

*P. Dailey,
Hose Bridge.*

No. 112,427.

Patented Mar. 7. 1871.

fig. 1.

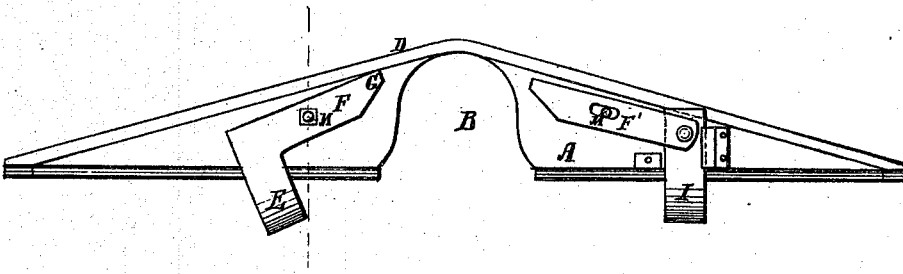


fig. 2.

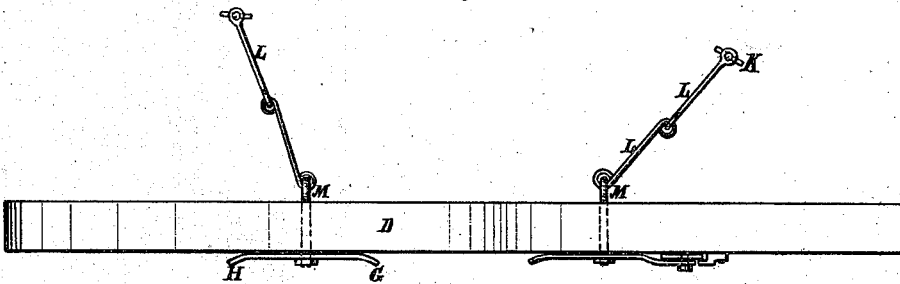
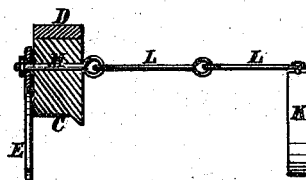


fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

PATRICK DAILY, OF NEW YORK, N. Y., ASSIGNOR TO HIMSELF AND JOHN J. KEHOE, OF SAME PLACE.

IMPROVEMENT IN HOSE-BRIDGES.

Specification forming part of Letters Patent No. **112,427**, dated March 7, 1871.

To all whom it may concern:

Be it known that I, PATRICK DAILY, of New York city, in the county and State of New York, have invented a new and Improved Hose-Bridge; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing, forming part of this specification.

This invention relates to improvements in apparatus, for use on street and other railroads, for passing the cars over the hose of fire-engines laid across the track when fire occurs near them, which is, at the present time, a cause of great detention to the cars for want of convenient means for passing the cars over successfully.

The invention consists in a pair of short rails, made of wood and metal bars, the wood bars being fitted to lie on the rail of the road, and having a transverse groove in the under side to span the hose, and descending each way on the upper side from the center to a point at each end, said upper sides being strengthened by the metal bars, which short rails are placed on the rails of the wood, one on each, and held by points pivoted to them on one side for driving in the ground by the side of the rail, also by other points connected by links, calculated to allow them such sweep around the point of connection as to insure the finding of a suitable place between the paving-stones for driving them, so that they will hold the said rails securely in place.

Figure 1 represents a side elevation of one of the rails composing my improved hose-bridge. Fig. 2 is a plan view of the same, and Fig. 3 is a transverse section.

A is a piece of wood about as wide as the rail, three or four feet long, and thick enough in height to contain a transverse groove, B, in the under side, which will span the hose of a fire-engine when lying on the rail.

The under side is formed in the reverse of the upper side of the rail, as indicated at C, to be supported properly thereon, and the upper side is tapered down from the center or thereabout each way to a point.

D is a flat bar of metal applied to the upper side of this bar for strengthening it and preventing the wheels of the car from splitting or brooming it.

E represents a broad spike or point, forming a right-angled projection of a lever, F, pivoted to the bar A on the side which is outermost when in position for use, for driving into the ground by the side of the rail by pounding on the outwardly-bent corner H to hold the said short rail on the rail of the road.

The end G of the lever F is bent outward, to admit of striking upon it with a sledge to withdraw the point.

I is another point on the same side for driving into the ground. It is arranged in vertical guides, and so jointed to its lever F—or the latter may be so jointed to bar A—as to permit the point to work vertically while connected to the said lever, to be used for raising it out of the ground.

On the other side I propose to connect other points, K, preferably of flat form, by one or more links, so that they may have such sweep over the ground as to insure the adjusting of them to such places for driving between the paving-stones as will cause the links to be drawn taut. The connections of these points with the links will be swiveled to admit of turning them to any position required. For economy we propose to connect these links to eyebolts M, passing through the bar A, and serving for the pivots of the levers F and F'. Any other connection for these points E or I which will admit of driving them into the ground and withdrawing them readily may be employed.

This apparatus is very simple, light, and cheap, and, having all the holding-points attached so that they do not become separated, is very convenient for use, and may be carried on a car without taking up much room or being in any way objectionable.

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

The improved hose-bridge consisting of a pair of short rails, each composed of the grooved and tapered wood bar A and iron bar D, and provided with points E or I, connected by levers arranged for withdrawing them, also provided with the points K, connected by links, all substantially as specified.

PATRICK DAILY.

Witnesses:

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