Dec. 29, 1931. G. L. DAY 1,838,746

PORTABLE HOSE BRIDGE

Filed June 23, 1931

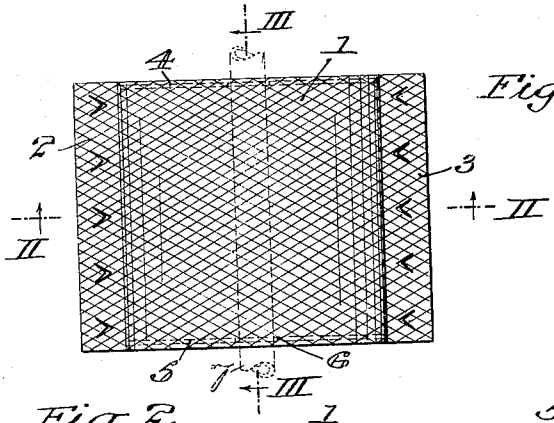


Fig. 1.

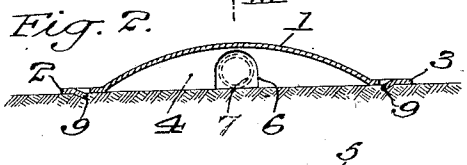


Fig. 2.

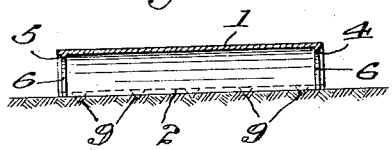


Fig. 3.

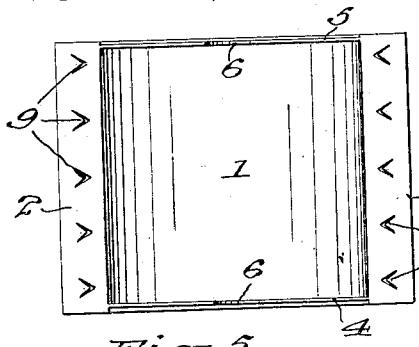
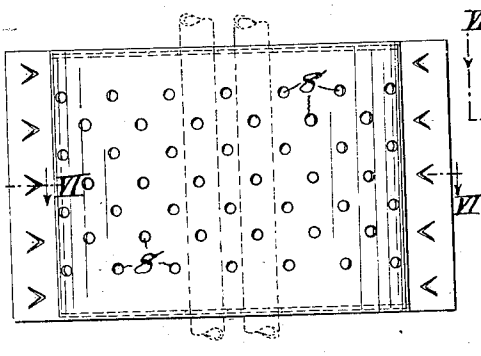
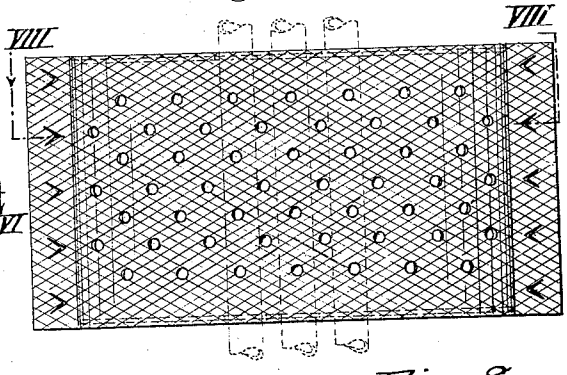


Fig. 4.

Fig. 5.

Fig. 7.





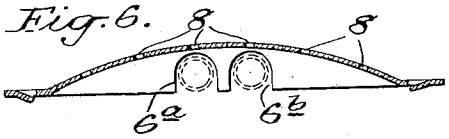


Fig. 6.

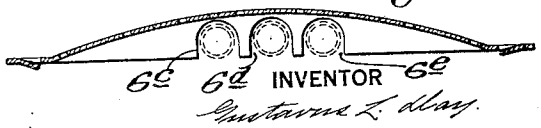


Fig. 8.

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UNITED STATES PATENT OFFICE

GUSTAVUS L. DAY, OF MENDHAM, NEW JERSEY

PORTABLE HOSE BRIDGE

Application filed June 23, 1931. Serial No. 546,235.

The object of my invention is to provide improvements in hose bridges designed to be used in pairs for permitting vehicles to pass over the hose without injury thereto, said bridges comprising arches having end and side flanges, the bridges being provided with means for preventing them from creeping on the roadway and the arches being provided with traction surfaces to prevent the tires of the vehicle wheels from slipping when passing over the bridges.

Practical embodiments of my invention are represented in the accompanying drawings in which:

Fig. 1 represents a top plan view of one of the hose bridges showing one embodiment thereof; the outer surface of the arch in this embodiment being shown as roughened to provide a traction surface;

Fig. 2 represents a longitudinal vertical section taken in the plane of the line II—II of Fig. 1, looking in the direction of the arrows; one pair of hose recesses being shown to accommodate one hose therethrough;

Fig. 3 represents a transverse vertical section taken in the plane of the line III—III of Fig. 1, looking in the direction of the arrows;

Fig. 4 represents a bottom plan view of the bridge;

Fig. 5 represents a top plan view of a modified form of bridge in which the arch is perforated to produce a traction surface;

Fig. 6 represents a longitudinal vertical section taken in the plane of the line VI—VI of Fig. 5, looking in the direction of the arrows; two pairs of alined recesses being shown for accommodating two fire hose;

Fig. 7 represents a top plan view of a third embodiment of my invention in which the arch is perforated and the outer surface of the arch is roughened to provide a traction surface; and

Fig. 8 represents a longitudinal vertical section taken in the plane of the line VIII—VIII of Fig. 7, looking in the direction of the arrows; three pairs of hose recesses being shown for accommodating three hose.

The hose bridge comprises an integral sheet metal plate stamped out to form a flat arch 1 having horizontally disposed end flanges 2, 3 and vertically disposed side flanges 4, 5. In the form illustrated in Figs. 1 to 4 inclusive, I have shown one pair of recesses 6 through the side flanges for accommodating one hose 7 therethrough. In this form I have shown the outer surface of the arch 1 as roughened to provide a traction surface, while in the form illustrated in Figs. 5 and 6 I have shown the arch as perforated to form a traction surface, the perforations being denoted by 8. In the form illustrated in Figs. 7 and 8 I have shown the arch provided with the perforations 8 and the outer surface of the arch as being roughened, both for producing a traction surface. Also, in the form illustrated in Figs. 5 and 6 I have shown two pairs of hose recesses 6^a, 6^b, for receiving two hose through the bridge. In the form illustrated in Figs. 7 and 8 I have shown three pairs of recesses 6^c, 6^d, 6^e, for receiving three hose through the bridge.

The means for preventing the bridge from creeping on the roadway may be bottom projections 9, produced by depressions formed in the outer surfaces of the horizontally disposed end flanges 2 and 3.

It will be seen that in all of the forms the vertical side flanges 4 and 5 of the bridge have their bottom edges located substantially in the plane of the bottoms of the end flanges 2 and 3 so that great strength is imparted to the arch 1 and at the same time the bridge will be light, strong and inexpensive, and readily portable.

It is evident that various changes may be resorted to in the construction, form and arrangement of the several parts without departing from the spirit and scope of my invention, and hence I do not intend to be limited to the particular embodiments herein shown and described, but

What I claim is:—

1. A hose bridge comprising an arch having end and side flanges, the arch being perforated to provide a traction surface.

2. An integral sheet metal hose bridge stamped out to form an arch having end and

side flanges, the arch being perforated to provide a traction surface.

3. A hose bridge comprising an arch having end and side flanges, the arch being perforated and the outer surface of the arch being roughened to provide a traction surface.

4. An integral sheet metal hose bridge stamped out to form an arch having end and side flanges, the arch being perforated and the outer surface of the arch being roughened to provide a traction surface.

5. A hose bridge comprising an arch having end and side flanges, the end flanges being provided with bottom projections to prevent the bridge from creeping.

6. An integral sheet metal hose bridge stamped out to form an arch having end and side flanges, portions of the end flanges being depressed to form bottom projections for preventing the bridge from creeping.

7. A hose bridge comprising an arch having end and side flanges, the arch being provided with a traction surface and the end flanges being provided with bottom projections to prevent the bridge from creeping.

8. An integral sheet metal hose bridge stamped out to form an arch having end and side flanges, the arch being provided with a traction surface and portions of the end flanges being depressed to form projections for preventing the bridge form creeping.

9. A hose bridge comprising an arch having end and side flanges, the arch being provided with a traction surface roughened throughout for preventing both longitudinal and lateral slippage of the wheel tires when passing over the same.

10. An integral sheet metal hose bridge stamped out to form an arch having end and side flanges, the arch being provided with a traction surface roughened throughout for preventing both longitudinal and lateral slippage of the wheel tires when passing over the same.

In testimony, that I claim the foregoing as my invention, I have signed my name this 22nd day of June, 1931.

GUSTAVUS L. DAY.