No. 651,636.

Patented June 12, 1900.

J. J. McCARTHY.

CAR ROOF.

(Application filed June 21, 1897.)

(No Model.)

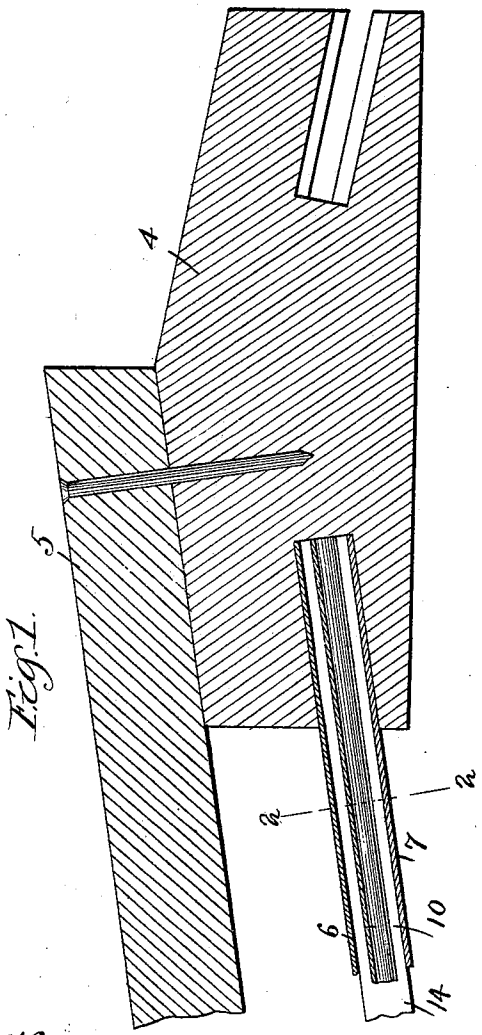

Fig. 1.

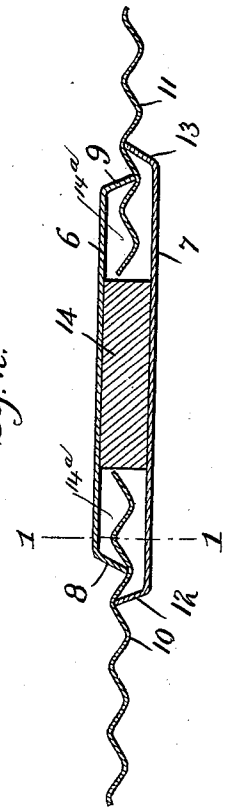

Fig. 2.

Witnesses.

Wm. N. Rheem.

Wm. F. Henning

Inventor.

James J. McCarthy.

by Bond Adams Pickard & Jackson.

Attys

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

JAMES J. McCARTHY, OF AUSTIN, ILLINOIS, ASSIGNOR TO THE CHICAGO-CLEVELAND CAR ROOFING COMPANY, OF ILLINOIS.

CAR-ROOF.

SPECIFICATION forming part of Letters Patent No. 651,636, dated June 12, 1900.

Application filed June 21, 1897. Serial No. 641,546. (No model.)

To all whom it may concern:

Be it known that I, JAMES J. McCARTHY, a citizen of the United States, residing at Austin, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Car-Roofs, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to car-roofs, and has for its object to provide certain improvements in car-roofs of the style shown in my Patent No. 483,262, dated September 27, 1892. In my said prior patent I have described a car-roof in which the carlines are composed of two plates or channel-bars, the upper channel-plate being inverted over the lower, the roofing-plates having their edges secured between such plates.

My present invention consists in a construction somewhat similar, but distinguished therefrom by a certain improvement designed to prevent buckling or bending in of the upper channel-plate when nails are driven through the carline, as is usually necessary, to hold the roofing-plates securely against excessive lateral displacement and to provide channels on the opposite sides of the carline.

To this end my invention consists in providing a support consisting of a block or beam between the members of each carline and between the edges of the adjacent roofing-plates, such blocks serving not only to support the upper carline and prevent it from bending in, as above stated, but also to retain the roofing-plates in place, so far as excessive lateral movement is concerned, and to provide channels on opposite sides thereof.

In the accompanying drawings, Figure 1 is a vertical cross-section of the ridge-pole of the car and some of the adjacent parts, the carlines being shown in section on line 1 1 of Fig. 2. Fig. 2 is a vertical cross-section of one of the carlines and the roofing-plates secured thereto, being a section on line 2 2 of Fig. 1.

Referring to the drawings, 4 indicates the ridge-pole, and 5 one of the boards forming the outer roof of the car.

6 7 indicate what may be termed "channel-plates," which together form the carlines. It will be seen from an examination of Fig. 2 that the upper channel-plate 6 is inverted, its edges 8 9 resting upon corrugated roofing-plates 10 11, respectively; also, that the roofing-plates 10 11 rest upon the upturned edges 12 13 of the lower channel-plate 7.

14 indicates a supporting block or beam which is placed under the upper channel-plate 6 between the edges of the adjacent roofing-plates 10 11 and in the construction shown in Fig. 2 rests upon the lower channel-plate 7. The said block 14 produces separate channels 14^a on opposite sides of the carline.

It will be seen, therefore, that by this construction when nails are driven through the upper channel-plate 6 the blocks or beams 14 will support said plate and prevent it from bending in. Said blocks further serve to strengthen the carline and increase the rigidity of the frame of the roof and to prevent excessive lateral movement of the roofing-plates.

That which I claim as my invention, and desire to secure by Letters Patent, is—

The combination with a carline composed of a pair of channel-plates, the upper channel-plate being inverted over the lower, its down-turned edges lying between the upturned edges of the lower channel-plate, of roofing-plates the edges of which extend between the upper and lower members of the carlines, and a longitudinally-arranged separating device extending between the upper and lower members of the carline and between the edges of the roofing-plates, said separating device serving to hold the members of the carline spaced apart and forming separate channels at the sides of the carline, substantially as described.

JAMES J. McCARTHY.

Witnesses:
JOHN L. JACKSON,
A. H. ADAMS.