

No. 762,385.

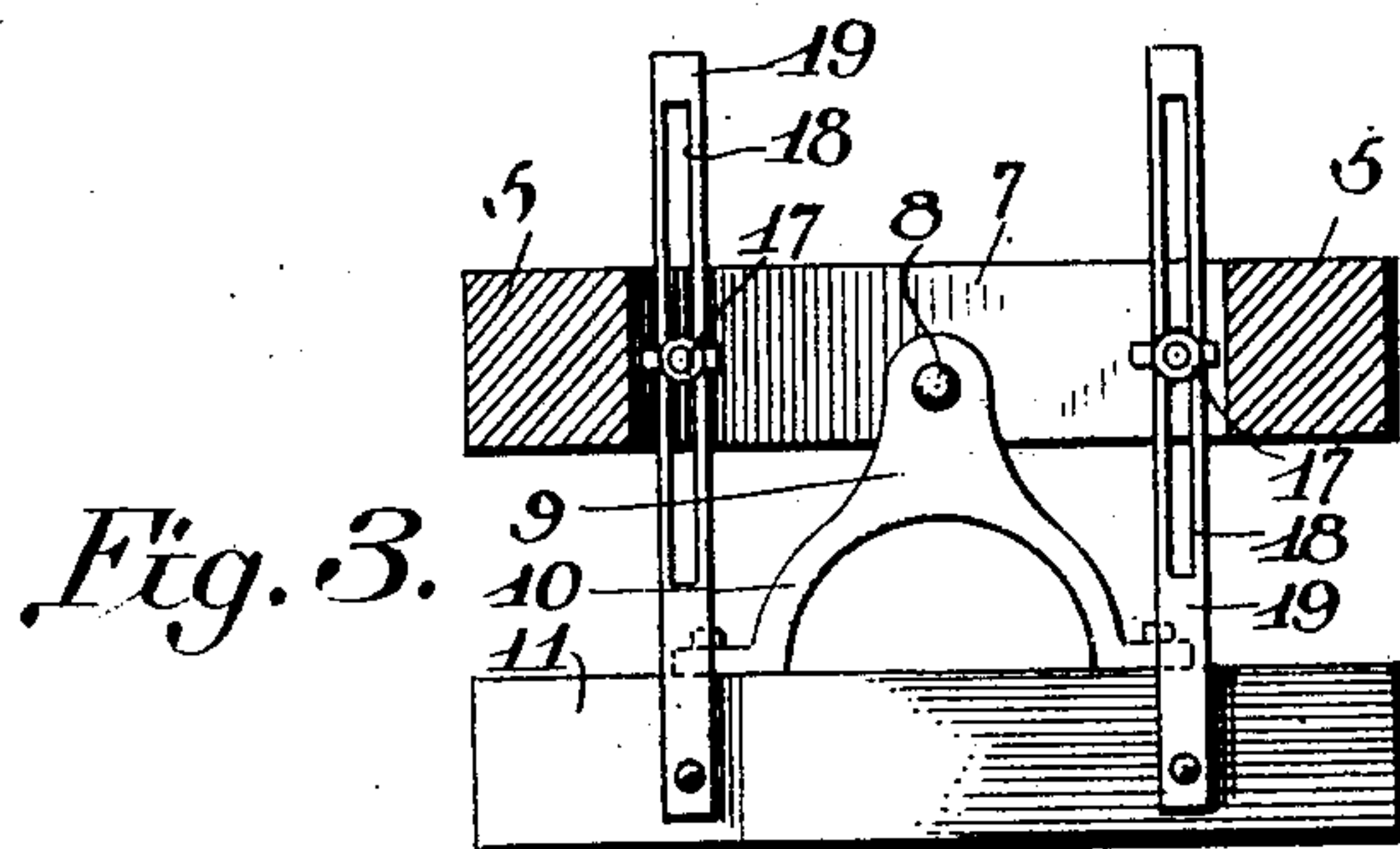
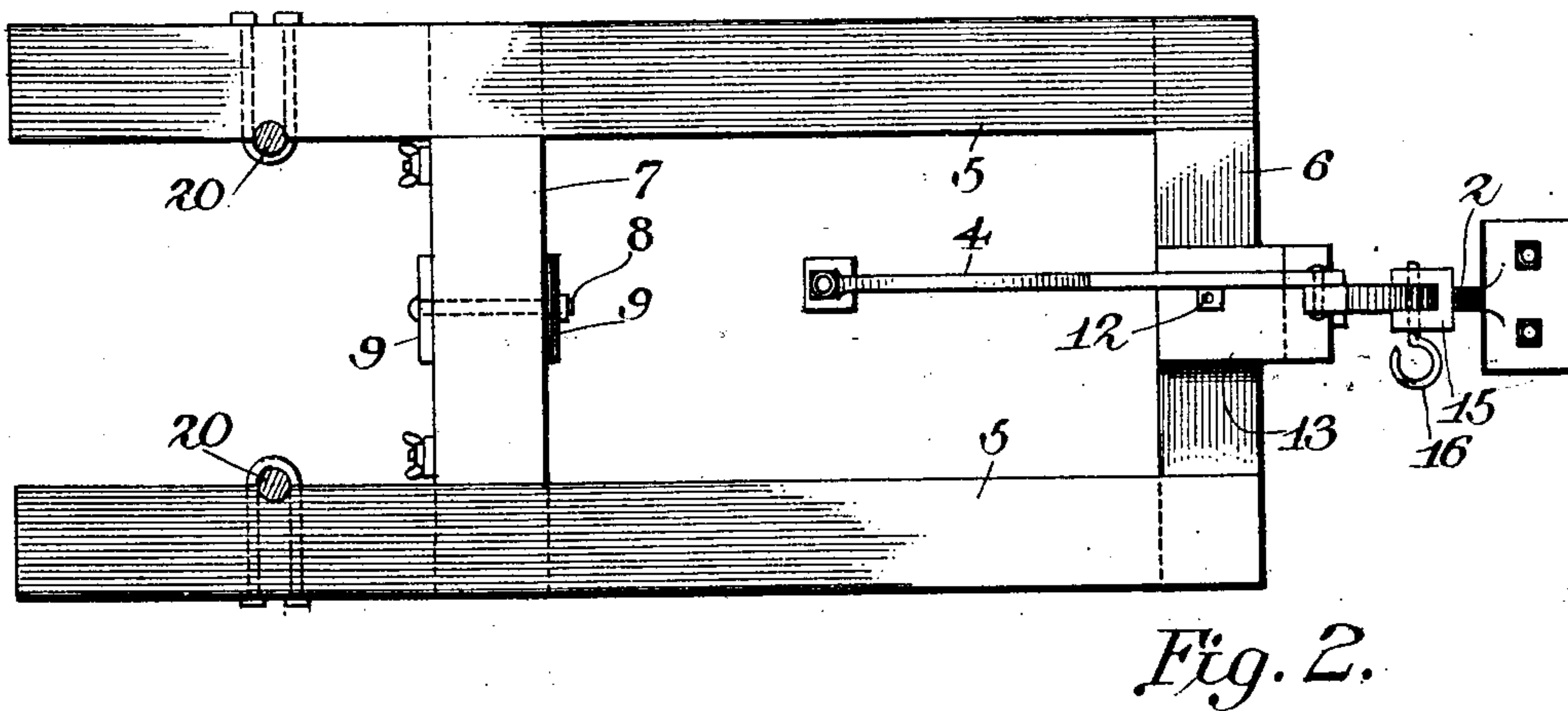
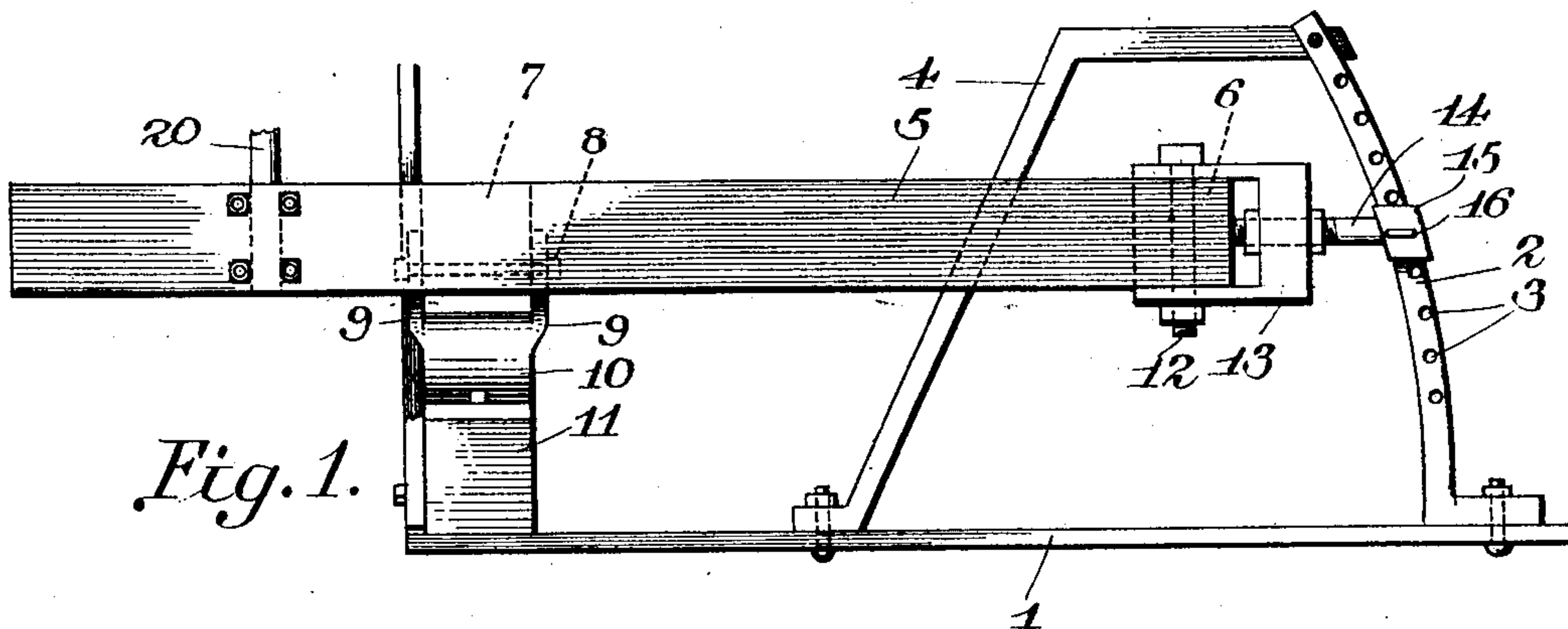
PATENTED JUNE 14, 1904.

W. H. COMPTON.
MACHINE FOR DRIVING FENCE POSTS.

APPLICATION FILED JAN. 20, 1904.

NO MODEL.

2 SHEETS—SHEET 1.



Witnesses
E. J. Stewart
J. J. Elmore

William H. Compton, Inventor.
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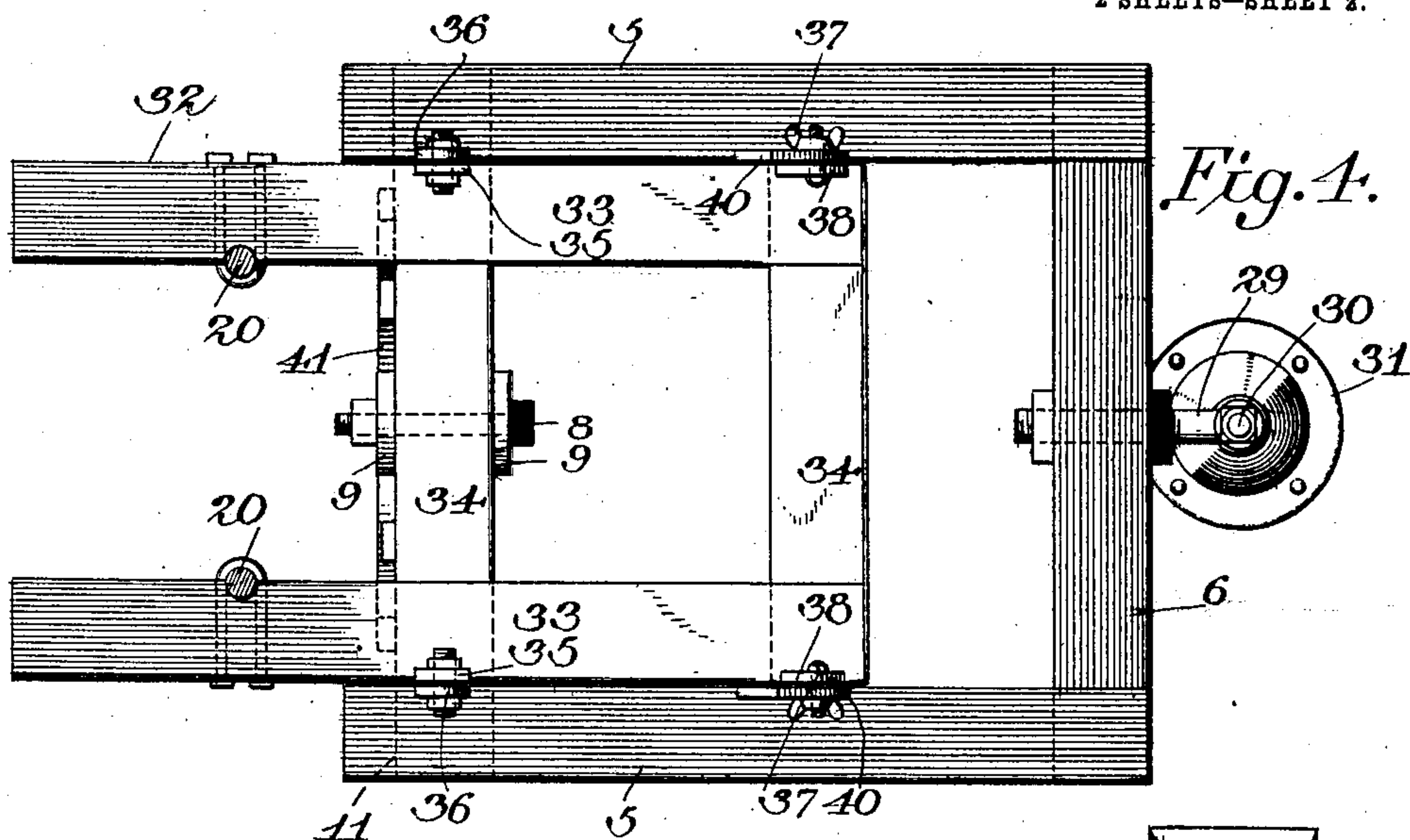


Fig. 5.

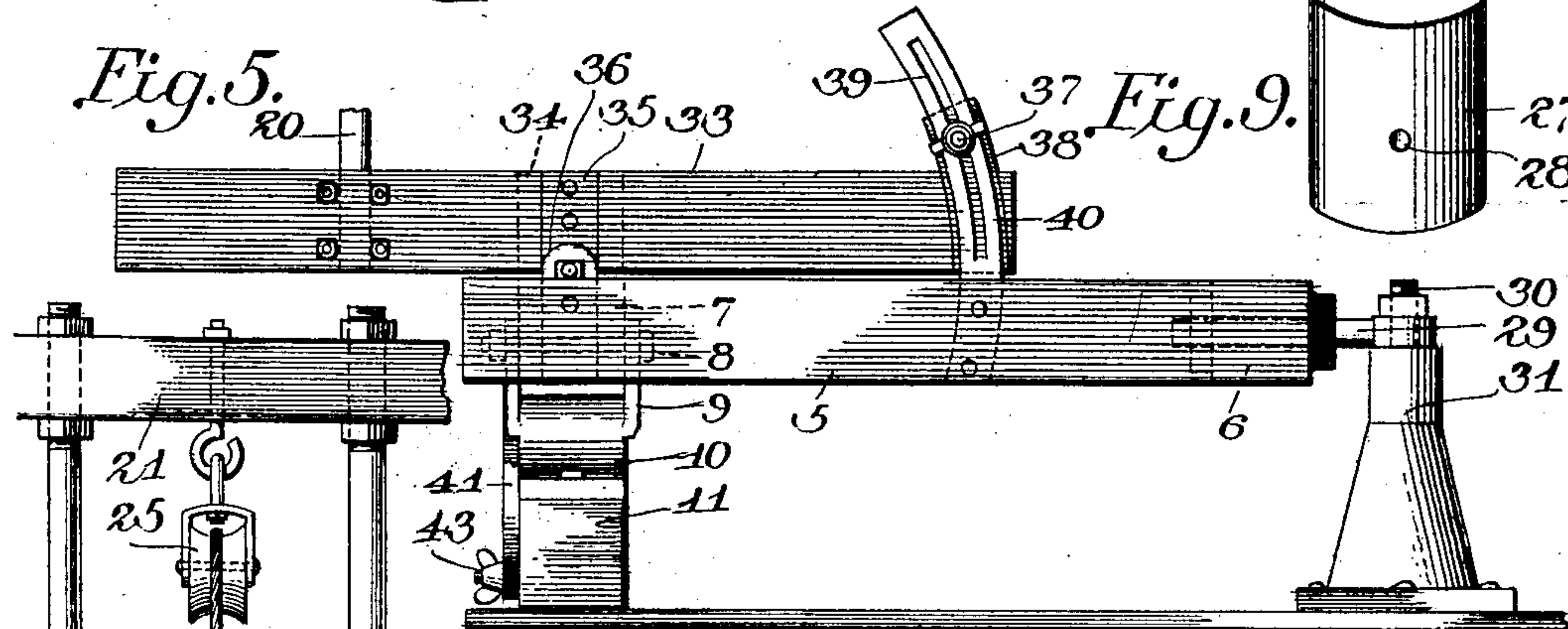


Fig. 9.

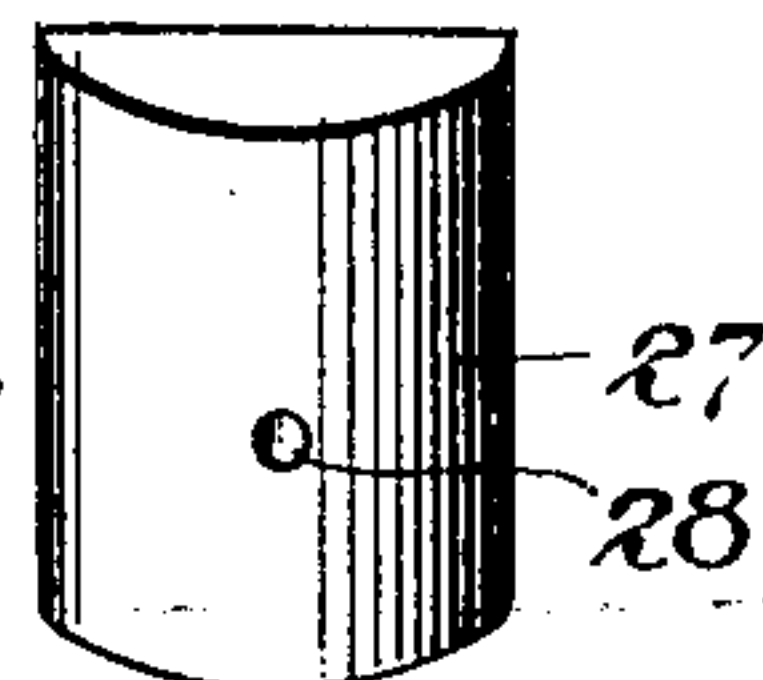


Fig. 7.

Fig. 8.

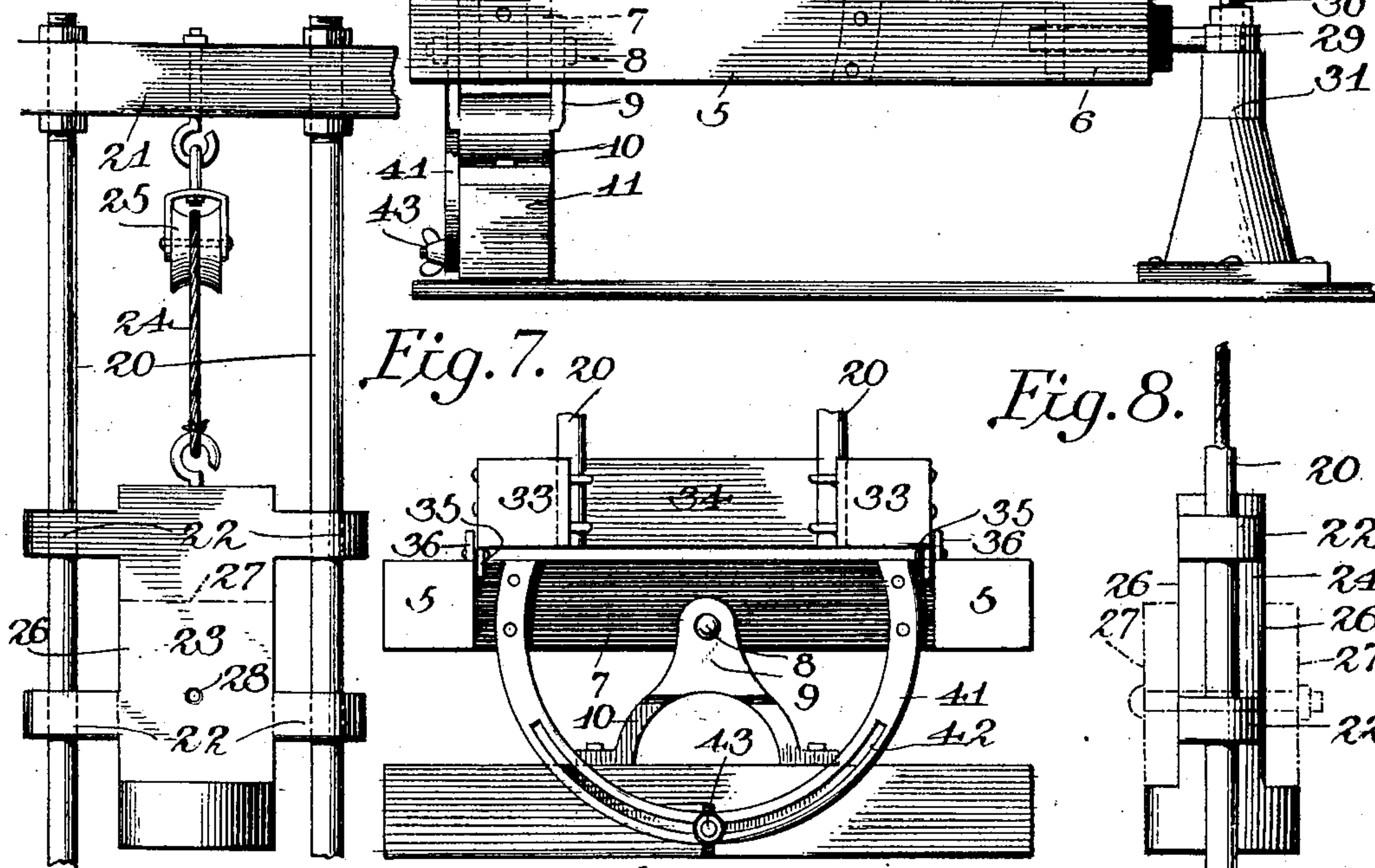


Fig. 6. William H. Compton, Inventor.

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UNITED STATES PATENT OFFICE.

WILLIAM H. COMPTON, OF FARGO, NORTH DAKOTA.

MACHINE FOR DRIVING FENCE-POSTS.

SPECIFICATION forming part of Letters Patent No. 762,385, dated June 14, 1904.

Application filed January 20, 1904. Serial No. 189,867. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. COMPTON, a citizen of the United States, residing at Fargo, in the county of Cass and State of North Dakota, have invented a new and useful Machine for Driving Fence-Posts, of which the following is a specification.

My invention relates to machines for use in driving fence-posts, Artesian wells, and the like, and has for its objects to produce a comparatively simple and inexpensive device of this character which may be readily applied to an ordinary form of wagon and one which in practice may be quickly and accurately adjusted relative to the post to be driven and the unevenness of the ground over which the vehicle is traveling.

To these ends the invention comprises the novel features of construction and combination of parts more fully hereinafter described.

In the accompanying drawings, Figure 1 is a side elevation of one form of embodiment of the device. Fig. 2 is a top plan view of the same. Fig. 3 is a rear sectional elevation. Fig. 4 is a top plan view, partly in section, of another form of embodiment of the invention. Fig. 5 is a side elevation of the same. Fig. 6 is a rear end elevation. Fig. 7 is a rear elevation of the weight-guide and weight. Figs. 8 and 9 are detail views of the weight.

Referring to the drawings, and particularly to Figs. 1 to 3, 1 designates the bottom of an ordinary wagon and constituting the primary supporting-base for my improved device, it being understood, of course, that in practice the base 1 will be sustained upon the usual vehicle running-gear provided with transporting-wheels permitting of the device being moved from place to place. Bolted or otherwise secured to the base 1 is a vertically-uprising and slightly-curved guide or standard 2, having a series of transverse perforations 3, said guide being strengthened by a brace 4, bolted at its lower end to the support 1 and at its upper end to the guide.

The main frame of my improved device is composed of a pair of longitudinal side beams 5, disposed in spaced parallel relation and connected at their forward ends by a transverse beam 6 and between their ends by a

similar transverse beam 7. The beam 7 is pivoted adjacent to its longitudinal center by means of a bolt 8 between a pair of vertical ears 9, rising from a supporting member or standard 10, preferably in the form of a casting bolted upon the upper face of a transverse beam 11, disposed vertically beneath the beam 7, while the forward beam 6 is pivoted at its longitudinal center by a vertical bolt 12 between the spaced horizontal jaws provided on the head block or member 13, swiveled upon a horizontal bolt 14, carrying at its forward end a tubular head or sleeve 15, mounted for travel upon the guide 2 and adapted to be fixed upon the latter by means of a set-screw 16. From this arrangement it is apparent that the main frame may be swung bodily in a horizontal plane upon the pivotal bolt 12 and in a vertical plane through the medium of the connection of its forward end with the guide 2, and, further, that the frame may be tilted laterally on its pivot 8, the purpose of all of which adjustments will presently appear.

The frame may be locked in its laterally-tilted position by means of set-screws 17, engaging slots or guideways 18, provided in sustaining-bars or braces 19, pivotally connected at their lower ends to the beam 11, it being apparent that the frame may through this mechanism be locked in its normal level position.

Attached at their lower ends to and arising vertically from the beam 5 adjacent to the rear ends of the latter is a pair of weight-guiding standards 20, disposed in spaced parallel relation and connected at their upper ends by a cross-beam 21, secured in place by suitable nuts tapped onto the standards above and below the beam. These standards, which preferably consist of suitable lengths of pipe-tubing, are engaged by laterally-extending perforated ears 22, provided upon a weight 23, designed for travel vertically between the guides, said weight being suspended from the lower end of a hoisting-cable 24, passing over a pulley 25, which is in turn suspended from the beam 21. The weight 23 has its opposite sides recessed, as at 26, for the reception of supplemental weight-sections 27, which in

practice are removably secured in place by a bolt extending through registering perforations 28, provided through said weights, the purpose of these supplemental weights being to permit of the weight being varied as circumstances require.

In practice the wagon or other vehicle carrying the mechanism will be moved along a fence course for driving posts, and the weight 23 after being hoisted through the medium of the cable 24 will be brought to the proper position above the post and in plumb with the upper end of the latter by adjusting the main frame to accord with surface irregularities and in the manner heretofore described, after which the weight is released and allowed to drop upon the upper end of the post, and this operation is repeated until the latter is properly driven.

In Figs. 4, 5, and 6 the main frame is supported at its rear end in a manner similar to that above described, but is provided at its forward end with a horizontal bolt 29, extending directly through the beam 6 and in turn pivoted at its forward end to swing in a horizontal plane upon a vertical bolt 30, engaging a vertical standard 31, attached to and arising from the supporting-base 1. In this form of the device I have mounted above the main frame a supplemental frame 32, which carries the weight-guiding standards 20. The supplemental frame consists of a pair of longitudinal side bars 33, disposed in parallel spaced relation and connected by transverse beams 34, and is provided adjacent to its longitudinal center with suitable ears 35, attached, respectively, to the outer faces of the beams 33 and pivotally engaged with coinciding ears 36, attached to and upon the inner faces of beams 5, whereby the supplemental frame may swing in a vertical plane. This frame is secured in its adjusted positions by means of set-screws 37, carried by ears 38, arising from the forward ends of the beams 33 and working in slots or ways 39, provided in guide bars or members 40, secured to and arising from the beams 5 of the main frame.

It is apparent from this construction that the main frame, carrying with it the supplemental frame, may be swung bodily in a horizontal plane upon the pivot 30, and, further, that the main frame may be tilted laterally upon its pivot 8, as in the construction heretofore described. For locking the frame in its laterally-tilted position I provide a circular guide member or plate 41, bolted at its upper ends to the beam 7 and having a guide-way or slot 42, in which a set-screw 43 is seated and engaged with the beam 11.

From the foregoing it will be seen that I produce a simple inexpensive device which may be readily adjusted for bringing the weight to the proper position over the post and the supporting-frame to the desired level relative to the surface irregularities. In attaining these ends it is to be understood that I do not limit myself to the precise details herein set forth, inasmuch as minor changes may be made without departing from the spirit of my invention.

Having thus described my invention, I claim—

1. In a device of the class described, the combination with a weight-guide, of a movable weight carried thereby, a frame sustaining the guide and pivoted to swing transversely in a horizontal plane, said frame being adapted to swing transversely in a vertical plane for varying the transverse inclination of the weight-guide and longitudinal in a vertical plane for varying the fore and aft inclination of the guide, and means for locking the frame against either of said movements.

2. In a device of the class described, the combination with a support, of a frame, a weight-guide carried by the latter, a movable weight sustained by the guide, and a universal-joint connection between the support and frame to permit the latter to swing bodily and transversely in a horizontal plane and tilt transversely in a vertical plane.

3. In a device of the class described, the combination with a support, of a frame, a weight-guide carried by the latter, a movable weight sustained by the guide, and means for connecting the support and frame, said means comprising a vertical pivotal axle upon which the frame may turn in a horizontal plane and a horizontal pivotal axle upon which the frame may tilt transversely in a vertical plane.

4. In a device of the class described, the combination with a support, of a frame, a weight-guide carried by the latter, a movable weight sustained by the guide, a vertically-disposed standard arising from the support, a horizontal bolt having sliding connection with said standard, a head-block swiveled on said bolt, and a vertical axle pivotally connecting the head-block and frame.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

WILLIAM H. COMPTON.

Witnesses:

ALMEN HENDRIX,
AUGUST SWANSON.