

(No Model.)

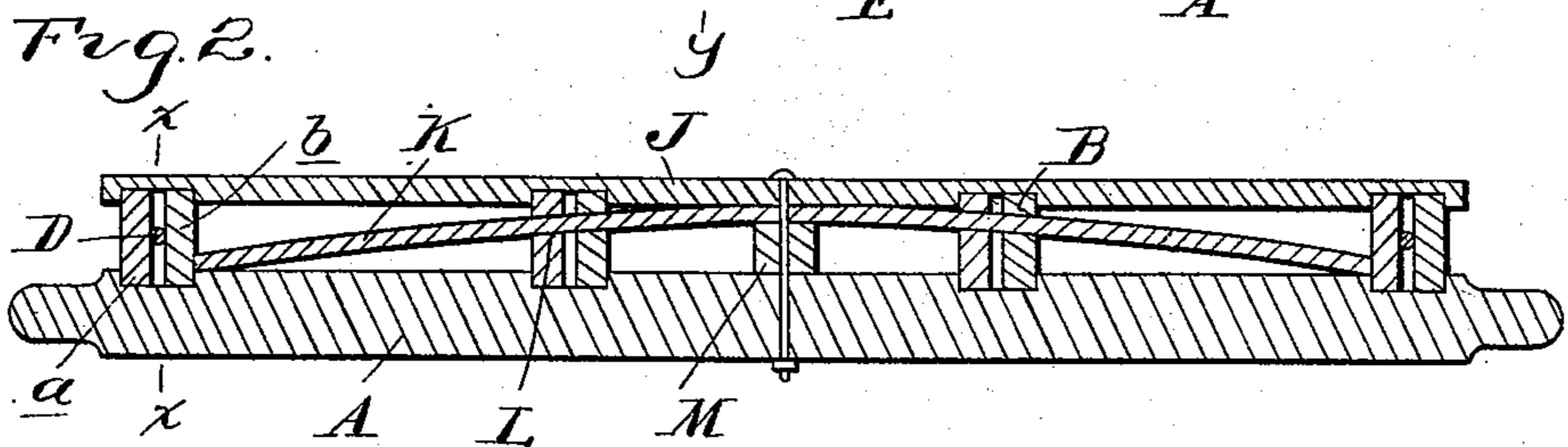
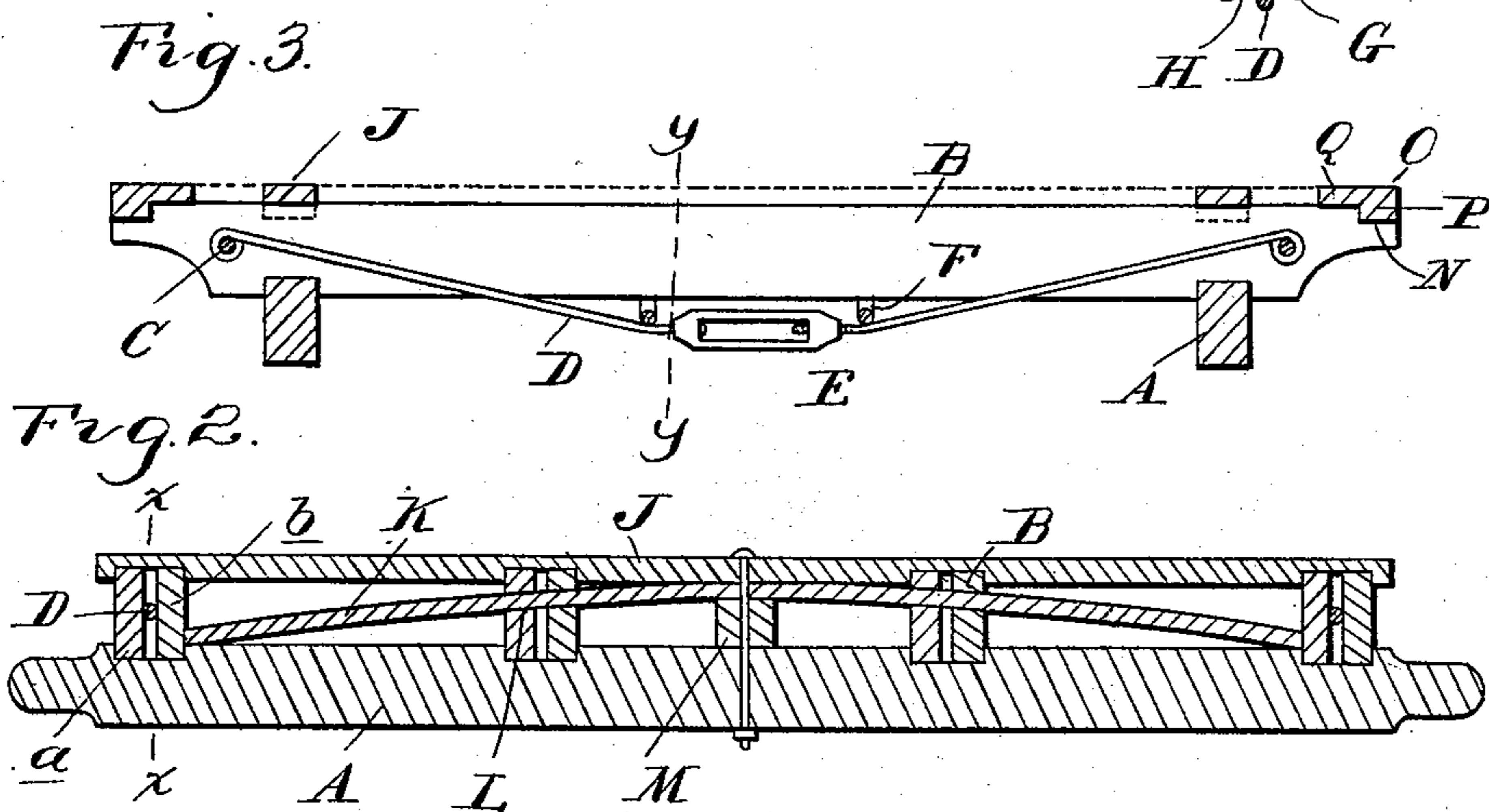
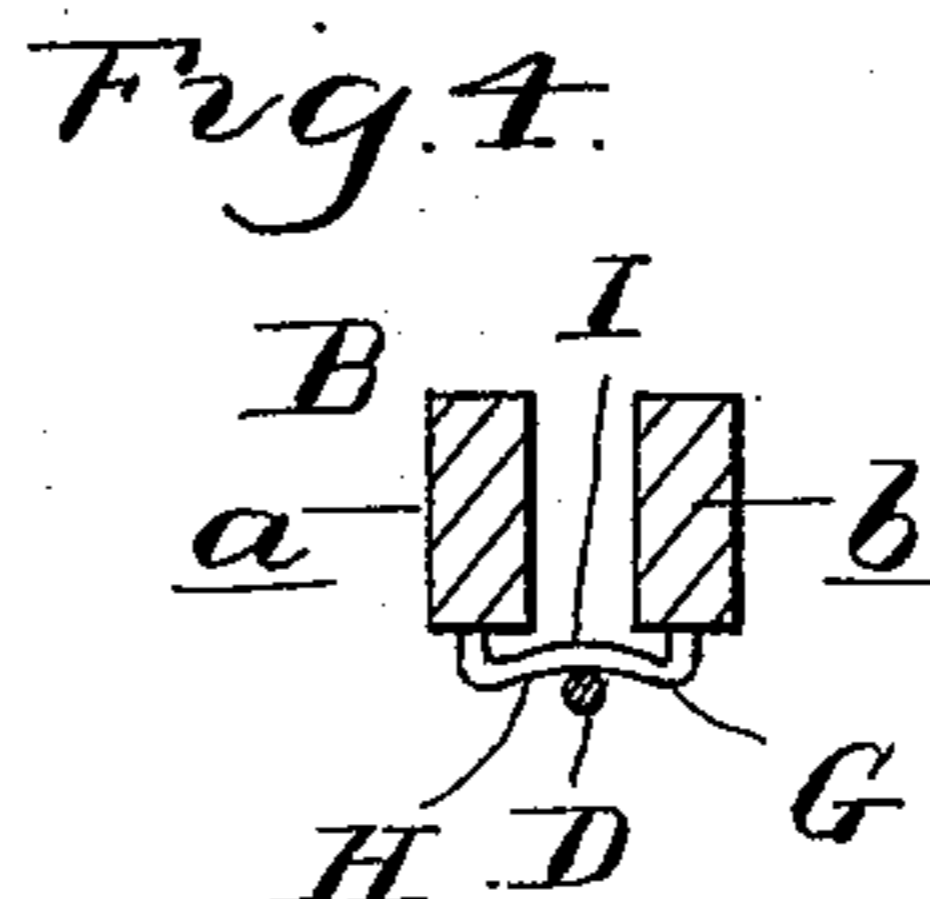
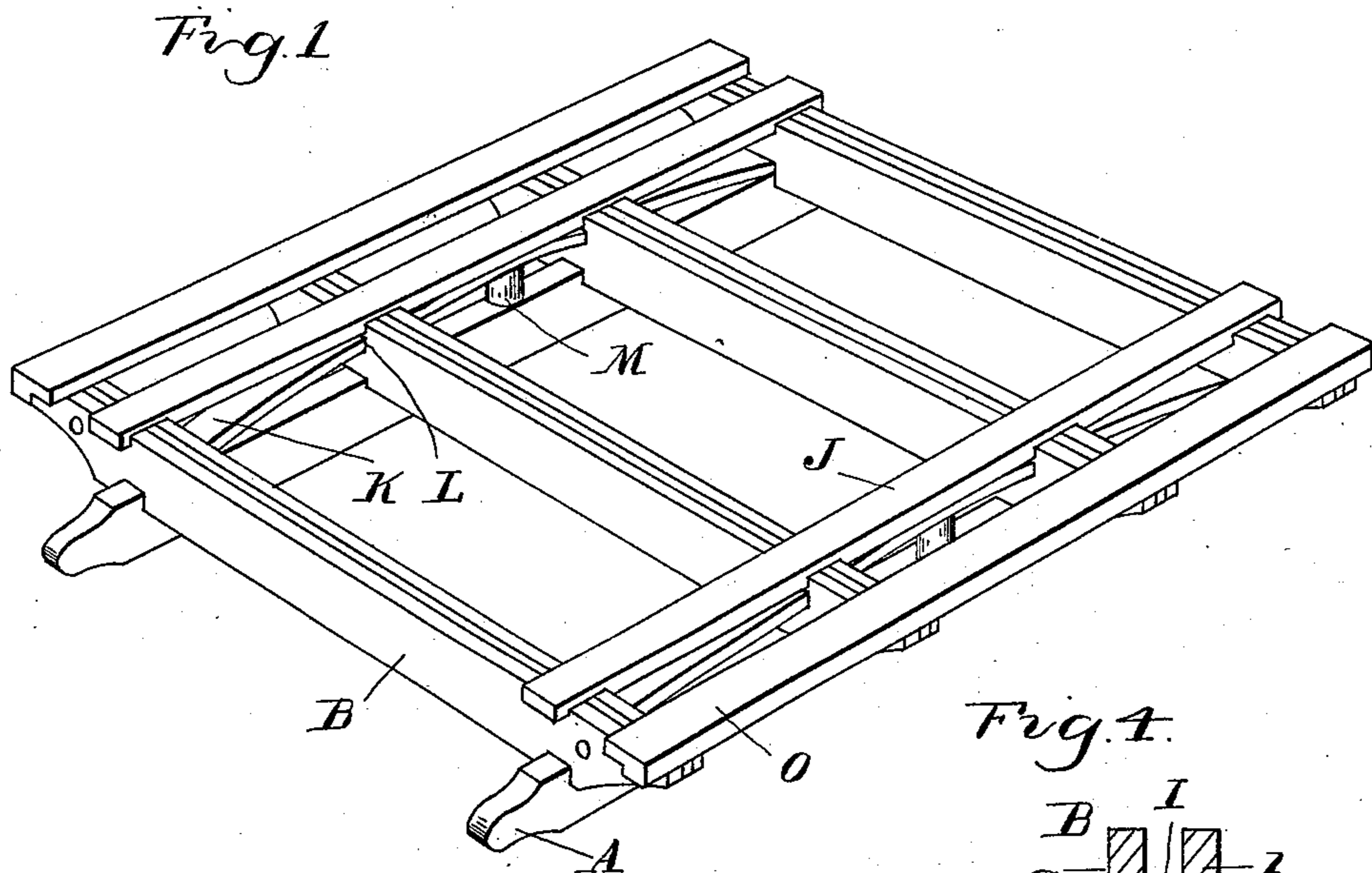
C. ROBERTS, Dec'd.

J. B. & G. A. ROBERTS, C. B. TUCKER & S. H. ROBERTS, Executors.

PUSH CAR.

No. 509,182.

Patented Nov. 21, 1893.



James B. Roberts, George A. Roberts
Carrie B. Tucker & Samuel H. Roberts
Executors of Cyrus Roberts, Inventor.

Witnesses
A. L. Noddie
W. B. Bogherly

By

Wm. Maquet & Co.

UNITED STATES PATENT OFFICE.

JAMES B. ROBERTS, GEORGE A. ROBERTS, AND CARRIE B. TUCKER, OF
THREE RIVERS, MICHIGAN, AND SAMUEL H. ROBERTS, OF DENVER,
COLORADO, EXECUTORS OF CYRUS ROBERTS, DECEASED.

PUSH-CAR.

SPECIFICATION forming part of Letters Patent No. 509,182, dated November 21, 1893.

Application filed July 14, 1893. Serial No. 480,550. (No model.)

To all whom it may concern:

Be it known that CYRUS ROBERTS, a citizen of the United States, residing at Three Rivers, in the county of St. Joseph and State of Michigan, having invented certain new and useful Improvements in Push-Cars, and being now deceased, we JAMES B. ROBERTS, GEORGE A. ROBERTS, and CARRIE B. TUCKER, of Three Rivers, St. Joseph county, Michigan, and SAMUEL H. ROBERTS, of Denver, Arapahoe county, State of Colorado, the executors of the last will and testament of said CYRUS ROBERTS, deceased, do hereby present the following specification of said invention, reference being had to the accompanying drawings.

The invention consists in the peculiar construction of the frame, all as more fully hereinafter described.

In the drawings, Figure 1 is a perspective view of the improved car with the platform covering removed. Fig. 2 is a longitudinal section of the car centrally through one of the side sills. Fig. 3 is a section on line $x x$, Fig. 2. Fig. 4 is a cross section on line $y y$ in Fig. 3.

A are two longitudinal sills at the sides of the car frame and connected together by cross bars B, each cross-bar consisting of two members $a b$ separated slightly and supported near their ends on top of the sills, being bolted thereto. Each pair of cross-bars is tied together at the ends by means of tie bolts C.

D are truss rods having eyes at the ends adapted to engage the tie bolts C between the two members of the cross-bar and provided with a suitable turn-buckle E for applying tension thereto.

F are two ties preferably formed by staples, as shown in Fig. 4 at G, the legs of the staple being driven into the adjoining members of the cross-bar. The top of the connecting cross-bar H of the staple serves to hold the two members together and are provided with indentations or bearings I centrally, to receive the truss rods.

J are tie strips preferably gained into the top of the cross bars directly above the sills.

K is a side truss bar abutting with its end

against the lower face of the end cross-bars and mortised through the intermediate sills, as shown at L, its central middle portion bearing against the under side of the tie strips and centrally supported by means of a post M resting upon the top of the sill.

In push cars especially which are adapted to carry rails, ties, &c., the edge timbers of the platform receive constant wear; to strengthen the edge timbers and also to add rigidity and firmness to the frame, a gain at N is formed at the ends of the cross bars to receive the edgestrips O, this strip preferably having the edge, body or thick portion P and the plank or thin portion Q of a thickness of the covering which forms the platform, as shown in Fig. 3.

What is claimed is—

1. In a hand car, the combination of the longitudinal sills, double, separated cross timbers connecting the sills, tie bolts connecting the ends of each pair of cross timbers, and truss rods for the cross timbers secured to the tie bolts between the cross timbers, substantially as described.

2. In a hand or push car, the combination of longitudinal sills, cross sills arranged in separated pairs secured at their ends to the longitudinal sills, the bolts at the ends of each pair of cross sills, a truss rod extending between each pair of cross timbers connected at the ends to the tie bolts and ties central of the cross-timbers forming the posts for the truss rods, substantially as described.

3. In a hand or push car, the combination of longitudinal sills, and cross timbers having their ends resting on top thereof, longitudinal tie strips on top of the cross timbers above the sills, a truss abutting at its ends against the end cross timbers, mortised through the intermediate cross timbers and the posts on which the center of the truss rests and is secured, substantially as described.

4. In a hand or push car, the combination of longitudinal sills, cross timbers having their ends resting upon the sills and arranged in separated pairs, of truss rods passing between the cross timbers and connected at the ends

thereto, and of central posts formed of staples having a leg driven into each one of the pair of cross timbers, and a central bearing in the staple for the truss rod, substantially
5 as described.

5. In a hand or push car, the combination of longitudinal sills, of cross timbers resting on the longitudinal sills having their ends extending beyond the longitudinal sill and protecting strips secured in gains in the upper
10 outer edges of the cross timbers, substantially as described.

In testimony whereof we affix our signature in the presence of two witnesses.

JAMES B. ROBERTS,
GEORGE A. ROBERTS,
CARRIE B. TUCKER,
SAMUEL H. ROBERTS,

Executors of the estate of Cyrus Roberts, deceased.

Witnesses:

A. E. BUNN,
GEO. KELLER.