J. TAYLOR.

HOSE-BRIDGE.

No. 189,072. Patented April 3, 1877.

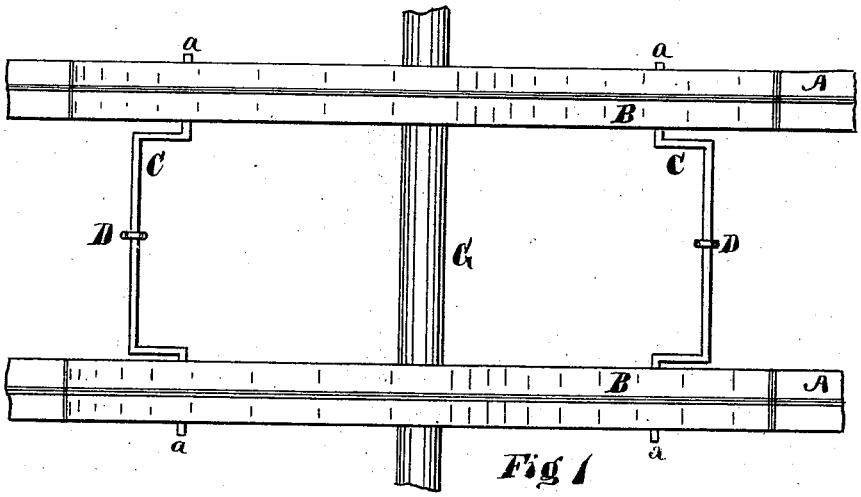

Fig 1

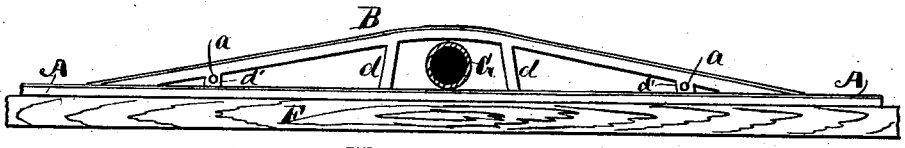

Fig. 2

Witnesses
Ida Smith.
Edda Krauth.

Inventor
James Taylor.
Per. E. Brink
Atty.

UNITED STATES PATENT OFFICE.

JAMES TAYLOR, OF INDIANAPOLIS, INDIANA.

IMPROVEMENT IN HOSE-BRIDGES.

Specification forming part of Letters Patent No. **189,072**, dated April 3, 1877; application filed February 19, 1877.

To all whom it may concern:

Be it known that I, JAMES TAYLOR, of Indianapolis, county of Marion, State of Indiana, have invented a new and useful Portable Bridge, designed to be used on street-railroad tracks to protect hose in case of fire, where the hose crosses the track, of which the following is a description, reference being had to the accompanying drawings.

The object of my invention is to construct a portable bridge to be applied to street-railroad tracks, so as to allow hose from fire-engines or water-plugs to pass under it, and, at the same time, to allow the cars to pass over the hose without injury thereto; and my invention consists of the two arched bridge-rails, united together by crank-rods in such a manner as to allow the rails to be held at any desired position on the track, and firmly secured, so that the cars cannot move the bridge-rails, by means of spikes, which encircle, or are attached to, the crank-rods, and driven into the ground.

Figure 1 represents a plan view of my improved bridge, and shows the manner in which the same is anchored in position on the rails. Fig. 2 represents a side view of the same.

A A represent the rails of the road, and B B represent the arched rails of the bridge. These arched rails are strengthened or supported by standards *d d d' d'*, and the extreme ends of the bridge are made to closely fit the rails by being tapered, so as to allow the wheels of the car to readily mount the bridge.

The two bridge-rails are united together by crank-rods C C, which fit into holes drilled in the standards *d' d'*. The crank shape is given to the bars C for the purpose of allowing the bars to lie flat on the ground, and not interfere with the horses as they pass over them, the crank portion lying flat on the ground, whatever may be the level of the track in relation to the rails; and when in the proper position the crank-bars C are securely fastened to the ground by the spikes D, which may either encircle the crank-rods, or be attached thereto in any other suitable manner, and thus prevent the car-wheels from pushing the bridge-rails out of position as the car mounts the bridge. The hose G passes under the bridge, as shown in the drawings.

The bridge-rails should be carried on some of the cars, or should be in some convenient place on each line of road, so as to be quickly conveyed to the desired place, and thus save the delay, and sometimes the actual stoppage of the cars until a fire has been put out.

What I claim as new, and wish to secure by Letters Patent, is—

The crank-rods C, combined with the rails B B of a hose-bridge, as and for the purpose specified.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JAMES TAYLOR.

Witnesses:

E. O. FRINK,

GUSTAVUS FROCHARD.