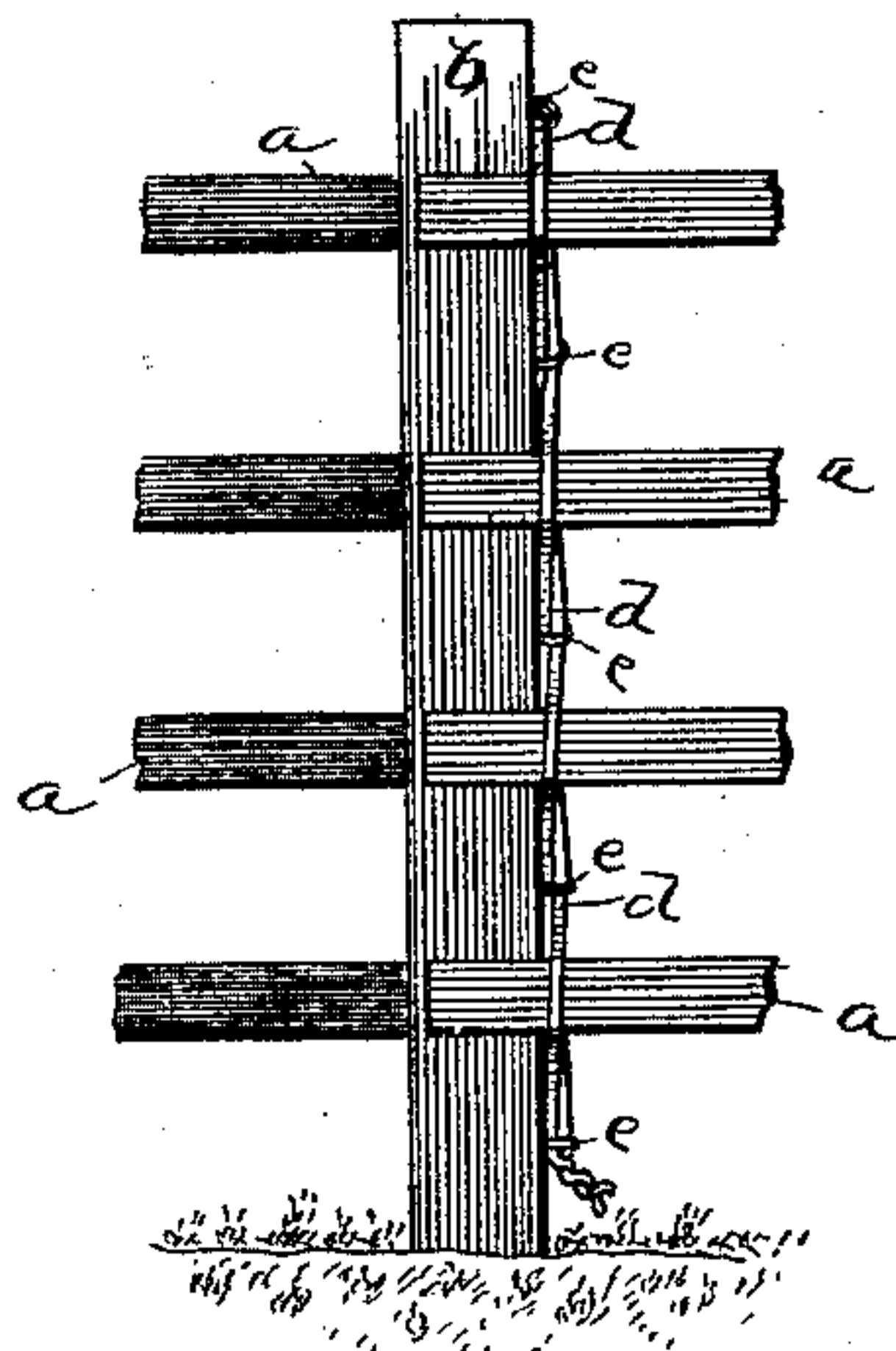
No. 422,813.

Patented Mar. 4, 1890.

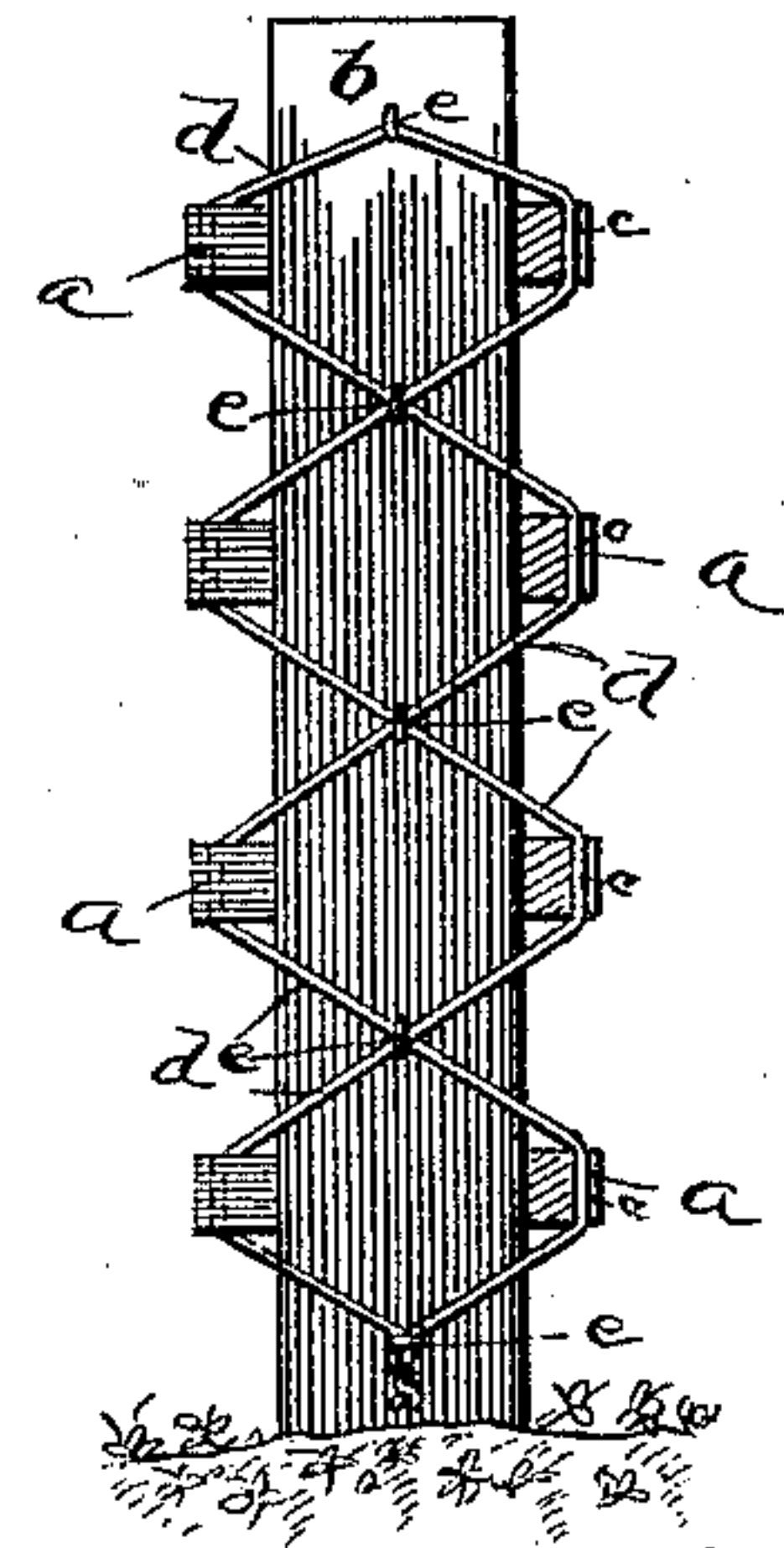
*Fig. 3.*



*Fig. 1.*



*Fig. 2.*



Witnesses:  
E. C. Duffy  
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# UNITED STATES PATENT OFFICE.

JOHN LIGON, OF CLOVER LICK, WEST VIRGINIA.

## FENCE.

SPECIFICATION forming part of Letters Patent No. 422,813, dated March 4, 1890.

Application filed July 17, 1889. Serial No. 317,778. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN LIGON, of Clover Lick, in the county of Pocahontas and State of West Virginia, have invented certain new and useful Improvements in Fences; and I do hereby declare that the following is a full, clear, and exact description of the invention, which 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 the letters of reference marked thereon, which form part of this specification.

My invention relates to certain improvements in fastenings for the rails of rail fences; and it consists in certain novel features of construction and in combinations of parts more fully described hereinafter, and particularly pointed out in the claims.

Referring to the accompanying drawings, Figure 1 is an elevation of a rail fence, showing the adjoining ends of two panels and the post to which it is secured. Fig. 2 is a cross-section of the fence, looking toward the post. Fig. 3 is a view similar to Fig. 2, showing a different manner of securing the wire fastening.

In the drawings, the reference-letter *a* indicates the parallel horizontal rails of the fence, and *b* the posts thereof. The adjacent ends of the rails of two adjoining panels are located on opposite sides of the post joining the same, and said rails are provided with notches or grooves *c* on the outer or other sides of their ends to receive the fastening-wire *d*. All the rails at each post are secured to the same by means of a single length of strong wire *d*, which is secured by a staple *e* at its center to a face of the post between the sides and at the upper end thereof. One strand of the wire is then passed around the outer side of the top rail on one side of the post, so as to rest in the groove therein and prevent longitudinal movement of the rail. The other strand of the wire is similarly passed around the top rail on the other side of the post, and the second rails from the top are placed or held in position and the two lengths of wire passed from the bottom edges of the top rails transversely and diagonally across the face of the post to and around the second rails from the top on the opposite

sides, and at the point where the two lengths of wire cross each other a staple is driven into the post, straddling both wires and securing them rigidly to the face of the post. Beneath the second rails the wires are carried across to the opposite sides of the post and around the third rails, and so on until all the rails have been secured, the wires being secured to the post by staples at the points where they cross each other, as shown at *e*, and after the bottom rails have been secured the ends of the wire are brought together and secured. The wire is drawn tightly around the rails and binds the same rigidly against the post.

The fastening is exceedingly cheap, simple, and durable, requires but little time in building the fence, and yet the fence possesses great strength.

In Fig. 3 the fastening-wire is passed up one side of the post from the lower end thereof over the top of the post and down the other side, the ends of the rails being tightly clamped between the strands of wire on opposite sides of the post and the side faces of the post by staples, securing the wire to the post between the rails, the ends of the wire of course being rigidly secured by staples.

What I claim is—

1. In a rail fence, the combination of a post, the two panels having the adjoining ends of their horizontal rails on opposite sides of said post and provided with vertical grooves on their outer sides, and the single length of wire rigidly secured at its center at one end of said post, the two ends of the wire extending toward the opposite end of the post on opposite sides of the same and secured at their ends and fitting in said grooves of the rails, each length of the wire being tightly secured to the opposite sides of the post between each rail by staples, thereby tightly and firmly securing the rails in position to the post.

2. In a rail fence, the combination of the post, the two panels of rails, the ends of the horizontal rails of each panel being located opposite each other on opposite sides of the post, and a single length of wire secured at its center to a face of the post at one end of the same, the ends of the wire passing vertically around each pair of opposite rails, each end of the wire passing alternately



across the same face of the post from a rail  
of one pair on one side of the post to a rail  
of the next pair on opposite side of the post,  
whereby the two ends of the wire cross each  
5 other on the same face of the post and between  
each pair of rails, and staples securing said  
wires together and to the post at the points  
of crossing, substantially as described.

In testimony that I claim the foregoing as  
my own I affix my signature in presence of two 10  
witnesses.

JOHN LIGON.

Witnesses:  
H. E. PECK,  
C. M. WERLE.