

(No Model.)

L. DOW.
HITCHING POST.

No. 390,951.

Patented Oct. 9, 1888.

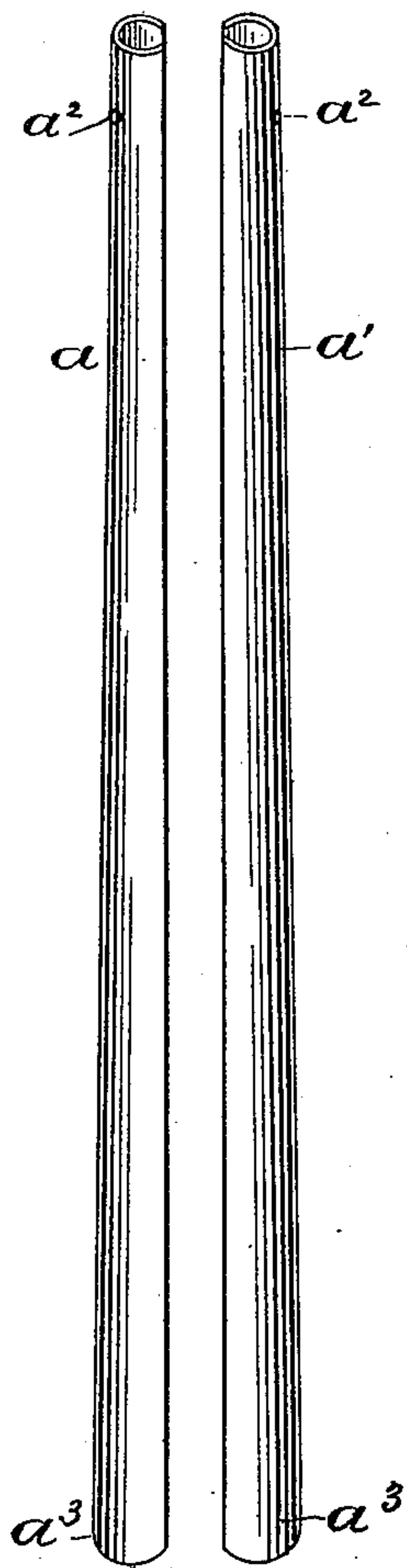
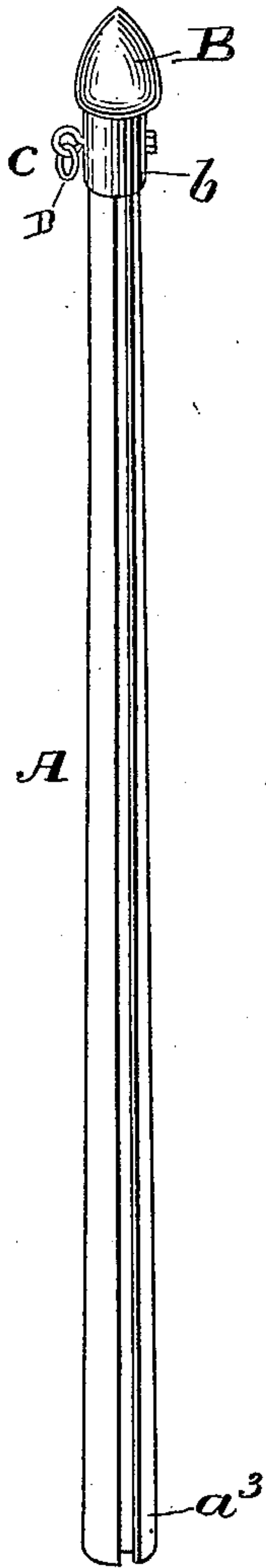
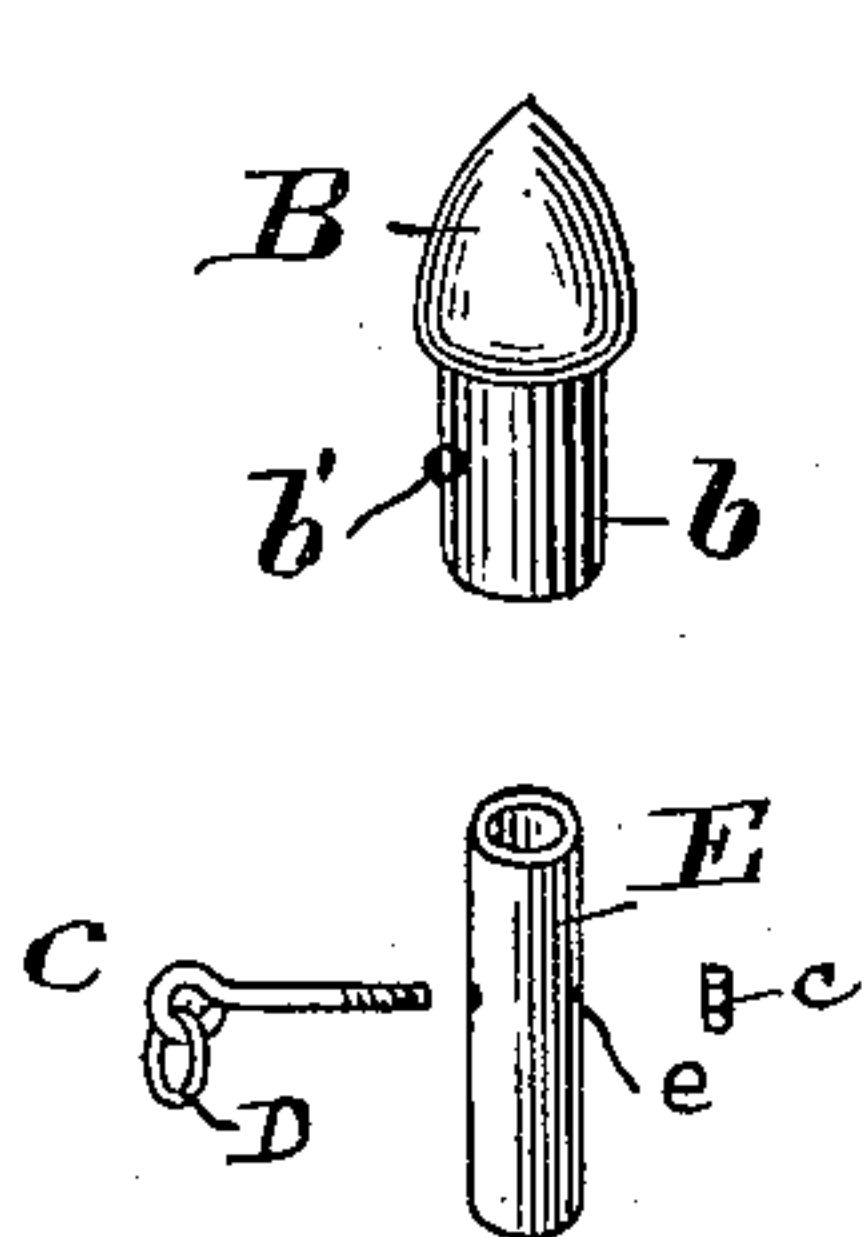


Fig. 2.

WITNESSES.
Matthew M. Blunt.
Arthur S. Davis.

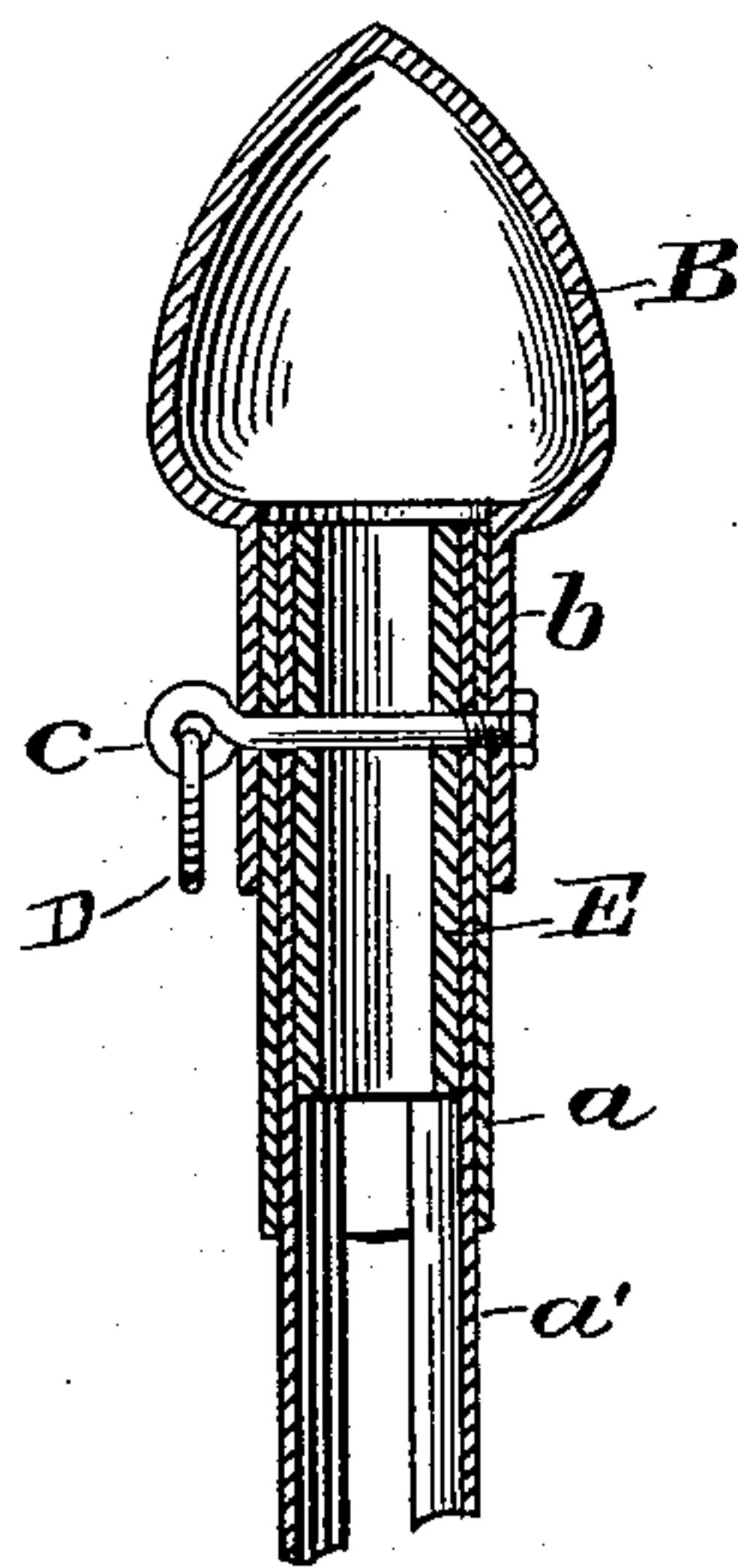


Fig. 3.

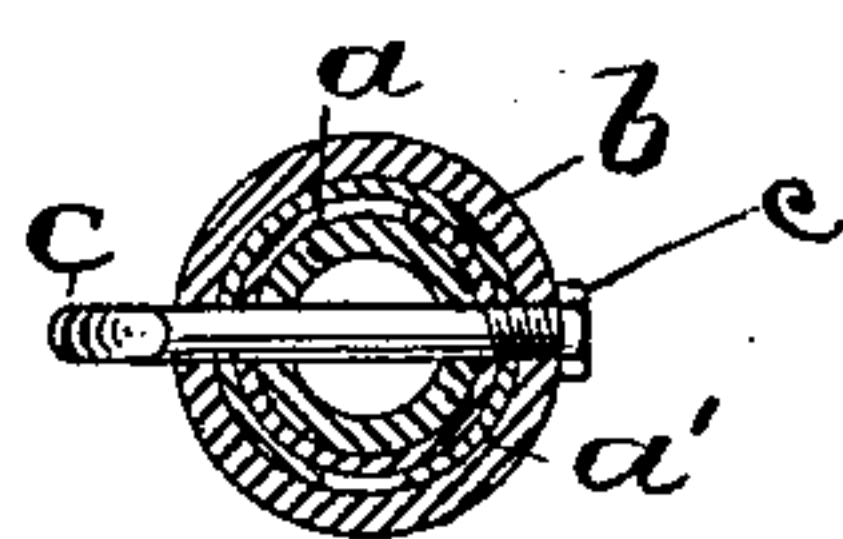


Fig. 4.

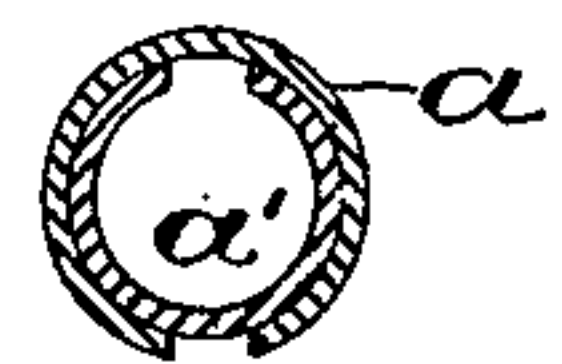


Fig. 5.

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UNITED STATES PATENT OFFICE.

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HITCHING-POST.

SPECIFICATION forming part of Letters Patent No. 390,951, dated October 9, 1888.

Application filed January 14, 1888. Serial No. 260,738. (No model.)

To all whom it may concern:

Be it known that I, LORENZO DOW, a citizen of the United States, residing at Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Hitching-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 appertains to make and use the same.

Figure 1 is a side elevation of my post as in readiness for use. Fig. 2 represents in perspective views the several parts of which this post is composed detached, and indicates very plainly how they are to be put together in the completed device. Figs. 3, 4, and 5 are respectively sections of the post to represent the relative position of the longitudinal parts of the post when the device is ready for use, the internal and external parts at the head being removed.

This device belongs to that class of posts which come under the subdivision of hitching-posts; and the novelty consists in the construction of the several parts of which the post is composed and in their combination together, all as will now be more fully set out and explained, reference being had to the accompanying drawings.

In the drawings, A represents this hitching-post as a complete structure and ready for use. The entire body of this post is composed of two parts, *a* and *a'*. These longitudinal pieces are made of metal and bent or curved so as to be more than a semicircle in shape in cross-section, preferably as is indicated, respectively, in Figs. 2 and 5. In these figures the curve is a little more than a half-circle. This shape produces the best results, as thereby when the two parts are united the outer along its entire length overlaps on each side the inner part, and this has a gripping or binding hold on both sides of it. The shape and the radius of the bend of the part *a* is preferably exactly the same as that of the bend of the part *a'*. Therefore when the two parts are united by placing the edges of the part *a'* within those of the part *a*, which can be very easily done either by sliding the two parts together or by slightly springing the edges of the part *a* away from each other, the part *a'* will be

very securely and firmly held at its edges within the edges of the part *a*. This union has in practice been found to be sufficiently secure for all purposes of ordinary use.

The head B, which can be made of any ornamental shape desired, and preferably of cast metal, has a hollow shank, *b*, which is of sufficient internal diameter to fit snugly upon the upper ends of the parts *a* and *a'* when they have been united, as has been above described, and as is now shown in Fig. 1. This head is securely fixed in position at this point by means of the eyebolt C, which is threaded at one end and is passed through the perforations *b'* in the head and *a''* in both parts of the body of the post. It is there retained in position by means of the nut *c*, placed upon its threaded end. In the eye of the bolt C is the hitching-ring D, or any other usual or equivalent means for attaching the rein or strap, as is usual in hitching-posts.

While it is not absolutely necessary, yet I have found it convenient to place within the hollow upper end of the parts *a* and *a'*, when united as above described and before placing the head thereon, the block or tube E, made of metal, wood, or any suitable material, and to secure it in position the bolt C passes through its perforation *e*. This block E will tend to hold the parts rigidly in position.

The lower ends, *a''*, of each of the parts of the post are usually pointed, so that the post can be very easily driven into the ground. The overlapping edge of the outer or larger part of the body will be easily seen, and constitutes an ornamental finish for the device. If preferred, however, these edges could be flattened down, so as to make nearly a smooth finish. In the usual form of constructing this post it is designed to have it smaller at the top than the bottom—that is, the two parts *a* and *a'* will flare outwardly a little at the base; but it is not absolutely necessary that this form of construction should be used, although for most purposes, and commonly, it is preferred.

This construction, it will be noted, is so simple that it can be very easily and cheaply made; but at the same time the parts which compose it are so firmly secured together that it will be an exceedingly permanent structure and very durable.

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

1. A hitching-post the body of which is composed of two longitudinal parts, each more than a semicircle in cross-section, the radius of the bend in each part being the same, and secured together along their entire length by spring-pressure, combined with a hollow head secured upon the ends by a bolt and nut.

2. A metallic hitching-post composed of the parts *a* and *a'*, perforated at their upper ends and made as described, and secured together along their entire length by the spring-pressure of the outer upon the inner part, the hollow and perforated head B, the bolt C, the nut

c, and the hitching-ring D, the several parts made and all combined substantially in the manner and for the purpose described.

3. In a hitching-post and combination of the parts *a* and *a'*, made and united together along their entire length by spring-pressure, as described, with the perforated block E, the hollow and perforated head B, the bolt C, and the nut *c*.

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

LORENZO DOW.

Witnesses:

FRANK G. PARKER,
HENRY MARSH.