

(No Model.)

J. T. CASSIDY.
PORTABLE BRIDGE.

No. 484,086.

Patented Oct. 11, 1892.

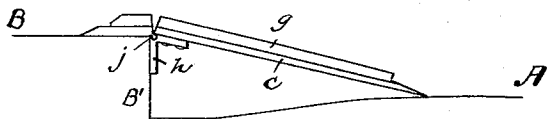


Fig. 1.

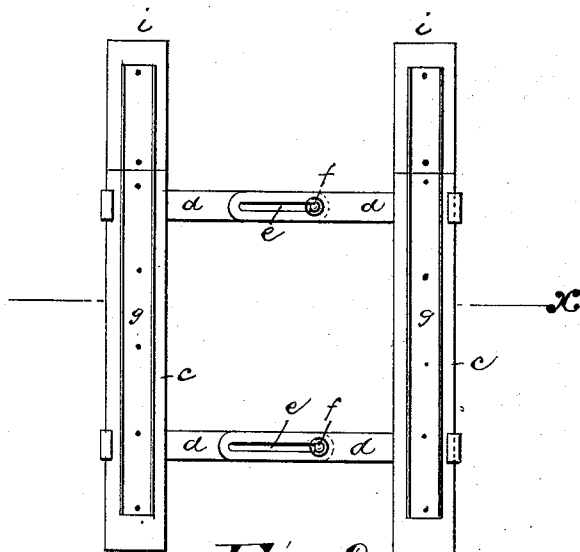


Fig. 2.

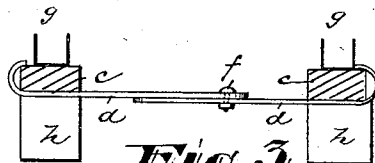


Fig. 3.

Witnesses

Oscar A. Michel.
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By Draxler & Attys.

UNITED STATES PATENT OFFICE.

JOHN T. CASSIDY, OF HARRISON, NEW JERSEY.

PORTABLE BRIDGE.

SPECIFICATION forming part of Letters Patent No. 484,086, dated October 11, 1892.

Application filed April 1, 1892. Serial No. 427,320. (No model.)

To all whom it may concern:

Be it known that I, JOHN T. CASSIDY, a citizen of the United States, residing at Harrison, in the county of Hudson and State of New Jersey, have invented certain new and useful Improvements in Portable Bridges; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

The object of this invention is to provide a convenient and portable bridge to enable loaded wagons or trucks to be eased over a street-curb onto a sidewalk when necessary to cross or deliver their loads on said sidewalk. The device is more particularly designed to meet and overcome the difficulty experienced by coal dealers or carters when, in delivering coal, they are compelled to back their vehicles over the curbs of the streets upon the sidewalks. In doing this they are liable to (and frequently do) break the harness or injure their teams, or both, more or less, owing to the height of the curb.

The invention consists in the improved portable bridge and in the arrangement and combination of the several parts thereof, as herein set forth, and finally pointed out in the claims.

Referring to the accompanying drawings, in which similar letters of reference indicate corresponding parts in each of the several figures where they occur, Figure 1 represents in side elevation a portable bridge embodying my improvements and placed in position upon a street and sidewalk ready for use. Fig. 2 is a plan of the bridge, and Fig. 3 is a section taken through line *x* of said Fig. 2.

In said drawings, A indicates the street, B the sidewalk, and B' the curb.

c c indicate two track-beams, which are held in proper relation to one another by means of bars *d*. Said bars are clamped or otherwise secured at one end to the track-beams, their opposite ends overlapping and being movable upon one another, as shown in Figs. 2 and 3, so that the track-beams may be adjusted to accommodate wagons or trucks differing from one another in respect of the width of their track. To this end said bars where they overlap are provided in this instance with slots *e*, through which are inserted

set screws or bolts *f*, secured by suitable nuts, as will be readily understood. Said track-beams are provided with guards *g*, which are spiked or otherwise secured thereon, to prevent a wagon or truck from running off at the sides. To one end of said track-beams is secured an angle-iron *h*, which forms a shoulder at each side and engages with the curb, B' when the bridge is placed in position to prevent the latter from slipping when the wagon or truck strikes the opposite ends of the track-beams, as will be understood. The end *i* of the bridge which rests upon the curb or sidewalk is secured to the body or track-beams by means of strong hinges *j*, so that said end will adjust itself to the grade of the sidewalk automatically and thereby prevent the other end of the bridge from being thrown upward when a loaded truck strikes the said end *i*, as will be understood. Said end *i*, however, may, if desired, be rigid and project from the body at a sufficient angle to meet all ordinary requirements, as will be obvious. The ends of the track-beams which rest upon the street are suitably tapered or inclined, as indicated in Fig. 1, to facilitate the passing of the wheels thereover.

The guards *g*, as herein shown, are shaped so as to form a groove to receive the rim of of the wheels, but the inner or outer flange of the guards may be dispensed with, or one grooved guard may be employed instead of two.

Having thus described my invention, what I claim, and wish to secure by Letters Patent of the United States, is—

1. The improved portable bridge herein described, which consists of track-beams *c*, bars *d*, secured thereto and overlapping and adjustable in relation to one another, guards or guard *g*, a shoulder *h*, and the adjustable end or part *i*, combined and arranged as described, and for the purposes set forth.

2. The combination of the track-beams *c*, adjustable bars *d*, guard *g*, and shoulder *h*, arranged as described, and for the purposes set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 14th day of March, 1892.

JOHN T. CASSIDY.

Witnesses:

OLIVER DRAKE,
CHARLES H. PELL.