(No Model.) 2 Sheets—Sheet 1.

C. T. HOLLOWAY.

HOSE WAGON.

No. 596,776. Patented Jan. 4, 1898.

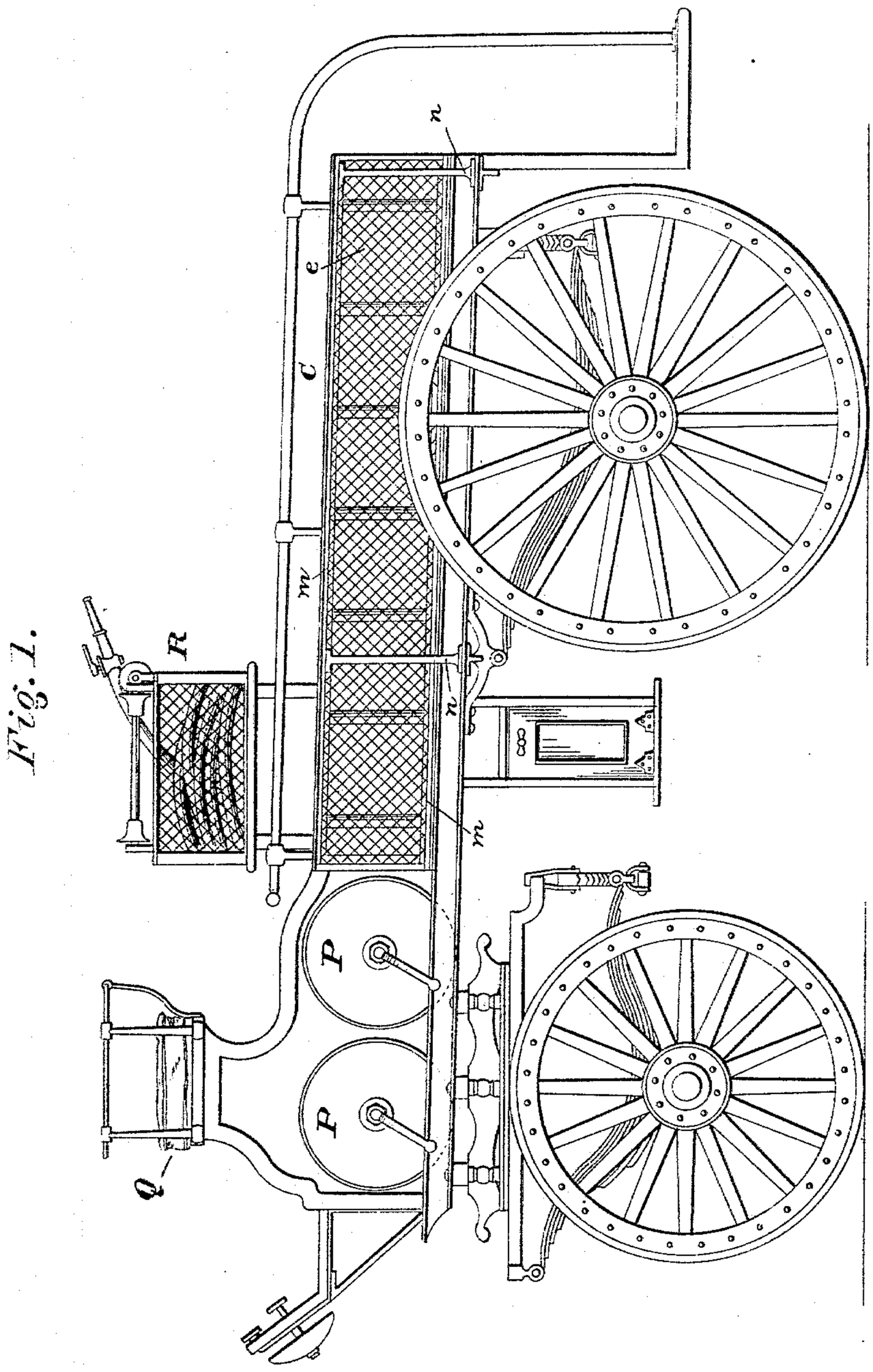

Fig. 1.

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(No Model.) 2 Sheets—Sheet 2.

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Fig. 2.

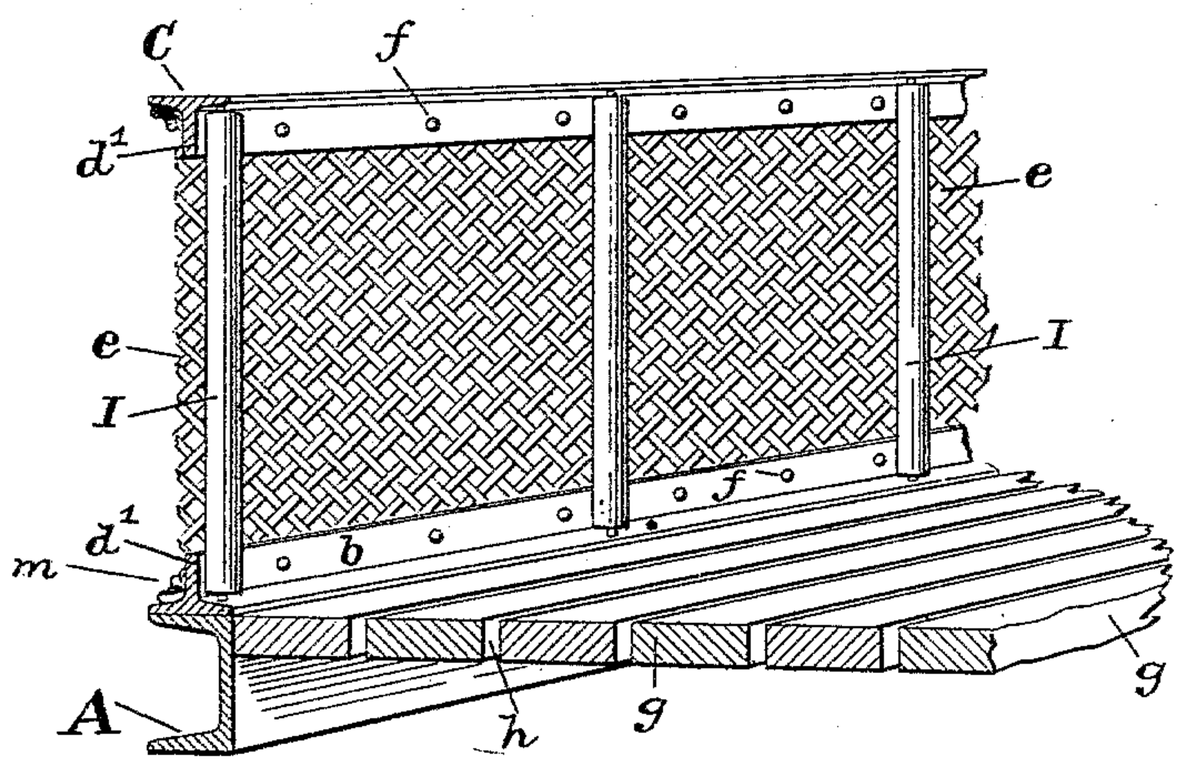


Fig. 3.

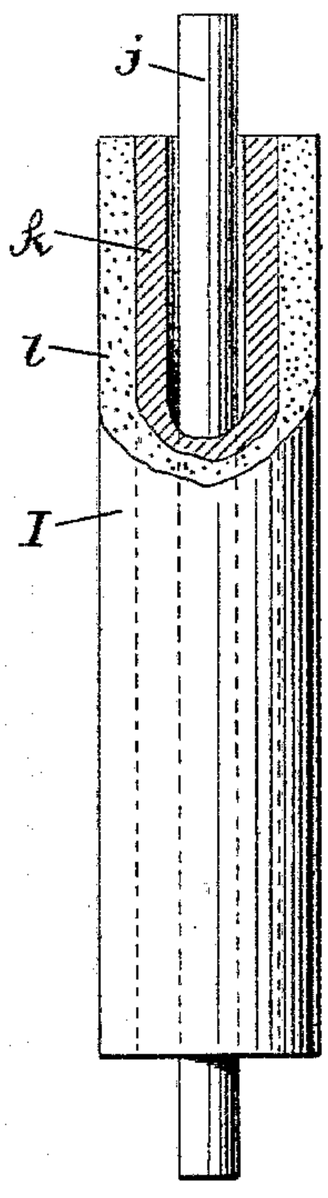
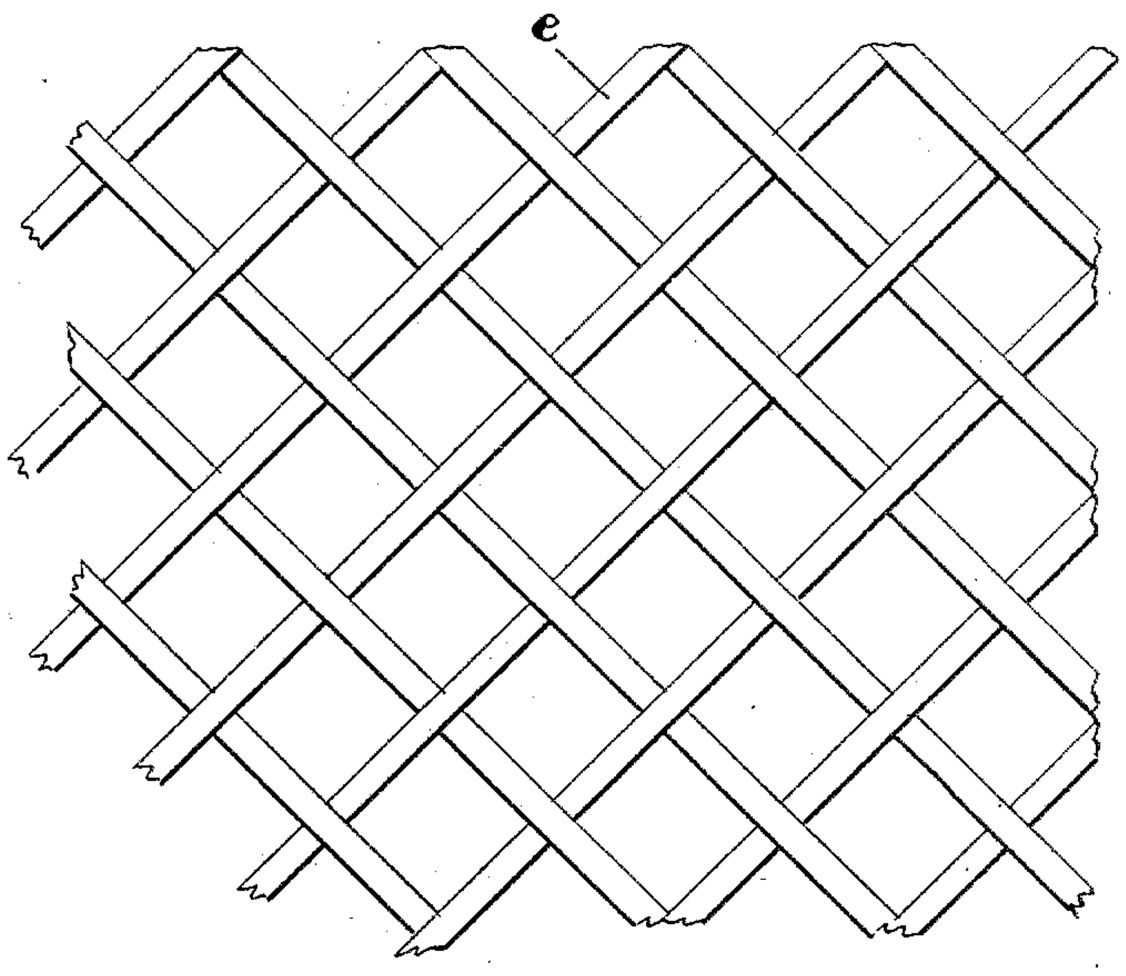


Fig. 4.



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UNITED STATES PATENT OFFICE.

CHARLES T. HOLLOWAY, OF BALTIMORE, MARYLAND.

HOSE-WAGON.

SPECIFICATION forming part of Letters Patent No. 596,776, dated January 4, 1898.

Application filed October 16, 1897. Serial No. 655,367. (No model.)

To all whom it may concern:

Be it known that I, CHARLES T. HOLLOWAY, a citizen of the United States, residing at Baltimore, in the State of Maryland, have invented certain new and useful Improvements in Hose-Wagons, of which the following is a specification.

This invention relates to improvements in hose-wagons, the object of the invention being to provide a wagon-body of improved construction that will ventilate the hose stored or carried in said body.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of my improved wagon. Fig. 2 is a perspective view showing in section one side and the bottom of the wagon-body. Fig. 3 shows the construction of the roller. Fig. 4 shows a detail of the lattice-work of the sides.

The drawings show my improvements applied to a combination-wagon for carrying hose and chemical tanks.

Each side of the body has a channel-iron longitudinal bar A, and the bottom of the body is made of boards *g*, secured on suitable cross-bars, (not shown,) which connect the two side bars, and an open crack or space *h* is left between the boards for water to drip through from wet hose and for ventilation. On the top of the bar A is a suitable bar *b*, preferably T-iron inverted. The top rail C of each side is also T-iron. The middle flanges *d'* of the two T-irons project toward each other. A suitable lattice-work *e* is attached by rivets *f* on the outer side of the middle flange *d'* of each T-iron, and this lattice-work closes the body sides. This lattice-work may be made of flat bars interwoven or of wire or any preferred material to form open-work for ventilation. Within the body and adjoining the inner surface of the side walls I place a series of vertical rollers I at short intervals. These rollers have position on the inner side of the middle flange *d'* of the T-irons. A space equal to the thickness of said middle flange therefore separates the series of rollers from the open-work or ventilated wall *e*. The object of the series of rollers thus placed at short intervals—say, perhaps, six to eight inches—and extending along the length of the ventilated wall is to keep the hose that are packed in the wagon-body from bearing directly in contact with said open wall. By this means the hose cannot cover or close the openings, and the means of ventilation is thus kept effective. A secondary function of the series of rollers along the side wall is to facilitate the placing in and taking out of the hose.

Each roller I comprises a vertical rod *j*, having its ends secured to the inner horizontal flange of the upper and lower T-irons *b* C, respectively. On the rod is a pipe *k*, loose, so as to revolve, and the pipe is covered with a sheathing *l*, of rubber or other suitable material. This makes a comparatively soft roller that will not injure the hose.

On the outer side of the lattice-work a strip of moulding *m* is placed along both the upper and lower T-irons. This molding is in contact with the lattice-work and covers and hides the rivets *f*. Suitable brace-rods *n* on the outer side give stability to the sides.

The other parts of the wagon do not require special mention. It will be seen that in the present instance provision is made for two chemical tanks P on the forward part of the body and under the seat Q. The basket R for chemical hose and mounted above the body is removable.

Having thus described my invention, what I claim is—

1. A hose-wagon body having open-work ventilated longitudinal sides, and a series of vertical rollers placed apart at short intervals and extending along the length of the inner surface of said sides so as to keep the hose that are packed in the wagon-body from bearing directly in contact with said ventilated sides.

2. A ventilated hose-wagon body having open-work sides with a top and bottom rail; and a series of vertical rollers placed apart at short intervals along the inner surface of said sides with a space separating the rollers from contact with said sides.

3. In a ventilated hose-wagon body, the combination of a longitudinal upper and lower T-iron with the middle flange of the two

T-irons projecting toward each other; an open-work or ventilated side wall secured on the outer side of said middle flanges; and a series of vertical rollers placed apart at intervals along the inner surface of said side wall and secured to the horizontal flanges of said T-irons.

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

CHARLES T. HOLLOWAY.

Witnesses:
R. ROSS HOLLOWAY,
HARRY W. HARMAN.