

(No Model.)

H. SANDROCK.
HOSE BRIDGE.

No. 519,136.

Patented May 1, 1894.

FIG. 1.

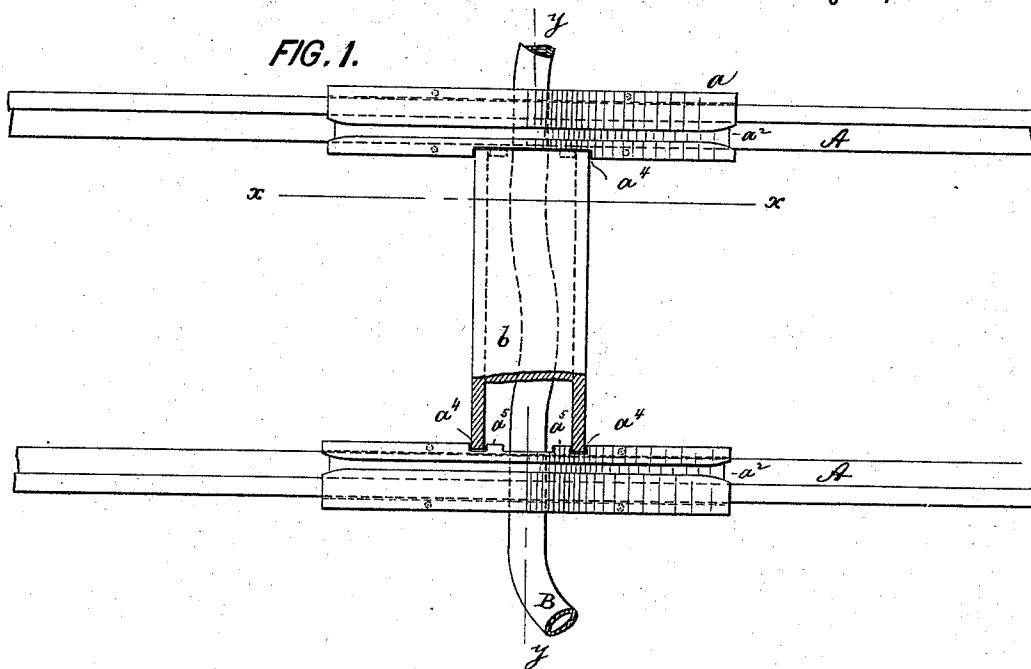


FIG. 2.

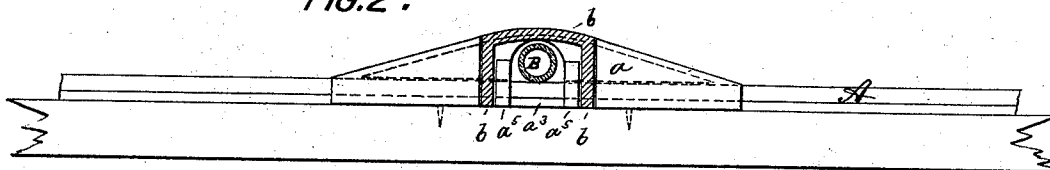


FIG. 3.

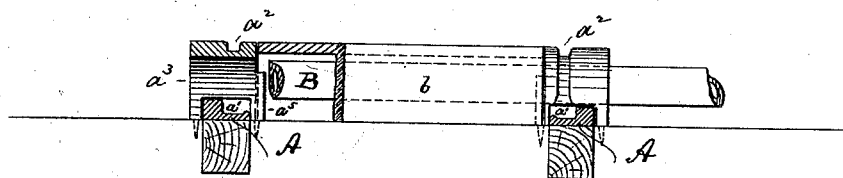
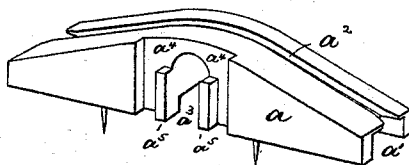


FIG. 4.



Witnesses:

John Becker
Wm. Schulz.

Inventor:

Henry Sandrock
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UNITED STATES PATENT OFFICE.

HENRY SANDROCK, OF NEW YORK, N. Y.

HOSE-BRIDGE.

SPECIFICATION forming part of Letters Patent No. 519,136, dated May 1, 1894.

Application filed October 24, 1893. Serial No. 489,034. (No model.)

To all whom it may concern:

Be it known that I, HENRY SANDROCK, of New York city, New York, have invented an Improved Hose-Bridge, of which the following is a specification.

This invention relates to a hose bridge which is adapted to be placed upon a track and over a hose, so that a car may safely pass over the latter. The hose bridge is composed of three separate sections which may be interlocked, and which when disconnected may be conveniently stored away under the car seats.

In the accompanying drawings Figure 1 is a plan, partly in section, of my improved hose bridge. Fig. 2 is a cross section on line x , Fig. 1; Fig. 3 a longitudinal section on line y , y , Fig. 1; and Fig. 4 a perspective view of one of the blocks a .

My improved hose bridge is composed of three parts, viz: two arched blocks a , and a connecting tubular casing b . Each of the arched blocks a , is grooved at its base as at a' , to fit upon one of the rails A , of the track. The upper curved side or tread of the block is also grooved as at a^2 , to receive the flange of the car wheel. A transverse perforation a^3 , adapted for the passage of the hose B , extends through the center of the block. To the right and left and over this perforation there is formed upon the inner face of the block a , a grooved seat a^4 , adapted for the reception of the end of the transverse casing b . The groove a^4 , is open at the top (Fig. 4), while at its sides, it is separated from the

perforation a^3 , by flanges a^5 , to constitute 35 ways.

The casing b , is made substantially of rectangular form in cross section and is open at the bottom and ends, while it is closed at the top and sides. It is of a length to cross the track between the rails and to engage the grooved seats a^4 , of the block a .

In use the blocks a , are placed upon the rails, so that the hose B passes through the perforations a^3 . The casing b , is then projected over that portion of the hose which traverses the track between the rails. The ends of the casing will engage their seats a^4 , of the blocks, and thus the entire structure is properly interlocked. When the car passes over the bridge, the block a , will protect the hose against the wheels, while the casing b , will protect it against the horses.

It will be seen that my improved hose bridge may be readily put down and removed, is effective in preventing injury to the hose, and may be compactly stored away.

What I claim is—

The combination of blocks a , having longitudinal groove a' , transverse perforation a^3 , flanges a^5 , and an open groove a^4 , around such perforation with a tubular casing b , adapted to engage groove a^4 , substantially as specified.

HENRY SANDROCK.

Witnesses:

F. V. BRIESEN,
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