

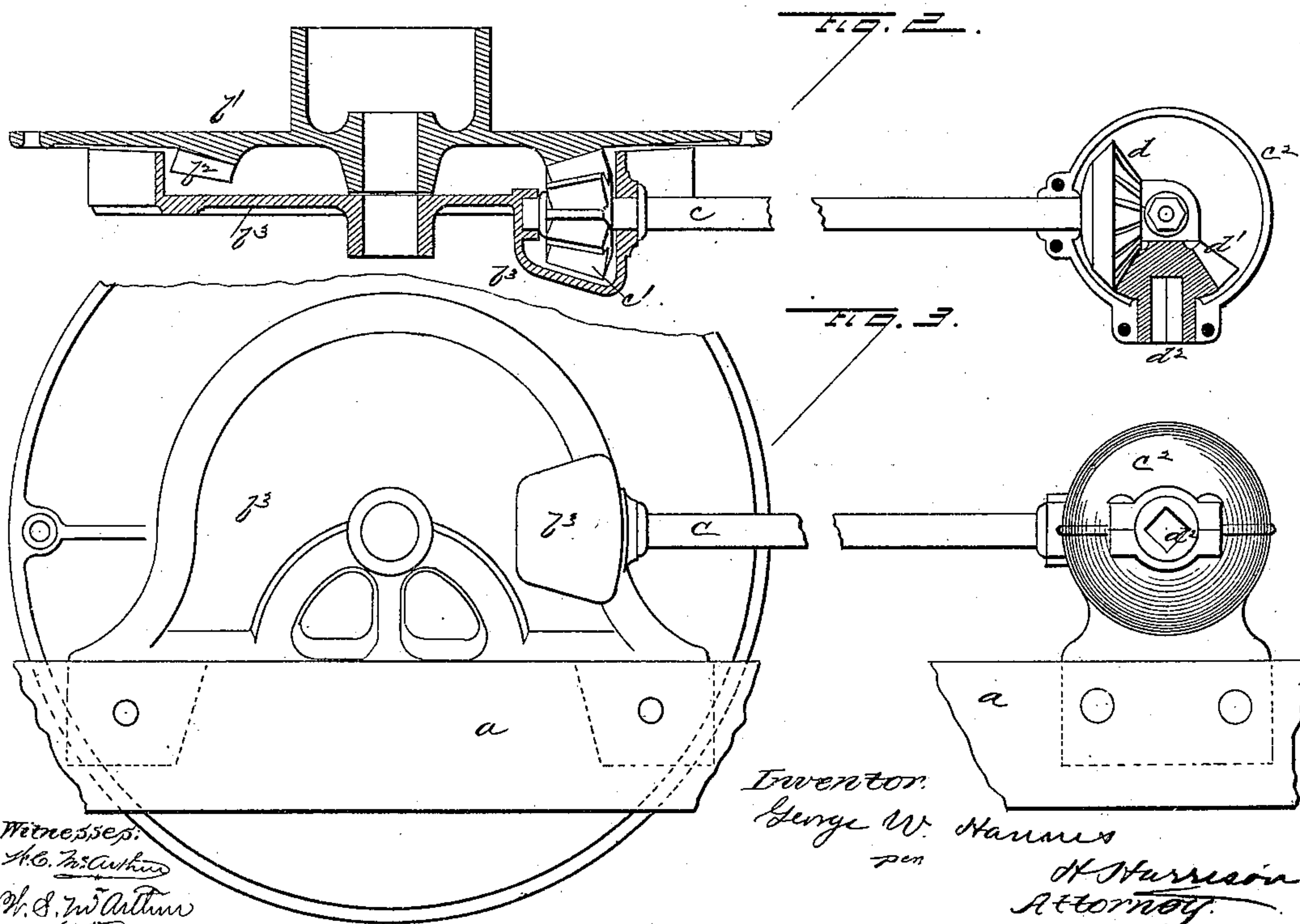
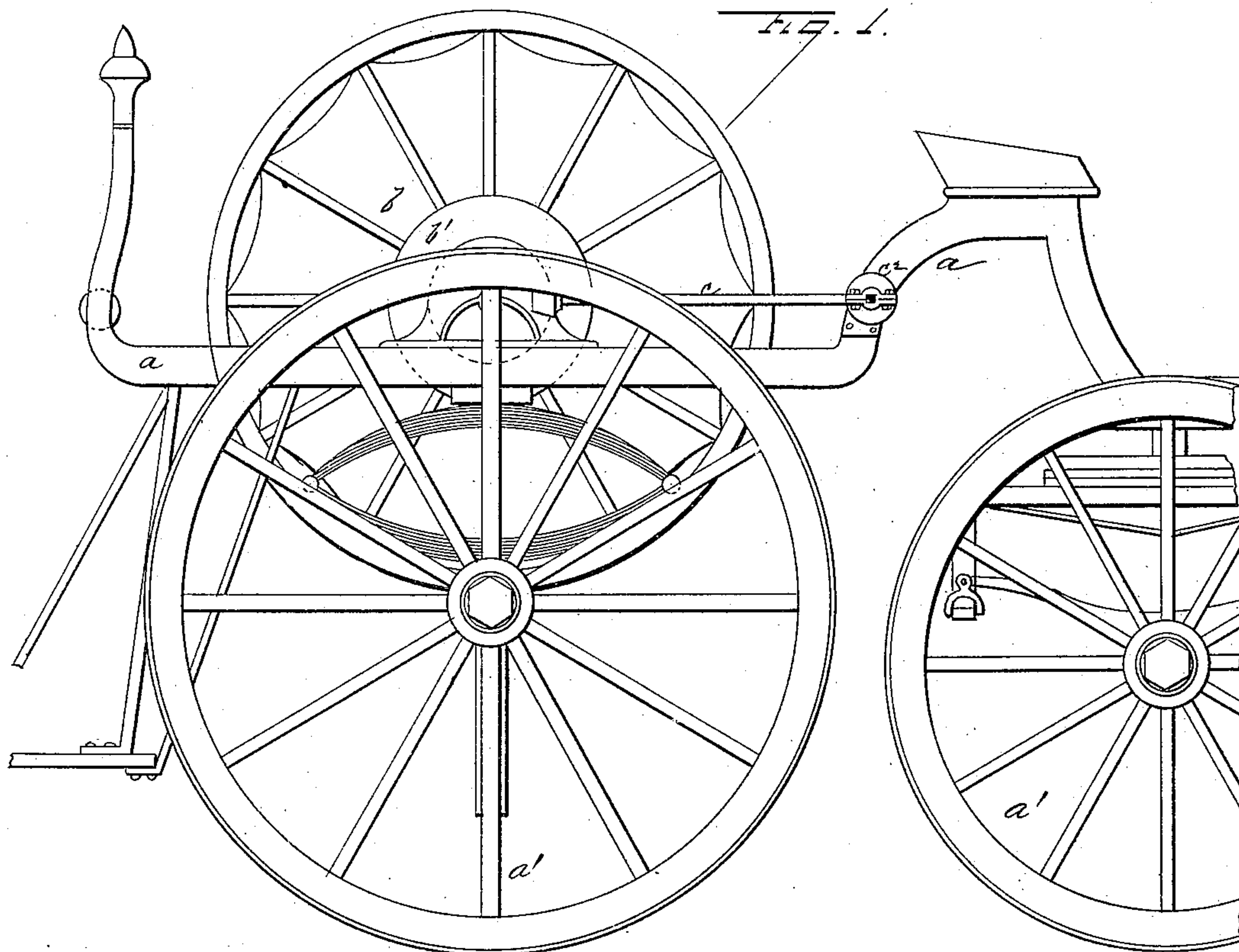
(No Model.)

G. W. HANNIS.

HOSE REEL.

No. 356,313.

Patented Jan. 18, 1887.



Witnesses:
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UNITED STATES PATENT OFFICE.

GEORGE W. HANNIS, OF CHICAGO, ILLINOIS.

HOSE-REEL.

SPECIFICATION forming part of Letters Patent No. 356,313, dated January 18, 1887.

Application filed June 10, 1886. Serial No. 204,737. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. HANNIS, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Hose-Reels, of which the following is a specification, to wit:

This invention relates to hose-reels; and it consists in certain peculiarities of the construction and arrangement of the same, substantially as will be hereinafter more fully set forth and claimed.

In order to enable others skilled in the art to which my invention pertains to make and use the same, I will now proceed to describe its construction and operation, referring to the accompanying drawings, in which—

Figure 1 is a side elevation of a reel constructed as I shall describe. Fig. 2 is a horizontal section, and Fig. 3 a side elevation, of one end of the reel-drum and its operating devices.

a represents the main frame of a hose-carriage, which is of any desired and suitable size and shape, and is mounted on wheels *a'*, as shown. Heretofore the reel-drum has been wound up by a small pinion to which a crank-handle was attached, and to enable this crank to be conveniently operated without interfering with the wheels of the truck the main frame has been usually made quite long, and the drum journaled therein between the wheels. In the present instance I have journaled the drum *b* upon the frame directly over the rear axle, and the latter is bent or dropped, as is well known in some classes of vehicles, to give the drum full play and room. This not only enables me to materially shorten the main frame, and thus construct a truck which is much easier and quicker handled in crowded streets, but it also brings the strain of the weighted drum and hose over the axle and causes less strain on the frame, as will be evident at once. To enable this drum to be readily operated in winding the hose upon it, I form its hub *b'* with a bevel-gear, *b²*, as more clearly seen in Fig. 2, and incase it in a casing, *b³*, to protect it from dirt and other out-

side interference. In this casing I journal one end of a shaft, *c*, which is provided with a bevel-pinion, *c'*, to engage with the gear upon the reel-head. The other end of this shaft is carried either forward or back, as is most convenient, to a point outside the periphery of the wheel, and there journaled in a small bracket or casing, *c²*, secured upon the main frame. This end of the shaft is also provided within the small casing with a bevel-pinion, *d*, with which meshes a similar one, *d'*, provided with a socket, *d²*, for the engagement of the crank-handle used in operating it. It will be seen, therefore, that this system of gearing admits of a free motion of the crank around the truck-wheel, and gives a positive motion to the drum, while the parts are all inclosed for better protection. It will make no difference whether the shaft *c* is carried forward or back from the drum, as either will avoid the wheel, and it is a matter of preference with the builder, not in any manner affecting the operation of the device.

In crowded streets and in many other places the shortening of the truck is of great advantage, and much less strain is had upon the main frame with the drum immediately over the axle, as herein shown.

I have described and shown the mechanism as covered in by a suitable casing; but I do this simply to protect the gearing, and may omit the casing without injury to the operation.

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

The combination, with the hose-drum *b*, having its hub provided with a bevel-gear, *b²*, and casing *b³*, of the shaft *c*, its pinions *c'* *d*, the casing or bracket *c²*, and socketed pinion *d'*, all constructed and arranged to operate substantially as and for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE W. HANNIS.

Witnesses:

W. C. MCARTHUR,
W. S. MCARTHUR.