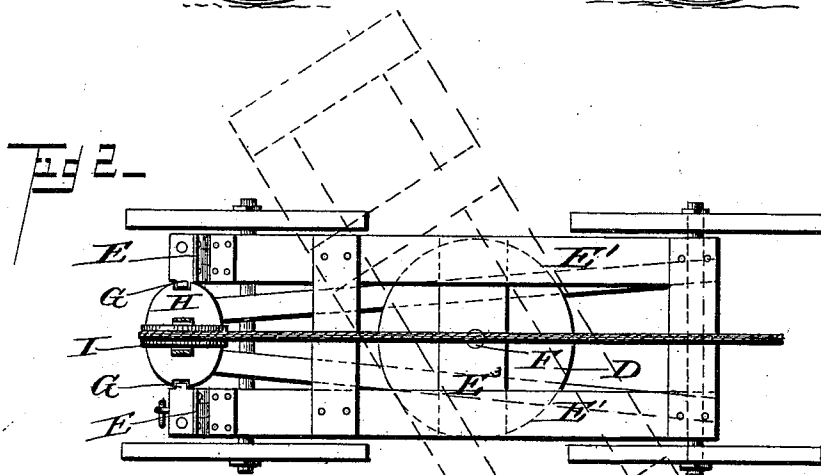
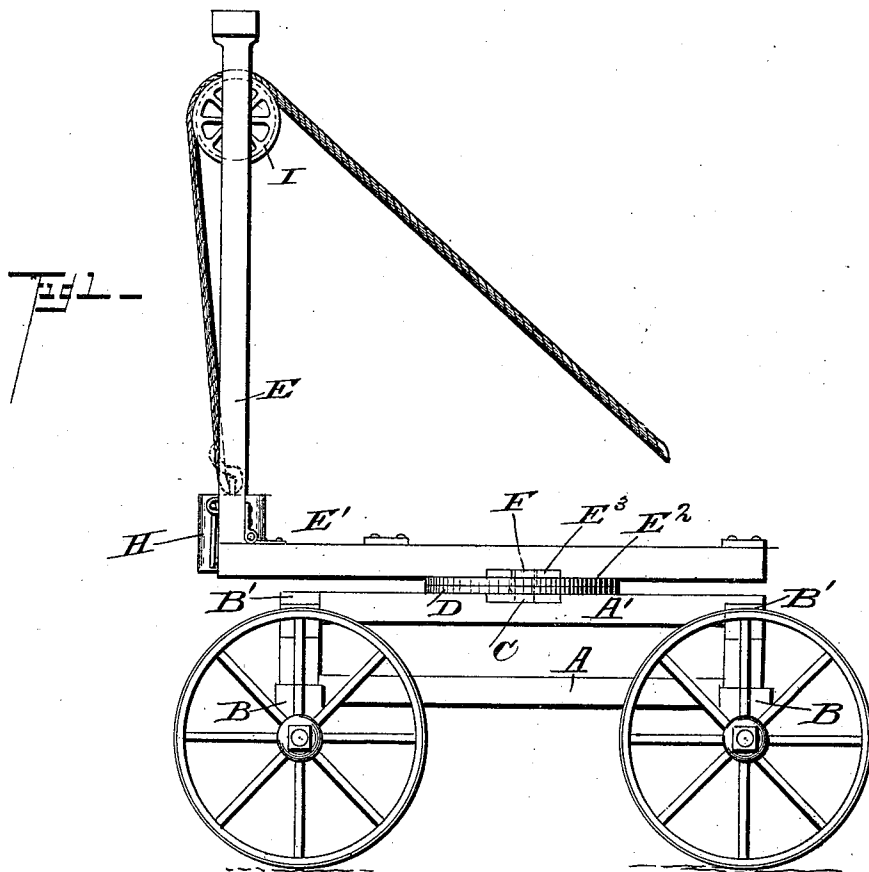


(No Model.)

H. D. MARSHALL.
FENCE POST DRIVER.

No. 464,031.

Patented Dec. 1, 1891.



WITNESSES
F. L. Curand
Jno. Enders, Jr.

INVENTOR
Horace D. Marshall.
By Howard Bros.
Attorneys.

UNITED STATES PATENT OFFICE.

HORACE DUDLEY MARSHALL, OF ST. BETHLEHEM, TENNESSEE.

FENCE-POST DRIVER.

SPECIFICATION forming part of Letters Patent No. 464,031, dated December 1, 1891.

Application filed January 2, 1891. Serial No. 376,499. (No model.)

To all whom it may concern:

Be it known that I, HORACE DUDLEY MARSHALL, a resident of St. Bethlehem, in the county of Montgomery and State of Tennessee, have invented certain new and useful Improvements in Fence-Post Drivers; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon; which form a part of this specification.

My invention relates to improvements in fence-post drivers adapted to be mounted upon trucks or wagon-bodies, and my invention consists in certain novel features in the construction and arrangements of parts, all as hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a side elevation of a wagon-body having the fence-post driver mounted thereon. Fig. 2 is a plan or top view of the same, showing the driver-frame swung at angles to the wagon or body frame in dotted line.

The body or wagon frame may be of any usual or preferred construction, consisting in this case of the frame made in rectangular form, with upper and lower side bars A A', the axles B, and the end bars B' over the axles B for connecting the upper side bars A'.

C is a cross-bar secured to the upper side bars A', to which is secured a circular trackway D, the frame being of such height as to bring the face of the trackway above the tread of the wheels, for a purpose hereinafter explained.

E E' is the frame in which the hammer is mounted, consisting of the two rectangular portions having a hinge connection with each other, as hereinafter explained. The portion E', which rests upon the frame of the wagon, is provided on its lower end with a trackway E², connected to a cross-bar E³, and through which bar and the one C a perforation is formed for a pin or bolt F, on which the hammer-frame may be turned to any position relative to the wagon-frame. The portion E, in which the hammer is mounted, is pivoted

or hinged at one end to the portion E' in such manner that it can be folded down upon the same or raised into a perpendicular position and held in such position by means of any suitable form of fastening device.

Upon the inner sides of the frame-bar are formed guideways or tracks G, extending from the bottom to near the top thereof to form guideways for the hammer H, which hammer is provided with grooves in the side faces thereof to be engaged by the guides.

In the upper portion of the frame E' is mounted a pulley-wheel I, over which the rope for raising the hammer passes, said rope being connected to the hammer by a suitable eyebolt. The opposite end of the rope may be connected to a suitable slip-windlass, or the rope may be operated by hand.

By the construction above described it will be seen that the hammer-frame may be turned to any desired point relative to the wagon body or frame, so as to facilitate the driving of posts at any points, and also that the frame may be folded into compact form and removed from the wagon-body and said body used for any other purpose desired without any change of the parts, thus forming a very cheap and convenient fence-post driver.

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

In a fence-post driver, the combination of the base and hammer frames hinged together at one end, the said hammer-frame being adapted to be folded back onto the base-frame, the fastening devices secured to the frames at their connection for holding the hammer-frame in a vertical or working position, and a central pivot and trackway on the main supporting-frame, adapting the same to be pivotally mounted on a wagon-frame, substantially as and for the purpose set forth.

In testimony that I do claim the foregoing as my own I hereby affix my signature in presence of two witnesses.

HORACE DUDLEY MARSHALL.

Witnesses:

J. B. BOOTH,
T. N. WALTHAL.