

(No Model.)

F. HEIM.
HOSE BRIDGE.

No. 352,822.

Patented Nov. 16, 1886.

Fig. 1.

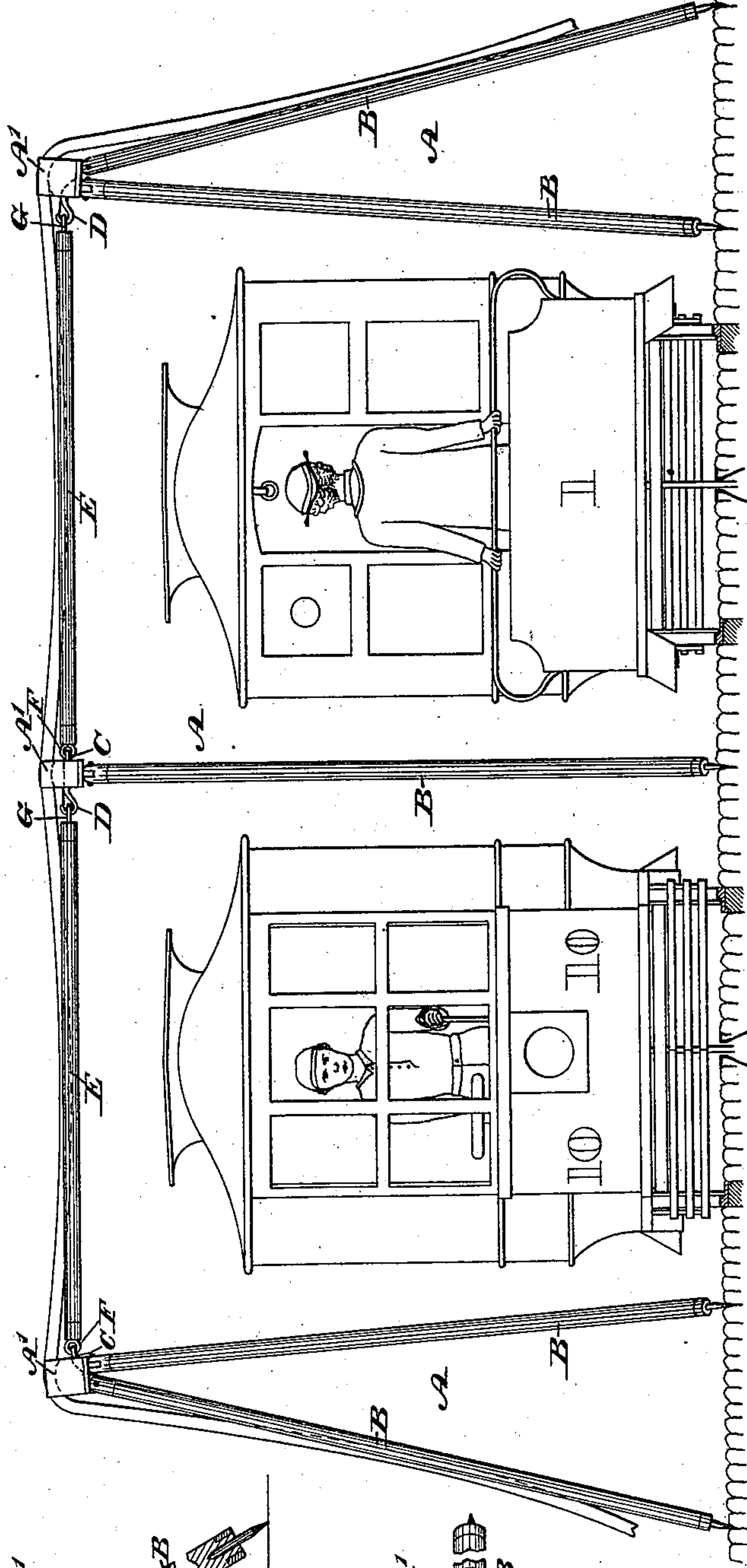


Fig. 2.

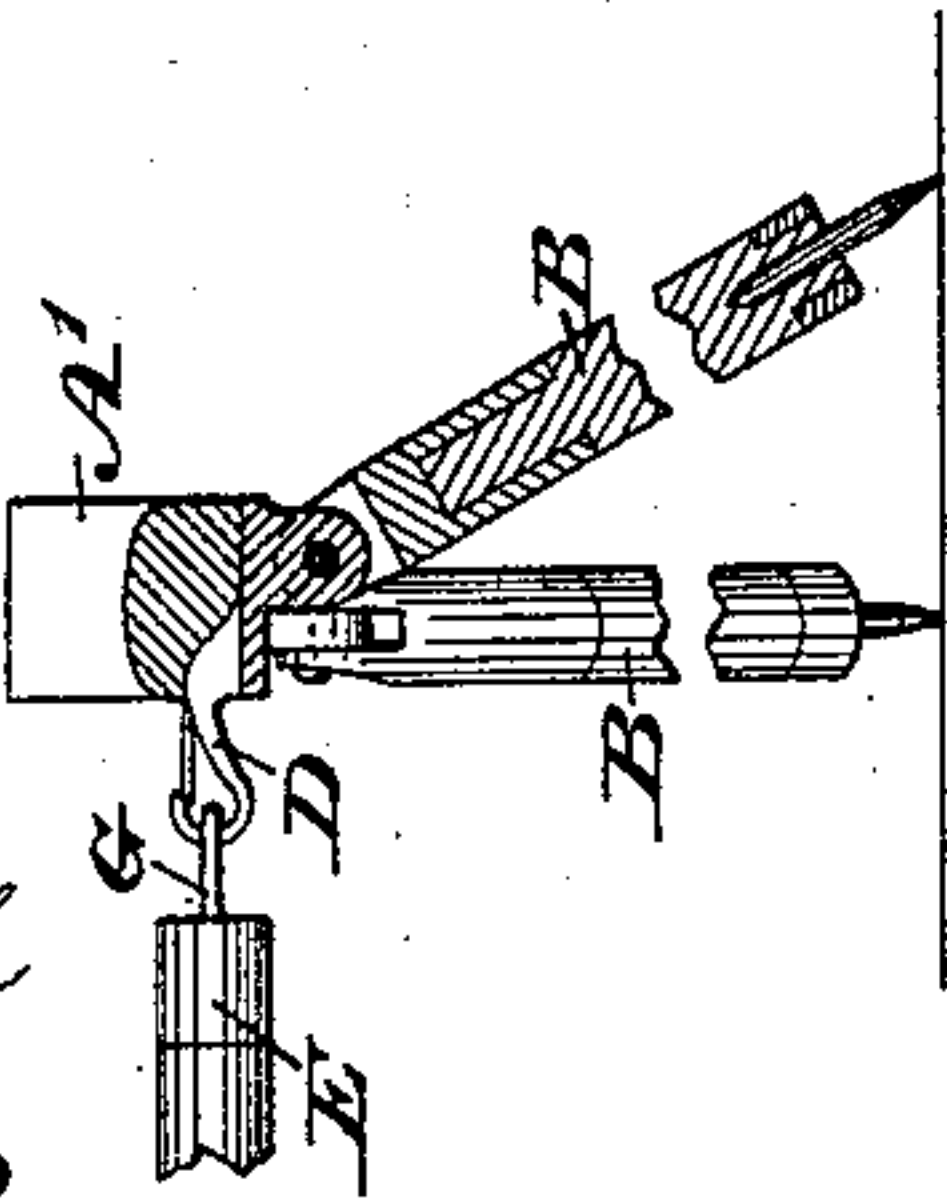
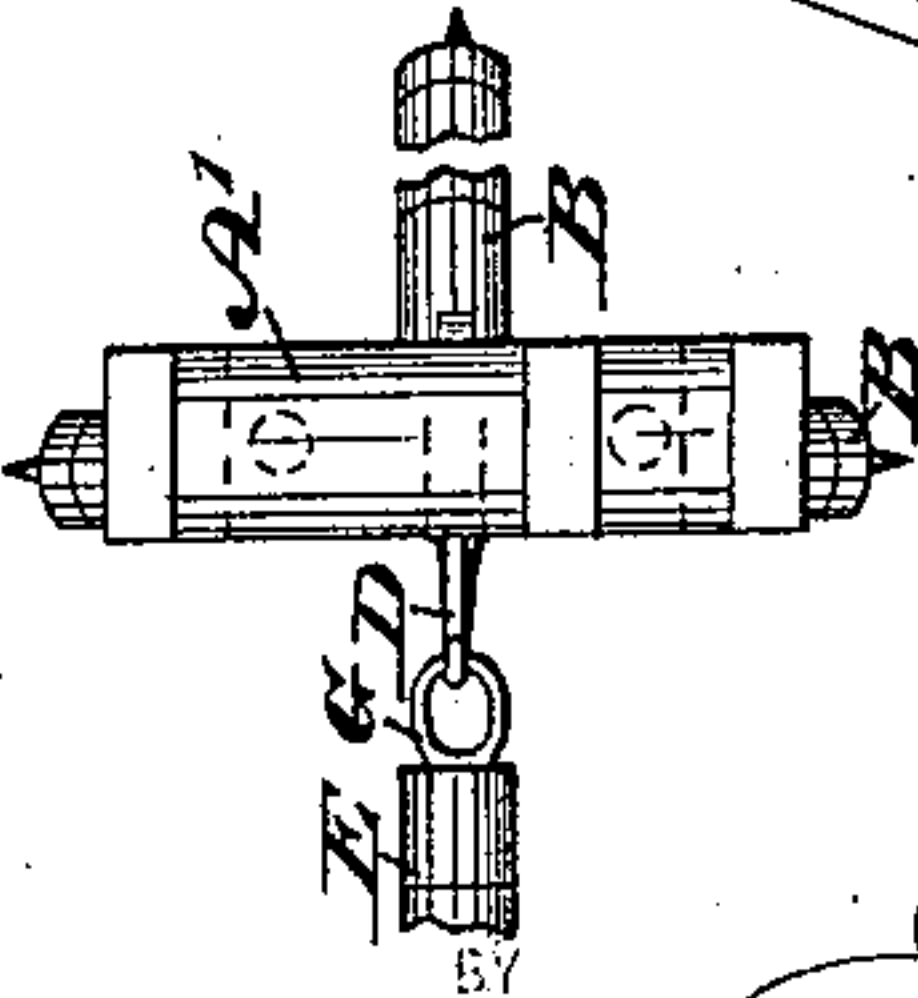


Fig. 3.



WITNESSES:

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FREDERICK HEIM, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR OF ONE-HALF TO WILLIAM ROBBINS, OF SAME PLACE.

HOSE-BRIDGE.

SPECIFICATION forming part of Letters Patent No. 352,822, dated November 16, 1886.

Application filed March 15, 1886. Serial No. 195,223. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK HEIM, 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, which improvement is fully set forth in the following specification and accompanying drawings, in which—

10 Figure 1 represents a side elevation of a hose-bridge embodying my invention. Fig. 2 represents a partial side elevation and partial vertical section of a detached portion thereof on an enlarged scale. Fig. 3 represents a top or plan view of the parts shown in Fig. 2.

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

My invention relates to improvements in a hose-bridge of the order of that shown in the Letters Patent No. 336,482, granted to me on the 16th day of February, 1886, said improvements consisting of novel means for sustaining the bridge laterally, and novel means for supporting hose over a double car-track.

Referring to the drawings, A represents a bridge formed of heads A', which are supported on legs B, the latter being hinged or pivoted to the head, whereby they may be spread out flat on the ground, street, or pavement primarily to raising the hose, which is placed on the heads A'. Secured to one of the heads is an eye, C, and to the other head is a snap or other hook, D, said eye having connected with it a stretcher, E, which consists of a piece of wood or other material, one end of which is provided with an eye, F, which is attached to the eye C, and the other end having an eye, G, which is attached to the hook D, the stretchers thus having flexible connections with the heads A', whereby the bridges may be readily set up without interference of said stretchers.

The legs or supports are located on oppo-

site sides of a track, and the hose is placed on the heads A', which, with the stretcher E, are then raised to the required height, whereby cars, vehicles, &c., may readily pass under the hose. The stretchers E connect the tops of the bridges and strengthen the same, and likewise prevent the bridges from lateral displacement or shifting at the top, and thus the hose is reliably sustained.

When the bridges are taken down and the hose removed therefrom, the hooks D are disconnected from the eyes G and the stretchers and legs are folded together in compact form, after which the bridge may be readily carried or stored away, as desired.

For double tracks I employ a head with the respective supports on each side of the outer rails of each track, and a central head and supports between the tracks, the central head having connected with it the stretchers of the side bridges, by which provision a strong structure is presented, and the hose is prevented from sagging at the middle 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 a head and legs, with a hook or eye attached to said head, and a stretcher having hooks or eyes at its ends, substantially as described.

2. A hose-bridge formed of a head and legs, with a hook or eye attached to said head, and a stretcher which is jointed at one end to said head and provided at the other end with a hook or eye, substantially as described.

3. A hose-bridge formed of side supports, and a central support with stretchers connecting the same, substantially as and for the purpose set forth.

FREDERICK HEIM.

Witnesses:

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