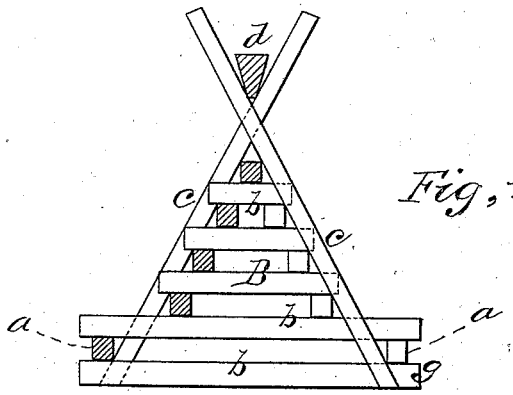
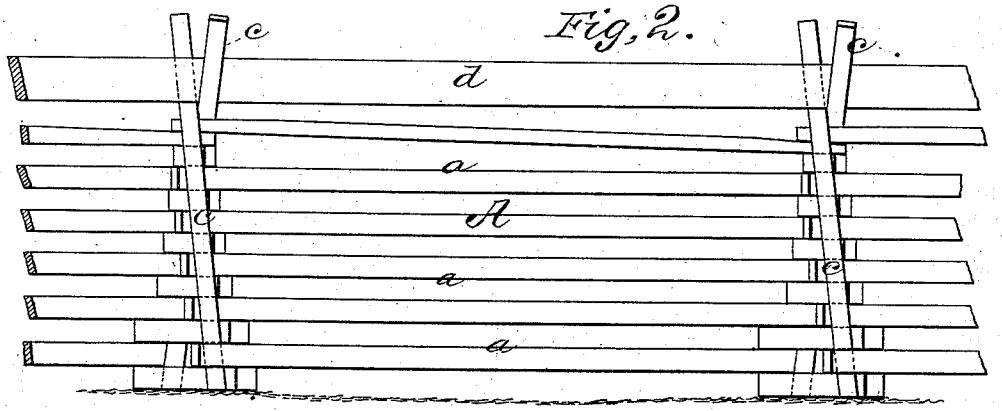
F. E. FISH.
Fence.

No. 215,599. Patented May 20, 1879.

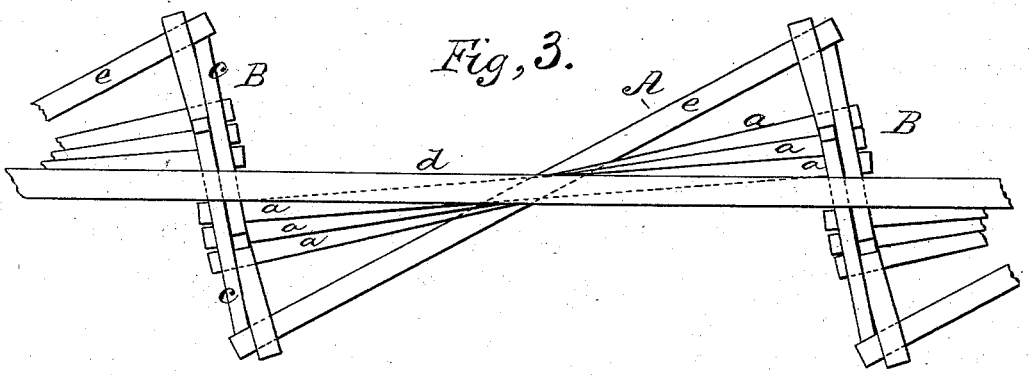


Fig, 1.

Fig, 2.



Fig, 3.



WITNESSES
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UNITED STATES PATENT OFFICE.

FIDUS E. FISH, OF ORANGEVILLE MILLS, MICHIGAN.

IMPROVEMENT IN FENCES.

Specification forming part of Letters Patent No. **215,599**, dated May 20, 1879; application filed April 7, 1879.

To all whom it may concern:

Be it known that I, FIDUS E. FISH, of Orangeville Mills, in the county of Barry and State of Michigan, have invented a new and valuable Improvement in Fences; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a transverse section of my fence, showing a short panel. Fig. 2 is a side view of the same, and Fig. 3 is a top view thereof.

This invention has relation to rail fences; and it consists in the construction and novel arrangement of the alternate long and short rails, and the crossed oblique stakes or supports seated between the exterior crossed ends of the upper rails, holding the top rail between the crossed upper ends, and having the lower ends braced within the projecting ends of the bottom rails, all as hereinafter shown and described.

The object of this invention is to provide a cheap fence which will be self-supporting, holding itself in form without driven stakes, which are liable to rot off every two or three years and cause the fence to fall down.

In the accompanying drawings, the letter A designates the long panels, and B the short panels or sections of this fence, which are, respectively, composed of long and short rails, *a b*, the upper long rails being laid nearly in the line of direction of the fence, and the short rails nearly at right angles thereto. The ends of the long and short rails cross each other in the usual manner of rail fences, except that, owing to the angle at which they cross, the projecting ends form secure seats for the oblique stakes *c*, which are laid up between them, crossing at their upper ends to hold the top rails or riders, *d*. These oblique stakes are not driven into the ground, but rest in the exterior angles formed by the projecting ends of the upper rails of the fence, as stated. The bottom long rail, *e*, of the fence diverges more in degree than the upper rails, and is securely held between the bottom short rail, *g*, on which the fence rests, and the second short rail, these two short rails forming a clamp, which holds the end of the long rail firmly, being pressed downward thereon by the entire weight of the rails above it. Down and within the projecting end of this bottom long rail, *e*, extends the foot of the oblique stake *c*, which is clamped by pressing the long rail up against it firmly, and is thereby effectually secured. Being also secured by crossing under the top rail, these stakes, lying in the exterior angles of the upper or main rails of the fence, secure these in the position in which they are laid, which is one offering superior resistance to transverse shocks on account of the bracing effect of the short rails, which lie nearly transverse to the direction of the fence-line, as stated.

Although at first sight this form will not appear to differ much from ordinary rail fences, it will be found to possess material advantages. Its stakes will not rot off and let the fence fall down. It is cheaply constructed, enabling the farmer to utilize short rail pieces as well as long rails. Cattle cannot stir the stakes and push them over, owing to their braced position. The farmer can plow as close to the fence as he desires, the stakes being closely laid, and solidly built into the corners, which are prominent, and will not catch the whiffletrees in plowing.

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

The self-supporting rail fence consisting of the short transverse rails *b* and the long rails *a*, having their ends crossed nearly at right angles, the bottom diverging long rail, *e*, clamped within the two lower short rails, and the oblique stakes *c*, crossing at the upper ends under the riders *d*, seated solidly in the extreme angles formed by the projecting ends of the upper long and short rails, and having their feet seated and braced within the projecting ends of the bottom long rails, *e*, as shown and described.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

FIDUS E. FISH.

Witnesses:

S. S. WALDO,

O. J. WOODARD.