C. P. TYLER.

CAR RAIL HOSE BRIDGE.

APPLICATION FILED JAN. 24, 1921.

1,398,497. Patented Nov. 29, 1921.

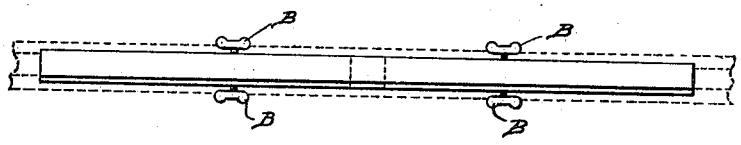


Fig. 1.

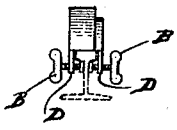


Fig. 5.

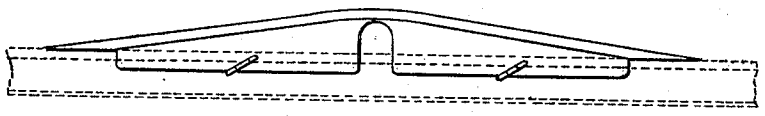


Fig. 2.

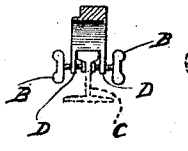


Fig. 6.

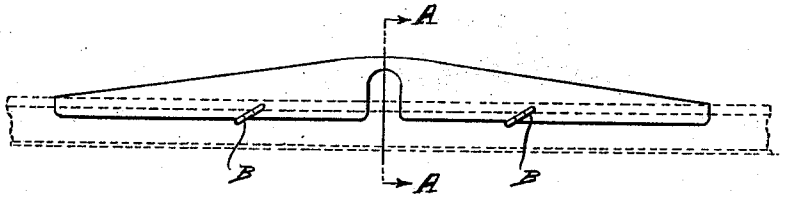


Fig. 3.

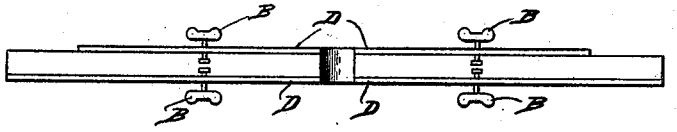


Fig. 4.

Witness:
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UNITED STATES PATENT OFFICE.

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CAR-RAIL HOSE-BRIDGE.

1,398,497. Specification of Letters Patent. Patented Nov. 29, 1921.

Application filed January 24, 1921. Serial No. 439,671.

To all whom it may concern:

Be it known that I, CHARLEY P. TYLER, a citizen of the United States, residing at Sherman, Grayson county, Texas, have invented a certain new and useful Improvement in Car-Rail Hose-Bridges, of which the following is a specification.

My invention relates to hose-bridges such as are laid upon street railways and steam railways to permit the passage of cars or locomotives over the different lines of hose laid across the tracks during the progress of a fire.

The object of my invention is to provide a hose-bridge which is light in weight and simple in construction, can be carried on the cars or stored at different points on the line convenient for use, and which can be applied to the ordinary forms of rails and put into use by an unskilled person when desired.

My invention consists, generally stated, in the novel construction, combination and arrangement of parts, as hereinafter more specifically set forth and claimed, and particularly pointed out in the claims.

To enable others skilled in the art to make and use my invention, I will describe the same more fully, referring to the accompanying drawings, in which—

Figure 1 is a top view or plan of my improved hose-bridge, showing it applied to a rail; Fig. 2 is a side view showing the side of bridge having groove for wheel flange; Fig. 3 is a view of the opposite side from Fig. 2; Fig. 4 is a plan looking up or a bottom view; Fig. 5 is an end view; and Fig. 6 is a cross-section on the line A—A, Fig. 3.

Like letters here indicate like parts in each of the figures of the drawings.

The rail is shown by dotted lines and for the purpose of illustration is a standard railway rail, although the hose-bridge can be placed with equal ease and security upon the standard street railway rails having flanges or guard rails on the inner sides of their heads.

The hose-bridge consists principally of a body portion made of wrought steel, the base of which rests on the head of the railway rail.

An opening is formed in the body portion of the hose-bridge for the passage of the fire hose through the same. This opening is indicated and so marked on the accompanying drawings. The ends of the said body portion are tapered, as shown by the accompanying drawings, to form inclined ways corresponding to and being a continuation of the head of the railway rail, these inclined ways terminate in the apex over the opening for the passage of fire hose through the hose-bridge.

On one side at the top of the inclined ways and apex of the hose-bridge a groove is formed, the flanges on the car or locomotive wheels will run in this groove thus preventing the wheels from leaving the track. This groove is indicated and so marked on the drawings.

On each side of the body portion of the hose-bridge and welded to and made an integral part thereof are the flanges D, these flanges extend down below the base of the body portion of the hose-bridge and fit on each side of the head of the railway rail as shown in Fig. 6, the railway rail being indicated by dotted lines.

The hose-bridge is held in position on the railway rail by the set screws B, being four in number, these set screws B pass through holes in the flanges D of the hose-bridge, which holes have been tapped to engage the threads of the set screws B, and engage the web C of the railway rail thus holding the hose-bridge firmly in place.

The operation of my improved hose-bridge is as follows: In case of a fire and a line of hose is stretched across the rails of the railway line, all that is necessary is to secure two of the hose-bridges and place them over the line of hose and on the rails, the base of each of them resting on the head of the rail, the flanges D fitting on each side of the head of the rail, the set screws B are then tightened by means of their thumb screw heads to engage the web C of the rail and hold the hose-bridge firmly in place. The wheels of the car or locomotive will then move up one inclined way until they reach the apex on the hose-bridges when they will pass over the line of the hose and down the opposite inclined way out on to the rails in safety. When the cars or locomotive have passed over the hose all that is necessary is to unscrew the set screws B, so freeing the hose-bridges from the rails, when the hose-bridges may be returned to the cars or some other point for future use.

Having thus described my invention what

I claim as new and desire to secure Letters Patent is:

1. A hose-bridge for car-rails, comprising a body portion, an opening within said body portion, inclined ways or tracks over said body portion above said opening, a groove on one side of said inclined ways or tracks, flanges on each side of the body portion extending down on each side of the head of railway rail, and set screws fitting in the flanges of the hose-bridge having the screw end adapted to engage with the web of the railway rail.

2. A hose-bridge for car-rails, comprising a body portion, an opening within said body portion, inclined ways or tracks over said body portion above said opening, a groove on one side of said inclined ways or tracks, flanges on each side of the body portion extending down on each side of the head of railway rail, and set screws fitting in the flanges of the hose-bridge having the screw end adapted to engage with the web of the railway rail, and the head of set screws formed in the shape of a thumb screw, substantially as and for the purposes set forth.

C. P. TYLER.

Witness:
J. P. Cox.