

(No Model.)

W. T. Y. SCHENCK.
HOSE CARRIAGE.

No. 504,624.

Patented Sept. 5, 1893.

Fig. 1.

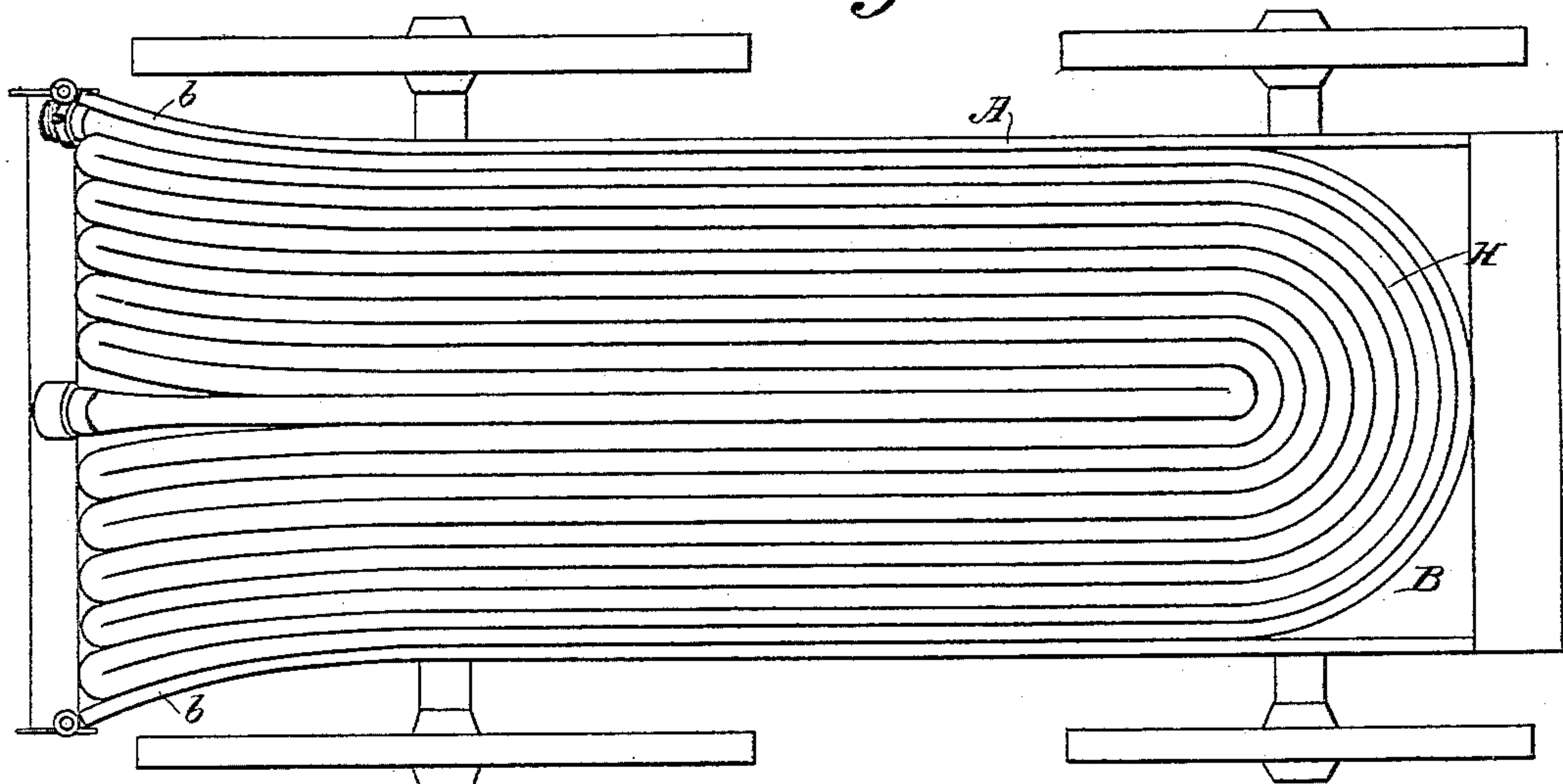


Fig. 2.

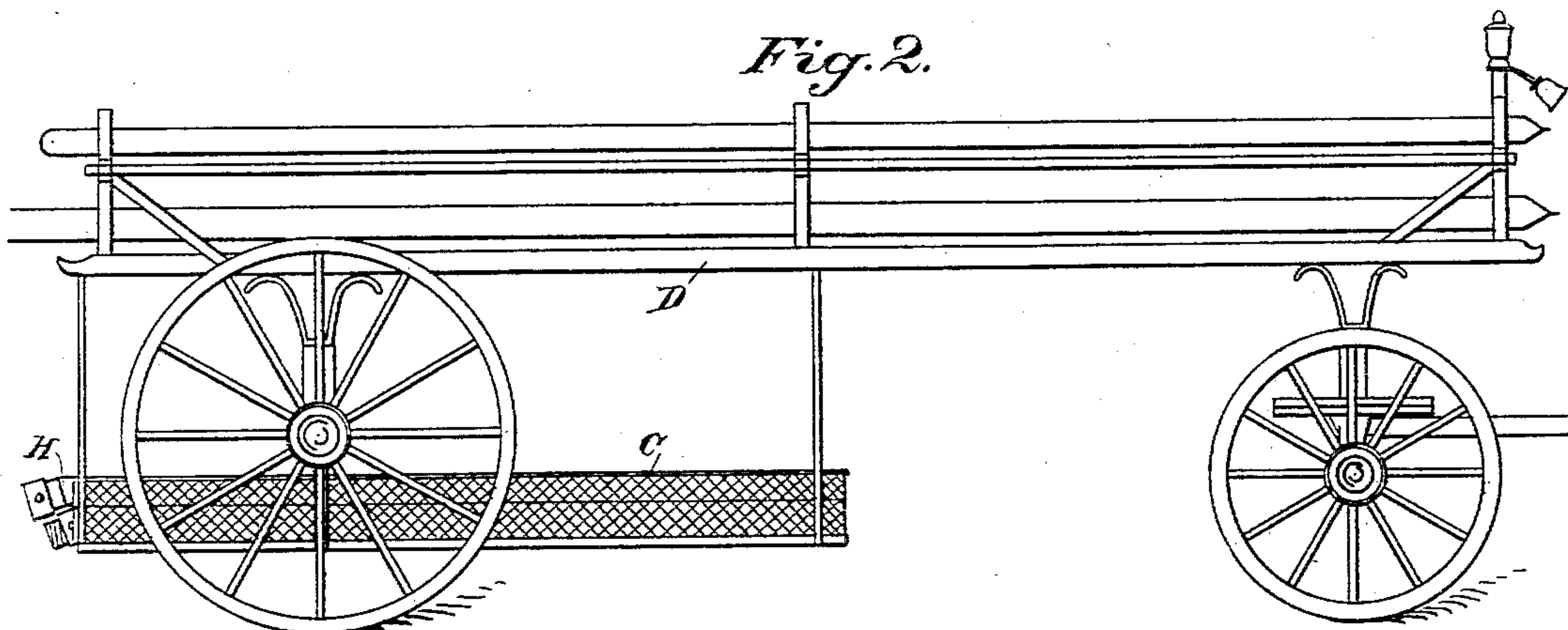
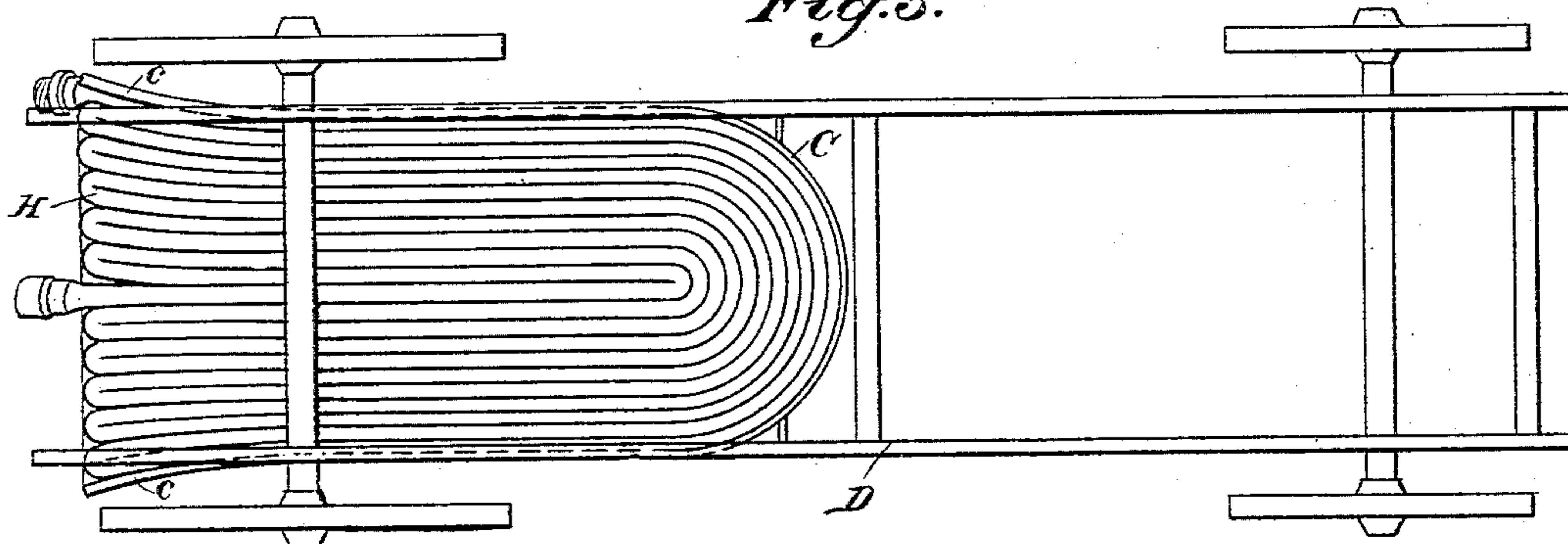


Fig. 3.



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UNITED STATES PATENT OFFICE.

WILLIAM T. Y. SCHENCK, OF SAN FRANCISCO, CALIFORNIA.

HOSE-CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 504,624, dated September 5, 1893.

Application filed May 24, 1893. Serial No. 475,366. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM T. Y. SCHENCK, a citizen of the United States, residing in the city and county of San Francisco, State of California, have invented an Improvement in Hose-Receptacles for Fire Apparatus; and I hereby declare the following to be a full, clear, and exact description of the same.

My invention relates to the general class of fire apparatus, and especially to the receptacles in which the hose is carried, said receptacles comprising either the bed of a hose wagon or a basket adapted to be suspended from a hook and ladder truck.

My invention consists essentially in a bed or basket for the hose having its rear or back portion outwardly flaring or inclined as I shall hereinafter fully describe.

The object of my invention is to provide for the convenient and easy laying up of the hose in the receptacle, utilizing the entire space and preventing injury to the hose by avoiding too abrupt a bend.

Referring to the accompanying drawings for a more complete explanation of my invention,—Figure 1 is a plan view of a hose wagon. Fig. 2 is a side elevation of a hook and ladder truck showing a basket receptacle for the hose suspended underneath. Fig. 3 is a plan of said receptacle.

In Fig. 1, A is a hose wagon constructed generally as is common with these vehicles. Its bed B, however, differs from the ordinary bed in that instead of having its side edges parallel throughout, said bed inclines or flares outwardly at its rear or back portion as is shown at b. This inclination or flare, it will be observed, commences at such a point with respect to the rear axle as will enable the edges to clear the rear wheels.

H is the hose laid up in the bed.

In Figs. 2 and 3, the receptacle is shown as a basket C, suspended under a hook and ladder truck D. This basket at its rear or back end inclines or flares outwardly, as shown at c, and it also clears the rear wheels. The hose H is shown laid up in the basket.

In order to better understand my improvement in this bed and basket, it will be well to state the usual manner of laying up hose in such receptacles. The male coupling end of the hose is laid at one corner of the rear end of the receptacle. The hose is then laid up along that side to the front and thence in a large bend over to the other corner

of the front: thence down that side to the other rear corner, and here a sharp close bend is made and the hose is carried forwardly again and beside the previous lay, on the same side: thence in a large bend over to the first side: thence down the first side, beside the previous lay, to the first rear corner: here another sharp close bend is made and the hose is carried forwardly again beside the previous lay to the front, and so on until the whole bottom of the receptacle is covered with a layer. Then other layers are similarly laid on. It will thus be seen that at the front are only large bends and these lie snugly together. But at the rear are only sharp close bends. Three disadvantages result from this. The first is the difficulty of making and holding close the rear bends, as is necessary to lay the hose in. The second is that the rear end will fill up before the central space farther forward is full, thus wasting room, and the third is that such sharp close bends must be made that injury results to the hose. By my construction, as heretofore described, all these difficulties are wholly obviated. It will be seen that I have shown the hose H laid up in the receptacle in the usual manner, but by reason of the enlarged space at the rear end, due to the flaring back of the receptacle, it is not difficult to hold each bend in place while laying up, nor do the bends have to be so tight, nor will they fill up the space before the front is full. No injury results to the hose, and its manipulation is rendered convenient, and is rapid.

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

1. A hose receptacle for fire apparatus, consisting of a bed or basket having its back end or rear portion outwardly inclined or flaring, substantially as herein described.

2. A hose receptacle for fire apparatus vehicles consisting of a bed or basket having its side edges straight and parallel from the front and at their rear portions outwardly inclined or flaring to the rear end, substantially as herein described.

In witness whereof I have hereunto set my hand.

WILLIAM T. Y. SCHENCK.

Witnesses:

S. H. NOURSE,
JAMES L. KING.