R. L. NOTMAN.

HOSE REEL.

APPLICATION FILED MAR. 15, 1912.

1,048,863. Patented Dec. 31, 1912.

Fig. 1.

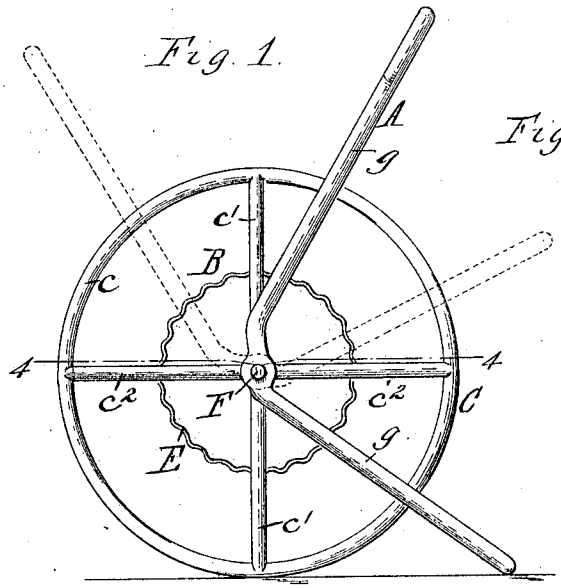


Fig. 2.

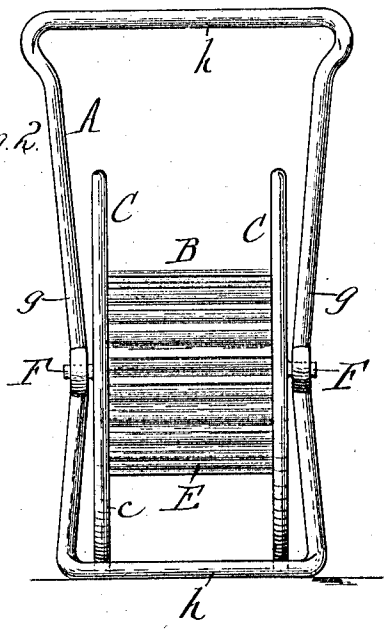


Fig. 4.

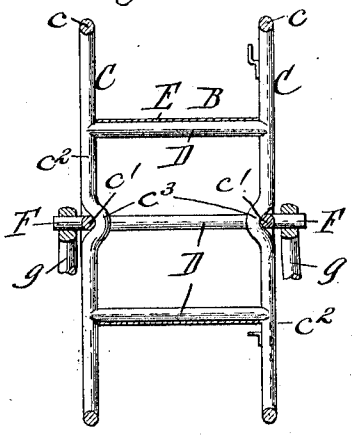


Fig. 3.

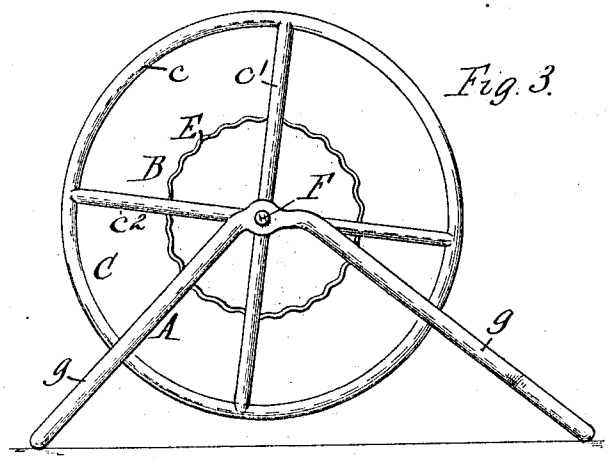
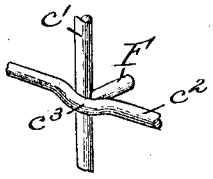


Fig. 5.



Witnesses:—
A. Bockenhagen
A. G. Dimond.

Inventor:
Robert L. Notman,
By Wiltshire, Parker & Ward,
Attorneys.

UNITED STATES PATENT OFFICE.

ROBERT L. NOTMAN, OF BUFFALO, NEW YORK, ASSIGNOR TO McKINNON DASH COMPANY, OF BUFFALO, NEW YORK.

HOSE-REEL.

1,048,863. Specification of Letters Patent. Patented Dec. 31, 1912.

Application filed March 15, 1912. Serial No. 684,027.

To all whom it may concern:

Be it known that I, ROBERT L. NOTMAN, a citizen of the United States, residing at Buffalo, in the county of Erie and State of New York, have invented a new and useful Improvement in Hose-Reels, of which the following is a specification.

This invention relates more particularly to portable hose reels in which the hose spool is journaled in a frame that may be used as a handle for rolling the reel from place to place on the spool as a wheel, and which is also adapted, when inverted, to form a support or stand on which the spool can be freely turned in the reeling operation.

The object of this invention is to provide a hose reel of simple and durable construction which can be easily and economically manufactured; and further to improve the construction of the reel in certain details hereinafter described and set forth in the claim.

In the accompanying drawings: Figure 1 is a side elevation of a hose reel embodying the invention. Fig. 2 is a front elevation thereof. Fig. 3 is a side elevation of the reel showing the frame inverted to form a stand. Fig. 4 is a sectional elevation on line 4—4, Fig. 1. Fig. 5 is a fragmentary perspective view showing the spoke and axle connections for the spool.

Like reference characters refer to like parts in the several figures.

A represents the frame, which preferably consists of a solid metal rod bent into the form shown and having its ends welded or brazed together to form a rigid connection; and B represents the spool, which consists of end portions or wheels C C connected by a body or drum portion of smaller diameter than the wheels. Each wheel consists of a circular rim c formed from a solid metal rod, the ends of which are brazed or welded together, and spokes c' c^2 formed by metal rods which extend diametrically across the wheel C and are firmly welded or brazed at their opposite ends to the rim c thereof. At the point of intersection of the spokes, one spoke c^2 is provided with a U-shaped bend c^3 which forms a depression or seat in which the other spoke c' is welded or brazed.

D represents cross bars which are welded at their opposite ends to the spokes c' c^2 of the wheels and which are adapted, if desired, to form the drum of the spool. However, these cross members are preferably surrounded by the usual cylindrical drum E of corrugated sheet metal, as shown in the drawings.

The spool B is provided centrally at its opposite ends with trunnions or stub axles F F by which it is journaled on the frame A. These axles are securely brazed or welded to the spokes of the respective wheels C C at the points of intersection of the spokes. By this construction the usual axle extending longitudinally through the spool and hubs on the wheels for supporting the spool from the axle are unnecessary, thus decreasing the weight and cost of construction.

The frame A is of generally rectangular form, having side members g g and cross bars h h which connect the opposite ends of the side bars. The frame is bent between its ends so that the portions of the frame at opposite sides of the bend extend at an angle to each other. Thus the frame, when turned to the position shown in Fig. 3, is adapted to rest with its ends on the ground and form a supporting stand for the spool which is journaled on the side bars of the frame at their respective bends. As shown, the bearings for the axles F F are preferably formed integral with said side bars. When the frame is turned to the position indicated by dotted lines in Fig. 1 one end thereof serves as a handle by which the reel may be rolled from place to place on the wheels C C.

From Fig. 2 it will be noticed that the end portions of the frame A are sufficiently wide to form a suitable base, and that the side bars of the frame are bowed inwardly or gradually converge from their end portions toward the central or bearing portions.

The purpose of this construction is that as the weight of the reel increases, due to the reeling of hose thereon, the side members which are widely spaced at their extremities tend to draw inwardly toward the ends of the reel and thereby retain the axles in the bearings. Thus the axles are prevented from slipping out of their bearings and separate means for retaining the axles in the bearings are unnecessary, which reduces the number of parts of the reel.

To mount the spool in the frame the side members are sprung apart and the axles inserted in their respective bearings.

I claim as my invention:

In a hose reel, the combination of a spool comprising opposite wheels each consisting of a circular rim, spokes which are attached at their ends to the rim and cross each other at the center of the wheel, one of said spokes having a bend forming a seat in which the other spoke is permanently secured, cross bars connecting the spokes of the opposite wheels between the center and periphery of the wheels, and journals which are secured to and project outwardly from said wheels at the intersection of said spokes, and a frame in which said journals bear, substantially as set forth.

Witness my hand, this 13th day of March, 1912.

ROBERT L. NOTMAN.

Witnesses:

F. E. PROCHNOW,

A. L. MCGEE.