(No Model.)

# J. KURZ.

## HOSE BRIDGE.

No. 333,310. Patented Dec. 29, 1885.

*Fig. 1.*

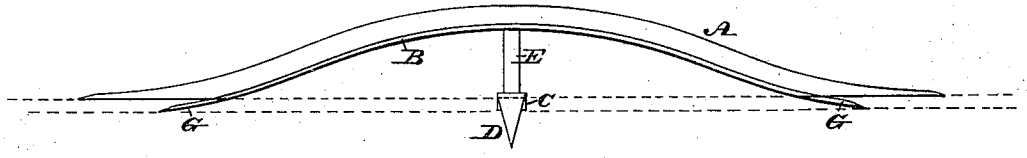



*Fig. 2.*

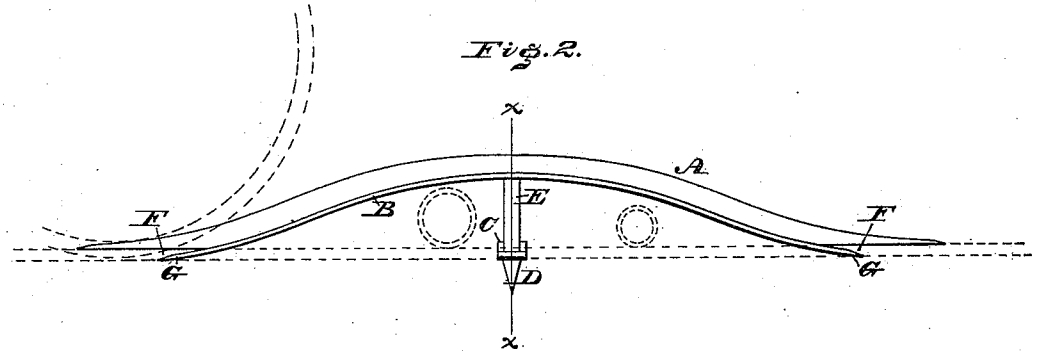



*Fig. 3.*

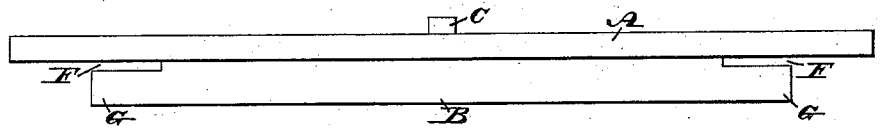
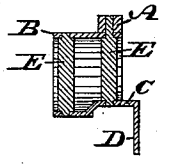



*Fig. 4.*




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# UNITED STATES PATENT OFFICE.

JOHN KURZ, OF PHILADELPHIA, PENNSYLVANIA.

## HOSE-BRIDGE.

SPECIFICATION forming part of Letters Patent No. 333,310, dated December 29, 1885.

Application filed October 20, 1885. Serial No. 180,406. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN KURZ, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Hose Bridges or Jumpers, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figures 1 and 2 represent side elevations of a hose-bridge embodying my invention. Fig. 3 represents a top or plan view thereof. Fig. 4 represents a vertical section in line *x x*, Fig. 2.

Similar letters of reference indicate corresponding parts in the several figures.

My invention consists of a hose-bridge constructed to be firmly sustained on the rail and prevented from slipping thereon, and to possess strength, lightness, and durability, as will be hereinafter fully set forth.

Referring to the drawings, A represents an arched bar, and B an arched flange projecting laterally therefrom, forming together a rail on which a car-wheel may be run over hose placed on the car-track proper, said bar and flange being firmly connected.

C represents a guard, which is formed somewhat of the shape of the track, so as to rest thereon and embrace the upper face thereof, and one end of the same has a spur or tooth, D, which is adapted to enter or be driven into the ground for retaining the guard in position against outward displacement.

Rising from the guard C are columns E, which are formed of metal and connected with the guard C and flange B, the same sustaining the rise of the bar, especially at the center thereof, and leaving spaces on opposite sides for occupation by the hose placed across the car-track. The ends of the flange B are separated from the adjacent portions of the bar A by recesses F, which leave lips G at said ends, said lips being somewhat elastic in their nature, it being noticed that the lips and ends of the bar A rest on the track, and said bar is longer than the flange. When the car-wheel reaches the bridge, its tread rides on the end of the bar, so that the lip G is pressed firmly on the track before the flange of the wheel reaches the flange B of the bridge, it being noticed that the flange of the wheel enters the recess F prior to running over the flange B. By this construction the bridge is prevented from being pushed ahead or shifted by the flange of the car-wheel striking the ends of the bridge, for, as above stated, the lip G is compressed on the track by the weight of the car before the wheel reaches said lip; hence the retention of the bridge in position on the track. One of the columns is riveted to the guard C and flange B, and the other column is riveted to said guard and flange and also to the top bar, thus forming a strong structure of the bridge at the center or crown portion thereof.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A hose-bridge formed of arched bars A and arched flanges B, the latter having lateral recesses F at each end, forming lips G, the said bars resting on the said flanges, and having supporting-columns E, with spaces on opposite sides between it and the flanges, substantially as described.

2. A hose-bridge having a bar and flange and guard and a supporting-column connected with said parts, substantially as and for the purpose set forth.

3. A guard adapted to embrace the track, formed with a spur, substantially as and for the purpose set forth.

4. A bar and flange and a guard, in combination with columns riveted to said guard, bar, and flange, the flange having lips at its end, and said guard having a spur, substantially as and for the purpose set forth.

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Witnesses:

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A. P. GRANT.