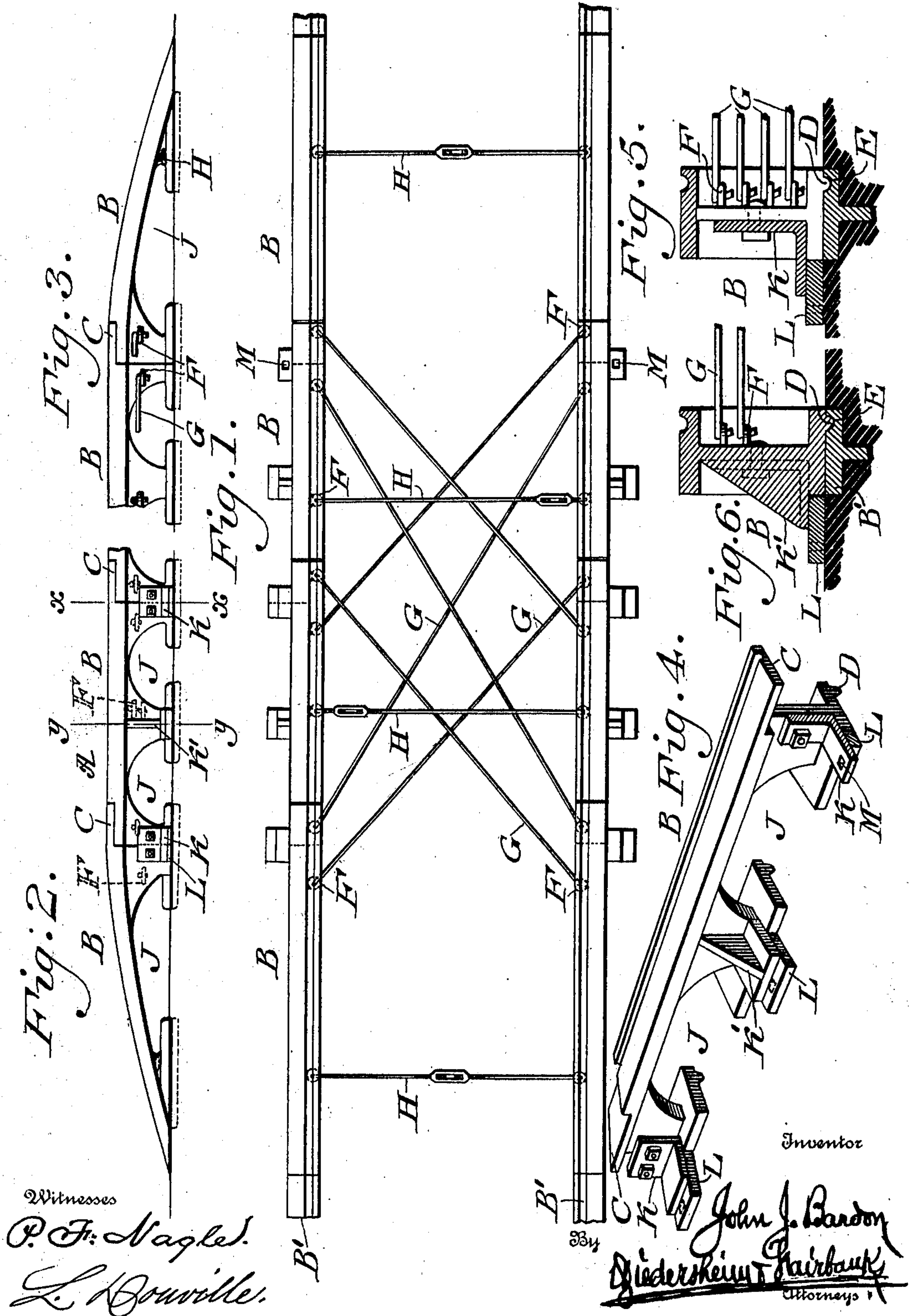


J. J. BARDON.
HOSE BRIDGE.

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982,924.

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HOSE-BRIDGE.

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To all whom it may concern:

Be it known that I, JOHN J. BARDON, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Hose-Bridges, of which the following is a specification.

My invention consists of a device or bridge to be placed over hose or other obstructions laid across car rails or car tracks so as to prevent the stoppage of the running of cars, where said hose or obstructions exist, the construction of the same being hereinafter described and the novel features pointed out in the claims.

Figure 1 represents a top or plan view of the hose bridge embodying my invention. Fig. 2 represents a side elevation of a portion thereof. Fig. 3 represents a side elevation or portion opposite to that shown in Fig. 2. Fig. 4 represents a perspective view of a detached portion thereof. Fig. 5 represents a vertical section of a portion on line $x-x$ Fig. 2. Fig. 6 represents a vertical section on line $y-y$ Fig. 2.

Similar letters of reference indicate corresponding parts in the figures.

Referring to the drawings: A designates a bridge adapted to be placed on railroad rails or car tracks over the place of occupation of hose or other obstructions, laid across said rails or tracks in case of fire or for other purposes, said bridge consisting of a number of sections of rails B whose ends are lap-jointed as at C so as to preserve the continuity of the heads of the same, it being noticed that said heads are of the contour of those of car rails or tracks and the bases of said rails have ribs D depending from their lower sides, so as to enter grooves E in the rails or tracks which occupy the street or road bed, thus interlocking said rails B with rails B', it being also noticed that the end sections are inclined or sloping and the intermediate sections are elevated, said end sections rising to said intermediate ones.

On the inner sides of the rail sections are eyes F which are adapted to receive the hooked ends of the rods G, the latter extending from one side of the bridge to the other and serving to brace the same, the sections being furthermore connected by the transversely-extending braces H whereby the sections are stiffened and provide a strong

structure and are prevented from shifting on the rails or tracks B', it being noticed that the underside of the sections are formed with channels or passages J which receive the hose or obstructions. When the sections of the bridge are adjusted in position and the braces properly applied and tightened, the bridge forms a continuity of the rails or tracks, permitting cars to ride up one section, pass over the next section and then descend on the opposite end section without contacting with or injuring the hose or obstructions or being stopped or delayed by the same. In order to strengthen the bridge and broaden the base thereof, angle irons K, or other braces such as K' are secured respectively to the outer side of the sections they forming pillow blocks which are rested in part on the bases of said sections and on foot plates L, the latter being laid on the road bed, and having their inner ends form shoulders which abut against the bases of the sections and assist in preventing the latter from spreading and overturning. Openings M are formed in the horizontal limbs of said angle irons for spiking or bolting the latter to the ground, when so required, to prevent any possible shifting of the bridge.

As the braces H extend in cross direction from different sections of the bridge to the opposite sides thereof, the eyes F of the respective sections are arranged at different altitudes or planes so that said braces may not interfere with each other in crossing as is evident on examination of Figs. 5 and 6.

When service of the bridge is no longer required, the braces are released and removed, when the sections may be separated and placed together or bundled convenient for transportation, storage, etc.

Any number of intermediate sections may be employed between the inclined end-sections, thus admitting of the bridge being longer or shorter according to the demand, and the rabbeted ends of the heads or treads of the rail-sections, overlapping each other, will provide a continuous head or tread on the rail of the bridge. The angle-irons K, are secured to both of the meeting ends of the webs of the bridge-rails, so that said angle-irons will serve as splices or fish-plates as well as in the capacity of lateral foot braces for the rail sections.

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

1. In a hose bridge, rail sections, angular
5 pillow blocks secured to the webs of said
sections and resting on the bases thereof, and
foot plates secured to the horizontal lower
limbs of said pillow blocks and extended
outwardly from the under sides thereof
10 forming on their inner ends shoulders which
abut against said bases.

2. In a hose bridge, pairs of inclined end
rail sections and pairs of level intermediate
rail sections, the foot-flanges of said sec-
15 tions being formed with ribs on their under

sides adapted to engage the grooves of the
track rails, means for joining the meeting
ends of said sections, transverse tie rods hav-
ing their ends engaging eyes upon the inner
sides of the webs of the bridge rail sections, 20
and diagonal and crossing brace rods having
their ends engaging eyes upon the inner
sides of the webs of the bridge rail sections,
and said eyes being at different horizontal
levels to permit the brace rods to cross.

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