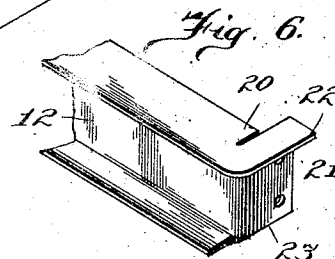
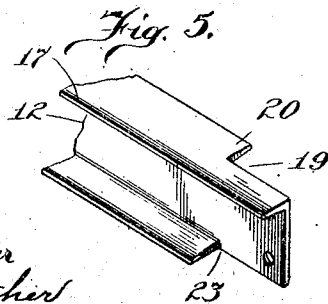
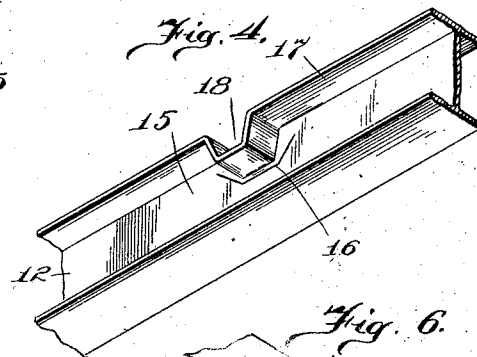
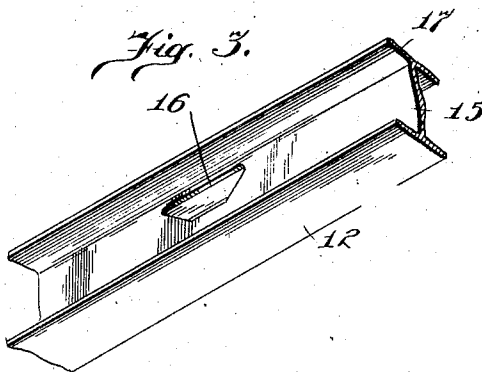
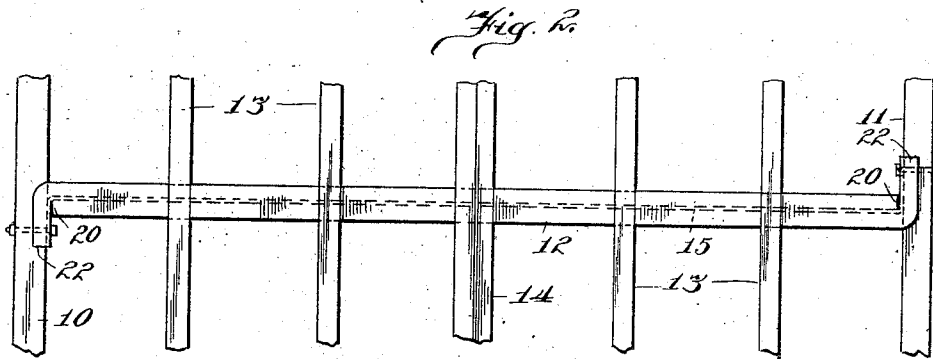
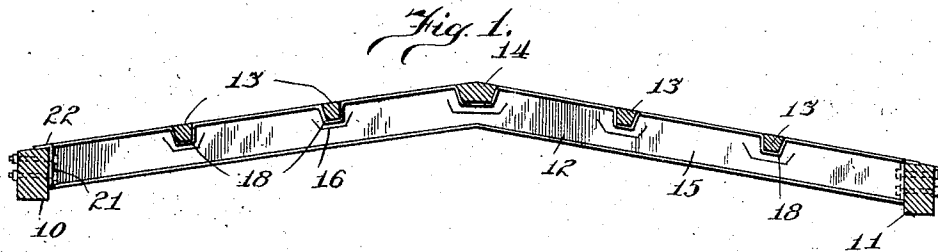


H. PRIES.
CAR ROOF.
APPLICATION FILED MAR. 20, 1911.

1,027,503.

Patented May 28, 1912.



Witnesses
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UNITED STATES PATENT OFFICE.

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CAR-ROOF.

1,027,503.

Specification of Letters Patent.

Patented May 28, 1912.

Application filed March 20, 1911. Serial No. 615,732.

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 roofs for freight cars, its object being to provide a roof frame of great strength.

The invention consists in the novel features of construction as hereinafter described, and as illustrated in the accompanying drawings, in which—

Figure 1 is a transverse section through the frame of the car roof; Fig. 2 is a detail plan of the same; Fig. 3 is a detail in perspective of one of the I-beams of which the carlines are formed, partially completed; Fig. 4 is a similar view showing the completed carline; Fig. 5 is a detail in perspective of the carline showing the end in incomplete form; and Fig. 6 is a similar view showing the end of the carline as completed.

The side plates of the roof frame are shown at 10, 11. The carlines 12, only one of which is shown, are formed of metal I-beams preferably extending continuously from side to side of the car. These carlines have their upper flanges depressed to form seats for the purlins 13 and the ridge-pole 14. These depressions are formed by first aperturing the web 15 of the beam, as shown at 16, the upper side of the aperture preferably being a little lower than the under face of the top flange 17 of the beam. This flange, together with the portion of the web above the aperture, is then forced downwardly into the aperture, as shown in Fig. 4, thereby forming a recess 18 for receiving the purlin or ridge-pole. This construction provides wide seats for the purlins and ridge-pole without materially weakening the carline. The purlins and ridge-pole may be of wood, as shown. The beam of which the carline is formed is originally of

greater length than required for the completed structure. A portion of one wing of its top and bottom flanges of its excessive length is cut away, as shown at 19 in Fig. 5. The end portion of the beam is then folded laterally on a line with the end of the cut-away flange 20, as plainly shown in Fig. 6, thereby providing a flattened end 21 for abutting against the inner face of the plate 10 or 11, and a top flange 22 for resting upon such plate. When, as shown in Fig. 1, the side plate is of greater depth than the carline, the lower flange 23 of the overfolded portion of the beam may also be cut away. Bolt-holes are formed in the overfolded portion 21 of the beam, as shown, to permit the carline to be secured to the side plate. By this construction the carline is provided with an integral flange which rests upon the side plate of the roof frame and relieves the securing bolts of shearing strains. While the inner flanges of the lateral end extension of the beam are shown as entirely removed, it is obvious that as this is done merely for the purpose of facilitating the bending of the beam, the cutting away may be limited to the immediate proximity of the bend. The roof frame thus formed is simple of construction and of great rigidity and strength.

While the I form of beam is preferred for some reasons, flanged beams of other forms in cross section may be employed in practicing the invention.

I claim as my invention—

1. In a car roof, in combination, a metal carline comprising an I-beam having its web apertured and its upper flange depressed into the aperture to form a seat for the purlin.

2. In a car roof, in combination, an integral I-beam carline having a plurality of apertures in its web portion and having its upper flange depressed into such apertures to form purlin seats.

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Witnesses:

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