

WILLIAM E. SHAW & CHARLES A. ASHLEY.
Improvement in Hose-Carts.

No. 127,277.

Patented May 28, 1872.

Fig. 1.

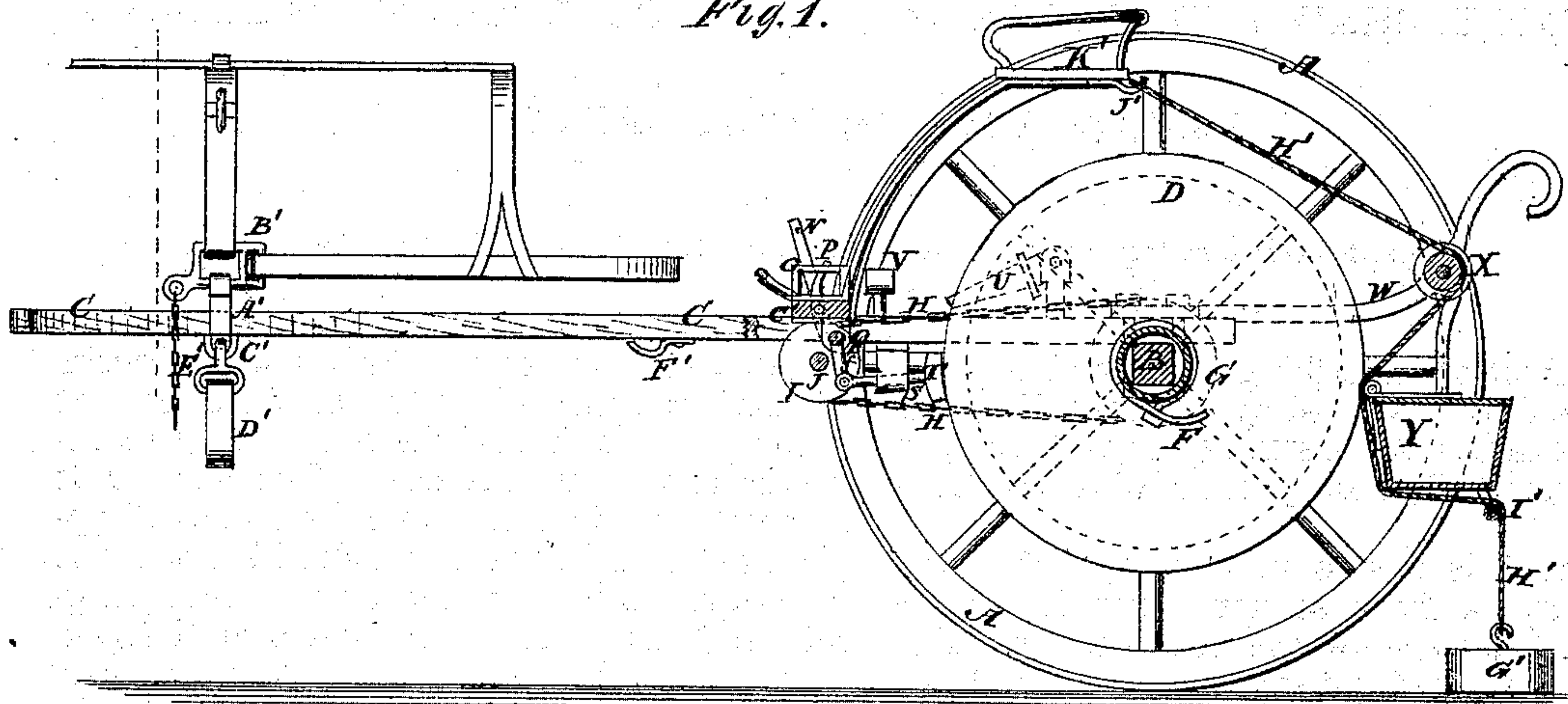


Fig. 3.

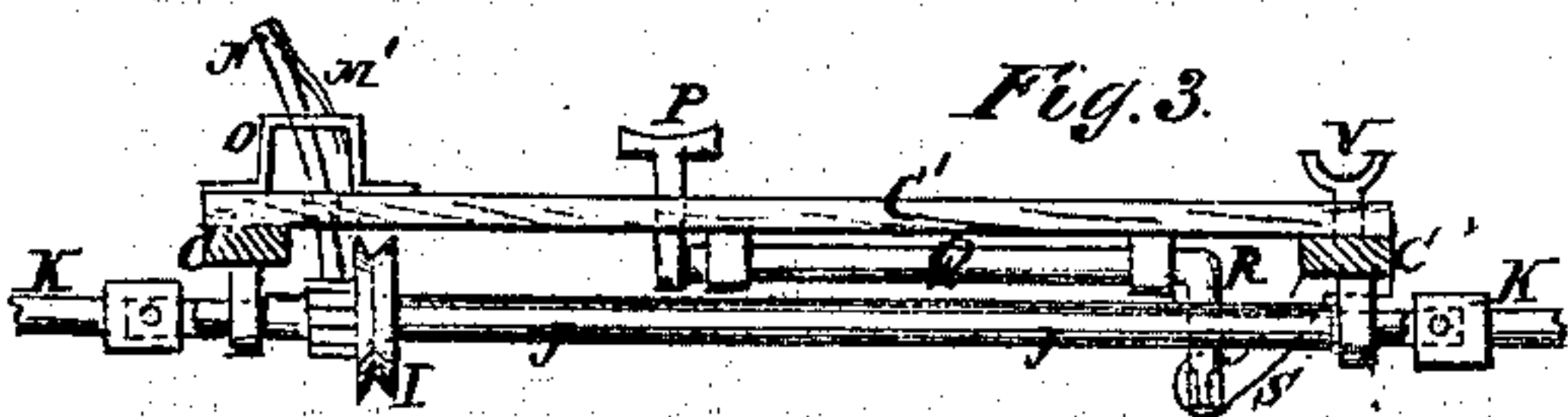


Fig. 2.

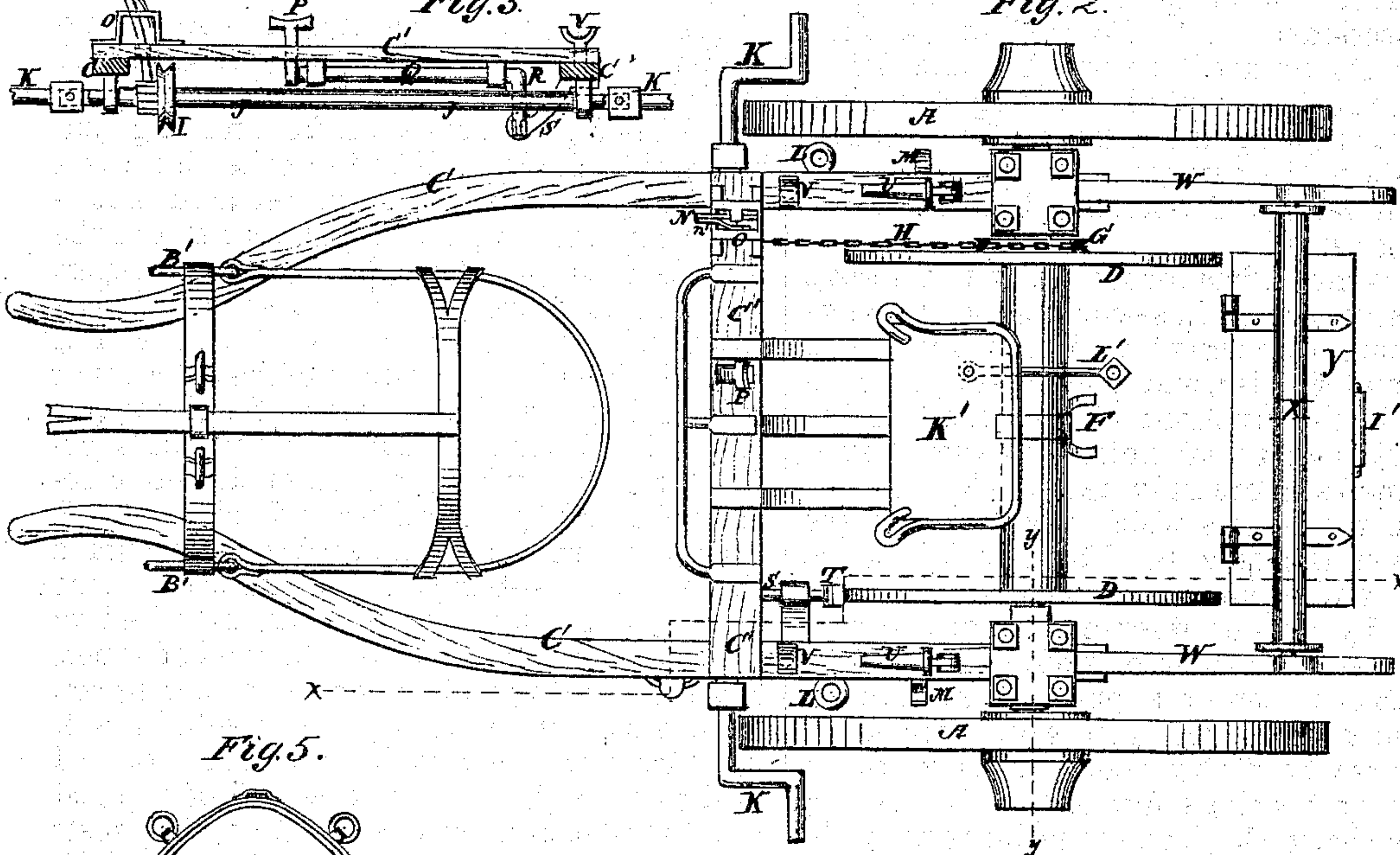


Fig. 5.

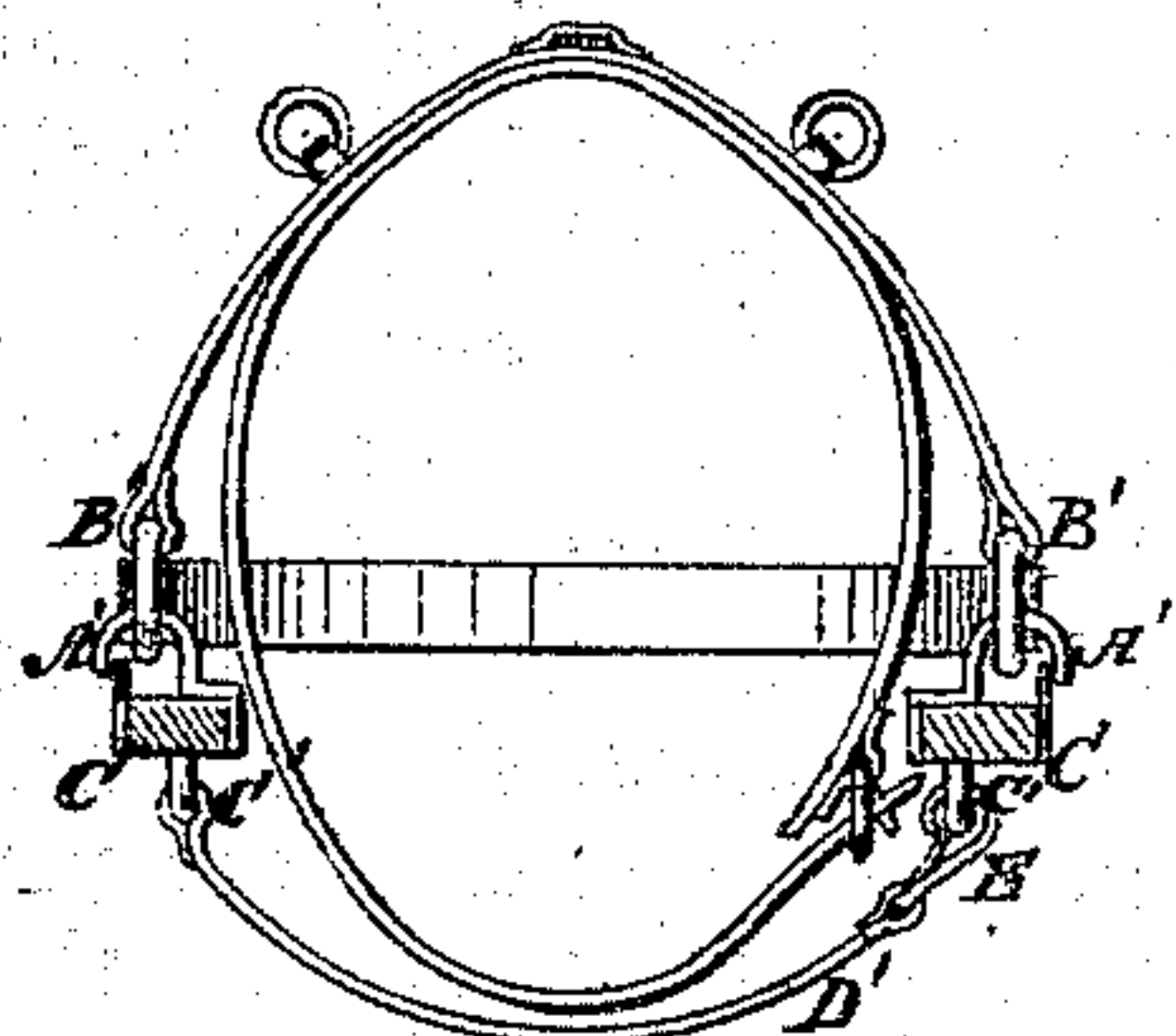
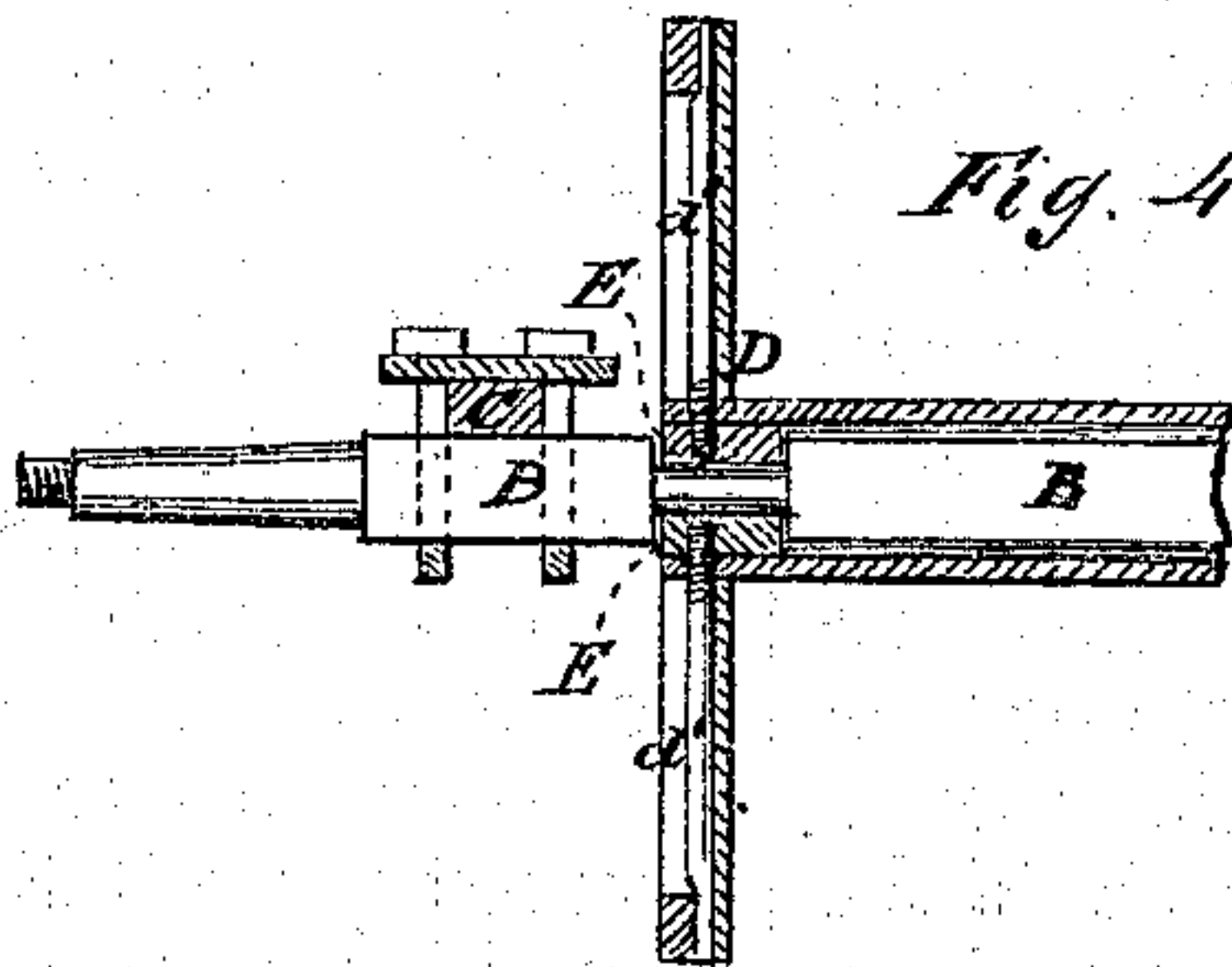


Fig. 4.



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UNITED STATES PATENT OFFICE.

WILLIAM E. SHAW AND CHARLES A. ASHLEY, OF STOCKTON, CALIFORNIA.

IMPROVEMENT IN HOSE-CARTS.

Specification forming part of Letters Patent No. 127,277, dated May 28, 1872.

Specification describing a new and Improved Hose-Cart, invented by WILLIAM E. SHAW and CHARLES A. ASHLEY, of Stockton, in the county of San Joaquin and State of California.

Figure 1 is a side view of our improved hose-cart, partly in section through the line *x x*, Fig. 2, to show the construction. Fig. 2 is a top view of the same. Fig. 3 is a detail view of the reel-brake and device for operating the reel to wind up the hose. Fig. 4 is a detail sectional view of a part of the reel, showing its connection with the axle, taken through the line *y y*, Fig. 2. Fig. 5 is a detail view, showing the manner of connecting the shafts to the harness.

Similar letters of reference indicate corresponding parts.

Our invention has for its object to improve the construction of hose-carts, so as to make them more convenient in use, while being lighter and simpler, and consequently less expensive in construction; and it consists in the construction and combination of various parts, as hereinafter more fully described.

A are the wheels which revolve upon the journals of the axle B. The axle B is made straight and square, and is secured to the shafts C by clips or other convenient means. D is the reel, the shaft of which is made hollow so that it can be slipped on the axle B. E are the boxes of the reel which are fitted into the cavity of the reel-shaft and work on journals or bearings formed on the axle B near the shafts C. The boxes E are made in two parts, which are secured in place and to the reel-shaft by the flange-arms *d'* of the reel, which pass through said shaft and screw into said boxes. One or both the parts of the boxes E may be secured to the reel-shaft by set-screws, so that the said boxes may be adjusted to take up the wear. By making the journals or bearings for the reel a little larger the boxes E may be made in one piece and slipped on over the axle B. To the shaft of the reel D is attached a clutch F to receive and hold the hose-butt while the hose is being wound on the reel, and which is so constructed as to allow the hose-butt to drop when the hose is unwound. To one end of the reel D is attached a chain-wheel, G, around which passes a chain, H, which also passes around the chain-

wheel I, attached to the shaft J which works in bearings attached to the shafts C, so that by turning the shaft J the reel D may be revolved to wind up the hose. The shaft J is turned to wind up the hose by cranks K applied to its ends, which cranks K, when not in use, are placed in the eyes L and spring-catches M attached to the sides of the rear part of the shafts C, so as to be securely carried and held out of the way. N is a clutch-lever which passes down through a slot formed in the cross-bar *c'* of the thills C, and is pivoted to said cross-bar, so that by moving said lever N in one direction it may clutch the gear-wheel I and prevent the reel from turning, and by moving the lever N in the other direction the said gear-wheel I will be released, allowing the reel to revolve. The upper end of the lever N passes up through a slot in a keeper, O, attached to the cross-bar *c'*, and which has two notches formed in it, one at each end of the slot, in either of which notches the lever N is held by a spring *n'* attached to its upper part. The lever N is arranged in such a position that it can be operated to fasten or release the reel by the driver with his foot. P is a foot-lever which passes down through a slot in the cross-bar *c'*, and is attached to the shaft Q which works in bearings attached to the cross-bar *c'*, and to the other end of which is attached or upon it is formed a crank-arm, R, to the outer end of which is pivoted a rod, S, which slides in a guide or keeper attached to the shafts C. To the other end of the rod S is attached a brake-shoe, T, which rests against the rim of the flange of the reel D, so that the driver with his foot can stop or regulate the movement of the reel as required. To the shafts C, a little in front of the axle B, are hinged or pivoted pins U to receive the vase of the hose-pipes or nozzles, the forward part of which rests upon and is held by spring-clasps V attached to the shafts C. To the rear ends of the shafts C are attached arms W, to and between the rear parts of which is pivoted the roll X over which the hose passes to and from the reel. From the arms W below the roll X is suspended a box, Y, for carrying tools and other small articles. To the upper side of the forward parts of the shafts C are attached snap-hooks A' to receive the harness-buckles B'. To the under side of the

forward parts of the shafts C are attached staples C', to one of which one end of the belly-band D', that holds the shafts down, is permanently attached, and into the other of which is hooked, the snap-hook E' attached to the other end of said belly-band D'. To the under side of the shafts C, to which the belly-band D' is permanently attached, is attached a spring-catch, F', to receive the snap-hook E' when the hose-cart is standing in the engine-house, and which is so formed that the belly-band may be released by a slight pull.

G' is a balance-weight to hold the shafts C raised into position for the horse to pass beneath them when the hose-cart is standing in the engine-house. To the weight G' is attached a cord or strap, H', which passes over the roller I' pivoted to the rear edge of the bottom of the box Y around the forward side of said box over the roller X, and is attached to a spring-catch, J', attached to the driver's seat K', and which is so formed that the act of pulling down the shafts C upon the horse, or a forward movement of the cart, will release the weight. To the driver's seat K' is also pivoted the lamp-holder L', which is so arranged that it may be swung around to the end or front of the seat, or to its rear, according to the direction in which it is desired to have the light thrown.

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

1. The reel D having hollow shaft-boxes E and clutch F arranged on axle combined with

chain-wheel G, shaft H, wheel I, and crank-shaft J.

2. The combination of the clutch and lock lever N with the chain-wheel I, crank-shaft J, chain H, chain-wheel G, reel D, and shafts C of a hose-cart, substantially as herein shown and described, and for the purpose set forth.

3. The combination of the pivoted adjustable lamp-holder L' with the seat K', substantially as herein shown and described, and for the purpose set forth.

4. The combination of the eyes L and spring-clasps M with the shafts C, to receive and carry the detachable cranks K, substantially as herein shown and described.

5. The combination of the hinged or pivoted pins U and spring-clasps V, with the shafts C of a hose-cart, to receive and carry the hose-pipes or nozzles, substantially as herein shown and described.

6. The combination of the friction-roller I' and spring-clasp or catch J', with the box Y, roller X, and driver's seat K', for the attachment of the balance-weight G' H', substantially as herein shown and described, and for the purpose set forth.

7. The combination of the snap-hooks A', staples C', and spring-catch F', with the shafts C of a hose-cart, substantially as herein shown and described, and for the purpose set forth.

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