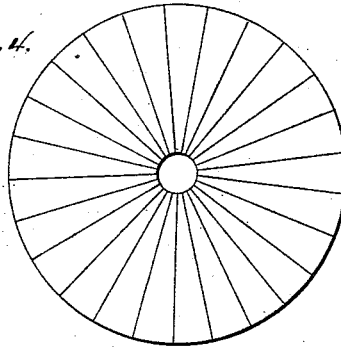
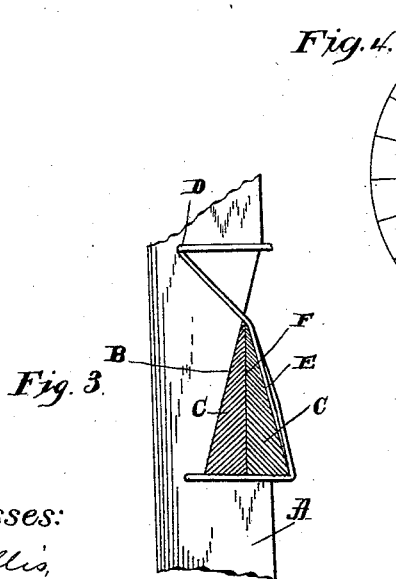
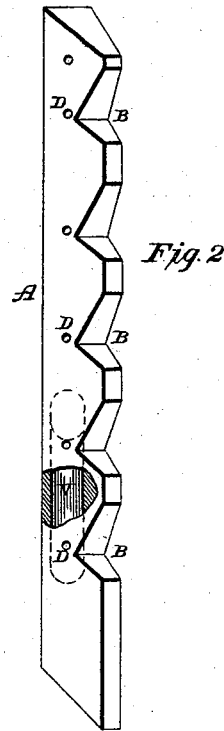
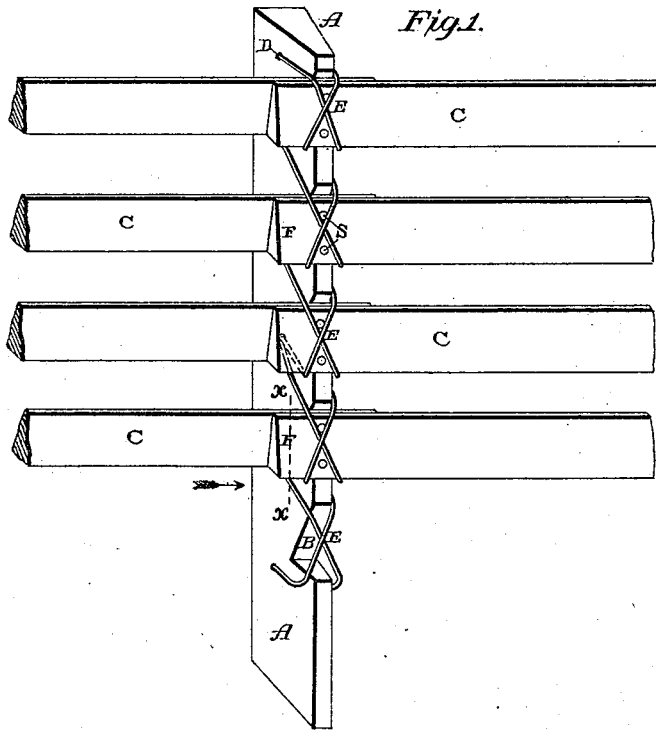


(No Model.)

S. F. AMES.  
FENCE RAIL AND POST.

No. 455,147.

Patented June 30, 1891.



Witnesses:

*E. Ellis,*  
*J. M. Whit.*

Inventor.

*S. F. Ames,*  
*per*  
*Lehmann & Pallison,*  
*attys*

# UNITED STATES PATENT OFFICE.

SAMUEL F. AMES, OF BEREА, KENTUCKY.

## FENCE RAIL AND POST.

SPECIFICATION forming part of Letters Patent No. 455,147, dated June 30, 1891.

Application filed February 3, 1891. Serial No. 380,072. (No model.)

*To all whom it may concern:*

Be it known that I, SAMUEL F. AMES, of Berea, in the county of Madison and State of Kentucky, have invented certain new and useful Improvements in Fence Rails and Posts; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in fence rails and posts; and it consists in certain novel features, which will be fully described hereinafter, and pointed out in the claims.

The objects of my invention are to provide a rail and post which are triangular in shape in cross-section, to cut out the pointed vertical edge of the post to correspond to the combined shape of the two meeting ends of the rails, to provide the post with transverse perforations through which a securing wire or wires are passed, and to cross the wires in the peculiar manner hereinafter shown and described.

Figure 1 a perspective view of a portion of a fence which embodies my invention, two of the adjoining rails being omitted. Fig. 2 is a perspective view of the post. Fig. 3 is a vertical section taken on the dotted line *xx* of Fig. 1, a portion of the post being shown. Fig. 4 is an end view of a log from which the rails are cut.

A represents the post, which is triangular in cross-section, as shown, and which is provided with a vertical series of triangular-shaped notches B for the reception of the meeting ends of the rails C, made transversely through the post. Preferably in about a line with the horizontal portion of the notches B are the perforations D, through which the wires E pass. The rails which form my fence are triangular in shape, and are applied to the post point upward, so that the rain and moisture will not rest upon them and become soaked in the fence, thus causing the rotting of the rail. A rail made in this shape is also stronger than an ordinary board, and a class of timber can be used which would not do for the ordinary board fence.

It will be noticed that I preferably form one side F of the rail about at right angles to the lower edge of the rail, while the other side of the rail is formed at an angle to the said lower edge. The object of thus shaping the rails is to enable the two straight sides of the rails to be placed together, as shown in Fig. 1, and allow the lower edges of the two rails to rest squarely upon the horizontal portion of the notches B and at the same time be in contact at their upper edges and form substantially a point, as shown, which will not catch the moisture and hold it to be absorbed. It will also be noticed that the notches B in the post are sufficiently deep to receive the meeting ends of two rails, so that both rails are directly supported by the post.

In applying the wire to secure the rails in place I preferably take a piece of wire and pass it through the upper aperture until the center of it is reached. The ends of the wire are then brought over the upper edge of the upper rails, crossed in front, as shown, then passed through the opening below in opposite directions, again brought in front of the next rails, crossed and passed through the next aperture in the same manner as it was passed through the aperture above. This method of crossing the wire and passing it through the apertures in opposite directions is continued to the bottom apertures, where the ends of the wire are secured in any suitable manner.

By applying the wires as above described the rails are securely held in place upon the post, and can at any time be detached therefrom, if desired. These rails are sawed out, as it is found that splitting rails strains the fiber of the wood, makes it liable to warp and twist out of shape, and makes it more susceptible to the absorption of moisture, and when exposed to the sun it cracks and absorbs the water, which causes it to rot.

Instead of securing the rails by wires, as above described, they may be secured by two nails S, as shown, the rails first being bored to receive the nails to prevent crocking.

The rails are preferably cut from a log, as shown in Fig. 4, which enables thirty-three per cent. more square feet rails to be cut from a log than if sawed in the usual manner. This also enables wood to be utilized for rails which has heretofore only been fit for fire-

wood, thus increasing the value of this class of timber. When the rails are cut from a log, as just described, the thick edge of the rail will be cut away so that it will form a rail of a right-angle-triangular shape in cross-section, as shown in Fig. 3.

In order to preserve that portion of the posts which extend into the ground, I provide the post with a downwardly-inclined opening V, which forms a receptacle to receive salt to be absorbed by the post, and which preserves it against decay. As the salt is absorbed, it can be replaced, and by this means the post will last three times as long as where no means is provided for preserving that portion which extends into the earth.

Having thus described my invention, I claim—

1. A fence composed of a post having rail-supporting triangular notches cut in its edge, of the rails which are triangular in cross-section and which are placed in the said notches, substantially as shown and described.

2. A fence consisting of a post having triangular rail-supporting notches and rails

which are triangular in cross-section, one side being at right angles to its thick edge, whereby the ends of the rails can be placed side by side and rest squarely upon the horizontal portion of the said notches, substantially as shown and described.

3. In a fence, the combination of the post having rail-supporting notches and transverse perforations, of the rails placed in the notches, and the wire which is passed through the perforations, brought over the face of the rails, and under them and through the perforation below, substantially as set forth.

4. In a fence, the combination of the post having rail-supporting notches and transverse perforations, the rails placed in the notches, and the wire which is brought over the face of the rail and crossed and then passed through the perforation below in opposite directions, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

SAMUEL F. AMES.

Witnesses:

W. F. HINKLE,

T. R. ROBERSON.