

No. 714,126.

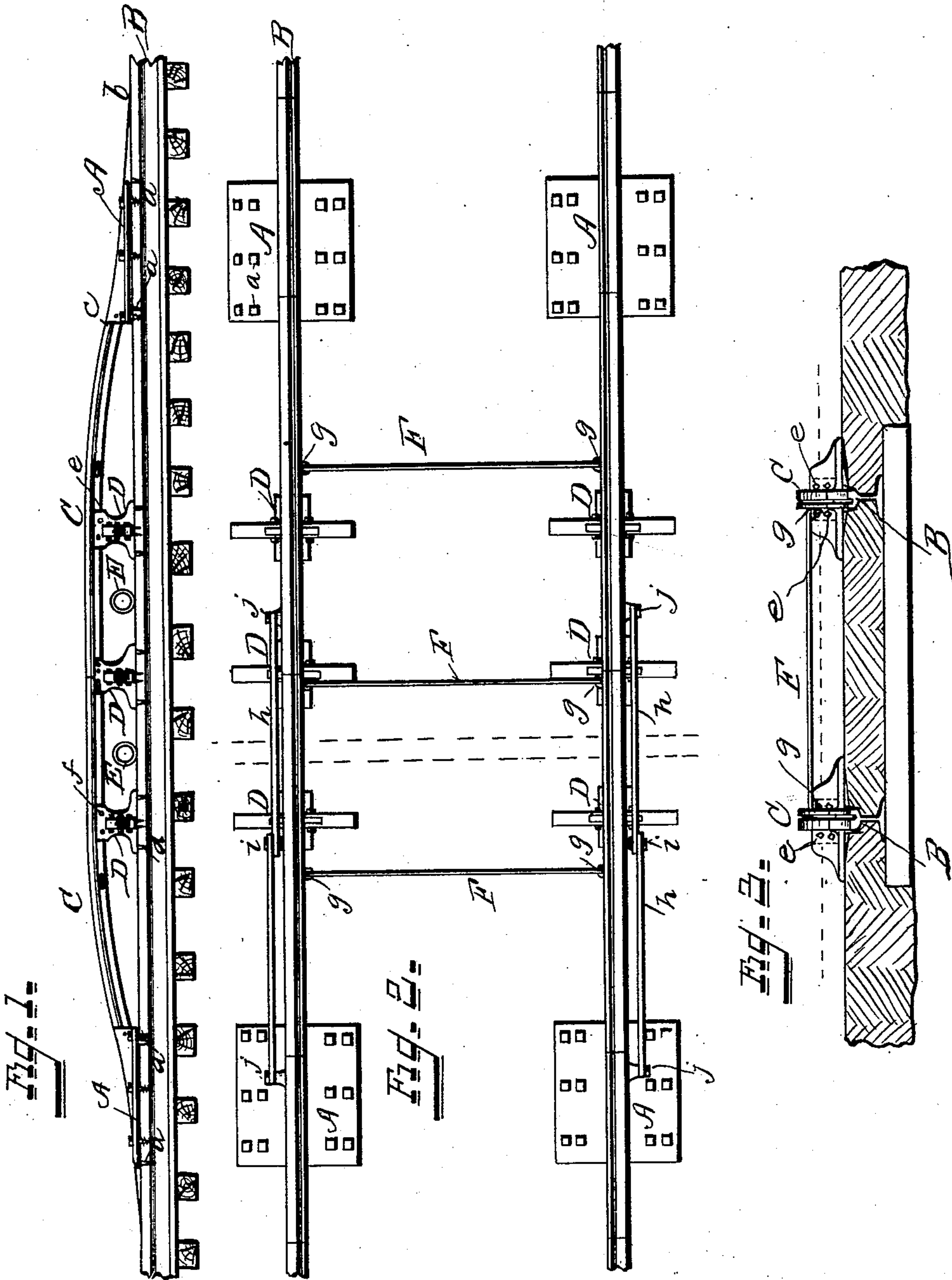
Patented Nov. 25, 1902.

H. H. ARNOLD.

HOSE PROTECTOR FOR RAILWAY TRACKS.

(Application filed July 10, 1902.)

(No Model.)



Witnesses.
Wm. J. Peck
Edward Peck

Inventor.
Harry H. Arnold
by *Chas. M. Peck*
his Attorney.

UNITED STATES PATENT OFFICE.

HARRY H. ARNOLD, OF CINCINNATI, OHIO, ASSIGNOR OF ONE-HALF TO
FRANK BAUER, OF CINCINNATI, OHIO.

HOSE-PROTECTOR FOR RAILWAY-TRACKS.

SPECIFICATION forming part of Letters Patent No. 714,126, dated November 25, 1902.

Application filed July 10, 1902. Serial No. 115,102. (No model.)

To all whom it may concern:

Be it known that I, HARRY HOWARD ARNOLD, a citizen of the United States, residing at Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Hose-Protectors for Railway-Tracks, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to a simple, novel, and efficient bridging device that can be instantly applied to the rails of street or steam cars within a city's limit or wherever a fire department would be likely to be called upon, such device being intended to form a temporary bridge over the rails to permit the passage of cars or trains, while at the same time in cases of fire the hose of the fire department might be laid under said bridge, across the tracks, and over the ordinary rails without the possibility of injury to the hose and without preventing the passage of cars where such hose are laid, thereby preventing the blocking of the track or tracks and the stoppage of the cars in cases of fire where it was found necessary to carry the hose over the ordinary tracks and without suspending the same.

The novelty of my invention will be hereinafter more fully set forth, and specifically pointed out in the claims.

In the accompanying drawings, Figure 1 is a side elevation of a street-railway track of ordinary construction, showing the application of my bridging device and two lines of hose passed thereunder. Fig. 2 is a plan view of the same with one line of hose shown in dotted lines. Fig. 3 is a transverse section of Fig. 2, taken on either of the dotted lines of Fig. 2.

The same letters of reference are used to indicate identical parts in all the figures.

My device consists, essentially, of two end anchor-plates A, which are adapted to fit over the rails B and be secured thereto in any suitable manner, the simplest and most convenient means being pins *a*, projecting through the plates and adapted to enter the ground on each side of the tracks to form holding-stays. These anchor-plates have an inclined rail-surface on their upper sides fitting snugly

to the track at *b* at one end and rising above the same at *c* at the opposite end, and to these plates are attached sections of elevated rails C, detachably connected together in any suitable manner and supported on pillow-blocks D of sufficient height to permit the passage under the rails C of the fire-department hose E, which rest upon the surface of the ordinary rails B. The pillow-blocks D are likewise provided with stay-pins *d*, which straddle the rail and enter the surface of the roadway to securely anchor the same against endwise movement. I prefer to make these pillow-blocks in two parts vertically adjustable on each other by means of bolts *e*, so that any number of such blocks may be employed in one bridge construction and their height may be regulated thereby.

The upper surface of the bridge-rails C is made to conform to the surface of the rails B, so that a car or train passing over the same will have the same tread as on the rails B, and the sections of rails C are detachably bolted by bolts *f* to the pillow-blocks D to enable any number of such sections to be applied to the bridging device.

In the present instance I have shown but three pillow-blocks with two sections of rails C, each curved downward and secured at their ends to the anchor-blocks A and meeting at their level portions over the middle pillow-block, and this is probably the most convenient and simple construction for street-railway purposes.

The two elevated rails C are connected by tie-rods F, Figs. 2 and 3, with downturned ends entering perforated ears G, projecting from the sides of the rails C, so that such tie-rods may be removed when desired and as a further convenience I connect the two sections by links *h*, pivoted together at their middle, as at *i*, and pivoted to the opposite rail-sections, as at *j*.

The purpose is for each car to carry one of my complete bridge equipments folded and connected together by the links *h*, and in case of a fire the same can be laid upon the ordinary rails B over the hose and the car can pass over the same, as well as all other following cars, without the stoppage of traffic or injury to the hose, and after the removal

of the hose the next passing car would take up the temporary bridging device and carry it on to the terminus, to be delivered to the car from which it originally came.

5 In this very simple and efficient device I provide a means for the passage of cars over lines of hose without injury to the latter and without detention to the cars, as will be readily understood.

10 Having thus fully described my invention, I claim—

1. A hose-protector for railway-tracks comprising essentially anchor-plates at each end,
15 said anchor-plates and extending above the

surface of the ordinary rails, intermediate pillow-blocks for said bridging-rails, and means for uniting said structure detachably to the track-rails.

2. The herein-described hose-protector for 20 railway-tracks comprising the anchor-plates A, the bridging-rails C, the vertically-adjustable pillow-blocks D, and the hinging-links H, the same being constructed in the manner and for the purpose specified.

HARRY H. ARNOLD.

Witnesses:

WILLIAM BROWN ARNOLD,
EDWARD BURKARD.