

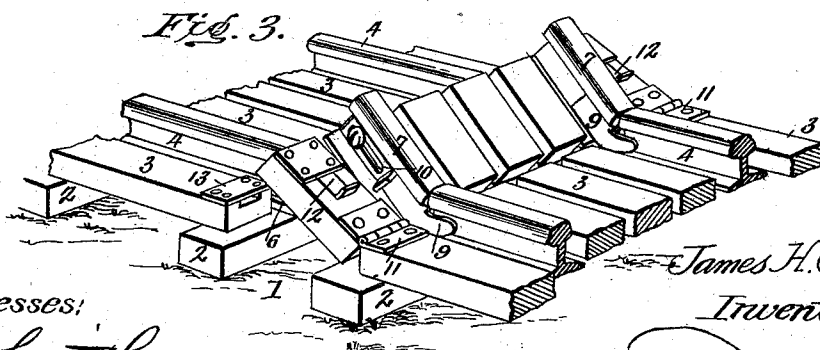
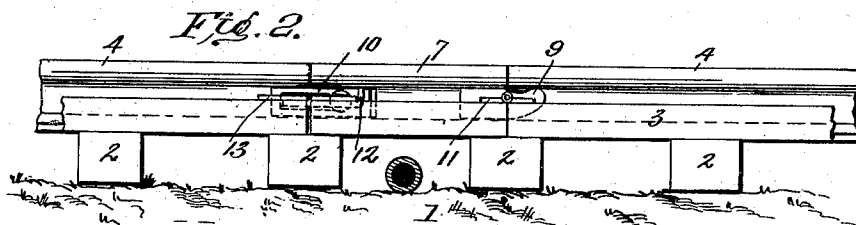
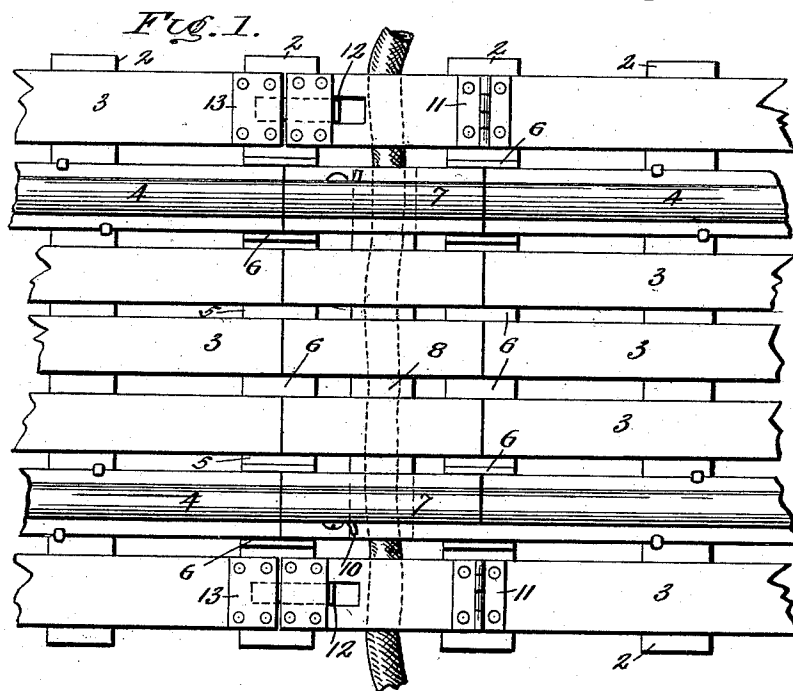
(No Model.)

J. H. SCOTT.

FIRE BRIDGE FOR RAILWAY CROSSINGS.

No. 505,488.

Patented Sept. 26, 1893.



Witnesses:

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UNITED STATES PATENT OFFICE.

JAMES H. SCOTT, OF BATH, MAINE.

FIRE-BRIDGE FOR RAILWAY-CROSSINGS.

SPECIFICATION forming part of Letters Patent No. 505,488, dated September 26, 1893.

Application filed February 24, 1893. Serial No. 463,620. (No model.)

To all whom it may concern:

Be it known that I, JAMES H. SCOTT, a citizen of the United States, residing at Bath, in the county of Sagadahoc and State of Maine, have invented certain new and useful Improvements in Fire-Bridges for Railway-Crossings; and I do hereby 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.

My invention relates to improvements in fire bridges for railway crossings and the main object of my invention is the provision of means which will permit the placing of the hose under the rails in order that they may be effectively used and not stop the travel of trains over the rails.

Another object of my invention is the provision of means which will be easy to operate to allow the hose to be placed under or below the rails and which means will also hold the rails firmly in order that the weight of the trains and the great strain thereof will be withstood.

Another object of my invention is the provision of means of the character and for the purpose stated which will be of simple, durable and inexpensive construction and thoroughly practical and efficient for the intended purposes.

To attain the desired objects the invention consists of certain improvements in construction, combination and adaptation of parts for service substantially as disclosed herein.

Figure 1 represents a top plan view of my improvement with the hose in position for use. Fig. 2 represents a side elevation thereof, and Fig. 3 represents a perspective view with the movable or hinged sections lifted to show their construction and also to illustrate the manner in which the hose are placed and the operation of the parts.

Referring by numerals to the drawings—the numeral 1 designates the bed or bridge structure on which are placed the sleepers or ties 2, and placed longitudinally on the sleepers or ties are the bars or rails 3, and the rail-

road rails 4, the whole structure representing a crossing. The longitudinal rails or bars are placed on the sleepers a sufficient distance apart to permit horses to travel thereon without fear of their hoofs falling between the same, and on two of the sleepers are placed the metal strips 5, having the chairs or supports 6 for the rails, and the ends of the rails are separated to leave a space in which rests the rail sections 7, connected by a plate 8, and the said rail-sections carry at one end the tongues or lips 9, adapted to engage the webs of the rails on one side and the sections also carry the sliding plates 10, adapted to pass under the heads of the other rails and to lock the section in place, and the rails or bars on the outside of the rails are provided with the hinged sections 11, each carrying a sliding bolt or plate 12, adapted to enter a keeper 13, in the rail or bars to lock the same in position.

From the construction described it is evident that the rails are provided with an opening, in which is placed a section carrying rails and this section can be removed and the hinged bars moved which allows the hose to be placed under the rails and the bars and section can be locked in position, and thus the hose may be placed under the rails out of the way and permit the trains to travel on the rails without interference and the hose can be easily removed when desired.

The advantages of my invention will be readily understood by all conversant with such matters and it is evident that by means of my improvement the disadvantage of having to pass the hose over the rails and delay trains for hours is avoided.

The hose can be easily and quickly applied and removed.

The invention is the embodiment of simplicity, durability, and cheapness and possesses all points of merit to render the improvement practical.

I would herestate that I do not limit myself to the use of the improvement on crossings or on steam railway rails as it may be used on the usual tram or surface and other roads and I also reserve the right to make slight changes without departing from the spirit of the invention.

I claim as my invention—

The combination of the transverse bars and the longitudinal bars mounted thereon, the hinged bar-sections, the latches for securing
5 the hinged sections, the rails mounted on the transverse bars, the rail sections having the rigid lips at one end for engaging the web of the abutting rail and the slotted movable catches at the other end of the rail sections

for engaging the web of the other abutting rail to fasten the rail sections, as described.

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

JAMES H. SCOTT.

Witnesses:

CYRUS W. LONGLEY,
JOHN E. POTTER.