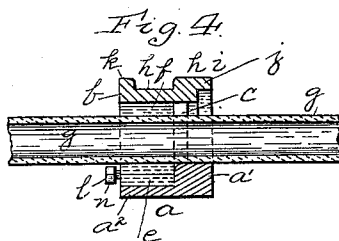
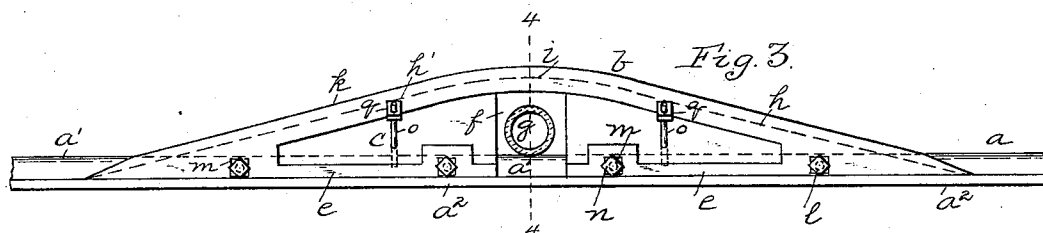
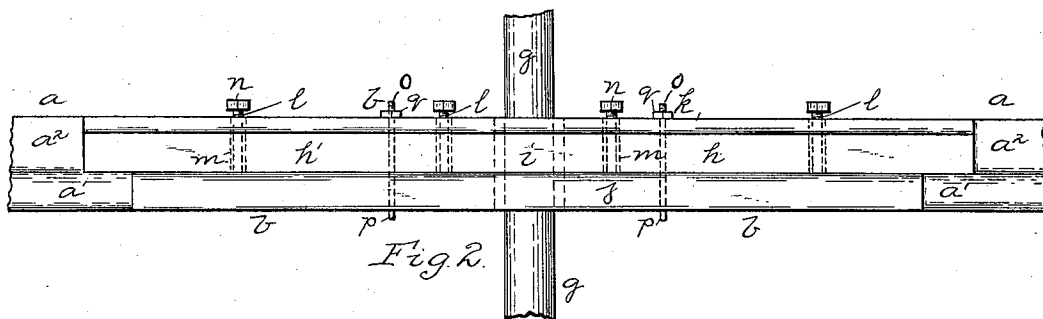
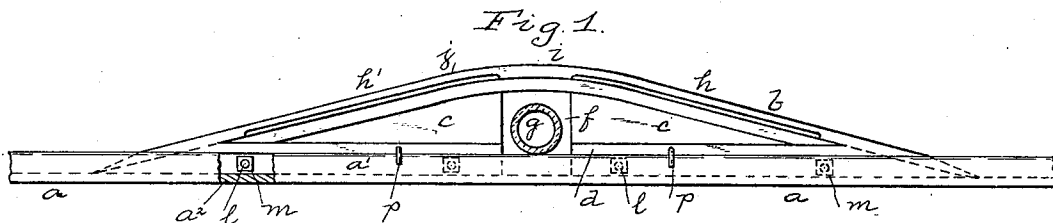


(No Model.)

W. MIHM & J. HIMBER.
CAR RAIL HOSE BRIDGE.

No. 582,937.

Patented May 18, 1897.



WITNESSES:

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WILLYUM MIHM AND JOHN HIMBER, OF ETNA, PENNSYLVANIA.

CAR-RAIL HOSE-BRIDGE.

SPECIFICATION forming part of Letters Patent No. 582,937, dated May 18, 1897.

Application filed April 11, 1895. Serial No. 545,273. (No model.)

To all whom it may concern:

Be it known that we, WILLYUM MIHM and JOHN HIMBER, citizens of the United States, residing at Etna, Allegheny county, Pennsylvania, have invented a certain new and useful Improvement in Car-Rail Hose-Bridges, of which the following is a specification.

Our invention relates to hose-bridges, and has special reference to such as are laid upon street-railway rails to permit the passage of cars over the different lines of hose laid across the tracks during the progress of a fire.

The object of our invention is to provide a hose-bridge which is light in weight and simple in construction, can be carried on the cars or stored at different points on the line convenient for use, and which can be applied to the ordinary forms of rails and put into use by an unskilled person when desired.

Our invention consists, generally stated, in the novel construction, combination, and arrangement of parts, as hereinafter more specifically set forth and claimed, and particularly pointed out in the claims.

To enable others skilled in the art to make and use our invention, we will describe the same more fully, referring to the accompanying drawings, in which—

Figure 1 is a side view of our improved hose-bridge, showing it applied to a rail. Fig. 2 is a top view thereof. Fig. 3 is a side view looking at the opposite side from Fig. 1; and Fig. 4 is a cross-section on the line 4-4, Fig. 3.

Like letters here indicate like parts in each of the figures of the drawings.

The rail is shown at *a* and is provided with the ordinary head *a'* and flange *a²*. The hose-bridge *b* fits upon the rail *a* and is provided with the body portion *c*, while extending out from one side of the body portion *c* is the flange *d*, which rests on the head *a'* of the rail *a²*, and extending out from the opposite side of the body portion *c* is the flange *e*, which rests on the flange *a²* and against the head *a'* of the rail *a*. An opening *f* is formed in the body portion *c* of the hose-bridge *b* for the passage of the hose *g* through the same. Extending up on each side of the hose-bridge *b* over the opening *f* are the inclined ways *h h'*, corresponding and being a contin-

uation of the flange *a²* of the rail *a*, these inclined ways *h h'* terminating in the apex *i* over the opening *f*. At one side of the inclined ways *h h'* is the raised portion *j*, corresponding and being a continuation of the head *a'* of the rail *a*. A guard-rail *k* is formed on the hose-bridge *b* on the opposite side from the raised portion *j*. Entering on the outside of the hose-bridge *b* at intervals are the screw-bolts *l*, which fit within the bushings *m* in the hose-bridge *b* and have the heads *n* thereon, these bolts *l* being adapted to be screwed against the head *a'* of the rail to hold the hose-bridge in position. In order to hold the hose-bridge rigidly to the car-rail, there is also provided the bolts *o*, which pass loosely through the body portion *c* of the hose-bridge *b* and have the hooks *p* at their ends, which are adapted to fit around the head *a'* of the rail *a*. At their opposite ends the bolts *o* are provided with a screw-nut *q*, engaging therewith to tighten the hooks *p* against the rail.

The operation of our improved hose-bridge is as follows: In case of a fire and a line of hose is stretched across the rails of the railway-line, all that is necessary is to secure two of the hose-bridges (which can easily be carried on a car) and place them over the line of hose and on the rails, the flange *d* on each of them resting upon the head *a'* of the rail and the flange *e* resting upon the flange *a²* of the rail. The bolts *l* and *o* can then be screwed up against the head *a'* of the rail, so securing the hose-bridge rigidly to the rails. The car can then be started upon the hose-bridges, the wheels thereof moving up the inclined way *h* and the flanges on the car-wheels fitting over the raised portion *j*. When the wheels of the car reach the apex *i* on the hose-bridges, they will pass over the line of hose and down the inclined way *h'* out onto the rails in safety, the guard-rail *k* on the hose-bridges preventing the car from running off the track and the bolts *l* holding the hose-bridges in a rigid position, so that no accidents can occur to car or hose in passing over the latter and producing no delay to the operation of the cars. When the car shall have passed over the hose, all that is necessary is to unscrew the bolts *l*, so freeing the hose-bridges from

the rails, when the hose-bridges can be returned to the cars or some other point for use at some other time.

It will be seen that by using our improved hose-bridges all liability of injury to the hose is overcome and the danger of blocking the car-line is done away with.

The device is simple in its construction, cannot get out of order, and will adhere closely to the rails.

What we claim as our invention, and desire to secure by Letters Patent, is—

1. A hose-bridge for car-rails, comprising a body portion, an opening in said body portion, inclined ways or tracks extending over the body portion above said opening, a guard-rail on one side of the inclined ways or tracks, and screw-bolts fitting in the side of the hose-bridge adapted to engage with the head of the car-rail, substantially as and for the purposes set forth.

2. A hose-bridge for car-rails, comprising a body portion, an opening in said body portion, inclined ways or tracks extending over the body portion above said opening, a guard-rail on one side of the inclined ways or tracks, screw-bolts fitting in the side of the hose-bridge adapted to engage with the head of the car-rail, and bushings in said hose-bridge engaging with said screw-bolts, substantially as and for the purposes set forth.

3. A hose-bridge for car-rails, comprising a body portion, an opening in said body portion, inclined ways or tracks extending over the body portion above said opening, a guard-rail on one side of the inclined ways or tracks, and bolts fitting in the side of the hose-bridge

having hooks thereon adapted to engage with the head of the car-rail, substantially as and for the purposes set forth.

4. A hose-bridge for car-rails, comprising a body portion, an opening within said body portion, inclined ways or tracks extending over said body portion above said opening, a guard-rail on one side of said inclined ways or tracks, flanges on each side of the body portion adapted to engage with the top of the head and flanges of the car-rail, and bushings in said hose-bridge having screw-bolts therein adapted to engage with the head of the car-rail, substantially as and for the purposes set forth.

5. A hose-bridge for car-rails, comprising a body portion, an opening within said body portion, inclined ways or tracks over said body portion above said opening, a guard-rail on one side of said inclined ways or tracks, flanges on each side of the body portion adapted to engage with the top of the head and flange of the car-rail, bushings in said hose-bridge having screw-bolts therein adapted to engage with the head of the car-rail, and bolts fitting in the side of the hose-bridge having hooks thereon adapted to engage with the head of the car-rail, substantially as and for the purposes set forth.

In testimony whereof we, the said WILLYUM MIHM and JOHN HIMBER, have hereunto set our hands.

WILLYUM MIHM.
JOHN HIMBER.

Witnesses:

J. L. RITCHEY,
E. F. GARWOOD.