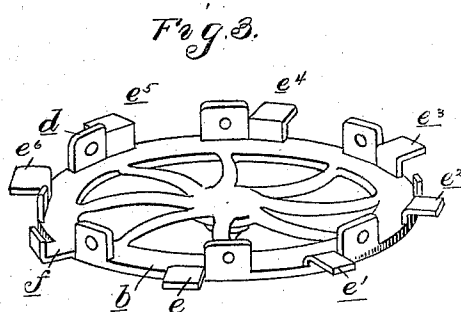
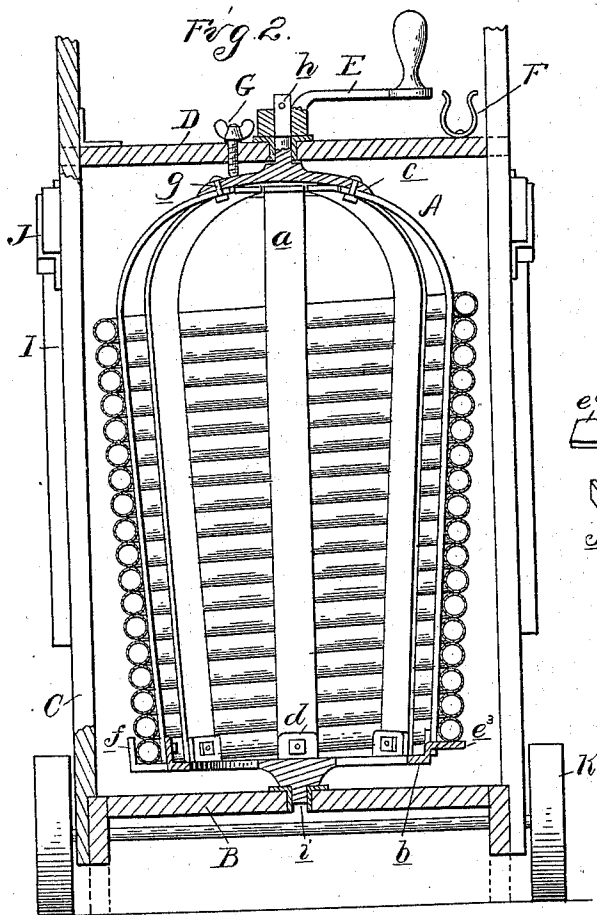
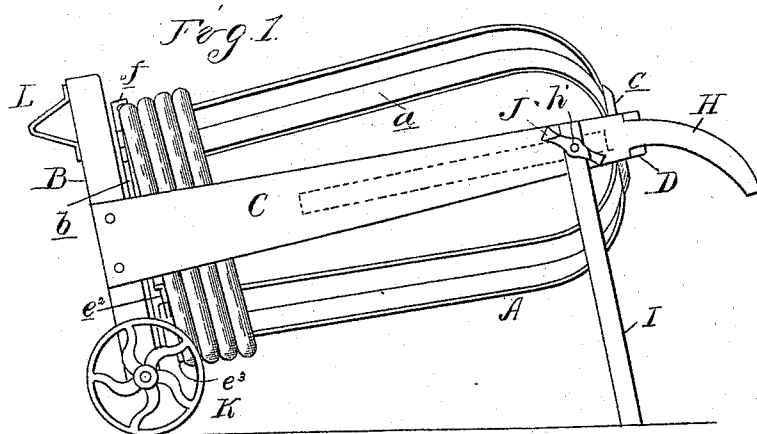


(No Model.)

V. SPINDLER.
HOSE CARRIAGE.

No. 570,237.

Patented Oct. 27, 1896.



Witnesses
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M. J. Rader

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UNITED STATES PATENT OFFICE.

VALENTINE SPINDLER, OF SAGINAW, MICHIGAN.

HOSE-CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 570,237, dated October 27, 1896.

Application filed October 29, 1895. Serial No. 567,265. (No model.)

To all whom it may concern:

Be it known that I, VALENTINE SPINDLER, a citizen of the United States, residing at Saginaw, E. S., in the county of Saginaw and State of Michigan, have invented certain new and useful Improvements in Hose-Reels, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This invention relates to that class of hose-reels intended to furnish means for draining the hose; and the invention consists in the new form of reel proper and in the peculiar construction of a supporting-truck and in its combination with the reel, all as more fully hereinafter described, and shown in the drawings.

15 Figure 1 is a side elevation of my improved reel. Fig. 2 is a vertical central section of the reel as in its upright position. Fig. 3 is a detached perspective view of the lower spider of the reel.

20 My improved reel is adapted to be either in the position shown in Fig. 1, in which its axis is in or nearly in a horizontal plane, or in the position shown in Fig. 2, in which it is placed in vertical position, and I will describe the parts with reference to the latter position.

25 The reel A consists of a frame of strips or slats *a*, secured at the ends to heads *b c*. The head *b*, which forms what may be called the "base" of the reel, is provided with a series of upwardly-projecting lugs *d*, adapted to form means for securing one end of the 30 slats, and with upwardly-projecting lugs *e e'* *e''*, &c., which form an inclined support for the lowest coil of the hose upon the reel, that is, the lug *e* is upon the lowest plane, the next lug, *e'*, is upon a higher plane, the next lug 40 still higher, and so on, the last lug, *e''*, of the series being the highest above the plane of the head, and *f* is a clamp on the head for securing one end of the hose in the usual manner. The head *c* is preferably made for the 45 sake of lightness considerably smaller than the opposite head and the particular form of reel is obtained by providing the upper end of the slats with inwardly-bent portions, which at the same time facilitates the securing of the slats to the head by means of suitable bolts *g*. The upper and lower heads are 50 both provided with suitable trunnions *h* and

i, respectively. This reel is mounted free to revolve in a frame consisting of a base B, into which the trunnion *i* is stepped, and of two 55 uprights C, connected by a cross-brace D, into which the trunnion *h* is suitably journaled, the latter projecting through the cross-brace and having a suitable handle E secured to it for revolving the reel. Upon this cross- 60 bar is also secured a suitable clamp F for securing the end of the hose and with a thumb-nut G, which bears against the head *c* for the purpose of preventing the reel from revolving when desired. 65

The standards C C project beyond the cross-bar D, terminating in handles H, and to the sides of the standards are pivotally secured the folding bars I, which in the operation of the truck serve as legs for the support of the 70 reel and may be folded up when not in use against the side of the standard, as shown in dotted lines.

The casting J is preferably used for the purpose of forming a socket to support the 75 pivot-pin *h'* to form suitable stops to hold the arm in its extended position, as shown in Fig. 1. The base B is supported at one end upon a pair of wheels K and near the opposite end provided with a pair of supporting-legs L. 80

In practice it will be seen that the frame of my hose-reel constitutes a hand-truck by means of which the reel is operatively supported either in horizontal or vertical position, free to be turned from one position into 85 the other and to be readily moved from place to place.

When the hose-reel is placed in its vertical position, it is obvious that if the end of the hose is clamped at *f* it need to be merely re- 90 volved by the crank E to properly coil the hose upon it, and as the lugs *e* form a spiral support for the first turn of the hose the remaining portions will be continuously wound in a spiral path and thus allow the hose 95 proper drainage, and its drying is greatly facilitated by providing free access of the air through the slats. My construction, however, makes it convenient to do the coiling up of the hose while the reel is placed in the 100 position shown in Fig. 1 and then after it is completed to tilt the truck up, so that the reel stands in its vertical position, which allows the hose to drain. In winding the hose

upon my reel there is no need of exercising great care to have the coils follow each other very closely, as it is obvious that the weight of the coils when the reel is placed in a vertical position will crowd them properly one on top of the others, and, if not, they can be pressed down by hand. However, as a further improvement on the construction of the reel I prefer to increase its diameter toward the top, so that from the base up to near the point where the curve in the slats begins it gradually and slightly enlarges. This permits the weight of the coils to act freely and bring them into proper relation to each other, so as to form a true spiral, so that the object of draining the hose is not interfered with by careless coiling. At the same time the settling down of the coils one upon the other all the way up from the lowest turn, which rests upon the peripheral lugs, will at the same time free them from direct contact with the slats and thus give them a better chance to dry.

What I claim as my invention is—

1. In a hose-carriage, the combination with

a truck, of a hose-reel comprising a lower end or head, an upper head, trunnions on said heads adapted to bearings in the truck, lugs *d* on the lower head, slats secured to said lugs and to the upper head, outwardly-extending lugs *e e'* &c. on the lower head arranged on different planes to form a spiral support for the hose, and a clamp on the lower head, substantially as described.

2. In a hose-carriage, the combination with a truck, of a reel journaled thereon comprising a lower end or head, an upper head, lugs *d* on the lower head, slats secured to said lugs extending upwardly and outwardly and bowed inwardly at their upper ends and secured to the upper head, and spirally-arranged outwardly-extending lugs on the lower head between said lugs *d*, substantially as described.

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

VALENTINE SPINDLER.

Witnesses:

M. B. O'DOHERTY,
O. F. BARTHEL.