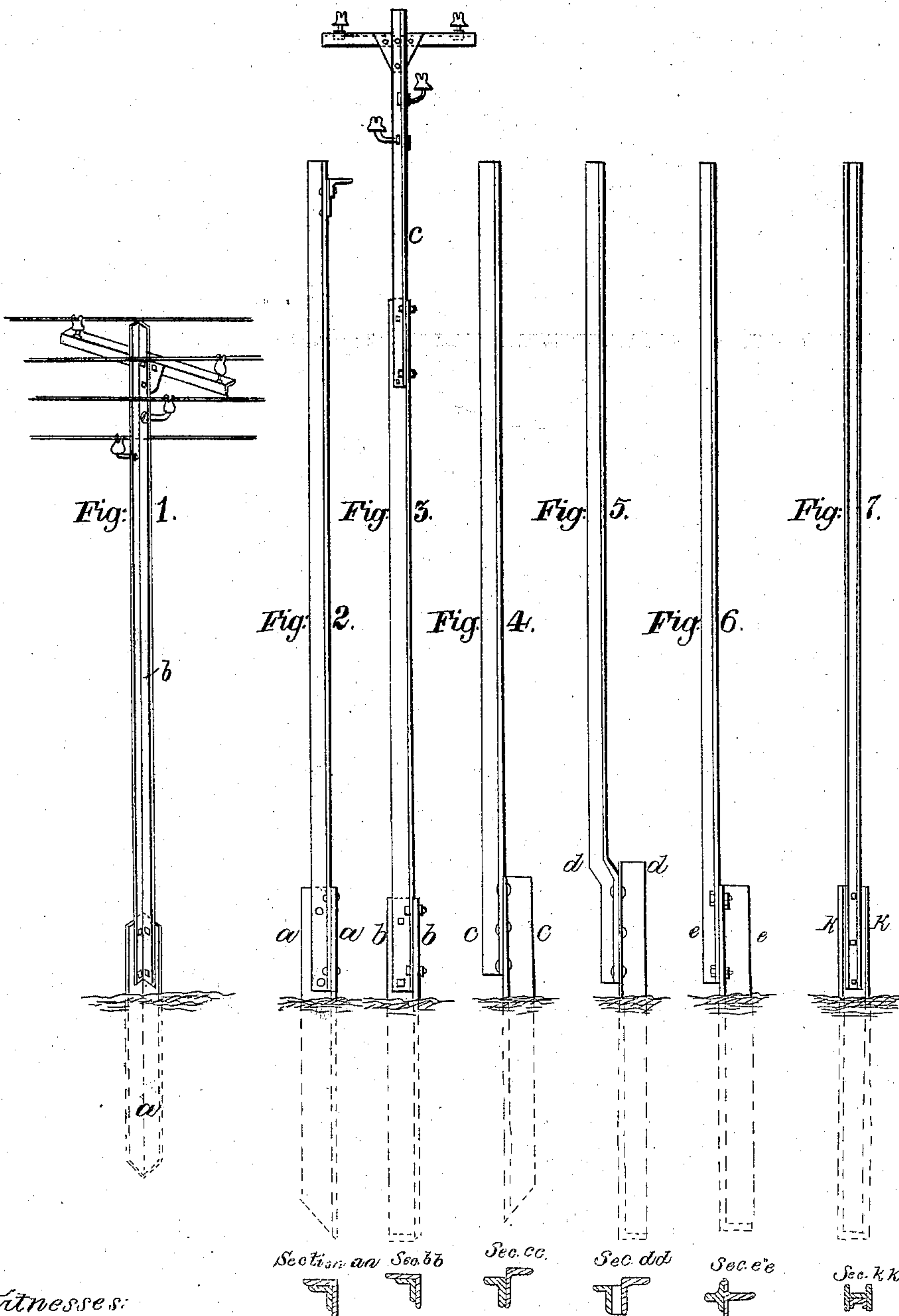


F. W. SHEILDS.

Telegraph Post.

No. 47,910.

Patented May 23. 1865.



Witnesses:

Geo. Pitt
Ans. Black

Inventor:

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UNITED STATES PATENT OFFICE.

FRANCIS WEBB SHIELDS, OF NO. 3 DELAHAY STREET, WESTMINSTER,
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IMPROVEMENT IN TELEGRAPHIC POSTS.

Specification forming part of Letters Patent No. **47,910**, dated May 23, 1865.

To all whom it may concern:

Be it known that I, FRANCIS WEBB SHIELDS, civil engineer, of No. 3 Delahay Street, Westminster, in the county of Middlesex, England, have invented or discovered new and useful Improvements in Telegraphic Posts; and I, the said FRANCIS WEBB SHIELDS, do hereby declare the nature of the said invention and in what manner the same is to be performed to be particularly described and ascertained in and by the following statement thereof—that is to say:

This invention has for its object improvements in telegraphic posts; and it consists in constructing each post in two parts—one to be driven into the earth, and the other or upper part to be fixed by rivets or screw-bolts, or by welding to the lower part, and to be provided with means of securing one or more insulators to hold the telegraph-wire.

The section of iron or steel used may be varied, but it is preferred to employ two pieces of angle-iron in constructing each post, the lower piece being of a larger and consequently of a stronger section than that used for the upper part of a post. The lower piece is pointed or sharpened at its lower end, to facilitate its passage into the earth when being driven. The lower end of the other or upper part of the post is secured to the upper end of the lower part of the post by rivets or by screw-bolts or by welding. The insulators are applied at the upper part of each post. Telegraphic posts according to my invention may be constructed at less cost and be fixed more cheaply than other metallic telegraphic posts.

Having thus stated the nature of my said invention, I will proceed more fully to describe the manner of performing the same.

Figure 1 shows a telegraphic post constructed according to my invention, *a* being the lower portion and *b* the upper portion of the post, which are, by preference, bolted together, but, as before stated, they may be combined by riveting or welding. By preference the lower end of the upper portion of a post is placed on the interior of the lower portion,

but it may be fixed externally. When using screw-bolts it is most convenient to drive the lower part of a post and then to fix the upper part thereto by the screw-bolts. When using rivets to combine the two parts of a telegraphic post constructed according to my invention it is preferred that the riveting should be performed after the lower portion of a post has been driven into the earth, as otherwise the act of driving the lower part into the earth is liable to shake the rivets and to render necessary a further setting up of the rivets after driving the lower portion of the post into the ground. At the upper end of the part *b* means of supporting the insulators and the telegraph-wires are shown, but these means may be varied.

Fig. 2 shows another post and a cross-section thereof, similar in construction to that in the previous figure, the parts of which, however, are fastened together by the use of rivets instead of screw-bolts.

Fig. 3 shows a similar telegraphic post to that shown at Fig. 1, there being at the upper part a continuation, *c*, of lighter angle-iron, to receive and carry the insulators and telegraph-wires, and although this mode of lengthening a post is only shown applied to one form of post according to my invention, it may be applied to all forms of posts of my invention.

Fig. 4 shows another telegraphic post composed of two pieces of angle-iron, but they are fixed together by rivets in a different manner to the preceding ones, but in place of rivets the parts may be fixed in a like position by screw-bolts and nuts.

Fig. 5 shows another form of telegraphic post where the upper portion is bent or cranked just above where it is fixed on the lower portion. This cranking is to admit more conveniently of the blows of the hammer or instrument used to drive the lower part into the earth. The drawings show the parts of this post put together by rivets; but screw-bolts and nuts may be used in place thereof, or the upper part of any of the posts may be welded to the lower part just above a bend or crank forged at the upper end of the lower part of

the post, such cranking being suitable to receive the blows of the hammer.

Fig. 6 shows another construction of telegraphic post composed of two pieces of T angle-iron fixed together by screw-bolts and nuts, but rivets may be employed in place thereof.

Fig. 7 shows another form of telegraphic post composed of two pieces—one of H angle-iron and the upper piece of channel or trough iron, fixed together by screws and nuts, though rivets or welding may be used in place thereof. It is preferred to use angle-iron such as described, but other forms or sections of iron may be similarly used in carrying out my invention.

It is preferred in all cases to use wrought-iron or steel in carrying out my invention,

though cast-iron may, in some cases, be used, more particularly for the lower parts of telegraphic posts.

I claim—

The construction of telegraph-posts of separate parts, one of which is suitable for being driven into the ground, while the other is provided with means for securing the insulator and is suitable for being attached to the part in the ground, &c., substantially as herein described.

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