

(No Model.)

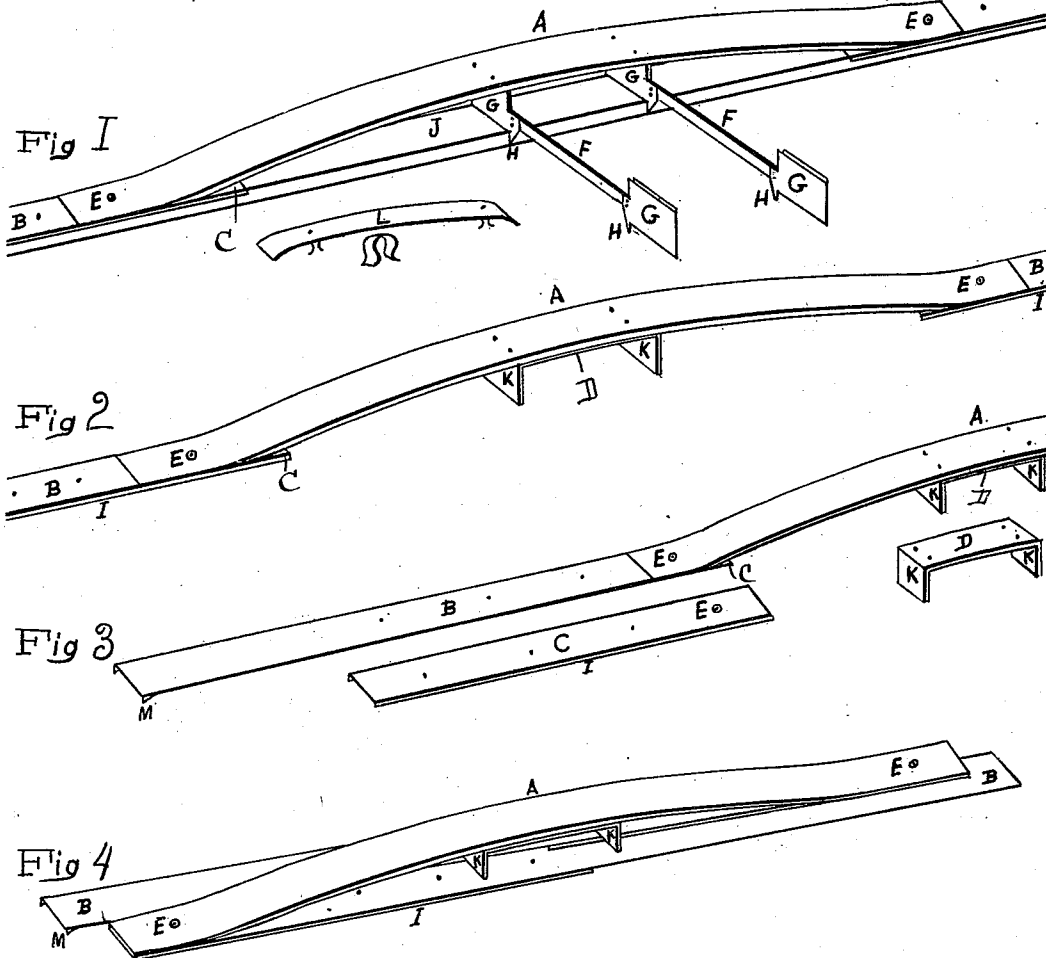
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S. B. SWEENEY & B. F. CLARK.

STREET CAR BRIDGE FOR PROTECTION OF FIRE HOSE.

No. 556,382.

Patented Mar. 17, 1896.



WITNESSES

James M. Harmon
Samuel A. Moore

INVENTORS

Samuel B. Sweeney
Benjamin F. Clark

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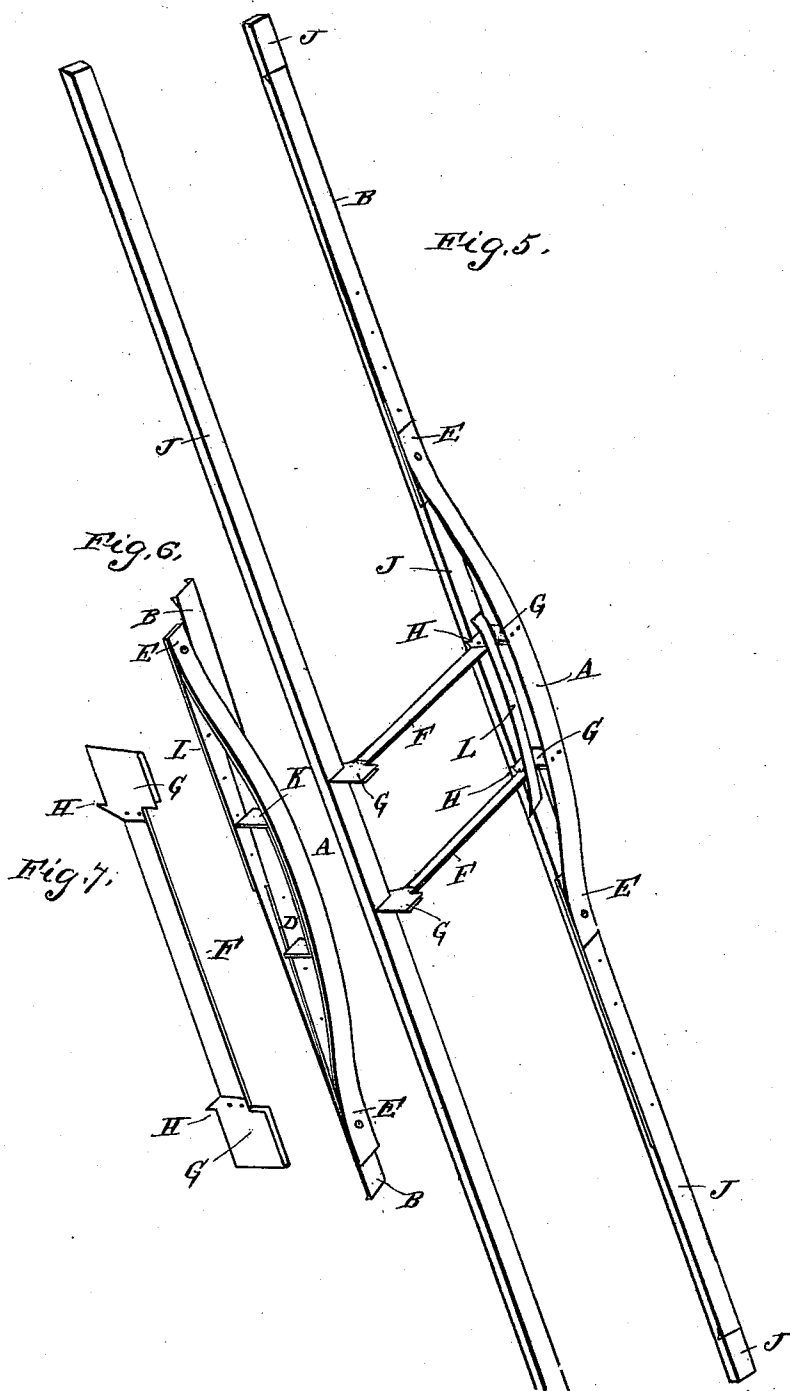
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UNITED STATES PATENT OFFICE.

SAMUEL B. SWEENEY AND BENJAMIN F. CLARK, OF ZIONSVILLE, INDIANA.

STREET-CAR BRIDGE FOR PROTECTION OF FIRE-HOSE.

SPECIFICATION forming part of Letters Patent No. 556,382, dated March 17, 1896.

Application filed August 10, 1895. Serial No. 558,948. (No model.)

To all whom it may concern:

Be it known that we, SAMUEL B. SWEENEY and BENJAMIN F. CLARK, residing at Zionsville, county of Boone, State of Indiana, have
5 invented a new and useful Street-Car Bridge for Protection of Fire-Hose, of which the following is a specification.

The objects of this invention are, first, to prevent a blockade of street-car traffic and secure protection of fire-hose; second, to have a
10 street-car bridge of durability, containing no wood, composed entirely of steel, and containing no taps, bolts, or screws that may become lost; third, to have a street-car bridge of such
15 a weight as to enable it to be conveyed on a street-car without inconvenience to passengers. We attain these objects by the mechanism illustrated in the accompanying drawings, in which—

20 Figure 1 represents one-half the bridge in position on street-car track; Fig. 2, full length of top rail, showing bridge-support; Fig. 3, one section of street-car bridge, showing extension-rail with flanged bar connected
25 beneath, Fig. 4 showing one section of street-car bridge folded. Fig. 5 shows the bridge applied to a street-car track, and Figs. 6 and 7 are detail views of the bridge and cross-bar.

Similar letters refer to similar parts throughout the several views.

30 In Fig. 1, J is a street-car rail. A is the top rail of the bridge, to be of sufficient height and strength to protect fire-hose and be shorter in length than the distance between the front
35 and rear trucks of a street-car.

In Fig. 3, B represents the extension-rail to be two inches, more or less, longer than the distance between the front and rear trucks.

40 C is a steel bar half the length and half of the thickness of the extension-rail B and of sufficient width to admit of the flanges being turned down on each side to fit on a street-car rail, as represented by I. C will be firmly riveted beneath and to extension B.

45 E in rail A and E in C are loose rivets to admit of folding, as represented in Fig. 4.

D is the bridge-support and is riveted beneath and to the center of rail A. The bridge-supports D D in the two sections will be two
50 inches, more or less, different in length, in

order for cross-bars F F to form a brace to the bridge when complete.

F F represent cross-bars to connect the two sections with a length to correspond with the width of gage of street-car track. G G will
55 be attached either by rivets or welding to F F, forming a loop or socket for flanges K K on bridge-support to drop into. The sockets G G will be about five-eighths of an inch, or thereabout, deeper than depth of K K in the
60 bridge-support D, in order that the weight of the car in passing over rail A may be on parts G G, which are attached to F F.

H H are offsets of parts G G, fitting on the inside of street-car rail to form a brace to hold
65 the bridge in position.

L is a shield four inches wide, three-sixteenths of an inch thick, or of dimensions approximate thereto, with open springs riveted
70 on each end to fasten on F F when the same is in position to protect the fire-hose from brake-rods on street-cars. The length of same depends on the length of the bridge-supports D D. The ends of rails A A and the outer
75 ends of extensions B B and pieces C C connected with same will be drawn to a thin edge, while the outer ends of extensions B B will not only be drawn to a thin edge, but pressed down, forming a short flange, as represented
80 by M, to aid in keeping the same in position on a street-car rail.

The object in having extensions B B two inches longer than the distance between front and rear car-trucks is in order that the rear
85 truck may be on B before the front-truck begins to ascend rail A.

The object in having rails A A shorter than the distance between front and rear car-trucks is in order that front truck may be on B before the rear truck commences to ascend rail
90 A. By this means the weight of the car will hold the bridge in position.

What we do claim as our invention, and desire to secure by Letters Patent, is—

1. The combination with the curved rails, 95 of supports D, D of unequal length and cross-bars, F, F, provided with sockets to receive the upright portion of supports, D, D, to form a bracing substantially as set forth.

2. The combination with curved rails, A, 100

A, supports, D, D, socketed cross-bars, F, F, G, G, having offsets or shoulders, H, H, substantially as set forth.

3. The combination with the cross-bars
5 uniting the curved bridge-rails of the shields, L, L, and means for removably attaching the same to the cross-bars, substantially as set forth.

4. Extension-rails B B longer than distance
10 between front and rear trucks of street-car, and width same as width of street-car rail, and pieces represented by C C, half the length and half the thickness of extensions B B, and not only riveted beneath extensions B B but

also connected in connection with extensions 15 B B by loose rivets to rails A A as represented by E substantially as set forth.

5. The loops or sockets attached to cross-bars F F as represented by G G in combination with arms K K in bridge-support, and 20 braces H H attached to same, as represented in Fig. 1, all substantially as set forth.

SAMUEL B. SWEENEY.
BENJAMIN F. CLARK.

Witnesses:

JAMES N. HARMON,
SAMUEL A. HOOVER.