H. PRIES.

CAR ROOF.

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1,085,158.

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Fig. 1

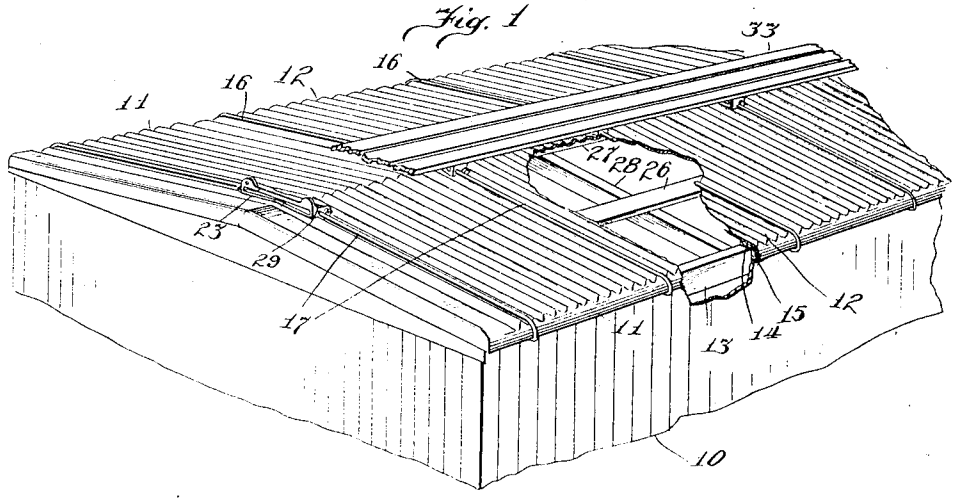


Fig. 2.

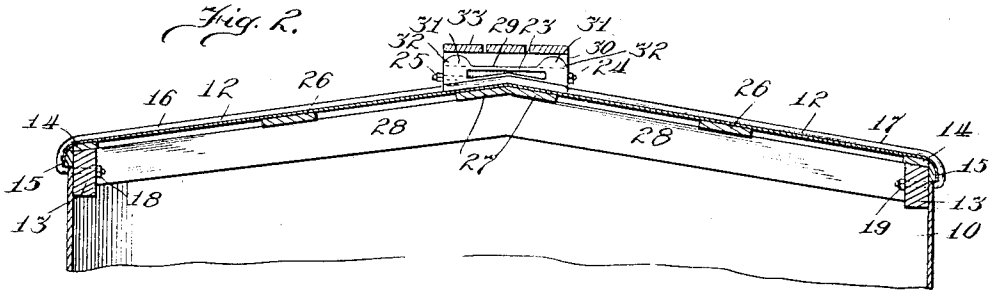


Fig. 3.

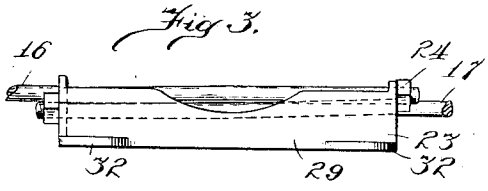


Fig. 4

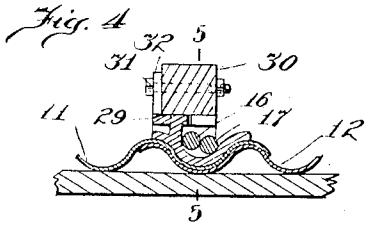


Fig. 5.

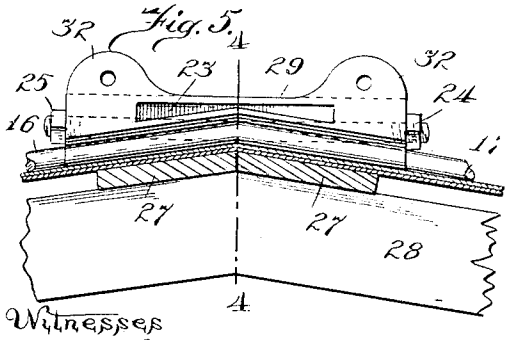
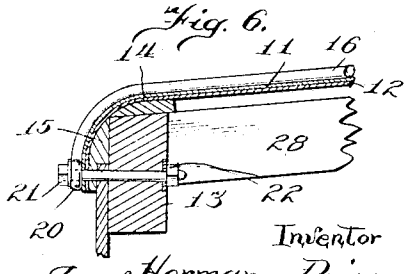


Fig. 6.



Witnesses

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CAR-ROOF.

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To all whom it may concern:

Be it known that I, HERMAN PRIES, a citizen of the United States, and resident of Michigan City, county of Laporte, and State of Indiana, have invented certain new and useful Improvements in Car-Roofs, of which the following is a specification, and which are illustrated in the accompanying drawings, forming a part thereof.

The invention relates to metal roofs for freight cars, its object being to provide a roof which is simple in construction, weather-proof, of substantial strength and easy of repair. These objects are attained in the structure as hereinafter described and as illustrated in the accompanying drawing in which—

Figure 1 is a detail in perspective of a car provided with the improved roof, a portion being broken away; Fig. 2 is a detail transverse vertical section of the car; Fig. 3 is a detail of the means for securing the roof plates; Fig. 4 is a transverse section on the line 4—4 of Fig. 5; Fig. 5 is a detail transverse vertical section through the center of the car roof on the line 5—5 of Fig. 4; and Fig. 6 is a detail transverse vertical section through the outer edge of the roof.

A car body 10 is shown as of the ordinary box type. The roof is formed of a plurality of sheet metal plates, extending from side to side of the car and being longitudinally corrugated, preferably throughout their entire width but essentially adjacent their margins, these plates being supported upon the ridge pole, purlins and the side plates. The metal plates are held in place by means of rods anchored at their outer ends in the side plates and at their inner ends in saddle blocks which rest upon the ridge of the roof, nuts being applied to the ends of the rods to draw them up tightly against the saddle block. The sheet metal plates are designated as 11, 12 and are shown as being longitudinally corrugated throughout their entire width. The margins of adjacent plates overlap, as plainly shown in Fig. 4, thereby providing a weather-proof joint. The ends of the plates 11, 12 are folded down over the side or fascia plates 13, fillers 14, 15 being located on the top and side faces respectively, of the members 13 and having their outer faces rounded as shown in Fig. 6 to provide a seat for the metal plates. Rods 16, 17 are anchored in the fascia plates 13. In the preferred form of construction as more plainly illustrated in Fig. 2, these rods are secured in the fascia plates by having their ends passed therethrough, a nut as 18, 19 being applied to the end of the rod and bearing against the inner face of the plate. In the form of construction illustrated in Fig. 6, the end of the rod is located at the outer side of the fascia plate and the filler plate 15 and is given the form of an eye, as indicated at 20, a bolt 21 being set through this eye and the fascia plate and secured by means of a nut 22 applied to its inner end. The rods 16, 17 are folded back over the roof and lie in one of the channels of the corrugated plates 11, 12, and are so placed as to bear downwardly upon the overlapping portions of adjacent plates, as shown in Fig. 4. The inner ends of the rods 16, 17 are passed through apertures in a saddle block 23 mounted upon the ridge of the roof and to the ends of the rods there are applied nuts as 24, 25 bearing against the end faces of the saddle blocks and providing means for applying strain to the rods in order to bind the plates firmly to the fillers 14, the purlins 26 and the ridge plates 27, all of which are mounted upon the usual carlines 28. Each of the saddle blocks is provided with a seat 29 upon which there rests a block of wood 30, being secured in place by means of bolts 31 fastened through ears 32 rising from the seat 29. The running boards 33 are nailed to the blocks 30.

While the binding rods are made in two sections one section associated with each side of the roof of the frame and both being secured to a saddle block, the invention is of sufficient scope to include any construction in which metal plates are bound to the frame of a roof by means of overlying rods.

I claim as my invention—

1. In a car roof, in combination, a suitable frame, sheet metal plates superposed on the frame, a saddle block superposed on the plates at the ridge of the roof and conforming to the apex thereof, and binding rods anchored in the saddle blocks and the side members of the frame.

2. In a car roof, in combination, a suitable frame, sheet metal plates superposed on the frame, a saddle block superposed on the plates at the ridge of the roof and conforming to the apex thereof, binding rods an-

chored in the saddle blocks and the side members of the frame, and means for straining the rods.

3. In a car roof, in combination, a suitable frame, sheet metal plates superposed on the frame, a saddle block superposed on the plates at the ridge of the roof, binding rods anchored in the saddle blocks and the side members of the frame, the ends of the rods associated with the saddle blocks extending therethrough, and nuts applied to their projecting ends.

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