

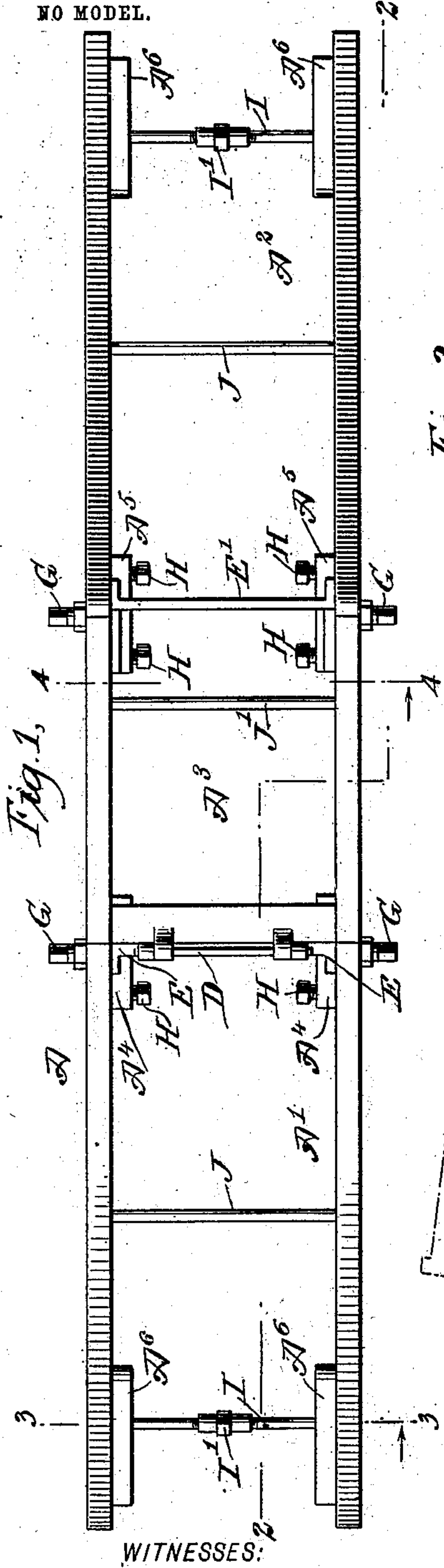
No. 721,504.

PATENTED FEB. 24, 1903.

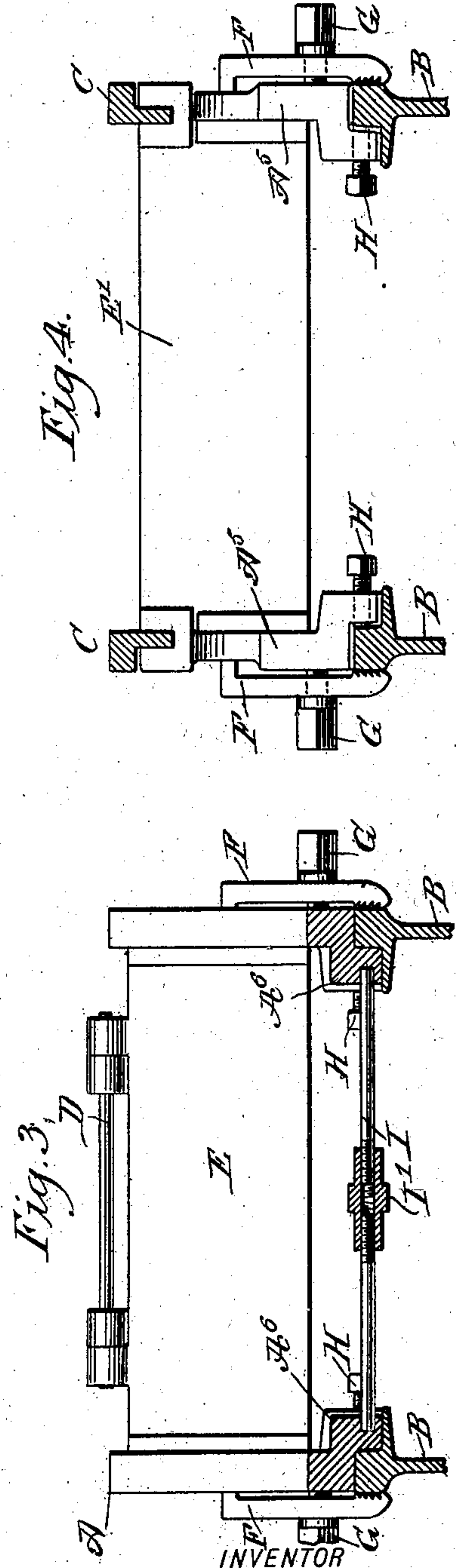
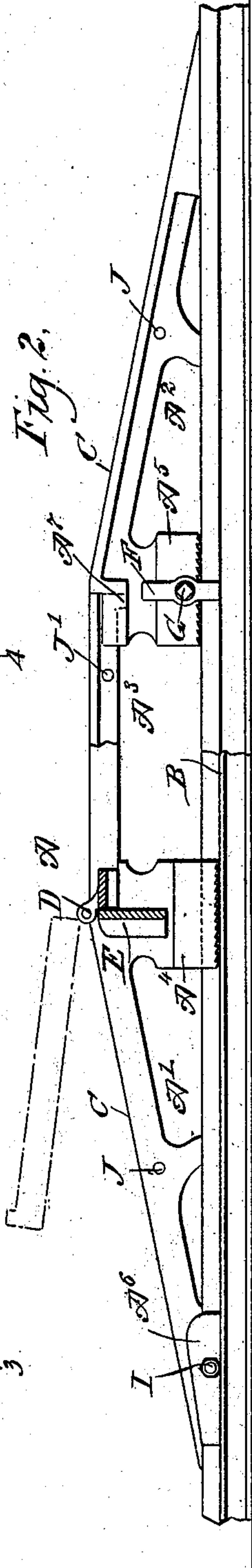
W. H. CROSSLEY.  
TRACK ATTACHMENT.

APPLICATION FILED JULY 19, 1902.

NO MODEL.



*Edward Thorpe.*  
*Reed H. H. H. H.*



*Fig. 4.*

INVENTOR  
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# UNITED STATES PATENT OFFICE.

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## TRACK ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 721,504, dated February 24, 1903.

Application filed July 19, 1902. Serial No. 116,266. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM HAYES CROSS-  
LEY, a citizen of the United States, and a resi-  
dent of Bloomsburg, in the county of Colum-  
bia and State of Pennsylvania, have invented  
a new and Improved Track Attachment, of  
which the following is a full, clear, and exact  
description.

The invention relates to street and other  
railways; and its object is to provide a new  
and improved track attachment designed to  
prevent fire-hose run across the track from  
being injured by the cars or trains, and at the  
same time allowing the uninterrupted running  
of the cars or trains.

The invention consists of novel features and  
parts and combinations of the same, as will  
be more fully described hereinafter and then  
pointed out in the claims.

A practical embodiment of the invention  
is represented in the accompanying drawings,  
forming a part of this specification, in which  
similar characters of reference indicate corre-  
sponding parts in all the views.

Figure 1 is a plan view of the improvement.  
Fig. 2 is a longitudinal sectional side eleva-  
tion of the same on the line 2 2 of Fig. 1.  
Fig. 3 is an enlarged cross-section of the im-  
provement on the line 3 3 of Fig. 1, and Fig.  
4 is a like view of the same on the line 4 4 of  
Fig. 1.

The improvement consists, essentially, of a  
bridge A, adapted to be set on and tempo-  
rarily fastened to the rails B of the track, and  
the said bridge is provided on the top of its  
open sides with bridge-rails C, terminating at  
their ends on the top of the track-rails B, as  
plainly illustrated in Fig. 2, so that a car can  
readily run along the track-rails B and up  
over the rails C and down again onto the  
track-rails without danger of injuring a hose  
passed across the track under the bridge at  
the open sides thereof. The bridge A is pref-  
erably made in three sections A', A<sup>2</sup>, and A<sup>3</sup>,  
of which the end sections A' and A<sup>2</sup> have their  
side rail portions inclined upwardly toward  
the rail portions of the middle section A<sup>3</sup>,  
which latter is preferably connected at one  
end by a hinge D with a cross-bar E, connect-

ing the two sides of the end section A' with  
each other. The free end of the middle section  
A<sup>3</sup> rests on a suitable seat formed on the inner  
end of the end section A<sup>2</sup> to make the bridge-  
rails C continuous and at the same time allow  
of swinging the middle section A<sup>3</sup> open, as in-  
dicated in dotted lines in Fig. 2, to conven-  
iently place additional hose across the track,  
after which the section A<sup>3</sup> is swung back to its  
position to form the continuous track, as pre-  
viously explained. The inner ends of the sides  
of the section A<sup>2</sup> are connected with each other  
by a cross-bar E' similar to the cross-bar E, and  
the sides of the sections A' A<sup>2</sup> are provided at  
their inner ends with posts A<sup>4</sup> A<sup>5</sup>, having their  
bottom edges formed with toothed jaws en-  
gaging the heads of the track-rails B, as  
plainly indicated in the drawings. The jaws  
of the posts A<sup>4</sup> A<sup>5</sup> are preferably L-shaped to  
fit the top and inner sides of the heads of the  
rails B, and the outer sides of the said rail-  
heads are engaged by toothed clamping-bars  
F, resting at their upper ends on the posts  
A<sup>4</sup> A<sup>5</sup> and moved at their lower ends in firm  
contact with the heads of the rails by clamp-  
ing-screws G, screwing in the posts A<sup>4</sup> A<sup>5</sup>.  
Thus when the sections A', A<sup>2</sup>, and A<sup>3</sup> are  
placed in position on the track-rails B and  
the clamping-screws G are screwed up then  
the posts A<sup>4</sup> A<sup>5</sup> are clamped rigidly in posi-  
tion on the track-rails by the action of the  
clamping-bars F to hold the track attach-  
ment against longitudinal as well as against  
transverse movement on the track-rails. Set-  
screws H may be employed to screw in the  
jaws of the posts A<sup>4</sup> A<sup>5</sup> against the inner  
sides of the rails B to fasten the posts in po-  
sition. The outer ends of the end sections  
A' and A<sup>2</sup> are provided at their sides with in-  
tegral bosses A<sup>6</sup>, connected with each other  
by cross-rods I, made in sections and connect-  
ed with each other by turnbuckles I', which  
when turned allow of lengthening or shorten-  
ing the cross-rods, so as to bring the terminals  
of the sections A' A<sup>2</sup> in proper relation relative  
to the track-rails and also to clamp the bosses  
A<sup>6</sup> in contact with the heads of the track-rails  
at the inside thereof. The end sections may  
be connected with each other between their



ends by fixed cross-rods J, and a similar cross-rod J' may connect the sides of the middle section A<sup>3</sup> with each other. The teeth in the jaws of the posts A<sup>4</sup> A<sup>5</sup> are preferably run in opposite directions to each other, as plainly indicated in Fig. 2, so as to hold the track attachment against longitudinal movement no matter in which direction a car is passing over the bridge. The free ends of the sides of the middle section A<sup>3</sup> are preferably provided with downwardly-extending lugs A<sup>7</sup>, engaging corresponding sockets in the posts A<sup>5</sup> to prevent accidental disengagement in a longitudinal direction between the middle section A<sup>3</sup> and the end section A<sup>2</sup>.

From the foregoing it will be seen that the track attachment can be readily placed in position on the track after the hose is stretched across the track, so that the hose extends through the open sides of the attachment over the track-rails B, and consequently the cars passing over the bridge are not liable to injure the hose. Additional hose may be stretched across at any time by opening the middle section A<sup>3</sup>, as previously explained.

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

1. A track attachment comprising a bridge for attachment to track-rails, the bridge having its sides formed into rails, terminating at their ends on the top of the track-rails and rising above the same at the middle of the bridge, to leave free passages between the bridge-rails and the track-rails for a fire-hose, and bosses near the extreme end of the bridge-rails for engaging the track-rails; and means for forcing said bosses into firm engagement with the track-rails, as set forth.

2. A track attachment comprising a bridge for attachment to track-rails, the bridge having its sides formed into rails, terminating at their ends on the top of the track-rails and rising above the same at the middle of the bridge, to leave free passages between the bridge-rails and the track-rails for a fire-hose, and means for securing the bridge in position on the track-rails, bosses near the extreme end of the bridge-rails, on their inner sides for engaging the track-rails, and an extensible rod for forcing said bosses outwardly into firm engagement with the track-rails, as set forth.

3. A track attachment comprising a bridge made in sections, having their sides forming continuous bridge-rails, of which the bridge-rails of the end sections incline upwardly to the horizontal bridge-rails of the middle section, said end sections having bosses at their outer ends, and posts at their inner ends; and means for bringing said bosses and posts into firm engagement with the track-rails, as set forth.

4. A track attachment comprising a bridge made in sections, having their sides forming continuous bridge-rails, of which the bridge-

rails of the end sections incline upwardly from the track to the horizontal bridge-rails of the middle section, posts supporting the inner ends of said end sections and having teeth on their lower ends in engagement with the rails of the track, the middle section of the bridge being pivoted to one end section and resting with its free end on the other end section, as set forth.

5. A track attachment comprising a bridge made in sections, having their sides forming continuous bridge-rails, of which the bridge-rails of the end sections incline upwardly to the horizontal bridge-rails of the middle section, the middle section of the bridge being pivoted to one end section and resting with its free end on the other end section, the free end of the middle section being provided with downwardly-extending lugs engaging corresponding sockets in the end section, as set forth.

6. A track attachment comprising a bridge made in sections having their sides forming continuous rails, the middle section being pivoted to one end section and resting with its free end on the other end section, and bosses near the extreme ends of the bridge-rails on their inner sides and means for bringing said bosses into firm engagement with the track-rails; integral posts supporting the inner ends of said end sections on the track, said posts terminating in L-shaped portions at their lower ends, said portions being received between the rails, and having their ends resting upon the flanges of the rails, the lower ends of the posts proper resting on top of the rails; and teeth on the said lower ends of the posts proper and of the L-shaped portions, said teeth being in engagement with the rails of the track to prevent longitudinal movement of the bridge thereon, as set forth.

7. A track attachment comprising a bridge made in sections having their sides forming continuous rails, the middle section being pivoted to one end section and resting with its free end on the other end section, and means for securing the end sections to track-rails, the said means comprising integral posts on the inner ends of the end sections and clamping devices for fastening the posts to the track-rails, as set forth.

8. A track attachment comprising a bridge made in sections having their sides forming continuous rails, the middle section being pivoted to one end section and resting with its free end on the other end section, means for securing the end sections to track-rails, sectional rods having turnbuckles, and integral lugs on the outer ends of the end sections, engaged by the said sectional rods, as set forth.

9. A track attachment comprising a bridge made in sections, having their sides forming continuous bridge-rails, of which the bridge-rails of the end sections incline upwardly to the horizontal bridge-rails of the middle section, the rails of said end sections being provided at



their inner ends with supporting standards;  
L-shaped portions at the lower ends of said  
standards for engaging the track - rails on  
one side; and clamps on said standards for  
5 engaging the opposite sides of the track-  
rails, as specified and for the purpose set  
forth.

In testimony whereof I have signed my  
name to this specification in the presence of  
two subscribing witnesses.

WILLIAM HAYES CROSSLEY.

Witnesses:

A. W. DUY,

R. S. HEMINGWAY.