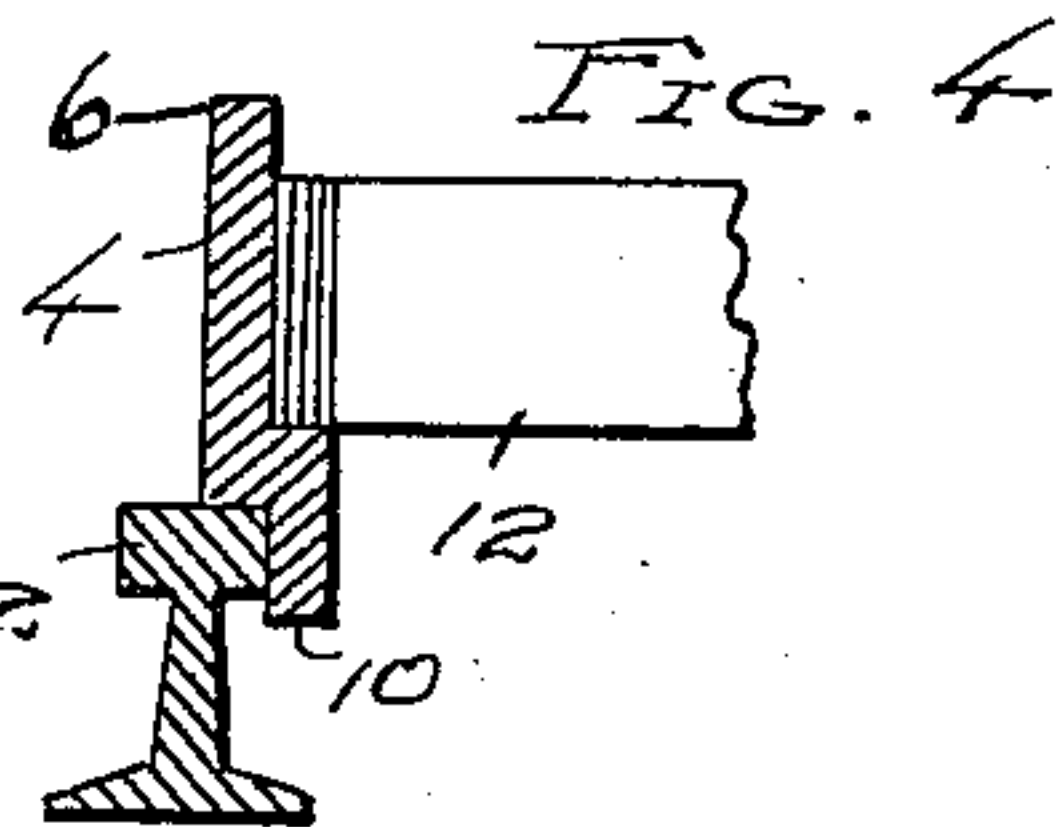
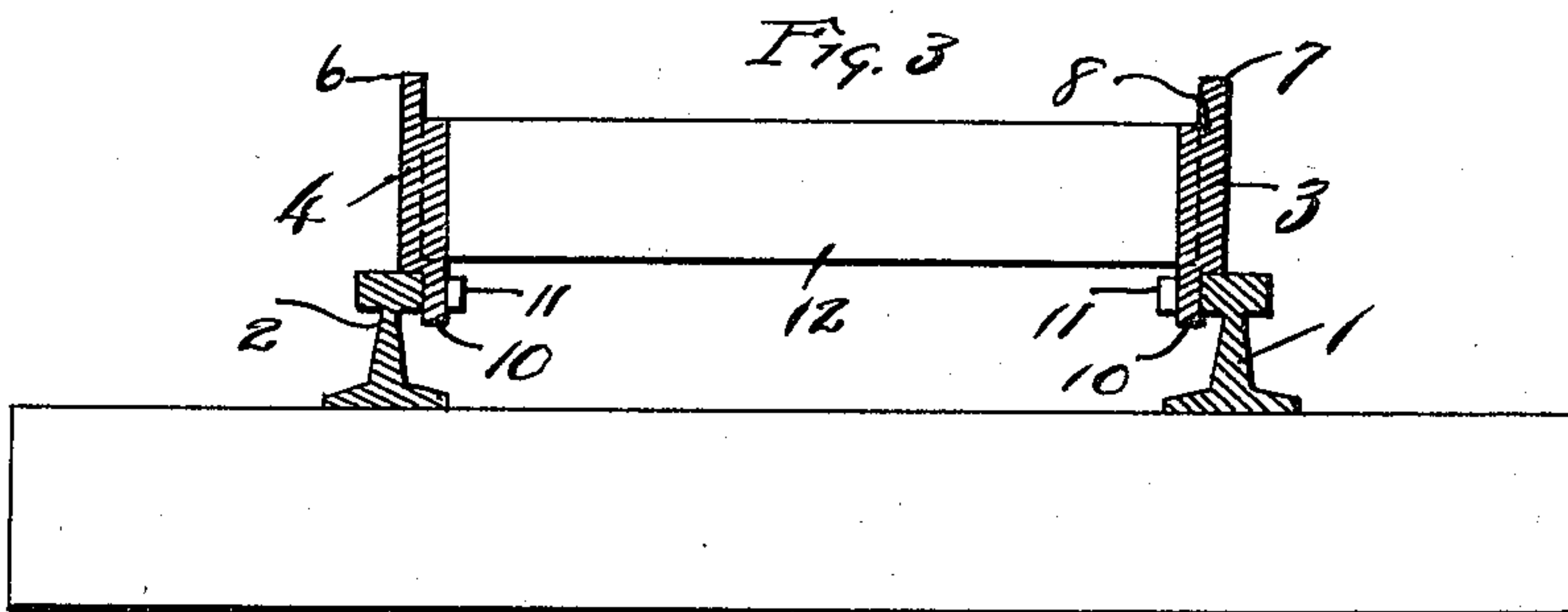
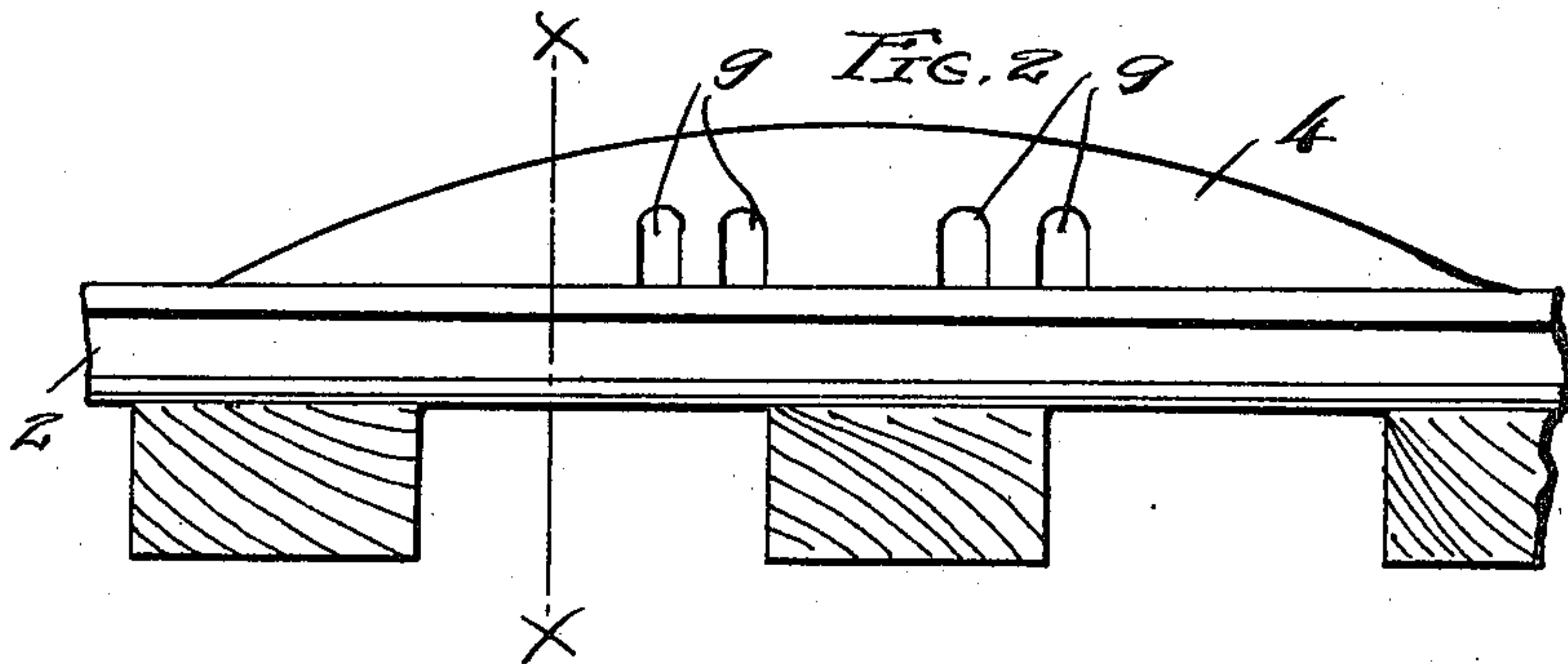
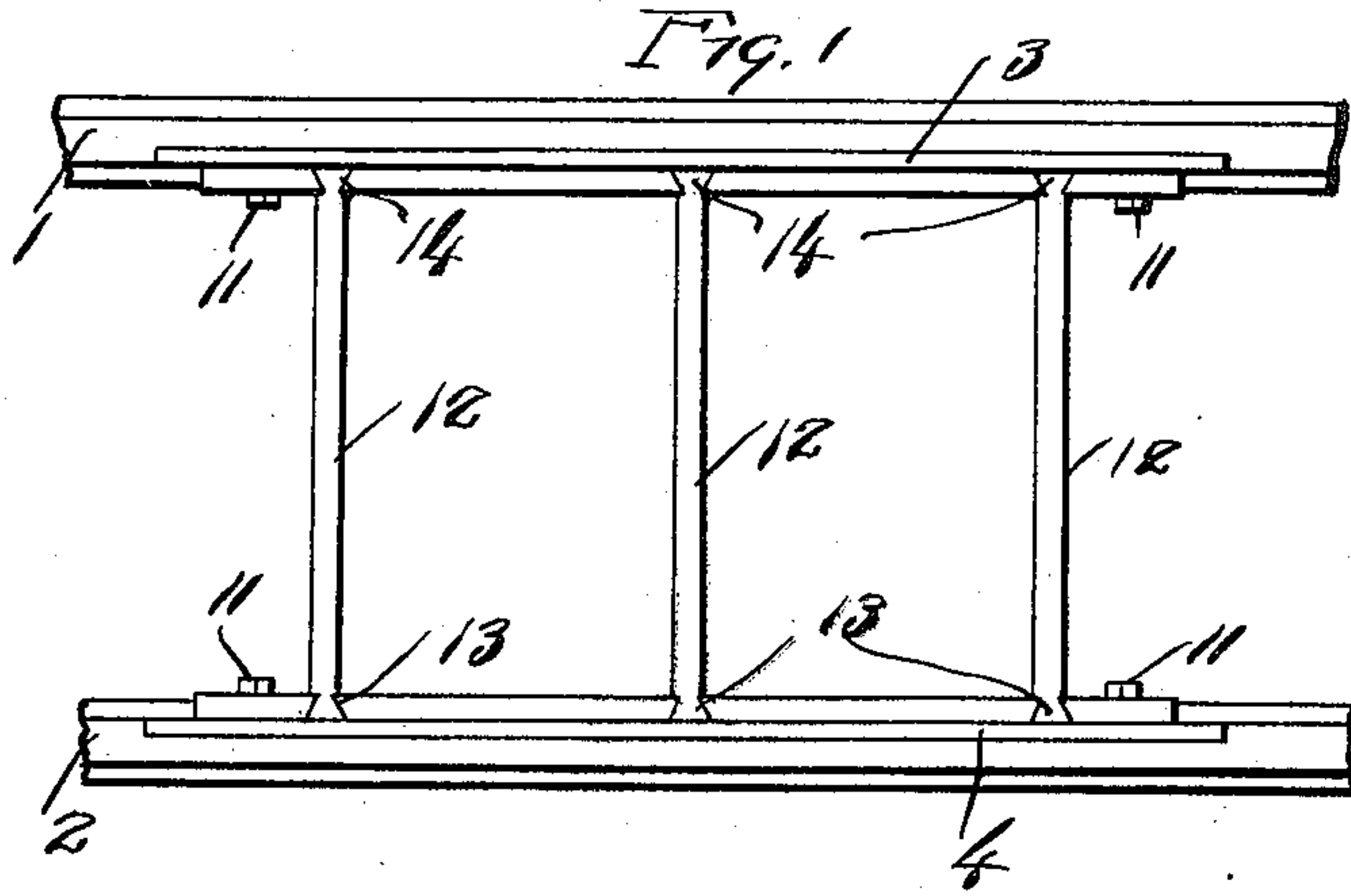


M. E. TROUTT.  
HOSE BRIDGE.  
APPLICATION FILED FEB. 2, 1910.

975,658.

Patented Nov. 15, 1910.



Witnesses  
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# UNITED STATES PATENT OFFICE.

MARTIN E. TROUTT, OF FORT WORTH, TEXAS, ASSIGNOR OF ONE-HALF TO JERRY HARWELL, OF FORT WORTH, TEXAS.

## HOSE-BRIDGE.

975,658.

Specification of Letters Patent.

Patented Nov. 15, 1910.

Application filed February 2, 1910. Serial No. 541,655.

*To all whom it may concern:*

Be it known that I, MARTIN E. TROUTT, a citizen of the United States, residing at Fort Worth, in the county of Tarrant and State of Texas, have invented a new and Improved Hose-Bridge, of which the following is a specification.

My invention relates to a bridge for fire hose to be placed on street car rails, and the object is to provide a bridge which can be easily and quickly assembled and quickly attached to street car rails and which can be quickly removed from the rails, and which may be conveniently carried by a hose cart in case of fire to be placed on the street car rails over any hose that may be run across the rails. By means of the hose bridge, the street cars will not be compelled to stop running until a fire is put out, as the street cars can run on the temporary rails of the bridge and pass over the hose without injuring the hose.

Other objects and advantages will be fully explained in the following description and the invention will be more particularly pointed out in the claims.

Reference is had to the accompanying drawings which form a part of this application.

Figure 1 is a plan view of the hose bridge mounted on street car rails. Fig. 2 is a side elevation of the same. Fig. 3 is a vertical section of the same taken on the line  $x-x$  of Fig. 2. Fig. 4 is a detail view of the locking means.

Similar characters of reference are used to indicate the same parts throughout the several views.

The improved bridge is applicable to the rails of any other railway than street car rails. Rails 1 and 2 are shown in the drawings and the hose-bridge consisting principally of arch rails 3 and 4 is mounted on the rails 1 and 2. The rails 3 and 4 rest on the balls of the rails 1 and 2. The rails 3 and 4 have balls 6 and 7 corresponding to the balls of the rails and these balls are constructed so that the inner edges 8 will be in line with the inner edges of the rail balls of rails 1 and 2. The bridge rails 3 and 4 have cut-outs 9 for the passage of hose under the rails 3 and 4. The rails 3 and 4 have flanges 10 which project below the balls of rails 1 and 2 for the purpose of attaching the

bridge to the rails. The rails 3 and 4 are secured to the rails 1 and 2 by screw bolts 11 which screw through the flanges 10 and bear against the balls of the rails 1 and 2. These bolts will prevent the hose bridge from sliding on the rails 1 and 2.

The hose bridge is held in operative position by means of cross-beams 12 which have their ends 13 and 14 dovetailed into the body portions of the rails 3 and 4. The beams or ties 12 hold the rails 3 and 4 against spreading in either direction. The beams 12 are made relatively wide so that they will brace the rails 3 and 4 throughout their width from bottom to top. The beams 12 need no other fastening devices than the dovetailed portions 13 and 14, as these dovetailed portions form locks and the beams 3 and 4 can be quickly locked and they will be held securely against movement by the beams 12.

The hose bridge thus described may be carried in the knock down form on a street car or other conveyance or it may be placed on some support along the street railway.

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

1. A hose bridge comprising arch rails in combination with the rails of a railway, said arch rails having body portions with cut outs thereunder for hose and depending flanges flush throughout their length with the rail balls of said rail, bolts binding said flanges to said railway rail balls, and ties having their ends dovetailed into the bodies of said arch rails.

2. A hose bridge comprising arch rails in combination with the rails of a railway, said arch rails having body portions with cut-outs thereunder for lines of hose and vertical grooves in said body portion on the inner sides with undercut edges and having depending flanges flush with the inside of the railway rail balls, screw bolts binding said flanges to said rail balls, and ties having their ends dovetailed into said grooves to lock said arch rails in operative positions.

3. A hose bridge comprising arch rails in combination with the rails of a railway, said arch rails having body portions resting on the balls of the railway rail balls and depending flanges flush throughout their length with the inner sides of the railway rail balls



and having balls in line with the railway  
rail balls, said body portions having cut-  
outs for lines of hose and having vertical  
grooves with undercut edges, ties having  
5 their ends dovetailed into said grooves, and  
bolts binding said flanges to said railway  
rails.

In testimony whereof, I set my hand in  
the presence of two witnesses, this 22nd day  
of January, 1910.

MART. E. TROUTT.

Witnesses:

A. L. JACKSON,  
J. W. STITT.