

(No Model.)

F. P. GERSTNER.
HOSE BRIDGE.

No. 590,754.

Patented Sept. 28, 1897.

Fig. 3.

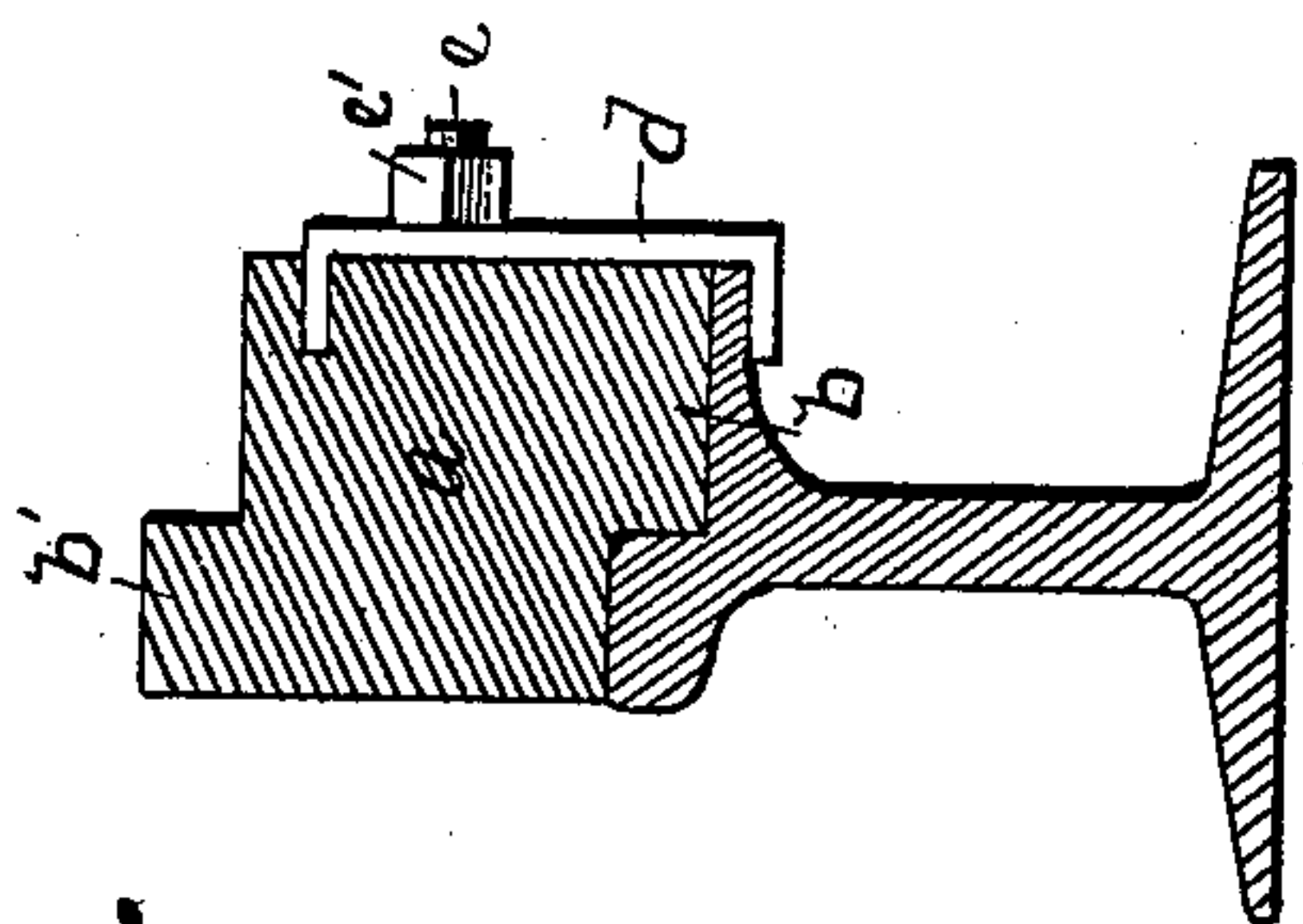


Fig. 1.

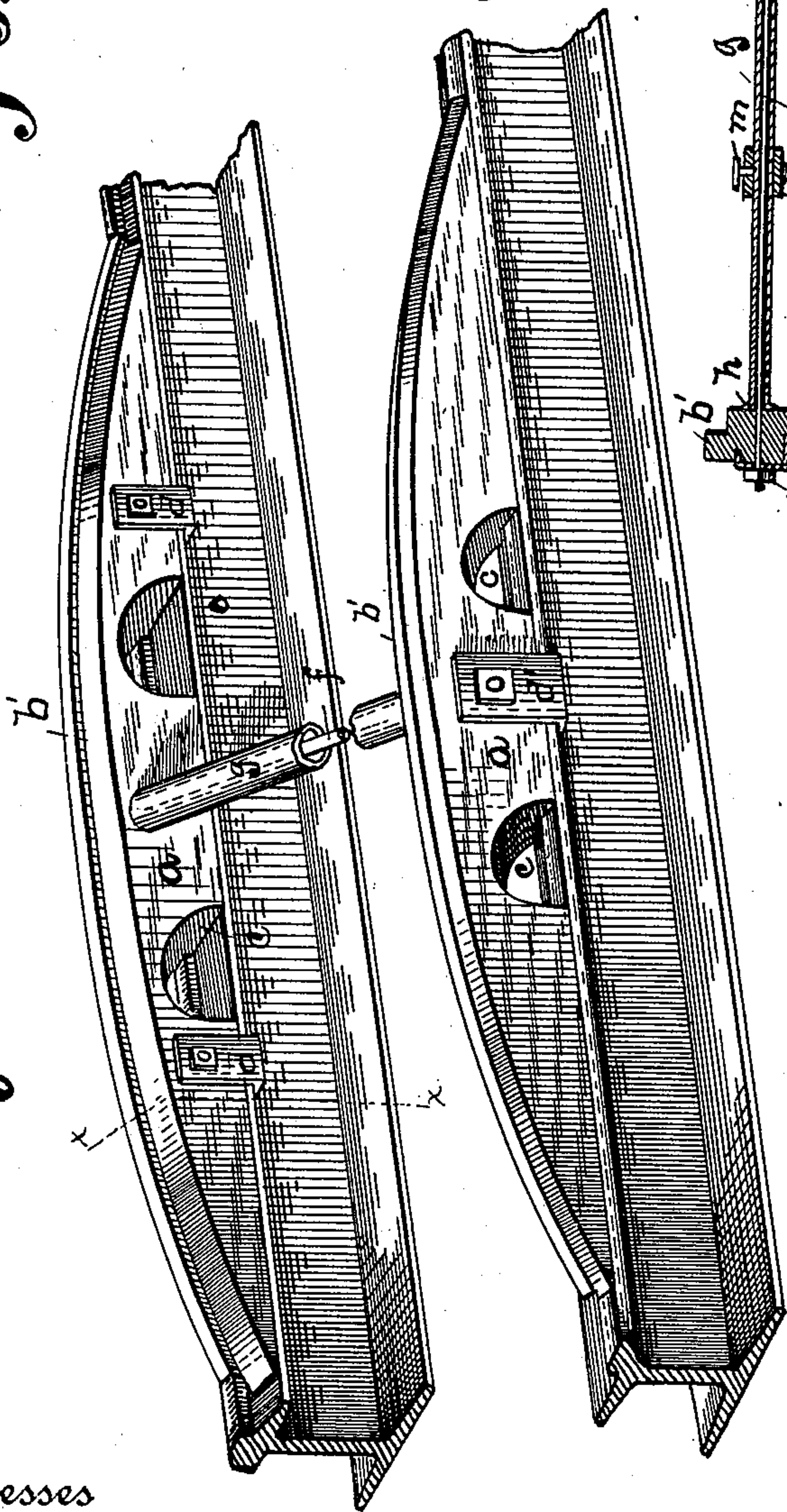


Fig. 2.

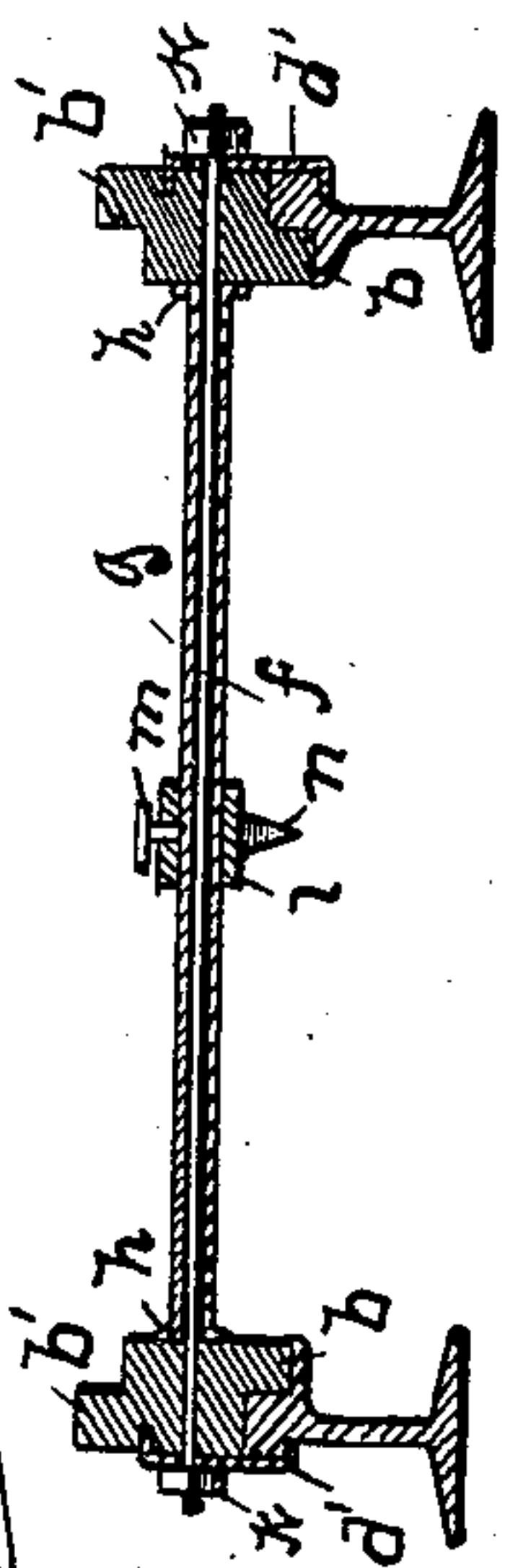
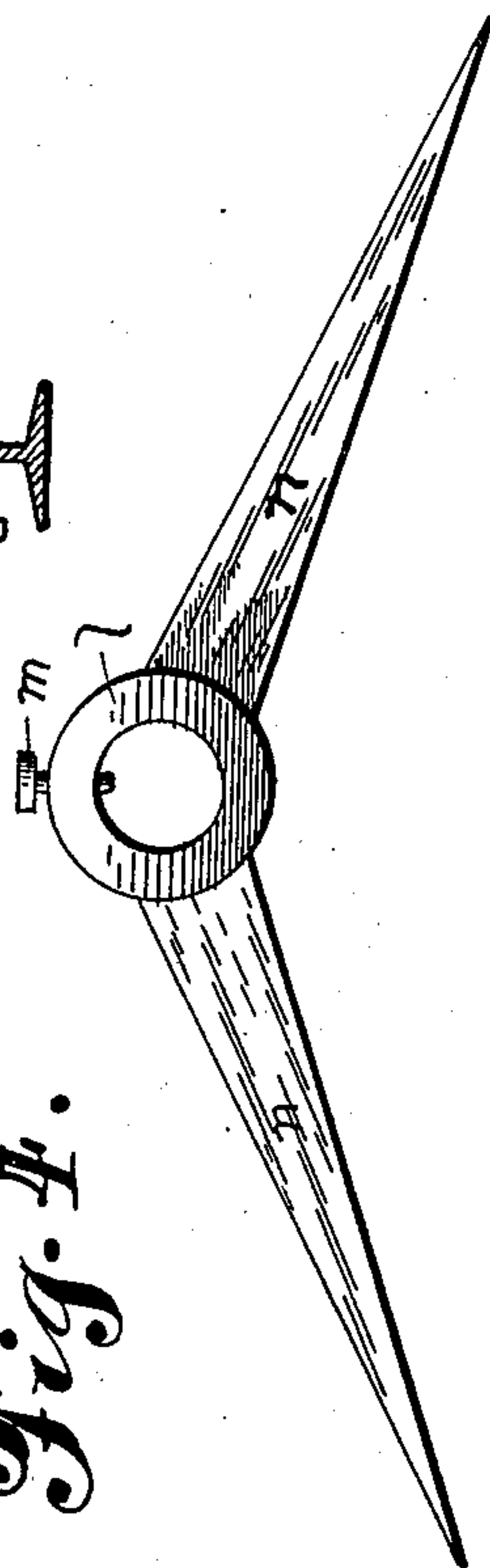


Fig. 4.



Witnesses
Frank H. Stright
Alfred Wilson

Inventor
Frank P. Gerstner.
by
Henry C. Ernst, Attorney

UNITED STATES PATENT OFFICE.

FRANK P. GERSTNER, OF ALLEGHENY, PENNSYLVANIA.

HOSE-BRIDGE.

SPECIFICATION forming part of Letters Patent No. 590,754, dated September 28, 1897.

Application filed January 27, 1897. Serial No. 620,973. (No model.)

To all whom it may concern:

Be it known that I, FRANK P. GERSTNER, a citizen of the United States of America, residing at Allegheny, 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 relates more particularly to that class adapted to be applied to the rails of the track and thus prevent the hose from injury by the wheels
15 of the car.

The invention consists, briefly, in a bridge-section constructed in two sections, each of said sections adapted to rest on the car-rails and connected together by a cross-brace and
20 a simple means for fastening each section of the bridge-sections securely to the rails.

The invention further consists in the extreme simplicity of construction, strength, durability, effectiveness of operation, and
25 comparative small cost of manufacture, and has for its further object to construct a hose-bridge that may be conveniently carried by either the fire companies, or may be stored in the street-car, as may be desired.

30 With the above and other objects in view the invention finally consists in the novel construction, combination, and arrangement of parts to be hereinafter more specifically described, and particularly pointed out in the
35 claims.

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
40 which—

Figure 1 is a perspective view of my improved hose-bridge, showing same in position on the track. Fig. 2 is a transverse vertical
45 sectional view taken through the center of the bridge and showing same in position on the rails. Fig. 3 is a similar view of one of the bridge-sections, taken on the line X X of Fig. 1. Fig. 4 is a side view of the center-
50 brace arms.

Referring now to the drawings by reference-letters, *a a* represent the bridge-sections,

which are inclined from their center to each end and formed on their underneath face with a flange *b*, adapted to rest on the flange
55 of the rail. These bridge-sections *a a* are provided with cut-away portions *c c*, preferably semicircular in form, shown in the drawings as arranged one on each side of the cross-
60 brace, though as many of these apertures may be provided as desired, and are made of any suitable size to conform to the size of the hose, so that the same will pass through easily. The bridge-sections are provided on their up-
65 per face with a flange *b'*, forming a tread.

Arranged on the inner faces of the bridge-sections *a a* are clips *d d*, adapted to engage the underneath face of the rail-flange, said clips being secured to the bridge-sections by
70 bolts *e* and nuts *e'*. The two bridge-sections are secured together by the cross-rod *f*, carrying a sleeve *g*, provided on its ends with flanges *h h*, adapted to abut against the inner faces of the bridge-sections, said rods
75 passing through the bridge-sections and secured on the outer face by nuts *k k* and carrying between the outer face of the bridge-sections and the nuts *k k* clips *d' d'*, which
80 engage on the underneath face of the head or tread portion of the rail in the same manner as the clips *d d* engage the flange, thus bracing and securing the tracks securely to the
85 rails. Secured midway on the sleeve *g* is a collar *l*, fastened to the sleeve by a set-screw
90 *m*, said collar carrying downwardly-projecting arms *n n*, which are adapted to engage the paving, forming an additional brace and
85 affording a firmer resistance when the wheels of the car come in contact with the bridge.

The operation of my improved hose-bridge
90 will be readily apparent from the foregoing description and the views as shown in the drawings, as the manner in which the bridge-sections are placed upon the rails is plainly
95 shown, the nuts *e' e'* being loosened sufficiently to permit the clips *d d* being placed in engagement, as shown, and the nuts *k k* on the rod
100 *f* being loosened to permit the engaging of the clips *d' d'* on the underneath face of the rail head or tread, these nuts being then
105 tightened, which causes the clips to engage the rail firmly and bracing the two bridge-sections against the flanges of the sleeve.

It will also be noted that various changes

may be made in the details of construction without departing from the general spirit of my invention.

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

10 1. In a hose-bridge, the bridge-sections adapted to rest on the rails, said bridge-sections having their faces inclined toward each end, clips carried by said bridge-sections to engage the underneath face of the rail-flange, a brace-rod connecting the two bridge-sections, said bridge-sections being also provided with cut-away portions to receive the hose, 15 substantially as shown and described.

20 2. In a hose-bridge, the bridge-sections thereof, said bridge-sections having their upper faces, inclined toward each end, clips carried by said bridge-sections, a brace-rod connecting the bridge-sections, said rod carrying a sleeve abutting the inner face of the bridge-

sections, and clips secured on the outer ends of said rod to engage the rail, substantially as shown and described.

3. In a hose-bridge, the bridge-sections 25 provided with cut-away portions to receive the hose, clips secured on said bridge-sections, a brace-rod connecting said bridge-sections, said rod carrying a sleeve abutting against the inner face of the bridge-sections, clips carried on the outer ends of said rod to engage the rail, and a collar secured on said sleeve, said collar carrying downwardly-curved arms engaging the paving and forming a center brace for the bridge, substantially as shown and described. 35

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

FRANK P. GERSTNER.

Witnesses:

A. M. WILSON,

GEO. B. PARKER.