(No Model.)

R. G. DUNWODY.

HOSE BRIDGE.

No. 575,220. Patented Jan. 12, 1897.

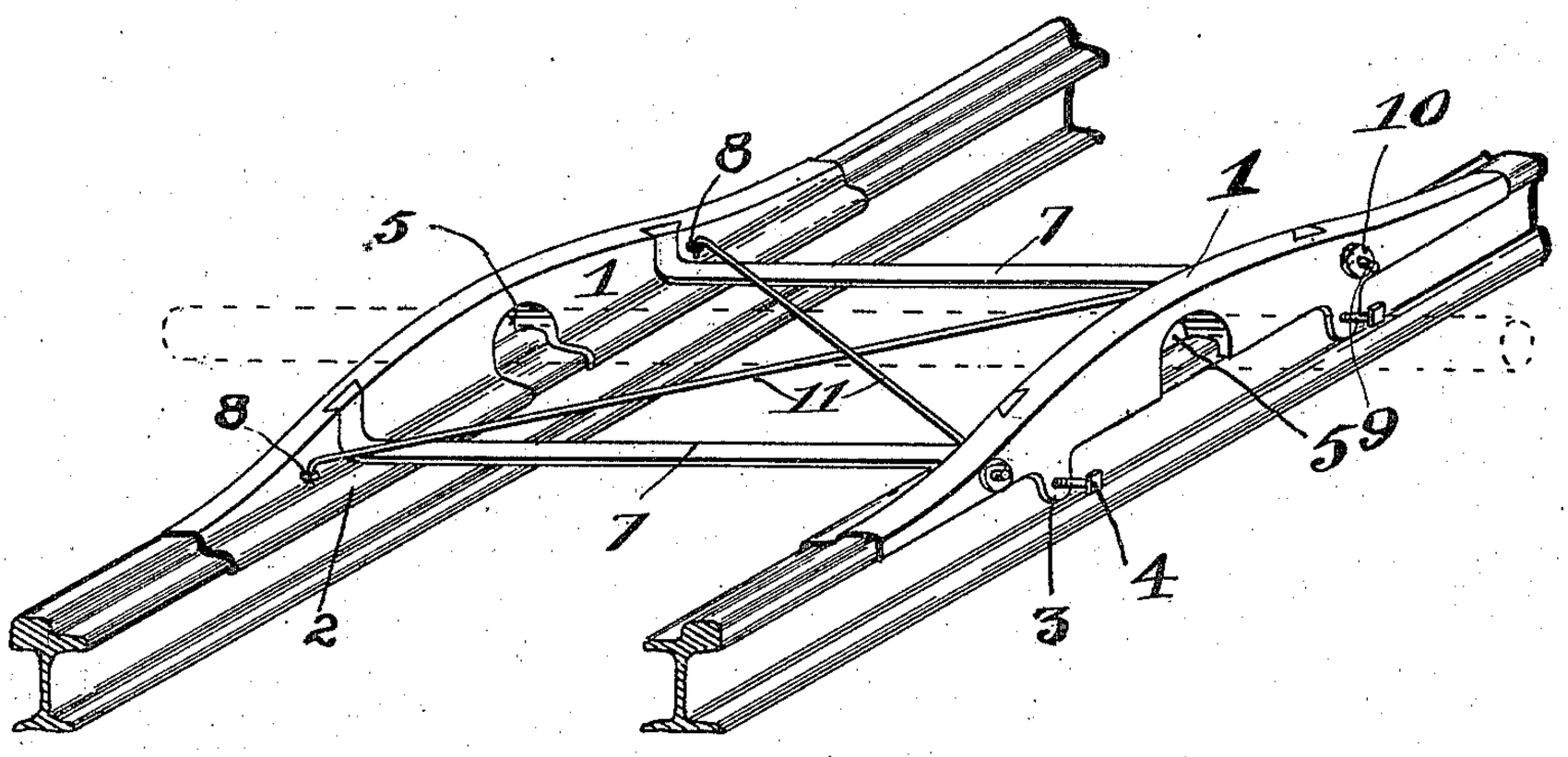

Fig. 1.

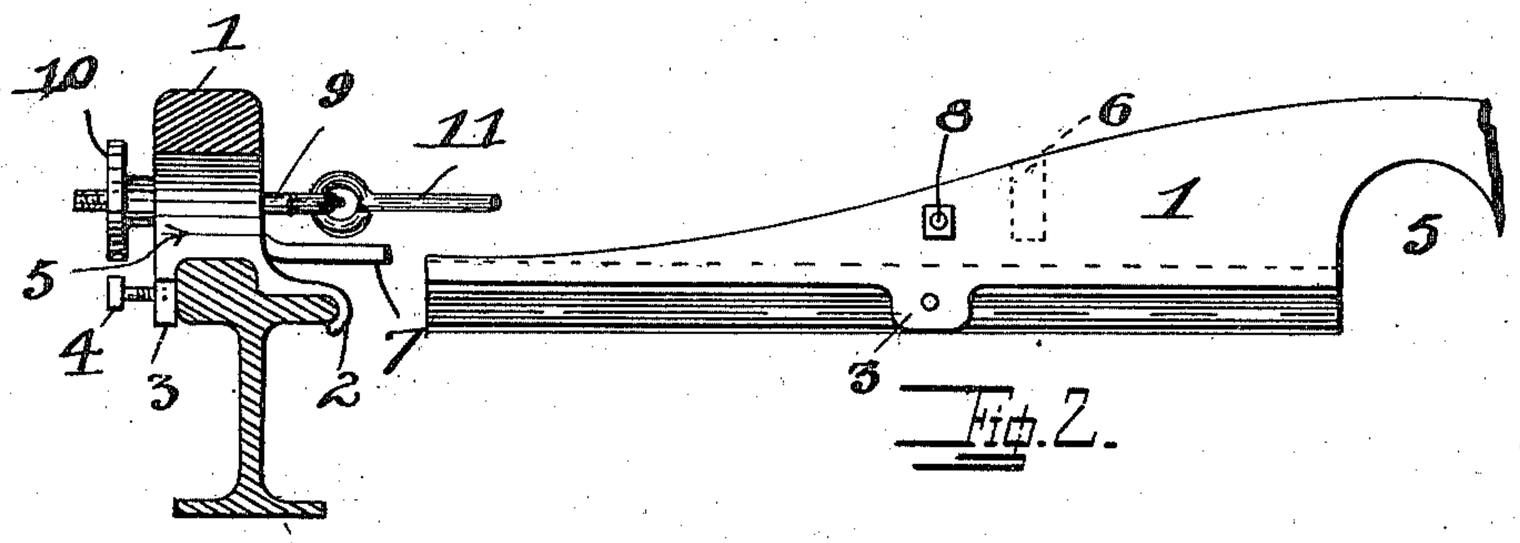

Fig. 3.

Fig. 2.

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UNITED STATES PATENT OFFICE.

RICHARD G. DUNWODY, OF ATLANTA, GEORGIA.

HOSE-BRIDGE.

SPECIFICATION forming part of Letters Patent No. 575,220, dated January 12, 1897.

Application filed February 7, 1896. Serial No. 578,410. (No model.)

To all whom it may concern:

Be it known that I, RICHARD G. DUNWODY, a citizen of the United States, residing in the city of Atlanta, in the county of Fulton and State of Georgia, have invented certain new and useful Improvements in Hose-Bridges; and I do hereby declare the following to be a full, clear, and exact description of my 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 figures of reference marked thereon, which form a part of this specification.

This invention relates, as above stated, to devices for forming an arch over a railway-track whereby a train or street-car may be run over a fire-hose laid across said track without damage thereto, the object of the invention being to provide a device of this class which may be placed upon the track and secured thereto so as to be absolutely stationary under the heaviest possible strain and at the same time be capable of being easily knocked down for transportation.

The invention consists in the device hereinafter specified, and as set up in the claims.

In the accompanying drawings, Figure 1 is a perspective view of the device in place on the track, showing the braces, and by broken lines also showing the hose thereunder. Fig. 2 is a side elevation of a portion of the device, further showing its construction, the elevation being of the outer side thereof. Fig. 3 is a section transversely of one of the bridges in place on the track, showing the manner of clamping the bridge on said track and further showing the construction and attachment of the braces.

In the figures like reference-marks indicate corresponding parts in all the views.

1 are the bridges proper, which have on their under side suitable flanges for engaging the rail of the particular kind in connection with which this device is used, while on the opposite side from said flanges 2 are lugs 3, through which passes a set-screw 4, the point of which is adapted to bear upon the side of the head of the rail opposite the flanges 2, the turning up of which set-screw thus clamps the said bridge firmly upon the rail. The upper side of the bridge may be of any form fitting the tread adapted to guide the wheels thereover. Under the middle of each bridge is a notch or hole 5, through which the hose is passed in use, and which should be finished around its edges in such a manner as will obviate all danger of injury to the hose by abrasion should the hose be pulled therethrough. On the inner side of each bridge, and near each end thereof, are vertical dovetailed recesses 6. Rods 7, having their ends upturned and dovetailed, so as to fit in these recesses 6, are supplied and when in place prevent, as shown in Fig. 1, any lateral movement of the bridges, or, in other words, while these bars are in place the bridges must remain relatively parallel and perpendicular upon the rail. These bars are very easily slipped out by lifting them, and may be laid, in carrying, alongside the bridges in a suitable canvas bag provided with handles for carrying. These bars may be, if desired, severed, lapped, and slotted in their middle to provide for longitudinal adjustment thereof, although this is believed to be not necessary generally. Eyes 8 are set in one bridge near the recesses 6, and in correspondingly opposite positions are eyebolts 9, which move longitudinally through holes in their bridge and are held and tightened therein, when necessary, by a hand-wheel 10. Rods 11 are connected with the eyes of the bolts 9 and extend diagonally across to one of the eyes 8, having the hook thereat engaging said eye. These braces 11 turn down against the bridge, to which they are connected when out of use, and in applying this bridge to the track they are hooked into the eyes 8, as stated, and the hand-wheel 10 revolved until the rods are under tension, in which position their whole tensile strength is exerted against the spreading of the bridges. It is obvious that chains may be used in place of these rods 11, if desired.

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

1. In a hose-bridge, arch-bars adapted to fit upon the rail, cross-bars having suitable end engagement with each and braces crossing in X shape between said arch-bars and hooked into eyes set in each, substantially as and for the purpose specified.

2. In a hose-bridge, arch-bars adapted to fit upon the rail, cross-bars therebetween having end engagement therewith and stay-bars each pivoted on an adjustable eyebolt in one arch-bar and hooked by their free ends to an eye in the other arch-bar, substantially as and for the purpose specified.

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

RICHARD G. DUNWODY.

Witnesses:
H. G. ANTHONY,
W. B. LAINE.