(No Model.)

T. A. READY.

FIRE BATTERY.

No. 599,195. Patented Feb. 15, 1898.

FIG. 1.

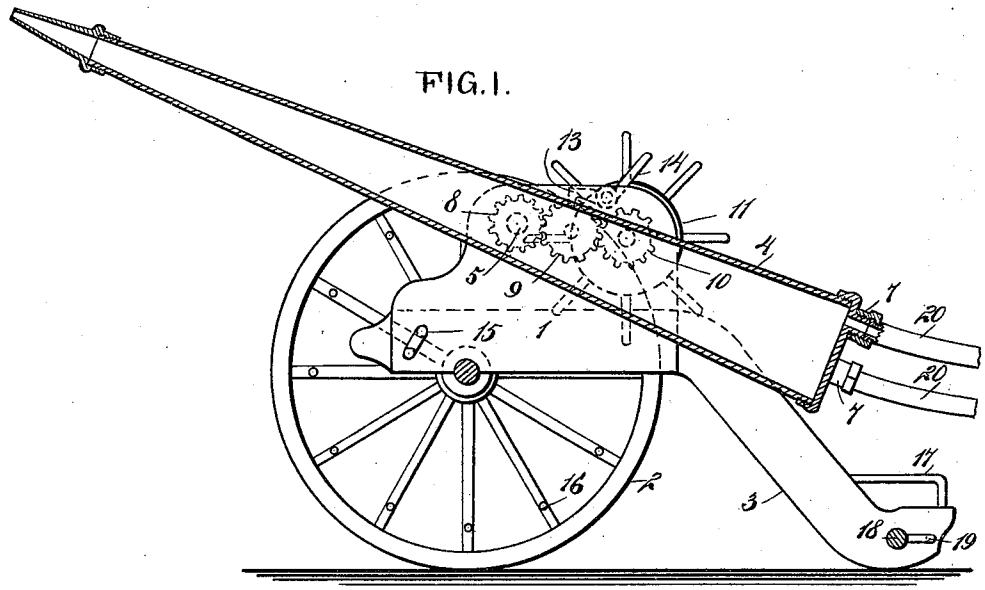


FIG. 2.

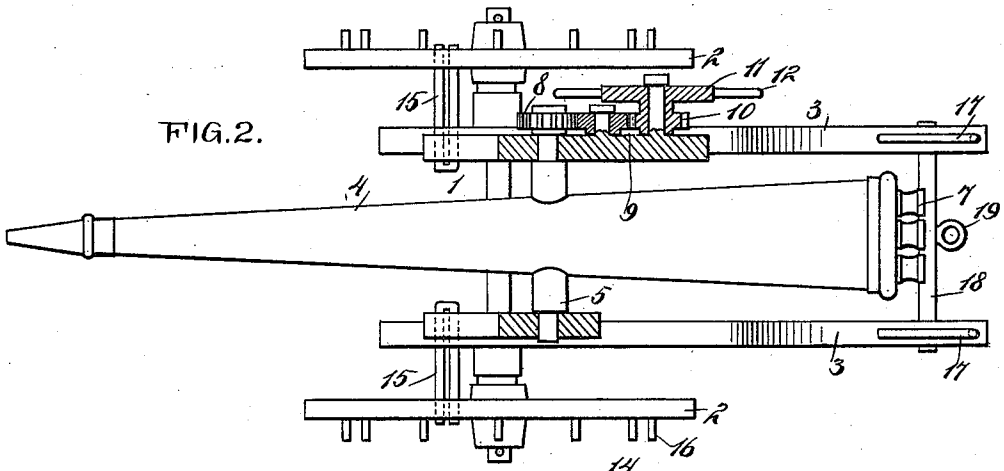
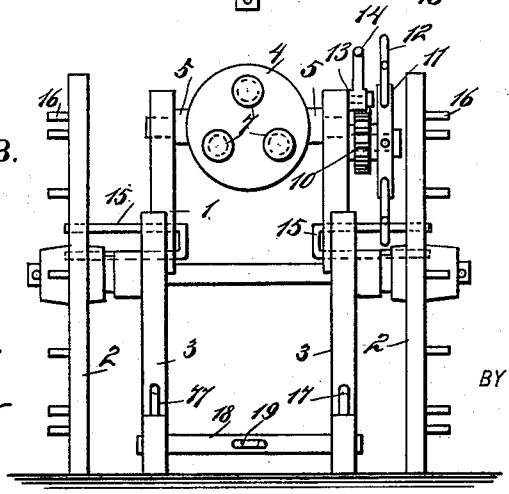


FIG. 3.



WITNESSES:

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THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

THOMAS A. READY, OF NEW YORK, N. Y.

FIRE-BATTERY.

SPECIFICATION forming part of Letters Patent No. 599,195, dated February 15, 1898.

Application filed June 3, 1897. Serial No. 639,262. (No model.)

To all whom it may concern:

Be it known that I, THOMAS A. READY, of New York city, in the county and State of New York, have invented a new and Improved Fire-Battery, of which the following is a full, clear, and exact description.

This invention relates to fire-extinguishing apparatus; and the object is to provide a nozzle capable of receiving and discharging water from several sources—such, for instance, as from a number of fire-engines—thus forming what may be termed a "battery."

A further object is to mount the nozzle on a carriage, so that it may be readily moved from place to place; and a further object is to provide a simple means whereby the nozzle may be easily rocked on its trunnions to direct a stream of water in the desired direction.

I will describe a fire-battery embodying my invention and then point out the novel features in the appended claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a sectional elevation of a fire-battery embodying my invention. Fig. 2 is a top plan view thereof, and Fig. 3 is a rear elevation.

Referring to the drawings, 1 designates a carriage mounted on wheels 2 and having the trail-stocks 3. Mounted on the carriage 1 is a nozzle 4. This nozzle is tapered from its inlet end to its outlet end and has trunnion-bearings 5 in the carriage, so that it may be rocked vertically. The rear end of the nozzle has a number of inlet-nipples 7, to which hose may be attached when the device is in use. I have here shown three of these inlet-nipples; but it is obvious that more or less may be employed without departing from the spirit of my invention.

One of the trunnions 5 is extended through the side of the carriage, and on this extended end is a pinion 8, meshing with an intermediate pinion 9, and this intermediate pinion 9 meshes with a pinion 10, mounted to rotate on a stud extended from the carriage, and to this pinion 10 is attached a hand-wheel 11, having radial handpieces 12. A dog 13 is pivotally connected to the carriage and is designed to engage with one of the pinions. As here shown, it is constructed to engage with the intermediate gear. The dog is provided with a handle 14, so that when it is desired to rock the nozzle the dog may be disengaged from the pinion by pulling downward on the handle 14. This handle 14 will be in easy reach of a person operating the hand-wheel. Of course when the nozzle is directed in the desired direction, the dog will be replaced in connection with the pinion, and then the device may be left without attention as long as it is desired to throw water in the direction in which the nozzle is pointed.

Movable transversely through openings in the side pieces of the carriage and adapted to engage with the spokes of the wheel are blocking-rods 15. Extended outward from the spokes of the wheels are hand-rods 16. These hand-rods 16 are near the outer ends of the spokes, and they are designed to be grasped by men when it is desired to move the apparatus from place to place.

At the ends of the trail-stocks are iron loops 17, with which straps or ropes may be engaged when it is desired to run the apparatus down a stairway into a cellar or basement should the fire in such cellar or basement be too hot or fierce to allow the entrance of firemen with the ordinary hand-nozzles. To the cross-bar 18, connecting the ends of the trail-stocks, is fastened a ring 19, from which a rope or the like may be extended to a connection with a fire-engine or hose-carriage to move the apparatus to or from a fire.

In operation after the apparatus shall have been placed in the desired position the wheels will be blocked by pushing the rods 15 into engagement with the wheel-spokes, as indicated in Fig. 2, and after placing any desired number of hose 20 in connection with the nozzle the nozzle will be turned in the direction in which it is desired to throw the stream by rotating the hand-wheel 11. By means of this hand-wheel and chain of gearing it is obvious that the nozzle may be operated by one person. It is obvious that when two or more engines are connected to the nozzle a stream of water may be thrown with great force and to a great height.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A fire-battery comprising a carriage having trail-stocks, loops on the lower ends of said trail-stocks, wheels on which the carriage is mounted, bars extended outward from the spokes of said wheels, blocking devices carried by the carriage and movable into engagement with spokes of the wheels, a nozzle having trunnion-bearings in said carriage, and means for adjusting the nozzle, substantially as specified.

2. A fire-battery, comprising a carriage having trail-stocks, loops on the lower ends of said trail-stocks, wheels on which the carriage is mounted and bars extended outward from the spokes of said wheels, blocking devices carried by the carriage and movable into engagement with spokes of the wheel, a nozzle having trunnion-bearings in said carriage, a pinion on an extended end of one of the trunnions, a hand-wheel mounted to rotate on a stud extended from the carriage, a pinion attached to said hand-wheel, an intermediate pinion connecting the first two mentioned pinions, and a locking dog for engaging with one of the pinions, substantially as specified.

3. A fire-battery, comprising a carriage, a water-discharge nozzle mounted to swing on the carriage, a gear-wheel connected to the nozzle, and a gear-wheel mounted on the carriage and having operative connection with the first-named gear-wheel, substantially as specified.

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Witnesses:
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