Dec. 6, 1949 J. T. McGARRY 2,490,736

APPARATUS FOR WATERING RAILWAY CARS

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Fig. 1.

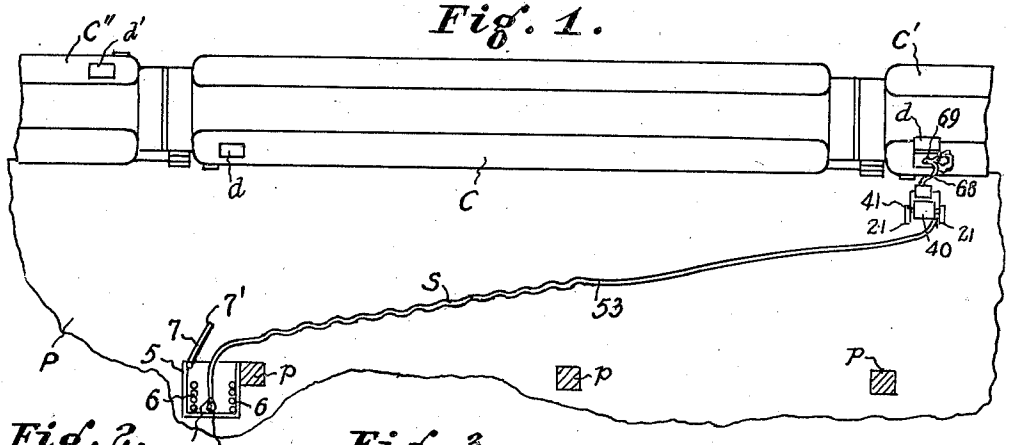


Fig. 2.

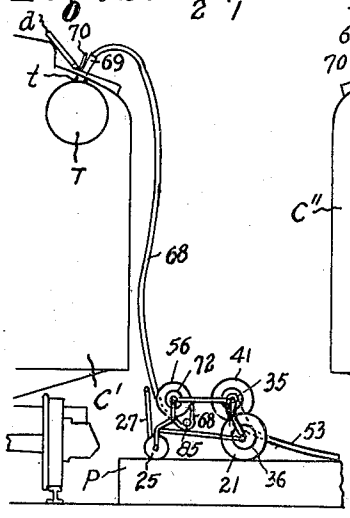


Fig. 3.

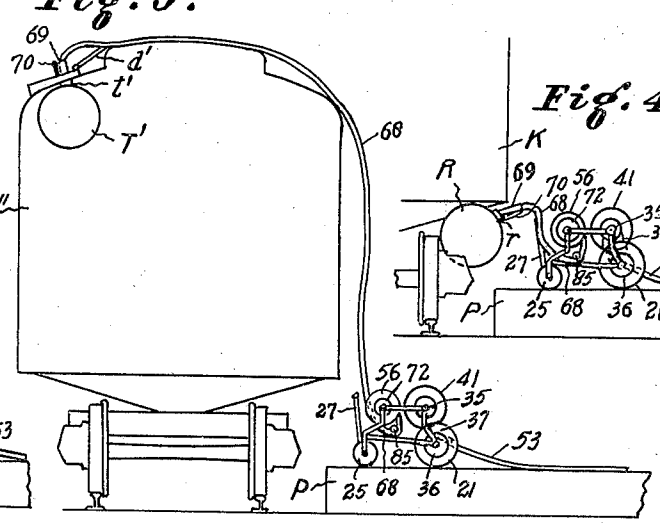


Fig. 4.

Fig. 5.

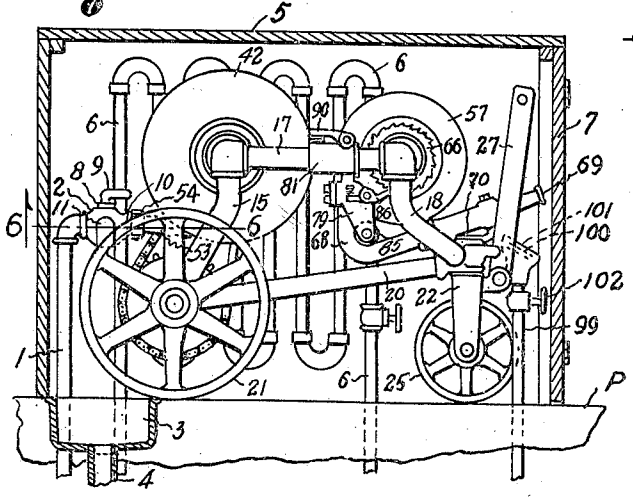
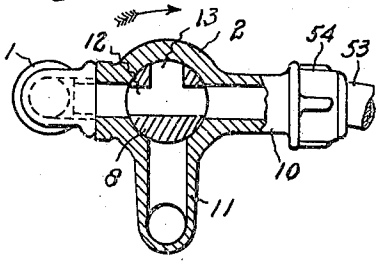


Fig. 6.



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Fig. 7.

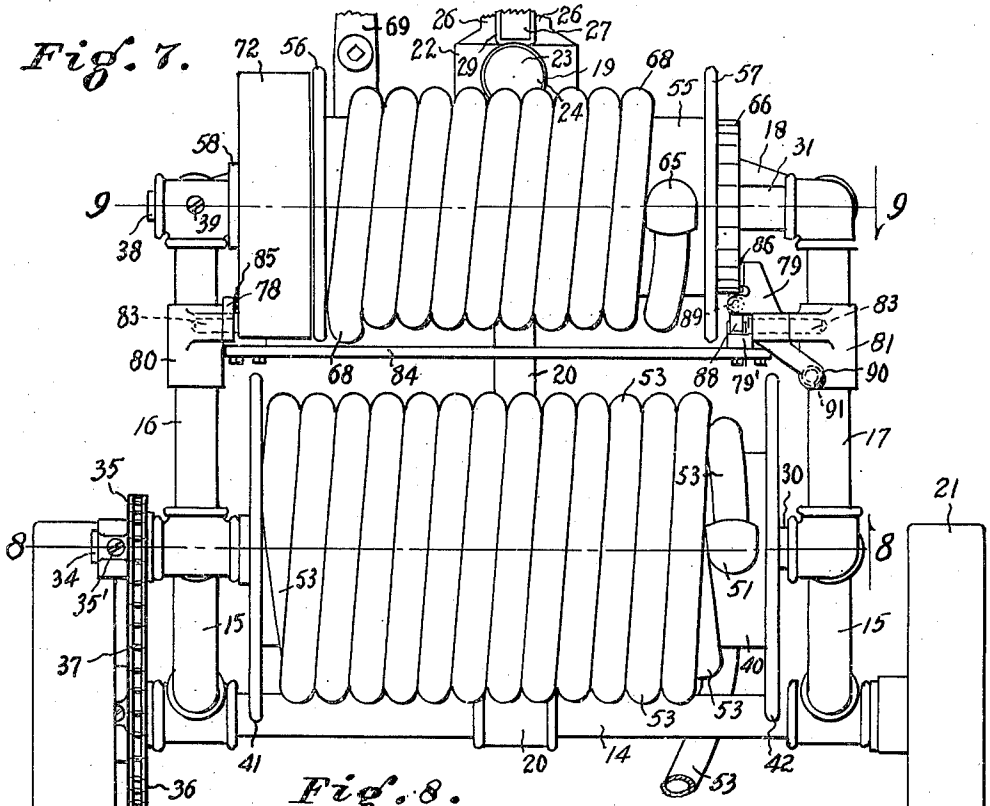
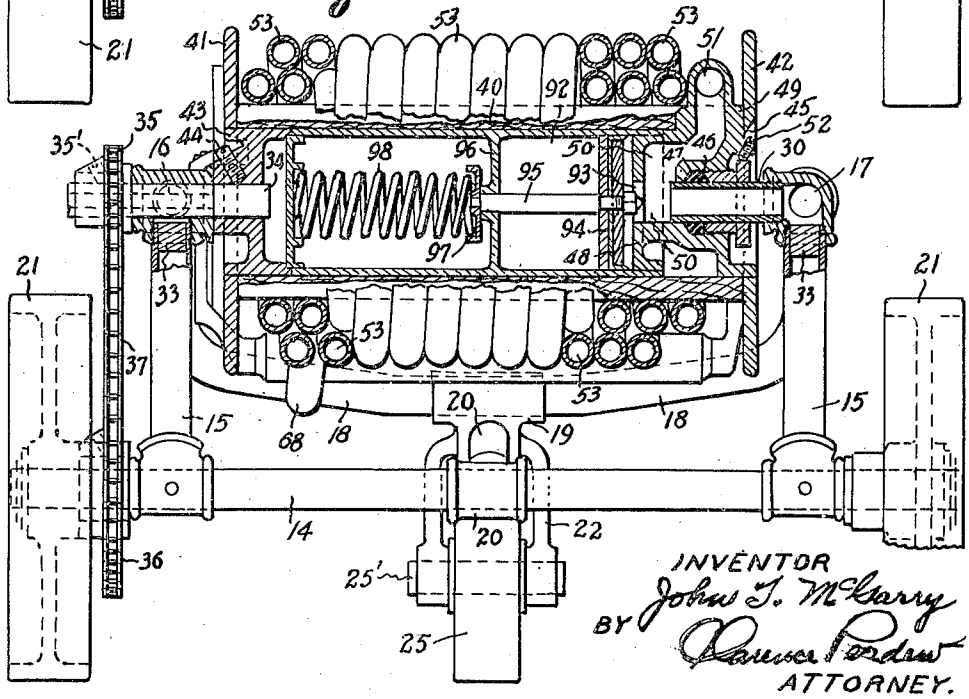


Fig. 8.



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Fig. 9.

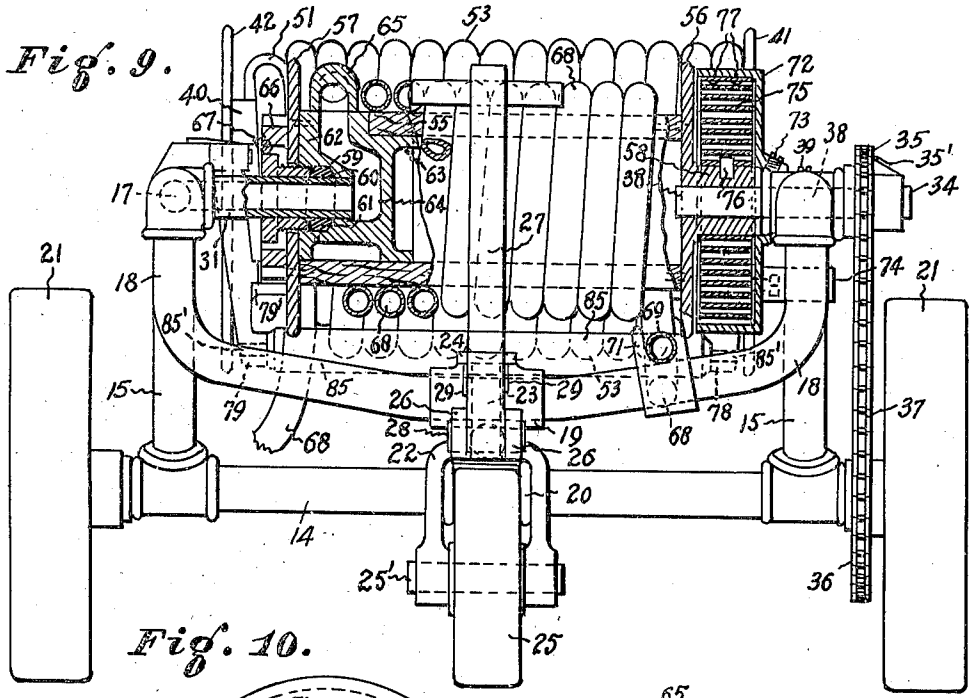
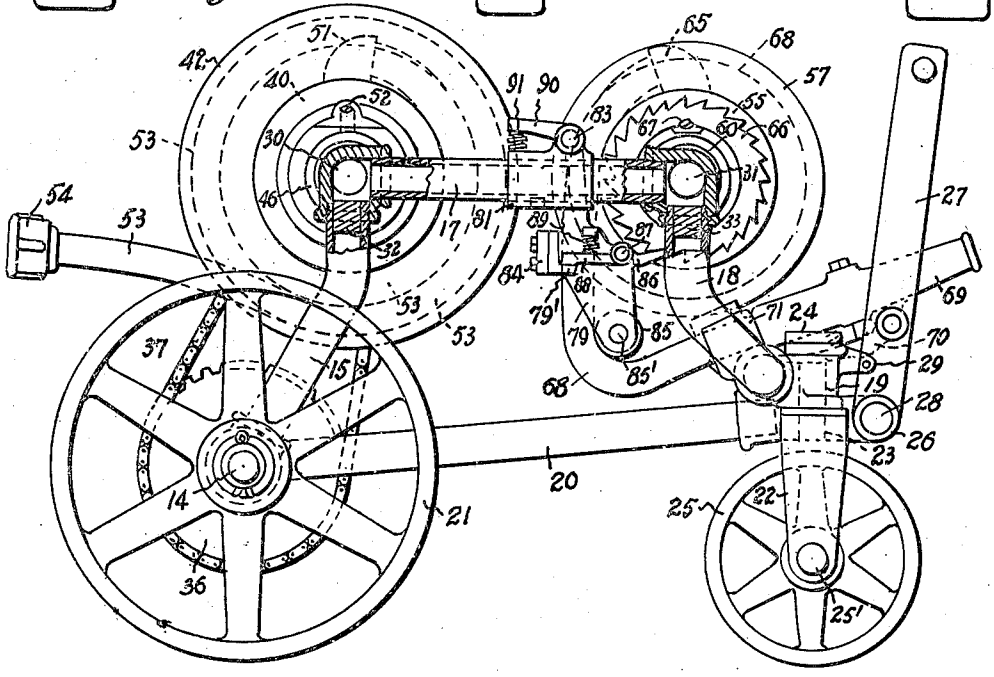


Fig. 10.



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UNITED STATES PATENT OFFICE

2,490,736

APPARATUS FOR WATERING RAILWAY CARS

John T. McGarry, Cincinnati, Ohio; Mary Frances McGarry executrix of said John T. McGarry, deceased, assignor to Railroad Products Company, Cincinnati, Ohio, a corporation of Ohio

Application April 17, 1944, Serial No. 531,527

3 Claims. (Cl. 299—78)

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My invention relates to apparatus which serves for storing hose in intervals between uses thereof, and for disposing the hose for use, and for returning the hose to its storage position after use, with a minimum of care, time and labor, and with safety and sanitation. It relates more particularly to apparatus for the care of hose just mentioned, which hose is for supplying potable water from a hydrant at a railway station to containers or tanks in cars stopped at the station.

In the ordinary use and care of hose, the attendants may neglect to put away the hose after use, leaving it to lie along the station platform, where it is an obstruction to people walking on the platform, with risk of injury, and to trucks and the like which may damage the hose by running over it. In cold weather the hose thus left, undrained, may have the contained water frozen so that the hose cannot be used when next needed, and so that the hose is damaged by the expanding freezing water.

Passenger cars in some cases have the potable-water tank close up under the roof, while in other cases the tank is under the floor of the car body. In either kind of case, the tank may be at the side of the car next to the platform where the hydrant is located, or may be at the side remote therefrom. For applying the hose to the tank, therefore, it may be necessary to carry the hose up to the car roof only at the near side, or it may have to be extended to the far side of the roof, or it need be extended to a tank within easy reach at the near side of the car body bottom, or may have to be carried under the car to a tank at the far side of said bottom.

Objects of my invention therefore are to facilitate the handling of the hose into and out of position for use with a minimum of liability of exposure of its ends to contamination, with a better assurance that the hose will be drained after each use, and that it will be stored away off the platform between uses, and that the attendant may apply the hose either to low or high tanks on cars with a high degree of safety to the attendant, especially when applying the hose to the high tanks. Other objects will appear in the course of the following description, illustrated by the accompanying drawings, in which—

Figure 1 is a plan view of a portion of a station platform and cars therealong, and apparatus embodying my invention in use, with the hose entering a tank at the top of a car;

Fig. 2 is a schematic vertical cross section of part of a car with the apparatus having its hose entering a tank at the top of the car as in Fig. 1;

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Fig. 3 is a similar view of a car with the hose entering a tank at the top of the car but at the side thereof remote from the platform where the apparatus is stationed;

Fig. 4 is a fragmentary similar view of a car with the hose entering a tank at the bottom of the car;

Fig. 5 is a vertical front-to-rear section of the cabinet with the apparatus and hydrant, drainage and heating means therein in elevation;

Fig. 6 is a horizontal section of the hydrant faucet on the line 6—6 of Fig. 5;

Fig. 7 is a plan view of the apparatus on a scale considerably larger than those of the preceding views, parts at rear and front of the apparatus being broken away for lack of space;

Fig. 8 is a rear elevation of the same, parts being in vertical cross section on the line 8—8 of Fig. 7;

Fig. 9 is a front elevation of the same, parts being in vertical section on line 9—9 of Fig. 7, and rear and front parts being broken away; and

Fig. 10 is a side elevation of the apparatus on the scale of Figs. 7, 8 and 9.

In Fig. 1, along the station platform P are represented a complete car C, part of a like car C' at the right, and part of another car C'' at the left. The cars C and C' are alike in that each has the roof door *d* next to its side closer to platform P; the other car at the left having such roof door *d'* next to the side remote from platform P, not necessarily due to different construction of the car, as it may be due merely to reverse position of car C'' in the train. The car C' is partly disclosed in Fig. 2, in schematic cross section, where the receptacle or tank T is indicated as being up next to the car roof with its inlet *t* accessible when door *d* is opened. The car C'' is disclosed in full schematic cross section in Fig. 3, where the receptacle or tank T' is shown up next to the car roof with its inlet *t'* accessible when door *d'* is opened, next to the remote side of car C''. The fragmentary showing in schematic cross section in Fig. 4 is sufficient to indicate how a car K has its container or tank R under one side of the body of the car K with its inlet *r* presented upwardly and outwardly for access. Without further illustration it may be understood that such a car K may be so modified, or may be reversed in the train, so that its underbody tank R may be at the side of the track remote from the platform P. Of course, other locations of tanks on cars may occur; but those

illustrated are sufficient to clarify the use of apparatus of the character herein concerned.

With the car tanks in any locations on the cars, the practice has been simply to connect a hose to a hydrant, carry the nozzle end of the hose to the tank, and then open the valve of the hydrant after the hose has been inserted into the tank inlet. The operator of course must climb to the car roof to supply a tank located thereat, as are tanks T and T'. The arrival of trains to be supplied with water may be so frequent that the attendants are not disposed to drain the hose and coil it off the platform, or even to disconnect it from the hydrant, after each use. Yet there may be intervals between arrivals of trains for watering so long that, if the weather is cold, the water may freeze in the hose; and in any such cases the hose is left as an obstacle to traffic on the platform for a long interval. Also, the nozzle of the hose is dragged on the platform, and if the hydrant-connection end of the hose is disconnected it also is so dragged; so that the end so dragged picks up contamination from the platform. Even if care is taken to drain and coil the hose, these end contaminations can occur.

In the use of my invention, the hydrant may be of the construction in which the water left in the hydrant riser is automatically drained upon its closure; well known types of which have the drainage to a sewer from the riser, permitting the hose, still connected, to be drained also to the sewer. Or hydrants of other types, in which only the riser is drained, with the hose being drained to a separate connection with a sewer or the like, may occur, with which my invention may be used. My invention therefore is not limited to use with a hydrant of any particular type.

However, as involving novelty of hydrant structure and location, I prefer herein a hydrant with a simple riser pipe 1, understood to lead from a water main or other source of water supply, and having a faucet 2 under which is a basin 3 understood to discharge through its pipe 4 to a sewer or any other suitable means for disposing of waste water. To guard against freezing of such a hydrant, as well as to house my improved apparatus, a cabinet 5, indicated in horizontal section in Fig. 1 and in more detail on a larger scale in vertical front-to-rear section in Fig. 5, is mounted on platform P, preferably next to one of the posts *p* of the station shed, seen also in section. Heating means, as steam pipes 6, understood as being supplied from the station heating plant, are arranged along opposite side walls of the cabinet 5, interiorly thereof; and the hydrant is contained in the rear part of the cabinet. This cabinet 5 has at its front a door 7 with a lock 7' as in Fig. 1.

The hydrant faucet 2 here shown has a plug 8 with a handle 9, and has the front spout threaded for hose connection, and has the lateral spot 11. The plug 8 has the diametral port 12 and the radial port 13 which leads out from one side of the diametral port, as in Fig. 6. There, port 12 is connecting riser pipe 1 with front rose-connection spout 10, and radial port 13 is closed by the faucet wall. If plug 8 is turned 90 degrees to the right as indicated by the arrow, port 12 will register one end with lateral spout 11 and will have its opposite end closed by the faucet wall, and radial port 13 will register with the front of spout 10. If plug 8 is turned 90 degrees to the left this opposite end of port 12 will register with lateral spout 11, the first mentioned end will be closed by the faucet wall, and the

radial port 13 will register with the port from riser pipe 1.

Thus water may pass from pipe 1 to a hose connected to spout 10, as shown; or with the second position the hydrant is closed and water may be drained from the connected hose through lateral spout 11 to basin 3; or with the third position described, water may be withdrawn from riser 1 through lateral spout 11 for other uses, the hose, remaining connected to the front of spout 10, being closed by the plug.

The carrier comprises a frame made up of a rear axle 14 fixed through the lower end parts of forwardly inclined uprights 15, from respective ones of which extend forward left and right side members 16 and 17 at the upper ends of the uprights 15. The front end parts of these side members 16 and 17 have fixed to them the upper ends of upstanding end parts of a front yoke 18, the transverse body part of which slopes downwardly from its end parts to the middle in a plane inclined downwardly and forwardly and comprises a swivel head 19 forming the junction of the two sections of which the yoke is made. Completing this frame is a brace 20 with its rear end fixed to the middle of axle 14 and its front end fixed to swivel head 19 just below yoke 18. Preferably all of the just mentioned parts of this frame are tubular, as of usual pipe, and their joints are made, except at swivel head 19, by fittings such as usual pipe fittings. Wheels 21 of ample diameter turn on the end parts of rear axle 14 where they extend at each side past the uprights 15. A fork 22 has a shank 23 journaled on a vertical axis up through the front part of swivel head 19, above which the shank has a head 24 and below which the top of fork 22 has a swivel bearing on the bottom of head 19. This fork 22 straddles a single front wheel 25, somewhat smaller than the rear wheels 21, with a pin 25' through the fork members on which wheel 25 turns. The top of the fork 22 has forwardly extending ears 26 between which is the lower end part of a tongue 27 with a pin 28 through the ears and tongue. A clip 29 on the upper part of the front of swivel head 19 has spring members between which the tongue 27 is gripped when it is in upright position, out of use.

One side member 17 is essentially tubular as a conduit from the rear nipple 30 that projects toward the middle of the device from the junction of this side member 17 and the adjacent upright 15 to the front nipple 31 that projects toward said middle from the junction of this side member 17 with the adjacent upstanding end part of yoke 18. Upright 15 and the parts of yoke 18 being tubular, they have plugs 32 and 33, respectively, to prevent flow from the nipple and conduit assembly just described to the interior portions of the frame. The junction of the opposite upright 15 and side member 16 forms a bearing for a stub shaft 34 which projects from this bearing in toward the middle of the device and also projects outward laterally from the bearing, with a sprocket pinion 35 fixed on it by a set screw 35'. Below this is a sprocket wheel 36 fixed concentrically to the rear wheel 21 at that side; and a sprocket chain 37 runs around this sprocket wheel 36 and the pinion 35. In the junction between this side member 16 and the side part of the yoke 18, at the front, a stud shaft 38 is fixed by a set screw 39, and this shaft projects inward toward the middle of the device.

The rear main rail is made of a tubular core 40 of ample diameter, and end flange disks 41

and 42, which are annular and are fixed to the respective ends of core 40 with their interior diameters registering with the interior diameter of the core. An end member 43 of pulley shape has its hub fixed on stub shaft 34 by a set screw 44, and has its rim fixed in the adjacent end of the reel core 40 and in the adjacent flange disk 41; reinforcing the junction of these parts. At the opposite end of the reel a flow head comprises a hub part 45 embracing the rear nipple 30 with a gland 46 screwed into it around the nipple from the exterior, to compress packing 47 around the nipple. The flow head also comprises a pulley shaped inner end part 48 that fits in and is secured to the interior of the reel core 40, and has an outer flange 49 fitting into the interior of the adjacent flange disk 42; these parts forming additional junction of the core and this disk 42. The middle part of this flow head contains a port 50 leading from the center of the reel, where the rear nipple 30 opens into the port, radially outward with an offset toward the reel end, into an elbow 51 on the exterior of the reel core 40 close to the disk 42. The outer rim of the gland 46 is circular, and a set screw 52 in a lug on the flow head engages this rim to fix the gland in packing position, since the gland 46 must turn with the flow head and reel on nipple 30. The flow head is countersunk in its end to admit the rim of gland 46.

The reel thus turns on rear nipple 30 and with stub shaft 34, being driven by this stub shaft 34 incident to travel of the apparatus as a whole, through the action of the sprocket connection comprising chain 37; and its direction of rotation will be whichever is the direction of rotation of the rear wheel 21, accordingly as the apparatus travels forwardly or backwardly. The main hose 53 has its discharge end secured in and connecting with the interior of elbow 51. It has its inlet end connected to the hydrant spout 10 by a usual hose coupling 54 as in Fig. 5.

This hose 53 has any length to extend from the hydrant close to the part of any car of a train where discharge of the water is to be made, when the train is stopped along the platform P, as understood from Fig. 1. The ratio of the reel-driving sprocket members 35 and 36 preferably is made so that the linear speed of offwinding or onwinding of hose 53 in the inner layer of winding on the reel is substantially equal to the linear speed of travel of the apparatus as a whole, forward or backward, respectively. Consequently, the outer layer of hose 53, first unwound, will have some slack as, in its greater diameter of coil its linear speed will be greater than that of the apparatus as a whole. This is indicated by the serpentine disposition of hose 53 at S in Fig. 1. If this part of the hose is left with this slack, it will wind onto the reel on return of the apparatus without excessive pulling on its connection to the hydrant at coupling 54.

The secondary reel, as in Fig. 9, is somewhat axially shorter and of slightly less core diameter than the main reel above described; but its construction is similar. Thus it has the tubular core 55 and the end flange disks 56 and 57. One end flange disk 56 has the outwardly projected rather large hub 58 which turns on the stud shaft 38. At the other end of this secondary reel a flow head comprises a hub 59 embracing the forward nipple 31 with a gland 60 and packing 61; comprising an outer flange 62 by which it is secured to the reel end flange, and an inner pulley shaped end part 63 held to the interior of core 55. Between these is the port 64 leading from the center of the reel, where nipple 31 opens into the port, out to the exterior of the reel core 55 into an elbow 65 close to the end flange disk 57. This end disk 57 has fixed to it, coaxial with the reel, the ratchet gear ring 66, on the outer side of the disk. In a lug on this ring is a set screw 67 to engage the periphery of the gland 60 to fix it in packing adjustment though turning with the reel on nipple 31. The secondary hose 68, which is made long enough to reach from the secondary reel up to the roof of and across the roof of a car as indicated in Fig. 3, has its inlet end secured in the elbow 65 and communicating with the interior of the elbow. At its discharging end, this secondary hose 68 has the nozzle 69 which is provided with a valve opened by pressing a handle 70, as is well known in nozzle valves. The hose 68 is projected for use from under the reel; and when this hose is fully wound onto the reel the hose 68, next to its nozzle 69, is held between clips 71 fixed on the frame yoke 18, as best seen in Figs. 9 and 10. The secondary reel is large enough to hold this shorter secondary hose 68 in one layer of coils, preferably, as shown.

Surrounding and concentric with the end disk hub 58 of the secondary reel is a cylindrical shell 72 with its outer end wall apertured and embracing an inwardly projected part of the frame junction, with a lug through which is a set screw 73 against this junction projection, to fix the cylinder. A stirrup 74 straddles the adjacent upstanding end part of yoke 18 of the frame and is fastened to the cylinder end wall, as added means to fix the cylinder. Inside this cylinder 72 is a flat convoluted spring 75, like a clock spring, with its inner end part slotted and straddling a stud 76 in the reel hub 58 and its outer end part fixed to the cylinder shell by fastenings 77. The direction of coiling of this spring 75 is such that it is wound the more tightly as the hose 68 is unwound from the reel, and then will act to rewind the hose 68 onto the reel. Thus the operator may carry the nozzle end of the hose up onto a car and thereby wind up the spring, and when he is to return the hose down from the roof, the hose will be rewound as rapidly as he returns. But as the spring 75 must be rather strong, there is danger that, if the operator does not at all times when in the precarious position in climbing and in using the hose on the car roof, give great attention to holding the hose against the spring force he may be pulled over, to lose his balance and fall, possibly from the roof. This would occur should he not react so promptly as to release his grasp of the hose in such emergency; and if he did, with safety to himself, release the hose, it would be rewound promiscuously with its nozzle flying about, with possible injury to the nozzle or surrounding objects, and adherence of pollution to the nozzle from objects which it would strike.

So that the operator may at all times have control of the rewinding action, means is provided, as here exemplified, whereby the hose 68 itself serves as the medium through which the operator may control the reel mechanism at all stages of unwinding and rewinding of the hose. Two swinging arms 78 and 79 have their upper end parts pivoted to collars 80 and 81, fixed around the side members 16 and 17 of the frame, at 82 and 83, respectively. A cross bar 84 extends from arm to arm and is fixed to the arms, making, with them, a swinging frame, which is located to the rear of the secondary reel to

swing between the respective collars and the adjacent end parts of the reel mechanism. A roller 85 extends from arm to arm below the reel, with journal pins 85' in the lower end parts of the respective arms 78 and 79. The secondary hose 68 extends down off of the rear side of the reel between it and cross bar 84, under roller 85 and then forward over yoke 18, as most clearly seen in Fig. 10. Swinging of the frame thus may be determined by the operator manipulating the hose; and the arm 79 of this frame, at the end of the reel that has on it the ratchet ring 66, has a pawl 86 on the fulcrum 87 on arm 79, which pawl has a rear arm 88 pressed by a spring 89 on arm 79 to force pawl 86 against the ratchet teeth of ring 66. To limit the movement of this pawl toward the teeth a stop lug 79' projects from arm 79. This arm 79 has a top finger 90 extended backward from its fulcrum 83, compressing a spring 91 to the top of the arm mounting collar 81, so that this spring 91 tends to swing arm 79 and its pawl 86 away from ring 66 so that pawl 86 cannot engage the ring teeth. But as secondary hose 68 is unwound against the force of rewinding spring 75, and is wound onto the reel by the action of this spring 75 against the holding force of the operator, the hose, in either case, will be under tension. As it passes under the roller 85 on the arms 78 and 79, the hose thus will overcome the pawl-withdrawal spring 91 and swing the assembly forward so that pawl 86 coacts with the ratchet teeth of ring 66. Thus when unwinding, pawl 86 will click over the ratchet teeth ready to stop rewinding rotation of the reel by engagment with the last tooth it passed over, upon any slackening of the hose 68.

In rewinding, at any time the operator yields the hose 68 faster than the spring 75 is acting to rewind the hose, to such extent that the pawl-withdrawal spring 91 can act, by the hose becoming slack where it passes around roller 85, to withdraw pawl 86 from the teeth of ring 66, the reel pring 75 will be free to wind hose 68 onto the reel. This freedom will exist only as long as the operator yields the hose in the manner to allow it, as just described. As soon as he again resists the rewinding, hose 68 again becomes taut around roller 85 so that the force of the reel spring 75 can again swing the arms 78 and 79 to bring the pawl 86 into stopping engagement with the teeth of ring 66. The operator thus can enforce a step-by-step operation with each turning of the rewinding reel amounting in degree only to that of a very few teeth of ring 66. It thus will be seen that the rewinding is effected by alternate yielding and holding of the hose 68 by the operator who is grasping the hose, so that the rewinding reel at no times gains such speed as to be beyond the alertness of the operator. Should he, by any awkwardnes, lose this control of the hose, by wrong disposition of his body for instance, yet fail to cease holding the hose, the first slight degree of action of the hose, under the pull of reel spring 75, yet resisted by the operator still grasping the hose, will result in the hose becoming taut enough to set the pawl 86 to the ratchet teeth and quickly stop the rewinding before the operator has been pulled far enough to be in danger. Should he happen to release the hose while any considerable extent of it is unwound, the inertia of the hose and its friction on parts, such as the car roof, supporting it, will be enough resistance to cause the hose to become taut around roller 85 and cause action of the pawl 86 on the teeth, stopping the reel.

Of course dropping the hose nozzle to an unclean surface may pollute it, but by the action just described the hose will be prevented from being rewound rapidly and promiscuously with its nozzle flying about, thus avoiding the bad results of such uncontrolled operation before described. In the rewinding, controlled as described, the operator can dispose the hose so that it will be wound sufficiently regularly onto the reel. It will be understood also that the rewinding of main hose 53 may be guided sufficiently by the operator guiding the travel of the apparatus in its return toward the hydrant, as he will quickly learn. It is desirable to avoid mechanism to guide rewinding of the hose onto either reel; though use of any such mechanism will be understood as not being outside the scope of my invention. The remarks as to safety in rewinding, due to the pawl and ratchet control means, above, also apply to safety in unwinding, because then the secondary hose 68 always will be kept taut by the resistance of reel spring 75 and will hold the pawl and ratchet means in operative relation to check immediately any rewinding movement of hose 68.

Of course the operator must keep the hose 68 under tension sufficient to cause locking by the pawl and ratchet device while he is applying the nozzle 69 in the tank inlet. But this needed pull is slight compared with that which is required to resist the direct pull of the reel rewinding spring 75 in absence of the ratchet or other braking means. Also, the operator will quickly learn to catch the nozzle 69 in the tank inlet opening *t* or *r* and easily hold it in this caught condition as he holds open the nozzle valve, so that the resistance to rewinding is positive and not dependent on any special alertness of the operator. In filling tanks at the bottom of cars, as tank R on car K in Fig. 4, when the tanks are at the side where the hydrant is located, the dangers to be avoided by the provisions just described are slight, but such as they may be, those provisions then also have their above described advantages. Tension on the hose 68 has been mentioned as the factor in applying the pawl 86 to the teeth; but it also is noted that the stiffness of the hose also enters into this action, as will be the case when but a small extent of hose 68 is unwound in supplying a low tank, as tank R in Fig. 4.

If a car, as car K of Fig. 4, has its tank R on its side remote from the hydrant, the secondary hose 68 is carried under the car. In such case, there is liability of the operator to be awkward in almost crawling under the car, so that here the control of rewinding, above described, has much value for convenience and safety of the operator. Also, release of the hose by him, under the car, in absence of such control, allowing the nozzle to fly about, results in much contamination from substances on the bottom structure of the car and on the track. The provision therefore is here especially valuable in guarding against contamination of the hose nozzle, from which the impurities would mingle with the supplied water.

While allowing the secondary hose 68 to rewind, it may be allowed to drain through its nozzle 69, held open, while the faucet 2 is open to the hoses 53 and 68 through its side spout 11, for a vent. But it is not easy to drain the primary hose 53 in this manner. When this hose is extended it also is full of water, and as a matter of common knowledge, any hose so filled cannot easily be wound upon a reel without relieving the increase of pressure therein resulting from re-

duction of the capacity of the hose occurring incident to the reeling operation.

To relieve hose 53 of this extra water while it is wound onto the reel, there is as shown in Fig. 8 a reservoir 92, which is as there shown within hollow core 40 of the reel, with an opening 93 in its right end communicating with the flow head port 59. This reservoir is a cylinder and has slidable in it the plunger 94 having a rod 95 extending to the left through and guided in a cross piece 96 fixed to the cylinder walls. The left end of rod 95 has fixed on it the disk 97 compressing a helical spring 98 against the closed left end of cylinder or reservoir 92. This spring 98 is compressed as water enters through opening 93 from hose 53 due to the reduction of capacity of this hose as above described; and as the hose 53 is unwound the spring forces the water through opening 93 into hose 53 as this hose resumes its circular cross section.

In Fig. 5 is shown a pipe 99 near the front of the cabinet 5, understood to lead from a source of compressed air, steam or the like, up from the ground. On its top end is a flaring nozzle across which is a diaphragm 100 with an opening 101 smaller than the diameter of the end part of nozzle 66; the diaphragm being of rubber or the like, to distend and make tight connection with nozzle 69. When this connection is made, opening of valve 102 in pipe 99 allows blowing the water from both hoses 53 and 68 through lateral nozzle spout 11 with plug 8 properly set.

It is not essential to drain the water from the hoses 53 and 68, however, when they are stored in the heated cabinet 5. Or, if thorough drainage is desired, without the air, steam or the like being available, either hose 53 or 68, especially the former, or both hoses, may be drained in the usual manner by lifting successive sections; nozzle 69 being held open for hose 68, and lateral spout 11 being left open, with the hydrant closed. In any such consideration it is to be kept in mind that the stop of a train for being watered is not very long, and convenience, rapidity of working and safety are important. My improvement permits such advantages to be attained with avoidance of contamination as well.

It is to be understood that various modifications and changes may be made in the structural details of the device, within the scope of the appended claims, without departing from the spirit of the invention.

What I claim as new and desire to secure by Letters Patent is:

1. Apparatus of the character described, comprising a reel, a hose connected to said reel to be wound onto or unwound from said reel, and liquid-storage means including a chamber within the reel in fluid communicating relationship with the hose for receiving liquid from said hose as it is wound onto the reel, and yielding means in the chamber operative to store energy from action of the entering liquid, and to use the stored energy to expel the stored liquid into said hose as the hose is unwound from the reel.

2. In apparatus of the character described, a hose, a reel onto and from which said hose is wound, a mounting for said reel, disengageable ratchet members on the reel and on the mounting, respectively, adapted when retentively engaging each other to prevent hose-winding rotation of said reel, means controlled by the hose when partly unwound, to disengage said members from each other or cause their engagement with each other, said means being so operatively related to said ratchet members and said hose that a tightening of said hose engages the ratchet members together for preventing on-winding rotation of the reel, and loosening of said hose provides that said means act to disengage said ratchet members from each other to allow the on-winding rotation of the reel.

3. In apparatus of the character described, a hose, a reel onto and from which said hose is wound, a mounting for said reel, disengageable ratchet members on the reel and on the mounting, respectively, adapted when retentively engaging each other to prevent hose winding rotation of said reel, means controlled by the hose when partly unwound to disengage said members from each other or cause their engagement with each other, said means being so operatively related to said ratchet members and said hose that a tightening of said hose engages the ratchet members together for preventing on-winding rotation of the reel, and loosening of said hose provides that said means act to disengage said ratchet members from each other to allow the on-winding rotation of the reel, the means controlled by the hose comprising a roller extending along the reel axis, around which and along which roller the hose travels in unwinding from or winding onto the reel in axially succeeding convolutions.

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