J. Anderson.

Pile Driver.

No. 52,811.

Patented Feb. 27, 1866

Fig. 1.

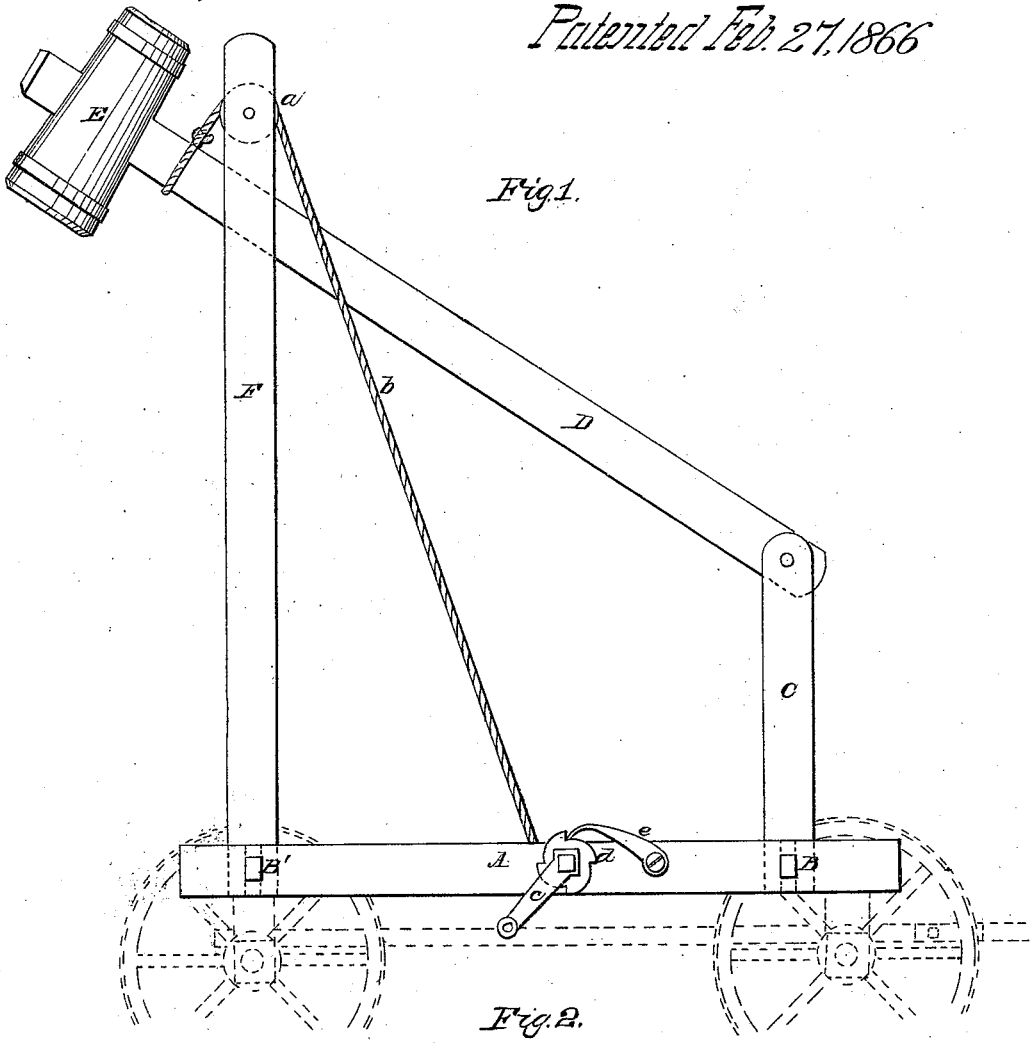


Fig. 2.

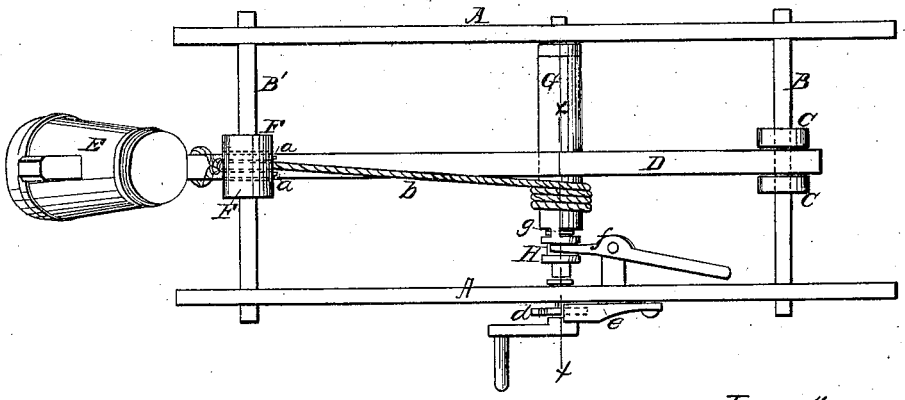
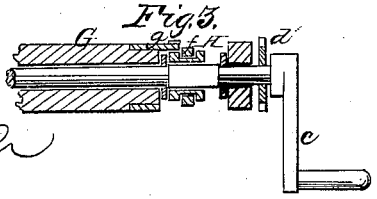


Fig. 3.



Witnesses:
Wm. Freurn
Chas Fusch

Inventor:
J. Anderson
By Munn & Co
Attys

UNITED STATES PATENT OFFICE.

JOHN ANDERSON, OF WAUKESHA, WISCONSIN,

IMPROVED DEVICE FOR DRIVING FENCE-POSTS.

Specification forming part of Letters Patent No. **52,811**, dated February 27, 1866.

To all whom it may concern:

Be it known that I, JOHN ANDERSON, of Waukesha, in the State of Wisconsin, have invented a new and Improved Machine for Driving Fence-Posts; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevation of my invention. Fig. 2 is a plan or top view of the same. Fig. 3 is a longitudinal section of a portion of the windlass, taken on the line *x x*, Fig. 2.

The object of my invention is to produce a machine intended more particularly for farmers' use, whereby fence-posts may be driven into the ground in a quick, easy, and inexpensive manner.

My invention consists in the arrangement, in a suitable frame which is intended to rest directly upon a wagon-truck, of a hammer having its shank pivoted in a suitable manner to permit the necessary swinging motion, and operated by a windlass provided with a clutch attachment for throwing the crank-shaft into and out of gear, as will be hereinafter explained.

To enable others to understand my invention, I will proceed to describe it.

A represents the longitudinal beams of the framing, and B B′ the transverse beams, which constitute the frame of the machine, and which frame is intended to rest on a wagon-truck, the wagon-box, of course, being removed.

C C are two standards projecting up from the cross-beam B of the frame a suitable distance, between which is pivoted one end of a shank, D, which carries a hammer, E, on its other end. This hammer is of a sufficient weight for the purpose for which it is intended, and it is arranged so as to be guided between two upright beams, F F, having their lower ends secured to the cross-beam B′ of the frame. At the upper ends of the beams F F a shaft or pulley, *a*, is placed, over which passes a rope, *b*, one end of which is attached to the shank of the hammer near the hammer. The other end of this rope *b* is secured to a windlass, G, which has its bearings in the longitudinal beams A of the frame, and has a crank, *c*, by which to turn it, and a ratchet and pawl, *d e*, for holding the same at any point during the raising of the hammer E.

H is a clutch, and *f* its lever, which is arranged in such relation to a stop or lug, *g*, on the windlass that it can be thrown into and out of gear quickly and easily for the purpose, on the one hand, of lowering the hammer, and on the other for disengaging the windlass, so as to let the same revolve without causing the crank to move in order to let the hammer fall upon the post.

In using this machine it is placed, as before stated, on a wagon-truck, which is to be drawn along by hand from post to post in order to drive them down. Heretofore farmers have been compelled to dig holes and set their posts for the want of a simple and cheap machine for driving them down, and by my invention I provide such a machine.

I claim as new and desire to secure by Letters Patent—

The combination of the truck-frame A B B′, standards C C, uprights F F, shank D, hammer E, rope *b*, windlass G, clutch H, and stop or lug *g*, all arranged and operating substantially as explained.

JOHN ANDERSON.

Witnesses:
C. G. HEATH,
W. K. HUNKINS.