

(No Model.)

B. F. CALDWELL & W. F. PETERSON.

METALLIC ROOFING FOR RAILWAY CARS.

No. 370,680.

Patented Sept. 27, 1887.

Fig. 1.

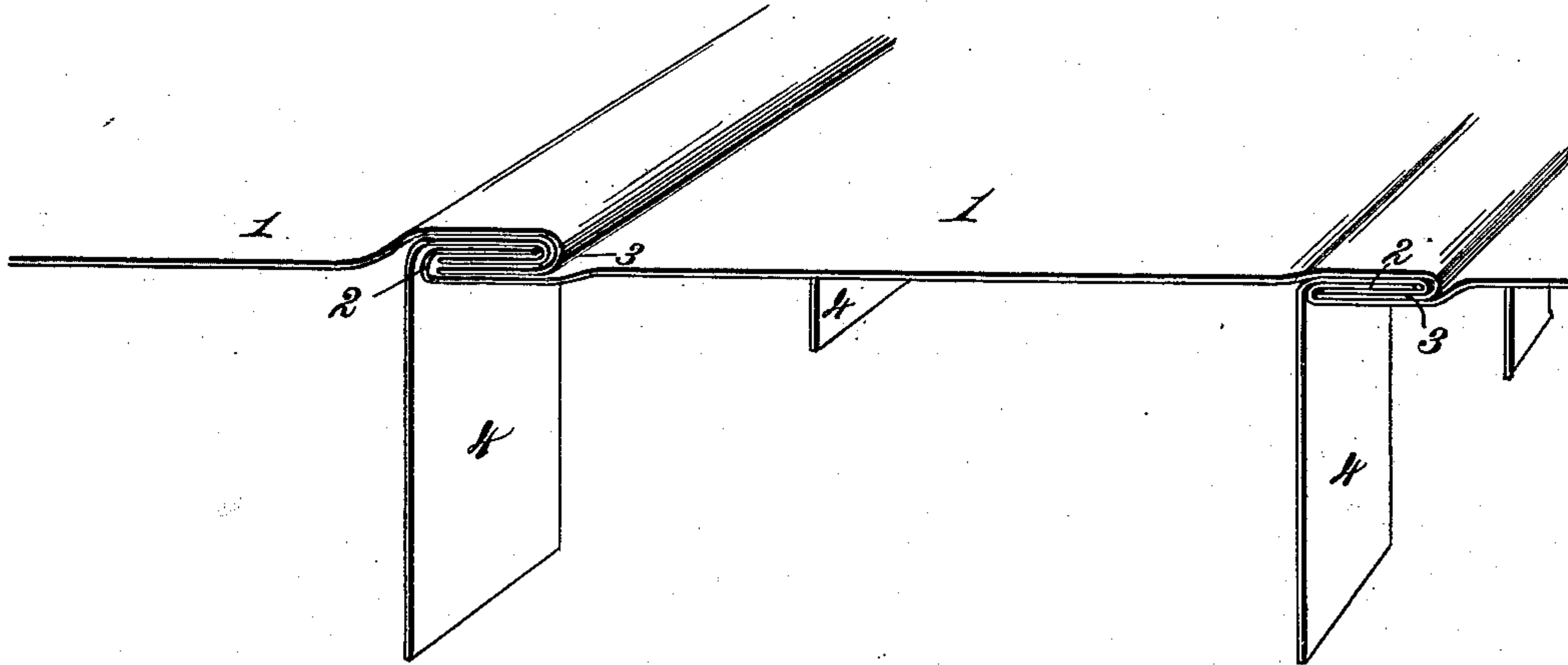
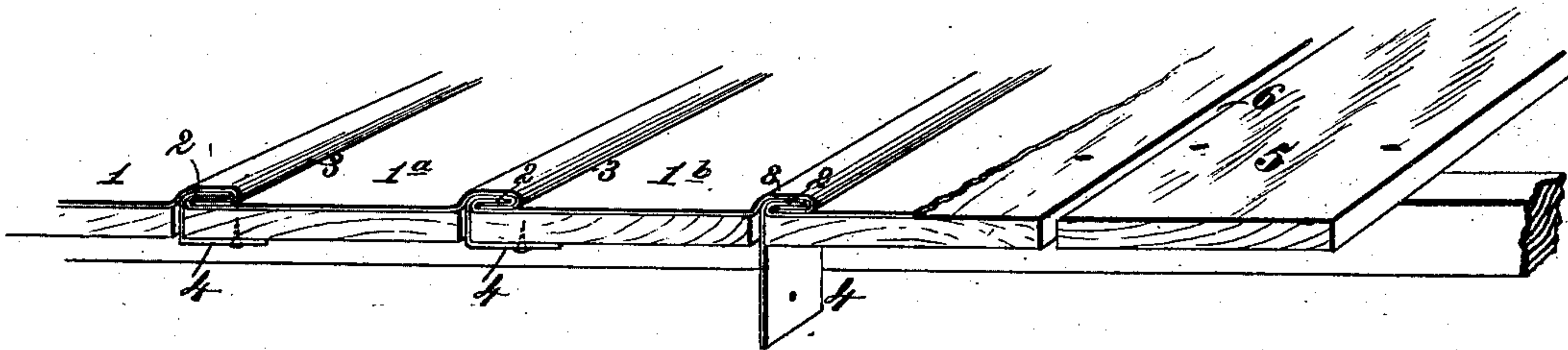


Fig. 2.



Witnesses.
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UNITED STATES PATENT OFFICE.

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METALLIC ROOFING FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 370,680, dated September 27, 1887.

Application filed March 8, 1887. Serial No. 230,117. (No model.)

To all whom it may concern:

Be it known that we, BENJAMIN F. CALDWELL and WILLIAM F. PETERSON, citizens of the United States, residing at Wheeling, in the county of Ohio and State of West Virginia, have invented new and useful Improvements in Metallic Roofing for Railway-Cars, of which the following is a specification.

Our invention relates to metallic roofing for railway-cars, and the purpose thereof is to provide novel means for fastening the same to the sheathing of the roof, whereby the several sections of roofing may be permanently connected together at the factory with the anchors attached, forming a continuous strip which may be rolled, transported to the required point, and there placed in position and fastened to the sheathing strongly and expeditiously.

The invention consists in the novel features of construction and combinations of parts hereinafter set forth, and pointed out in the claims following this description.

In the accompanying drawings, Figure 1 is a perspective view illustrating our invention. Fig. 2 is a perspective view showing the roofing and the manner of connecting the same to the sheathing of the roof.

In the said drawings, the reference-numeral 1 designates a section of metal roofing about four feet in length and one foot in width, these being the ordinary dimensions of a single strip of sheathing extending from the comb to the eaves of a car-roof. The longer parallel edges of the roof-section are bent, the one upward and inward, as at 2, and the other downward and inward, as at 3, to form in conjunction with adjacent sections what is known as a "double lock-joint."

Connected with the section 1 are successive sections 1^a, 1^b, &c., until a sufficient number have been united to extend the entire length of the car, such a construction as that described requiring thirty-four sections. Anchors 4 are locked into the joint at suitable intervals, and each joint is then hammered down flat. After the whole length of the roof is complete the strip of connected sections may be rolled up into a package about ten inches in diameter and shipped to any point for attachment. When applied to the roof, the strip is unrolled and held in place,

the anchors being introduced between the strips of sheathing, 5, which are placed a little apart for this purpose. Each anchor is then bent around the lower angle of the strip and nailed to its lower or exposed face, thereby giving a strong and durable fastening. In Fig. 2 a part of the sections is shown as already attached, while in part the metal sections are removed to show the arrangement of the strips of sheathing with a space, 6, between to admit the anchors.

By this invention the entire roof can be made complete in the factory and can be quickly and easily attached to the car. It may, moreover, be rolled after completion and carried to remote stations, and there applied and attached to the roof, thereby effecting a considerable economy in time and saving of expense, besides securing more uniform and neater work, together with greater strength and durability.

Having thus described our invention, what we claim is—

1. The combination, with the sheathing attached in strips of equal width, having a small space separating adjacent strips, of a strip or series of strips or sections of metal roofing, each section having anchors depending between the strips of sheathing and bent against and fastened to the under face of said strips, substantially as described.

2. A series of sections of metallic roofing locked to each other and having a series of anchors locked into each seam, in combination with a sheathing composed of strips of equal width and having a space between adjacent strips to receive the anchors, substantially as described.

3. The combination, with the roofing-sections 1 1^a, &c., connected together, of the anchors 4, interlocked in each seam, and the sheathing composed of strips 5, separated by spaces 6, the anchors being carried between the strips and fastened to the under face of the latter, substantially as described.

In testimony whereof we affix our signatures in presence of two witnesses.

BENJAMIN F. CALDWELL.
WILLIAM F. PETERSON.

Witnesses:

HENRY FETZER,
JOHN SUNDERLAND.