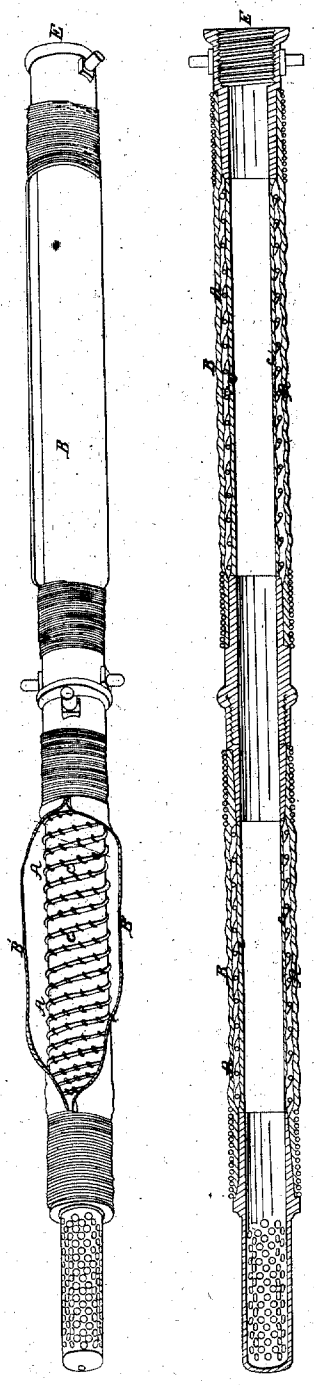
No Printed Specification Available

7413X

J. Riley,

Hose Coupling,

Patented Feb. 6, 1833.



N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

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Feb 6 1833 37

James Riley.

Letters Patent.

The Schedule referred to in these Letters Patent, and making part of the same, containing a description in the words of the said James Riley himself of his Improvement in the Manufacture of Suction Hose for Fire Engines &c.

Before describing my improved suction Hose, I will describe the suction Hose now in general use, so that the difference between the two, and the advantages of my improvement may be more apparent. The suction Hose now in use is made in the following manner, by fitting copper hinges of two inches in diameter, or thereabouts, and slipped upon a pole of the same diameter, a piece to each of them as possible and covered with leather. Then, sometimes, a composition of Tar &c is put over the leather, and the whole is covered in an additional covering of leather. The pole is then drawn out, and the suction Hose for the equipment of one Fire Engine is usually made of four pieces, each of the same length, two of which pieces (when the Hose is not in use) are run upon poles, and are suspended upon each side of the Engine. This Hose, as is manifest from the above description, is inelastic. The improved suction Hose which I have invented, and for which I hereby claim a Patent, is thus made; Viz. A pole of the size of suction Hose wanted, is first covered with leather. The pole is then taken out, and a size of wire corresponding to the diameter of the Hose intended to be attached to the suction hose, is screwed on to this pole, after winding on sufficient wire to cover the leather. This spiral wire is slipped off of the pole, in common with the leather, and stitched down to the leather, by a strip of leather from each end. Then a composition made of India Rubber dissolved in alcohol, is put on, from end to end, to cover the whole of the spiral wire. The Leather thus covered with spiral wire and composition is

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is then inclosed in a covering of leather, which completes the Hose. This Hose can be made of any length required.

The great advantages, which my improved suction Hose possesses over the Hose now in use, are, 1st. That it is elastic, and is capable of being easily wound up upon a reel; whereas the common suction Hose is inelastic, cannot be wound up, and must be made in short pieces, of about twenty feet each in length, which pieces must be screwed together before commencing operations. This operation of screwing together, often in cold weather, often occupies a half an hour, which is a great loss of time. 2d. The suction Hose now in use, and the improvement above mentioned, must be slipped upon poles suspended on each side of the fire Engine, which are cumbersome and inconvenient appendages to the engines, or must (when not in actual use) be otherwise disposed of in some manner equally as inconvenient. Whereas my improved suction Hose can always remain screwed at one of its extremities to the aperture leading into the interior of the engine, and the Hose be twisted around some convenient part of the engine, there being at all times ready for instantaneous action, by dropping it into the reservoir, without loosing any time in screwing it together, it being in one piece. In cold, freezing weather, this is a very important advantage.

3d. Owing to the suction Hose now in use being frequently made in such short pieces, not more than two fire Engines can conveniently be stationed at one Reservoir of water, for suction at one time. I mean such reservoirs as are constructed under ground, in Boston, in the different streets, containing large quantities of water to be used in the extinguishing of fires. But my improved suction Hose can be made of any required length, to heat any number of engines may be drawing water simultaneously from the same reservoir. The great length of the instrument admitting them to stand at various distances from the reservoir without interfering with each other. To conclude, I claim

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the specification. The above described Instrument is the best one of the kind made known to me, whereby such hose is rendered elastic; - and whereby a man can be secured to the fire engine by one of its extremities, and conveniently carried about some part of the engine whilst not in use; - And that it may be made of any length which supersedes the necessity of screwing together, allows it to be put into operation instantaneously and permits any number of Engines to be drawing water simultaneously from the same reservoir.

Witnesses
Jas! W. Davis
Patrick Riley

Jas! Riley

(Or in Portfolio)

740 Mrd]

(Patented February 6. 1839)