

B. A. OLSON & O. A. BERG.

HOSE BRIDGE.

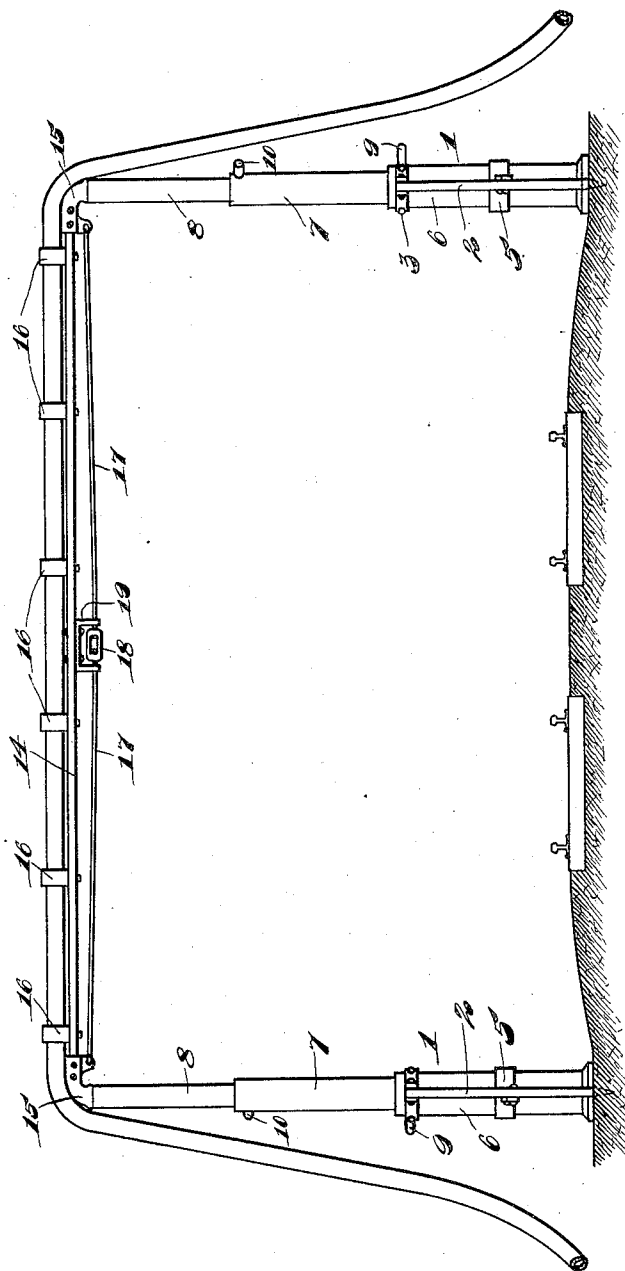
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1,057,577.

Patented Apr. 1, 1913.

2 SHEETS-SHEET 1.

Fig. 1.



Witnesses-

Romaine W. Stone.  
A. A. Olson.

Inventors.

Bert A. Olson.  
Oscar A. Berg.

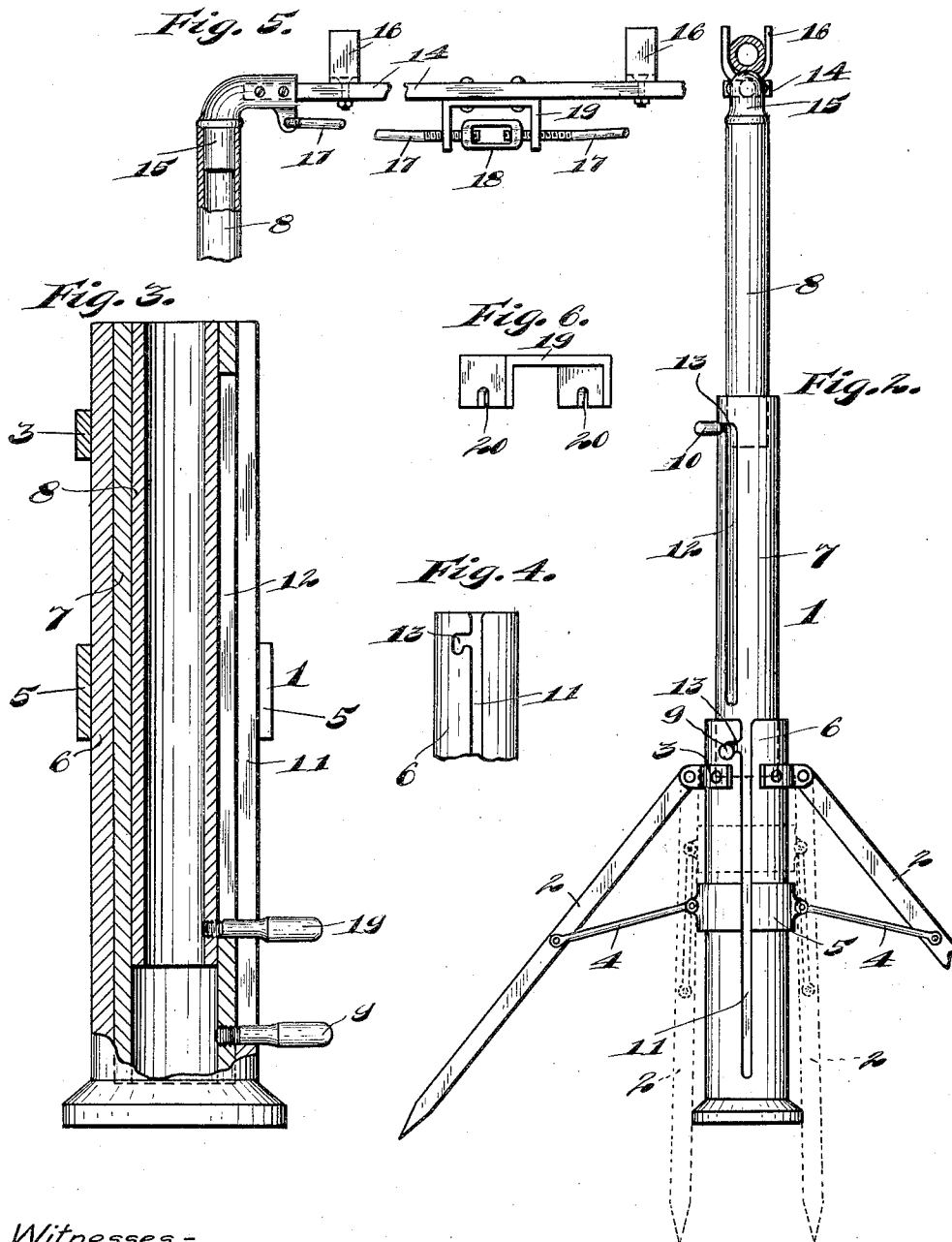
By Joshua H. Brown  
their Attorney

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2 SHEETS—SHEET 2.



Witnesses -

Rowland W. Stone.  
A. A. Olson.

Inventors

Bert A. Olson.  
Oscar A. Berg.

By *Joshua H. Horn*  
their Attorney.

# UNITED STATES PATENT OFFICE.

BERT A. OLSON AND OSCAR A. BERG, OF CHICAGO, ILLINOIS.

## HOSE-BRIDGE.

1,057,577.

Specification of Letters Patent.

Patented Apr. 1, 1913.

Application filed August 5, 1912. Serial No. 713,427.

*To all whom it may concern:*

Be it known that we, BERT A. OLSON and OSCAR A. BERG, subjects of the King of Sweden, and residents of the city of Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Hose-Bridges, of which the following is a specification.

Our invention relates to improvements in fire hose bridges and more specifically to apparatus of this character designed for use in supporting a fire hose over a street or railway track, or the like, so as to permit of the passage of vehicles thereunder.

The object of our invention is the production of a bridge, as mentioned, which will be of durable and economical construction, one which may be readily and quickly arranged for use and as expeditiously taken down when desired; and one which will be of high efficiency in operation.

Other objects will appear hereinafter.

With these objects in view our invention consists in the combinations and arrangements of parts hereinafter described and claimed.

The invention will be best understood by reference to the accompanying drawing forming a part of this specification, and in which,

Figure 1 is a side elevation of a fire hose bridge showing the same arranged in operative position over a car track, Fig. 2 is an enlarged side elevation of one of the supporting posts of the apparatus in extended position, Fig. 3 is a longitudinal section of one of said posts collapsed, Fig. 4 is a fragmentary detail of the upper end portion of the lower section of one of said posts, Fig. 5 is a fragmentary sectional view of the cross piece included in the construction, illustrating the connection of the terminals thereof with the upper ends of the supporting posts, and Fig. 6 is a detail perspective of a U-shaped member arranged upon the cross piece of the bridge for coöperation with the reinforcing truss thereof.

The preferred form of construction, as illustrated in the drawings comprises two similar posts 1 which, in use, are adapted to be arranged upon either side of the track or path which it is desired to bridge. Each of the posts 1 is provided at its base with diametric brace rods 2 which are pivotally connected at their upper ends with a ring 3 which is fixed to the post. Coöperating

with the brace rods 2 are links 4 which are pivotally connected at their inner ends with a sliding ring 5, the links 4 evidently serving to limit the outward movement of the brace rods and, when said ring is slid longitudinally upon the posts, to move the brace rods 2 toward the posts, as shown in dotted lines in Fig. 2 so as to occupy a minimum amount of space for storage or shipment. The lower ends of the brace rods 2 are pointed, as shown, in order to adapt the same to pierce the ground upon which the post is arranged so as to prevent slippage.

The posts 1 are of a longitudinally extensible nature, each being comprised of a plurality of telescoping tubular sections 6, 7, and 8. The sections 7 and 8 are provided adjacent their lower ends with exteriorly projecting handles 9 and 10 respectively, the sections 6 and 7 being provided with elongated longitudinal slots 11 and 12 respectively in order to accommodate said handles, as clearly shown in Fig. 3, and the rings 5 being slitted as shown to permit of the passage of said handles. At the upper ends of the slots 11 and 12 are provided laterally or circumferentially extending recesses 13 which together with handles 9 and 10 constitute bayonet joints for locking the telescoping sections in extended positions, as will be readily understood, it being only required, with this construction, after extension of the sections, in order to lock the same in extended positions, to partially rotate said sections in order to effect engagement of the handles 9 and 10 with the slots 13. In collapsing the posts it is only required to release the handles from engagement with the slots 13, whereupon the sections 7 and 8 will drop by gravity to the telescoping positions shown in Fig. 3.

The upper ends of the posts 1 are connected by an elongated cross piece 14 which is provided at its ends with angular depending studs 15 which releasably engage sockets constituted at the upper ends of sections 8 as clearly shown in Fig. 5. Upon the upper side of the cross piece 14 are spaced U-shaped straps 16 which serve to accommodate the hose and to hold the same in position upon said cross piece, as clearly shown in Figs. 1 and 2. The cross piece 14 is reinforced by a truss arranged at its under side constituted by inclined rods 17, turn buckle 18 and the U-shaped plate 19, the lower edges of the limbs of the member 19 being

notched at 20 for the reception of the rods 17. With this arrangement, it will be seen that through adjustment of turn buckle 18, the rods 17 may be drawn together in order to reinforce the member 14, preventing sagging of the central portion thereof.

A hose bridge of the construction set forth is simple of construction, and will be found effectual in use.

10 While we have illustrated and described the preferred form of construction for carrying our invention into effect, this is capable of variation and modification without departing from the spirit of the invention.

15 We, therefore, do not wish to be limited to the precise details of construction set forth, but desire to avail ourselves of such variations and modifications as come within the scope of the appended claims.

20 Having described our invention what we claim as new and desire to secure by Letters Patent is:

1. A hose bridge comprising longitudinally extensible posts and a cross piece extending between and connecting the upper ends of such posts, each of said posts consisting of a plurality of telescoping sections; handles projecting from said sections for effecting manual elevation thereof; and  
25 means cooperating with said handles for locking said sections in extended positions, substantially as described.

2. A hose bridge comprising longitudi-

nally extensible posts; a cross piece extending between and connecting the upper ends 35 of said posts, each of said posts consisting of a plurality of telescoping sections; handles projecting from said sections for effecting manual elevation thereof, there being elongated longitudinally extending slots 40 in said sections for the accommodation of said handles; and a bayonet joint including said handles for locking said sections in extended positions, substantially as described.

3. A hose bridge comprising longitudinally extensible posts; a cross piece extending between and connecting the upper ends of said posts; each of said posts consisting of a plurality of telescoping sections; and bayonet joints for locking said sections in extended positions, substantially as described. 50

4. A hose bridge comprising longitudinally extensible posts; a cross piece connecting the upper ends of said posts; braces hingedly secured to said posts; a slitted 55 ring slidably mounted on each of said posts; and links connecting said slitted rings with said braces, substantially as described.

In testimony whereof we have signed our names to this specification in the presence 60 of two subscribing witnesses.

BERT A. OLSON.  
OSCAR A. BERG.

Witnesses:

JOSHUA R. H. POTTS,  
B. G. RICHARDS.