

(No Model.)

J. OWEN.
HOSE BRIDGE.

No. 587,159.

Patented July 27, 1897.

Fig. 1.

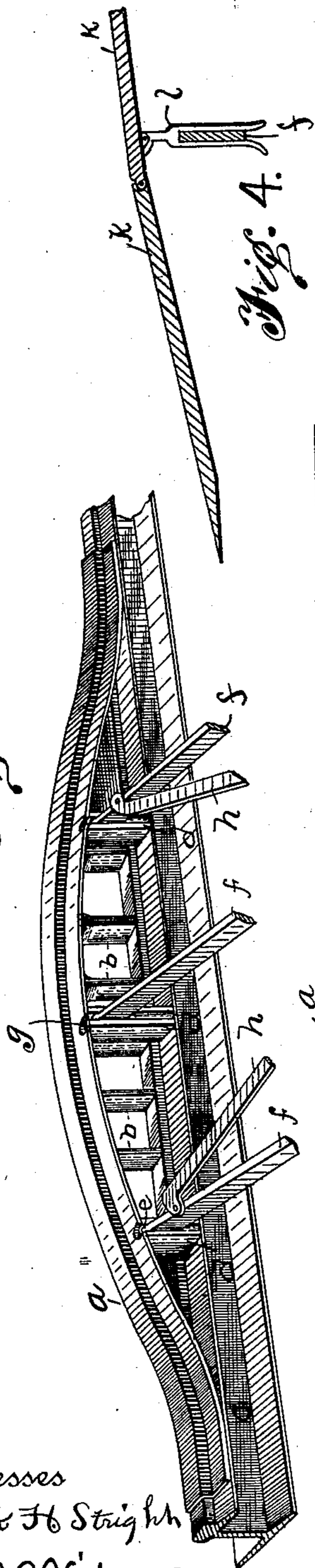


Fig. 4.

Fig. 2.

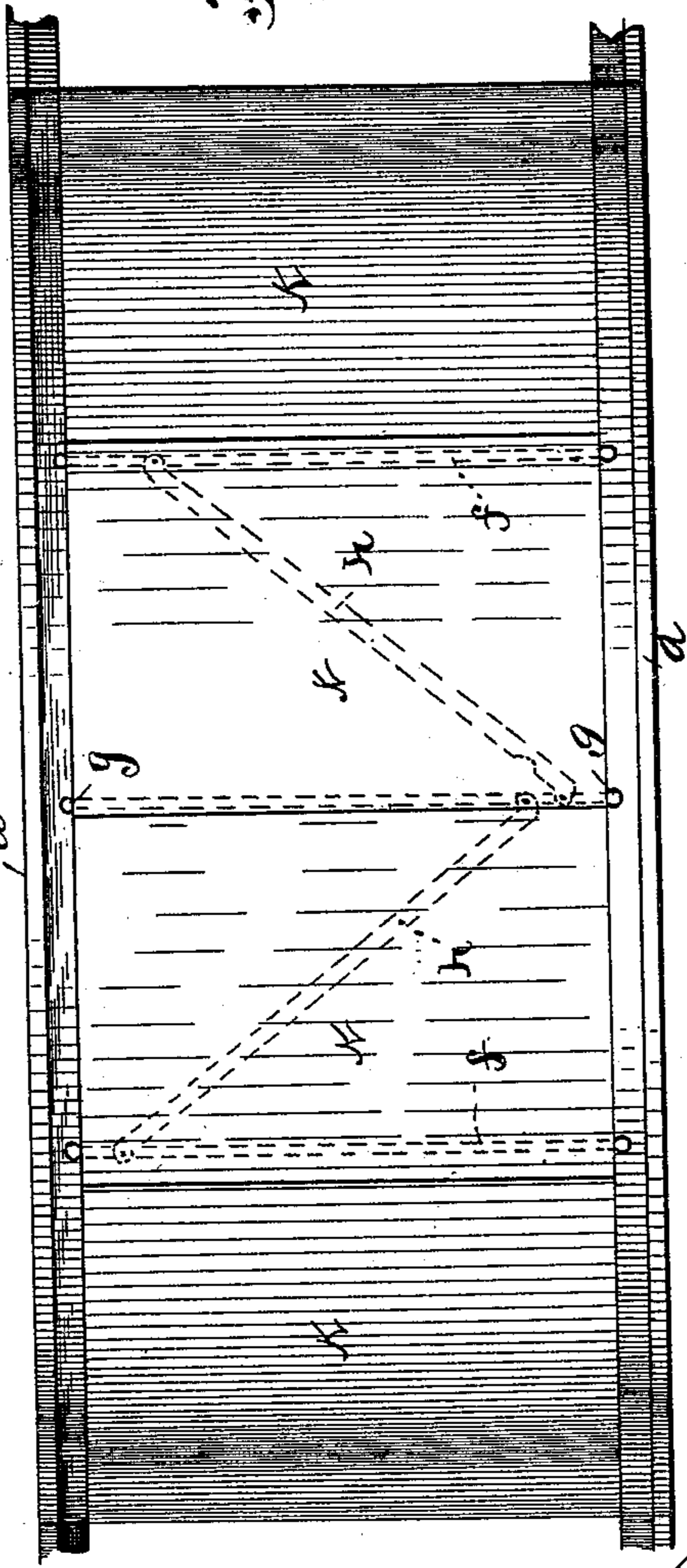
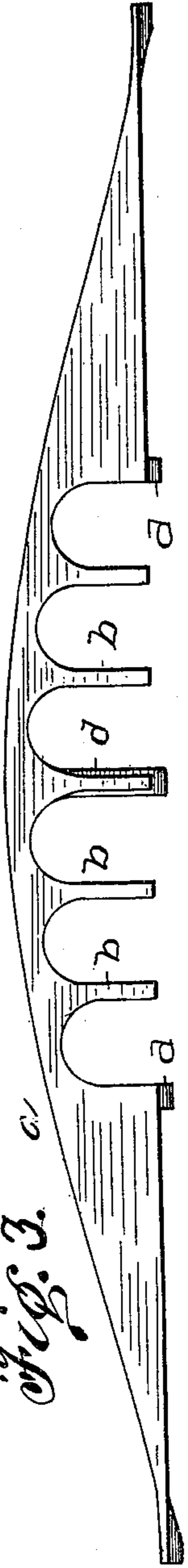


Fig. 3.



Witnesses
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JOHN OWEN, OF PITTSBURG, PENNSYLVANIA.

HOSE-BRIDGE.

SPECIFICATION forming part of Letters Patent No. 587,159, dated July 27, 1897.

Application filed April 14, 1897. Serial No. 632,145. (No model.)

To all whom it may concern:

Be it known that I, JOHN OWEN, a citizen of the United States of America, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Hose-Bridges, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This invention relates to certain new and useful improvements in hose-bridges, and has for its object to construct a bridge which may be readily placed upon the tracks of street-car lines and the like, so as to permit the cars
15 to pass over the line or lines of hose that may be laid across the track in the event of a fire, and thus allow the travel of the cars over the line to be uninterrupted during the time that the hose remains across the track;
20 and the invention further aims to provide a cover to fit over the cross-braces connecting the bridge on each rail, so that the travel of vehicles may also be uninterrupted; and to this end the invention consists in the novel
25 construction, combination, and arrangement of parts to be hereinafter more specifically described, and particularly pointed out in the claims.

30 In describing the invention in detail reference is had to the accompanying drawings, forming a part of this specification, and wherein like letters of reference indicate similar parts throughout the several views, in which—

35 Figure 1 is a perspective view of my improved bridge placed in position on the rail, the cross-bars thereof being broken away. Fig. 2 is a top plan view of the bridge with a cover for the cross-bars in position. Fig. 3 is a side view of the bridge; and Fig. 4 is a
40 sectional view of a portion of the cover, showing one of the clamps which engage the cross-braces and prevent the cover from moving.

Referring to the drawings by reference-letters, *a* represents the rail or bridge proper,
45 which is curved to an easy grade and is provided with uprights or standards *b*, which are adapted to rest upon the head or tread portion of the rail *c*. The bridge or rail is further provided with standards or plates *d*,
50 adapted to rest upon the flange portion of the rail *c*, and also form clamps to receive the heads *e*, formed on the ends of the connecting cross-braces *f*, the flange of the rail or bridge being provided with apertures *g* di-

rectly over the clamps to admit of the heads 55 being inserted therein. The cross-braces *f* are pivotally connected by bars *h*, which permit of the same folding together when removed from their position in the bridge, and in order to allow the uninterrupted travel of 60 vehicles as well as the cars I have provided a cover *k*, formed in sections suitably hinged together, so as to permit of the same folding on and conforming to the grade of the bridge, and pivotally secured to the underneath face 65 of this cover are clamps *l l*, which engage over the cross-braces *f* and prevent the longitudinal movement of the cover, the same being prevented from any transverse movement by the tread that is formed on the bridge or 70 rail *a*.

The bridge or rail *a* may be constructed so as to conform to the style of the rail, thus permitting the same to lie firmly therein, and by the arrangement of the clamps which en- 75 gage on the flange of the rail and the cross-braces locking within said clamps when placed in their position the bridge is prevented from moving and the car is permitted to ride easily over the same without detriment to the lines 80 of hose which have been laid under the bridge.

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

1. In a hose-bridge, the combination of the 85 rail or bridge, provided with standards and having clamps to receive cross-braces connecting the bridge of each rail together, and diagonal braces pivotally secured to said cross-braces, whereby they are permitted to 90 fold together when removed from the bridge, substantially as shown and described.

2. In a hose-bridge, the bridge or rail having standards engaging the street-rail, clamps to receive the heads formed on the ends of 95 connecting-braces, diagonal braces pivotally secured to said connecting-braces, and a folding cover for the braces, said cover carrying clamps adapted to engage the cross-braces and hold the cover in position, substantially as 100 shown and described.

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

JOHN OWEN.

Witnesses:

JOHN NOLAND,
THOS. M. BOYD, Jr.