(No Model.)

D. F. CARROLL.

HOSE BRIDGE.

No. 352,038. Patented Nov. 2, 1886.

Fig. 2.

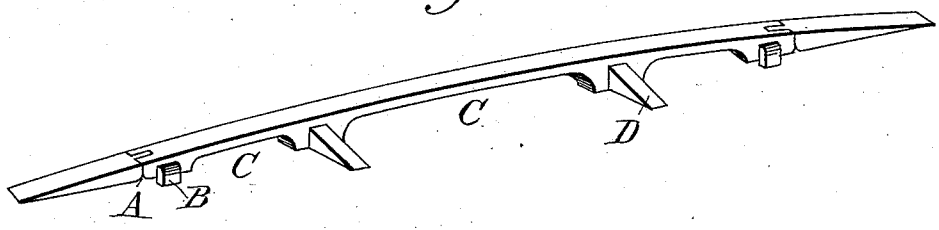


Fig. 1.

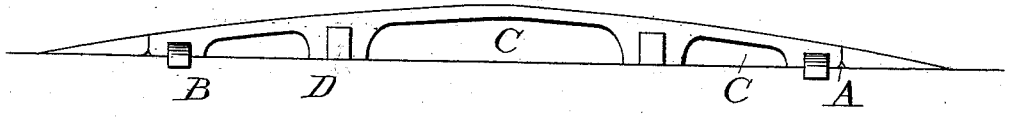


Fig. 3. 

Fig. 4. 

Witnesses:

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HOSE-BRIDGE.

SPECIFICATION forming part of Letters Patent No. 352,038, dated November 2, 1886.

Application filed January 16, 1886. Serial No. 188,754. (No model.)

To all whom it may concern:

Be it known that I, DAVID F. CARROLL, a citizen of the United States, residing at Brooklyn, in the county of Kings and State of New York, have invented a contrivance to facilitate railroad-travel, to be called the "Car roll-on," of which the following is a specification.

Hitherto in cities, when a building takes fire and the fire-engines reach the spot, it very often happens that the fire-hose is stretched across railroad-tracks, thus necessitating the stoppage of traffic on the road. My invention is intended to obviate the necessity of said stoppage.

It consists of a portable structure made of iron, steel, or other suitable material. (Marked Figure 1 in accompanying drawings.) It is the same width as a car-track, and is so constructed that it comes to a point at each end, where it meets the railroad-track. From there it rises gradually toward the center until it has reached a height of several inches. Through it there are several openings, (marked C C C in Fig. 1,) through which the fire-hose can be stretched. The railroad-car can thus pass over the hose on this structure, using one on each track. To secure this to track, there are two pairs of lugs projecting downward, one pair near each end. (See B B, Fig. 1.) These are intended to catch track and keep structure in place. To prevent from overturning while a car is passing over it, there are two flanges on each side, extending several inches outward on a level with the bottom. (See D D, Fig. 1.) These are intended to rest on the pavement. Through the flanges is a hole by which it can be fastened to the ground, if necessary. If on account of the unevenness of the pavement the flanges do not rest thereon, a few iron washers will remedy the defect.

It very often happens that the stone pavement of a street is above the level of the railroad-track. This would raise the flanges and keep the structure off railroad-track. To remedy this, I have so constructed this that both ends work on the hinge principle, (see A A, Fig. 1,) thus allowing ends to rest on track under all circumstances.

Fig. 2 represents the invention in a different position from that of Fig. 1. Fig. 3 represents cross view of flanges D D in Fig. 1. Fig. 4 represents cross view of lugs B B in Fig. 1[a], Fig. 4 being the groove between lugs into which railroad-track fits.

I claim as my invention—

The hose-bridge, Fig. 1, having lugs B B, flanges D D, and ends A A, connected to main structure by hinges, as set forth.

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