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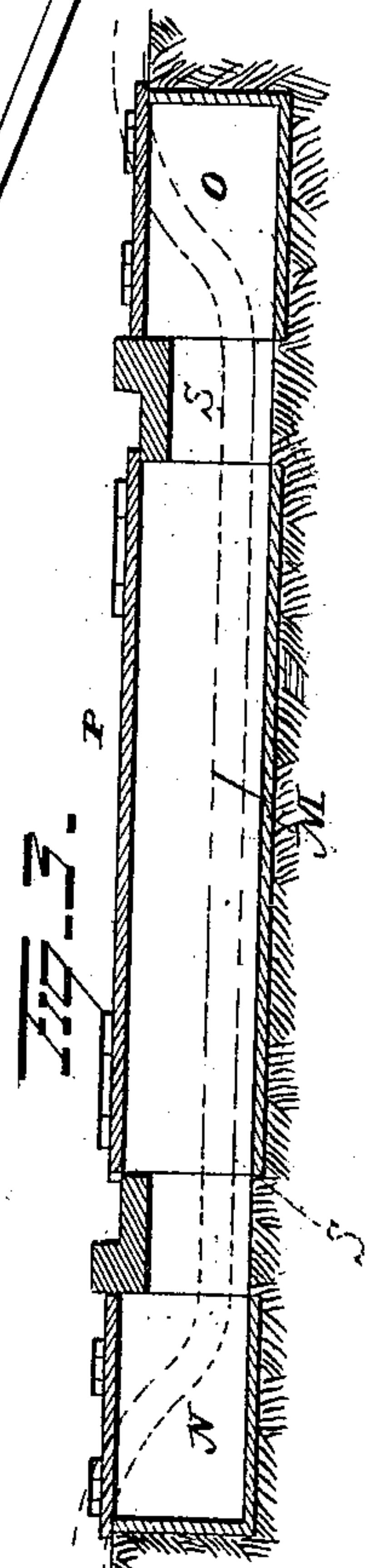
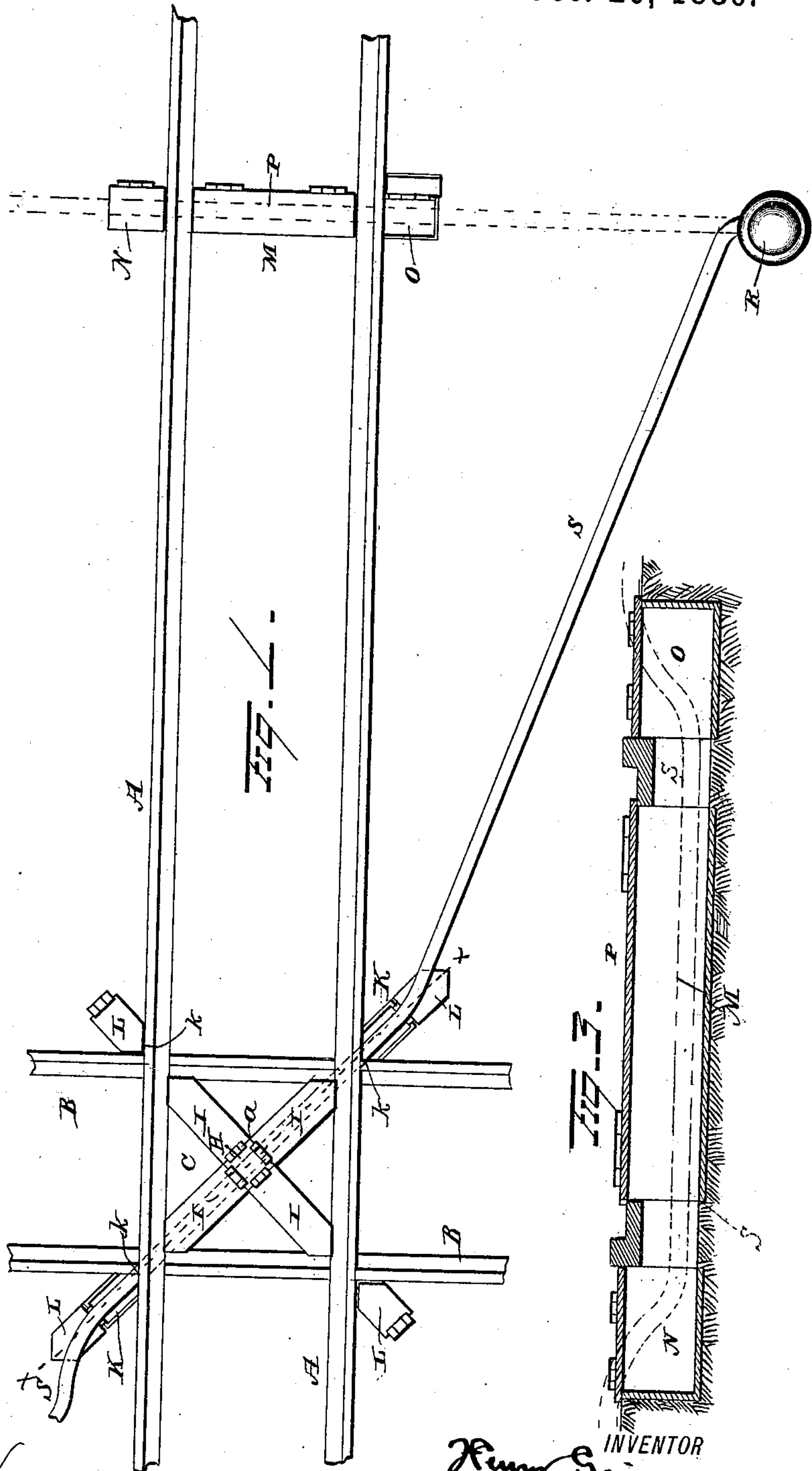
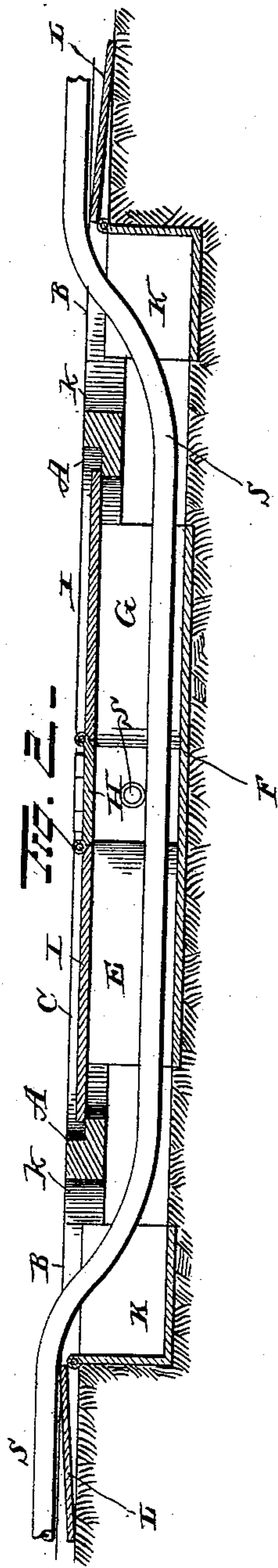
2 Sheets—Sheet 1.

H. GEISE.

HOSE CONDUIT FOR RAILWAYS.

No. 351,371.

Patented Oct. 26, 1886.



WITNESSES
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N. Jones

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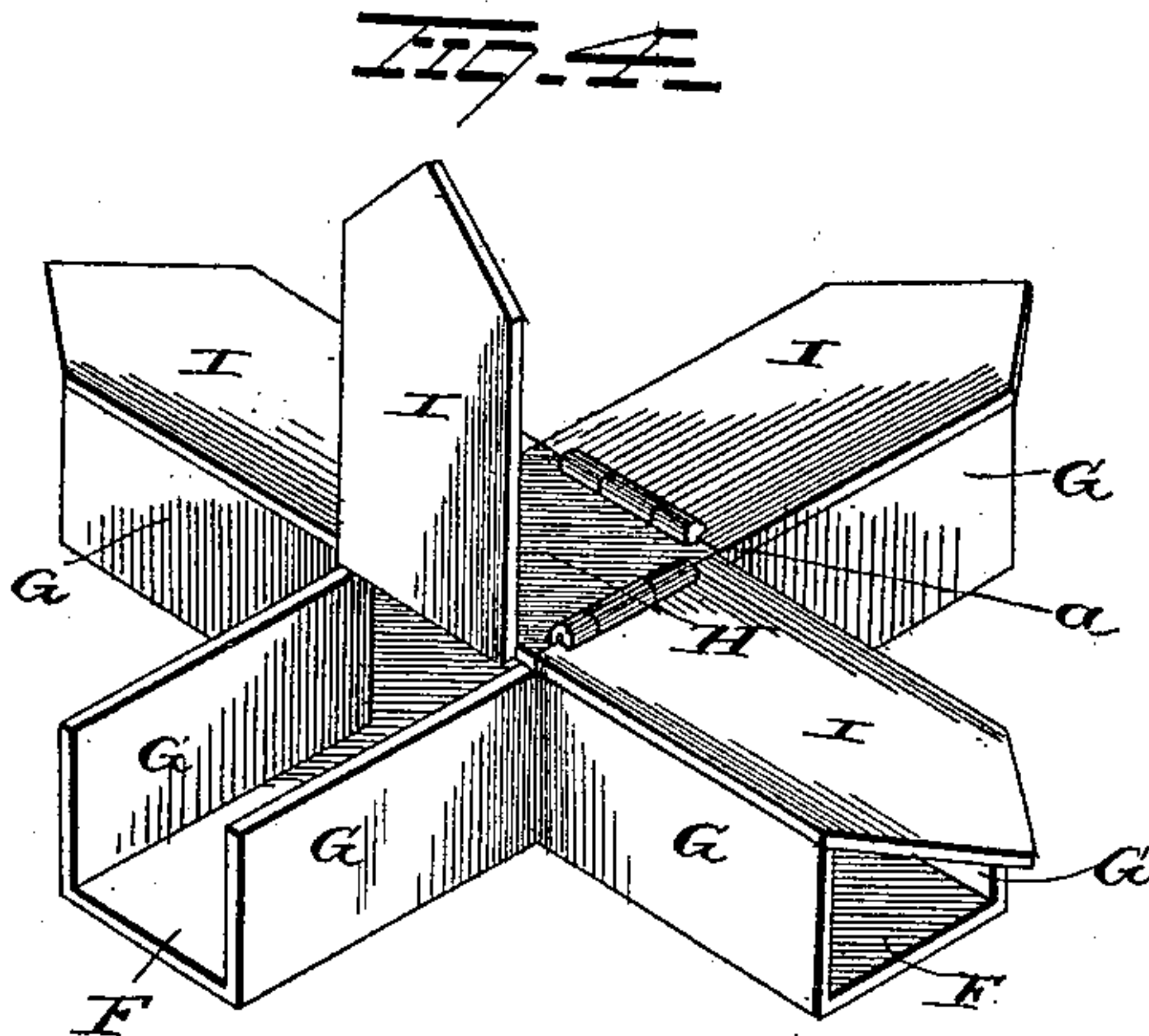
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UNITED STATES PATENT OFFICE.

HENRY GEISE, OF PHILADELPHIA, PENNSYLVANIA.

HOSE-CONDUIT FOR RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 351,371, dated October 26, 1886.

Application filed July 8, 1886. Serial No. 207,415. (No model.)

To all whom it may concern:

Be it known that I, HENRY GEISE, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain
5 new and useful Improvements in Hose-Conduits for Railways; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable
10 others skilled in the art to which it appertains to make and use the same.

My invention relates to an improvement in hose-conduits for railways.

The object is to furnish a transit for one or more lines of hose from one side of the street
15 to the other without obstructing the passage of cars or other vehicles.

A further object is to provide means for laying hose in a position free from injury and at the same time in a position easy of access.

20 With these ends in view my invention consists in certain features of construction and combinations of parts, as will be hereinafter fully described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is
25 a view in perspective of a portion of two railway-tracks crossing each other at right angles. Fig. 2 is a vertical longitudinal section of a conduit located transversely in the bed of a track. Fig. 3 is a vertical section of the intersecting or X-shaped conduit through line $x x$,
30 and Fig. 4 is a detached view of the intersecting conduit.

A represents a railway-track, intersected in the present instance at right angles by a second track, B, forming between the rails a square, C. Located diagonally within this square, and sufficiently below the surface for
35 its top or cover to be flush with the street, is the intersecting or X-shaped hose-conduit.

40 The conduit E consists of a metallic box with its bottom F formed X-shaped and of a width proportionate to the size or number of hose-lines usually employed in extinguishing a fire. The sides G are conveniently cast integral with the bottom and set at right angles
45 thereto. A centrally-located cap, H, is firmly secured on the upper edges of the conduits at their intersection a . The most desirable form for cap H is square, in order that the covers or
50 lids I may be hinged thereto. The covers I are

in width approximately the same as the conduit itself, over which they are adapted to close. The free ends of the covers I are V-shaped, so as to fit, when closed, in the corners formed by the intersecting rails. Smaller or supplementary boxes, K, forming the ends of the conduits,
55 are located in the exterior angles, k , and are adapted to form openings for the entrance and exit of the hose-lines. The boxes K are formed similar to the ends of the intersecting or X-shaped conduit E. Their covers L are adapted
60 to close in the opposite direction, in order to close the V-shaped openings or angles k .

The transversely-located conduit M consists preferably of three boxes, M, N, and O, the
65 box M extending from one rail to the other, between the two. Its cover P is preferably hinged to the side of the box, though it might very conveniently be formed in two parts and hinged to the cap over the middle, as in the
70 former construction. The smaller or supplementary boxes, N and O, are similar to boxes K, formerly described, but preferably have their covers hinged to the side.

The conduits are sufficiently large to receive
75 several lines of hose, or they might be provided with a series of pipes, to the ends of which hose might readily be attached in time of fire.

When the fire is on the opposite side of the street from the plug or hydrant R, the hose S
80 is attached thereto and passes through the conduit M. Its cover P is immediately dropped, in order to leave an unimpeded passage for cars and other vehicles. The lids to the end boxes, K, N, and O, are left open while the hose is in
85 use. When a fire is on an opposite corner, a line of hose is passed through the intersecting conduit E in the same manner as just described.

The conduits are such that they may be laid
90 in the bed of a track with very little disturbance to the latter and none at all to the rails, and the covers may be provided with handles for convenience in opening them, and with locks, if desired. The covers preferably have
95 the usual rough faces to prevent horses from slipping on them.

It is evident that slight changes might be resorted to in the form and arrangement of the several parts without departing from the spirit
100

and scope of my invention; hence I do not wish to limit myself strictly to the particular construction herein set forth; but,

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

1. The combination, with a railway-track, of a sunken box-conduit extending transversely across the track beneath the rails, the said conduit being provided at points between and on the outside of the rails with covers adapted to be readily opened for the reception of the hose and closed for the passage of teams, substantially as set forth.

2. In a hose-conduit for railways, an X-shaped box located between the rails in the square formed by the intersection of two railway-tracks and adapted to conduct the water-supply pipe beneath the surface of the track-bed, substantially as set forth.

3. In a hose-conduit for railways, the combination, with an X-shaped box located diagonally in the square formed by the intersection of two railway-tracks, the said box having cov-

ers secured thereon, of a series of supplementary boxes also provided with covers and located without the tracks and adjacent to the ends of the X-shaped box, substantially as set forth.

4. In a hose-conduit for railways, the combination, with an X-shaped box embedded diagonally within the square formed by intersecting tracks, the box being provided with a centrally-located cap and covers hinged thereto, and adapted to loosely cover the box, of four supplementary boxes located without the track and in the angles opposite the ends of the X-shaped box, the said boxes being also provided with covers, for the purpose substantially as described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

HENRY GEISE.

Witnesses:

PENNOCK EDWARDS,
ISRAEL W. DURHAM.