G. J. ORR & C. E. GILDERSLEVE.

Hose-Bridges.

No. 135,285. Patented Jan. 28, 1873.

Fig: 1.

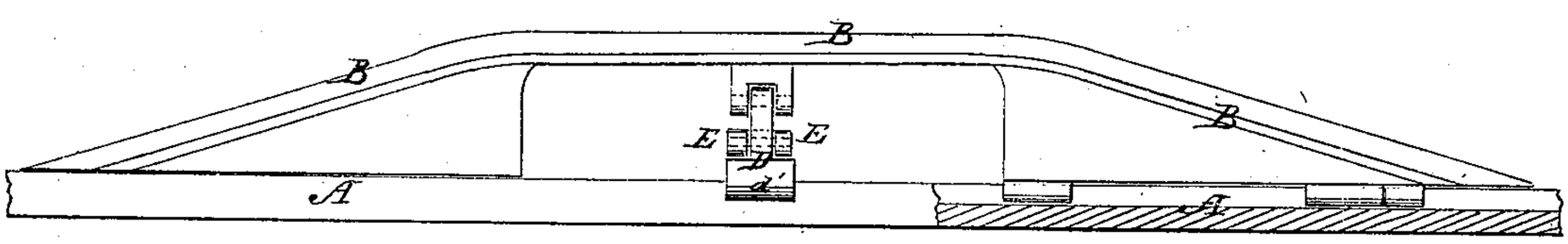


Fig: 2.

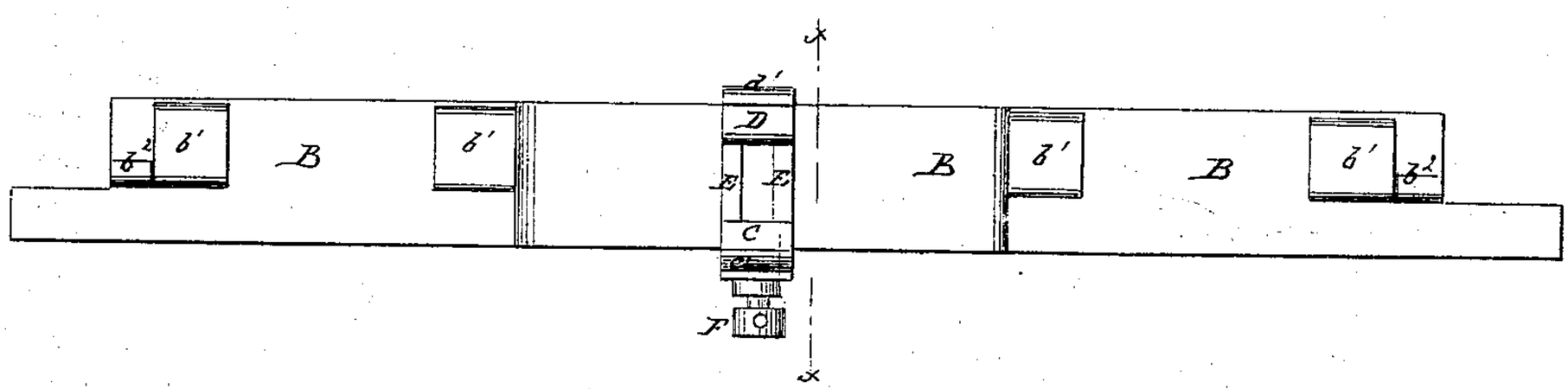


Fig: 3

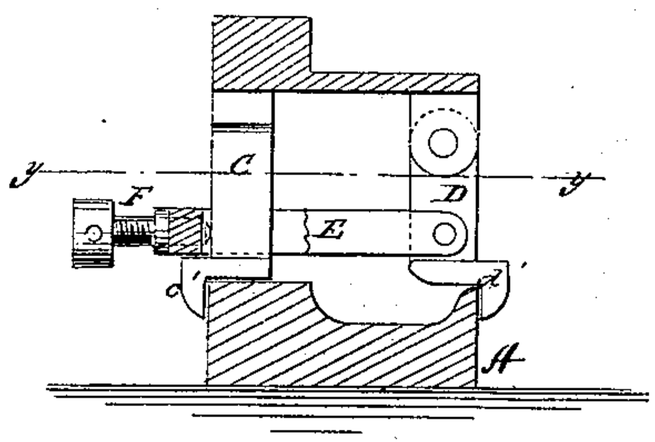
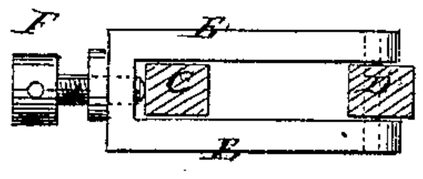


Fig: 4.



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UNITED STATES PATENT OFFICE.

GILBERT J. ORR AND CHARLES E. GILDERSLEVE, OF NEW YORK, N. Y.

IMPROVEMENT IN HOSE-BRIDGES.

Specification forming part of Letters Patent No. **135,285**, dated January 28, 1873.

To all whom it may concern:

Be it known that I, GILBERT J. ORR and CHARLES E. GILDERSLEVE, of the city, county, and State of New York, have invented a new and useful Improvement in Hose-Bridges, of which the following is a specification:

Figure 1 is a side view of our improved hose-bridge, part being broken away to show the construction. Fig. 2 is an under-side view of the same. Fig. 3 is a detail cross-section of the same, taken through the line *x x*, Fig. 2. Fig. 4 is a detail section of the same, taken through the line *y y*, Fig. 3.

Similar letters of reference indicate corresponding parts.

Our invention has for its object to furnish an improved device for enabling street-cars to readily pass over hose stretched across the street, so that the cars and passengers need not be detained, and which shall be simple in construction and convenient in use, and which shall be strong and at the same light, so as to be readily carried from place to place.

The invention consists in the rigid arm, the hinged arm, the open link or U-bar, and the clamping-screw, in combination with the bridge, as hereinafter fully described.

A represents a rail of the track, which may be made of any of the ordinary forms. B represents the body of the bridge, the middle part of which is made parallel or nearly parallel with the rail A, and its end parts incline downward to said rail A, upon which they rest. The upper surface of the bridge B may be made to correspond with the surface of the rail A, or it may be made simply with an upwardly-projecting part for the tread of the car-wheels to run upon, and for the flange of said wheels to bear against. The ends of the bridge B must be made to correspond with and fit closely upon the rail A, so that the car-wheels may pass readily from and to the said rail and bridge. Upon the lower surface of the end parts of the bridge B are formed projections b^1 to serve as guides in adjusting said bridge upon the said rail. Upon the lower surface of the end parts of the said bridge are formed, or to it are attached, lugs b^2, to bear against the flange of the rail A, and sustain the side pressure upon said bridge. The central part of the bridge is left open, as shown in Fig. 1, to enable one, two, or more hose to be passed through beneath the middle part of said bridge. To the middle part of the bridge B is rigidly attached, or upon it is formed, a downward-projecting arm, C, of such a length that its lower end may rest upon the flange of the rail A, and upon said lower end is formed a jaw, *c'*, to rest against the inner side of the said rail A. Upon the lower side of the middle part of the bridge B, directly opposite the arm C, is formed a lug, to which is hinged an arm, D, which is made of such a length that its lower end may rest upon the outer part of the rail A, and which lower end has a jaw, *d'*, formed upon it to rest against the outer side of the rail A, as shown in Fig. 3. The jaws *c' d'* are designed to be made of steel, and their faces are roughened to enable them to take a firm hold upon the sides of the rail. To the lower part of the arm D are pivoted the ends of an open link or U-bar, E, the loop or bend of which passes around the arm C. F is a screw, which passes through a screw-hole in the loop or bend of the link E, so that its forward end may rest against the outer side of the arm C.

The head of the screw F may have radial holes formed in it to receive any convenient pointed instrument to serve as a lever for turning said screw.

By this construction, when the bridge has been adjusted upon the rail, by one or two turns of the screw F it will be clamped securely to said rail, so that it will not be moved by the car-wheels as they run upon and from it.

The iron part or rail of the bridge B may be made hollow or tubular, if desired, to give it lightness while possessing the necessary strength.

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

The rigid arm C *c'*, hinged arm D *d'*, pivoted open link or U-bar E, and clamping-screw F, in combination with the bridge B, substantially as herein shown and described, and for the purpose set forth.

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