

R. W. BURNETT,  
CAR ROOF,  
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1,237,292.

Patented Aug. 21, 1917.

Fig. 3.

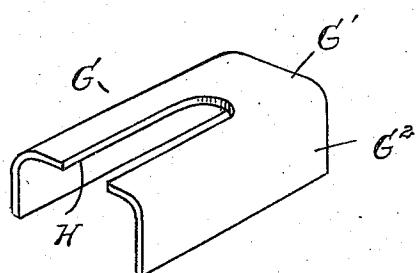


Fig. 2.

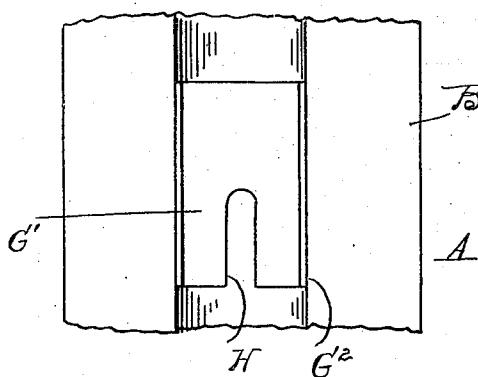
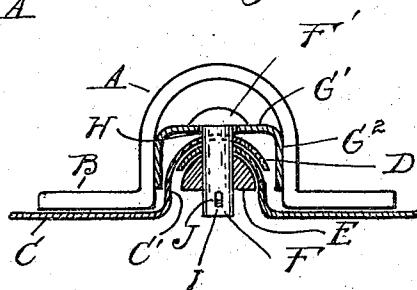


Fig. 1.



Witnesses

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Atto's

# UNITED STATES PATENT OFFICE.

RICHARD WEBB BURNETT, OF MONTREAL, QUEBEC, CANADA.

## CAR-ROOF.

1,237,292.

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Application filed November 24, 1913. Serial No. 802,678.

To all whom it may concern:

Be it known that I, RICHARD WEBB BURNETT, a citizen of the United States of America, residing at Montreal, in the Province of Quebec and Dominion of Canada, have invented certain new and useful Improvements in Car-Roofs, of which the following is a specification, reference being had therein to the accompanying drawings.

10 The invention relates to car roofs of that type in which the load sustaining roofing plates are arranged beneath the hollow car-lines, and are supported and weather proofed by means located within said car-lines. It is the particular object of the present invention to facilitate the construction, assembly and repair of the roof by an improved construction of supporting means for the roofing plates, said means permitting of quickly attaching and detaching said plates, and also providing increased flexibility in the roof structure.

In the drawings:

Figure 1 is a longitudinal section through 25 a portion of the roof showing one of the car-lines and the engagement of the roofing plates therewith;

Fig. 2 is a bottom plan view of a portion 30 of the carline showing the supporting means for the roofing plates; and

Fig. 3 is a perspective view of the hanger support detached from the carline.

A is a hollow carline which, as shown and 35 preferably constructed, is of an inverted U-shaped cross section having laterally-extending bottom flanges B. C are roofing plates formed of relatively heavy gage metal and arranged in a plane beneath the flanges B. The edges of these plates are 40 provided with upturned flanges C', which extend within the hollow carline, and the upper ends of said flanges are provided with return-bends D which lie adjacent to each other. The sheets are supported by 45 saddles E arranged beneath the return-bends D, said saddles in turn being supported by hanger bolts F supported by bearings at a higher point than the hollow car-lines.

50 To facilitate the assembly of the parts and also repair when necessary, it is desirable to detachably engage the hanger F with its supporting bearing. It is also desirable to avoid the perforation of the carline, as this 55 in a measure destroys its weather-proofing character. I have therefore devised a con-

struction of hanger support which is secured within the hollow carline without any perforation of the latter, and which is so formed as to permit of engaging and disengaging the hanger. Specifically, the hanger support G is preferably formed of a metallic strap having the web portion G' extending across the space within the hollow carline and flanged portions G<sup>2</sup> which lie adjacent to the sides of said carline. These flanged portions are then attached to the carline, preferably by spot welding, which secures the same without puncturing the carline walls. The web portion G' is formed with a slot H therein, which extends to one edge and forms an entrance orifice for engaging the hanger bolt F. The shank of this bolt loosely fits within the slot, while the head portion F' rests upon the web G'. The saddle D is secured to the hanger bolt, 75 preferably by providing a slot I in the latter, through which a key J may be driven to extend longitudinally of the carline.

With the construction as described, in assembling the roof, the hanger bolts F are first engaged with the supporting seats G by inserting them in the slots H. The plates C may then be engaged with the hangers by registering the apertures in the return bent 85 flanges D with the lower ends of the shanks and then pressing the plates upward. The saddles are then sleeved upon the hangers and are secured by the keys J, which are driven in the slots I.

When the roof is in service a limited freedom of movement of the plates C is permitted by the hangers which are free to adjust themselves longitudinally of the slots H to compensate for weaving stresses in the car 95 frame.

What I claim as my invention is:

1. In a car roof, the combination with a hollow carline of load sustaining roofing sheets having a limited freedom of movement and provided with portions extending upward into said hollow carline, a hanger for supporting said sheets engaging said upwardly extending portions, and a seat for said hanger comprising a strap extending 100 across between the side walls of the carline and secured thereto, said strap being provided with an entrance slot for the hanger.

2. In a car roof, the combination with hollow carlines, of load sustaining roofing sheets having a limited freedom of movement and provided with portions extending 110

upward in said carlines, a saddle on which said upwardly extending portions are supported, a headed hanger for said saddle, and a seat for said hanger bolt comprising a strap extending across between the side walls and secured thereto, said strap having an open-ended slot extending centrally thereof and longitudinally of the carline forming a seat for adjustably engaging the hanger head.

3. In a car roof, the combination with a hollow carline, of load sustaining roofing sheets having a limited freedom of movement and provided with portions extending upward in said carline, a saddle for supporting said upwardly-extending portions, a

headed hanger bolt engaging said saddle, and a seat for said hanger bolt, comprising a U-shaped strap extending across the hollow carline, the sides of said strap being spot welded to said carline and the web portion of said strap being provided with an open-ended slot extending centrally thereof and longitudinally of the carline, and forming a seat for adjustably engaging the hanger head.

In testimony whereof I affix my signature in presence of two witnesses.

RICHARD WEBB BURNETT.

Witnesses:

WILLIAM J. C. HEWETSON,  
GORDON G. COOKE.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."