

D. M. BURNS & W. B. & A. W. SHRIVER.
 ANCHOR FOR WIRE FENCES AND OTHER USES.
 APPLICATION FILED MAY 22, 1911.

1,014,806.

Patented Jan. 16, 1912.

Fig. 1

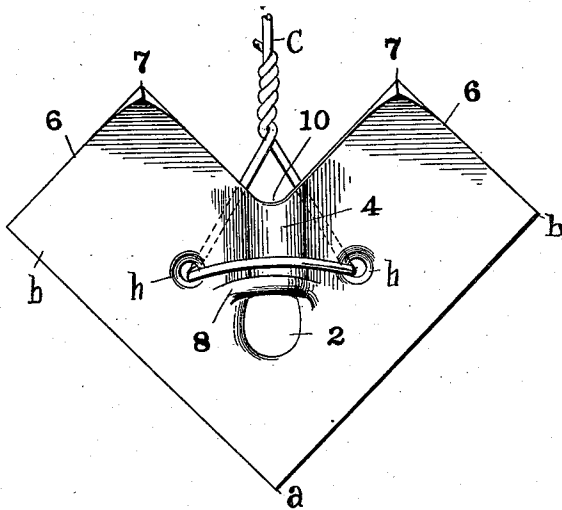


Fig. 2

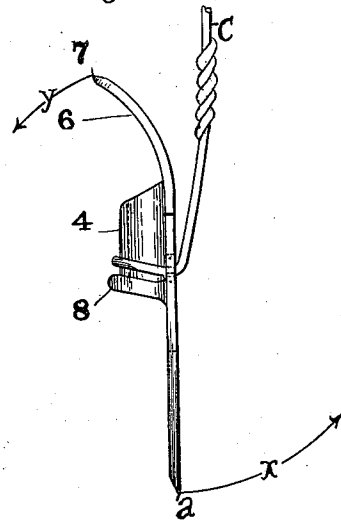


Fig. 3

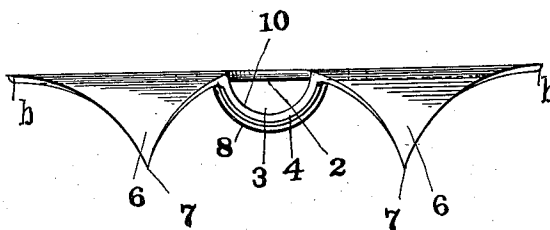
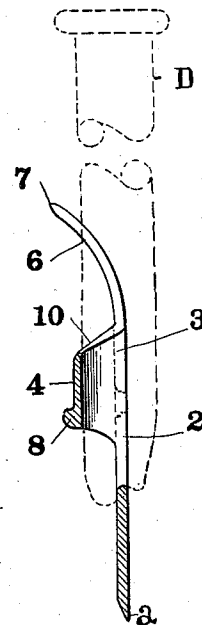


Fig. 4



ATTEST
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INVENTORS,
 David M. Burns
 William B. Shriver
 Albert Wade Shriver
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UNITED STATES PATENT OFFICE.

DAVID M. BURNS, WILLIAM B. SHRIVER, AND ALBERT WADE SHRIVER, OF ASHLAND, OHIO.

ANCHOR FOR WIRE FENCES AND OTHER USES.

1,014,806.

Specification of Letters Patent.

Patented Jan. 16, 1912.

Application filed May 22, 1911. Serial No. 628,655.

To all whom it may concern:

Be it known that we, DAVID M. BURNS, WILLIAM B. SHRIVER, and ALBERT W. SHRIVER, citizens of the United States, residing at Ashland, in the county of Ashland and State of Ohio, have invented certain new and useful Improvements in Anchors for Wire Fences and other Uses, of which the following is a specification.

Our invention relates to anchors for wire fences and for other uses as demand may occur, and while the size thereof is comparatively small for fences, say two and a half to three inches on a side it may be larger or smaller and not depart from the invention.

In the accompanying drawings, Figure 1 is a face or front view of the anchor, and Fig. 2 is an edge elevation. Fig. 3 is a plan view, and Fig. 4 is a central sectional elevation.

The anchor as thus shown discloses a modification of the form or style of anchor set forth in an application for Letters Patent filed by William B. Shriver and David M. Burns, two of the present applicants, February 27, 1911, Ser. No. 611,083. In the said application an anchor of substantially rectangular shape is shown having a driving angle or point and a single central forwardly curved wing at its top and adapted to be driven by a suitable tool and to have a wire attached thereto and otherwise engaged with the object to be secured.

The present invention is an embodiment comprising some of the characteristic features of the original anchor in this particularly that it is formed either from a substantially square piece of suitably heavy sheet metal or is cast to the shape shown, and as such has a substantially flat body with a hole 2 through the same beneath its center in this case and a channel or groove 3 above said hole with a front swell 4 in the stock involving said groove on its back and terminating at its bottom in said hole 2 and at its top in the crotch formed by cutting out the middle top angle of the plate, assuming that sheet metal be used. If cast the said crotch is formed originally therein and is necessary to develop the two wings 6 at the sides of said crotch. In either case the said deflecting wings 6 are bent or extended forward in exactly the same curvature from their base to their points 7 on the segment

of a perfect circle substantially as seen in Figs. 2 and 4, and said base begins on a transverse plane substantially from about the bottom of said crotch or recess 10.

The anchoring wire or cable C is engaged through two holes *h* on opposite sides of the center of the anchor and relatively above hole 2 as herein shown, and a wire confining rib or bead 8 extends across over hole 2 so as to hold the wire up and prevent possible engagement therewith by the driver D. The driving point *a* is constituted by bringing one of the corners of the plate to the bottom where it assumes a substantially V-shape, while the two remaining corners *b* come at the sides and form angles in the side wings of the anchor. It will be observed also that the crotch or recess 10 in the top center of the anchor is formed by removing a substantially square portion therefrom if the anchor is struck up and which leaves the two side wings with actual squares having the upper angles 7 bent forward to what may be described as a reversing position. By this we mean that though we drive this anchor it is meant to assume a more or less horizontal position by a sort of backward summersault when strain comes on cable C and which gives it the anchoring position. Thus, assuming that Figs. 1, 2 and 4 show the driven position the anchor will hold this position until strain or pull comes on cable C. Then by reason of the materially larger aggregate area above the cross line of connecting holes 5 as compared with the area beneath said line plus the curvature of the deflectors 6 the pull will be upward on a curved line by arrow *x*, Fig. 2 and downward by arrow *y*, Fig. 2, until say the anchor assumes a horizontal position or approximately and comes into real anchoring service. If there be no pull there will be no such change but a sufficient pull will cause the anchor to assume this position automatically. The rib 8 also serves as a reinforcement across the middle of the anchor where it has been more or less weakened by the several holes therein.

What we claim is:

An anchor plate having a substantially V-shaped driving point and substantially square wings at its side having forwardly curved points at the top and right angle corners at the sides of the plate and separated by a substantially square recess above

said driving point, and said plate provided with a driving hole beneath its middle and a walled channel on its back leading thereto and provided with a hole on each side of
5 said channel and a bowed transverse rib between said holes across the back of said channel on the face of said plate next above said driving hole.

In testimony whereof we affix our signatures in presence of two witnesses.

DAVID M. BURNS.

WILLIAM B. SHRIVER.

ALBERT WADE SHRIVER.

Witnesses:

LIZZIE BERRY,

HENRY A. MARKEL.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents.
Washington, D. C."
