

No. 886,798.

R. C. GROH.

PATENTED MAY 5, 1908.

FIRE HOSE BRIDGE.

APPLICATION FILED NOV. 11, 1907.

2 SHEETS—SHEET 1.

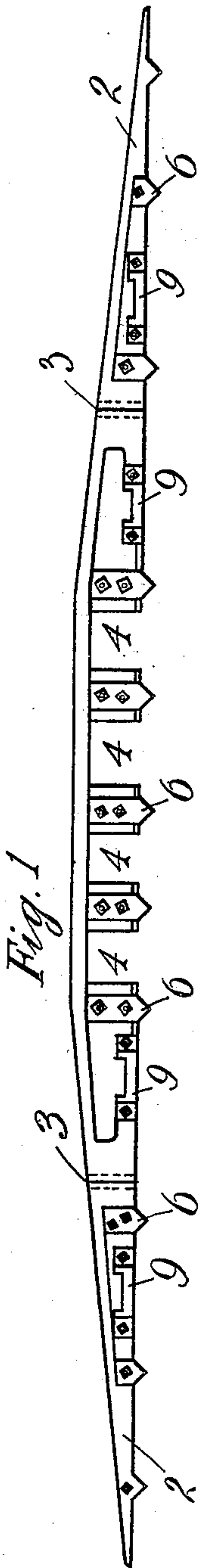


Fig. 1

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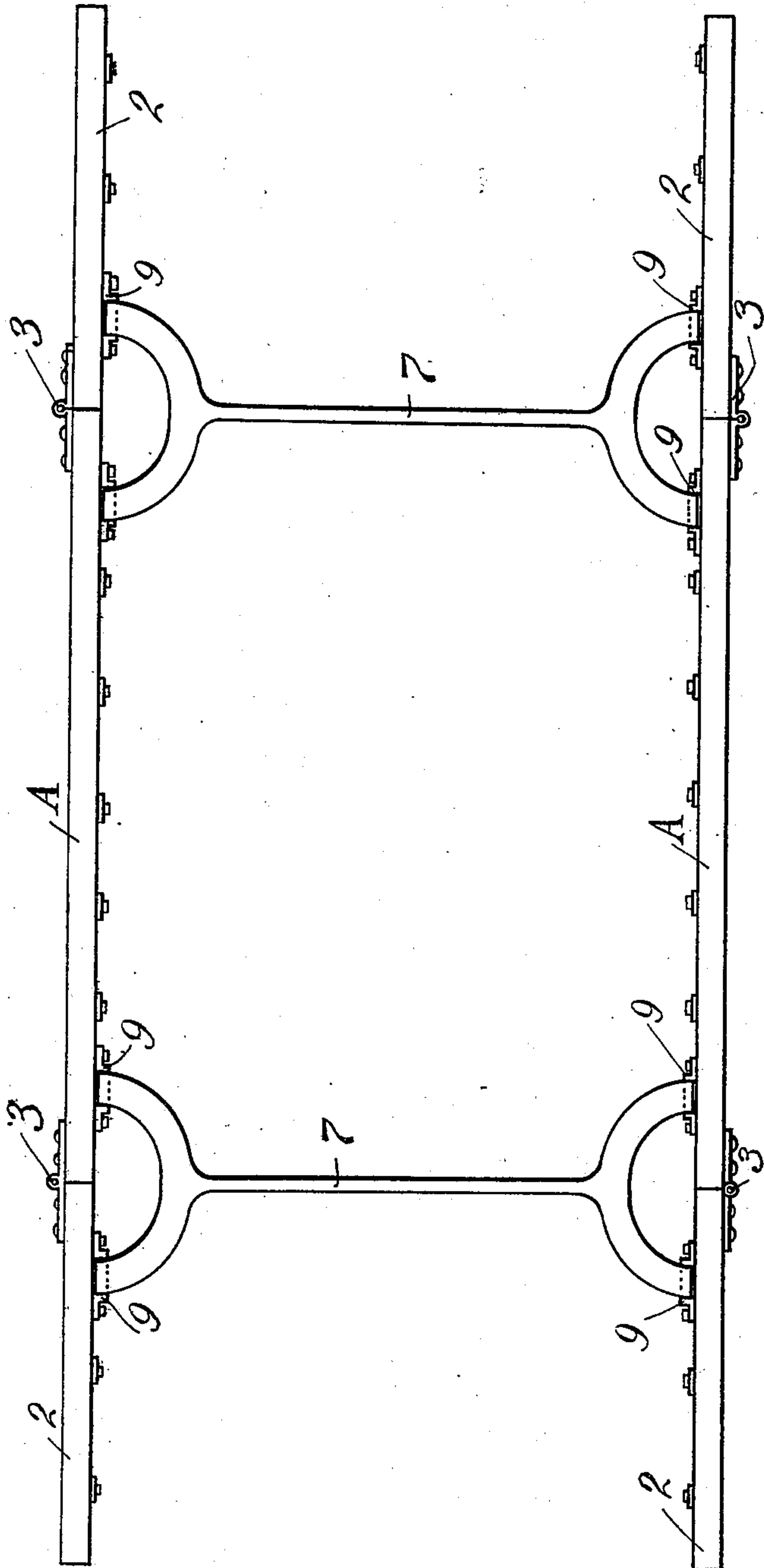


Fig. 2

Inventor,
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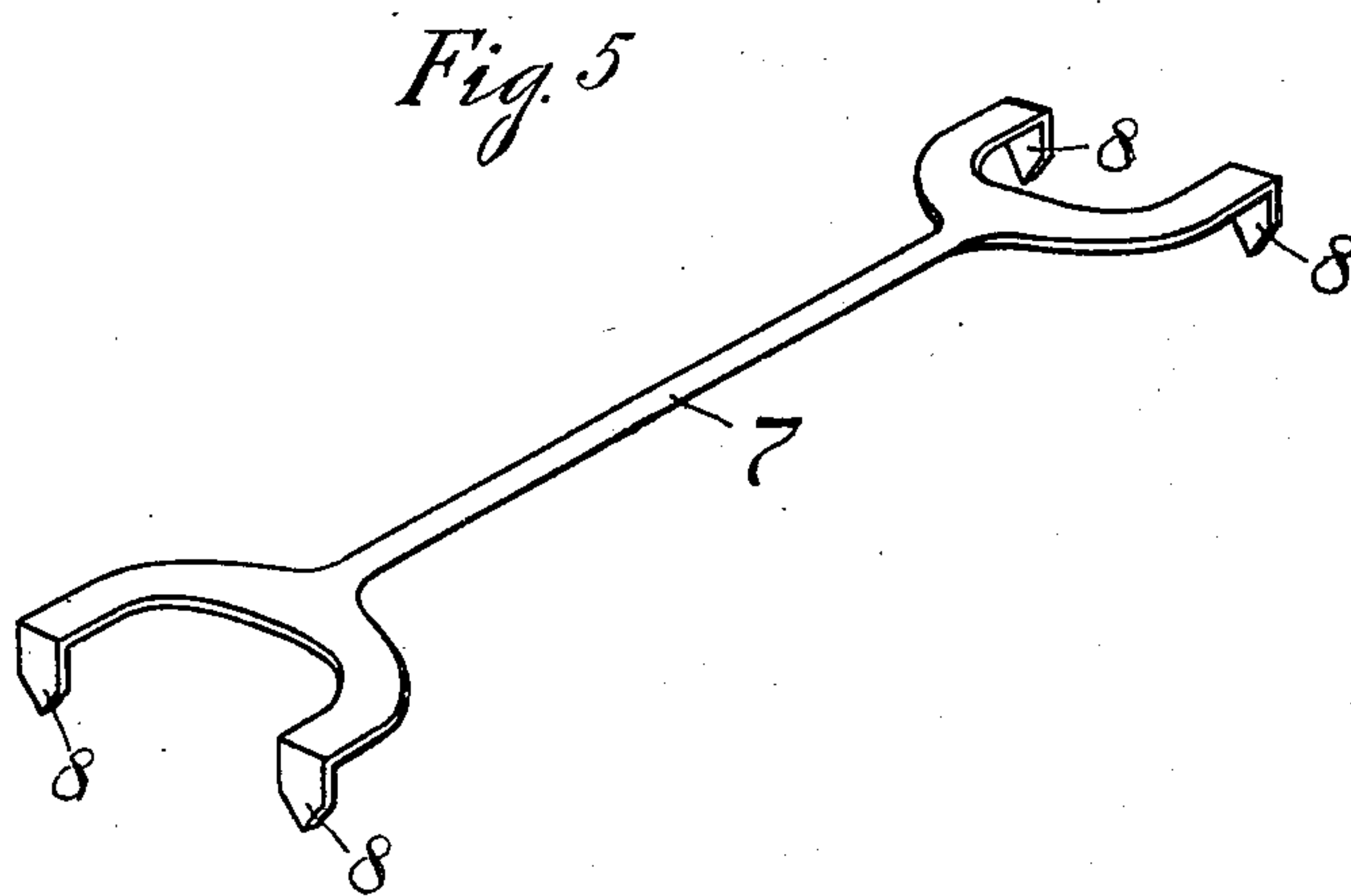
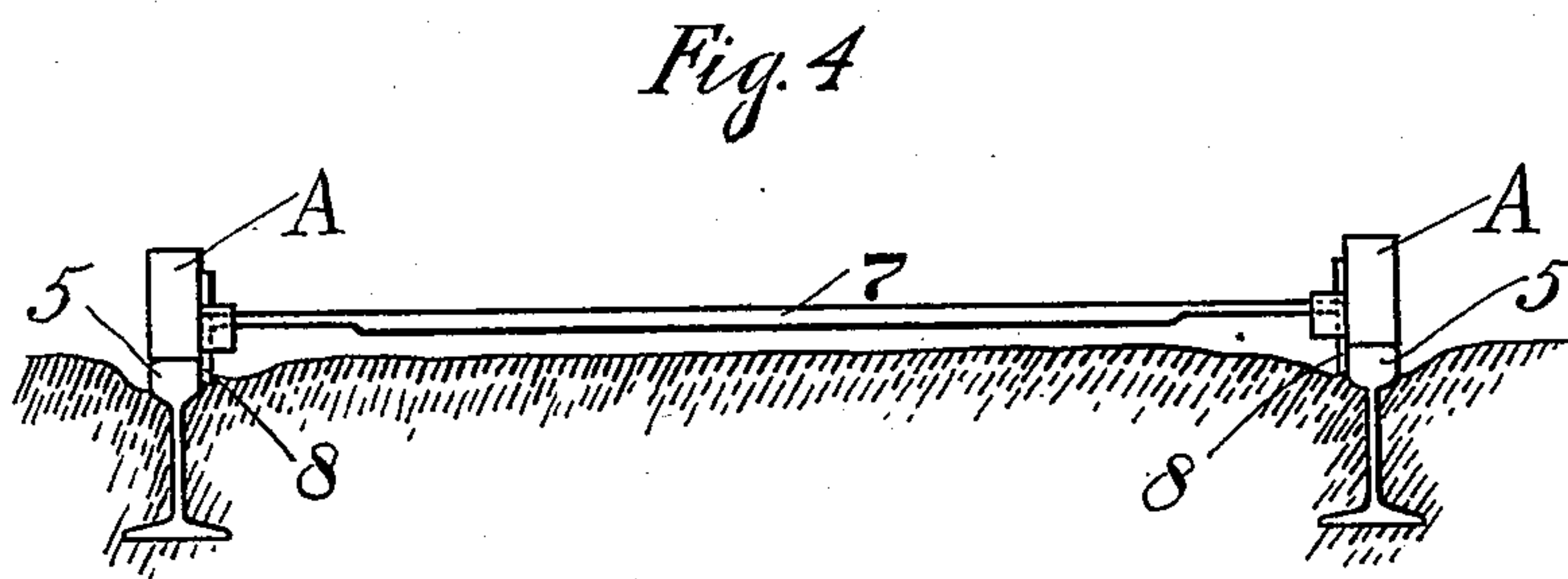
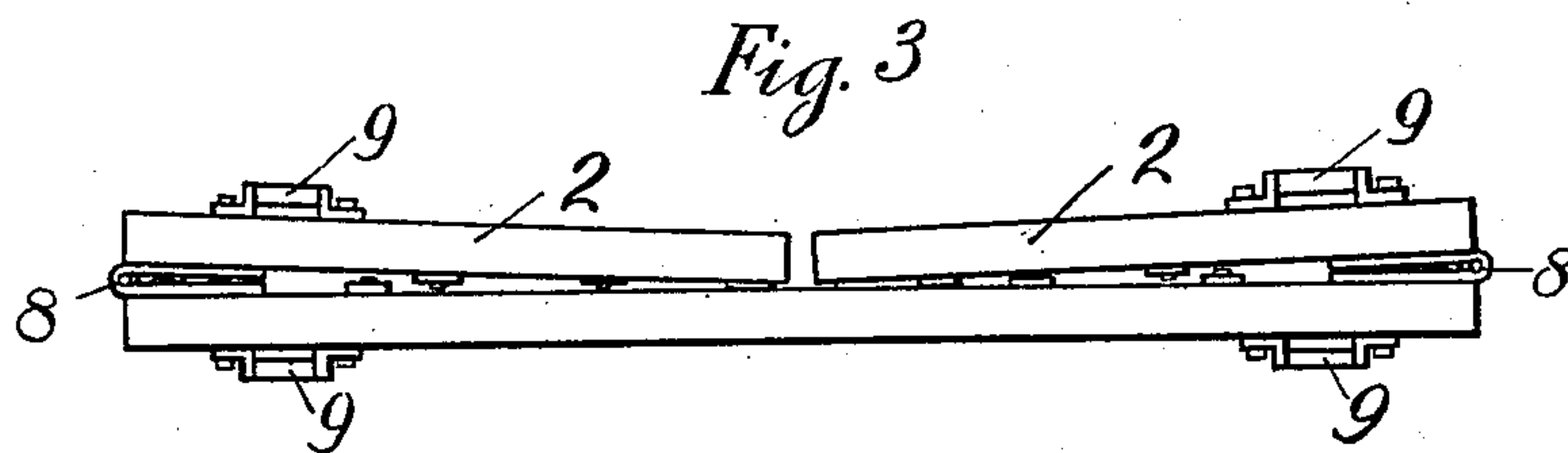
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2 SHEETS—SHEET 2.



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George Voelker
Harry Smith.

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UNITED STATES PATENT OFFICE.

ROBERT C. GROH, OF ST. PAUL, MINNESOTA, ASSIGNOR OF ONE-THIRD TO FRANK SEIFERT
AND ONE-THIRD TO SIDNEY H. REEVES, OF ST. PAUL, MINNESOTA.

FIRE-HOSE BRIDGE.

No. 886,798.

Specification of Letters Patent.

Patented May 5, 1908.

Application filed November 11, 1907. Serial No. 401,603.

To all whom it may concern:

Be it known that I, ROBERT C. GROH, a citizen of the United States, residing at St. Paul, in the county of Ramsey and State of Minnesota, have invented certain new and useful Improvements in Fire-Hose Bridges, of which the following is a specification.

My invention relates to improvements in fire hose bridges designed for use in connection with railway tracks to permit passage of cars over a line of hose extending across the track.

My invention consists particularly in providing a simple and light construction of bridge together with improved means for supporting the same in connection with the track.

To this end my invention consists in the features of construction and combination hereinafter particularly described and claimed.

In the accompanying drawings forming part of this specification, Figure 1 is a side elevation of my improved bridge, Fig. 2 is a plan view of the same, Fig. 3 is a side elevation of one of the bridge rails folded, Fig. 4 is an end view of my invention shown in use, and Fig. 5 is a perspective view of a tie rod forming part of my invention.

Referring to the drawings A represents a pair of similar bridge rails each consisting of a central section and end sections 2 connected thereto by hinges 3. As shown, the central section of each bridge rail is formed in its under side with openings 4 through which the hose is intended to be passed. Each bridge rail tapers upon its upper side downwardly toward its end to form an unbroken line with the top of the rail 5 in the ordinary manner.

In order to fasten the bridge rail A in position I provide fingers or points 6 extending downwardly on the inner sides of the bridge rails so as to extend into the ground along the inner sides of the track rails 5.

In order to hold the bridge rails in position I provide tie rods 7 provided with branching down-turned ends 8 adapted to extend into sockets 9 upon the inner faces of the bridge rails upon opposite sides of the hinge 3.

Thus the tie rods 7 hold the bridge rails in position upon the track rails as well as holding the bridge rails in extended position as indicated in Fig. 2.

In operation the bridge rails will be positioned upon the tracks with the hose passing across the tracks through the openings 4. The points 6 being forced into the ground along the inner sides of the track and the tie rods placed in position, as indicated in Fig. 2, with the bridge rails extended will hold the bridge in position and form a firm bridge or track for the car.

By constructing the bridge in the manner shown and described it can be made very light and when unlimbered can be folded into very small compass so as to be easily transported.

I claim:

1. In a hose bridge of the class described the combination with a pair of bridge rails each consisting of a plurality of hinged members, anchoring means for said bridge rails, tie rods, and means detachably connecting said rods and bridge rails upon opposite sides of the connecting hinges of said members.

2. A hose bridge of the class described comprising a pair of bridge rails, each rail consisting of a plurality of hinged members, anchoring means for said rails, tie rods formed with branching ends, and sockets upon said bridge members upon opposite sides of their hinge connection for receiving the ends of said tie rods.

3. A hose bridge of the class described comprising a pair of bridge rails each consisting of hinged members, downwardly extending anchoring fingers upon the inner faces of said rails, tie rods having branching hooked ends and sockets upon the inner faces of the members of said bridge rails for receiving the ends of said tie rods, for the purpose set forth.

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

ROBERT C. GROH.

Witnesses:

H. S. JOHNSON,
HATTIE SMITH.