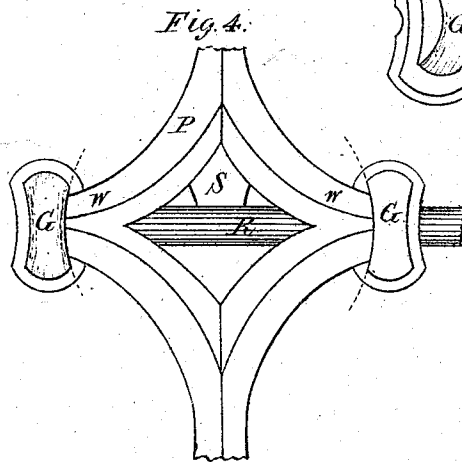
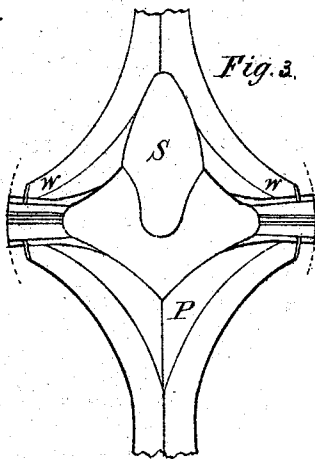
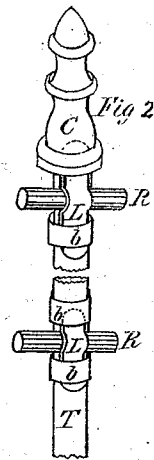
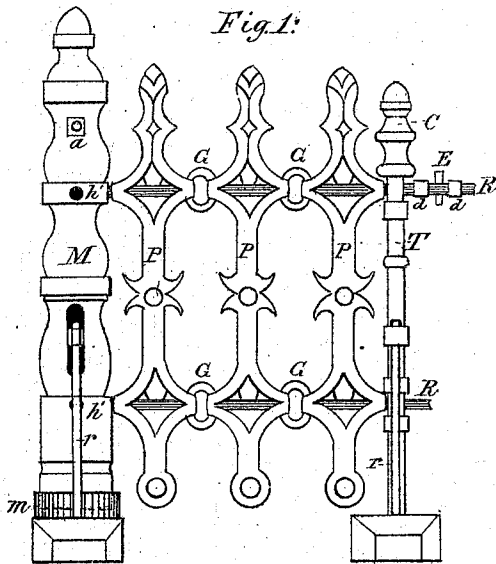


C. T. BUSH.

Iron-Fences.

No. 136,966.

Patented March 18, 1873.



Witnesses
 Frank Newell.
 L. DuBois

Inventor
 Clark T. Bush
 By C. DuBois, Atty.

UNITED STATES PATENT OFFICE.

CLARK T. BUSH, OF ONEONTA, NEW YORK.

IMPROVEMENT IN IRON FENCES.

Specification forming part of Letters Patent No. 136,966, dated March 18, 1873.

To all whom it may concern:

Be it known that I, CLARK T. BUSH, of Oneonta, in the county of Otsego and State of New York, have invented certain Improvements in Iron Fences, of which the following is a specification:

This invention consists in various devices used in construction of iron fences, hereinafter described and claimed.

Figure 1 is a front view of the fence. Fig. 2 shows the manner of fastening the rails to the posts; Fig. 3, a rear view of part of the picket; Fig. 4, a front view of the same as attached to rail; Fig. 5, a perspective view of the coupling.

T T are the posts, placed at convenient intervals, supporting the rails R R, upon which are suspended the pickets P P. The posts are braced by the rods *r r*, one end of which rests upon proper supports placed in the ground, and the other end is held to the post by a band or ring, and is riveted down upon it. The rails are secured to the posts by loops L L, held in place by the bands *b b*, the ornamental cap C being substituted for the upper band in securing the upper rail, which cap is securely fastened by the outward pressure of the loop occasioned by driving on the lower band. The rails are spliced by lapping one piece upon another, and securing the ends by the bands *d d*, between which the expanding-key E is driven. The pickets P P are attached to the rails by hooked projections S S, which are cast upon the pickets; and in order to secure them firmly to the rails the pickets are formed with wings W W, the ends of which admit beneath them the flanges of the coupling G G, so as to force them outward from the

rail, thus engaging the hooks S S and fastening the pickets securely.

In order to adapt the fence to a grade, the recess in the wings made for the rails is flaring toward the ends, and the ends of the wings are made convex so as to fit the concave sides of the couplings.

The ornamental post M is simply a casing of iron made in two parts to cover the supporting-post T, one part having on the edge thereof projections to fit into corresponding recesses in the other part, to keep them both in place, and held together by a bolt near the top and the band *m* around the bottom. The band *m* fitting down upon the sill serves to cover the space between the bottom of the post M and the sill when the post does not fit closely upon the sill.

The two parts of the ornamental post M are slotted so as to allow the brace-rods *r r* to go through and fasten to the supporting-posts, as shown in Fig. 1. Holes are left for the rails to pass through in going on in a straight line, and the holes *h' h'*, Fig. 1, are used in turning a corner.

What I claim as my invention is—

1. The rail R secured to the post T by means of the iron loop L, band *b*, and cap C, substantially as shown and described.

2. The couplings G G provided with flanges on each side to fit snugly under the wings W W of the pickets and acting in combination with the embracing projections S S of the pickets P P and the rail R, substantially as shown and described.

Witnesses:

N. DuBois,
L. DuBois.

CLARK T. BUSH.