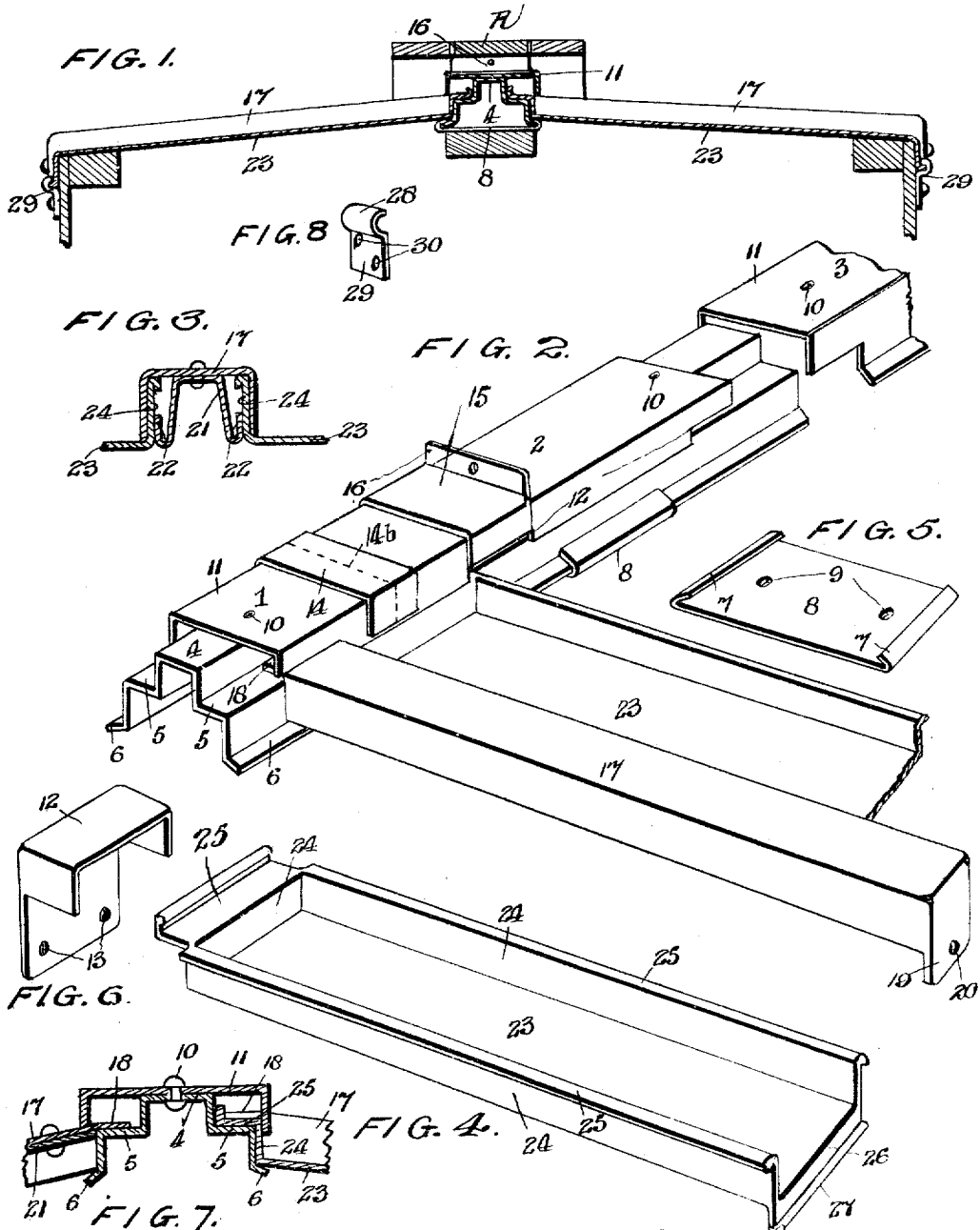


J. MASKER.
CAR ROOF.
APPLICATION FILED APR. 14, 1909.

950,487.

Patented Mar. 1, 1910.

2 SHEETS—SHEET 1.



WITNESSES
C. A. Davis
Myron G. Clear

James Masker INVENTOR.

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Attorney

J. MASKER.

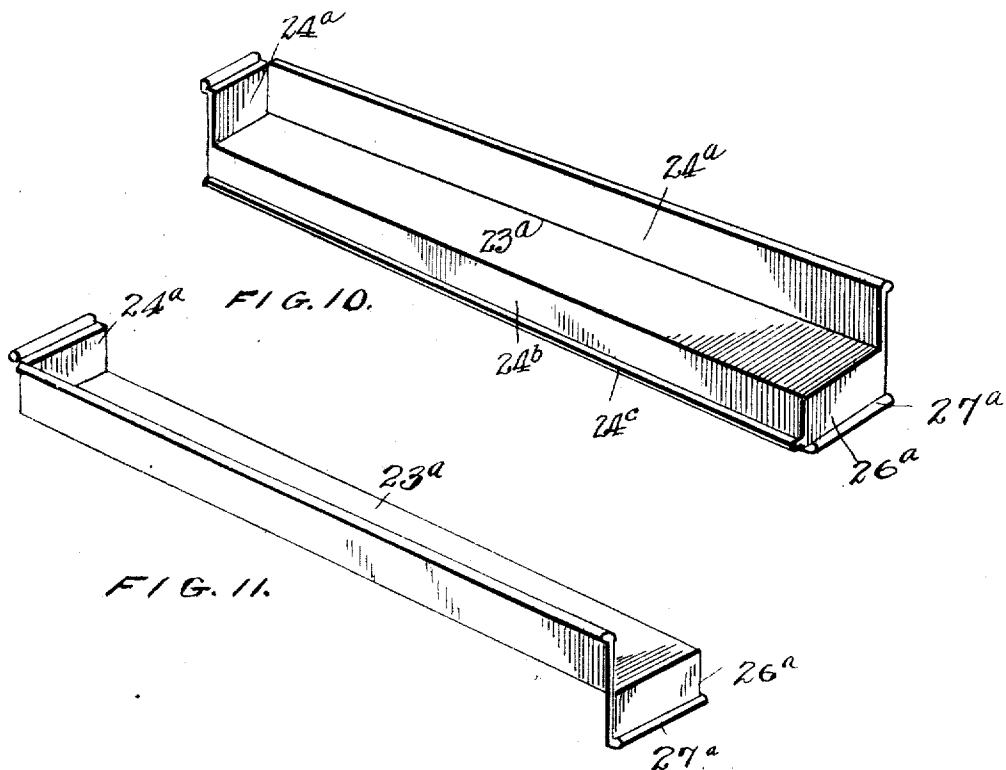
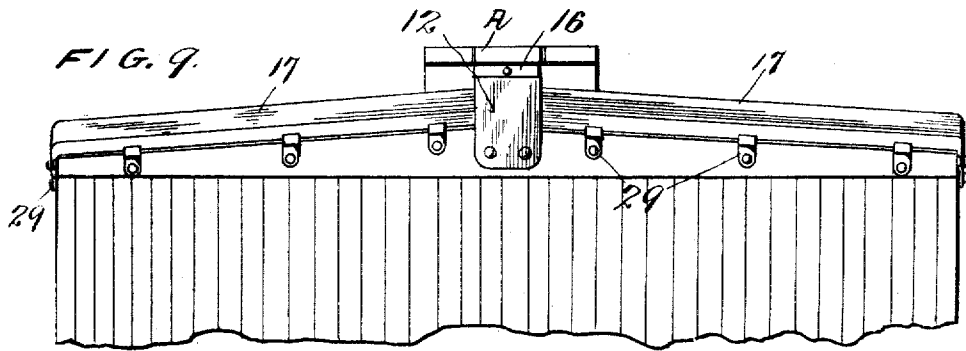
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UNITED STATES PATENT OFFICE.

JAMES MASKER, OF HAMMOND, INDIANA.

CAR-ROOF.

950,487.

Specification of Letters Patent.

Patented Mar. 1, 1910.

Application filed April 14, 1909. Serial No. 489,758.

To all whom it may concern:

Be it known that I, JAMES MASKER, citizen of the United States, residing at Hammond, in the county of Lake and State of Indiana, have invented certain new and useful Improvements in Car-Roofs, of which the following is a specification.

My invention relates to improvements in car roofs of that class commonly known as "outside roofs", and more particularly to the sectional idea described and illustrated in my Patent No. 905,340, issued to me on December 1, 1908, and the object of my present invention is to embody such idea in a novel sheet metal structure.

The objects and advantages of my invention will be perfectly apparent to those skilled in the art, from the following description, in which reference is made to the accompanying drawing, illustrating my invention, and forming a part of this specification, and in which,

Figure 1 is a transverse sectional view taken through my improved roof as a whole. Fig. 2 is a perspective view of portions thereof, certain of which are broken away, on an enlarged scale, to more clearly set forth the details of structure. Fig. 3 is a transverse sectional view through one of the carlines, illustrating the portions of two of the roof plates held therein. Fig. 4 is a perspective view of one of the roof plates as a whole. Fig. 5 is a similar view of one of the securing plates. Fig. 6 is a similar view of one of the ridge-poles end caps. Fig. 7 is a transverse sectional view through the ridge-pole as a whole, illustrating the engaging relation of a roof plate upon one side, and a carline upon the opposite side. Fig. 8 is a perspective view of one of the roof plate clips. Fig. 9 is an end elevation of the upper portion of a car provided with my improved roof, and, Figs. 10 and 11 are detail perspective views of the end roof plates, illustrating their difference of structure from the intermediate roof plates shown in Fig. 4.

In the practical embodiment of my invention as shown, I provide a ridge-pole comprising detachable inter-connected longitudinal sections 1, 2, and 3 each constructed of sheet metal, and embodying a body portion 4, U-shaped in cross section, the flanged extensions of which are bent outwardly and downwardly to form central offsets 5, said extensions having outwardly flanged lower

edges 6 to be engaged by the upwardly and inwardly bent flanges 7 of securing plates 8, fastened rigidly upon the car roof at spaced points, by bolts or other fastening means extending through their openings 9. Each of the ridge-pole sections 1, 2, and 3 also embody hoods 11, extending longitudinally above, and secured upon, the body portion 4 thereof, by fastening means 10, such as rivets and the like, and U-shaped in cross-section, the flanged extensions of which hood extend downwardly along the said body portion 4, below the offset 5 thereof, and have equidistantly spaced cut out portions 12, for a purpose to be hereinafter described.

As shown, the abutting ends of the sections 1, 2 and 3 have their hoods cut away short thereof, and extended therefrom, in proportion, to form an overlapping joint to further prevent the same from leaking; the outer ends of the outer sections 1 and 3 being however, uniformly provided with their hoods 11 cut away short thereof, in order to provide for the engagement of an end cap 12^a over the body portion 4 thereof, extended, which caps 12^a are secured to the car end by fastening means extending through their openings 13. The abutting ends of the ridge-pole sections 1, 2 and 3 are fastened in the assembled position, by U-shaped bridging plates 14, spanning the joints thereof, and secured to the hoods 11 by solder or other fastening means one of which plates 14 is shown in Fig. 2, spanning the abutting ends of the ridge-pole sections 1 and 2, indicated by the dotted line 14^b. Other plates 15 are suitably secured over the hoods 11 in line with their cut-out portions 12, and have upstanding flanges 16, forming sleepers for the well known walking board A of the car roof.

The carlines employed in my improved roof construction, which as well known, extends at right angles to the ridge-pole from each side thereof, are constructed of sheet metal, and comprises an elongated body member 17, having one end open and provided with an extended flange 18 in the same plane as the said body, and having its opposite end closed and provided with an angular depending flange 19. The open end of the carline is adapted for engagement within the cut-out portion 12 of the flanged extensions of the ridge-pole hood 11, as shown, the flange 18 upon said end resting upon the offset 5 of the body portion 4 of

the ridge-pole, as will be seen by reference to Fig. 2, while the opposite closed end of the carline is adapted to be secured to the car side by fastening means passing through openings 20 in the flange 19 thereof. The carlines also comprise a supplemental inner portion 21, extending the entire length of the body members 17, and U-shaped in cross-section and secured within said body member, with its flanged extensions free within the flanged extensions of said body, and bent outwardly and upwardly as shown at 22 in Fig. 3, whereby to provide spaces for the reception of the roof plate flanges to be hereinafter described, and prevent the accidental displacement thereof.

A plurality of intermediate roof plates 23 adapted for engagement longitudinally between the carlines have their sides and their inner ends provided with upstanding flanges 24, of the same height, which flanges terminate in angular outstanding ledges 25. The outer ends of roof plates 23 are provided as shown, with depending flanges 26, terminating in outstanding ledges 27, adapted to be engaged by the curved gripping portion 28 of the securing clip 29, rigidly fastened upon the car side by fastening means passing through their openings 30. The end roof plates 23^a, shown in Figs. 10 and 11, have upstanding flanges 24^a upon the inner ends and one side only, the opposite side having a downturned flange 24^b, terminating in an outstanding ledge 24^c, to be engaged by the clips 29 upon the end of the car, as shown in Fig. 9, and the opposite ends having downturned flanges 26^a, terminating in rounded ledges 27^a, similar to flanges 26 and 27, of roof plates 23.

Thus from the foregoing, it will be seen that the side flanges 24 of the roof plates, are adapted for engagement between the extensions of the body member 17 of the carline, and the inner supplemental member 21 thereof, the outstanding ledges 25 of said plate side flanges and the upturned edges 22 of said supplemental inner carline portions, cooperating to prevent accidental displacement of the roof plates and carlines. Thus it will also be seen that the upstanding end flange 24 of the roof plates is adapted for engagement between the extensions of the body member 4, and the hoods 11 of the ridge-pole, the outstanding ledge 25 of said flange 24, resting upon the offset 5, and completing a water-tight connection of the several parts, and allowing of sufficient play of the same to overcome a tendency to buckle and bend under the strain of travel.

Having fully described my invention, I claim:

1. In a car roof, a carline comprising an elongated body member, constructed of sheet metal, and U-shaped in cross section, having one end open and provided with a flange ex-

tending longitudinally therefrom, having its opposite end closed, and provided with a flange extending at right angles thereto, and a supplemental member, secured within, and extending the entire length of said body member, constructed of sheet metal, and U-shaped in cross section and having its flanged extensions provided with outwardly upturned edges within the extensions of said body member, substantially as described.

2. In a car roof, a sheet metal ridge pole comprising a body portion U-shaped in cross section, having vertical flanged extensions provided with intermediate horizontal portions, and a hood portion U-shaped in cross section secured longitudinally upon said body portion and having its flanged extensions projecting downwardly upon the sides of said body portion, below the horizontal portions thereof, and means for securing said ridge pole to the car roof, engaging the said outwardly bent edges of its body portion extensions, substantially as described.

3. In a car roof, the combination of a sheet metal ridge pole comprising a body portion U-shaped in cross section, having vertical flanged extensions provided with intermediate horizontal portions, and with outwardly bent edges, and a hood portion U-shaped in cross section secured longitudinally upon said body portion and having its flanged extensions projecting downwardly upon the sides of said body portion, below the horizontal portions thereof, and means for securing said ridge pole to the car roofs, engaging the said outwardly bent edges of its body portion extensions, substantially as described.

4. In a car roof, a sheet metal ridge-pole formed in its length by a plurality of relatively engaging sections, comprising a body portion U-shaped in cross-section, having vertical flanged extensions provided with intermediate horizontal portions, and a hood portion U-shaped in cross-section, secured longitudinally upon said body portion and having its flanged extensions projecting downwardly upon the sides of said body portion, below the horizontal portions thereof, and bridging plates spanning, and secured to, the abutting ends of said ridge-pole sections, substantially as described.

5. In a car roof, the combination of a sheet metal ridge-pole comprising a body portion, U-shaped in cross-section, having vertical flanged extensions provided with intermediate horizontal portions, and with outwardly bent edges, and a hood portion U-shaped in cross-section, secured longitudinally upon said body portion, having its flanged extensions projecting downwardly upon the side of said body portion, below the horizontal portions thereof, said ridge-pole being formed in its length, by a plurality of relatively engaging sections,

bridging plates spanning, and secured to, the abutting ends of said sections, and immediately thereof, certain of said plates having upstanding flanges forming sleepers for walking boards, and means for securing the ridge-pole to the car, engaging the said outwardly extending edges of said body portion extensions of the ridge-pole, substantially as described.

6. In a car roof, the combination of a sheet metal ridge-pole, comprising a body portion, U-shaped in cross-section, having vertical flanged extensions provided with intermediate horizontal portions, and a hood portion U-shaped in cross section, secured longitudinally upon said body portion, and having its flanged extensions projecting downwardly upon the sides of said body portion, below the horizontal portions thereof, said hood portion having its ends terminating a short distance from the ends of said body portion, and end caps secured to the car and adapted for engagement over the extended ends of the ridge pole body portion, to abut the ends of the hood portion, substantially as described.

7. In a car roof, the combination of a sheet metal ridge pole, comprising a body portion U-shaped in cross section, having vertical flanged extensions provided with intermediate horizontal portions, and with outwardly bent edges, and a hood portion U-shaped in cross section, secured longitudinally upon said body portion, having its flanged extensions projecting downwardly upon the sides of said body portion, below the horizontal portions thereof, and plates secured upon the car, and provided with upwardly and inwardly bent flanges to engage the outwardly bent edges of said body extensions, to secure the ridge pole in position, substantially as described.

8. In a car roof, the combination of a sheet metal ridge pole, comprising a body portion, U-shaped in cross section, having

vertical flanged extensions provided with intermediate horizontal portions, and a hood portion U-shaped in cross section, secured longitudinally upon said body portion, and having its flanged extensions projecting downwardly upon the sides of said body portion, below the horizontal portions thereof, carlines each comprising an elongated body member constructed of sheet metal, and U-shaped in cross section, having one end open and provided with a flange extending longitudinally therefrom, and having its opposite end closed and provided with a flange extending at right angles thereto, and a supplemental member secured within and extending the entire length of said body member, constructed of sheet metal, and U-shaped in cross section, and having its flanged extensions provided with outwardly upturned edges within the extensions of said body member, said flanged extensions of said ridge pole hood having spaced cut out portions in the edges thereof for the reception of the open end of said carlines, to permit the said flanges of the latter, to rest upon the said offsets, of said ridge pole body, and roof plates disposed between said carlines, having upstanding flanges upon their sides, for engagement between the flanged extensions of the body and supplemental members of said carline, and having upstanding flanges upon one end thereof provided with outstanding ledges, said flanges being adapted for engagement between the flanged extensions of said ridge pole body and the hood thereof, to permit the said outstanding ledges to rest upon the offsets of said body, substantially as described.

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

JAMES MASKER.

Witnesses:

JOHN F. REILLY,
J. H. FETTERHOFF.