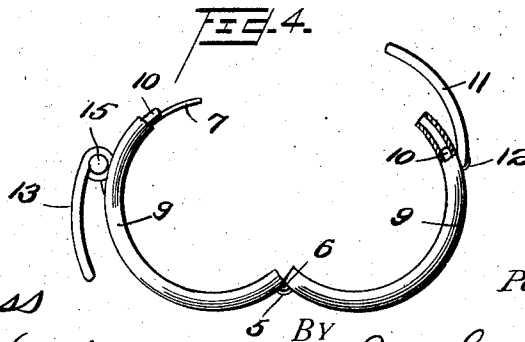
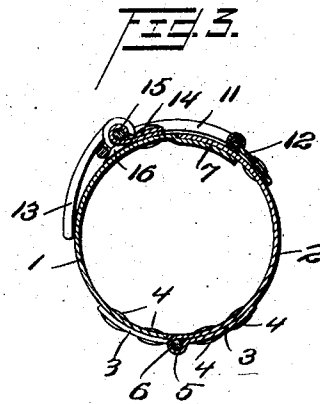
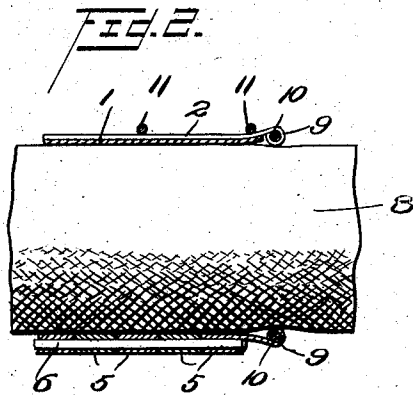
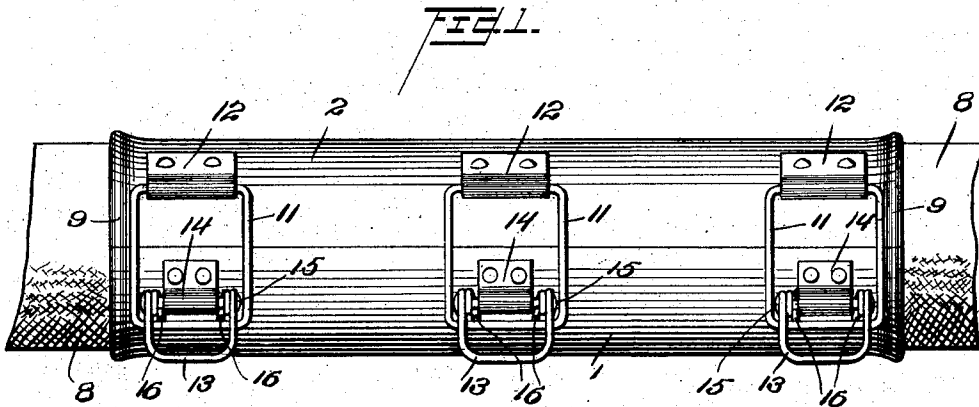


P. R. ROBBINS.
ATTACHMENT FOR HOSE.
APPLICATION FILED SEPT. 5, 1911.

1,027,155.

Patented May 21, 1912.



WITNESSES:

W. Strauss

R. H. Krentel

INVENTOR

Peter R. Robbins,

BY *Joshua R. F. Folsom*
Attorney

UNITED STATES PATENT OFFICE.

PETER R. ROBBINS, OF PHILADELPHIA, PENNSYLVANIA.

ATTACHMENT FOR HOSE.

1,027,155.

Specification of Letters Patent.

Patented May 21, 1912.

Application filed September 5, 1911. Serial No. 647,576.

To all whom it may concern:

Be it known that I, PETER R. ROBBINS, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Attachments for Hose, of which the following is a specification.

My invention relates to improvements in attachments for hose, the object of the invention being to provide an improved device which may be readily clamped around a broken hose so as to sufficiently hold the hose together to enable its use, and not require the removal of such hose section which causes delay so dangerous in the time of fire.

A further object is to provide an attachment of this character which may be manufactured and sold at a very low cost, and which may be quickly clamped in position on the hose.

With these and other objects in view, the invention consists in certain novel features of construction and combinations and arrangements of parts, as will be more fully hereinafter described and pointed out in the claim.

In the accompanying drawings: Figure 1, is a view in side elevation illustrating my improvements. Fig. 2, is a fragmentary view in longitudinal section. Fig. 3, is a view in cross section, and Fig. 4, is an end view of the attachment in open position.

My improved device comprises two sections 1 and 2 of general semi-cylindrical form, each section having backwardly bent tongues 3 secured by rivets 4 and forming bearings 5. The bearings 5 of the respective sections are in line for the reception of a hinge pin 6, so as to permit the sections to swing to open or closed position. The section 1 is made with an extension 7 at its free end so as to project under section 2, hence the sections overlap at this point, and are held tightly together by the pressure of the hose 8 within the device as will more fully hereinafter appear. The ends of both sections are turned inwardly forming tubes 9, in which wires 10 are secured. These wires 10 project outwardly from the tube 9 of one section so that when the sections are drawn together, the projecting ends of these wires will be positioned in the rings of the other section, and further assist in holding the sections together.

To secure the sections in closed position

on the hose, wire bails 11 are secured to section 2 by metal straps 12, and wire cam levers 13 are secured to section 1 by metal straps 14. The securing devices of all of the several parts above referred to are preferably rivets, and these rivets are made as smooth as possible on the inner face of the device where it contacts with the hose, so as to prevent injuring the hose. Each wire cam lever 13 above referred to is formed of a single piece of wire having its intermediate portion bowed, and its ends coiled about a pivot pin 15, which is secured in the strap 14. The extreme ends 16 of the wires project slightly from the curvature of the coils, and serves to receive the end of the bail 11, so that when the lever is thrown to open position, the bail will be also thrown away from the lever. In other words, these projecting ends 16, which are preferably beveled as shown, together with the main portion of the lever, constitute a fork to receive the bail 11, so as to draw it tightly when closing the device, and throw it open when the levers are thrown back.

In operation, when a hose breaks, it is simply necessary to slow down the engine so as to reduce the pressure. Then my improved device is positioned around the hose at the break, and the levers 13 are tightly clamped. The full pressure of the engine is then turned on, so that the hose will tightly bind within the device, and while there may be some leak, it will not be sufficient to materially diminish the pressure and the hose, which would otherwise have to be discarded, and a great loss of time incurred in replacing the same can be utilized until the fire is extinguished.

In many instances, a broken hose causes the firemen to lose control of a fire, because it takes considerable time to replace a hose section. My device will enable the hose section to be used, and can be quickly applied, and therefore not only results in saving time, but greatly reduces the damage of a fire.

Various slight changes might be made in the general form and arrangement of parts described without departing from my invention, and hence I do not limit myself to the precise details set forth, but consider myself at liberty to make such changes and alterations as fairly fall within the spirit and scope of the appended claim.

Having thus described my invention, what

I claim as new and desire to secure by Letters Patent is:

A device of the character described, comprising two curved sheet metal sections of greater length than width hinged together, the free edge of one section adapted to underlie the free edge of the other section, the ends of said sections bent to form tubes, wires in said tubes, the wires in the tubes of one section projecting beyond the section and adapted to enter the tubes of the other section where said sections overlap, wire loops, metal straps securing said wire loops

to one section, wire cam levers, metal straps securing said wire cam levers to the other section, and said cam levers adapted to receive the loops and clamp the sections together, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

PETER R. ROBBINS.

Witnesses:

R. H. KRENKEL,
CHARLES E. POTTS.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."