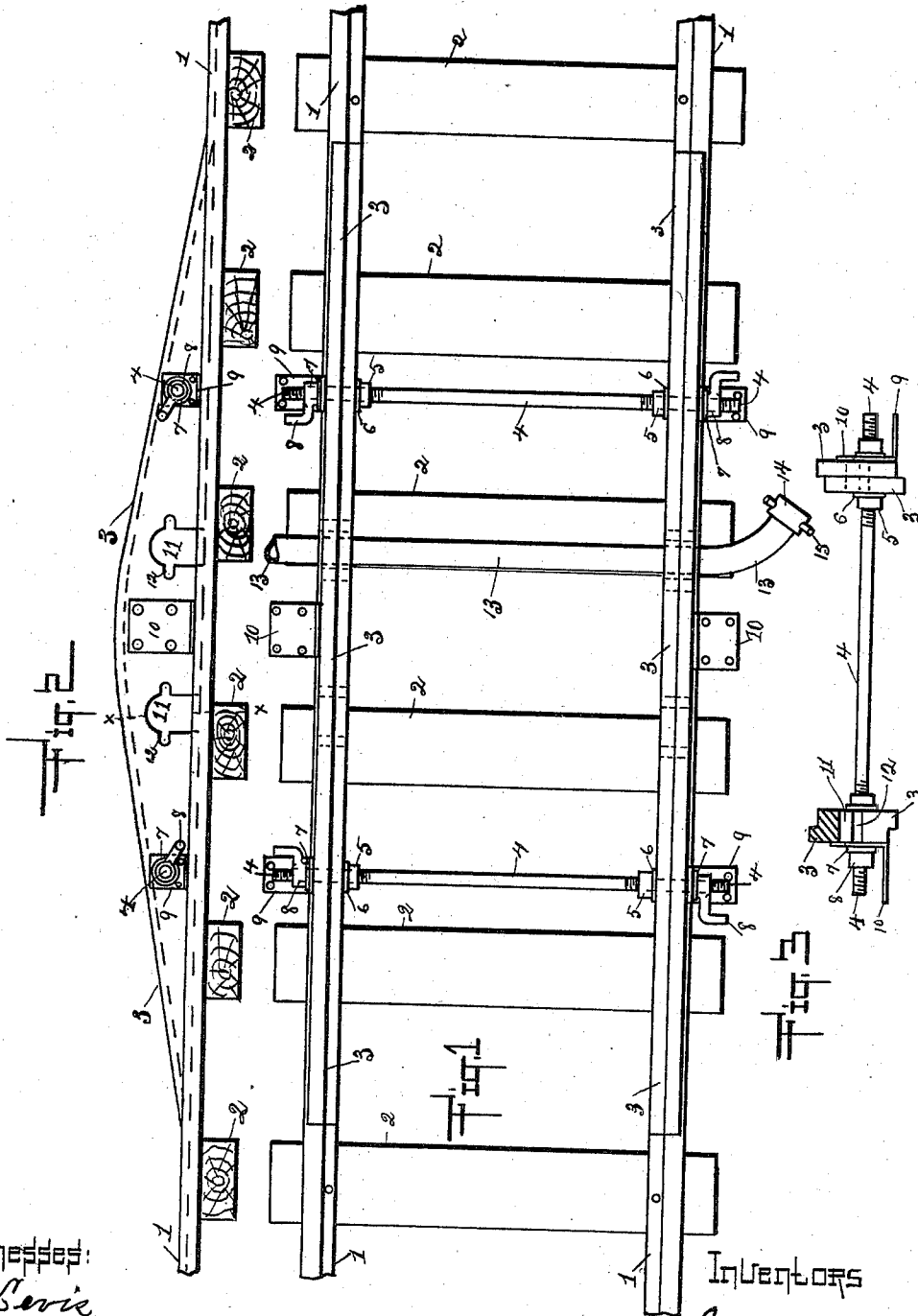


(No Model.)

C. A. & C. J. GRIMES.
HOSE BRIDGE FOR RAILWAYS.

No. 579,090.

Patented Mar. 16, 1897.



Witnesses:
H. A. Carline

INVENTORS
C. A. Grimes
per C. J. Grimes
C. A. Levi's Att'y

UNITED STATES PATENT OFFICE.

CHARLES A. GRIMES AND CHARLES J. GRIMES, OF PITTSBURG,
PENNSYLVANIA.

HOSE-BRIDGE FOR RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 579,090, dated March 16, 1897.

Application filed September 11, 1896. Serial No. 605,489. (No model.)

To all whom it may concern:

Be it known that we, CHARLES A. GRIMES and CHARLES J. GRIMES, citizens of the United States, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Hose-Bridges for Railways; and we do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in hose-bridges for railways.

The invention has for its object the construction of a portable section of track or bridge which will effectually protect a water-hose where it becomes necessary for the latter to cross a railway-track and at the same time form a means whereby the cars may safely cross over the bridge without interruption or injury to the hose.

With the above objects in view the invention finally consists in the novel construction, combination, and arrangements of parts to be hereinafter more specifically described.

In describing the invention in detail reference is had to the accompanying drawings, forming a part of this specification, and wherein like figures of reference indicate similar parts, in which—

Figure 1 is a plan view of our improved bridge fitted to a railway-track and showing the method of crossing the hose. Fig. 2 is a side view of the bridge fitted to the railway-track. Fig. 3 is an end view of the device removed from the track and having one side shown in section through the line X X of Fig. 2.

Referring to the drawings, the track-rails are designated as 1 and the ties as 2. The inclined arched pieces 3 have a track formed upon their upper edges similar to and to correspond with the rails. The under side of the inclined pieces are formed so as to fit the track, as shown. The two inclined pieces are secured together by the rods 4, nuts 5, washers

6 and 7, and crank-nuts 8, by which the inclined pieces may be spread apart or drawn together, so as to fit any desired gage of track. Secured to the outsides of the inclined pieces are the plates 9 and 10, which are bent out to a right angle at their base, as shown, and are provided with holes for spiking the device down to the road-bed. Formed within the inclined side pieces are the openings 11 for the reception of the hose and which extend through at the base and are provided with the offset openings 12 at each side, as shown, for the passage of the projections 15 of the coupling 14, which is shown upon the hose 13.

In the plan view shown at Fig. 1 the bridge is shown fitted to the road-bed or track and over the hose, which is designated as 13.

In applying the device the hose may either be passed through the openings 11, or if the hose has been laid beforehand the device is fitted over the hose at the said openings.

Slight changes may be made in the construction of our improved bridge without departing from the general spirit of our invention.

Having thus fully shown and described our invention, what we claim as new, and desire to secure by Letters Patent, is—

A hose-bridge for railways comprising two inclined arched pieces having their base adapted to fit the rails and their upper edge shaped similar to form a temporary rail, plates secured to the outside of the said arched pieces, bent at right angles and having a series of holes for securing the device to the road-bed, openings formed within the said inclined arched pieces for the reception of the hose, in combination with the brace-rods 4, having nuts 5, washers 6 and 7, and crank-nuts 8, located near the corresponding ends of the said arched pieces whereby a rigid construction is effected, substantially as shown and described.

In testimony whereof we affix our signatures in presence of two witnesses.

CHARLES A. GRIMES.
CHARLES J. GRIMES.

Witnesses:

E. J. McKenna,
H. J. LEVIS.