

(No Model.)

C. M. JENNINGS.
CAR ROOF.

No. 521,087.

Patented June 5, 1894.

Fig. I.

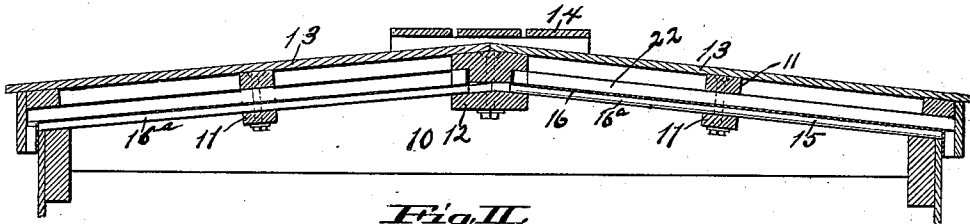


Fig. II.

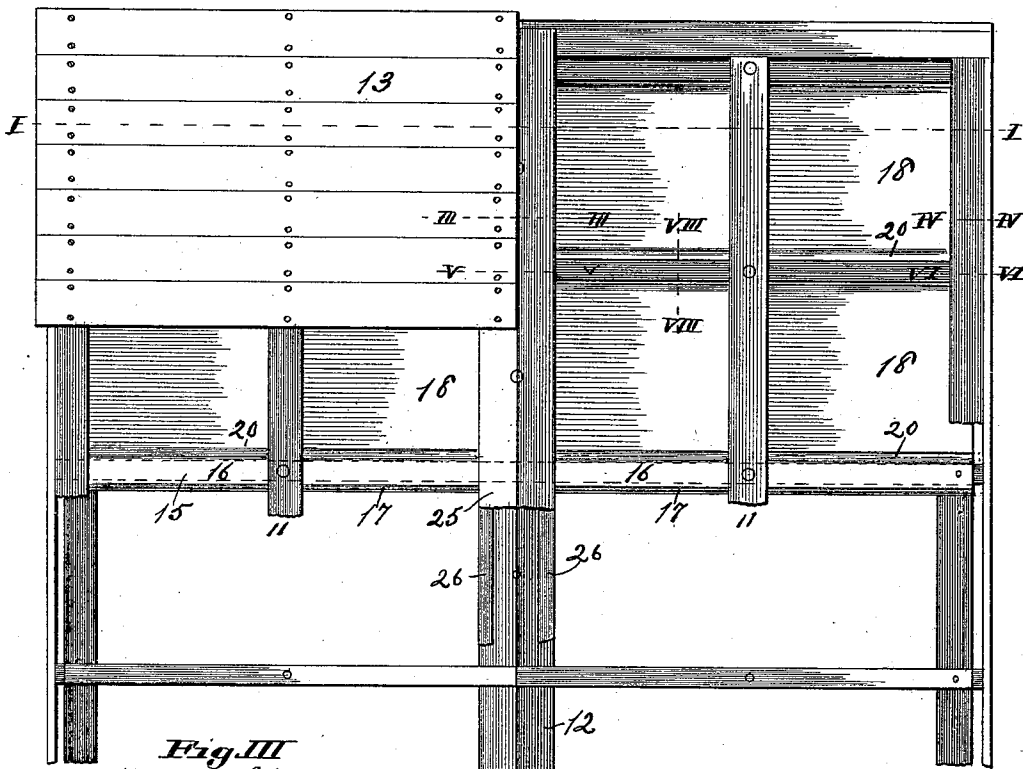


Fig. III.

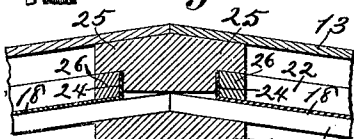


Fig. IV.

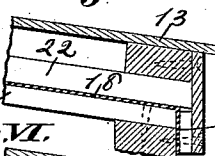


Fig. VII.

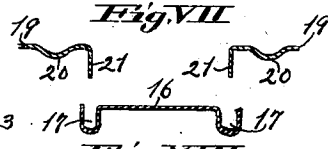


Fig. V.

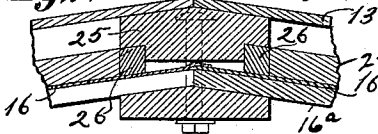


Fig. VI.

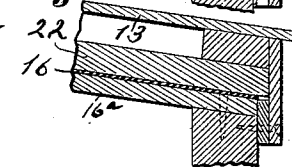
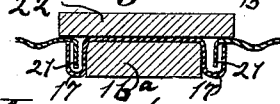


Fig. VIII.



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UNITED STATES PATENT OFFICE.

CURTIS M. JENNINGS, OF ST. LOUIS, MISSOURI.

CAR-ROOF.

SPECIFICATION forming part of Letters Patent No. 521,087, dated June 5, 1894.

Application filed March 19, 1894. Serial No. 504,342. (No model.)

To all whom it may concern:

Be it known that I, CURTIS M. JENNINGS, of the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Car-Roofs, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part of this specification.

My invention consists in certain improvements in that class of roofs known as "inside car roofs," and has for its object the provision of improved means for connecting the sides thereof at the ridge of the car; and also in an improved construction and arrangement of the roof plates and gutters and means for connecting the same.

Referring to the drawings:—Figure I is a sectional elevation, on the line I—I, of Fig. II. Fig. II is a plan view of a roof, portions of the outer covering being removed. Fig. III is a sectional elevation of the ridge of the roof on the line III—III, of Fig. II; and Fig. V is a like section on the line V—V of said Fig. II. Figs. IV and VI are sectional elevations of the lower portion or eave of the roof on the lines IV—IV and VI—VI, respectively of Fig. II. Fig. VII is a detail sectional view of a gutter and portions of two roof plates. Fig. VIII is a sectional elevation on the line VIII—VIII, of Fig. II.

In the construction of the device, as shown, 10 designates the rafters, 11 the purlins, 12 the ridge pole, 13 the outer covering boards, and 14 the running board. These parts may be of any well known construction.

Gutters 15, 15, are provided which are each formed of a single sheet of metal having a plain central portion 16, and U shaped side portions or grooves 17, 17, parallel to each other and on opposite sides of the plain portion, the extreme outer edges of said grooves being approximately in the same horizontal plane with the top of the plain portion. The plain portions 16, of the gutters 15, 15, rest upon and run parallel to strips 16^a extending from the ridge pole to the sides of the car; the grooved portions 17, 17, of said gutters extending downwardly on opposite sides of said strips 16^a.

Roof plates 18, 18, are provided, each comprising a central plain portion 19, concaved grooves 20, 20, on opposite sides of said plain

portion, and down-turned flanges 21, 21, beyond said grooves and on the extreme opposite edges of the roof plate. The down-turned flanges 21, 21, of the roof plates overlap the extreme outer sides of the grooves 17, 17, of the gutters 15, 15, and extend downwardly therein. The edges of the roof plates and the gutters are secured together and to the roof by means of strips 22 extending longitudinally of the gutter and laterally overlapping the roof plates; said strips being rigidly fixed to the purlins and other roof supports. The lower end portions 23 of the plain portions 19 of the roof plates 18, are down-turned and fixed to the roof supports at the sides of the car.

The upper end portions of the roof plates and gutters are turned upwardly, forming flanges 24. The adjacent sides of the inner roof at the ridge pole are separated a short distance, and interposed in the space thus formed is a ridge strip 25, T-shaped in cross section, the side wings of said strip overlapping the adjacent end portions of the gutters and roof plates. Inserted beneath the wing portions of the strip 25 are cleats 26, 26, which said cleats impinge against the flanges 24 and bind said flanges against the ridge strip.

A roof thus constructed effectually excludes water from the car and the form of connection at the ridge pole permits longitudinal movement of the gutters and roof plates during expansion and contraction and the motion of the car body.

I claim as my invention—

1. An inner car roof comprising a plurality of gutters, each having a central plain portion and grooves on the sides thereof in a lower plane relative thereto, roof plates, each having a central plain portion, grooves on opposite sides of said plain portion, and down turned flanges on the extreme edges thereof adapted to overlap and be positioned within the gutter grooves, and gutter strips resting upon the plain portions of the gutters and overlapping the adjacent edges of the roof plates.

2. In an inner car roof, the combination of roof plates and gutters having upwardly extending flanges on their upper ends, a ridge strip, T-shaped in cross section, interposed between and overlapping the adjacent upper

ends of said roof plates and gutters, and cleats inserted beneath the side wings of said ridge strip and adapted to impinge against and confine the said flanges, as set forth.

- 5 3. In an inner car roof, a gutter having a central plain portion and grooved portions on opposite sides of said plain portion, all of said grooved portions being below the plain portion, and roof plates having down turned
10 flanges inserted within said grooves.

4. In an inner car roof, a gutter having a central plain portion, and grooved portions on

opposite edges of said plain portion, strips 16^a upon which the plain portions of the gutters rest, strips 22 resting upon the plain portions 15 of the gutters, and sheets 18 having down-turned edges fitting in the grooves of the gutters; substantially as and for the purpose set forth.

CURTIS M. JENNINGS.

In presence of—

A. M. EBERSOLE,
C. G. EDWARDS.