

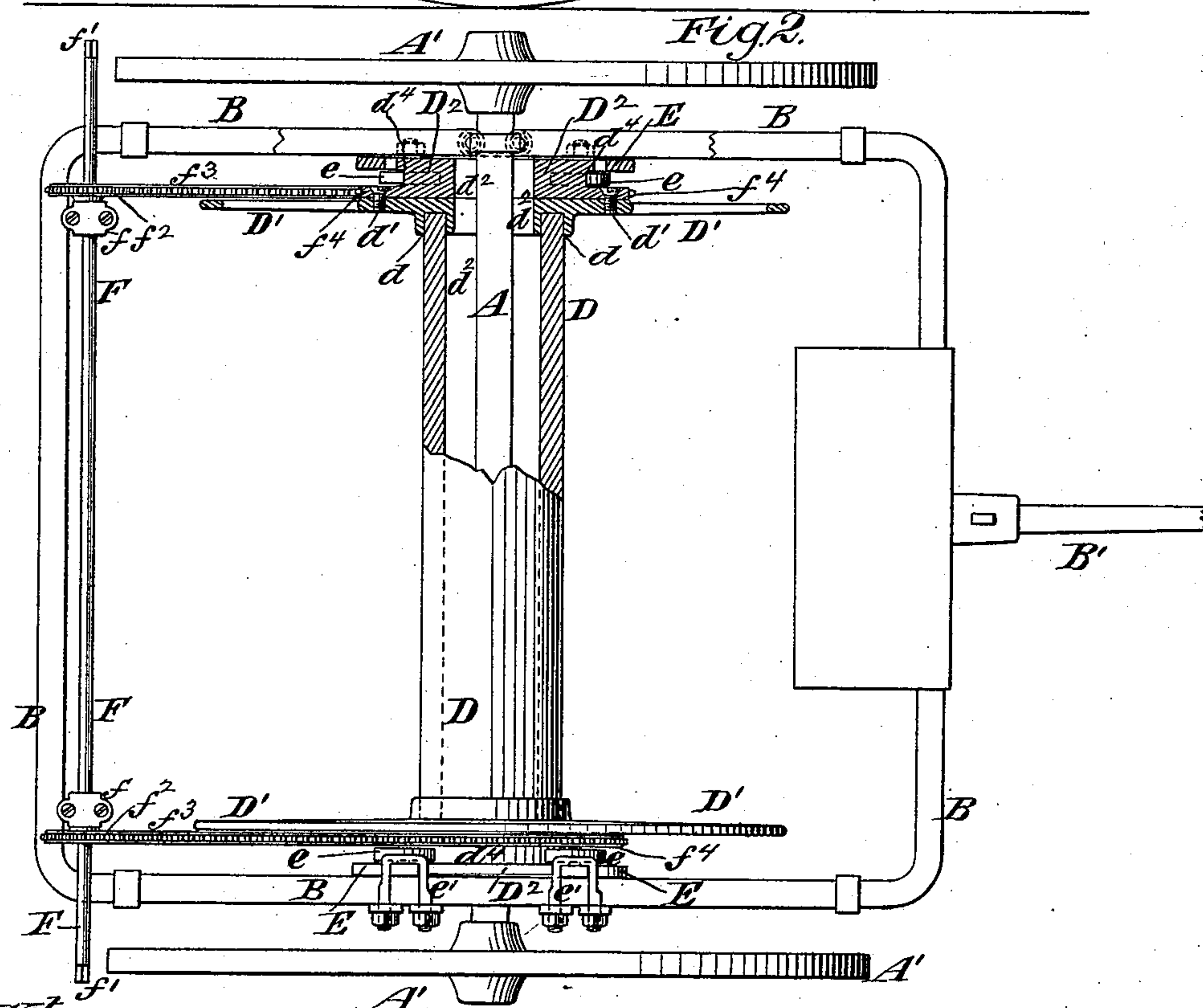
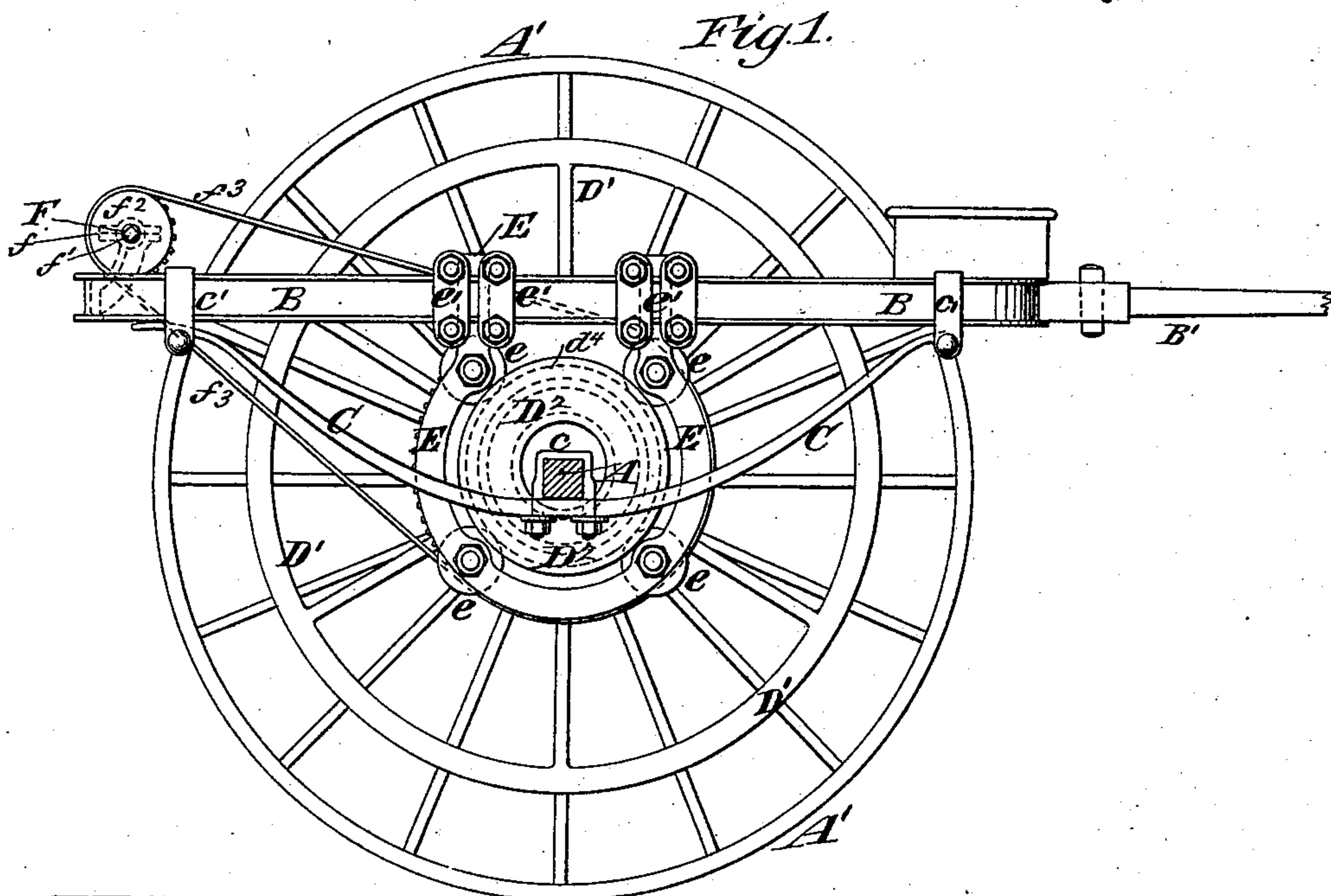
(No Model.)

J. E. GILLESPIE.

HOSE CART.

No. 363,890.

Patented May 31, 1887.



Witnesses:

O. Sundgren  
E. M. Herter.

Inventor:

James E. Gillespie  
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# UNITED STATES PATENT OFFICE.

JAMES E. GILLESPIE, OF WARWICK, NEW YORK.

## HOSE-CART.

SPECIFICATION forming part of Letters Patent No. 363,890, dated May 31, 1887.

Application filed February 18, 1887. Serial No. 228,030. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES E. GILLESPIE, of Warwick, in the county of Orange and State of New York, have invented a new and useful Improvement in Hose-Carts, of which the following is a specification.

In order to render the apparatus or cart more compact, the wheel on which the hose is wound has sometimes been arranged so that its barrel surrounds and is concentric with the axle, and in such carts as heretofore constructed the reel has been journaled directly upon the axle, and hence has not been supported by springs.

The object of my invention is to retain the desirable feature of the old hose-cart, which consists in having a reel the barrel of which surrounds the axle, and at the same time to support the reel and the frame by springs from the axle.

My invention therefore consists in the combination, with an axle and frame of a hose-cart, of a reel having its barrel surrounding the axle, but independent thereof, and bearings secured to the frame and in which the reel is journaled. The frame will usually be supported by springs from the axle, and the opening through the reel which receives the axle will be sufficiently large to permit the upward and downward movement of the reel relatively to the axle. The bearings which are included in the above-recited combination may consist simply of U shaped or C-shaped hangers depending from the frame and provided with a series of rollers which constitute roll-bearings for the journals of the reel.

In the accompanying drawings, Figure 1 is a sectional elevation of a hose-cart embodying my invention, the section being taken immediately inside one of the wheels; and Fig. 2 is a plan of the cart, a portion of the reel being in section to better illustrate my invention.

Similar letters of reference designate corresponding parts in both figures.

A designates the axle, to which are fitted the wheels A'; and B designates a frame, to which the tongue B' is attached, and which is here shown as supported by springs C from the axle. The springs through which the frame B is supported from the axle may be of any suitable character, ordinary semi-ellipti-

cal springs being here represented, and these springs are connected with the axle A by clips *c* and with the side portions of the frame B by clips *c'*.

The frame B may be of wood or metal, and a light and strong construction will be secured by making it of a channel iron or bar bent into the proper shape.

The barrel of the reel, as here represented, is composed of a barrel, D, and heads D', which may be of skeleton construction to render them light, and which may be formed with grooves *d* to receive the ends of the barrel D. The barrel may then be made of wood, if desired. Beyond the heads D', I have represented circular hubs or projections D<sup>2</sup>, which may be secured, by screws *d'* or otherwise, to the heads D'. The reel is substantially concentric with the axle, or, in other words, it surrounds the axle, and the openings *d*<sup>2</sup> in the heads and interior of the body are of such size as to afford provision for the upward and downward movement of the reel relatively to the axle without any interference therefrom.

The bearings which support the reel D D' are entirely independent of the axle and are secured to or suspended from the frame B. In this example of my invention a hanger, E, which is of U-shape or C-shape form, depends from the frame B at each side thereof, and is provided with anti-friction rollers *e*, which together form a roller-bearing for the end of the reel. I have here shown the hubs D<sup>2</sup> as grooved circumferentially at *d*<sup>4</sup>, in order to form a proper seat for the anti-friction rollers *e*, and the hangers E may be at their upper ends secured to the frame B by clips *e'*. Large bearings are thus provided for the reel, and the reel and frame are both capable of movement relatively to the axle, being supported only by the springs C.

Any suitable mechanism may be employed for rotating the reel. I have here represented a shaft, F, supported in bearings *f*, and the ends *f'* of which are constructed to receive hand-cranks. Upon this shaft are pulleys or chain-wheels *f*<sup>2</sup>, from which chains *f*<sup>3</sup> extend to and pass around chain-wheels *f*<sup>4</sup> upon the reel. In the present example of my invention the chain-wheels *f*<sup>4</sup> are formed upon the hubs or projections D<sup>2</sup> at the ends of the reel.



It is advantageous to have the reel arranged with its barrel surrounding the axle, because the weight is then brought low down in the cart. It will also be observed that in  
5 my invention the reel and the main frame B are both supported by springs.

I am aware of Patent No. 153,849, granted to Joseph T. Ryan, August, 4, 1874, and do not include the construction therein shown as of  
10 my invention. In the patented device the barrel of the reel does not surround the axle, nor is the main frame supported by springs.

What I claim as my invention, and desire to secure by Letters Patent, is—

15 1. The combination, with the axle and frame of a hose-cart, of a reel having its barrel surrounding the axle, but independent thereof, and bearings secured to the frame and in which the reel is journaled, substantially as herein  
20 described.

2. The combination, with the axle of a hose-cart and a spring-supported frame movable relatively to the axle, of a reel having its barrel surrounding the axle and having its opening receiving the axle sufficiently large to permit upward and downward movement of the  
25 reel relatively to the axle, and bearings for the reel supported by said frame, substantially as herein described.

3. The combination, with the axle A and the  
30 frame B and its supporting-springs C, of a reel having its barrel surrounding the axle and the hangers E, depending from the frame and provided with rollers to form bearings for the reel, substantially as herein described.

JAMES E. GILLESPIE.

Witnesses:

FREDK. HAYNES,  
EMIL HERTER.