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J. FINE.

HOSE BRIDGE.

APPLICATION FILED JAN. 13, 1908.

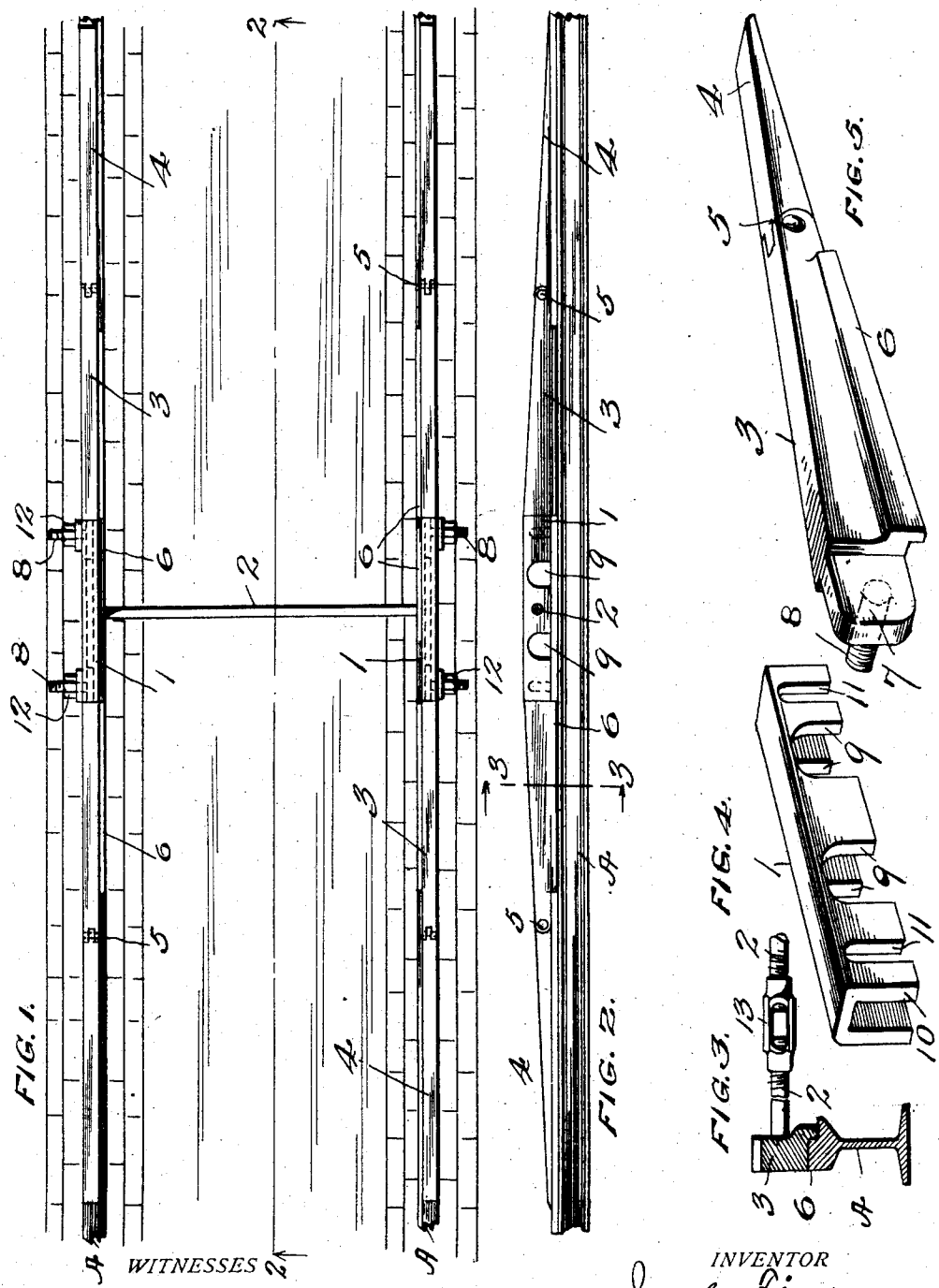

FIG. 1.

FIG. 2.

FIG. 3.

FIG. 4.

FIG. 5.

WITNESSES

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HOSE-BRIDGE.

No. 883,186. Specification of Letters Patent. Patented March 31, 1908.

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To all whom it may concern:

Be it known that I, JACOB FINE, a citizen of United States, residing at Louisville, in the county of Jefferson and State of Kentucky, have invented certain new and useful Improvements in Hose-Bridges, of which the following is a specification.

My invention relates to hose bridges of that class employed in connection with street railway tracks to carry hose thereover in time of fire, without interfering with the running of the cars, and the object thereof is to provide a simple and inexpensive construction which will be highly efficient in use and which may be readily and quickly secured in, and removed from, its operative position.

My invention further and specifically resides in the following features of construction, arrangement and operation to be hereinafter described with reference to the accompanying drawings, forming a part of this specification, in which like numerals are used to designate like parts throughout the several figures thereof, and in which,

Figure 1 is a plan view of my improved hose bridge, illustrating the same in its operative connection upon the street railway tracks. Fig. 2 is a longitudinal sectional view taken therethrough on the line 2—2 of Fig. 1. Fig. 3 is a detail transverse sectional view on an enlarged scale taken therethrough on the line 3—3 of Fig. 2. Fig. 4 is a perspective view of the bridge housing, and Fig. 5 is a perspective view of one of the bridge rail sections removed.

In the practical embodiment of my invention I provide a hose bridge comprising a pair of bridging housings 1 connected by a permanent rod 2 adapted to extend transversely of the railway rails A. The housings 1 extend longitudinally above the main rails A and are provided with rail sections 3 on each side thereof, said rail sections increasing in thickness from their outer ends 4, furtherest away from the housings 1, to their inner ends of substantially the same height as said housings, and adjacent thereto. The supplemental rail sections 3 are adapted to lay longitudinally upon the head of the track of the main rails A. and are provided with a pivotal hinge 5 intermediate their ends to allow their outer sharpened ends to lay close to the main rail A. The rail sections 3 are further provided adjacent their inner ends with a longitudinal offset downwardly extending flange to engage the depressed portions of the heads of the track rails A., and are further provided upon their inner ends with a reduced axially extending tongue 7 having an integral threaded bolt 8 extending at right angles therefrom.

The housings 1 are constructed of heavy sheet metal bent to an inverted U-shape in cross section and provided through their extensions with alined openings 9 through which a fire hose and the like may be passed. The outer side extension 10 of the housings 1 is provided with transversely slotted openings 11, adapted to receive therein the threaded bolt 8 of the rail sections when said housings are secured upon the ends thereof embracing the tongues 7. Nuts 12 are then screwed upon the bolts 8 tightly against the material of the housings 1 at the sides of the bolt openings 11.

The bar or rod 2 extending between the inner side extensions of the housings 1 is preferably a permanent member, although the same instead of being constructed in a solid piece as shown in Fig. 1, may be in two parts having oppositely threaded abutting ends adjustably connected by a turn-buckle or the like 13 as shown in Fig. 3.

Having fully described my invention, I claim,

1. In a hose bridge of the character described, the combination with the track rails, of supplemental rail sections increasing in thickness toward one another and alined in pairs upon said track rails, and provided with reduced tongues upon their adjacent ends having threaded bolts extending at right-angles thereto, hose housings spanning the adjacent ends of each pair of said sections and connected by a transverse bar and being provided with openings for the passage of hose, and with slotted openings to receive said bolts therein, and nuts for engagement with said bolts to lock said housings in position, substantially as described.

2. In a hose bridge of the character described, the combination with the track rails, of supplemental rail sections increasing in thickness toward one another and alined in pairs upon said track rails, and provided with reduced tongues upon their adjacent ends having threaded bolts extending at right angles thereto, hose housings spanning the adjacent ends of each pair of said sections and embracing said reduced tongues thereof, said housings being connected by a

two-part transverse bar, said housings being further provided with openings for the passage of hose and with slotted openings to receive said bolts therein, and nuts for engagement upon said bolts to lock said housings in position substantially as described.

3. In a hose bridge of the character described, the combination with the track rails, of supplemental rail sections increasing in thickness toward one another and alined in pairs upon said track rails, said sections being pivotally hinged intermediate their ends and provided with reduced tongues upon their adjacent ends having threaded bolts extending at right angles thereto, hose housings spanning the adjacent ends of each pair of said sections and connected by a transverse bar and being provided with openings for the passage of hose, and with slotted openings to receive said bolts therein, and nuts for engagement with said bolts to lock said housings in position, substantially as described.

4. In a hose bridge of the character described, the combination with the track rails, of supplemental rail sections increasing in thickness toward one another and alined in pairs upon said track rails, said sections being pivotally hinged intermediate their ends and provided with reduced tongues upon their adjacent ends having threaded bolts extending at right angles thereto, hose housings spanning the adjacent ends of each pair of said sections and embracing said reduced tongues thereof, said housings being connected by a two-part transverse bar having an adjusting element connecting said parts, said housings being further provided with openings for the passage of hose and with slotted openings to receive said bolts therein, and clamping nuts for engagement upon said bolts to lock said housings in position, substantially as described.

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

JACOB FINE.

Witnesses:
ALEX C. SCHUMAN,
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