April 27, 1937. M. H. RYAN 2,078,733

HOSE CONNECTER

Filed May 20, 1936

Fig. 1.

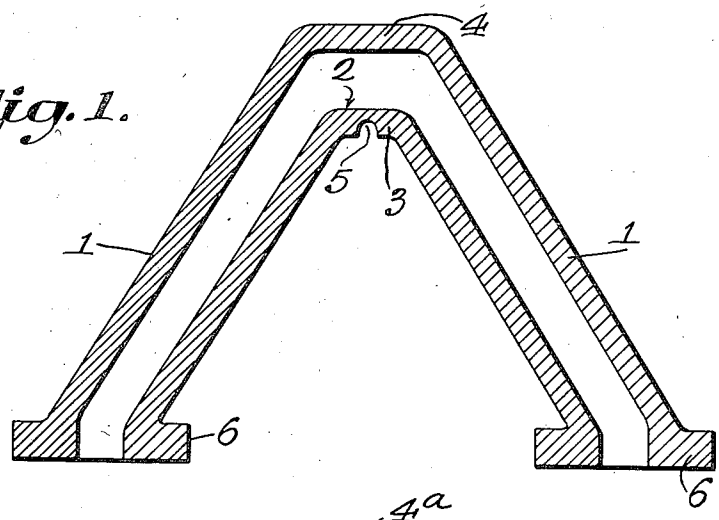


Fig. 2

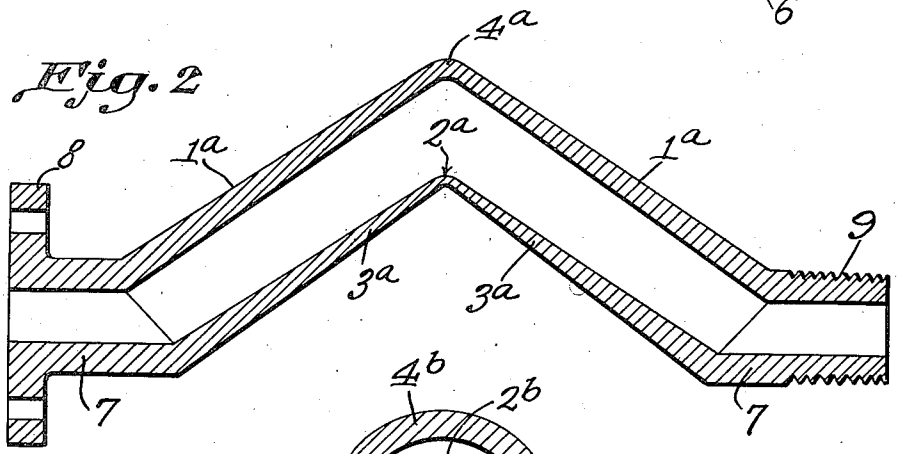
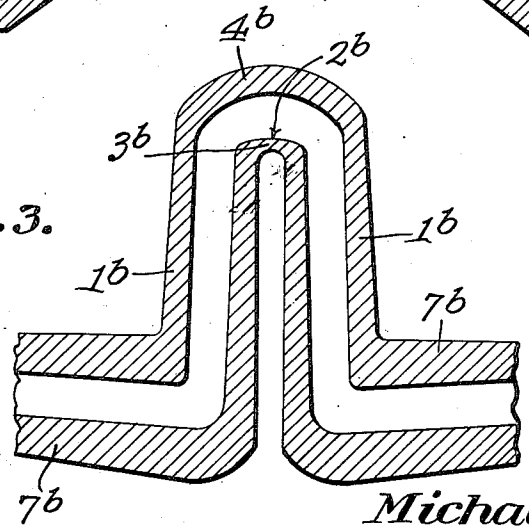


Fig. 3.



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Patented Apr. 27, 1937

2,078,733

UNITED STATES PATENT OFFICE

2,078,733

HOSE CONNECTER

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Application May 20, 1936, Serial No. 80,847

4 Claims. (Cl. 285—90)

Railroad passenger coaches at present are joined together by a metallic steam hose. In this hose or pipe, valves are interposed. The valves cost approximately fifteen dollars apiece. When a railroad train is pulled apart, the aforesaid valves, or other parts of the pipe system, are damaged or broken.

The foregoing being understood, the object of the present invention is to provide a connecter adapted to be interposed in the hose or pipe above referred to, and so constructed that it is weakened, the object in view being to permit the connecter to break, under a pull in opposite directions, when the train separates, the braking being confined to an inexpensive part which can be easily replaced, to wit, the connecter.

It is within the province of the disclosure to improve generally and to enhance the utility of devices of that type to which the invention appertains.

With the above and other objects in view, which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed, may be made within the scope of what is claimed, without departing from the spirit of the invention.

In the accompanying drawing:

Fig. 1 shows in vertical longitudinal section, one form of connecter constructed in accordance with the invention;

Fig. 2 is a vertical longitudinal section showing another form of connecter;

Fig. 3 is a vertical longitudinal section showing a further form of connecter, parts being broken away.

In Fig. 1, there is shown a connecter for train hose, made of metal, and comprising tubular members 1, acutely disposed with respect to each other, to form an arch. The tubular members 1 have a place of juncture or connecting portion 2, of appreciable length, embodying an inner wall 3 and an outer wall 4. The inner wall 3 is thinner than the outer wall 4 at the place of juncture, to weaken the connecter and to facilitate a rupture of the connecter, at the place of juncture, under a pull in opposite directions, when the train pulls apart. In order to thin and weaken the inner wall 3, as aforesaid, that wall is provided with an external transverse groove 5. The tubular members 1 may be provided on their extremities with flanges 6, facilitating the mounting of the connecter in place.

In Fig. 2, parts hereinbefore described have been designated by numerals previously used, with the suffix "*a*". The tubular members 1 meet directly at an obtuse angle. The inner wall 3*a* tapers in thickness toward the place of juncture 2*a*, to thin and weaken the inner wall, as aforesaid. The tubular members 1*a* may have aligned extensions 7, one of which carries an appertured flange 8, the other of which is threaded as shown at 9.

In Fig. 3, parts hereinbefore described have been designated by numerals already used, with the suffix "*b*". In this form of the invention, the tubular members 1*b* are disposed in approximately parallel relation, the inner wall 3*b* being thinner, throughout its entire extent, than the outer wall 4*b*, to weaken the connecter as aforesaid.

In all forms of the invention, the connecter will break under a pull in opposite directions, and avoid the breaking of parts which either are more costly or more difficult to replace than the articles shown in the drawing.

In all forms of the invention, the tubular members, such as the tubular members 1, are of considerable length, and they afford a leverage on the joining portion, which causes the joining portion to break readily, in case of emergency, when the train parts, and when a pull is put on the connecter in opposite directions.

Having thus described the invention, what is claimed is:

1. A connecter for railway train hose, comprising tubular members so disposed as to form an arch, the tubular members having a place of juncture with each other, at the crown of the arch, the place of juncture embodying inner and outer walls, the inner wall being thinner at the crown of the arch than the outer wall at the crown of the arch, to weaken the connecter and to facilitate a rupture of the connecter, at the place of juncture, under a pull in opposite directions, when the train pulls apart.

2. A connecter for train hose, constructed as set forth in claim 1, and wherein the inner wall has a transverse groove at the crown of the arch, thinning and weakening the inner wall, as aforesaid.

3. A connecter for train hose, constructed as set forth in claim 1, and wherein the inner wall tapers in thickness toward the place of juncture at the crown of the arch, to thin and weaken the inner wall as aforesaid.

4. A connecter for train hose, constructed as set forth in claim 1, and wherein the tubular members are disposed in approximately parallel relation, the inner wall being thinner, throughout its entire extent, than the outer wall, to weaken the connecter as aforesaid and being thinned at the crown of the arch.

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