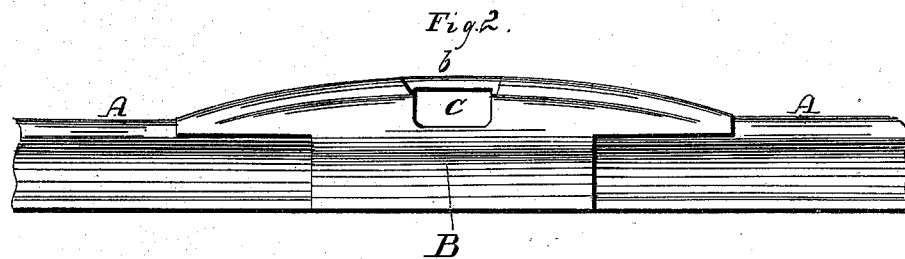
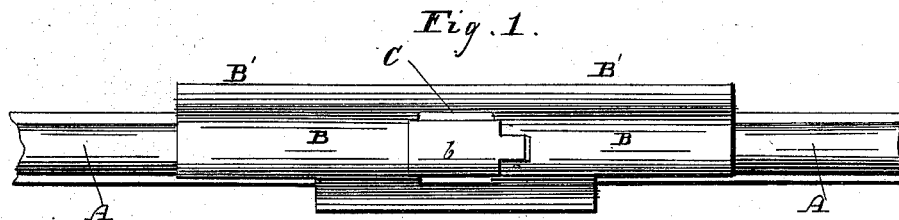


W. E. CAMERON.

Hose Bridge.

No. 107,870.

Patented Oct. 4, 1870.



Witnesses.

Ad. Munn
Chas. H. Pugh

Inventor.

Walter E. Cameron
by Prindle & Ayer

Attys.

United States Patent Office.

WALTER E. CAMERON, OF TAUNTON, MASSACHUSETTS.

Letters Patent No. 107,870, dated October 4, 1870.

IMPROVEMENT IN HOSE-BRIDGES.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, WALTER E. CAMERON, of Taunton, in the county of Bristol and in the State of Massachusetts, have invented certain new and useful Improvements in Hose-Bridges; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon, in which drawing—

Figure 1 is a plan view of my device, and

Figure 2 a side elevation of the same.

Like letters denote like parts in each figure.

The nature of my invention relates to bridges for covering, and securing from injury, hose for the conveyance of water, when carried across and over railways; and consists in the construction of a bridge, which fits lengthwise over a railway-rail, having an opening in the top of the bridge for the admission of the hose, which opening is closed by a hinged cover.

In the drawing—

A represents an ordinary railway-rail, and

B my hose-bridge, which may be made of any suitable material, and in any usual manner.

The inside of the bridge conforms to the general outline of the top and sides of the rail, so as to fit pretty closely to its sides, and have a uniform bearing upon its top.

The sides of the bridge are intended to reach to the bottom of the rail, and one side, B', is provided with holes, *a*, by means of which it may be spiked down to the ties of the railway.

The top of the bridge, when in position, is curved upward in the center, so as to give a height at that point sufficient to receive any hose for conveying

water, in an opening made for it, when the hose, at the same time, is carried over the top of the railway-rail. The bridge should, therefore, be made of such length as will enable a railway-car to pass conveniently and safely over it when in position and covering a hose.

In the top of the bridge, and in the center thereof, an opening, C, is made, of sufficient size for the admission of the hose, which opening has a hinged cover, D, which completely covers it at the top.

The cover, at its hinged end, has shoulders, *b*, which fit into and rest upon offsets *c* upon the side of the opening, and, at its free end, rests upon similar offsets upon the other side of the opening, so that the cover rests firmly upon its ends, and the hinge is relieved from pressure upon it.

In operation the bridge is placed upon the railway-rail where needed, and spiked, as before mentioned.

The cover being raised, the hose may be slipped into the opening provided for it, and the cover being shut down, the bridge ready for the passage of cars over it, while the hose is protected from injury.

Having thus described my device,

What I claim as my invention therein is—

In a hose-bridge, an opening on the top, provided with a hinged cover, for the reception of a hose, substantially as described and shown.

In testimony that I claim the foregoing, I have hereunto set my hand this 20th day of August, 1870.

WALTER E. CAMERON.

Witnesses:

S. R. TOWNSEND,

G. EDGAR WILLIAMS.