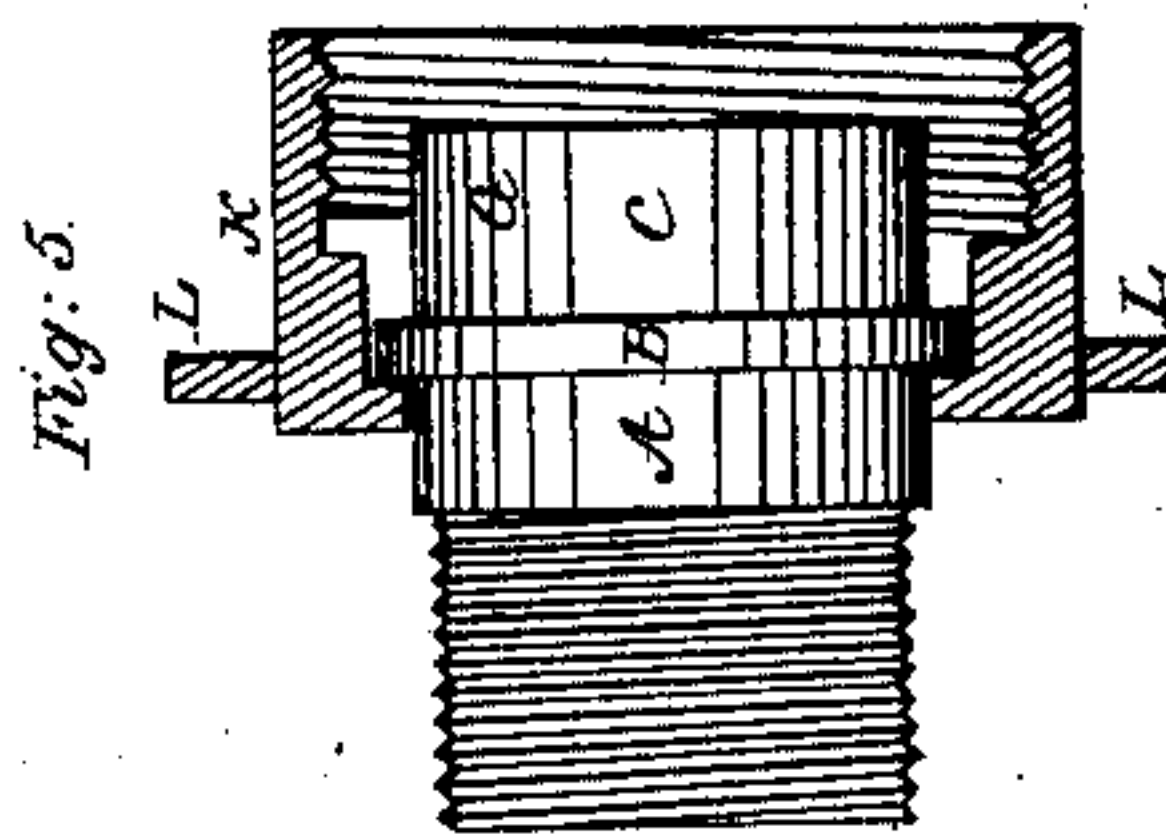
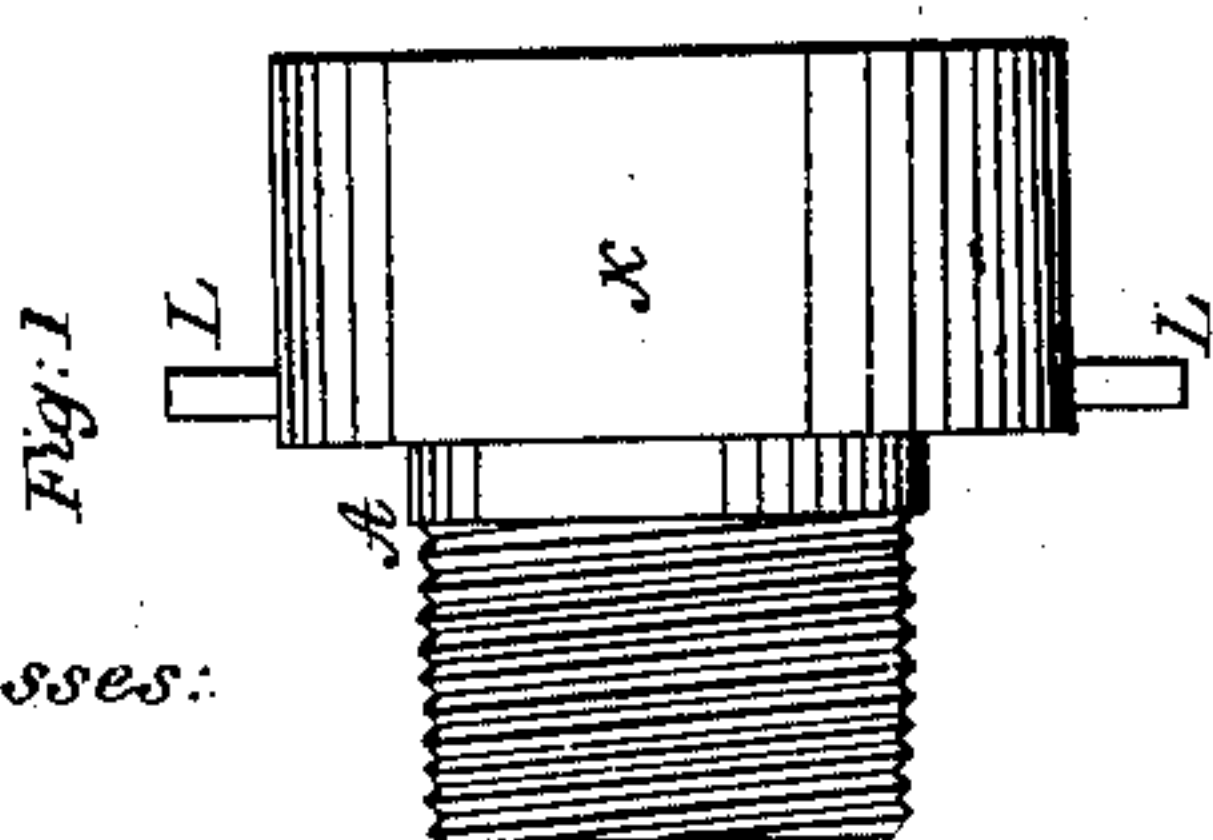
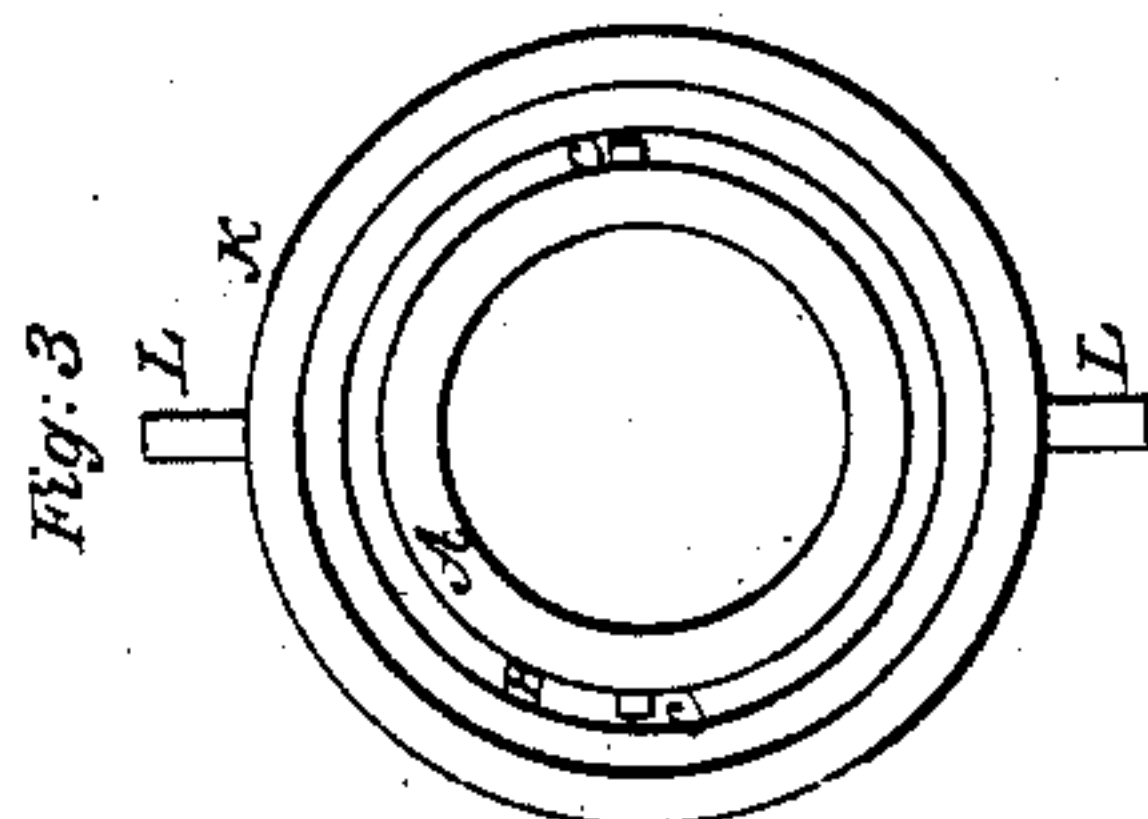
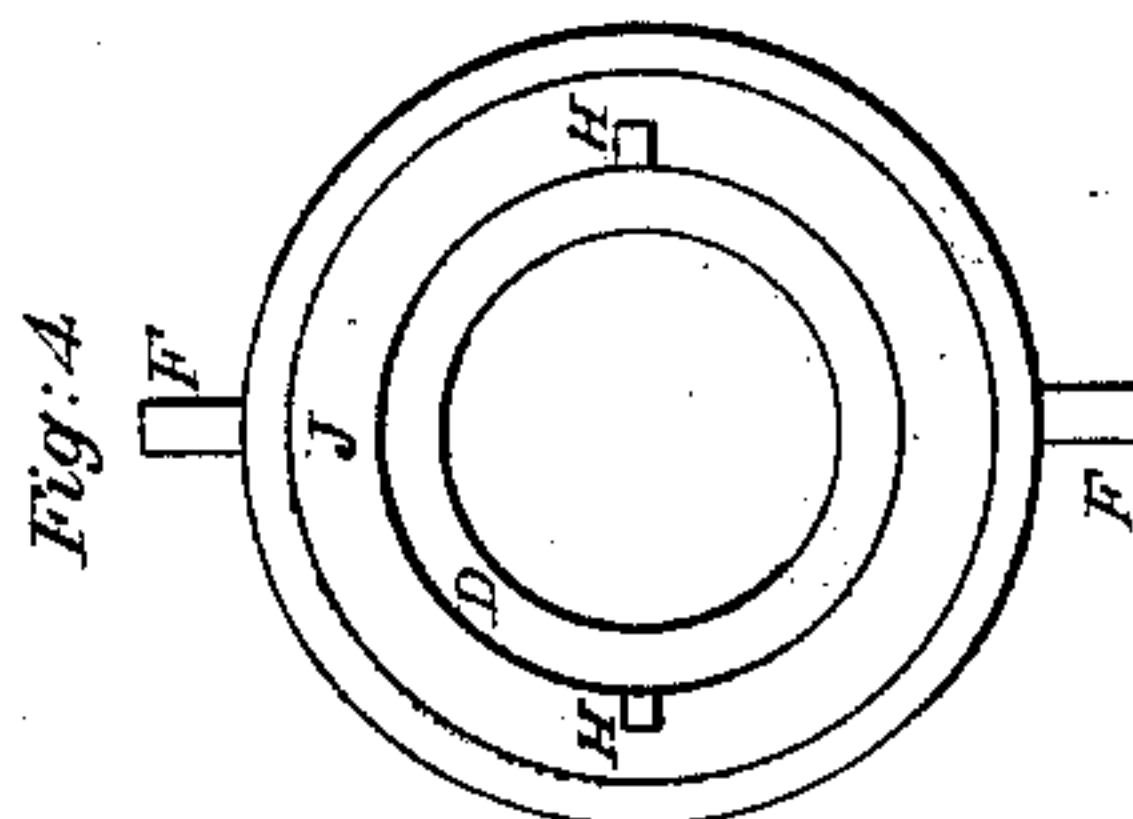
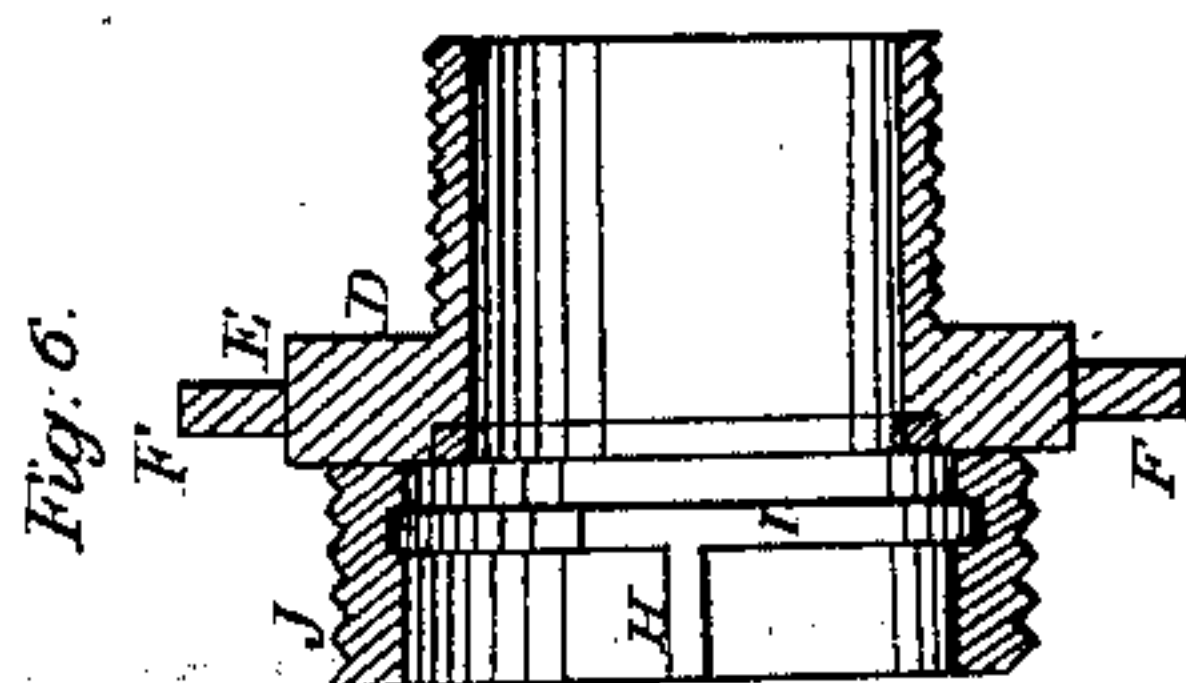
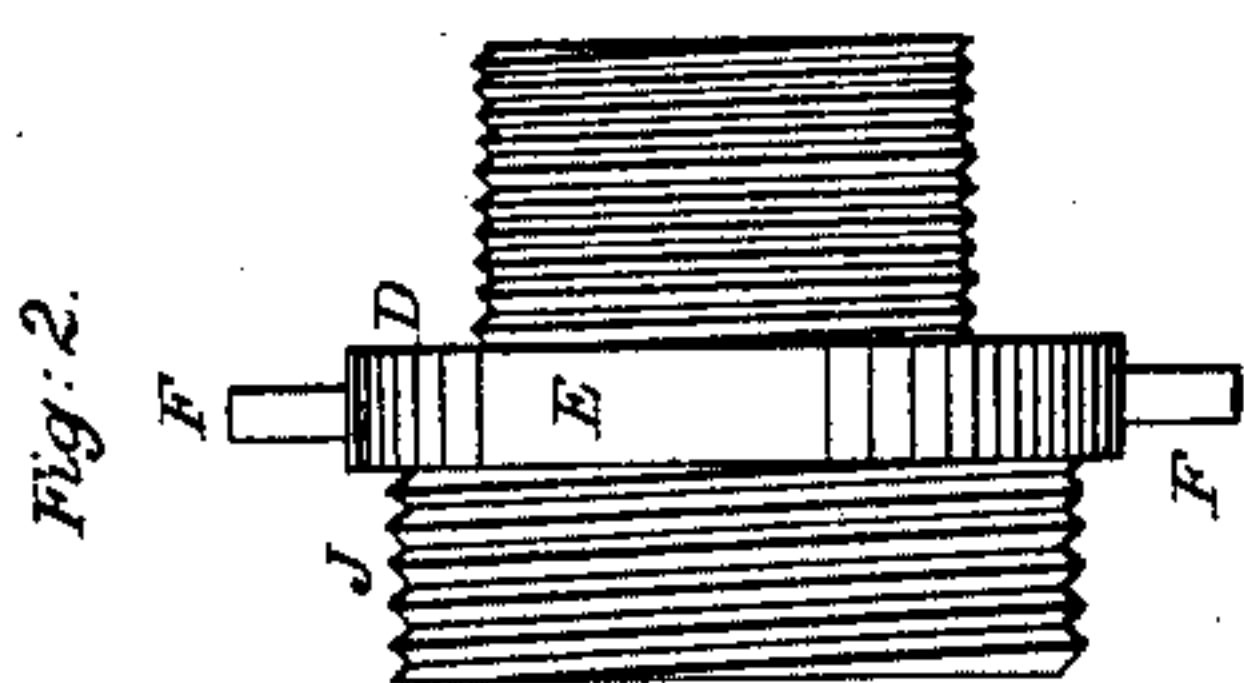


A.H. Lowell,
Hose Coupling,
No 24,811, Patented July 19, 1859.



Witnesses:

George C. Baker
Chas. A. Andrews

Inventor:

A. H. Lowell

UNITED STATES PATENT OFFICE.

A. HENRY LOWELL, OF MANCHESTER, NEW HAMPSHIRE.

HOSE-COUPLING.

Specification of Letters Patent No. 24,811, dated July 19, 1859.

To all whom it may concern:

Be it known that I, A. HENRY LOWELL, of Manchester, in the county of Hillsboro and State of New Hampshire, have invented
5 certain new and useful Improvements in Hose-Couplings; and I do hereby declare that the same are described and represented in the following specification and drawings.

To enable others skilled in the art to make
10 and use my improvements I will proceed to describe their construction and operation referring to the drawings in which the same letters indicate like parts in each of figures.

15 Figures 1, and 2 are side elevations of my improved coupling separated. Figs. 3 and 4 are end elevations of the same. Fig. 5, is a side elevation of one part showing the cap or female screw in section. Fig. 6, is a section of the other part cut through the center longitudinally.

The nature of my invention consists in the arrangement of certain locking devices which will be hereafter described, in combination with a screen and cap arranged in
25 connection with said locking devices.

In the accompanying drawings A, is a short tube with a flange or collar B, around the outside, as shown in section Fig. 5. That
30 portion of the tube A, to the right of the collar B may have a screw thread on it to facilitate its connection and fastening to the end of the hose. That portion of the tube to the right of the collar B, has two
35 pins C, C, fastened in it by which it is locked to the tube D, Fig. 2, which tube D, is made in the form shown in the drawings with a flange or collar E, on the outside provided with pins, F, F, to which wrenches
40 may be applied to turn the coupling in connecting or disconnecting. The front end of the tube D, is made to slip onto the end G, of the tube A, and has two grooves H, H, on the inside to receive the pins C, C, which
45 grooves H, H, terminate in a circular groove I, as shown in Fig. 6, so that when the end of the tube A is put into the tube D, the pins C, C, pass through the grooves H, H, into the circular groove I, as the parts
50 A, and D, are pushed together, and one turned while the other is held so as to carry the pins C, C, from the grooves H, H, into the groove I, and hold the two parts of the coupling together until the pins are turned
55 opposite the grooves H, H, again in order to separate it.

In order to hold this coupling together and allow one part to be turned in the other to take the twist out of the hose, and not allow the pins C, C, to slip out of the circular
60 groove I, I make a male screw on the end J, of the tube D, and apply a short tube K, to the outside of the tube A, as shown in section Fig. 5, and fit it to turn freely against the rear side of the collar B, while the front
65 end of the tube K, extends over the end G, and is provided with a female screw fitted to the male screw, on the end J, of the tube D. The tube K, is so arranged that it may be slipped back on the tube A, when the end
70 G is inserted into the tube D, and locked by turning it so as to carry the pins into the circular groove to hold A, and D, together, while the tube K, is screwed onto the end of D, by wrenches applied to the pins L, L, and
75 after the tube K, is screwed onto D, so as to prevent the pins C, C, from slipping out of the circular groove, the tubes A, and D, may be turned in opposite directions to take any twist out of the hose that may have been left
80 in it when the parts A and D, were locked together.

The bore of the rear end of the tube D, is smaller than the front end, so that a shoulder is formed to which a leather ring or
85 packing may be applied if desired. And there is a screw thread on the outside of the rear end of the tube D, to facilitate the fastening of the hose applied to it.

Rings of leather or other packing may be
90 applied between collar B and the flange of the tube K, also in the tube K, for the end of the tube D to screw against and on the tube D for the end of the tube K to screw against, if desirable.
95

The tube A, of this coupling can be readily applied and connected to the tube D, in the dark even while the engine is in operation, and the water flowing through the hose, as it can be pushed together and locked
100 so quick; and after it is locked the tube A, holds the tube K, straight and square with the tube D, so that the tube K, can be pushed up to the end of D, and turned, and as it is held in a proper position by the tube A, the
105 screw is sure to catch readily, so that it may be turned up and make the connection sure, so that the hose may be turned to take out the twist without any risk of separating the coupling.
110

While the old fashioned screw coupling requires such careful and precise adjustment

to make the screws catch; that it is very difficult and almost impossible to connect them in the dark, and entirely out of the question to connect them when the engine
5 is working and the water flowing through the hose; hence the advantage of my improvement in connecting the lock coupling with the screw, as heretofore described.

10 I believe I have described and represented my improvements in hose couplings, so as to enable any person skilled in the art to make and use them.

I will now state what I desire to secure by Letters Patent to wit:

I claim—

The locking devices described in combination with the screw tube K, arranged in connection with and on the outside of said locking devices substantially as described.

15

A. HENRY LOWELL.

Witnesses:

GEORGE C. BAKER,
CHAS. H. ANDREWS.