

(No Model.)

A. L. BONNAFFON.
FENCE.

No. 479,050.

Patented July 19, 1892.

Fig. 1.

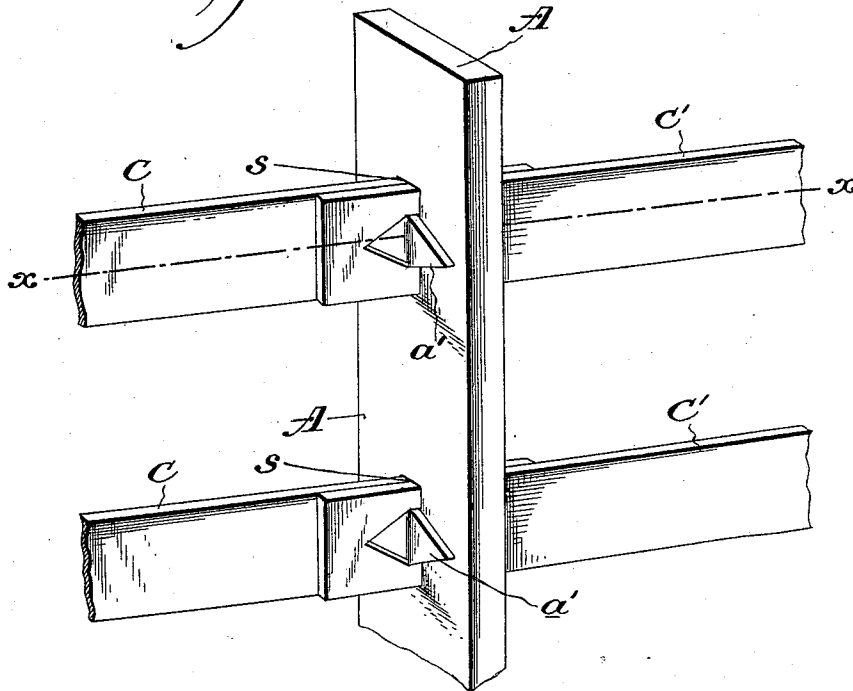


Fig. 2.

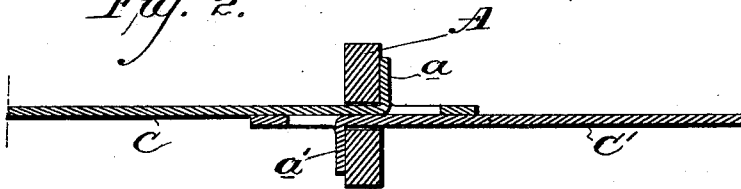


Fig. 3.

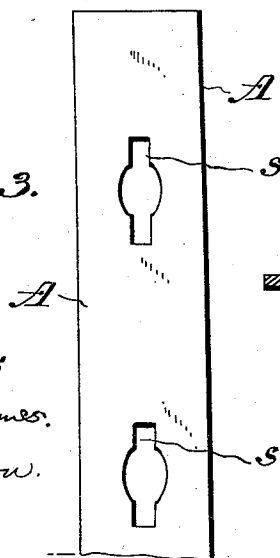
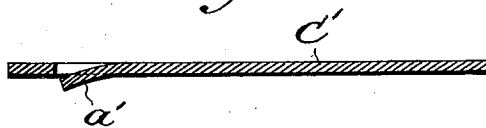


Fig. 4.



WITNESSES:

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UNITED STATES PATENT OFFICE.

ALBERT L. BONNAFFON, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR OF
ONE-HALF TO JAMES G. LINDSAY, OF SAME PLACE.

FENCE.

SPECIFICATION forming part of Letters Patent No. 479,050, dated July 19, 1892.

Application filed March 1, 1892. Serial No. 423,334. (No model.)

To all whom it may concern:

Be it known that I, ALBERT L. BONNAFFON, of the city of Philadelphia, and State of Pennsylvania, have invented a certain new and useful Improvement in Fences; and I do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, forming part of this specification.

My invention has relation to improved constructions in metallic fences, such as described in Letters Patent of the United States No. 465,916, issued to me December 29, 1891; and it consists in the improvements hereinafter particularly described.

The object of my present invention is to provide an improved construction of metallic fence of the class described and claimed in the above-mentioned Letters Patent for substantially the same purpose.

In the accompanying drawings similar letters of reference refer to similar parts throughout.

Figure 1 is a perspective view of a single post and rails thereto secured, illustrating the improved construction of my present invention. Fig. 2 is a longitudinal sectional view of the rails, representing the spurs struck in the respective rails engaged on opposite sides of the vertical post. Fig. 3 is a side elevation of the post A. Fig. 4 is a longitudinal sectional view of the rail with the spur slightly bent out at the point ready for insertion in the post.

A represents the vertical post constructed, preferably, of wrought or sheet steel or iron, having provided therein slots *s* for the introduction of the rails C C', as in my former invention. The spurs *a a'* are struck or stamped of the wrought or sheet iron of which the rails C C' are constructed, preferably with their points toward the respective ends of the rails. When secured in position, the spur *a* of the rail C is bent out, as particularly shown in the section, Fig. 2, in the opposite direction to the spur *a'* on the rail C' and on the opposite side of the post A, making a complete lock with the post and rails. The ends of the rails C C' are overlapped in the slot *s* of the

post A, and the spurs *a a'* stand, as before stated, at right angles to the sides of said post A on opposite sides thereof and extend outwardly from the rails on which they are respectively formed away from the adjacent rail, as particularly shown in the section in Fig. 2.

The slots *s* provided in the posts A are preferably gouged or enlarged in both sides, as shown in Fig. 3, so that in assembling or constructing the fence the respective rail ends may be readily inserted in the slots even with the points of the spurs *a a'*, slightly bent outwardly from the plane of the rail. The ends of the spurs are preferably slightly bent outwardly from the face of the rail, as shown in Fig. 4, so that when inserted in the slots in erecting the fence the spurs may be readily and quickly pounded and hammered back against the side of the post at right angles to the line of the face of the rail.

In the construction shown in Figs. 2 and 3 of my former invention the spur in the construction described is passed through the orifice of the adjacent rail which was formed by the stamping out of the spur, and in like manner the spur of the adjacent rail was constructed to pass through the orifices of the former rail, said orifices being formed by the striking out of the several spurs, and the spurs extend inwardly in opposite directions. This construction, described in my former invention, is valuable and practical; but experiment has demonstrated that the construction herein described and claimed, and not previously specifically shown in my former invention, is an improved form and allows of a more ready assembling of the parts.

The rails C C' are preferably constructed of wrought or sheet steel or iron, as are also the posts A, and in the manufacture of the fence the spurs are stamped or cut in the material of which the rails are composed in any well-known manner.

I am aware that spurs have heretofore been stamped and formed in metallic rails, bands, and palings for various purposes; but this I do not broadly claim in this specification, my present invention consisting in the device and

construction herein particularly described and claimed of securing the rails of metallic fences to the posts.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. The combination, in a metallic fence, of the vertical posts A, having vertical slots s, provided therein, of a length about equal to the width of the rail ends to be inserted, longitudinal rails C C', passing through the slots s, enlargements provided opposite each other in each side of the vertical slot s to allow of the entrance of the spur provided in the rail when only partially struck out, and locking-spurs a a', provided in the respective rails integral therewith, struck outwardly away from the adjacent rail, and adapted to engage on opposite sides of the vertical post A, securing the rails rigidly thereto in opposite directions, substantially as described.
2. In a metallic fence, the combination of

vertical posts A, having vertical slots s, each of a length about equal to the width of the rail ends to be inserted therein, enlargements being provided in the sides of the vertical slot opposite each other to allow of the introduction of the rail ends when the spurs provided therein are but partially struck out, longitudinal rails C C', and spurs a a', stamped in the ends of the rails, said spurs having their ends when formed adjacent to the end of the rail in which they are formed, the spurs of the rails when in position in the post struck outwardly from the adjacent rails at a substantially right angle to the face of the rails and on opposite sides of the said post, substantially as described.

In witness whereof I have hereunto set my hand this 29th day of February, A. D. 1892.

ALBERT L. BONNAFFON.

Witnesses:

HORACE PETTIT,

H. GORDON MCCOUCH.