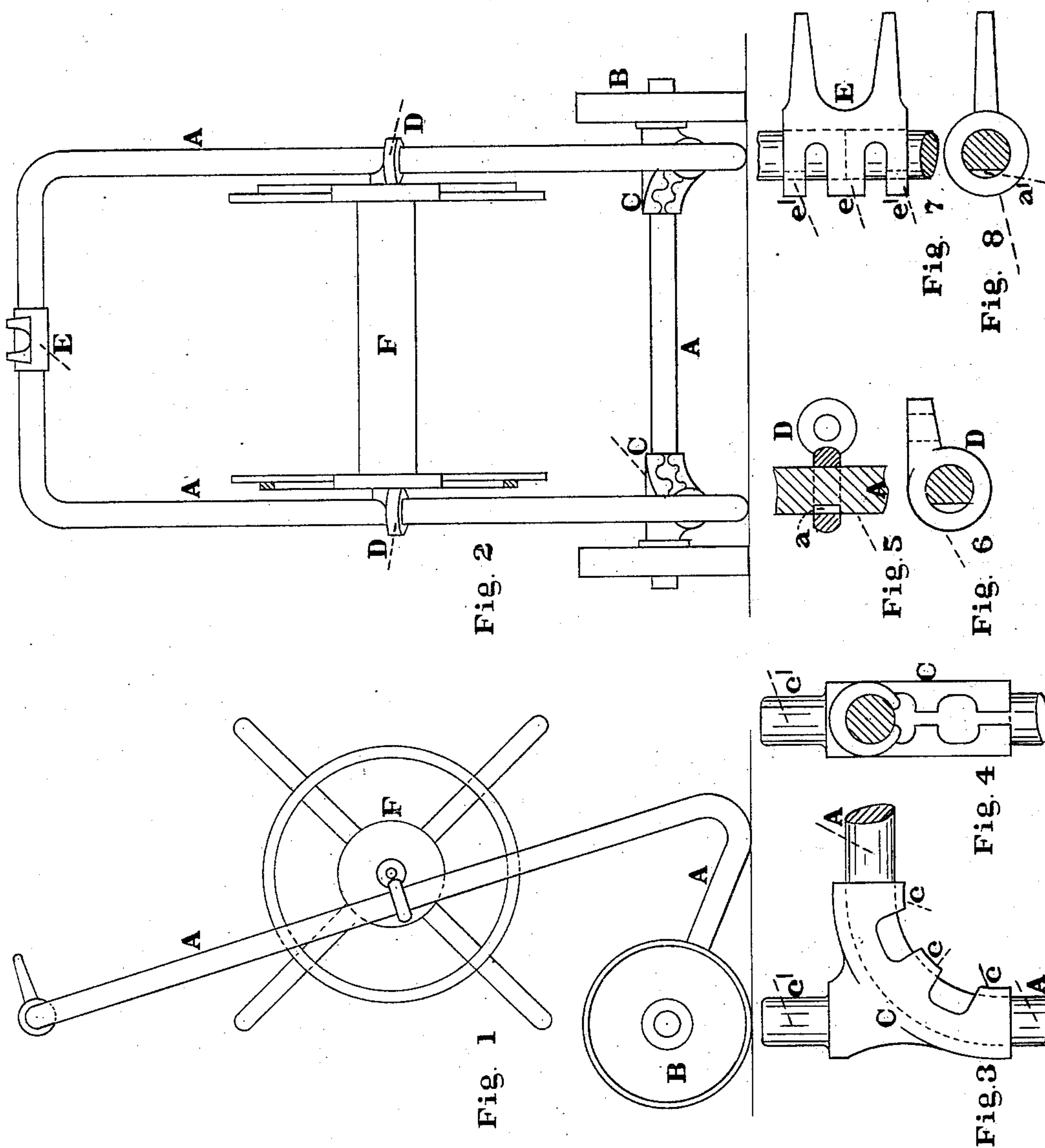


(No Model.)

W. B. WILCOX.
HOSE REEL CARRIAGE.

No. 353,340.

Patented Nov. 30, 1886.



WITNESSES:

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HOSE-REEL CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 353,340, dated November 30, 1886

Application filed January 29, 1886. Renewed October 21, 1886. Serial No. 216,847. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM BELA WILCOX, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Hose-Reel Carriage, of which the following is a specification.

The subject of this invention relates to improvements in hose-reel carriages, and the several parts are constructed in a novel manner, and they are easily united to form a complete hose-reel carriage, the annexed drawings showing the several parts, so that any one skilled in the art can make and use the same.

Figure 1 shows a side elevation, and Fig. 2 shows a front elevation, of a complete hose-reel carriage. Fig. 3 shows a gudgeon-bracket attached to the frame of carriage, and Fig. 4 is an end elevation of said gudgeon-bracket. Fig. 5 shows a sectional view of the hose-reel pillows, and Fig. 6 is a plan view of said pillows. Fig. 7 is a plan view of a combined union-coupling and hose-nozzle support, and Fig. 8 is an end view of same.

The hose-reel carriage is distinguished in its several parts by letters of reference, and similar letters indicate corresponding parts throughout the several figures.

A forms the frame of carriage, to which the several parts are attached.

B are the carriage-wheels, that can be made to any desired size or shape.

C are the gudgeon-brackets for the carriage-wheels, and are made from a malleable metal.

D are pillows for supporting the hose-reel, and are secured to the frame A in a novel manner, to be hereinafter explained.

E is a combined union-coupling and hose-nozzle holder.

F is a hose-reel.

The frame A is preferred to be made from round bar-iron, and is constructed from one piece, the ends of frame butting each other at the center of union-coupling E. To the frame A also are attached the gudgeon-brackets C, to which the carriage-wheels B are secured. The gudgeon-brackets C are of novel construction, and of a circular shape, so that the frame A can have a large bend at the corners where the said gudgeon-brackets are attached. The gudgeon-brackets C are shown in detail at

Figs. 3 and 4, and are made from a malleable metal. The gudgeon-brackets C are made with several teats, *c*, and when the said gudgeon-brackets are placed in position upon the frame A the teats *c* are bent around the iron of frame A and the gudgeon-brackets firmly secured thereto. The carriage-wheels B are secured to the gudgeons *c'* by cotter-pins or other convenient device.

The hose-reel pillows D are secured to the frame A at about the middle of its perpendicular height. The pillows D for hose-reel are shown in detail at Figs. 5 and 6. Each of the said pillows has two eyes—one to support one end of reel, and one through which the frame A takes into. Small recesses *a* are made in the frame A at the position to which the said pillows are to be secured, and which is done by forcing the metal of that part of pillows that is opposite the recesses *a* into the said recesses.

The union-coupling E is shown in detail in Figs. 7 and 8, and serves the double purpose of firmly holding the ends of frame A together and also being a support for the nozzle of hose-pipe. The union-coupling E is formed of a solid eye or circle of metal, partly separated by two recesses. The middle eye, *e*, holds the ends of frame A parallel with each other. The outside eyes, *e'*, secure the coupling to the frame A, and at the same time prevent the ends of frame from separating. In the frame A, opposite the eyes *e'*, are also cut recesses *a'*, and the metal of the eyes *e'*, that cover said recesses, is forced down into the recesses and is the means of holding the ends of frame A firmly together. The frame A, as before stated, is made from one piece, and is so bent that it forms a cross-stay at the bottom in line with the centers of carriage-wheels, and the frame is also bent forward to form feet, that the complete carriage will stand steady of itself, the incline sides of frame supporting the hose-reel, while the upper cross-stay of frame being suitable as a handle when the carriage requires to be run from place to place.

Having described my invention, what I claim as new, and desire to secure by Letters Patent, is the following:

1. In a hose-reel carriage, the combination

of gudgeon-brackets C and frame A, said gudgeon-brackets C having teats *c*, that secure said brackets to frame A, and gudgeons *c'*, to which the carriage-wheels B are secured, substantially as shown and described.

2. In a hose-reel carriage, the combination of pillows D and frame A with recesses *a*, for securing said pillows to frame, substantially as shown and described.

10 3. In a hose-reel carriage, the combination

of union-coupling E with eyes *e e'*, and the frame A, with recesses *a'*, so that a portion of the metal composing eyes *e'* can be pressed into the said recesses, and that the ends of frame A be firmly held together, substantially as shown and de- 15 scribed.

WILLIAM BELA WILCOX.

Witnesses:

W. H. COSPER,

WM. P. BARCLAY.