

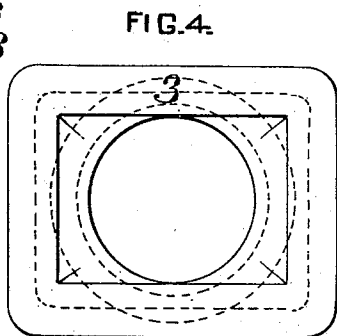
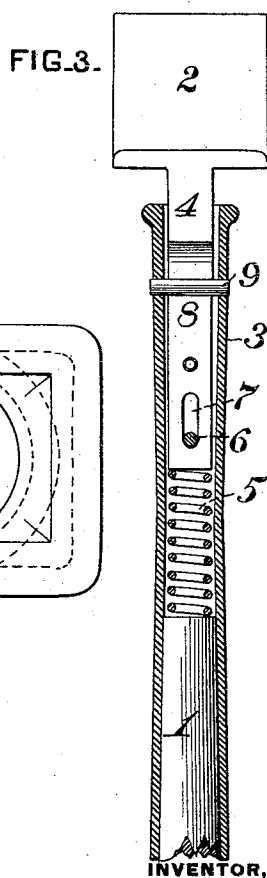
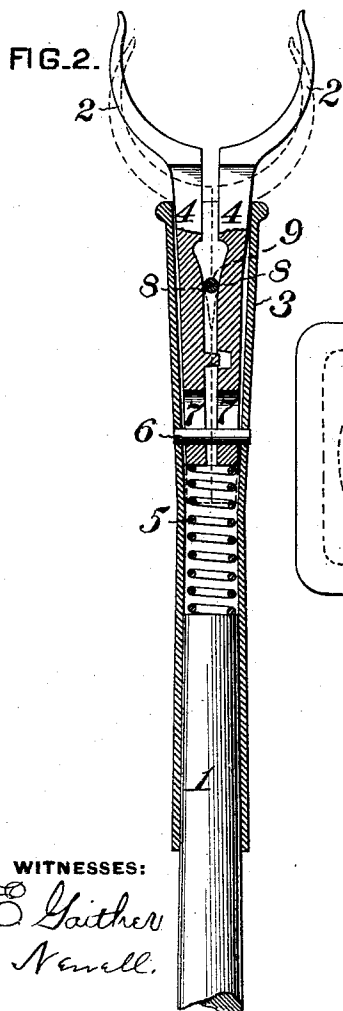
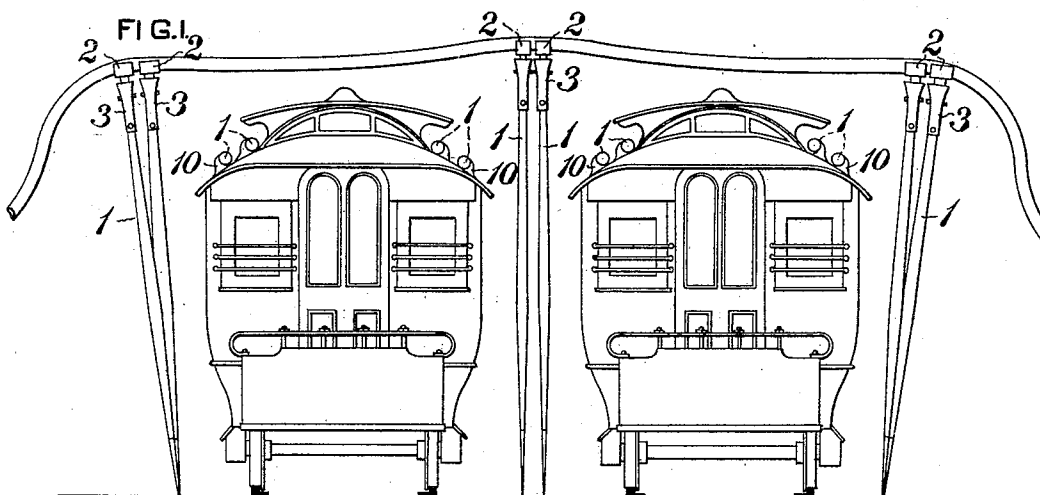
(No Model.)

2 Sheets—Sheet 1.

J. A. C. MOORE.
HOSE SUPPORT.

No. 484,557.

Patented Oct. 18, 1892.



WITNESSES:

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INVENTOR,

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(No Model.)

J. A. C. MOORE.
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2 Sheets—Sheet 2.

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FIG. 5.

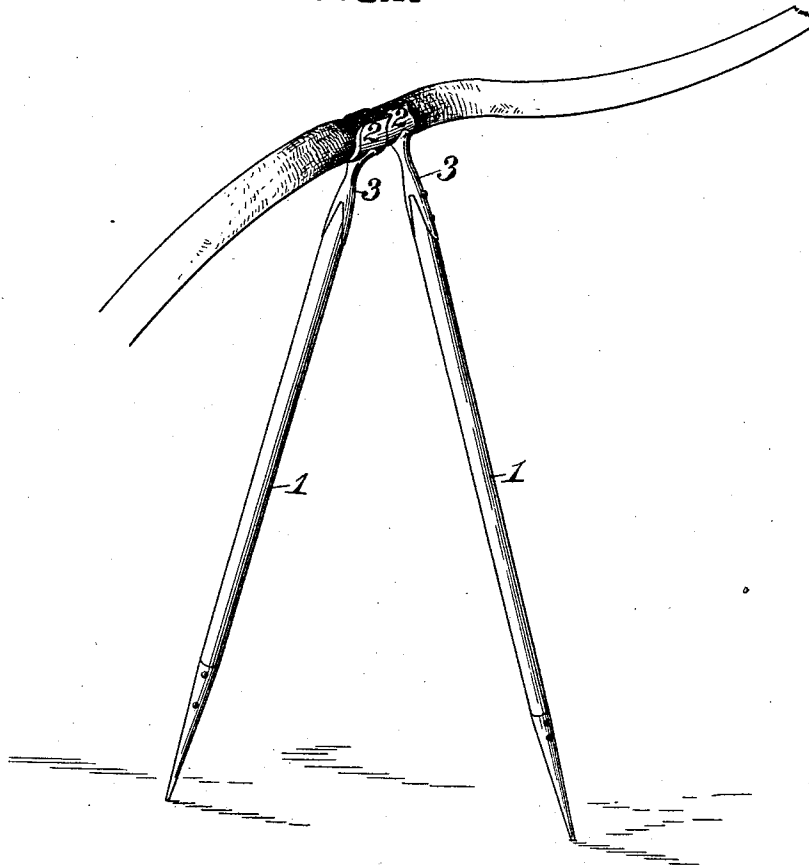
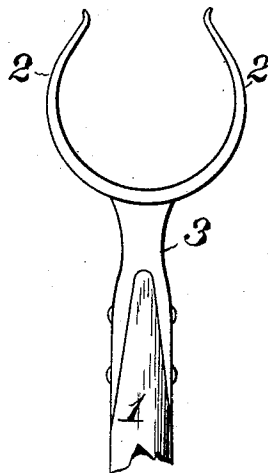


FIG. 6.



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UNITED STATES PATENT OFFICE.

JOHN A. C. MOORE, OF SEWICKLEY, PENNSYLVANIA.

HOSE-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 484,557, dated October 18, 1892.

Application filed June 10, 1892. Serial No. 436,239. (No model.)

To all whom it may concern:

Be it known that I, JOHN A. C. MOORE, a citizen of the United States, residing at Sewickley, in the county of Allegheny and State of Pennsylvania, have invented or discovered a certain new and useful Improvement in Hose-Supports, of which improvement the following is a specification.

The invention described herein relates to certain improvements in devices for supporting hose for fire-engines at such an elevation as will permit of the passage of street-cars and wagons under them, thereby preventing the blockading of streets adjacent to a fire. Many devices have heretofore been suggested for this purpose, but of such a construction as were prohibitive of their adoption. These prior devices were constructed in the form of a sectional bridge provided along the ridge with a series of rigid forks for the reception of a line of hose. As one of these structures is required for each line of hose and as they are so complicated and heavy, it is necessary to employ a large number of men to erect them within any reasonable limits of time, and, further, as the hose had to be placed in position on the bridge after the latter was erected and as the use of the hose could not be delayed until the bridge was ready for use the labor required to place the hose on the bridge was very great.

The object of the present invention is to provide a series of independent supports for the hose, constructed to take such a firm hold on the hose that the latter will serve in part to hold the support in a vertical position, and also adapted to be carried upon cars whose movements are stopped by the line of hose.

In general terms the invention consists in the construction and combination, substantially as hereinafter more fully described and claimed.

In the accompanying drawings, forming a part of this specification, Figure 1 is a view in elevation showing a line of hose supported by my device over street-car lines. Fig. 2 is a sectional view showing the preferred form of spring-jaws. Fig. 3 is a similar view taken at right angles to Fig. 2. Fig. 4 is a plan view of the socket on an enlarged scale. Fig. 5 is a perspective view showing the manner

of arranging the supporting-poles, and Fig. 6 is an elevation showing a modification in the construction of jaws.

In the practice of my invention a pair of spring-jaws 2 is secured on the upper end of a pole 1, of sufficient length to raise a line of hose so as to permit of the passage of street-cars thereunder. The jaws have their inner faces formed in a curve having a radius approximately equal to the radius of the curvature of the outer wall of the hose to be raised, so that said jaws will take a firm grip on the hose. It is preferred that the jaws shall grip the hose so tightly that the latter will when expanded by water swell out slightly on each side of the jaws and thereby prevent any movement of the jaws along the hose. The jaws may be formed integral with the socket 3 and be immovable, except for their resilient outer movement when forced into the hose, as shown in Figs. 5 and 6. It is preferred, however, to form the jaws on the upper ends of shanks 4, adapted to fit in the socket 3, which is secured to the upper end of the pole 1. The shanks are held projecting from the socket by a spring 5, on which the lower ends of the shanks rest. The shanks are prevented from being forced out of the socket by a pin 6, passing through holes in the socket and slots 7 in the shanks, the slots permitting of the full movement of the jaws and shanks. As shown in Fig. 1, the socket is bell-mouthed at its upper end, so as to permit of the separation of the jaws when raised by the spring, and the faces of the shanks are inclined, so that the jaws will be forced together by the socket when the shanks are pressed inward by the weight of the hose.

In order to open the jaws when the shanks are moved outward by the spring 5, notches having inclined walls 8 are formed on the inner faces of the shanks. As the shanks are moved outwardly these inclined walls 8 bear upon a pin 9, passing through the socket, and force the jaws, so as to be in position to be placed on a line of hose.

In using my improvement it is intended that four or six poles having my spring-jaws attached should be carried in a suitable rack on top of the cars, as shown in Fig. 1. As soon as a car reaches a line of hose across its

track the driver and conductor take two of the poles and apply the jaws to the hose from opposite sides. Then by pushing up and against each other, the lower ends of the poles being carried in toward each other, a portion of the hose can be quickly raised. As soon as the poles have been applied and the hose raised on one side of the track the other poles are applied to the hose at such point that when the latter is raised the two pairs of supporting-poles will be on opposite sides of the track. If two or more lines of hose are laid across the tracks the poles on the next car are brought forward until all the lines of hose are raised. As soon as the line of hose is raised over one track it can be raised over the parallel track by a pair of poles from a car on said track.

As hereinbefore stated, the jaws are made of such a size relative to the size of the hose that they will take a firm hold on the hose, so as not to slip along it. While it is preferred to so arrange the outside pairs of poles that their upper ends will incline outwardly from the track the weight of hose and the portion lying on the ground on each side of the tracks will act as guys and prevent the poles falling over.

I claim herein as my invention—

1. A hose-support having, in combination, a pole and a pair of spring-jaws constructed to take such a grasp on the hose as will prevent a movement of the jaws along the hose, substantially as set forth.

2. A hose-support, having in combination, a pole provided with a socket, jaws provided with shanks fitting in said socket, and a spring for forcing the shanks outward to permit of the opening of the jaws, substantially as set forth.

3. A hose-support having, in combination, a pole provided with a bell-mouthed socket, jaws provided with shanks having inclined outer faces and provided with inclined walls on their inner faces, a spring for forcing the shanks outwardly, and a pin operative on the inclined walls for spreading the jaws apart on the outward movement of the shanks and jaws, substantially as set forth.

In testimony whereof I have hereunto set my hand.

JOHN A. C. MOORE.

Witnesses:

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W. B. CORWIN.