(No Model.)

J. H. SPANGLER.

HOSE BRIDGE.

No. 585,541. Patented June 29, 1897.

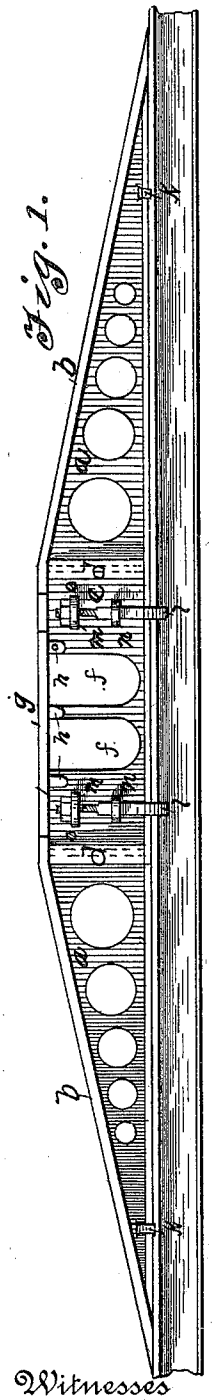

Fig. 1.

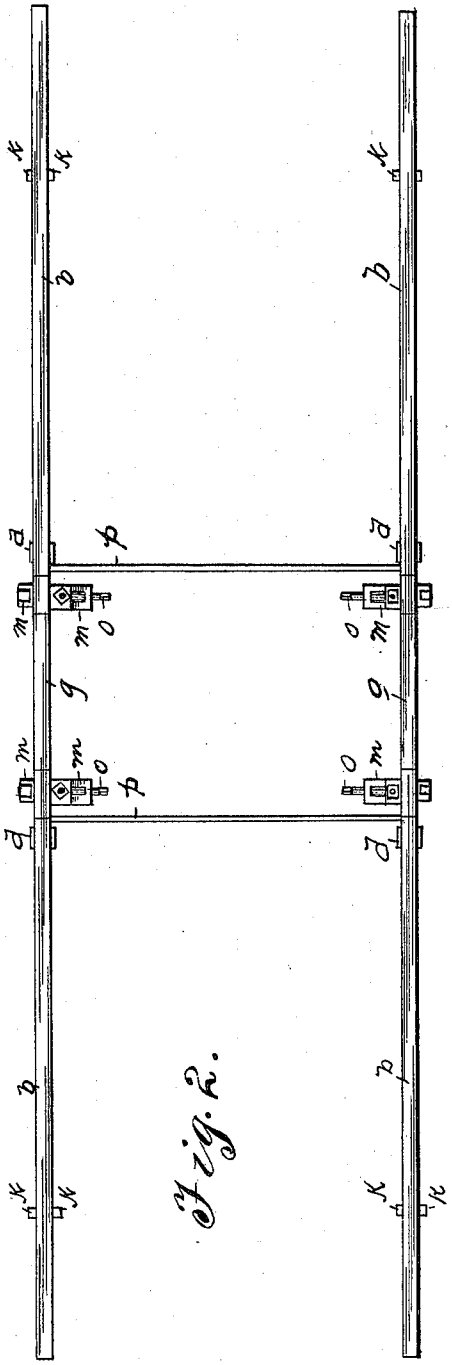

Fig. 2.

Fig. 3.

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UNITED STATES PATENT OFFICE.

JOHN H. SPANGLER, OF PITTSBURG, PENNSYLVANIA.

HOSE-BRIDGE.

SPECIFICATION forming part of Letters Patent No. 585,541, dated June 29, 1897.

Application filed April 16, 1897. Serial No. 632,427. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. SPANGLER, a citizen of the United States of America, residing at Pittsburg, 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 relates more particularly to that class known as "jumpers" or "crossovers," and has for its object to provide novel means whereby one or several lines of hose may be laid across the tracks without interfering with the traffic or running of the cars, and for its further object to construct a bridge formed in sections which may easily and quickly be secured together in order to place the bridge in position on the rails.

This application should be considered in connection with one filed by me on January 11, 1897, for a similar invention, Serial No. 618,816, and allowed March 6, 1897, and is an improvement thereon.

In describing the invention in detail reference will be 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 side elevation of my improved bridge in position on the rail. Fig. 2 is a top plan view showing the bridge or jumper of each rail connected together. Fig. 3 is a top plan view, partly in longitudinal section, to show the manner in which the end pieces are secured to the center piece.

Referring now to the drawings by reference-letters, *a* represents the end pieces, which are provided with inclined faces *b* and formed at their large end with a vertically-extending T-head *c*, which is adapted to engage in the clamp *d*, formed on the ends of the central body portion *e*, said central portion being provided with U-shaped openings *f* to receive the hose, a cap-rail *g*, having downwardly-extending lugs *h*, and engages upon this central portion, and by its abutment against the track the inclined face *b* of the end pieces completes the track of the jumper. The end pieces are provided near their outer ends with lugs *k k*, which engage under the flange of the rail and prevent the lateral movement of these end pieces, while the jumper is rigidly fastened to the rail by clamps *l l*, secured in lugs *m m* on each side of the central portion *e*, and embraced by a yoke *n* in the central portion, said yoke provided with an adjusting screw or bolt *o* for forcing the clamps into engagement with the flange of the rails. The bridge or jumpers of each rail are secured together by cross-rods *p p*, suitably connected thereto, this form of fastening means being fully shown and set forth in my former application referred to above.

It will be observed that by reason of the jumper being constructed in sections the same may be placed within a comparatively small space, which will permit of the carrying of the same upon the street-car, if so desired.

It will be noted that various changes may be made in the details of construction 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 or jumper, consisting of the end pieces having an inclined tread-face and provided with T-heads on their large end to engage the clamps of the central portion in combination with a removable head-rail, and clamps for securing said jumper to the rail, substantially as shown and described.

2. In a hose bridge or jumper, the combination of the end pieces, having an inclined tread-face, lugs on said end pieces to prevent the lateral movement thereof, said end pieces being provided with T-heads at their large ends to engage the central portion, provided with openings to receive the hose, a remov-

able head-rail on said central portion, and adjustable clamps for securing the jumper to the rail, substantially as shown and described.

3. In a hose bridge or jumper formed of a central section, an end section engaging therein, and said end section provided with lugs to prevent their lateral movement, and the central section carrying clamps to engage the rail, a removable head-rail on the central section, and cross-rods for connecting the bridge or jumper of each rail together, substantially as shown and described.

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

JOHN H. SPANGLER.

Witnesses:
JOHN NOLAND,
THOS. M. BOYD, Jr.