

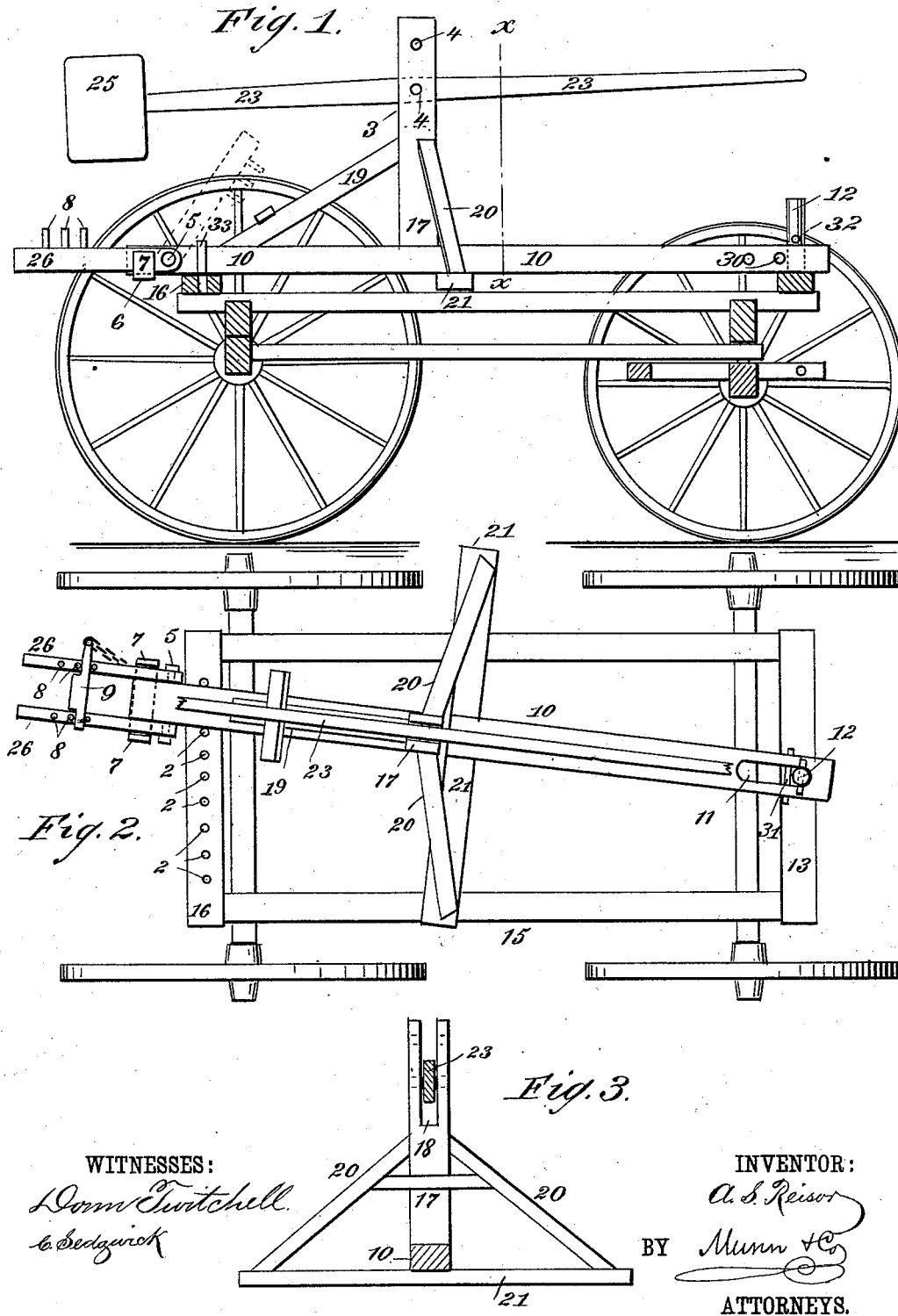
(No Model.)

A. S. REISOR.

POST DRIVER.

No. 347,128.

Patented Aug. 10, 1886.



WITNESSES:

*Norm Twitchell*  
*& Sedgewick*

INVENTOR:

*A. S. Reisor*

BY

*Munn & Co*

ATTORNEYS.

# UNITED STATES PATENT OFFICE.

ANDREW S. REISOR, OF REISOR, LOUISIANA.

## POST-DRIVER.

SPECIFICATION forming part of Letters Patent No. 347,128, dated August 10, 1886.

Application filed May 4, 1886. Serial No. 201,059. (No model.)

### *To all whom it may concern:*

Be it known that I, ANDREW S. REISOR, of Reisor, in the parish of Caddo and State of Louisiana, have invented a new and Improved  
5 Post-Driver, of which the following is a full, clear, and exact description.

My invention relates to the construction of a cheap and efficient form of post-driver, wherein the parts are arranged so that the  
10 force of each blow may be varied to meet the requirements of the case; and the invention consists of certain novel constructions and combinations of parts, to be hereinafter described, and specifically pointed out in the  
15 claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the figures.

20 Figure 1 is a side view of my improved form of post-driver, representing the same as arranged in connection with the running-gear of the ordinary form of farm-wagon, said running-gear and a portion of the post-driver being shown in vertical section, in order that the  
25 construction may be apparent. Fig. 2 is a plan view of the apparatus illustrated in Fig. 1, the hammer proper being removed and the extending end of the operating-lever being  
30 broken away to disclose the construction of the underlying parts; and Fig. 3 is a sectional end view taken on line *x x* of Fig. 1.

The post-driver illustrated in the drawings above referred to consists, essentially, of a central main beam, 10, in one end of which there  
35 is formed a longitudinal slot, 11, through which there is passed a short vertical standard, 12, that is carried by the forward cross-strip, 13, of the body-frame of a vehicle, 15, the rear end of the beam 10 resting upon and  
40 being supported by the rear cross-strip, 16, in which there are formed a number of holes or apertures, 2, the advantages of which will be presently explained. The beam 10 carries a  
45 vertical standard, 17, the upper end of which is provided with a slot, 18, the standard being supported by a forwardly-extending brace, 19, and by side braces, 20, said side braces being supported upon a cross-bar, 21, that is secured  
50 to the under side of the main beam 10.

In the slot 18, formed in the upper end of the standard 17, there is mounted a lever-arm, 23, said lever-arm being supported by a pin, 3, which is passed through an aperture  
55 formed in the arm and through other apertures, 4, formed in the standard, there being two or more sets of these apertures 4, in order to permit of a proper adjustment of the lever-arm.

Upon the rear end of the arm 23 there is secured a heavy hammer, 25.

To the rearwardly-extending end of the beam 10 there are pivotally connected outwardly-extending arms or guides 26 26, said  
65 arms being held to either side of the beam 10 by a bolt, 5, the arms being supported in a horizontal position by means of a clip, 6, that is secured to the under side of the beam 10 and formed with upwardly-extending ears 7, between which and the side of the beam the  
70 arms or guides 26 rest. A number of pins, 8, are driven into the upper faces of the arms 26, and between these pins there is fitted a cross-bar or clamp, 9.

From the construction described it will be  
75 seen that the main beam 10 can be swung upon its pivotal connection with the vehicle-frame to any desired position, and as the slot 11 formed therein is quite long the beam may be moved forward or back, in accordance with  
80 the position of the post to be driven, and in order that the beam may be held to the position to which it is adjusted, I have provided apertures 30, through which pins 31 are  
85 passed, as indicated in the drawings, the forward end of the beam being held down to position by a pin, 32, which passes through the standard 12. The rear end of the beam is held in place by pins 33, inserted in the apertures 2.  
90

In operation the machine is driven so that the rear end of the beam 10 will be almost over the point at which it is desired to drive the post. The beam is then adjusted so that  
95 when the upper end of the post is resting against the extending end of the beam the post will be in a vertical position, the arms 26 being at this time folded up to the position shown in dotted lines in Fig. 1. After the  
100 post has been placed as described the arms 26

are turned down to the position in which they are shown in full lines in Fig. 1, and the cross-bar or clamp 9 is placed as indicated in Fig. 2, thus holding the post against the end of the beam 10. When the parts have been adjusted as described, the operator raises the hammer 25 by depressing the opposite end of the lever 23, and suddenly releasing his hold upon said lever allows the hammer to drop upon the upper end of the post, the force of the blow being varied by the amount of elevation given to the hammer.

If desired, a properly-constructed stand or frame might be made for the operator to stand on; but ordinarily such frame would not be required.

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

1. The combination, with a main beam or timber pivotally connected to the wagon-frame, of a vertical standard carried by said timber and formed with an upper slot, a lever

pivotally mounted within said slot, a hammer carried by the lever, arms or guides pivotally connected to the extending end of the main timber, a clip, 6, arranged in connection with said arms or guides, pins carried by the guides, and a cross-strip or clamp, 9, substantially as described.

2. The combination, with a main beam or timber formed with a longitudinal slot, 11, of a vertical standard, 12, carried by the body-frame of a vehicle, pin 31, vertical standard 17, carried by the main beam, a lever, 23, pivotally mounted in a slot formed in said standard, a hammer carried by the lever, folding arms or guides pivotally connected to the extending end of the main timber, pins 8, carried by the arms, a clamp or cross-strip, 9, and a clip, 6, substantially as described.

ANDREW S. REISOR.

Witnesses:

D. B. MARTIN,  
JAMES R. CAVETT.