

(No Model.)

T. S. WAGONER
POST DRIVER.

No. 500,170.

Patented June 27, 1893.

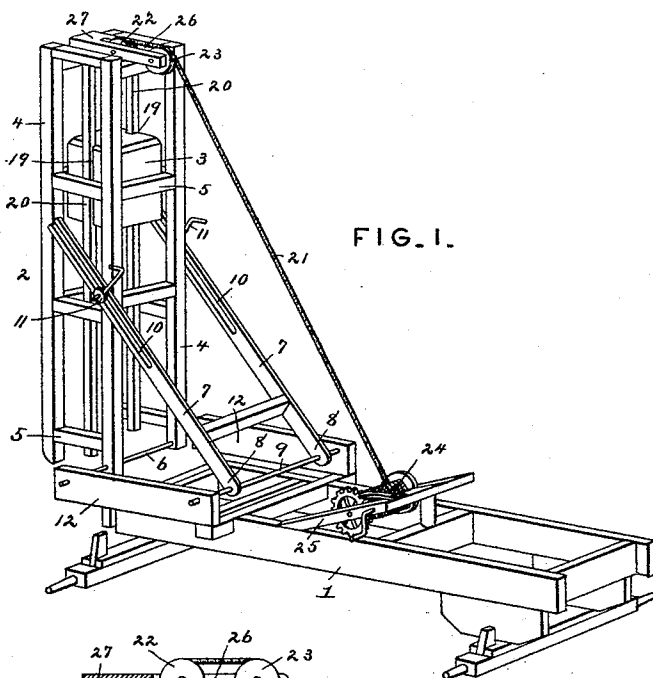


FIG. 1.

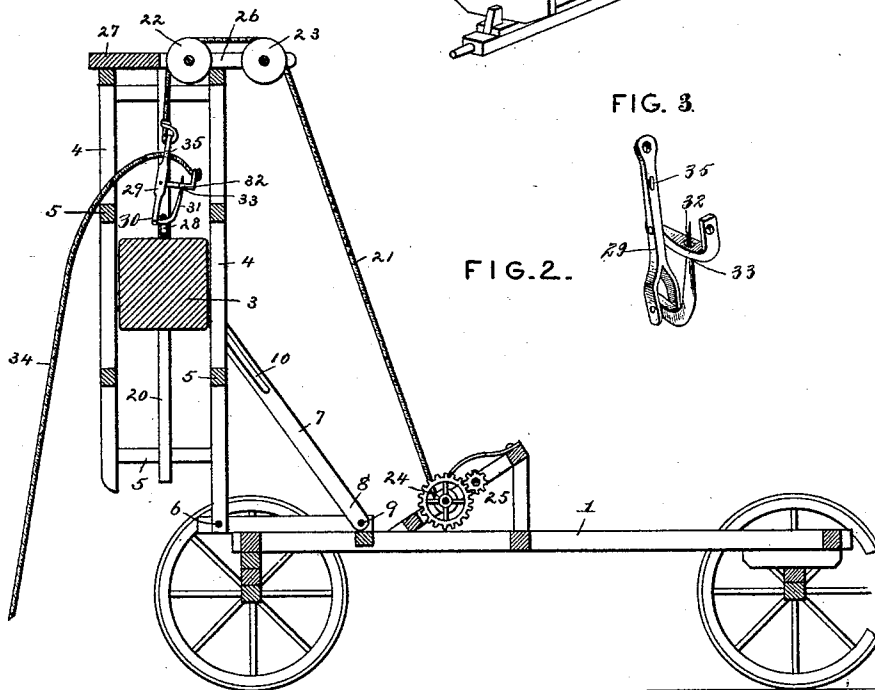
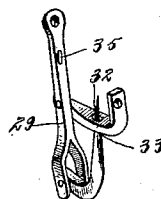


FIG. 2.

FIG. 3.



Witnesses

Harry L. Amer
N. P. Riley

By his Attorneys,

Thos. S. Wagoner

Chas. H. Co.

UNITED STATES PATENT OFFICE.

THOMAS S. WAGONER, OF LOOGOOTEE, INDIANA, ASSIGNOR OF ONE-HALF TO
MAGNUS J. CARNAHAN & CO., OF SAME PLACE.

POST-DRIVER.

SPECIFICATION forming part of Letters Patent No. 500,170, dated June 27, 1893.

Application filed July 20, 1892. Serial No. 440 623. (No model.)

To all whom it may concern:

Be it known that I, THOMAS S. WAGONER, a citizen of the United States, residing at Loogootee, in the county of Martin and State of Indiana, have invented a new and useful Post-
Driver, of which the following is a specification.

The invention relates to improvements in fence post drivers.

The object of the present invention is to provide a simple and comparatively inexpensive fence post driver adapted to be readily mounted on running gear and capable of being readily adjusted in proper position to drive a fence post either plumb or at an angle on hilly or even ground.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings and pointed out in the claims hereto appended.

In the drawings—Figure 1 is a perspective view of a post driver constructed in accordance with this invention. Fig. 2 is a central vertical longitudinal sectional view. Fig. 3 is an enlarged detail view showing the trip mechanism.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a horizontal rectangular main frame mounted on running gear to enable the fence post driver to be readily conveyed from one place to another, and having hinged at one end a vertical guiding frame 2, in which slides a weight 3, and which is adapted to be arranged in a vertical position when it is desired to drive a post in a vertical or plumb position, and which is adapted to be adjusted at an inclination when it is desired to drive a post at an angle to a hill.

The adjustable frame 2 which forms a guide for the weight 3 consists of corner uprights 4 connected by horizontal bars 5, and the inner uprights 4 have their lower ends mounted on a transverse rod 6, whereby the adjustable frame is hinged to the main frame and is also adapted to be adjusted laterally from one side of the main frame to the other to bring it in proper position over the desired point where a post is to be driven, and to avoid mov-

ing the running gear to accomplish this end. The adjustable frame 2 is connected with the horizontal frame by inclined braces 7 which are hinged at their lower ends 8 to a transverse rod 9, and which are provided with longitudinal slots 10, in which are arranged clamping screws 11 of the adjustable frame, adapted to secure the latter at any desired adjustment and provided with crank handles to enable the nut portions to be readily turned. By this construction, the vertical weight guiding frame 2 may be inclined to or from the horizontal frame to suit the inclination of the ground, and the post to be driven.

The transverse rods 6 and 9 are arranged above the main frame, and have their ends secured to superimposed side pieces 12.

The weight is provided at opposite sides with vertical grooves 19 which receive vertical guide bars 20 arranged within the frame 2, and adapted to guide the weight during the ascent and descent of the same. The weight is lifted by a hoisting rope 21, which is provided at one end with trip mechanisms for engaging and releasing the weight and which passes over pulleys 22 and 23, and has its other end wound around the drum of a windlass 24, which is mounted on the main frame, and is provided with an inclined windlass frame 25. The pulley 22 is arranged directly over the weight, and the pulley 23 is arranged beyond the top of the frame, both pulleys being mounted in a longitudinal opening 26 of a bar 27 secured to the top of the vertical frame and projecting therefrom in the direction of the windlass.

The trip mechanism for raising the weight, which is provided with an eye 28, consists of a bar 29 having its lower end 30 bifurcated; an arm 31 having one end pivoted in the bifurcation, and having its other end pointed, and an L-shaped trip bar 32 having one end pivoted to the bar 29 at a point intermediate the ends of the latter and provided with an opening 33 to receive the pointed end of the hinged arm 31, and having a trip rope 34 attached to its outer end and passing through a perforation 35 of the bar 29, and extending to the ground and adapted to lift the trip bar to release the hinged arm to allow the weight to fall. The hinged arm 31 is approximately

L-shaped, and when its pointed end is arranged in the perforation or opening of the trip bar, it is substantially parallel with the bar 29 and receives the eye of the weight in the space between the hinged arm and the bar 29.

It will be seen that the post driver is simple and comparatively inexpensive in construction, and that it may be readily adjusted to suit the character of the ground and the position in which a post is to be driven, and that it may be readily operated.

What I claim is—

1. In a post driver, the combination of a main frame, a weight receiving frame, a weight arranged in the weight receiving frame and provided with an eye, a hoisting rope, and a trip consisting of a bar having one end secured to the hoisting rope, an angle arm having one end hinged to the lower end of the bar, and having its other end free a trip bar pivoted to said bar and having an opening to receive the angle arm, and detachably engage the same and a trip rope connected with the trip bar, substantially as described.

2. In a post driver, the combination of a weight receiving frame, a weight arranged therein and provided with an eye, a hoisting rope and trip mechanism comprising a bar 29 secured to the hoisting rope, and having its lower end bifurcated, an angle arm pivoted

in the bifurcation, an L-shaped trip bar pivoted to the bar 29 and provided with an opening to receive the angle arm, and a trip rope secured to the trip arm and passing through an opening near the upper end of the bar 29, substantially as described.

3. In a post driver, the combination of a main frame, a weight guiding frame having its lower end permanently hinged to the main frame and capable of lateral adjustment thereon, and means for securing the weight guiding frame in its adjustment, substantially as described.

4. In a post driver, the combination of a main frame, the transverse rods 6 and 9 arranged above the main frame, the adjustable weight guiding frame mounted on the rod 6 and being hinged to the frame by the rod and adapted to be moved on the rod from one side of the frame to the other, the inclined braces having their lower ends hinged to the main frame by the rod 9 and having their upper ends adjustably secured to the weight guiding frame, substantially as described.

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

THOMAS S. WAGONER.

Witnesses:

WILL REYNOLDS,
ABNER R. BROWN.