

(No Model.)

J. L. SARVER.
FENCE.

No. 568,073.

Patented Sept. 22, 1896.

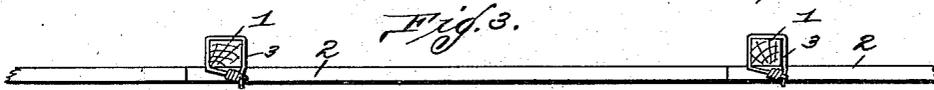
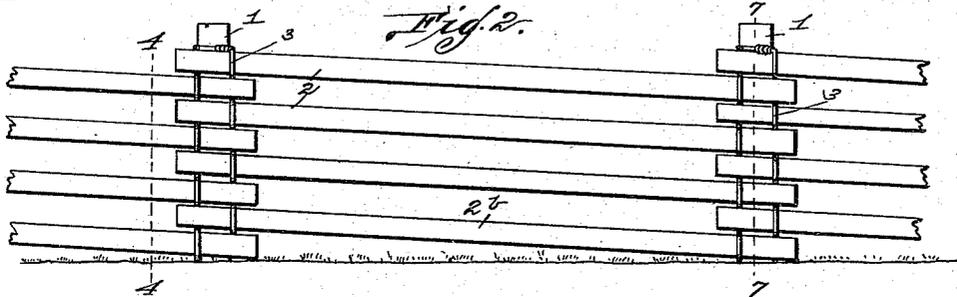
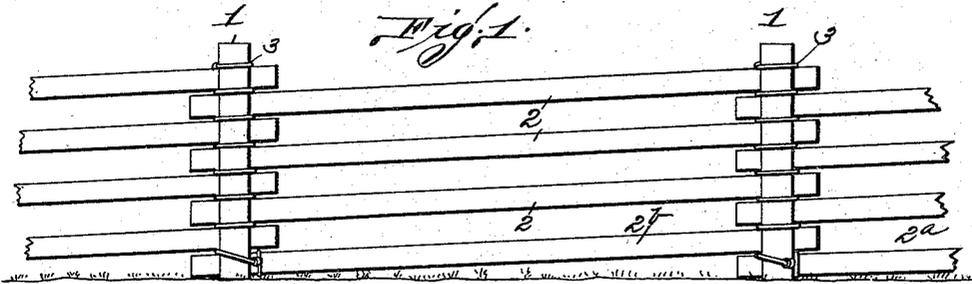


Fig. 4.

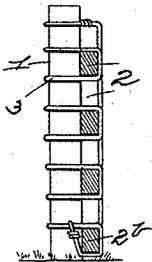


Fig. 5.

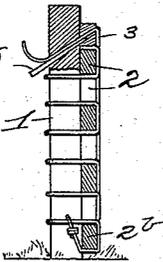


Fig. 6.

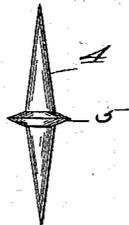


Fig. 7. Fig. 9.

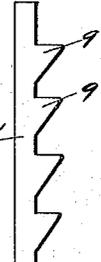
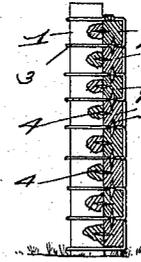


Fig. 10.

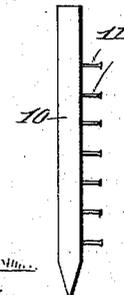
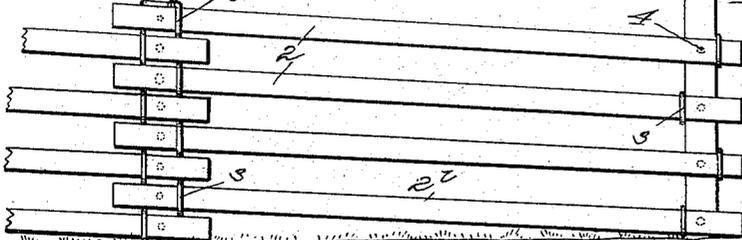


Fig. 8.



Attest
W. P. Smith
S. G. Wells.

Inventor:
John L. Sarver.
By *Higdon Higdon & Fougan*

UNITED STATES PATENT OFFICE.

JOHN L. SARVER, OF PIGGOTT, ARKANSAS.

FENCE.

SPECIFICATION forming part of Letters Patent No. 568,073, dated September 22, 1896.

Application filed May 18, 1896. Serial No. 591,942. (No model.)

To all whom it may concern:

Be it known that I, JOHN L. SARVER, of the city of Piggott, Clay county, State of Arkansas, have invented certain new and useful Improvements in Fences, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to fences; and it consists in the novel construction, combination, and arrangement of parts hereinafter shown, described, and claimed.

Figure 1 is an outside elevation of my improved fence. Fig. 2 is an inside elevation. Fig. 3 is a top plan view. Fig. 4 is a vertical sectional view on the line 4 4 of Fig. 2. Fig. 5 is a vertical sectional view similar to Fig. 4, showing a modified construction. Fig. 6 is a view of a double-pointed spike of which I make use. Fig. 7 is a vertical sectional view on the line 7 7 of Fig. 2 and illustrates the use of the spike shown in Fig. 6. Fig. 8 is an inside elevation of a modified form of fence. Figs. 9 and 10 are views of stakes of which I make use in repairing my fence.

In the construction of my improved fence I make use of the posts 1, set in the ground in the ordinary way, and the rails 2 are attached to the posts by means of the wire 3. The rail 2^a is placed with one end upon the ground and adjacent to the post, and a double-pointed spike 4 (shown in Fig. 6) is placed between the rail and the post in a horizontal position, with one point in the rail and one point in the post, and then the rail is driven firmly against the post, thus embedding one end of the spike in the post and one end in the rail. The wire is passed around the rail and tied to itself, thus forming a noose which is drawn tightly around the rail. Then the wire is passed around the post and brought back over the upper edge of the rail at a point on the opposite side of the post from that to which the wire was first attached. Then one of the spikes 4 is placed in a vertical position approximately in the center of the space between where the two wires cross the rail. Then the rail 2^b is placed with one of its ends upon the ground adjacent to the next post and the other one of its ends resting upon the point of said spike. The end of the rail 2^b, which rests upon the point of

the spike, is then driven down against the rail 2^a, thus embedding one half of the spike in the rail 2^a and the other half of the spike in the rail 2^b. The rail 2^b may then be pressed outwardly away from the post a sufficient distance to allow of the insertion of the spike between the rail and the post, after which the rail 2^b is driven firmly against the post, thus embedding one half of said spike in the post and the other half in the rail 2^b. Then the wire 3 is passed upwardly behind the rail 2^b, then over the upper edge of said rail and forwardly around the post, and back over the edge of said rail at the side of the post opposite the point where the wire first crossed said rail. Another one of the spikes 4 is inserted between the opposite end of said rail 2^b and the post adjacent thereto, and said rail is driven into position. Then a second one of the wires 3 is passed around said rail and tied to itself, and the operation, as heretofore described, is continued, the wire passing first around the rail and then around the post, and then around the next rail and again around the post, and the spikes being inserted as required until a fence has been constructed of the desired height. Then the wire is passed around the post, drawn tightly, and then twisted upon itself, as required, to hold the rails firmly in their position.

The spike 4 is not intended to perform the function of an ordinary headed nail. It is simply inserted between the rail and the post or between two rails for the purpose of preventing said rails from sliding upon each other or from sliding upon the face of the post. It is obvious that as long as the wire holds the rail firmly against the post said rail cannot slide either downwardly or longitudinally out of position.

The spike 4 has an annular lug 5, encircling its center and tapers both ways from said lug. It is short and necessarily very strong in proportion to its size and weight. It is intended to penetrate but a short distance into the post or rail and will not materially injure said post or rail. It is not necessary that the spikes 4 be inserted between the meeting faces of the rails unless said rails be so positioned or of such shape that they would have a tendency to slide endwise out of the loop formed by the wire. When the bottom rail

rests upon the ground and the fence is built by placing one rail upon the other, it is not necessary that the spikes be inserted between the rails and the post to prevent the rails from slipping endwise if they are inserted between the meeting faces of the rails. While they may be inserted both between the meeting faces of the rails and between the rail and post, I prefer to insert them only between the rail and post.

The spikes 4 are especially useful in constructing a fence such as is shown in Fig. 8, where the rails are spread apart and do not rest upon each other. The position of the spikes is shown in dotted lines. When the end of the fence is reached, as at the post 1^a in Fig. 8, the insertion of the spikes 4 will hold the rails in their proper position and thus do away with the necessity of placing blocks between the ends of the rails.

In the construction shown in Fig. 5 a hole is bored diagonally downward from the upper front edge of the rail through the post, and the end of the wire 3 is drawn tightly through the aperture thus formed and a plug 6 is driven into said aperture to hold said wire securely in position.

When it is desired to remove a defective rail and substitute a good rail, either of the devices shown in Figs. 9 and 10 may be employed. In Fig. 9 a board 8 is employed and is notched to form the projections 9. The board is pointed upon its lower end, and when it is desired to repair the fence one of the boards 8 is driven into the ground on the opposite side of the rails 2 from the post and close to said rails. The wire 3 is then loosened at its upper end and unwound from the rails and post, and as the rails become loose by the unwinding of the wire they are moved sidewise and placed upon the projections 9 of the board 8, where they remain until the

defective rail has been removed and replaced by a good rail. Then the rails are again placed in position and the wire is wound up again as before.

The stake 10 (shown in Fig. 10) may be substituted for the board 8, and spikes 11 are driven into the stake and take the place of the projections 9 upon said board. Otherwise the operation is the same as that just described.

One of the great advantages of my improved fence is the fact that in a rough country there is no limit to the amount of crooks both up and down and to the right and left that may be made with the fence.

My improved fence is cheap and simple in construction, is very durable and easily repaired, and possesses many other advantages over the fences heretofore in use.

I claim—

1. In a fence, the combination of posts set in the ground, rails placed against said posts, double-pointed spikes placed with one end of each spike in a post and the opposite end in a rail, and wires wound around said rails and around said posts to hold said rails against said posts, substantially as specified.

2. In a fence, the combination of posts set in the ground, rails placed against said posts, double-pointed spikes placed between the meeting faces of the rails with one point of each spike in each rail, and wires wound around said rails and said posts to hold said rails against said posts, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

JNO. L. SARVER.

Witnesses:

W. E. SPENCE,
W. M. ANDERSON.