L. T. KRUSE.

Hose-Bridge.

No. 166,991. Patented Aug. 24, 1875.

Fig: 1

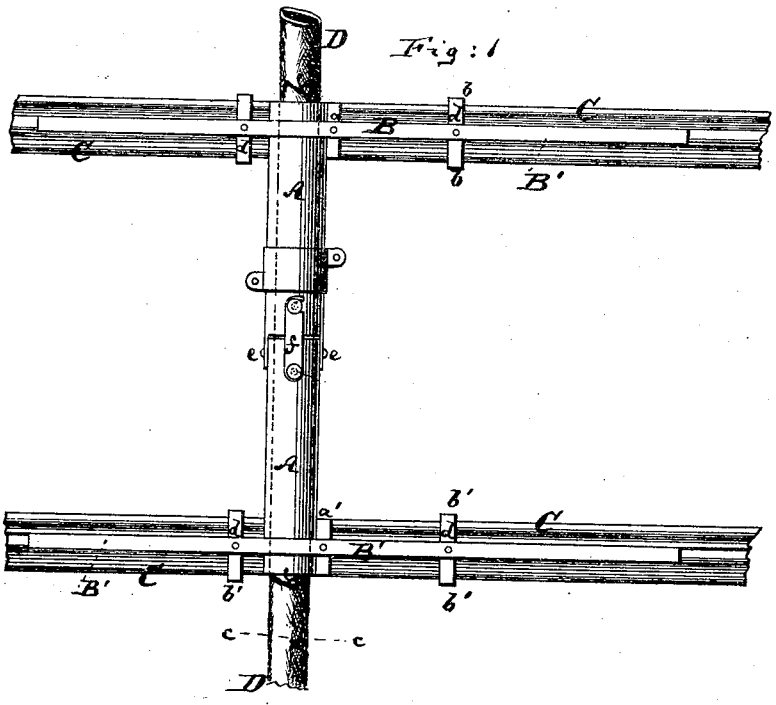


Fig: 3

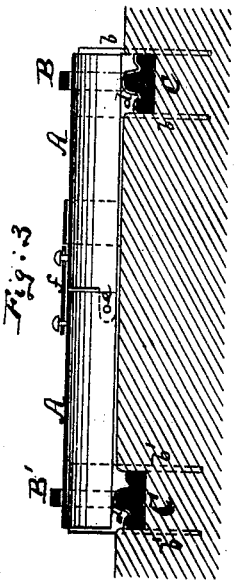


Fig: 2

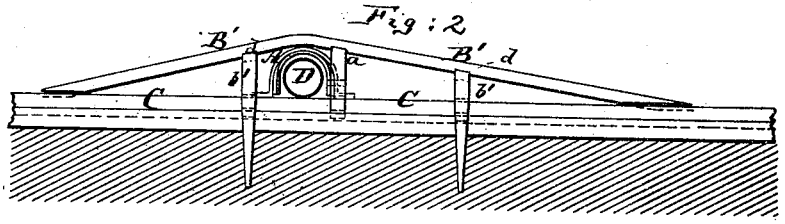
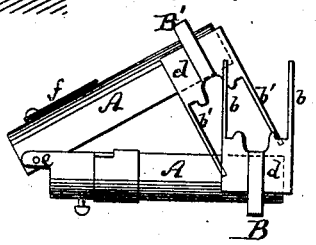


Fig: 4



Witnesses:

F. v. Briesen

A. Moraga.

Inventor

L. T. Kruse

by his attorney

A. v. Briesen

UNITED STATES PATENT OFFICE.

LAURITZ T. KRUSE, OF NEW YORK, N. Y., ASSIGNOR OF ONE-FOURTH HIS RIGHT TO CHARLES WEGENER, OF SAME PLACE.

IMPROVEMENT IN HOSE-BRIDGES.

Specification forming part of Letters Patent No. **166,991**, dated August 24, 1875; application filed July 31, 1875.

To all whom it may concern:

Be it known that I, LAURITZ T. KRUSE, of New York city, in the county and State of New York, have invented a new and Improved Hose-Bridge for railroads, of which the following is a specification:

This invention relates to an improved portable hose-bridge; and has for its object to protect hose or similar articles that may be temporarily laid across railroad-tracks against injury from the car or other wheels or horses.

The invention consists in the combination of two arched rails, adapted to be placed on the rails of a railroad-track, with a tubular-jointed casing that connects the arched rails, as hereinafter more fully described.

In the accompanying drawing, Figure 1 is a top view of my improved hose-bridge. Fig. 2 is a longitudinal section on the line *c c*, Fig. 1; Fig. 3, a transverse section on the line *k k*, Fig. 1; and Fig. 4 is a side view of the hose-bridge, showing it folded together.

Similar letters of reference indicate corresponding parts in all the figures.

The letter A represents a tube open at the bottom, and as long at least as the distance between the two rails of a track. The ends of this tube are also left open. To each end of the tube A, and preferably at right angles thereto, is rigidly attached an arched rail, B and B′, the tube A extending under the lower side of such rails. These rails B B′ are to be placed parallel to each other, and are made one substantially like the other. The connection between the rails B B′ and the tube A may be established by small plates *a a′*, which are attached to the lower side of the rails B B′, and to which the tube A may be riveted, or the connection may be established in other suitable ways. The arched rails B and B′ are supplied with pendant prongs *b b′*, &c., which can be driven into the ground to straddle the rails C of the track, and serve to hold the arched rails in place. The plates *d d*, which connect the prongs may be hollowed on their lower edges to fit on the rail C.

The casing A I prefer to make of two pieces of equal length, connected at the center by pivots *e*, which allows the entire bridge to be folded together, as in Fig. 4, if not used. A hook, *f*, pivoted to the tube A at one side of the pivots *e* serves to lock the jointed tube in line, as in Fig. 1.

In practice, my improved hose-bridge is placed on a track in such a manner that the tube A covers the part of the hose D that lies between the track, and that is to be protected. The arched rails B B′ are placed over the rails and securely fastened by driving the prongs into the ground. The arched rails protect the hose against injury by the car-wheels, while that part of the hose that lies between the rails will be protected by the casing A from the hoofs of the horses and passing vehicles.

I claim as my invention—

In a hose-bridge, the combination of the jointed casing A with the arched rails B B′, which have the prongs *b b′*, all substantially as herein shown and described.

The above description of my invention signed by me this 28th day of July, 1875.

LAURITZ T. KRUSE.

Witnesses:

F. V. BRIESEN,

O. A. WEIDNER.