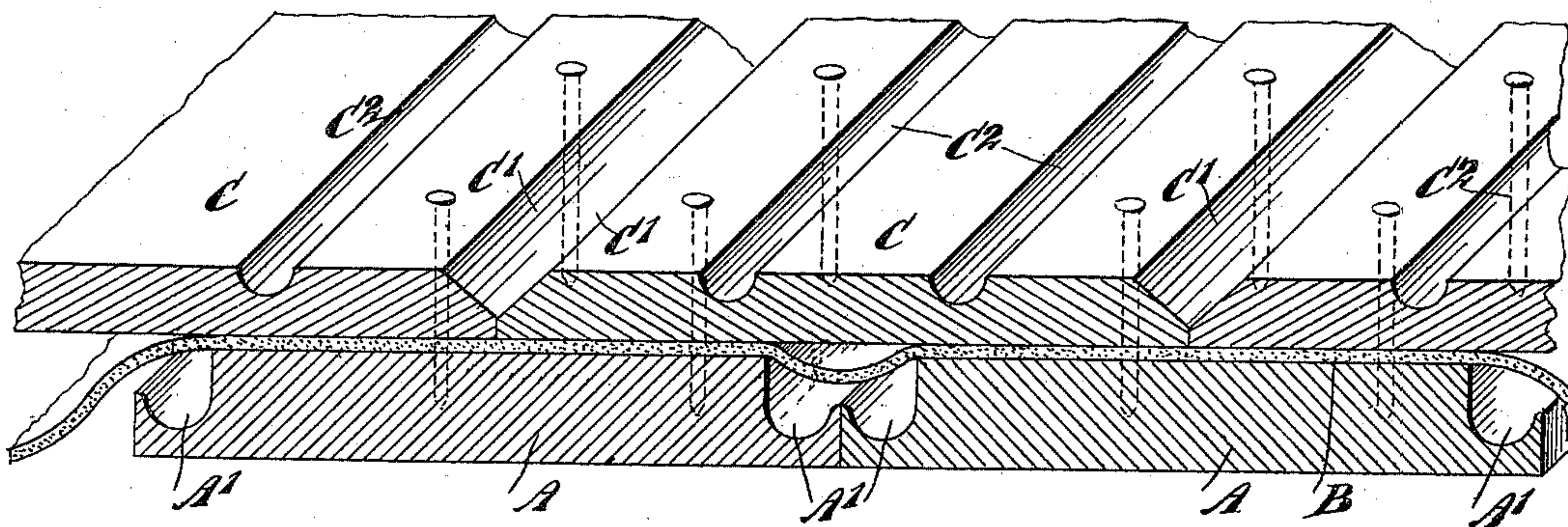


(No Model.)

A. P. LE GROS.
FREIGHT CAR ROOF.

No. 561,406.

Patented June 2, 1896.



WITNESSES:

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UNITED STATES PATENT OFFICE.

ALFRED P. LE GROS, OF LOUISVILLE, KENTUCKY.

FREIGHT-CAR ROOF.

SPECIFICATION forming part of Letters Patent No. 561,406, dated June 2, 1896.

Application filed March 4, 1896. Serial No. 581,817. (No model.)

To all whom it may concern:

Be it known that I, ALFRED P. LE GROS, of Louisville, in the county of Jefferson and State of Kentucky, have invented a new and Improved Freight-Car Roof, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved freight-car roof which is simple and durable in construction and arranged to prevent moisture from penetrating into the interior of the car by way of the roof.

The invention consists principally of two layers of boards with a strip of painted fabric, such as canvas, between the layers.

Reference is to be had to the accompanying drawing, forming a part of this specification, in which the figure is a sectional perspective view of the improvement.

The improved car is provided with a layer A of boards, each of which is formed at its end with a groove A' of a suitable depth, so that when the boards are joined two grooves are adjacent one to the other, so as to form a deep recess, into which extends part of a fabric B, preferably painted canvas, placed on the top surface of the layer A. The boards of the layer A are nailed at one end to the outside edge of the sill of the car and at their upper end to the ridge-pole.

On the top of the fabric B is placed a second layer C of boards, each of which is formed at its sides with bevels C', extending throughout the length of the board, so that when the boards are joined the adjacent bevels form a V-shaped groove, as is plainly indicated in the drawing. Each of the boards is also provided with one, two, or more longitudinally-extending grooves C², reaching from one end of the board to the other and serving to weaken the board sufficiently so that in case the board warps by the action of heat or water it will warp in the middle instead of at the sides, and consequently the top layer of the roof does not form leakage-grooves.

It is understood that the layer C of boards is fastened in place on the layer A by suitable nails, as indicated in the drawing.

In making the car-roof the fabric is painted

with a suitable roof-paint to insure durability of the fabric without impairing its elasticity, so that the wear and tear of the car does not break the canvas, and consequently leakage of moisture to the interior of the car is entirely prevented.

It will be seen that by making the grooves A' in the form shown in the drawing any moisture that may have leaked in between the layers of the boards is carried off by said grooves to the side of the car. The under side of the boards of the layer C is preferably painted with roof-paint to preserve the wood.

It will further be seen that by the use of canvas dust is prevented from passing to the under side of the car by way of the roof.

It will also be seen that by pressing the canvas down into the recesses formed by the half-round grooves A' provision is made for expansion and contraction of the material.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

1. A freight-car roof comprising a bottom layer of boards having grooves at the sides to form recesses between adjacent boards, top boards each formed with a bevel at its sides and longitudinal grooves in its top, and a layer of fabric between the top and bottom layers of boards, substantially as shown and described.

2. A car-roof, comprising two layers of boards, with a strip of fabric between the layers, each board of the top layer being provided at its sides with bevels and at its top with longitudinally-extending grooves, substantially as shown and described.

3. A freight-car roof, comprising two layers of boards, with a strip of painted fabric such as canvas, between the layers, each board of the top layer of boards being provided at its sides with bevels and at its top with longitudinally-extending grooves, substantially as shown and described.

ALFRED P. LE GROS.

Witnesses:

B. E. DUPONT,
WM. GABLE.