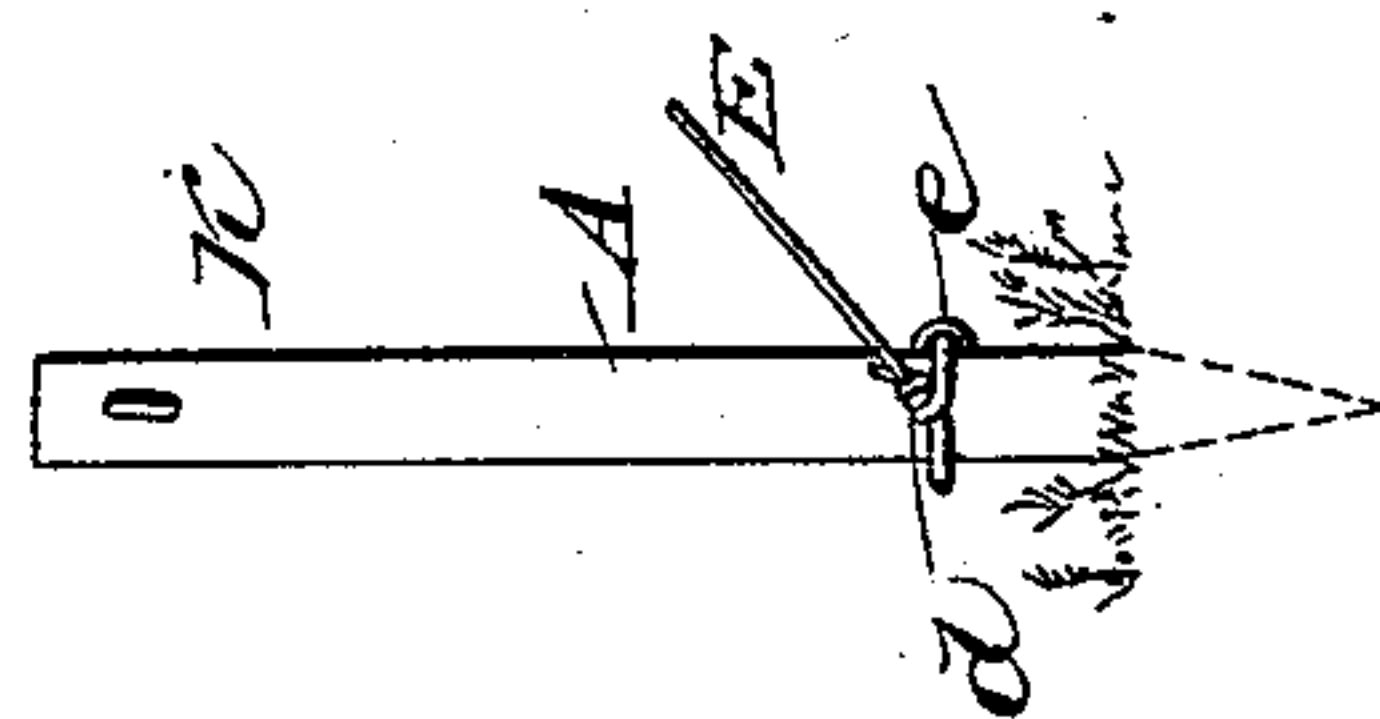
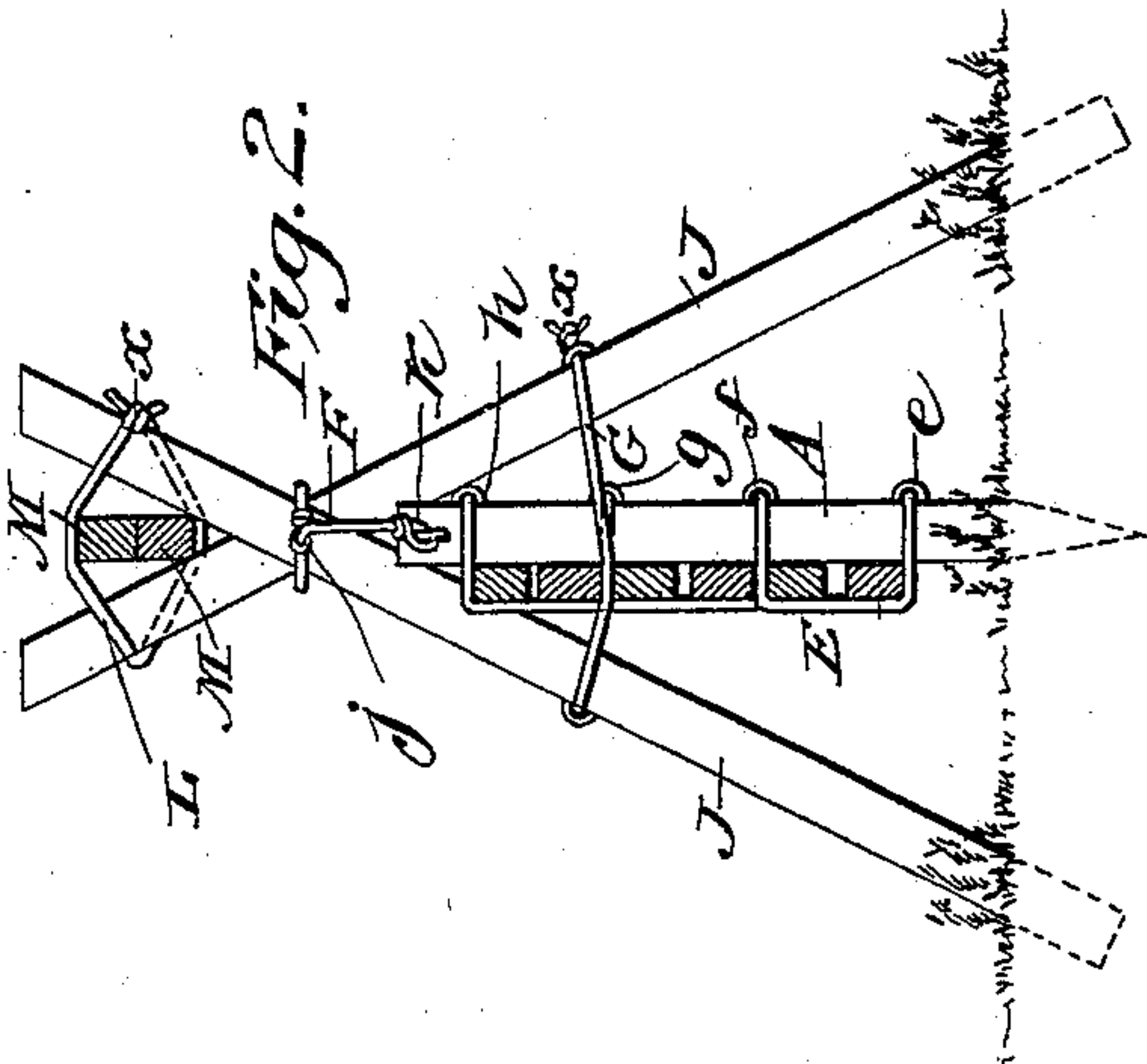
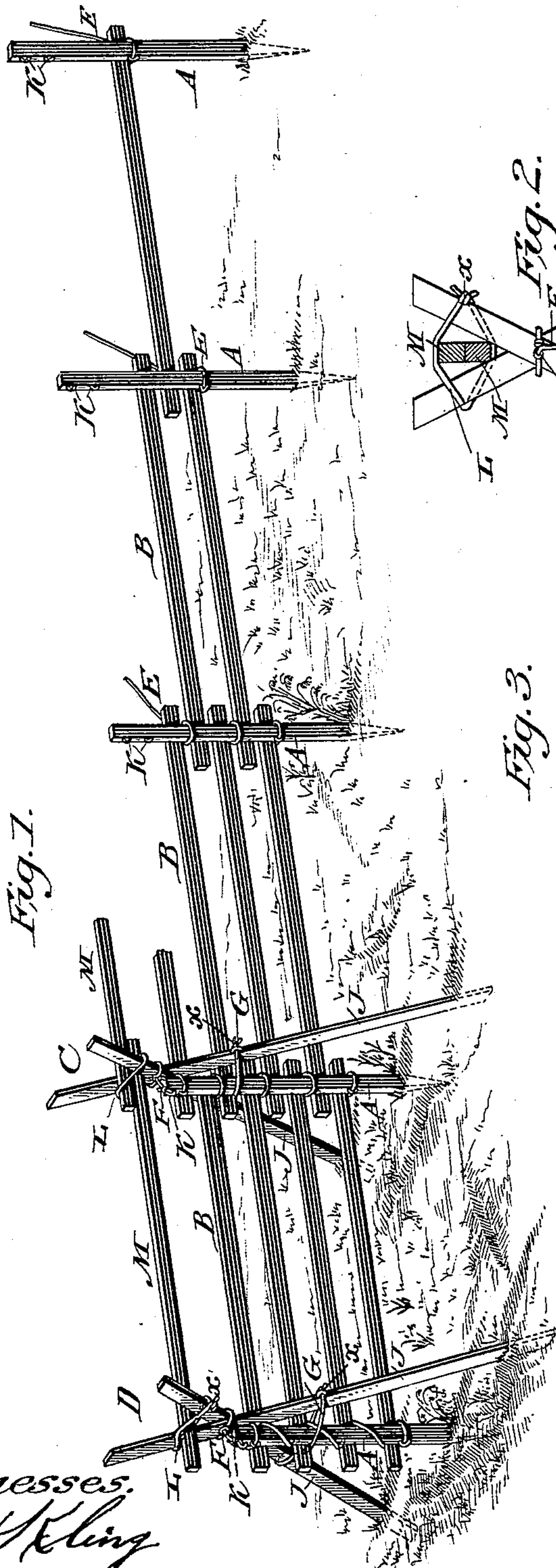


(No Model.)

H. C. CHANDLER.  
FENCE.

No. 449,667.

Patented Apr. 7, 1891.



Witnesses:  
A. H. Kling  
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# UNITED STATES PATENT OFFICE.

HIRAM C. CHANDLER, OF PERU, INDIANA.

## FENCE.

SPECIFICATION forming part of Letters Patent No. 449,667, dated April 7, 1891.

Application filed November 8, 1890. Serial No. 370,820. (No model.)

*To all whom it may concern:*

Be it known that I, HIRAM C. CHANDLER, a citizen of the United States, residing at Peru, in the county of Miami and State of Indiana, have invented new and useful Improvements in Fences and Methods of Wiring the Same, of which the following is a specification, reference being had to the accompanying drawings, forming part thereof, in which—

Figure 1 is a perspective view of a section of fence in course of construction in accordance with my invention. Fig. 2 is a vertical cross-section of the same; and Fig. 3 is a view in elevation of one of the posts or stakes with the wire attached thereto in position to begin wrapping.

Like letters of reference mark the same parts wherever they occur in the various figures of the drawings.

My invention has for its object to produce a fence which shall be simple and cheap in construction and at the same time be rigid and lasting; and with this object in view my invention consists in the construction, arrangement, and combination of parts hereinafter fully described, and afterward specifically pointed out in the subjoined claim.

Referring to the drawings by letter, A marks a series of stakes of any suitable size with reference to the height of fence.

B B mark the rails, J J the brace-stakes, and M M the rider-rails. The stakes are driven into the ground and the rails secured thereto by wires E. The braces J J are then driven into the ground and secured together by wires G and to the stakes by wires F. The riders M M are then laid on and secured together and to the brace by the wires L L.

In constructing the fence, after the stakes have been driven I wrap the wire E around a stake near the ground, twist it, as at *d*, and secure it by a nail or staple, as at *e*. I then lay the end of a rail of one panel, as D C, against the stake and the end of a rail of the next panel above and resting upon it and against the stake. I then pass the wire around these two rails and back around the stake, stapling it at *f*. This process is repeated as many times as there are rails in a panel, stapling the wire each time, as at *g* and *h*, and finally securing it near the top of the stake in any suitable manner. The braces or

crotched stakes J J are now driven into the ground, crossing each other, as shown, and resting at their point of crossing on the top rail B. A wire G is then passed around one of these braces J and stapled to it at *y*, its ends passed between the rails on opposite sides of the stake to and around the other brace J, and twisted and secured by staples, as at *x*. This wire may be carried slightly downward to pass it under the rail, so that it will serve to help to support the rail as well as to hold the braces together in contact with the top rail and prevent its moving longitudinally of the rail out of the vertical line of the stake. I next pass a wire F around the braces at their crossing-point, twist it tightly around them, staple it to one of them, as at *j*, pass one end of it downward to the stake, and twist it and staple it, as at K, securely fastening the end to the stake. I now lay the riders in the crotch of the braces J and secure them therein by means of a wire F, stapled to the braces *x'*, passing around the riders and rails, as shown. It will thus be seen that I make a cheap but rigid and lasting structure.

The wires E, passing under and over each pair of rails and around the stake at each turn, being secured at each turn by the staples *e f g h*, serve to make a rigid structure of the stakes A and rails B, so that it will be impossible for the rails to sag unless the stakes sink.

The loop-wire G, passing around the braces and stake and under the rails, serves to assist in supporting the rails and to render it impossible for the weight of the rails to cause the stakes to settle or sink without carrying the braces down with them, which, owing to the inclined direction in which they are driven, is next to an impossibility.

The wire F is an especially valuable feature, it serving to hold the braces securely together at their crossing-point, and to prevent their rising by means of the end passing down and being secured to the stake. This also additionally prevents the sinking or settling of the stakes.

The wire L serves to rigidly secure the riders together and to the braces, preventing them from being removed by stock, storm, or otherwise without removing the wire.

Having thus fully described my invention,

what I claim as new, and desire to secure by Letters Patent of the United States, is—

In combination, the stakes A, the rails B, the wires E, securing them together, the braces  
5 J, crossed over the top rail B, the wire G, passing under rails B around the stake and braces and stapled to the braces, the wire F, passing around the braces at their crossing

and secured thereto and to the stake at K, the riders M in the crotch of the braces J, and the wires L, passing around them and the braces, as and for the purposes set forth.

HIRAM C. CHANDLER.

Attest:

IRA B. MYERS,  
JAMES K. BISHOP.