No. 619,030. Patented Feb. 7, 1899.

L. E. WATERBURY.

FENCE POST.

(Application filed Nov. 22, 1898.)

(No Model.)

Fig. 1.

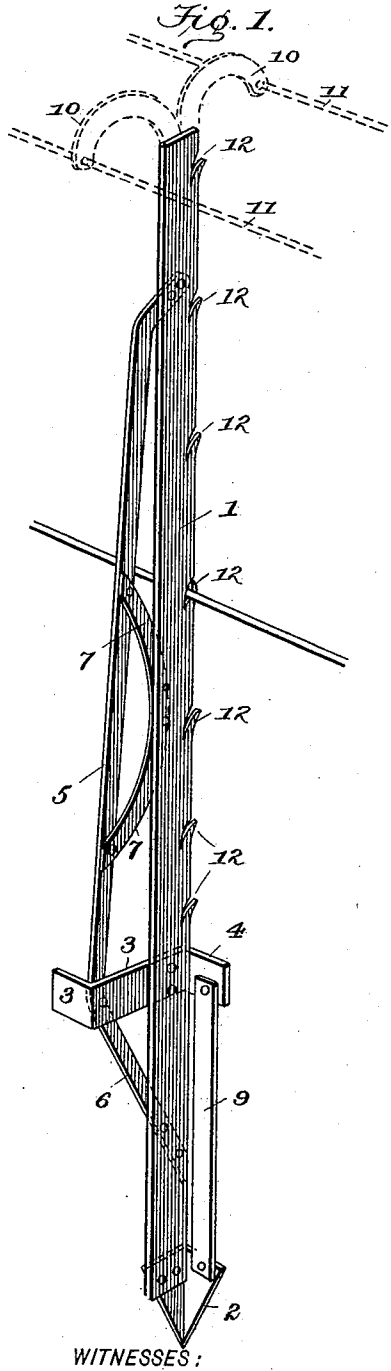


Fig. 2.

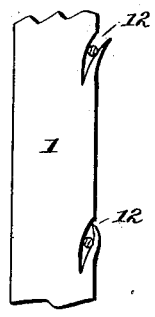


Fig. 3.

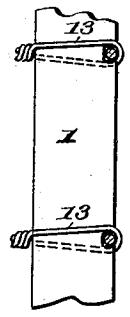


Fig. 4.

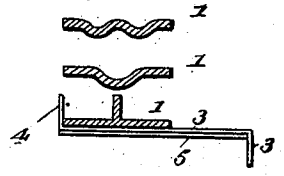


Fig. 5.

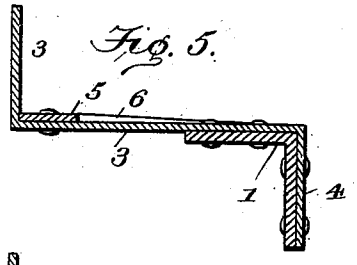
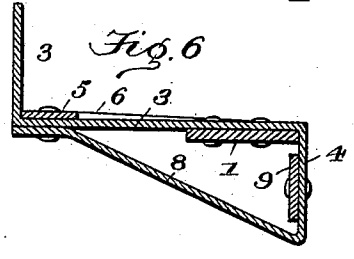


Fig. 6.



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UNITED STATES PATENT OFFICE.

LESTER E. WATERBURY, OF HIGHLAND STATION, MICHIGAN, ASSIGNOR OF TWO-THIRDS TO HENRY L. WATERBURY AND WALTON C. WATERBURY, OF CHICAGO, ILLINOIS.

FENCE-POST.

SPECIFICATION forming part of Letters Patent No. 619,030, dated February 7, 1899.

Application filed November 22, 1898. Serial No. 697,175. (No model.)

To all whom it may concern:

Be it known that I, LESTER E. WATERBURY, a citizen of the United States, residing at Highland Station, in the county of Oakland and State of Michigan, have invented a new and useful Improvement in Metal Driven Posts for Wire Fences, of which the following is a specification.

For the construction of wire fences I have produced a driven post in which a comparatively light bar is provided with means whereby it is made rigid and complete as an article of manufacture for being driven and firmly supported and for securing the line-wires; and my said improvements will be particularly pointed out in the concluding claims and illustrated in the accompanying drawings, in which—

Figure 1 shows the post complete for use. Fig. 2 shows a side view of a portion of the post-bar, showing the clenching-slits for the line-wires. Fig. 3 shows the post-bar made with edge notches, in which the line-wires are secured by staples clenched around the post-bar. Fig. 4 shown in cross-section the post-bar as produced with longitudinal corrugations for rigidity. Fig. 5 shows the post-bar having an L form of cross-section. Fig. 6 is a cross-section of the post-bar, taken at the angle-plate.

The design of my improvement is to furnish a comparatively light and cheap metal bar with bracing and stiffening attachments whereby it is made to withstand driving into the ground and to firmly support it against the strain and pressure of the line-wires.

A bar 1, preferably of soft steel, of suitable length, width, and thickness, with one edge formed with slits or notches for containing the wires, forms the post. One end of this post-bar has a point 2, formed of a triangular plate bent at the angle, sharpened to a point, and riveted to the post and forming a penetrating point in line with one edge of the post and having one of its angular sides standing at right angles to the flat side of the post-bar. In driving the bar it is intended that the point shall penetrate the ground about two and one-half feet.

An angle-plate 3 is riveted to the post-bar so as to enter the ground at a depth of about three or four inches when the post is driven. At one end 4 this angle-plate is bent so as to stand in vertical plane with the projecting wing of the driving-point. The other end of the angle-plate stands away from the edge of the bar and is bent in an opposite direction.

At the back edge of the post and to that part of the angle-plate which stands away from the post-bar is riveted a strut 5, the lower end 6 of which extends below the angle-plate obliquely toward and is riveted to the post-bar, the upper end of the strut being riveted to the post-bar at or near its upper end. Intermediately of its riveted ends the strut is secured to the post-bar by a plate or brace 7. This strut supports the projecting end of the angle-plate against the resistance of the earth in driving the post and stiffens and strengthens the post-bar against the pressure of the wires and gives it rigidity to withstand the driving force which otherwise would be liable to cause the bar to spring under the driving blows.

The post part which enters the ground has the angle-plate, and the oblique portion of the strut serving to prevent the twisting of the post in the ground, and in this function the wings of the penetrating point help to hold the post firm. The angle-plate for this purpose may have its strut-connecting end double or lapped over upon itself, as at 8, so that its two ends may be riveted to the post-bar and form a triangular hold in the earth, as seen in Fig. 6.

To aid in keeping the post straight and prevent it from twisting in being driven, a tie-bar 9 may be riveted to the projecting wing of the penetrating point and to that end of the angle-plate which is riveted to the post-bar, so as to tie the two angle parts together and stand at right angles to the post-bar, giving it better hold in the ground.

For intermediate posts the bar may be about one and one-half inches wide, three-sixteenths of an inch thick, and six feet four inches long, and for this comparatively light article its bracing attachments give the req-

uisite driving strength, stiffness, and secure hold in the ground.

The parts are cheaply produced, cold bent, punched, and riveted.

For the purpose of using fender-wires at and along the top of the fence the upper ends of the post-bars may be split and bent over at one or both sides of the fence, and thereby form overhanging arms 10, to which the fender-wires 11 may be strung, as seen in Fig. 1. These fender-wires are to prevent cattle from getting close enough to rear their feet over the line-wires.

The post-bar may be corrugated longitudinally to increase its stiffness. For this purpose the post-bar may be L-shaped in cross-section or of any style of rolled bar suitable for the purpose.

The oblique end of the strut, while offering no resistance in driving, serves to brace that part of the post and the angle-plate which is driven into the ground.

While the post shown and described is comparatively light, it is obvious that it may be made sufficiently heavy for corner-posts.

I have shown two ways in which the line-wires may be secured to the post-bars, the preferred way being to make slits 12 in the edge of the bar nearly parallel with the edge and standing either upward or downward, then opening the slits by forcing out the cut points, lay the wires in the open cuts, and clench them therein by driving the cut points over and upon the line-wires.

Instead of having slits, notches may be made in the bar edge and the line-wires secured therein by wire staples 13, passed over the wires and around and twisted together at the other edge of the post-bar.

For roadway-fences the arm 10 of the split at the upper end of the fence overhangs the stock side of the fence; but for division-fences the fender-supporting arms overhang both sides of the fence.

The complete post is painted with some anti-rust preparation or is galvanized.

I claim as my improvement—

1. A metallic post for wire fences consisting of a bar provided on one edge with means for securing the line-wires, a strut secured along its other edge, a double-ended angle-plate one angle end riveted to said bar, the other angle end projecting from it and riveted to the strut, and an angular plate-point, the said strut extending from the angle-plate obliquely to and riveted to the bar whereby to form a rigid driven post-bar.

2. A metallic post-bar for wire fences, having on its driven part an angle plate-point, a double-ended angle-plate the angle ends whereof stand in opposite directions, an angle end at the edge of the bar, the other angle end projecting beyond the other edge of the bar, and a tie-bar connecting that end of the angle-plate riveted to the bar with the point-plate along the back edge of the bar, and a strut connecting the projecting angle end of said plate and the bar.

3. A metallic driven post-bar, for wire fences provided with slits cut in one edge approximately parallel therewith the cut ends of said slits forming riveting parts for receiving and retaining the line-wires, the upper end of said post-bar split and upset to form overhanging arms as a means for securing overhanging fender-wires, an angle-point at the driven end of the post, a strut trussing at the back edge of the post-bar, and an angle-plate connecting said trussing and bar for the purpose stated.

4. A metallic driven post-bar for wire fences provided on one edge with means for securing the line-wires, a strut secured along its other edge, an angle driven plate-point, a truss-strut secured on the back edge of the bar, and an angle-plate riveted to the post-bar and strut, the strut-connecting end of said angle-plate doubling on itself and connected with its bar-connected end.

5. A metallic driven post-bar for wire fences, having the form of a parallelogram in cross-section, longitudinally corrugated having at one edge means for securing the line-wires, a strut secured along its other edge, an angle driven plate-point and a double-ended angle-plate connecting the strut and the post-bar.

6. In a driven post and in combination with a metal bar having a driving-point, of an anchoring-brace consisting of the double angle-plate 3, 4 and the tie-bar 9, connecting the angle-plate and the driving-point, the several parts being riveted together.

In testimony whereof I have hereunto signed this specification.

LESTER E. WATERBURY.

Witnesses:
WM. J. STILES,
W. S. SEAVER.