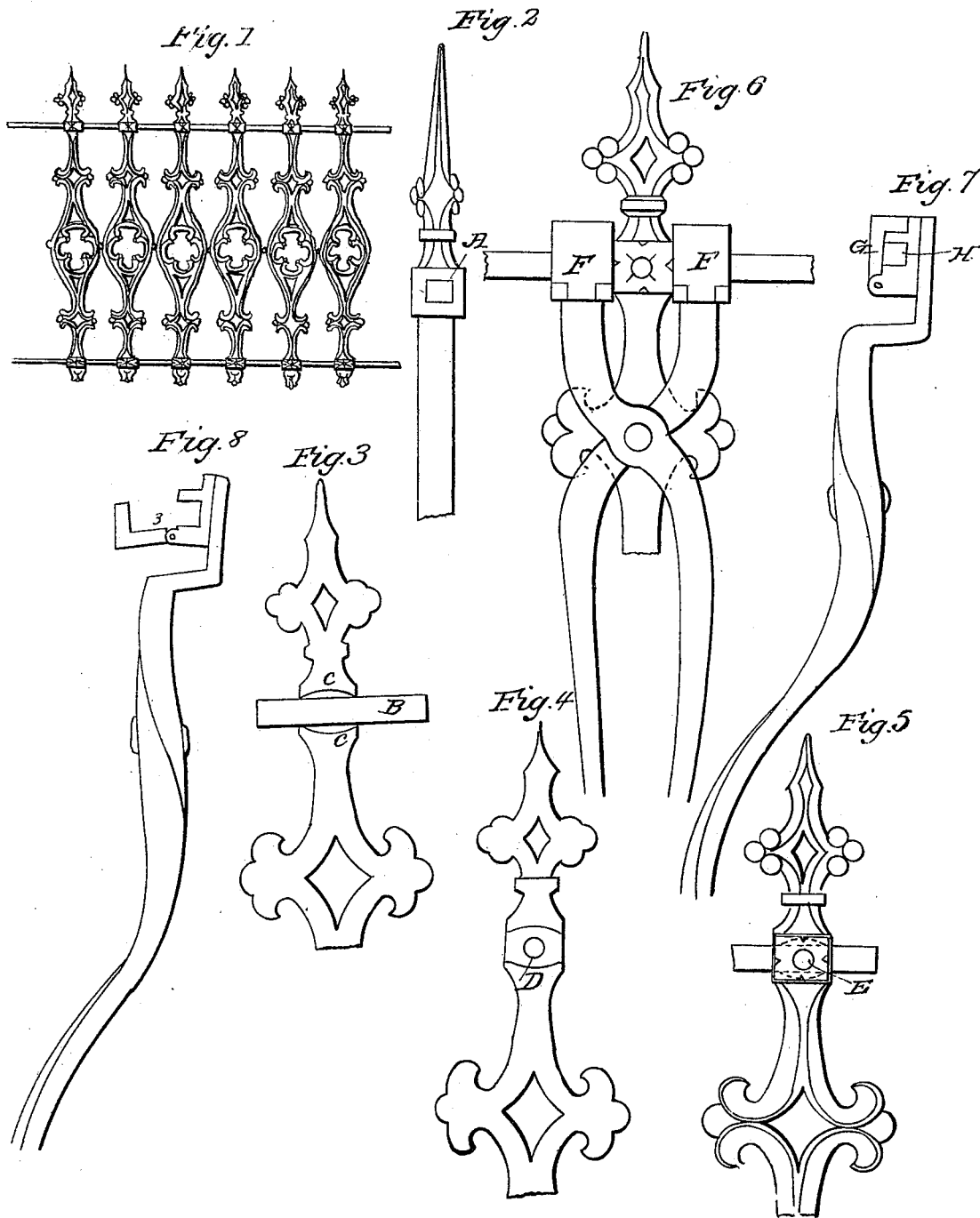


W. HAMILTON.

Iron Fence,

No. 7,119.

Patented Feb. 26, 1850.



# UNITED STATES PATENT OFFICE.

WILLIAM HAMILTON, OF PHILADELPHIA, PENNSYLVANIA.

## IRON RAILING.

Specification of Letters Patent No. 7,119, dated February 26, 1850.

*To all whom it may concern:*

Be it known that I, WILLIAM HAMILTON, of Philadelphia, Pennsylvania, have invented Improvements in Iron Railings, of which  
5 the following is a specification.

My improvement consists in the construction and combination of the parts forming the joint between the upright paling or rail, and the cross bars or string pieces. The uprights are formed with holes through them  
10 to receive the horizontal cross bars or rails; these holes, on the outside, are about the size of the rail, and of the same configuration; but they are enlarged on the inside, as  
15 clearly shown in Plate 2, Fig. 3, forming a cavity all around the cross bar; a small opening is made through the face of the paling, which serves as a sprue hole to cast in lead, or other easily fusible metal around  
20 the cross bar, to hold it, and form a perfect joint between it and the paling; to prevent the lead from running out in cases where the palings chance not to fit the railing or cross bar tight, I employ clamps or pincers,  
25 as shown in the drawing, that clasp the bar, and fit up close to the upright paling.

The following are references to the figures on the drawings:

Plate 1, Figure 1, represents a panel of the  
30 railing in perspective. Plate 2, Fig. 2, represents a side view of a section of the upright rail showing the square hole cast in the same at A for the purpose of inserting the cross bars. Plate 2, Fig. 3, represents  
35 the upright rail cut through the center, and the interior of the hole with the bar therein marked B, also the cavity or opening at C, C, to receive the lead for the purpose of securing the upright rail to the cross bars.  
40 Plate 2, Fig. 4, represents the other side (or

half) of Fig. 3 without the cross bar showing the small hole at D into which the lead is poured. Plate 2, Fig. 5, represents the front or outside of the upright rail showing at E, the hole cast in the rail for the purpose of  
45 receiving the lead. Plate 3, Fig. 6, represents the upright rail and cross bar showing the clamp marked F, F, for the purpose of preventing the lead from running out of any  
50 opening that may occur at the intersection of the upright rail and cross bars. Plate 3, Fig. 7, represents a side view of the clamp with the jaws (at P) closed around the cross bar at H. Plate 3, Fig. 8, represents  
55 the clamp at I, with the jaws open.

I wish it to be understood that I do not claim forming joints, or connecting irons by lead packing, as that has before been done, but

What I do claim, and for which I desire  
60 to secure Letters Patent, is—

Constructing the palings or upright rails as herein described, with holes in them by means of which they slide freely on the horizontal bars and with a cavity for containing  
65 lead or other proper metal surrounding said bar, for the purposes of allowing the palings to be placed and fastened at any desired distance from each other substantially in the manner and for the purpose set forth;  
70 by means of which I form a cheap and perfect railing of different lengths with the same number of palings and firmly secure the rails in place.

WM. HAMILTON.

Witnesses:

W. G. CONNOW,  
ROBERT WOOD,  
SAMUEL NORTHROP.