(No Model.)

J. A. COOLEY.

RAILROAD FENCE.

No. 351,096. Patented Oct. 19, 1886.

Fig. 1.

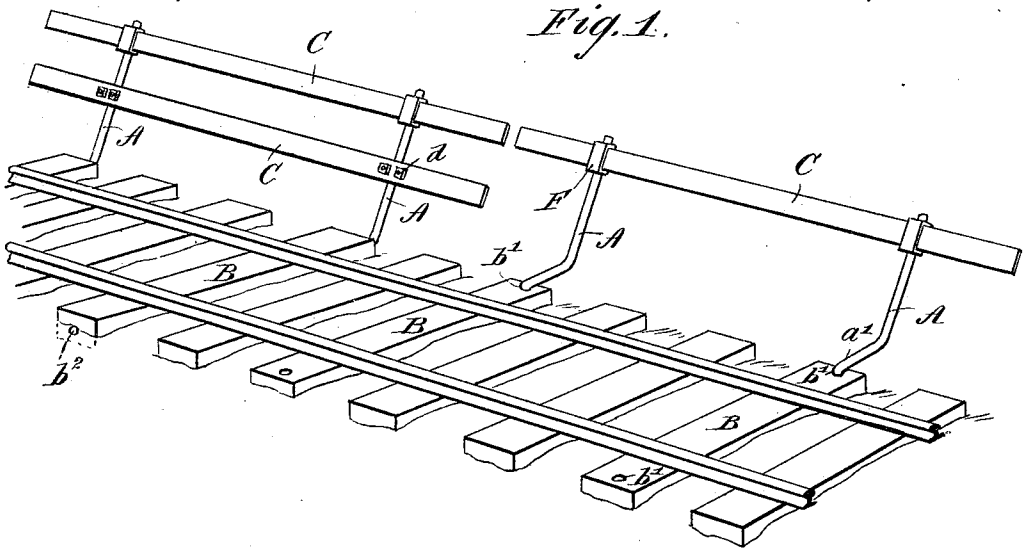
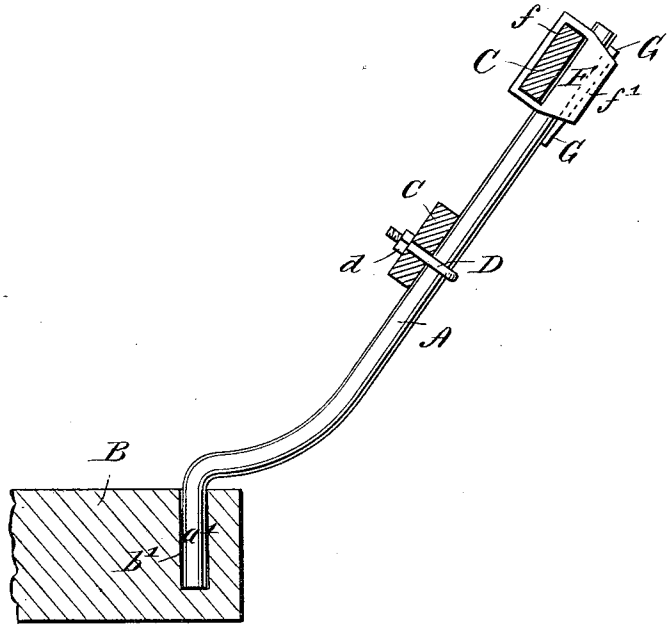


Fig. 2.



WITNESSES:

Donn Twitchell.

C. Sedgwick

INVENTOR:

J. A. Cooley

BY Munn & Co.

ATTORNEYS.

N. PETERS. Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

JAMES ALEXANDER COOLEY, OF KNOXVILLE, TENNESSEE.

RAILROAD-FENCE.

SPECIFICATION forming part of Letters Patent No. 351,096, dated October 19, 1886.

Application filed November 10, 1885. Serial No. 182,347. (No model.)

To all whom it may concern:

Be it known that I, JAMES ALEXANDER COOLEY, of Knoxville, in the county of Knox and State of Tennessee, have invented a new and Improved Railroad-Fence, of which the following is a full, clear, and exact description.

My invention relates to fences for railroads, and has for its object to promote safety to life and property by excluding roving animals from the tracks, and at the same time make available for grazing purposes all that part of the railway property lying outside of the rails and ties of the track.

The invention consists in the combination, with a post having an inwardly and downwardly bent lower portion entering a socket in the tie, of rails clipped to said post, substantially as hereinafter more fully set forth, and pointed out in the claim.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of a section of railroad with my improved fence erected at one side of the track and removed from the other side of the track; and Fig. 2 is a detailed vertical sectional view thereof, with the railroad-tie shown also broken away.

I connect the fence-posts A to the ends of the railroad-ties B by setting the bent ends *a'* of the posts into holes *b'*, bored vertically in the ties. The upper parts of the posts will incline outward and upward from the ends of the ties, as shown in the drawings.

To each pair of the posts A are connected one, two, or more rails, C, which may be held to the posts either by means of the staples D, passed over the post and through the rail, and receiving nuts *d*, outside of the rail, or by means of coupling blocks or heads F, having loops or eyes *f* to receive the rail, and a socket or aperture, *f'*, to receive the post, and also a key, G, which is driven next the post and clamps the rail firmly to the post, as shown at the upper rail, C.

It is evident that the fence may be erected very quickly, as the ends of the posts are simply passed into the holes of the ties, either before the rails are secured to the posts or afterward, and the connections of the rails to the posts may also be quickly effected. Consequently the entire fence may be transported in dismembered condition and in small space for erection at any place along a railway; or, if desired, the complete fence-sections consisting each of two posts, A A, and one or more rails, C, connected therewith, may be made in the shop and be easily carried where required for use.

For single-track roads the fence will be set up at each end of the ties, and for double-track roads the fence will be set up at the outer ends of the ties of the "up" and "down" tracks.

Roving animals cannot pass upon railway-tracks guarded by the fences erected as above described, and the fences are less liable to take fire from sparks ejected from the engine than are fences erected at or along the side margins of railway property on which the road-bed is built and the tracks laid.

Furthermore, as little or no grass grows directly on the ballasted road-beds of railways, and, as grazing generally is good between the outer tracks and the sides of the railway property, it is obvious that there will be little or no inducement for animals to pass onto the tracks, and a large extent of good grazing country outside of the tracks may be made available for feeding live stock without danger to passing trains; hence by using this fencing the safety of railway travel is promoted by materially lessening the liability to loss of life and property.

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

In a railroad-fence, the combination, with the post A, having an inwardly and downwardly bent lower portion entering a socket in the tie, of the rails clipped to said post, substantially as and for the purpose set forth.

JAMES ALEXANDER COOLEY.

Witnesses:

WM. W. LEE,

JNO. W. GREEN.