(No Model.) 2 Sheets—Sheet 1.

H. J. PERRY.

HOSE CARRIAGE.

No. 362,534. Patented May 10, 1887.

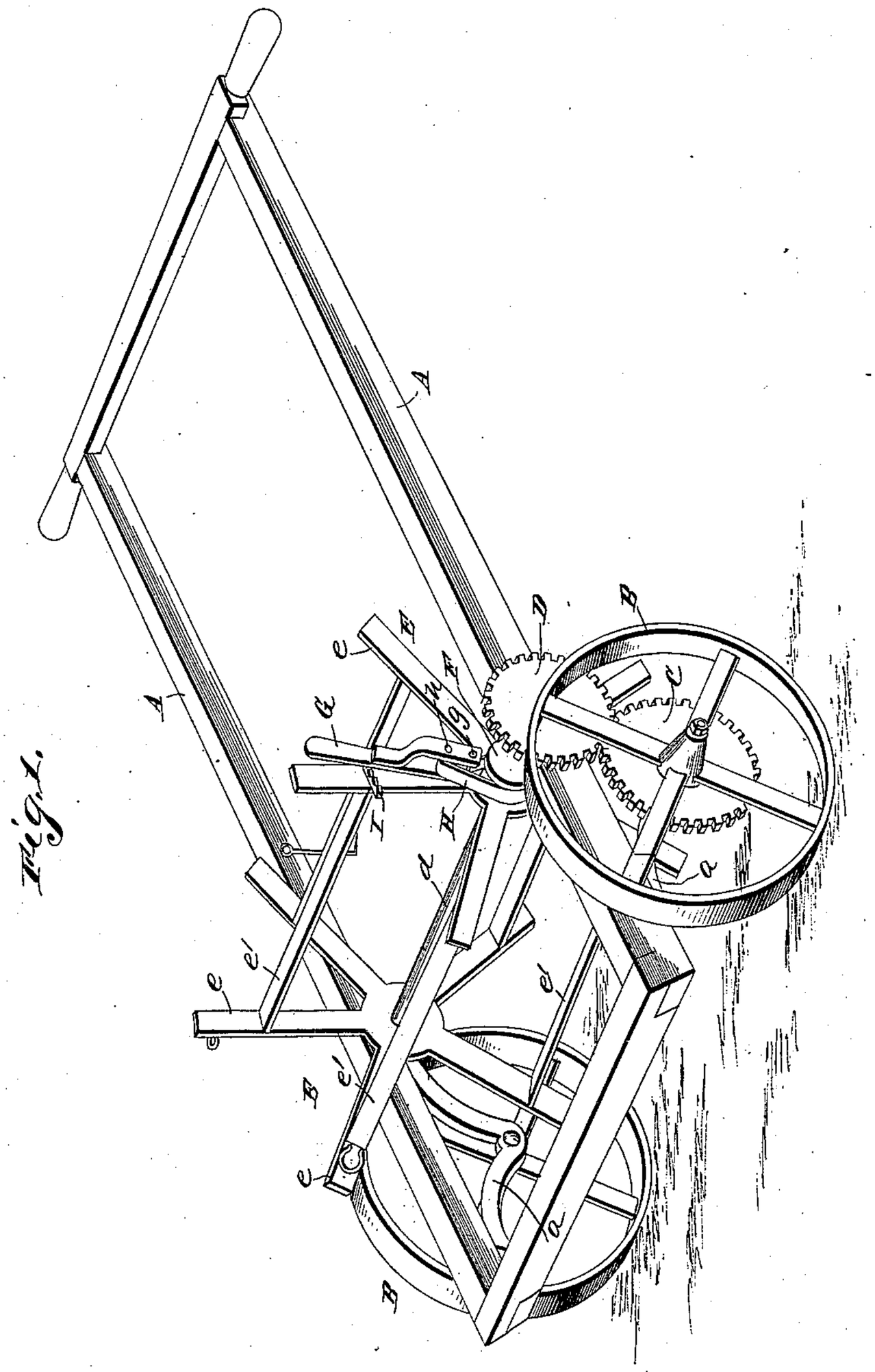

Fig. 1.

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(No Model.) 2 Sheets—Sheet 2.

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Fig. 3.

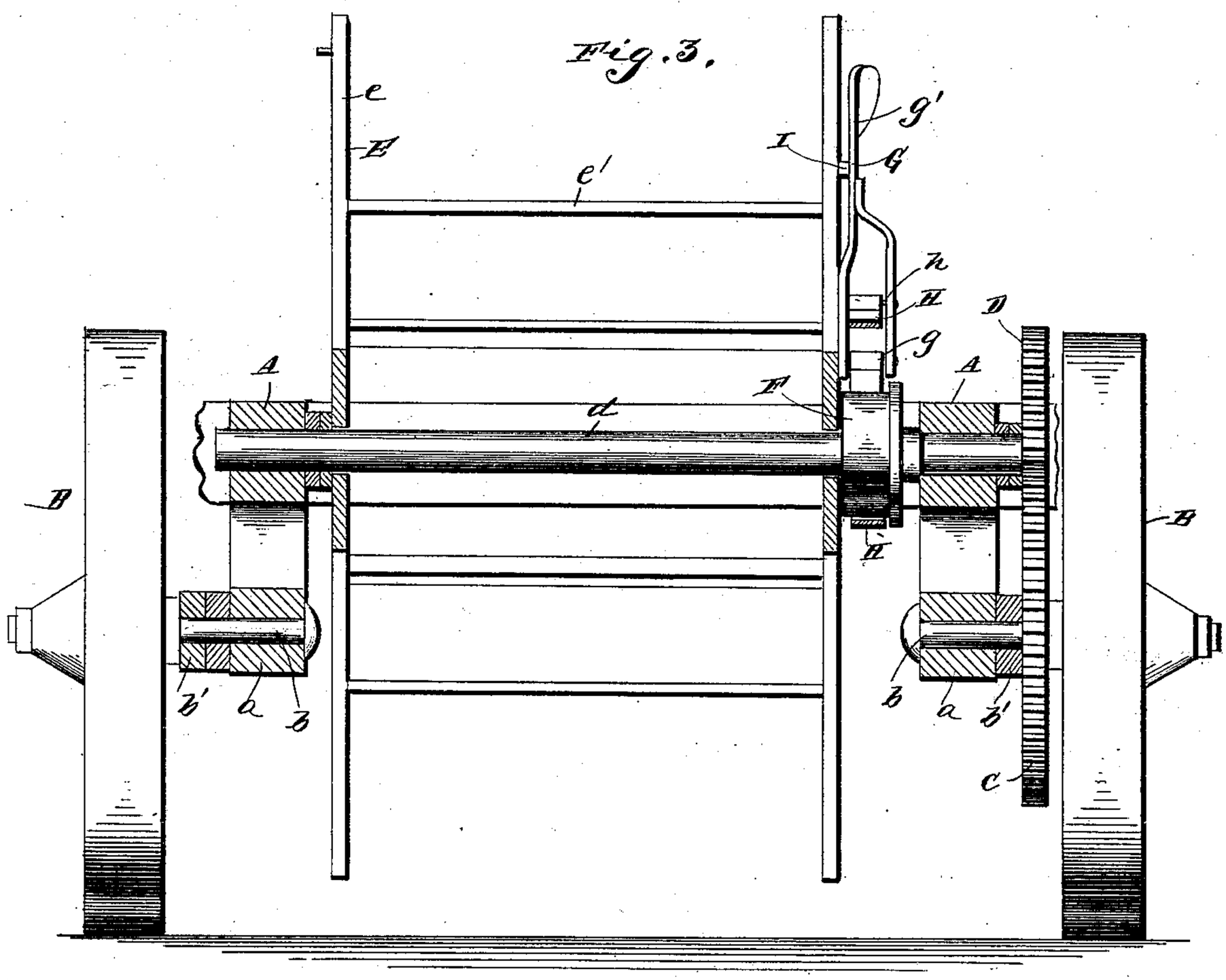
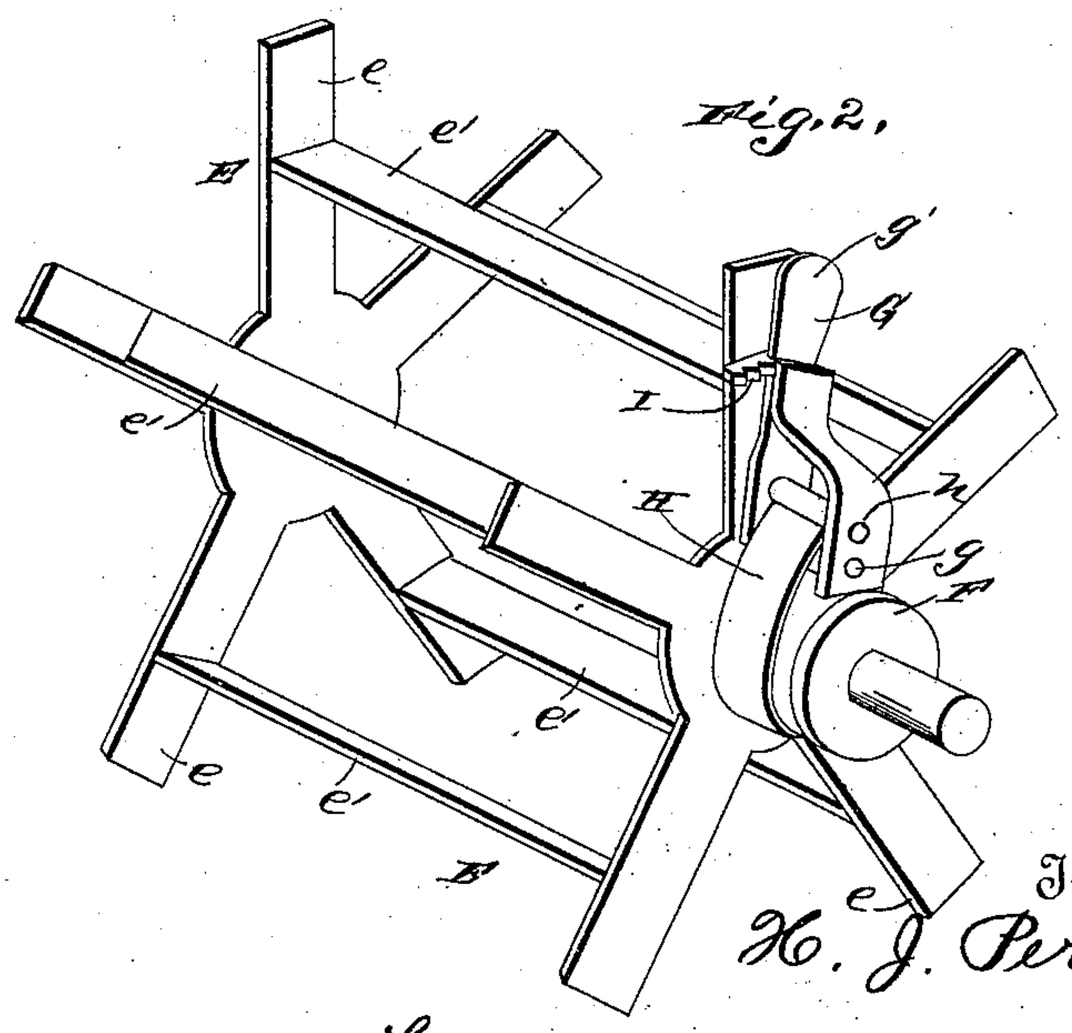


Fig. 2.



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UNITED STATES PATENT OFFICE.

HARVEY JAMES PERRY, OF AURORA, ILLINOIS.

HOSE-CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 362,534, dated May 10, 1887.

Application filed March 2, 1887. Serial No. 229,432. (No model.)

To all whom it may concern:

Be it known that I, HARVEY JAMES PERRY, a citizen of the United States, residing at Aurora, in the county of Kane and State of Illinois, have invented a new and useful Improvement in Hose-Carriages, of which the following is a specification.

The invention relates to improvements in hose-carriages, the object being to cause the hose to wind and unwind automatically on the reel forming part of the carriage; and it consists, mainly, in the construction and arrangement of a clutch-strap, by means of which the reel, which turns loosely on the shaft, is caused to turn therewith, the said shaft being connected by gearing with the main axles, as hereinafter shown and described.

The invention further consists in certain arrangement, hereinafter described, and embraced in the appended claims.

In the accompanying drawings, Figure 1 represents a perspective view of the improved hose-carriage. Fig. 2 represents a perspective view of the reel, clutch-shaft, and connected parts detached from the carriage. Fig. 3 is a transverse section of the reel.

Referring to the drawings, A designates the frame of the carriage, of ordinary shape and construction, and having secured to its side beams, near its rear end, the similar depending bearing-brackets, *a a*, in each of which the short axle *b* of one of the wheels B is journaled, the hub of the wheel being kept a proper distance from the bracket by an antiposed washer, *b'*.

C is a gear-wheel secured to one of the axles *b* outside of the corresponding bearing-bracket, and D is a gear-wheel intermeshing with the wheel C and secured upon the end of a transverse shaft, *d*, extended outside of its corresponding bearing in the side beam of the frame A, so that the rotation of the wheel will rotate the shaft *d*.

E is the reel, of usual form, but turning loosely on the shaft *d*, and composed of the end spiders having the hand-holds *e* and the transverse bars *e'*, on which the hose is wound.

F is a friction-disk secured on the shaft *d*, just to the inside of its bearing, on the same side of the frame as the gearing.

G is a lever pivoted by the pin *g*, at its lower end, upon the side of the spider, just to the outer side of the periphery of the disk F. The lower part of the lever is bifurcated, and has one end of the metal clutch-strap H firmly attached to the pin *g*. The strap thence passes under the friction-disk, and, running upward, has its upper end attached to a pin, *h*, seamed to the two arms of the bifurcation of the lever G near the upper end of said bifurcation. The edge of the upper arm, *g'*, of the lever is thereby beveled to engage between the teeth of the reel I, secured transversely across one of the arms of the adjacent end spider of the reel. When the strap is set by means of the lever and rack to bind on the friction-roller, it is evident that the reel will be caused to turn with the shaft *d*, which is rotated by the gearing from one of the wheels of the carriage. Now, after several turns of hose have been made on the reel, the diameter is thereby increased, and the hose consequently wound faster and faster, except that the friction of the sections of hose on the surface of the ground causes the friction-disk to step within strap. The reel is thus caused to wind up the hose just in proportion as the wheels B advance, and the hose is not dragged on the street or pavement and injured.

The hose may be unwound either by binding the clutch-strap on the friction-disk and driving the carriage ahead after the hose has been attached to the plug or by disengaging the said clutch and disk and allowing the hose to pull off the reel.

Having thus described my invention, I claim—

1. In a hose-carriage, the combination of the frame, the supporting-wheels B, the gear-wheel C, secured to and adapted to rotate with one of the supporting-wheels, the shaft *d*, journaled on the frame and having the disk F and the pinion D, meshing with wheel C, the reel loosely mounted on the shaft *d* and adapted to rotate thereon, the band H, bearing on the periphery of the disk, and the hand-lever G, fulcrumed to one end of the reel and connected to and adapted to tighten or relax the band on the disk, substantially as described.

2. In a hose-carriage, the combination of the frame having the supporting-wheels, the shaft *d*, geared to one of the supporting-wheels and thereby adapted to be rotated, said shaft having the disk F, the reel loosely mounted on the

said shaft, the hand-lever G, fulcrumed to one end of the reel and having the pins *g h*, the friction-band bearing on the periphery of the disk and against opposite sides of the pins, for the purpose set forth, and the rack-teeth I, to lock the lever G, all combined and arranged to operate substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

HARVEY JAMES PERRY.

Witnesses:

CHAS. WHEATON,

CYRUS CASS COLLINS.