

UNITED STATES PATENT OFFICE.

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HOSE-BRIDGE.

SPECIFICATION forming part of Letters Patent No. 580,703, dated April 13, 1897.

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To all whom it may concern:

Be it known that I, EMIL NAUMANN, a citizen of the United States of America, residing at Homestead, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Hose-Bridges, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain new and useful improvements in hose-bridges, and may be more particularly termed an "overhead" bridge, which has for its object to provide means for supporting the hose in such a manner as to allow street-cars and the like to pass underneath same without interruption to the hose.

The invention has for its further object to construct an overhead bridge that will be extremely simple in its construction, strong, durable, effectual in its operation, and comparatively inexpensive to manufacture; furthermore, that may be readily placed in position and that will be of comparatively light weight, so as to permit same to be carried on any of the fire-department vehicles, if so desired.

With the above and other objects in view the invention finally consists in the novel construction, combination, and arrangement of parts to be hereinafter more specifically described, and particularly pointed out in the claims.

In describing the invention in detail reference is had to the accompanying drawings, forming a part of this specification, and wherein like letters of reference indicate similar parts throughout the several views, in which—

Figure 1 is a front view showing my improved bridge in position and also showing manner in which car will pass underneath the hose. Fig. 2 is an end view of the bridge, showing the supports in position. Fig. 3 is a perspective view of a portion of the overhead truss or support.

Referring now to the drawings by reference-letters, A indicates the truss or support formed trough-shaped to receive the hose *a*, and supported overhead by poles B B, provided with forks C C on their upper ends, which engage in lugs *b b*, secured to the overhead truss or

support and formed with eyelets to receive the prongs of the forks C C. To give greater strength to this overhead truss, the side pieces of same are preferably of greater width at their center than at the ends, as shown at *c* in Fig. 1, and to the outer ends of said side pieces is attached a yoke D, said yoke having its one end journaled in keepers *d d* and the other end formed with a hook *e* to engage a projection *e'* on the opposite side piece, where it is held in position by a spring *f*, said yoke being formed at its top with an eyelet *g* to receive the prongs of the forks C C.

The truss is provided near the outer ends thereof with chutes E E, which project downwardly and are secured by rods F F, passing through the side pieces of the truss, said side pieces being also provided at suitable intervals with similar stay-rods F' F'. The supporting-poles are provided with pointed ends to prevent same from slipping, and guy-wires G G are attached to the end poles and to the side poles, which assist in steadying the structure and holding the same rigid.

The operation of my improved hose-bridge is as follows: The overhead truss A is supported by engaging the prongs of the side supporting-poles B B in the eyelets of the lugs *b b*, the yokes D D being swung on their keepers *d d* to permit the passing of the hose over the truss A when said yokes are closed on the ends, where they are held by the springs *f f* and the end supporting-poles engaged in the eyelets *g g* of said yokes, as is fully shown in Figs. 1 and 2 of the drawings. After the structure has thus been placed in position and the guy-wires G G attached to the end and side supporting-poles it will be held firmly in its position and the hose may be drawn across the truss as may be desired, the inclined chutes or drops E E near the outer ends of the truss preventing same from interfering or coming in contact with the end supporting-poles at the top. These supporting-poles, being pointed at their lower ends, will engage firmly in the earth, and in case the street is paved the pointed ends will engage between the stones of the pavement, or sharp metal points may be provided on the ends for engaging in asphalt or other similar paving.

It will be readily observed that the bridge may be constructed of sufficient height to pass

over the trolley-wire, or the same may be constructed beneath the wire and by pulling the trolley from its contact with the wire permit the momentum of the car to carry same beyond the bridge, when the trolley can be again placed in contact with the wire.

It will also be observed that this same construction may be employed with several trusses, so as to accommodate several lines of hose, and that such changes as this and other changes in the details of construction may be made without departing from the general spirit of my invention.

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

1. In a hose-bridge, a truss provided near its ends with chutes, swinging yokes arranged on the ends of said truss, and supporting-poles engaging said yokes and the truss, substantially as shown and described.

2. In a hose-bridge, a truss, lugs secured on

said truss, said lugs provided with eyelets to receive the forked ends of a supporting-pole, yokes secured on the ends of said truss, said yokes being also provided with eyelets to receive end supporting-poles, and guy-wires attached to the side and end supporting-poles for steadying the same, substantially as shown and described.

3. A hose-bridge consisting of a truss, supporting-poles for said truss, yokes secured on the ends of said truss to receive the end supporting-poles, stiffening-rods in said truss, and downwardly-extending chutes near the ends of said truss, substantially as shown and described.

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

EMIL NAUMANN.

Witnesses:

H. C. EVERT,

GEO. B. PARKER.