

Dec. 6, 1938.

C. M. C. BAIRD

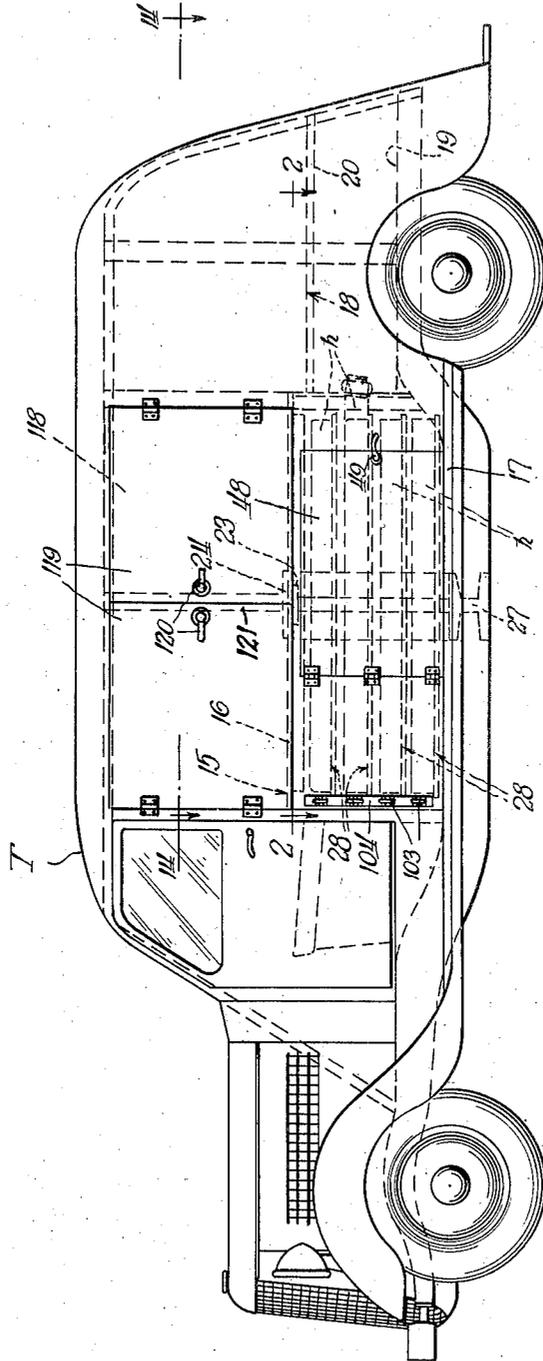
2,139,484

FIRE HOSE TRUCK

Filed Aug. 5, 1937

6 Sheets-Sheet 1

Fig. 1.



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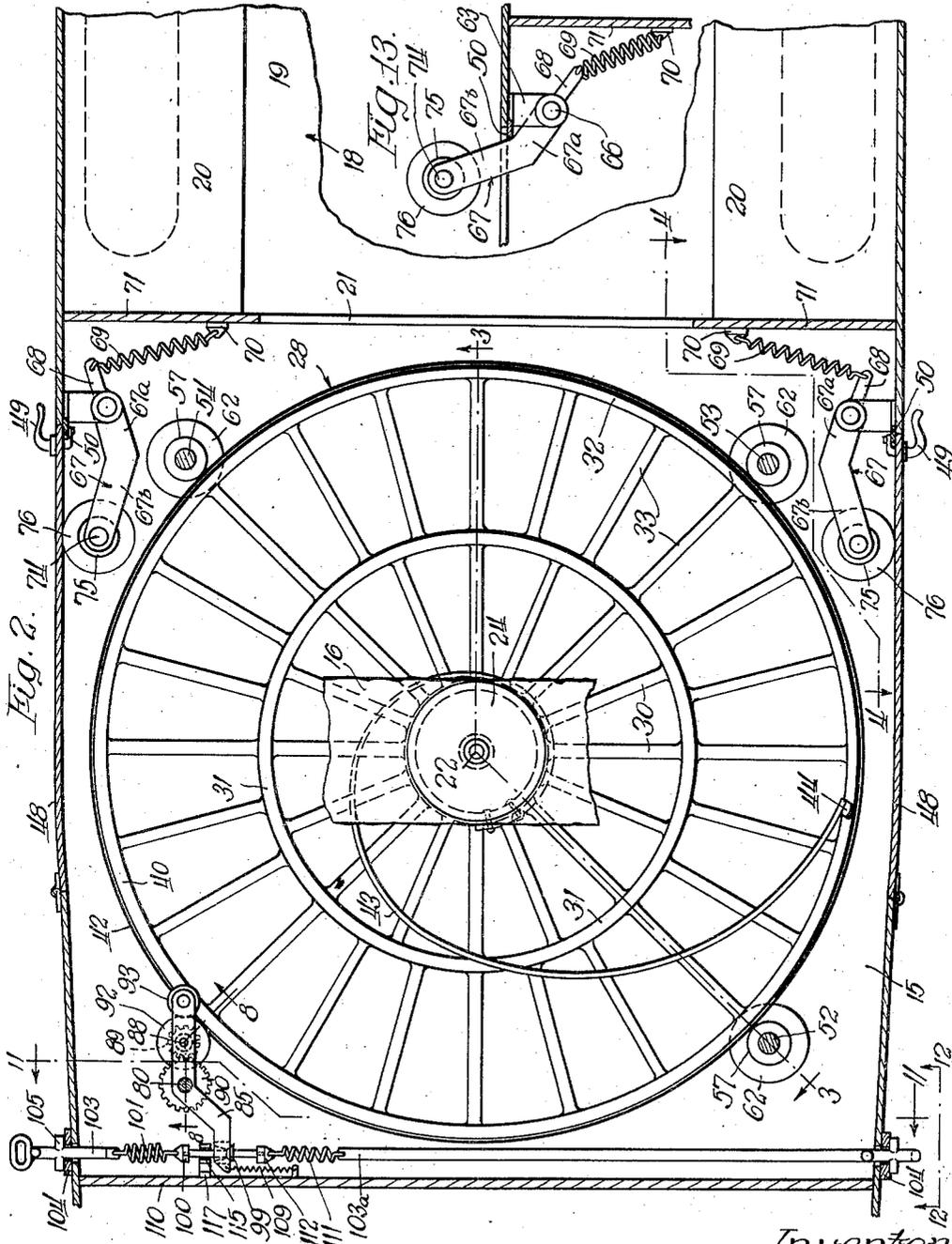
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FIRE HOSE TRUCK

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6 Sheets-Sheet 2



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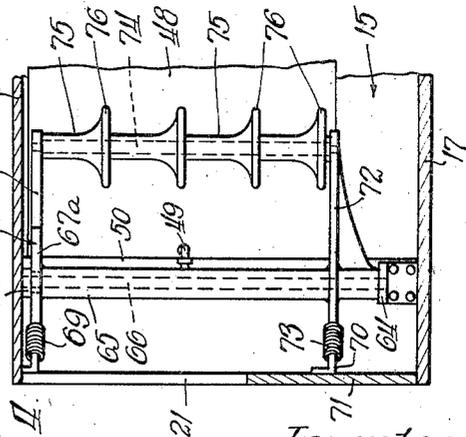
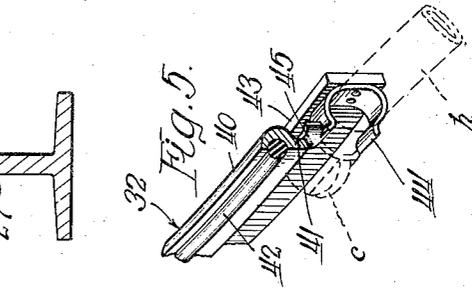
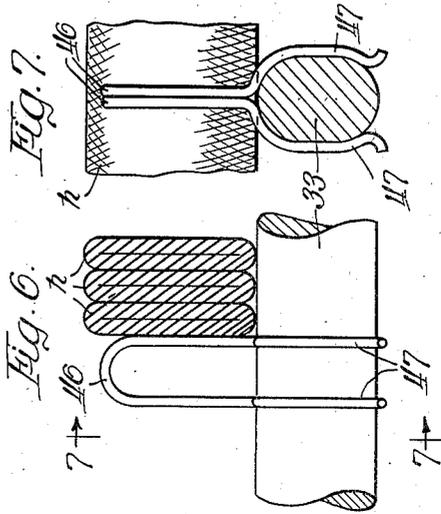
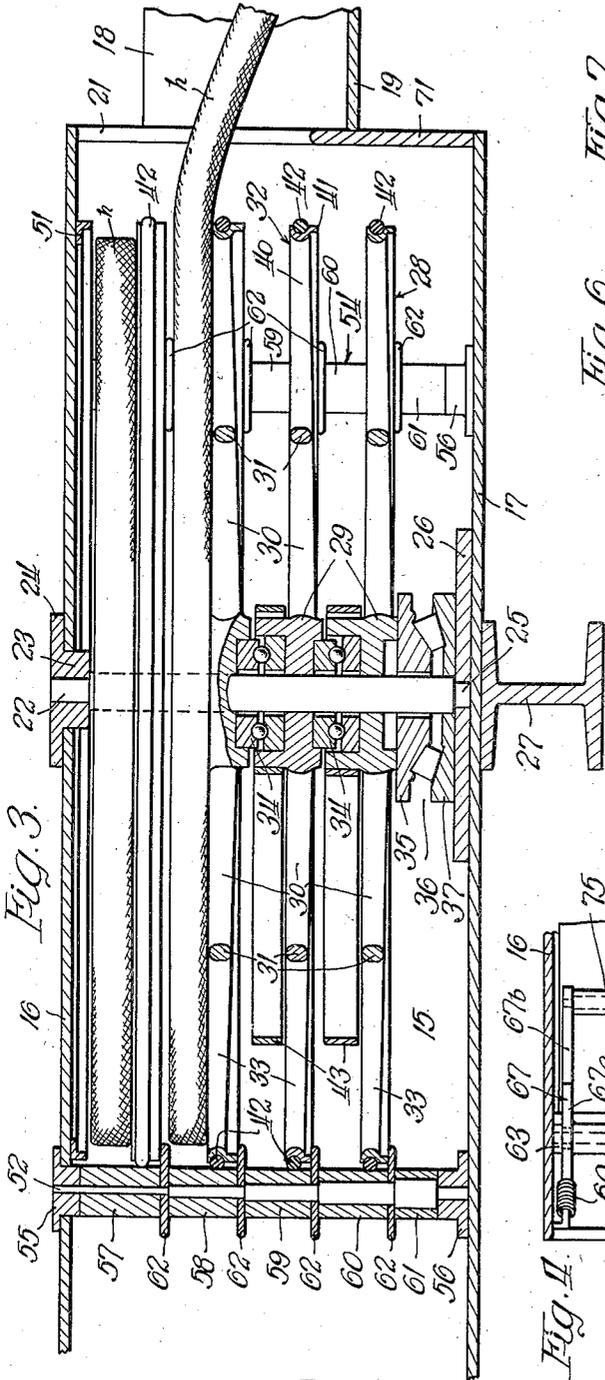
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FIRE HOSE TRUCK

Filed Aug. 5, 1937

6 Sheets-Sheet 3



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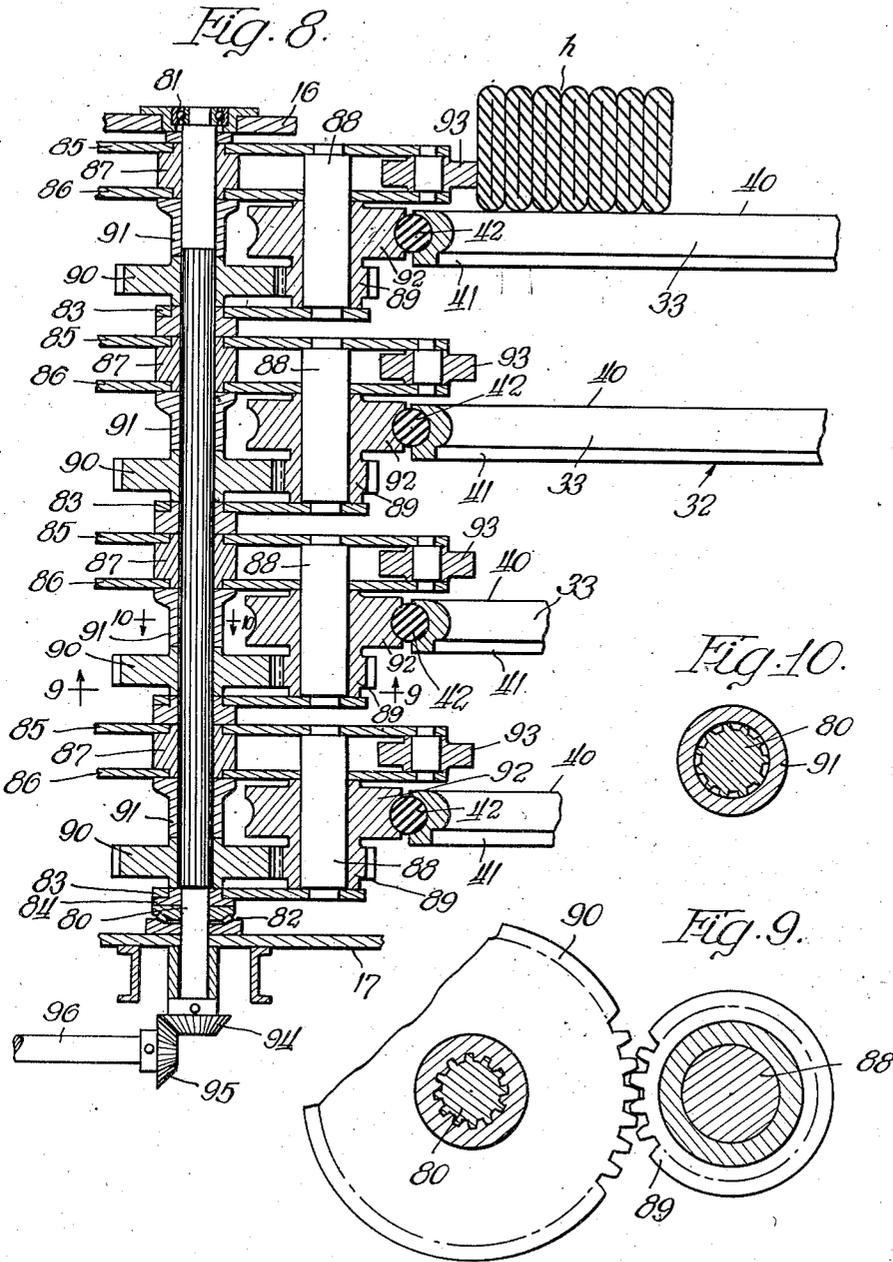
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FIRE HOSE TRUCK

Filed Aug. 5, 1937

6 Sheets-Sheet 4



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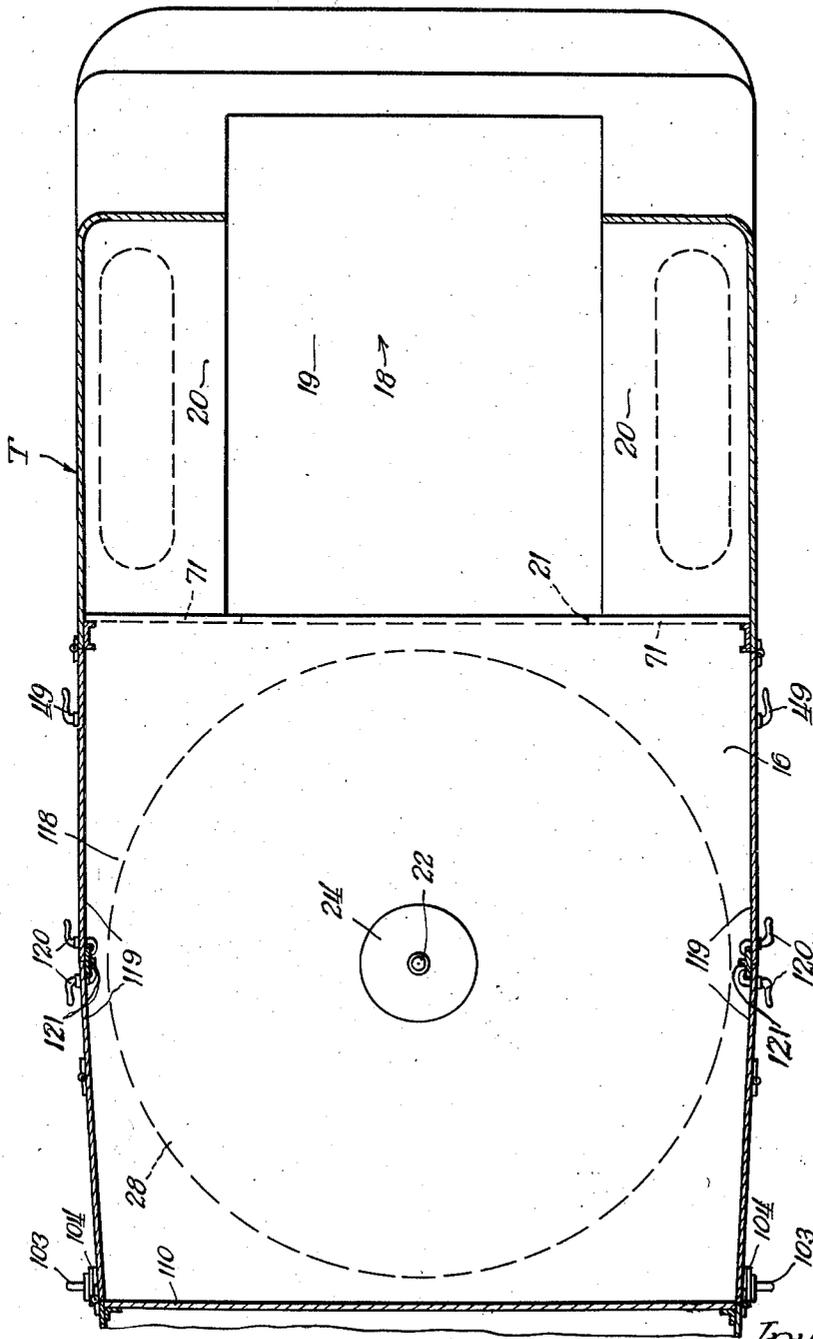
2,139,484

FIRE HOSE TRUCK

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6 Sheets-Sheet 6

Fig. 11.



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UNITED STATES PATENT OFFICE

2,139,484

FIRE HOSE TRUCK

Cassius M. Clay Baird, Chicago, Ill.

Application August 5, 1937, Serial No. 157,495

9 Claims. (Cl. 242—88)

This invention relates to fire fighting apparatus, and has to do with fire hose trucks and analogous apparatus.

My invention is directed to the provision of a fire hose truck having means whereby considerable lengths of hose may be wound onto and off of reels within the body of the truck, with expedition and facility, effecting a material saving of time in reeling the hose onto the reel and also rendering it possible to wind the hose off of the reel for use more quickly than hose can be laid from the ordinary hose trucks, now commonly used.

More specifically, it is an object to provide a plurality of hose reels and means for selectively rotating the reels in hose winding direction, or for simultaneously winding the reels in such direction, optionally. Further objects and advantages will appear from the detailed description.

In the drawings:

Figure 1 is a side view of a fire hose truck embodying my invention;

Figure 2 is a sectional view taken substantially on line 2—2 of Figure 1, on an enlarged scale, parts being broken away;

Figure 3 is a sectional view taken substantially on line 3—3 of Figure 2, parts being broken away and shown in section and certain parts being shown in elevation;

Figure 4 is a fragmentary sectional view taken substantially on line 4—4 of Figure 2;

Figure 5 is a fragmentary detail view, partly in section, of the rim of one of the reels and associated hose attaching means;

Figure 6 is a fragmentary detail view, on an enlarged scale, of a spoke of one of the reels and the associated means for confining the hose in wound condition upon the reel, the hose being shown in section;

Figure 7 is a sectional view taken substantially on line 7—7 of Figure 6;

Figure 8 is a sectional view, on an enlarged scale, taken substantially on line 8—8 of Figure 2; certain parts being shown in elevation and a portion of the wound hose on the top reel being shown in section;

Figure 9 is a sectional view, on an enlarged scale and partly broken away, taken substantially on line 9—9 of Figure 8;

Figure 10 is a sectional view, on an enlarged scale, taken substantially on line 10—10 of Figure 8;

Figure 11 is a sectional view, on an enlarged scale, taken substantially on line 11—11 of Figure

2, certain parts being shown in elevation, with parts broken away and other parts omitted;

Figure 12 is a fragmentary side view, on an enlarged scale, of the truck body, this view being taken substantially on line 12—12 of Figure 2;

Figure 13 is a fragmentary detail view, partly in section, showing the hose guide means in operative position projecting outward beyond the side of the body of the truck; and

Figure 14 is a sectional view, taken substantially on line 14—14 of Figure 1, on an enlarged scale.

I have illustrated my invention, by way of example, as embodied in an automobile fire hose truck T, which, if desired, may have associated therewith a suitable pump driven from the engine of the truck, in which case the apparatus may be considered as a combined fire engine and hose truck. The body of the truck comprises a hose compartment 15 having top and bottom decks 20 16 and 17, respectively, and a rear compartment 18 having a bottom deck 19 disposed above deck 17. Compartment 18 is provided with seats 20 along each side thereof, for the hosemen or firemen, and communicates with hose compartment 25 15 through an appropriate opening 21.

A vertical standard 22 is mounted in compartment 15 centrally thereof, the upper end portion of this standard being reduced and seated in a boss 23 of a bearing disc 24 overlying and suitably secured to top deck 16. The lower end of standard 22 is reduced to provide a stud 25 which extends into a seat plate 26 suitably secured to the upper face of bottom deck 17 and overlying a cross member 27, in the form of an I beam, of the truck frame. A plurality of hose reels 28 are mounted on standard 22 for rotation thereabout. Four reels have been shown, but any desired number of reels may be provided, as will be understood. Each of the reels 28 comprises a central hub 29, 40 inner spokes 30 radiating from hub 29 and connected at their outer ends by an annular reinforcing element 31, and an outer rim 32 connected to element 31 by outer radial spokes 33. Hub 29 of each reel may be of cup shape, as shown, and 45 the adjacent ends of the hubs of adjacent reels may receive ball bearing structures 34 of known type which facilitate relative rotation of the reels. The lower end of hub 29 of the bottom reel seats upon the top plate 35 of a roller bearing structure 50 36, of known type, bottom plate 37 of which seats upon plate 26. It will be understood that no ball bearing structure is provided in the upper end of the hub of the top reel, since that is unnecessary. The reels are thus mounted in superposed relation 55

for independent rotation about a common vertical axis.

Rim 32 of each reel comprises an upper bead element 40 and a flange 41 depending therefrom, the outer circumferential surface of the rim defining a groove of approximately semi-circular cross section in which is mounted a tire 42 of circular cross section, this tire being formed of friction material, conveniently being of solid rubber. This provides means for driving the reel in winding direction, as will be more fully explained presently.

A resilient flexible strip of metal 43 has its inner end portion extended about and suitably secured to the upper portion of hub 29 of each of the reels 28. A hose clip 44, appropriately formed for fitting about the end portion of the hose length adjacent the associated coupling member, is suitably secured to the outer end of strip 43, as by riveting, said clip opening outward as shown in Figure 5. The upper arm of clip 44 is provided with an upwardly projecting element 45 disposed to contact the flange 41 of rim 40 of the next superadjacent reel 28, thus preventing movement of the free end of strip 43 outward beyond the rim of its associated reel. In winding the hose onto the reel, the end portion of the hose *h* is inserted into clip 44, as indicated in Figure 5, with the clip disposed adjacent and in advance of coupling member *c*, of known type, secured upon the end of the hose. Reel 28 is then rotated clockwise, as viewed in Figure 2, first winding strip 43 about hub 29 of the reel and, thereafter, winding the hose tightly upon the reel. After the hose as thus been wound upon the reel it is secured in wound condition thereon in an appropriate manner. I have shown, in Figures 6 and 7, a holding member 46 provided at its lower end with spring clamps 47 of appropriate form and size to fit tightly about one of the reel spokes 33. Member 46 is disposed in contact with the wound hose *h* adjacent the free end thereof, which end is provided with a coupling member, as is known. This provides simple and efficient means for maintaining the hose wound upon the reel, though it will be understood that any other suitable means may be employed for that purpose.

It will be noted from Figure 3, that the two upper reels 28 are disposed above deck 19 of compartment 18 so that hose thereon may be withdrawn therefrom through opening 21, compartment 18 and the back of the truck. The hose compartment 15 is further provided, at the mid portion of each side thereof, with an opening normally closed by a hingedly mounted door 48 hinged at its forward edge and normally secured closed by means of a latch 49, adjacent its rearward edge, and a cooperating member 50 secured to the inner face of the side wall of compartment 15. The doors 48 are approximately equal in height to the height of compartment 15 and the door openings provide, when the doors are in open position, for winding hose onto or off of any of the reels through the sides of compartment 15. By passing two of the lines of hose from the two upper reels through the back of the truck, and passing the lines of hose from the other two reels through the door openings, either one or both, the hose lines may be wound onto or off of the reels with exceptional speed, when required. Obviously, all of the hose lines may be handled through the side openings of the hose compartment, when desired or conditions permit, but the ability to deliver two of the hose lines from

the back of the truck is advantageous as conducive to speed in laying the hose lines, when speed is imperative. With respect to winding the hose onto the top reel, an angle ring 51 is secured to the underface of the top deck 16 of hose compartment 15, this ring having a depending annular flange disposed for coacting with element 45 of clip 44 secured to the free end of strip 43 associated with the top reel, for confining the free end of strip 43 against movement outward beyond the rim of the top reel, in the same manner as the free ends of the strips 43 of the other reels are confined against outward movement by depending flanges 41 of rim 32 of such other reels.

Suitably disposed standards 52, 53, and 54, of step formation, are mounted adjacent the reels, in bearing plates 55 and 56 secured to the top and bottom deck 16 and 17, respectively, of hose compartment 15. Each of these standards has mounted thereon, for rotation thereabout, elongated rollers 57, 58, 59, 60, and 61, with intervening disks 62 of appreciably greater diameter than the rollers, the bottom rollers 61 functioning as a spacer. The remaining rollers are aligned with the respective reels and the disks 62 extend beneath flanges 41 of the reel rim 32, as in Figure 3, effective for supporting the latter and preventing objectionable sway of the reels. It will also be noted, from Figure 3, that the tire 42 on the reel rim contacts the rollers on the standards so that the latter take up radial thrust of the reel. In this manner the reels are effectively supported at the rims thereof and are confined from objectionable swaying or radial movement, while rotation of the reels is not objectionably interfered with, but objectionable spinning thereof is prevented.

Preferably, I provide means for guiding the hose lines during winding thereof onto or off of the reels, through side openings of the hose compartment. Upper and lower brackets 63 and 64 are secured to the inner face of each side wall of compartment 15, adjacent the top and bottom thereof, respectively, and adjacent the rear of the side door opening. An elongated sleeve 65 is mounted for turning movement about the axis of a pintle rod 66 mounted in brackets 63 and 64. An upper arm 67 is suitably secured, conveniently by welding, to the upper end of sleeve 65, this arm comprising an inner element 67a and an outer element 67b disposed at an obtuse angle to the inner element. Arm 67 is further provided with a rearwardly projecting finger 68 to which is attached one end of a tension spring 69, the other end of which is anchored, by means of a bracket 70, to wall 71 between compartments 15 and 20. A lower arm 72 shaped conformably to arm 67 is secured to the lower end of sleeve 65 and has associated therewith the tension spring 73 connecting arm 72 to wall member 71 in the same manner as tension spring 69 connects arm 67 to said wall member. A rod 74 is carried by arms 67 and 72 at the forward ends thereof, and supports guide members 75 mounted upon rod 74 for relative rotation. Each of the guide members 75 flares downward forming a base 76 of materially greater diameter than the body of the guide member and connected thereto by a regular curve merging into the base and the body. The guide members 75 are disposed in substantial alignment with the respective reels so that hose lines being wound onto or off the reels may be passed about

these guide members, as will be understood from Figure 3.

When the doors 48 are secured in closed position, the bases of the guide members 75 are in contact with the inner faces of the doors and the guide means is held in the position shown in Figure 2, with the tension springs 69 and 73 under tension. Upon opening of the door 48, the hose guiding means is swung outward, by the action of the tension springs, into the position shown in Figure 13, so as to project outwardly beyond the side wall of the hose compartment. In this position of the guiding means the arms 67 and 72 are in contact with the side wall of the hose compartment, at the rear of the door opening, the guiding means being thus effectively held against further rearward movement. Lines of hose may now be wound onto or off of the reels, each hose line passing about one of the guide members 75 and being guided, in part, by the rollers upon the stepped standards 53 or 54, as the case may be. This operation will be clear from Figures 2 and 13, the guiding means being shown in the latter figure in its projected and operative position. If a hose line is unwound from one of the reels, it is passed about the corresponding guide member 75, during the unwinding operation, the reel then being rotated counterclockwise, as viewed in Figure 2, the rollers upon standard 54 assisting also in guiding the hose line. If the hose line is being wound onto the reel, the latter is rotated clockwise, as viewed in Figure 2, the hose line passing across the corresponding guide member 75 and being guided, in part, by the rollers on the standard 54 or 53, as the case may be.

In unwinding the hose line from a reel, the end coupling member *c* is automatically disengaged from clip 44, when the end of the hose line is reached. This occurs due to the fact that the clip 44 opens outward and is confined against movement outward beyond the rim of the reel, and guide roller 75, in its operative position, is disposed outward beyond the side of the hose compartment. This operation will be clear from Figures 2, 5, and 13.

A vertically disposed shaft 80 is rotatably mounted in decks 16 and 17 of compartment 15, by means of anti-friction bearings 81 and 82, of known type, and associated parts. Shaft 80 is disposed adjacent the reels and has mounted thereon a plurality of bracket structures corresponding in number to the reels. Each bracket structure comprises a lower arm 83 having, at its forward end, a flanged bearing member 84 loose upon shaft 80 for turning movement about the latter. The bracket structure further includes two upper arms 85 and 86 disposed in spaced parallel relation and mounted upon the ends of a spacing member 87 loose upon shaft 80 for turning movement about the latter. A stub shaft 88 passes through arms 85 and 86, with its upper end secured in arm 85, bridging the space between arms 86 and 83, and having its lower end secured in the latter arm. A spur pinion 89 is rotatably mounted upon stub shaft 88, at the upper face of arm 83, and meshes with a spur gear 90 splined upon shaft 80 for rotation therewith. A spacing member 91, loose on shaft 80, extends between the upper end of the spur gear 90 and the lower face of arm 83. A grooved wheel 92, rigid with pinion 89, conveniently formed integrally therewith, is disposed for engagement with tire 42 of an adjacent hose reel. A roller 93 is rotatably mounted between the

arms 85 and 86, at the rearward ends thereof, and projects rearwardly therebeyond for a purpose to be described presently. It will be seen that each of the bracket assemblies comprises a bracket structure swingable in either direction about the axis of shaft 80, this structure carrying a grooved friction wheel driven from shaft 80, adapted for cooperation with a tire of a hose reel for rotating the latter. Since the bracket assemblies are similar, the description of one thereof will suffice.

Shaft 80 may be rotated in desired direction in any suitable manner. Conveniently a bevel gear 94 is secured upon the lower end of shaft 80 and meshes with a bevel gear 95 secured upon a shaft 96. The latter shaft may be rotated in any suitable manner but, preferably, is driven from the engine of the truck through the medium of a power take-off of known type. Since power take-offs of this type are known in the art, it is not deemed necessary to illustrate or describe the latter in detail. Suffice it to say that shaft 96 may be driven by power derived from the engine of the truck, in a suitable known manner.

Arms 85 and 86 of the respective bracket assemblies are extended forward and connected, at their forward ends, by a block 97 secured therebetween. Referring to Figure 11, the block 97 is bored for reception of a rod 98, provided at its inner end with a rounded head 99 seating in a corresponding socket in the end of the block 97. A yoke 100 is swiveled to the outer end of rod 98 and is connected, by a tension spring 101, to a yoke 102 swiveled to the inner end of a pull rod 103. There are four pull rods 103, one for each bracket assembly, and these rods are slidable through openings in a plate 104 secured to the outer face of the side wall of compartment 15, this wall being also provided with appropriate openings. Each rod 103 is provided with two pairs of studs 105 spaced apart lengthwise of the rod, the studs of each pair being aligned diametrically of the rod, and those of one pair being perpendicular to those of the other pair. Plate 104 and the associated wall of compartment 15 are provided with aligned openings 106 (Figure 12) disposed vertically and of a size to accommodate the studs 105. Plate 104 is further provided with projections 107 having formed therein grooves 108 intersecting and disposed perpendicular to the respective openings 106. These grooves 108 receive the projections 105 disposed at the outer face of plate 104. A tension spring 109 is anchored at one end to wall 110, at the front of the hose compartment and has its other end appropriately attached to the forward ends of the arms 85 and 86. Spring 109 is of light weight, relative to spring 101, and acts, when the pull rod 103 is in its innermost position relieving spring 101 of appreciable tension, to turn the bracket assembly counterclockwise, as viewed in Figure 2, into such position as to hold the grooved roller 92 out of effective contact with tire 42 of the associated hose reel. By pulling one of the rods 103 into its outer position and securing it there, as shown at the top of Figure 11, the bracket assembly is turned clockwise, as viewed in Figure 2, moving the grooved roller 92 into tight contact with tire 42 of the associated hose reel and yieldingly holding it in such position, thereby establishing driving connection between shaft 80 and the reel. By rotating shaft 80 in proper direction, the hose reel is turned in winding direction, winding the

hose line thereupon. As the reel becomes filled with the hose wound thereonto, roller 93 contacts the wound hose and is moved outwardly of the reel thereby, thus turning the bracket assembly in counterclockwise direction, as viewed in Figure 2. This results first in a certain amount of slippage between roller 92 and tire 42, thus automatically reducing the speed of rotation of the hose reel and, when the latter has become completely filled to proper extent with the wound hose, roller 92 is moved into position effective for completely disabling the drive between this roller and the reel, rotation of the latter then ceasing. This operation will be clear from Figure 8.

Preferably I provide pull rods 103a and associated means for holding them in lengthwise adjustment, at the other side of the hose compartment, these rods and the adjusting means therefor being similar to the rods 103 and associated adjusting means, except that the rods 103a are of much greater length than the rods 103. Each rod 103a has its inner end connected, by a tension spring 111, to a yoke 112 swiveled to the outer end of a link 113 pivoted at its inner end, at 114, to a forked lever 115 pivoted, at 116, on a strip 117 secured to the rearward face of partition 110. The fork of lever 115 straddles rod 98. When rod 103 is in its withdrawn position, holding the bracket assembly in position for driving the associated hose reel, yoke 100 is disposed outward beyond lever 115. With rod 103 in its inner or retracted position, the bracket assembly is held in inoperative or non-winding position and yoke 100 is in contact with the fork at the upper end of lever 115. By withdrawing the corresponding rod 103a, the rod 98 may be moved toward the right, as viewed in Figure 11, by means of the forked lever 115, thus turning the bracket assembly into position for driving the corresponding hose reel. In this manner the drive of the hose reels may be controlled from either side of the truck.

Ordinarily, the hose reels are driven by shaft 80 in hose winding direction only, rotation of the reel in unwinding direction being caused by pulling of the hose therefrom in the laying of the hose line. It will be understood, however, that the reels may be power driven in either direction, if desired. By providing individual control means for the hose reel driving mechanism, in association with a common shaft for driving such mechanisms, it is possible to drive the hose reels independently of one another or to drive all of the reels simultaneously, to suit conditions. This is advantageous in that it renders possible, where conditions permit, winding of hose lines onto two or more of the reels simultaneously, thus effecting a material saving in time in reeling up the hose lines.

It is intended that the reels be of sufficient size or capacity to hold hose lines of considerable length, preferably 500 feet or more per reel. Each hose line comprises a plurality of hose lengths secured together by coupling members in a known manner. The reels are preferably made of metal, treated and polished so as to avoid accumulation of any appreciable quantity of moisture thereon. In the event hose lines from all of the reels have not been used in fighting a fire, the wet hose is wound upon the lower reel, or reels, it being understood that the hose lines are unwound from the reels, as required, from the bottom reel up. In this manner, wetting of the dry hose, which has not

been removed from the reels, by dripping of water from the wet hose, is avoided. The open construction of the hose reels is of advantage in facilitating drying of hose wound thereon and, if desired, the hose compartment may be provided with means for promoting circulation of air therethrough with a view to increasing the rapidity of drying of the hose.

Upon return of the hose truck to a station, the wet hose is removed from the reels and hung up in the hose tower for drying, and is immediately replaced by dry hose wound onto the reels from which the used wet hose has been removed. This operation may be performed exceptionally quickly, which is of primary importance in fire extinguishing apparatus. Likewise, when the truck arrives at the scene of a fire, the hose lines may be laid from the reels much faster than is possible with present-day equipment, which is extremely important. Also, when the hose lines are no longer required, they may be wound onto the reels with expedition and facility, reducing to a minimum the delay in traffic, also an important consideration.

While the means for rotating the reels, particularly in hose winding direction, is preferably power operated, this is not essential, and the shaft 80 may be rotated manually in cases where a power take-off for driving the shaft is not readily available. It is preferred, however, that shaft 80 be power driven with a view to effecting saving in time in reeling the hose lines, for obvious reasons.

The upper deck 16 of the hose compartment is disposed a considerable distance below the roof of the truck, as will be clear from Figure 1. This provides a compartment 118 above the hose compartment, between partitions 71 and deck 16 and the roof of the truck, this compartment opening rearward into compartment 18. Each side of compartment 118 is closed by two doors 119, hinged at their forward and rearward edges to the truck body. Doors 119 are normally secured closed in a suitable manner, as by means of latches 120 engageable with appropriately formed and located uprights 121, incorporated in the frame work of the truck body. Ready access may thus be had to compartment 118, from the rear or either side thereof.

Each hose line comprises a plurality of hose lengths, each approximately fifty feet long, coupled together end to end in a known manner. It may be desirable under certain conditions, as in extremely cold weather, to uncouple the hose lengths and roll them up individually by hand. When this is done, compartment 118 provides stowage space for the rolled hose lengths. This compartment also provides stowage space for other equipment, if desired, readily accessible through either side or the rear of compartment 118.

While I have shown the hose reels as disposed horizontally, for rotation about a vertical axis, for the reasons above stated, they may be otherwise suitably disposed, within the broader concept of my invention. In the event the hose reels are disposed otherwise than as illustrated, they preferably should be arranged to provide a compartment, adjacent the reel compartment, for stowage of rolled up hose lengths and other equipment.

As above indicated, and as will be understood by those skilled in the art, changes in construction and arrangement of parts of my invention may be resorted to without departing from the

field and scope of the same, and I intend to include all such variations, as fall within the scope of the appended claims, in this application in which the preferred form only of my invention has been disclosed.

I claim:

1. In a hose truck, a body comprising a hose compartment, a plurality of hose reels mounted in said body for independent rotation, said compartment having openings for winding hose onto and off of said reels, hose guide means operatively positionable adjacent said openings, and means for detachably attaching a hose end to the respective reels for winding thereon of the hose, said guide means being disposed, when in its operative position, to guide hose during unwinding thereof from the reel.

2. In a hose truck, a body comprising a hose compartment, a plurality of superposed hose reels mounted in said body for independent rotation, said compartment having side openings for winding hose onto and off of said reels, doors normally closing said openings, and guide means normally disposed within said compartment automatically movable through said openings into operative position upon opening of said doors, said guide means when in operative position providing hose guide members disposed outward beyond the sides of said body in substantial alignment with the respective reels.

3. In a hose truck, a body comprising a hose compartment, a plurality of superposed hose reels mounted in said body for independent rotation, said compartment having openings for winding hose onto and off of said reels, each of the latter comprising a hub and a rim connected thereto, resilient flexible attaching strips secured at their inner ends to the respective reel hubs and provided at their outer ends with outwardly opening hose clips, the outer ends of said strips being confined against movement outward beyond the rims of said reels, and hose guide means positionable outwardly beyond said body.

4. In a hose truck, a body comprising a hose compartment, a plurality of coaxial hose reels mounted in said compartment for independent rotation and confined against relative radial movement, a driven shaft, and means for selectively driving said reels in hose winding direction from said shaft comprising rotatably mounted members driven from said shaft normally out of driving relation to said reels and movable about said shaft into driving relation to the respective reels.

5. In a hose truck, a body comprising a hose compartment, a plurality of coaxial superposed hose reels mounted in said compartment for independent rotation and confined against relative radial movement, said compartment having side openings for winding hose onto and off of said reels, a driven shaft, and means controllable from either side of said body for selectively driving said reels in hose winding direction from said shaft comprising rotatably mounted members driven from said shaft and movable thereabout into and out of driving relation to the respective reels.

6. In a hose truck, a body comprising a hose compartment, a plurality of coaxial hose reels mounted in said compartment for independent rotation and confined against relative radial

movement, a driven shaft, and means for selectively driving said reels in hose winding direction from said shaft comprising rotatably mounted members driven from said shaft and movable thereabout into and out of driving relation to the respective reels, said driving means further comprising a member disposed to contact hose being wound upon the reel and effective for moving said rotatably mounted member out of driving relation to the reel when the latter becomes filled with hose wound thereon.

7. In a hose truck, a body comprising a hose compartment, a plurality of hose reels mounted in said compartment for rotation about a common vertical axis and confined against relative radial movement, each reel having a rim comprising a friction element, a vertical driven shaft alongside said reels, and means for selectively driving said reels in hose winding direction from said shaft comprising rotatably mounted members driven from said shaft and movable thereabout into and out of driving contact with said friction elements of the respective reels.

8. In a hose truck, a body comprising a hose compartment, a plurality of hose reels mounted in said compartment for rotation about a common vertical axis, each reel having a rim comprising a friction element, a vertical driven shaft alongside said reels, a plurality of gears secured on said shaft for rotation therewith, bracket structures associated with the respective gears loose on said shaft for independent turning movement thereabout, friction members driven by said gears rotatably mounted in said structures and movable in the movements thereof about said shaft into and out of driving contact with said friction elements, means yieldingly urging said bracket structures in a direction to hold said friction members out of contact with said friction elements, and means for selectively moving said bracket structures into position to dispose said friction members in driving contact with said friction elements.

9. In a hose truck, a body comprising a hose compartment, a plurality of hose reels mounted in said compartment for rotation about a common vertical axis, each reel having a rim comprising a friction element, a vertical driven shaft alongside said reels, a plurality of gears secured on said shaft for rotation therewith, bracket structures associated with the respective gears loose on said shaft for independent turning movement thereabout, friction members driven by said gears rotatably mounted in said structures and movable in the movements thereof about said shaft into and out of driving contact with said friction elements, means normally holding said bracket structures in position with said friction members out of contact with said friction elements, yielding means for selectively moving said bracket structures into position to dispose said friction members in driving contact with said friction elements, and rollers carried by said bracket structures disposed to contact hose wound upon the respective reels and effective for moving said bracket structures into position to disable the driving contact between said friction members and friction elements, when a reel becomes filled with hose wound thereon.

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