

No. 715,567.

Patented Dec. 9, 1902.

R. FILSINGER, JR.
HOSE BRIDGE WAGON.

(Application filed July 22, 1902.)

(No Model.)

2 Sheets—Sheet 1.

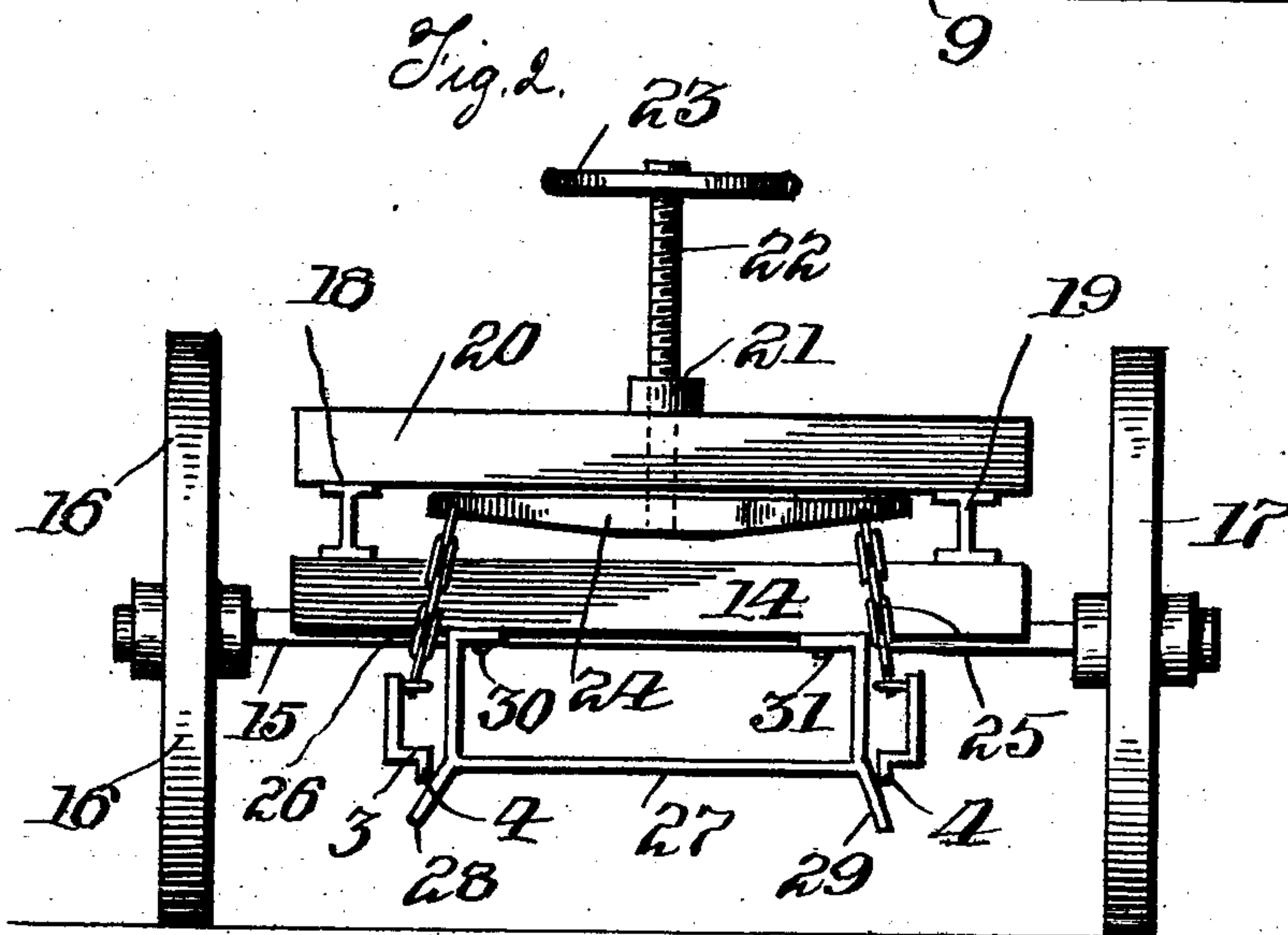
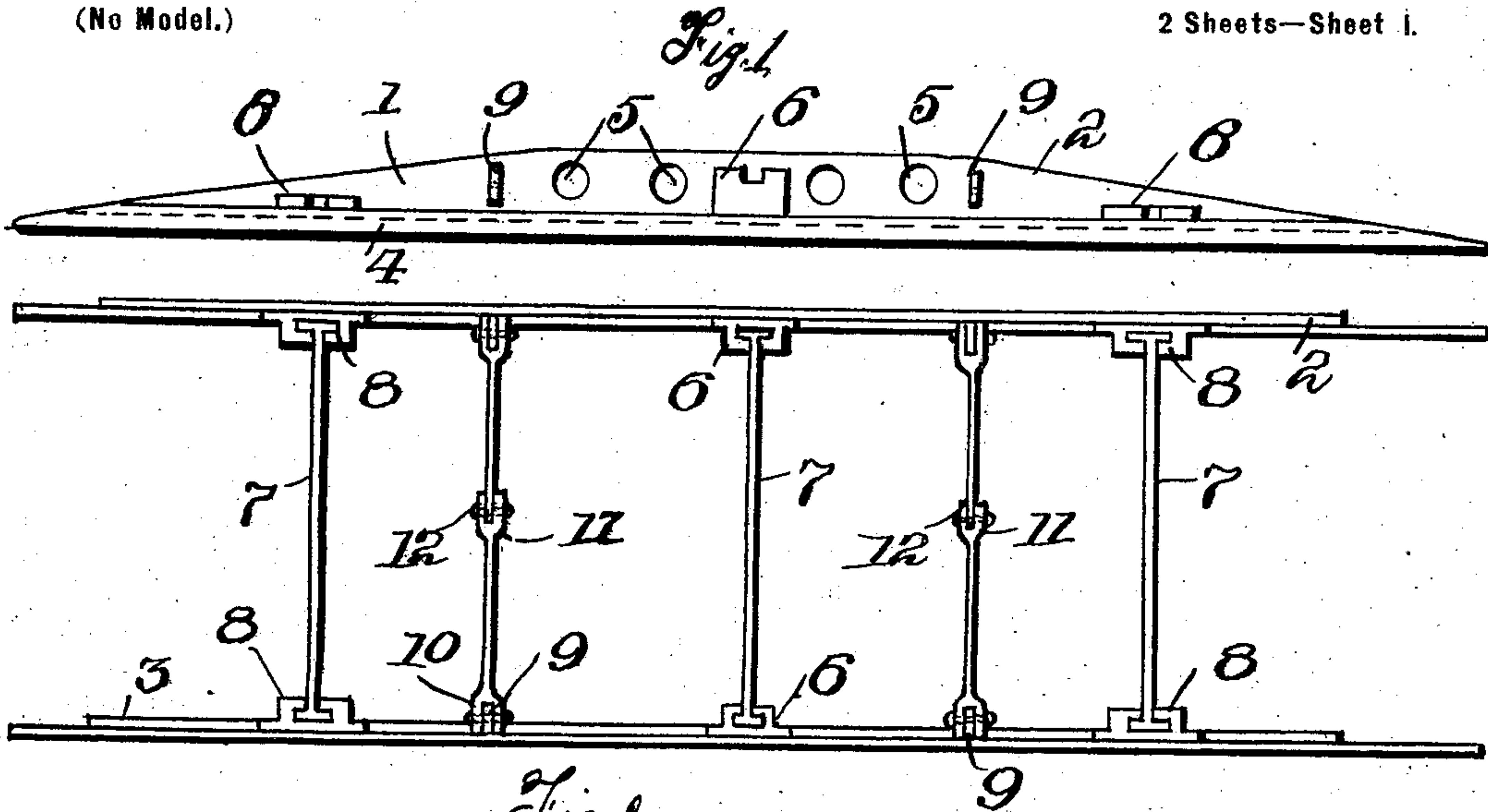


Fig. 3.

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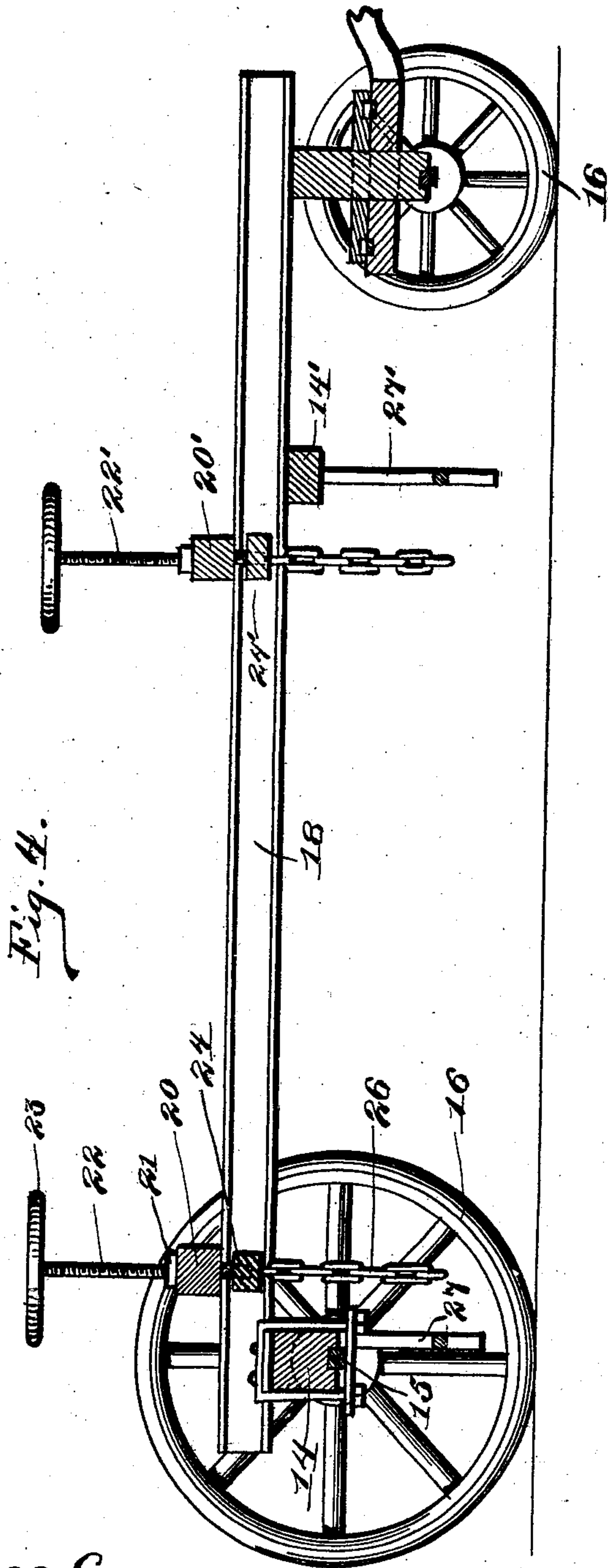
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2 Sheets—Sheet 2.



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UNITED STATES PATENT OFFICE.

RUDOLPH FILSINGER, JR., OF ALLEGHENY, PENNSYLVANIA.

HOSE-BRIDGE WAGON.

SPECIFICATION forming part of Letters Patent No. 715,567, dated December 9, 1902.

Application filed July 22, 1902. Serial No. 116,561. (No model.)

To all whom it may concern:

Be it known that I, RUDOLPH FILSINGER, Jr., 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-Bridge Wagons, 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-bridge wagons, and has for its object to provide a hose-bridge which may be readily applied to street-car rails and easily removed from the same.

15 Another object of my invention is to provide a hose-bridge wherein a hose is protected from the wheels of a car and means whereby the hose-bridge may be carried and placed in position.

20 A still further object of my invention is to provide a hose-bridge which will be extremely simple in construction, strong, durable, comparatively inexpensive to manufacture, and highly efficient in its operation and one where-
25 in novel means is provided for supporting and carrying the hose-bridge when the same is to be used.

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

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

40 Figure 1 is a side elevation of one-half of my improved hose-bridge. Fig. 2 is a plan view of the hose-bridge, showing the parts assembled. Fig. 3 is an end view of the hose-bridge wagon employed to transport the same. Fig. 4 is a longitudinal sectional view of the hose-bridge-carrying wagon.

45 In the drawings the reference-numeral 1 indicates the side of one of my improved bridges, which carries an upwardly-extending portion 2, upon which ride the wheels of the car in passing over the same.

50 The reference-numeral 3 indicates an inwardly-extending flange which seats upon the street-railway, said flange being bent down-

wardly, as indicated at 4, and fitting upon the inside flange of the car-tracks. The portion 2 has a series of apertures 5 formed therein 55 for the reception of the hose, and the reference-numeral 6 indicates a block formed integral with the hose-bridge and located centrally thereof, said block carrying a T-shaped slot for the reception of the T-shaped arm or 60 rod 7.

The reference-numeral 8 indicates blocks of similar construction which receive a rod similar to the rod 7, these rods supporting, spacing, and giving rigidity to the sides of the 65 bridge.

The reference-numeral 9 indicates an outwardly-extending flange formed integral with the inner side of the hose-bridge, and secured to said flanges are the bifurcated ends 10, carried by the link-rod 11. This rod is hinged 70 or linked, as indicated at 12, thus allowing the hose-bridge to fold when the spacers 7 have been removed, thus providing means whereby the hose-bridge may be folded and 75 easily moved.

The reference-numeral 14 indicates the body portion of a wagon which is suitably constructed to carry my improved hose-bridge, said wagon carrying means whereby the hose- 80 bridge may be raised and lowered and transported from one place to another.

The reference-numeral 15 indicates the axle carrying the wheels 16 and 17, and upon this axle is supported the body portion of the 85 wagon, said body portion extending the length of the wagon and carrying the I-beams 18 and 19, upon which at each end of the wagon is secured the braces 20. These braces carry 90 collars 21, through which passes the screw-threaded stem 22, carrying the wheel 23 for operating the same. This screw-threaded stem 22 passes downwardly through the brace 20 and is screw-threaded in an aperture 95 formed in a bolster 24. This bolster carries the chains 25 and 26 upon its outer end, said chains having their lower ends secured to a pin carried upon the inner side of the hose-bridge.

The reference-numeral 27 indicates a spacer 100 carrying the beveled sides 28 and 29, this spacer being secured to the body portion of the vehicle, as indicated at 30 and 31. Secured to the under side of the beams 1, adja-

cent the front trucks, is the brace 14', to which a spacer 27' is secured.

20' indicates a transverse beam arranged a little in the rear of the brace 14' and in which the screw-shaft 22' is mounted, said shaft operating the bolster 24', to which a pair of chains is attached in a manner similar to those arranged at the rear of the wagon.

The operation of my improved hose-bridge and hose-bridge wagon is as follows: In case of fire my improved hose-bridge is carried to the scene by means of the wagon, the hose-bridge being carried and secured to the under side of the vehicle by means of the chains 25 and 26, which in turn are secured to the bolster 24, which is raised and lowered by the screw-threaded stem 22. Upon reaching the scene of the fire the wagon is pulled directly over the track and by turning the wheel 23 the bolster is lowered, thus allowing the hose-bridge to be seated upon the street-car track. The object of the spreaders carried by the body portion of the wagon is to spread the hose-bridge outwardly and thus seat the same in a proper position upon the track. The hose-bridge having been lowered, the chains are disengaged from the pins carried by the hose-bridge and the wagon is removed from the track, thus allowing and permitting the insertion or passage of the hose within the apertures 5.

While I have shown the most practical form of my invention, it will be obvious that various changes may be made in the details of con-

struction without departing from the general spirit of my invention.

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

1. A device of the type set forth, consisting of a wagon, having a spacer secured to the body thereof, said spacer provided with beveled sides for engagement with a hose-bridge, means on the wagon for raising and lowering the bridge, and means connected to said means and removably connected to the bridge for supporting the latter.

2. A device of the type set forth, consisting of a wagon having a spacer secured to the body thereof adapted for engagement with a hose-bridge, means for raising and lowering said bridge and a connection between the bridge and said means.

3. A device of the type set forth consisting of a vehicle having a spacer on the under side of its body, beveled sides on the spacer for engagement with a hose-bridge, braces on the vehicle-body, a screw-threaded stem carrying a bolster on its lower end engaging through said brace, and chains secured to the bolster and removably secured to said bridge.

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

RUDOLPH FILSINGER, JR.

Witnesses:

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