

J. J. ARMSTRONG.
HOSE BRIDGE.
APPLICATION FILED SEPT. 23, 1910.

995,940.

Patented June 20, 1911.

Fig. 1.

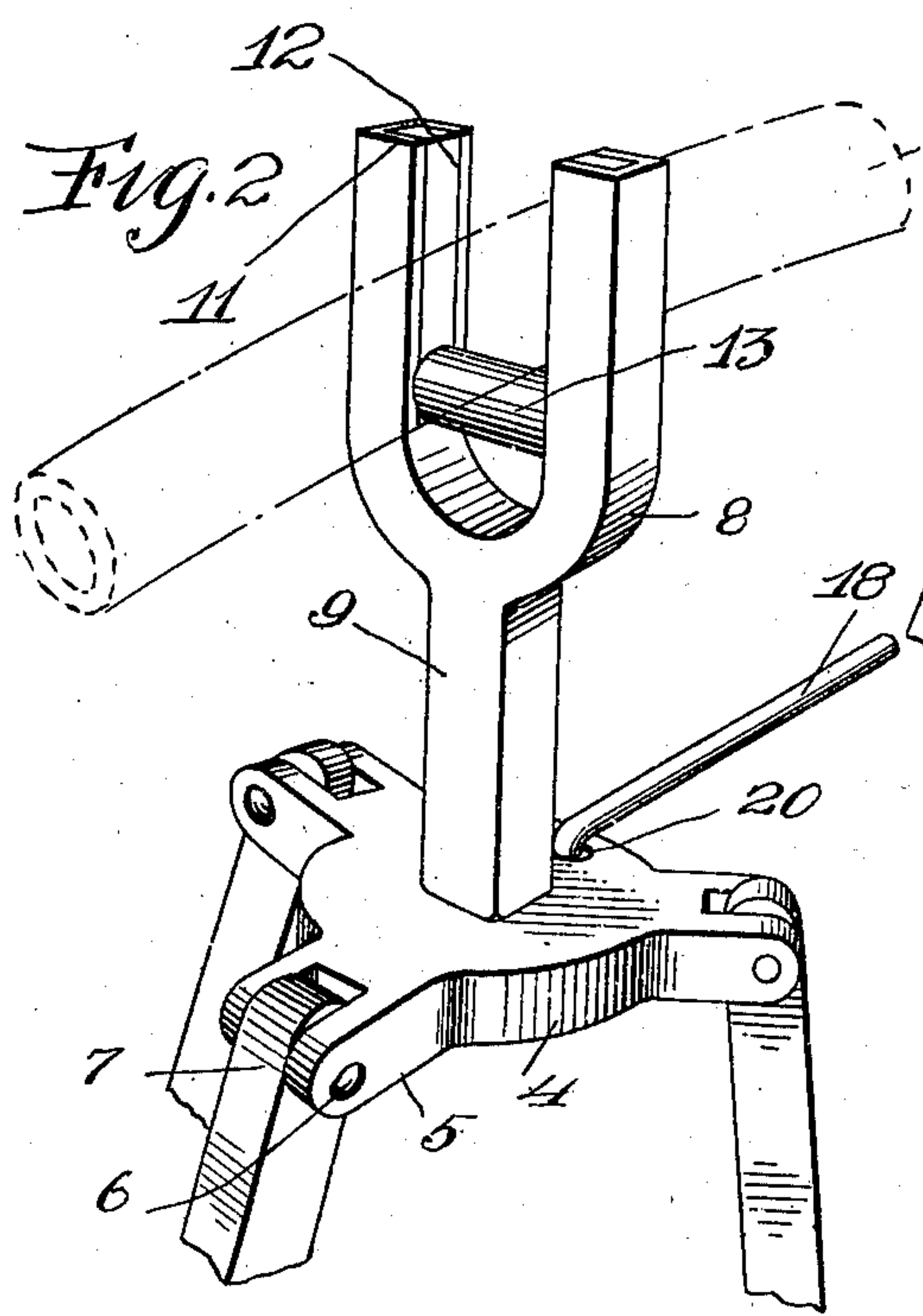
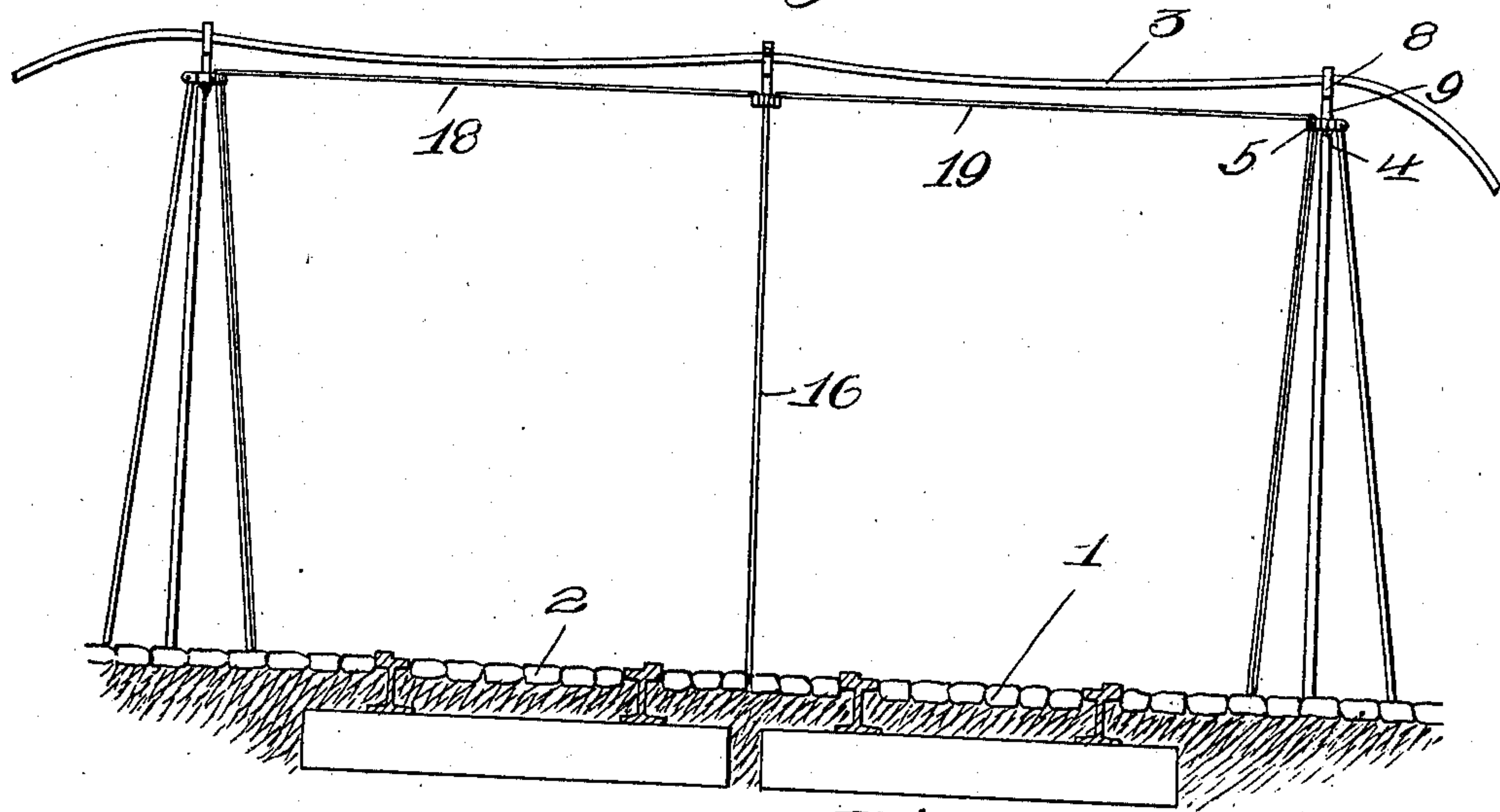


Fig. 4.

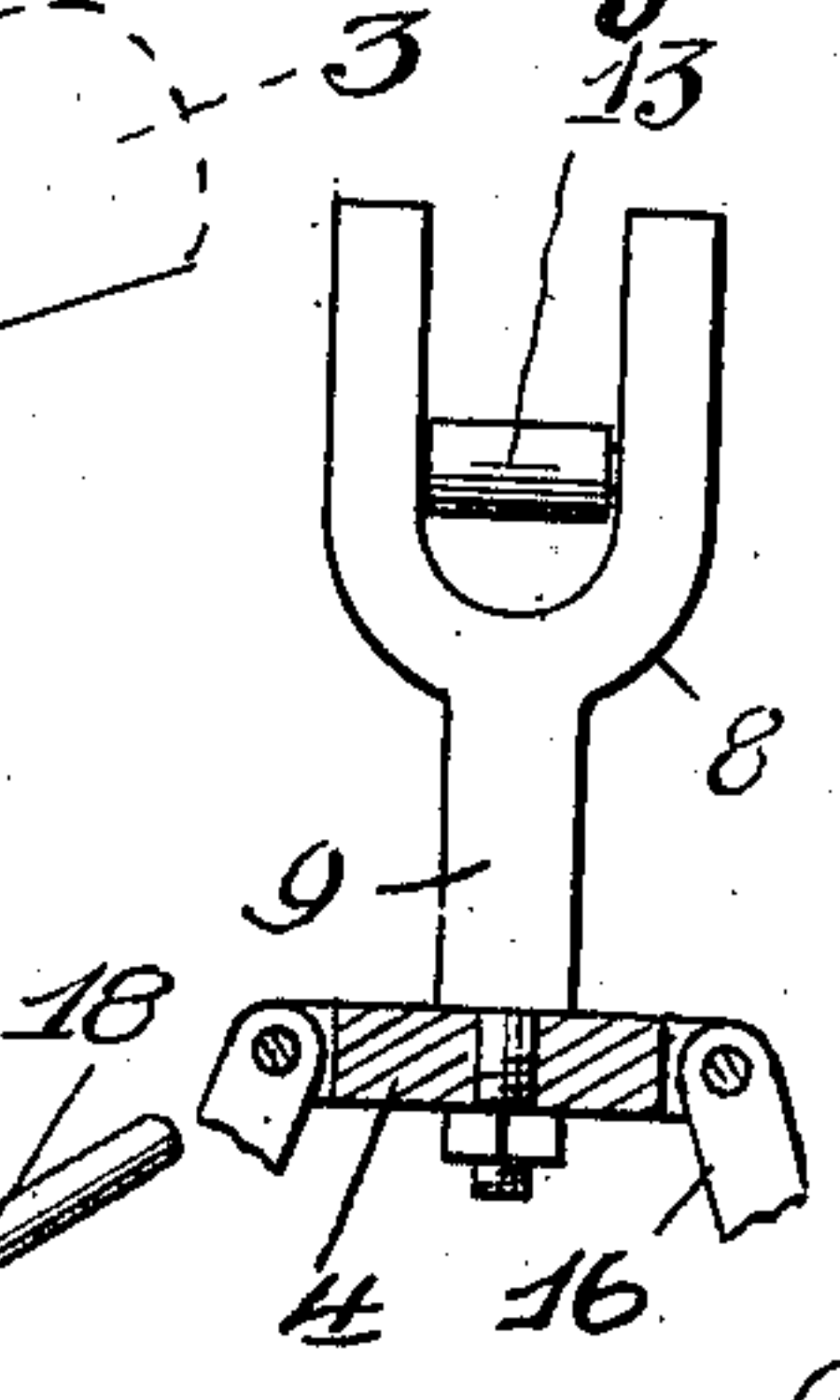


Fig. 3.

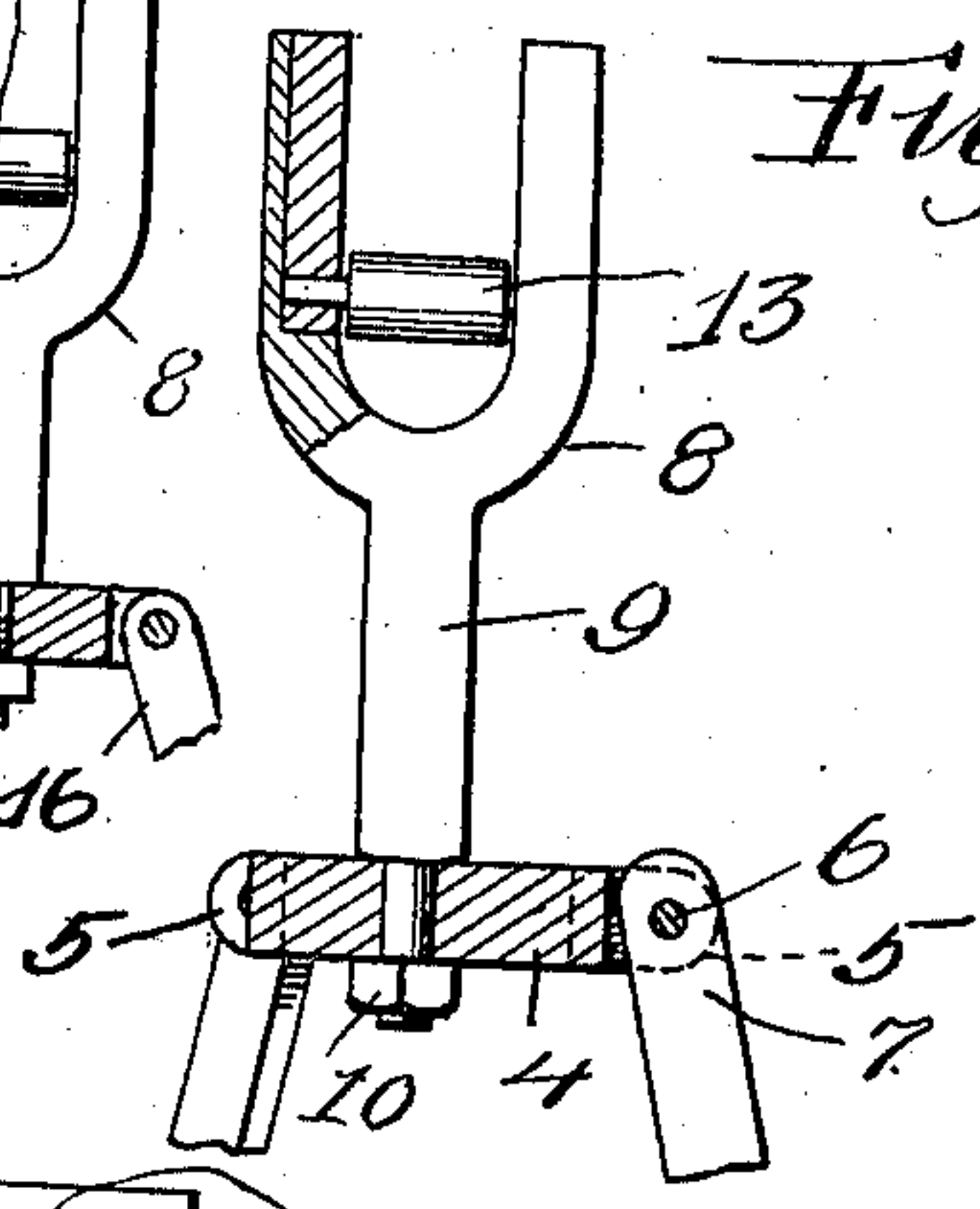
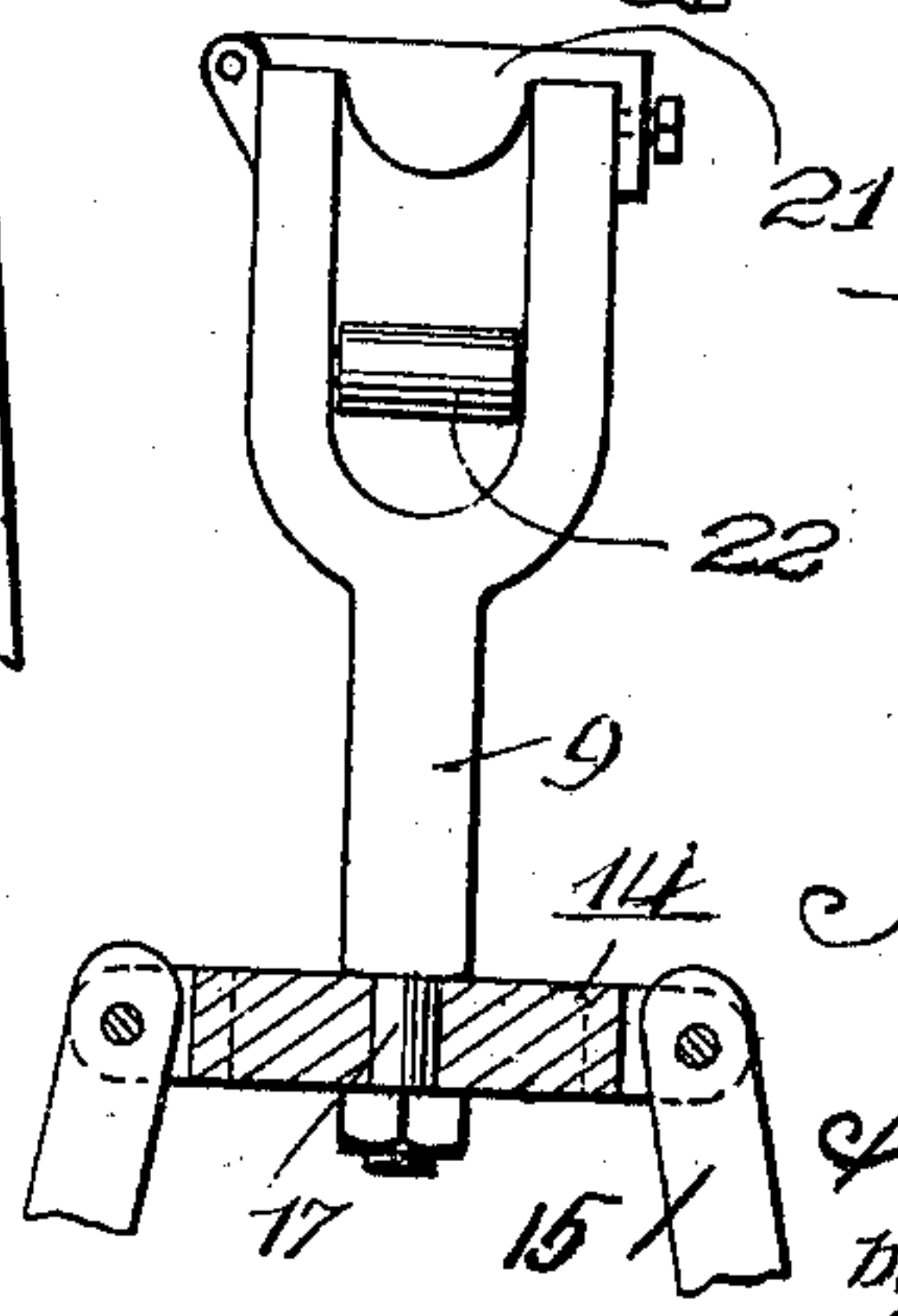


Fig. 5.



WITNESSES

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HOSE-BRIDGE.

995,940.

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To all whom it may concern:

Be it known that I, JOHN J. ARMSTRONG, a citizen of the United States of America, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Hose-Bridges, of which the following is a specification, reference being had therein to the accompanying drawing.

10 This invention relates to hose bridges, and has for its object to provide a device of such class for bridging a line of hose in an elevated manner, particularly above a car track in case of fire.

15 Further objects of the invention are to provide a hose bridge, which is simple in its construction and arrangement, strong, durable, efficient in its use, conveniently set up to support a hose in an elevated position, and 20 inexpensive to manufacture.

With the foregoing and other objects in view, the invention consists of the novel construction, combination and arrangement of parts, as hereinafter more specifically described and illustrated in the accompanying drawing, wherein is shown the preferred embodiment of the invention, but it is to be understood that changes, variations, and 25 modifications can be resorted to, which come within the scope of the claim hereunto appended.

30 In describing the invention in detail, reference is had to the accompanying drawings, wherein like reference characters denote corresponding parts throughout the several views, and in which:

35 Figure 1 is a side elevation of a hose bridge, in accordance with this invention, showing the adaptation thereof for supporting a line of hose above a car track. Fig. 2 40 is a perspective view of the upper portion of one of the outer supporting members of the bridge. Fig. 3 is a sectional detail of the upper portion of one of the outer supporting 45 members of the bridge. Fig. 4 is an elevation of the intermediate supporting member of the bridge, and Fig. 5 is a sectional elevation of a modified form of intermediate supporting member of the bridge.

50 Referring to the drawings in detail, 1 and 2 denote a pair of tracks over which a line of hose 3 is supported at such an elevation, by a bridge in accordance with this invention, as to enable the passage of cars over 55 the tracks.

A hose bridge in accordance with this in-

vention comprises a pair of outer supporting members and an intermediate supporting member. Each outer supporting member consists of a head 4 provided with a plu- 60 rality of pairs of apertured lugs 5, which are equally spaced, and as shown, each head is provided with three pairs of lugs. Detachably connected to the lugs of each pair by the removable pin 6 is a supporting leg 7, 65 which is adapted to maintain the head 4 in an elevated position.

The reference character 8 denotes a yoke having a shank 9 fixedly secured by the hold- 70 fast device 10 to the head 4 centrally thereof. The inner face of each of the arms of the yoke is formed with a recess 11, in which are mounted a pair of blocks 12 having journaled therein a bearing roller 13, upon which is mounted the line of hose 3. The inter- 75 mediate section consists of a head 14 provided with two oppositely disposed pairs of lugs, and in each pair of lugs 15 the upper end of the supporting leg 16 is detachably secured by a removable pin 17. The sup- 80 porting legs 16 of the intermediate member are positioned centrally between the pair of tracks 1 and 2, as clearly shown in Fig. 1, and extend in opposite directions with re- 85 spect to each other, so that said legs 16 will not interfere with the cars, as they travel on the track. The intermediate section is fixed to the outer sections through the medium of the tie bars 18, 19, which have angle 90 shaped ends 20 detachably engaging in openings formed in the head 4 of the outer members or sections and the head 14 of the intermediate member or section. The tie bars 18, 19, maintain the supporting members in an 95 upright position.

The modified form of intermediate member shown in Fig. 5 is provided with a clamp 21 for retaining the hose upon the roller 22, whereby the intermediate supporting mem- 100 ber will be prevented from falling.

The roller bearings 13 allow for the shifting of the hose in case they move longitudinally, due to the action of the engine or the pressure of the water, as it travels through 105 the hose.

What I claim, is:

A hose bridge comprising a pair of outer supporting members and an intermediate supporting member, each of said members being provided with a head, a pair of legs 110 supporting the head of the intermediate member, a series of legs supporting the heads

of each of the outer members, each of said
outer members further comprising a verti-
cally-disposed yoke having a relatively long
shank depending centrally therefrom and
5 formed with a reduced end extending
through the head of said member, means
engaging the reduced end for securing the
yoke to the head, each of said yokes having
the inner face of each of its arms cut-away
10 to provide a recess, a vertically-disposed
removable bearing mounted in each of said
recesses, a bearing roller having reduced
ends journaled in said bearings and posi-

tioned above the bottom of the yoke, and
means for pivotally connecting the legs to 15
the head, and tie members having angle-
shaped ends depending in the heads for sup-
porting and connecting the supporting mem-
bers together.

In testimony whereof I affix my signature 20
in the presence of two witnesses.

JOHN J. ARMSTRONG.

Witnesses:

N. LOUIS BOGAN,
EVA A. MILNE.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
Washington, D. C."
