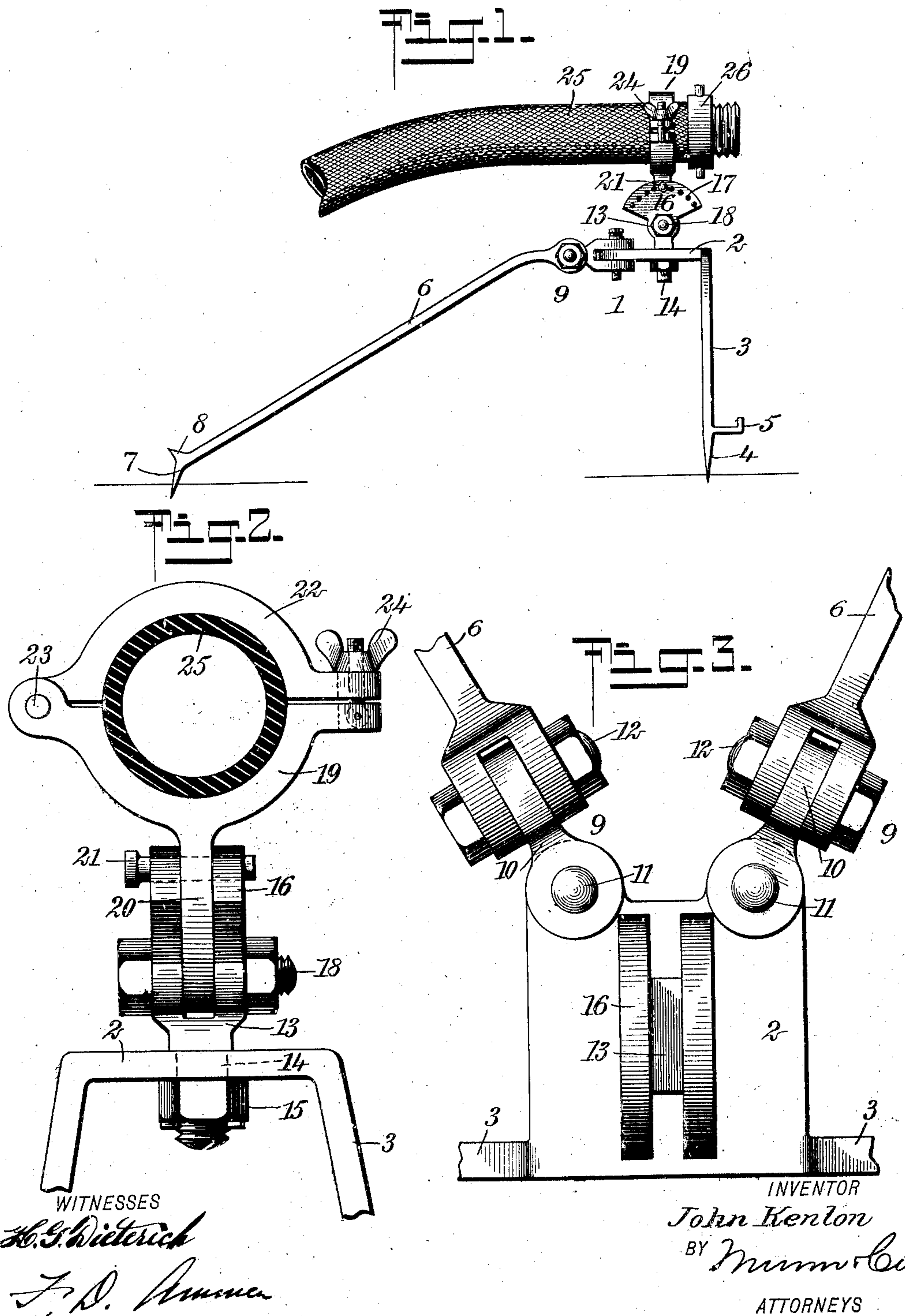


No. 865,184.

PATENTED SEPT. 3, 1907.

J. KENLON.
FIRE HOSE HOLDER.
APPLICATION FILED JULY 6, 1906.



UNITED STATES PATENT OFFICE.

JOHN KENLON, OF NEW YORK, N. Y.

FIRE-HOSE HOLDER.

No. 865,184.

Specification of Letters Patent.

Patented Sept. 3, 1907.

Application filed July 6, 1906. Serial No. 324,968.

To all whom it may concern:

Be it known that I, JOHN KENLON, a citizen of the United States, and a resident of the city of New York, borough of Manhattan, in the county and State of New York, have invented a new and Improved Fire-Hose Holder, of which the following is a full, clear, and exact description.

This invention relates to fire hose holders.

The object of the invention is to produce a device of this class which may be quickly set in position, and which will operate to hold a fire hose near the nozzle in such a way as to support the back pressure and enable the nozzle to be adjusted to give the stream any direction desired.

The invention consists in the construction and combination of parts to be more fully described hereinafter and particularly set forth in the claim.

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 figures.

Figure 1 is a side elevation of the device, representing the same set up in position and holding a short section of hose, the nozzle of which is removed; Fig. 2 is a front elevation of the upper portion of the device, the hose being shown in cross section and the fore legs of the device being represented as broken away; and Fig. 3 is a plan of the device, certain parts being removed, and showing the lower portion of the legs of the device broken away.

Referring more particularly to the parts, 1 represents a frame which consists of a body plate 2 of substantially rectangular form, which is supported in a horizontal position as shown. At its forward edge this plate 2 is supported upon fore legs 3 which diverge outwardly as indicated most clearly in Fig. 2, the lower extremities of these legs being formed into points 4 which are adapted to penetrate the earth or pavement. Near these points I provide foot rests 5 which project forwardly from the legs as indicated in Fig. 1. The purpose of these foot rests will appear more fully hereinafter. At or near the rear portion of the plate 2 I attach rearwardly extending legs 6. The bodies of these legs incline downwardly toward the rear and are formed with points 7 which are adapted to penetrate the earth or pavement, as indicated in Fig. 1, and behind each point the rear extremity of each leg is formed into a butt 8 adapted to be struck in order to drive the points 7 into position, as will be readily understood. Each of the legs 6 is connected to the plate 2 by means of a universal joint 9. Each of these joints comprises a shackle 10 which is mounted upon a vertical pivot bolt 11 upon the plate 2. To this shackle the leg is attached by an ordinary knuckle joint having a pivot bolt 12, the said pivot bolt being disposed in a horizontal plane as indicated. At or near the center of

the plate 2, a swivel head 13 is attached, the same having a vertical shank 14 which is rotatably mounted in the plate and secured thereto by a suitable nut 15 as indicated in Fig. 2. The upper portion of this swivel head is bifurcated so as to present two oppositely disposed wings 16 disposed slightly apart and forming a quadrant or segment, the same having a plurality of circumferentially disposed openings 17. At the center about which these openings 17 are disposed, a pivot bolt 18 is provided, which attaches a yoke 19 to the swivel head. For this purpose, the yoke 19 is formed with a tongue 20 which is received between the wings 16 as indicated most clearly in Fig. 2. Through this tongue an adjusting pin 21 is received, which may be passed through any of the openings 17, it being understood that the openings in one of the wings 16 are in alinement with the similar openings in the opposite wing.

The body of the yoke 19 consists of a split ring presenting a cap 22 which is pivoted to the lower portion of the yoke on a suitable pivot bolt 23. On the side opposite the pivot bolt 23 the cap 22 is secured to the lower section of the yoke by means of a suitable clamping bolt 24. The construction and arrangement of the parts at this bolt is such as to enable the yoke to be quickly attached to the hose 25. The yoke is attached to the hose just behind the nozzle coupling 26 as indicated in Fig. 1.

When the device is set up to hold a hose, the parts assume substantially the relation shown in Fig. 1. The firemen standing on each side of the hose will place their feet upon the foot rests 5 so as to force the points 4 into the ground or pavement, and the rear ends of the legs 6 will be struck so as to make the points 7 penetrate the earth or pavement at the rear. The legs 6 may be adjusted close together in substantially parallelism, or they may be spread apart as indicated in Fig. 3. By reason of the universal joint connections 9, evidently the legs 6 will adapt themselves to irregularities of the pavement or ground line. The position of the yoke 19 upon the swivel head 13 will be adjusted so as to give the hose nozzle any inclination desired. In this way, the stream issuing from the nozzle may be directed in a vertical plane. By reason of the swivel connection between the swivel head 13 and the frame of the device, the nozzle may be moved so as to direct the stream as desired in a horizontal plane. In this way a perfect adjustment of the hose nozzle is maintained. By reason of the back pressure the hose will tend to work rearwardly until the coupling 26 comes against the body 19 of the yoke. The back pressure of the nozzle will then be received by the support or frame 1, and in this connection, attention is called to the rearwardly extending legs 6. On account of the fact that the rear extremities of these legs engage the earth at points far removed toward the rear, any tend-

ency of the hose support to be turned over rearwardly is effectually overcome. Furthermore, by reason of the fact that the legs may be spread apart as indicated in Fig. 3, the swinging of the hose in a horizontal plane will not operate to throw the structure over upon its side.

The structure may evidently be very quickly set up in position, and will operate effectively to hold the hose in position and enable the stream to be directed as desired. By the use of this invention, the firemen at the hose nozzle are relieved of all strain or physical effort which is ordinarily required to hold the hose in position. For this reason they can give better attention to the work of directing the stream in controlling the fire. The value of such an invention as this in the art should be well recognized, in view of the fact that many accidents occur from the nozzles of fire hose getting out of the control of the firemen directing the stream.

Attention is especially called to the fact that the rear legs of the hose holder may be adjusted laterally into any position desired. This arrangement is very desirable, as in many cases the hose holder must be set up at a point where a firm mounting is not readily secured,

as, for instance, on a landing of a stairway or on a fire escape. A further advantage lies in this possibility of adjustment on account of the fact that the two rear legs may be adjusted into position in line with the direction in which the nozzle projects so as to receive the force of the reaction of the water pressure at the nozzle.

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

In a device of the class described, in combination, a frame having a substantially horizontal plate, a swivel-head mounted in said plate having two upwardly projecting wings with aligning openings, a yoke having a tongue pivotally mounted between said wings and having an opening which may align with said first openings, a removable pin adapted to pass through said openings to fix said yoke, said plate having rigid fore legs adapted to engage the floor, and movable inclined rear legs having universal joint connections with said plate, said rear legs having downwardly projecting points with driving butts formed thereabove.

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

JOHN KENLON.

Witnesses:

F. D. AMMEN,
EVERARD B. MARSHALL.