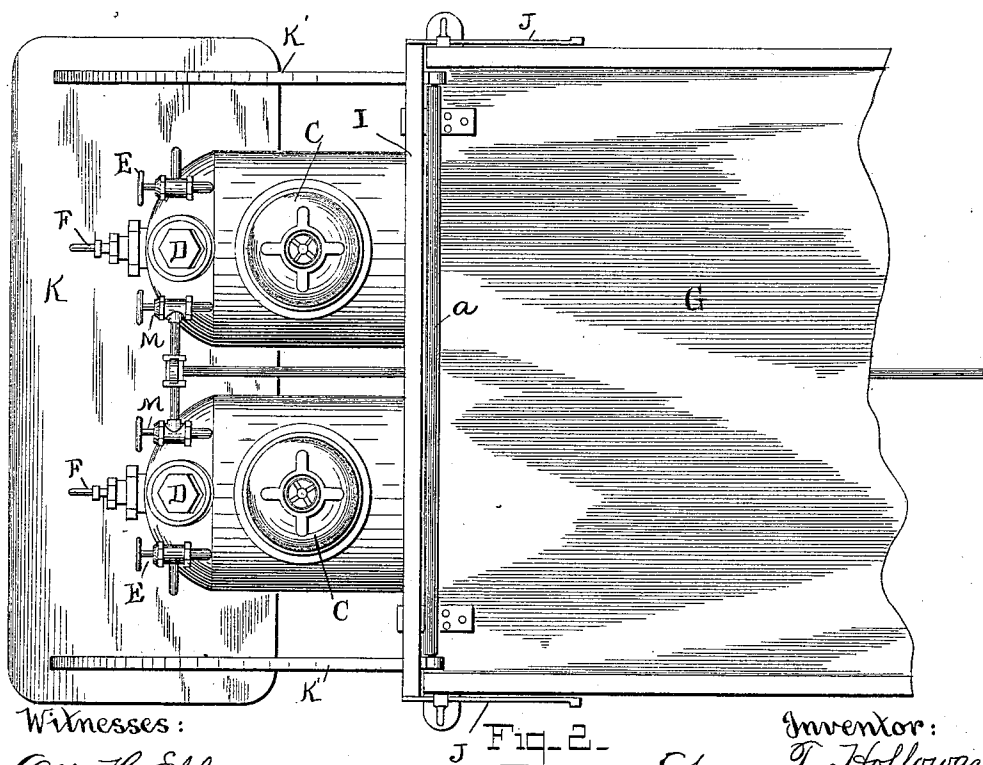
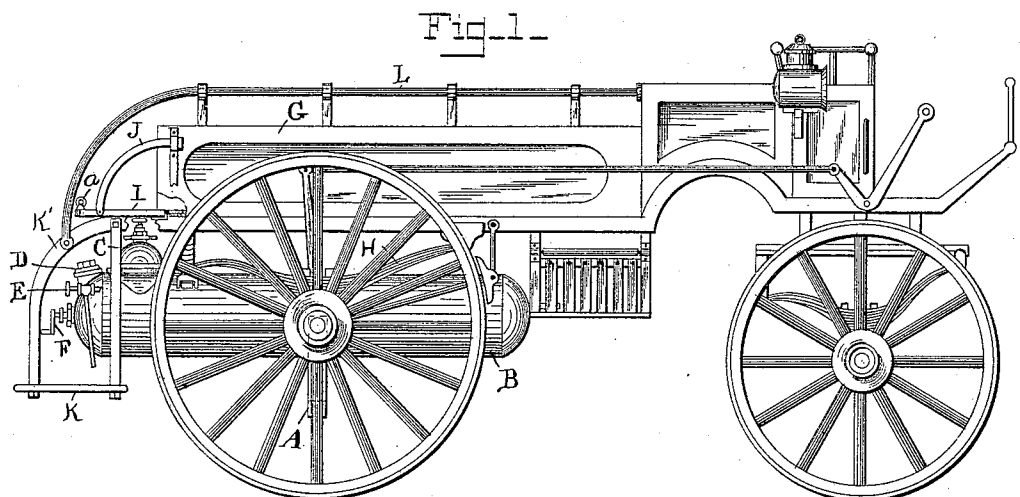


(No Model.)

C. T. HOLLOWAY.
VEHICLE FOR FIRE DEPARTMENT USE.

No. 469,998

Patented Mar. 1, 1892.



Witnesses:

Otto H. Ehlers.

Frank P. Davis

Fig-2-

Inventor:

Chas T. Holloway

By Chas B. Mann
Attorney.

UNITED STATES PATENT OFFICE.

CHARLES T. HOLLOWAY, OF BALTIMORE, MARYLAND.

VEHICLE FOR FIRE-DEPARTMENT USE.

SPECIFICATION forming part of Letters Patent No. 469,998, dated March 1, 1892.

Application filed November 18, 1891. Serial No. 412,260. (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 Vehicles for Fire-Department Use, of which the following is a specification.

This invention is for an improvement in combined hose-wagons and chemical fire-engines, in which the chemical-tanks are located underneath the hose-containing body of the vehicle.

The object of the invention is to so arrange the parts as to leave the filling and charging appurtenances perfectly free for unobstructed manipulation, and to provide at the same time for covering and protecting said tank appurtenances while the hose is being drawn out of the body, and for drawing off said hose clear of such appurtenances.

To this end the invention consists in the novel arrangement and combination of parts hereinafter described and claimed.

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

Figure 1 shows a side view of the vehicle with the tail-gate of the body let down, and Fig. 2 an enlarged top or plan view of the rear portion of the vehicle with the tail-gate closed up.

The vehicle has the usual bent or crank axle A, and between the vertical portions of the same are located, longitudinally, two horizontal and parallel cylinders or tanks B to contain the chemical extinguishing-solution, which tanks are supported by suitable hangers and provided with the usual appurtenances, including acid-chambers C and attachments, filling-caps D, overflow-cocks E, agitators F, and outlet-cocks M. These are all located at the rear ends of the tanks, and the space around and above them left free to give ready access for filling and charging the tanks. A hose-containing body G is mounted above and over the tanks and supported on suitable springs H. The rear end of this Body is forward of the filling and charging

appurtenances of the tanks above named, so as in no way to obstruct manipulation of the same. The body G has a tail-gate I, which is arranged to swing down to a horizontal position, where it covers the rear ends of the tanks and the filling and charging devices, and affords a protection to the latter while the hose is being drawn out of the wagon over the tail-gate and prevents said hose becoming entangled in said devices, whereby it may be quickly run off. The tail-gate has a roller *a* at the end over which the hose is drawn, and the said gate is held and supported in its horizontal position by sliding curved braces J on opposite sides of the body. It will be seen that with this arrangement the filling and charging devices of the tanks are covered and protected while the hose is drawn out of the wagon-body, and when the tanks are to be filled or charged the tail-gate is thrown up to its closed position, when the filling and charging devices are perfectly accessible.

The letter K designates the rear step, and L the side rails or handles extending along the top of the body sides and down to the side pieces K', supporting the step.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

In a vehicle for fire-department use, the combination of a crank-axle, horizontal tanks arranged longitudinally between the vertical portions of said axle and provided with filling and charging appurtenances at the rear end, a body mounted above and over said tanks with its rear end forward of the said filling and charging devices, and a tail-gate for the said body arranged to swing down to a horizontal position over the filling and charging appurtenances of the tanks in the manner and for the purpose described.

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

CHAS. T. HOLLOWAY.

Witnesses:

JNO. T. MADDOX,
FRANK P. DAVIS.