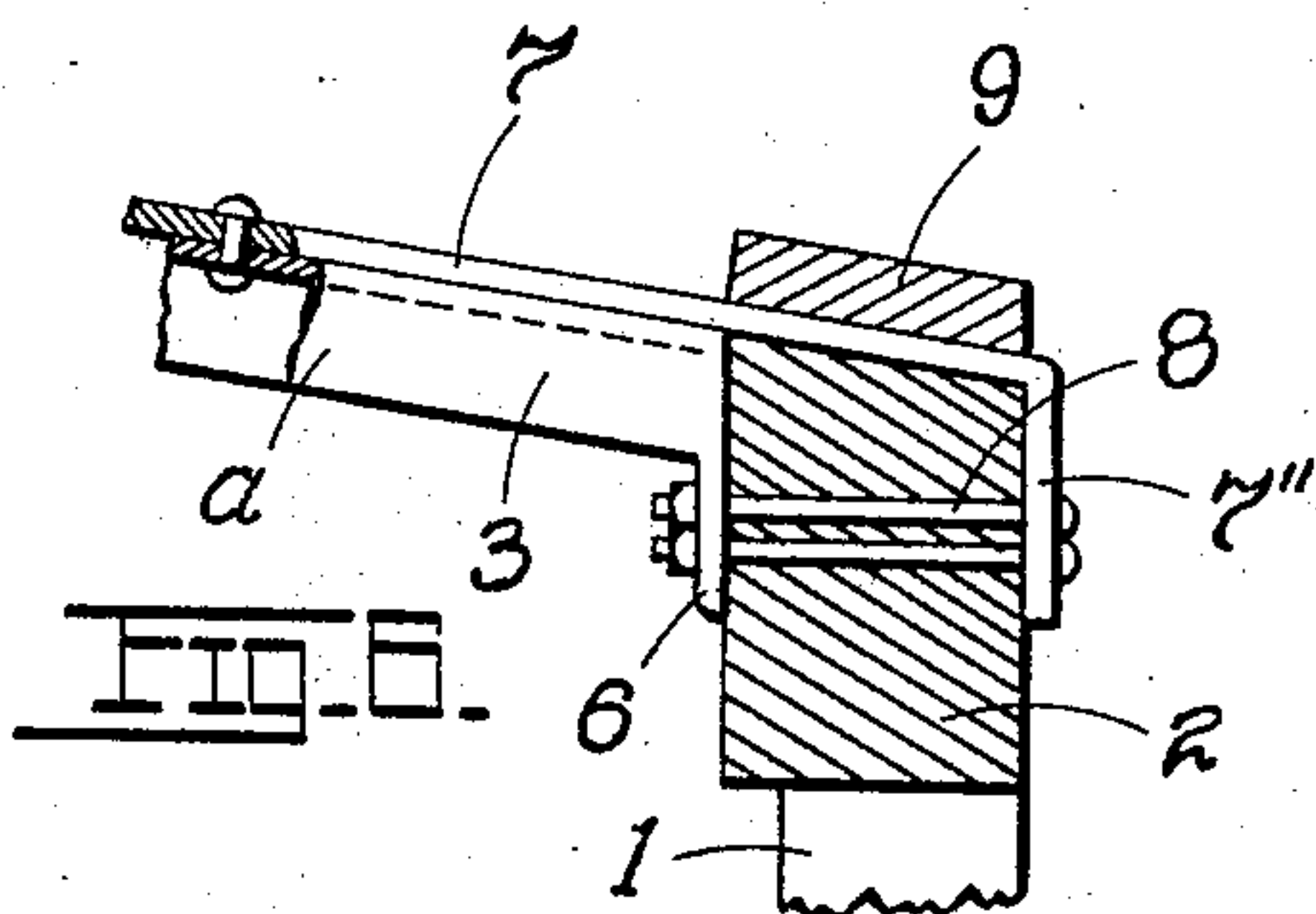
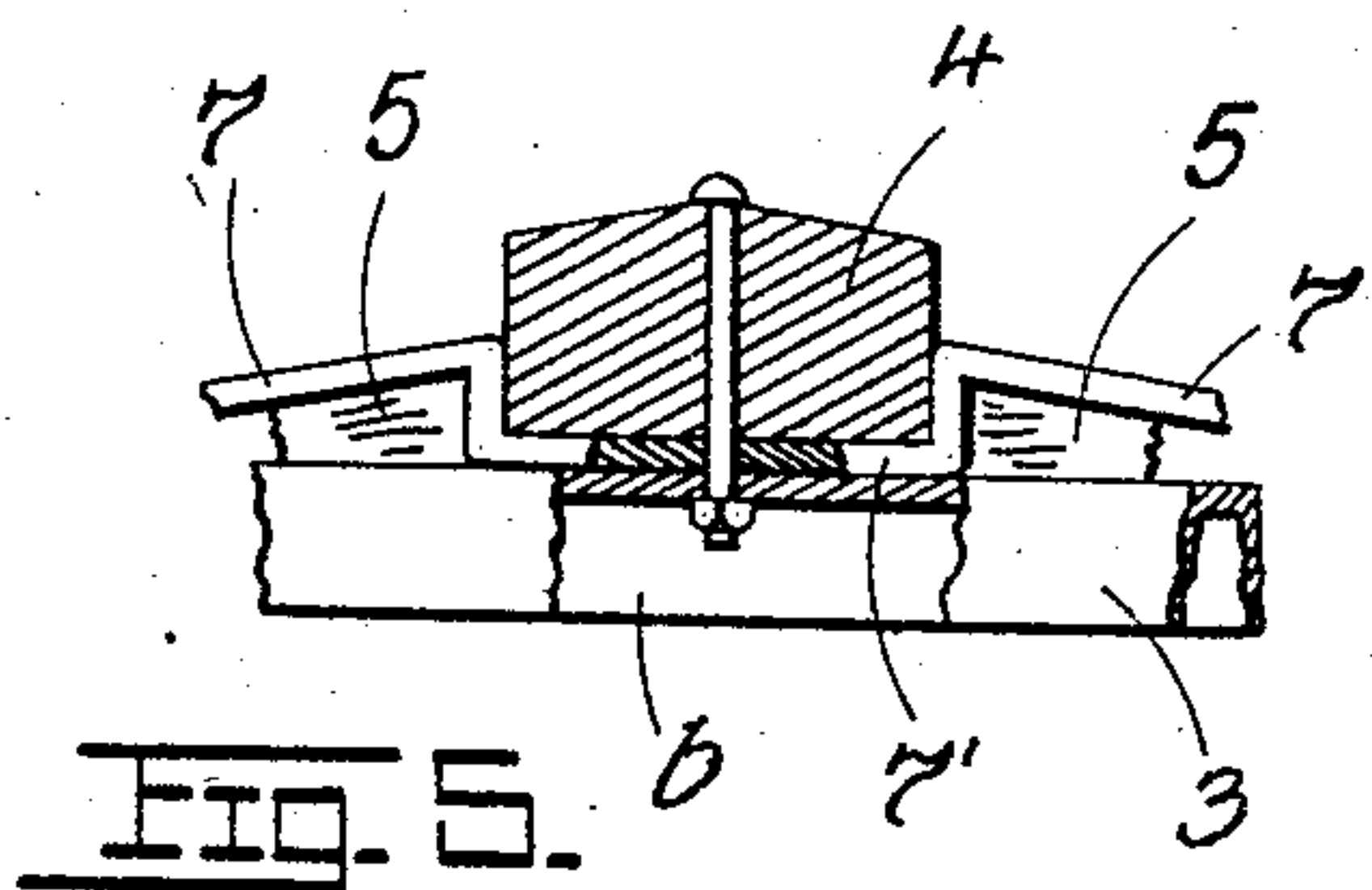
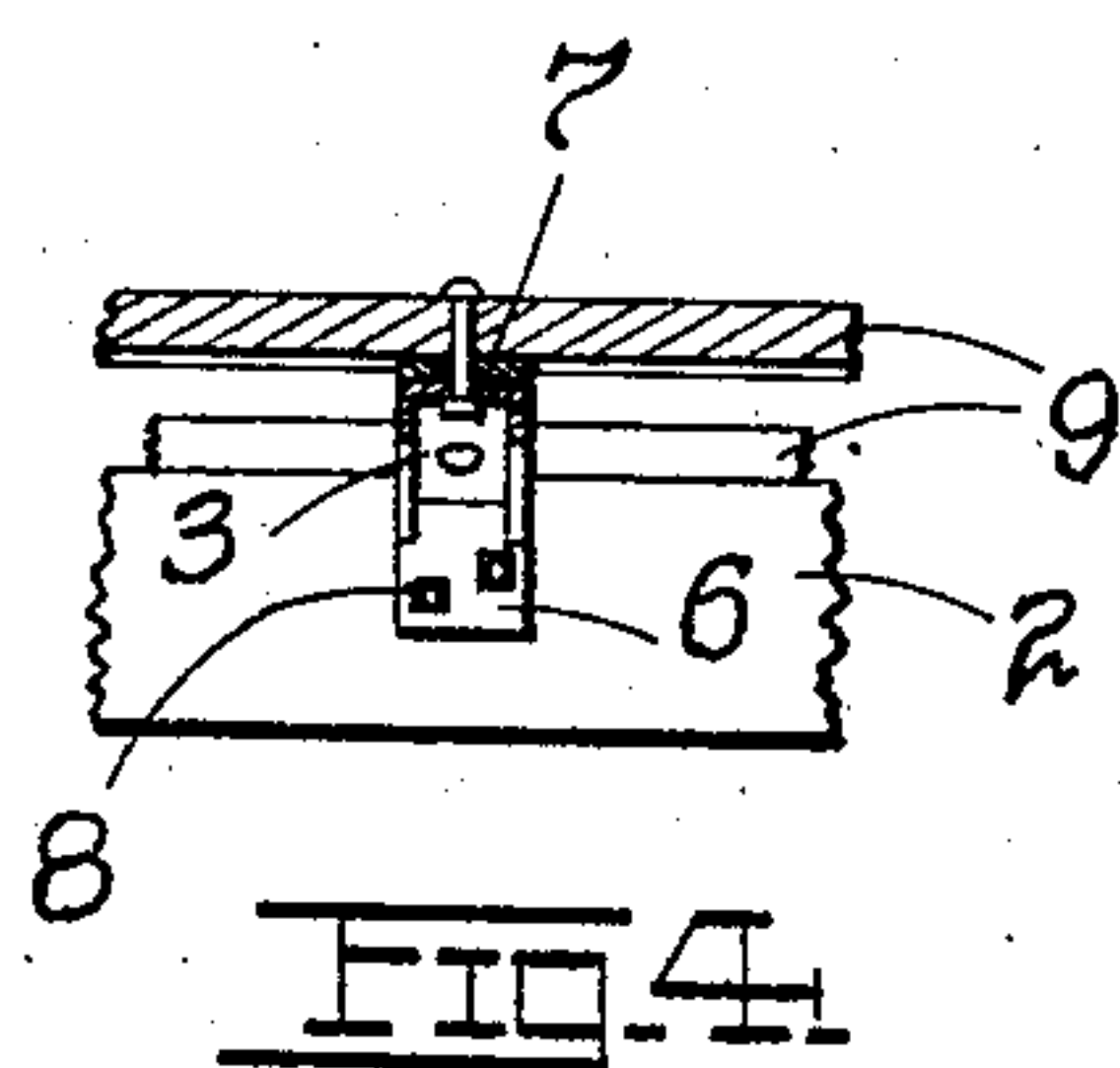
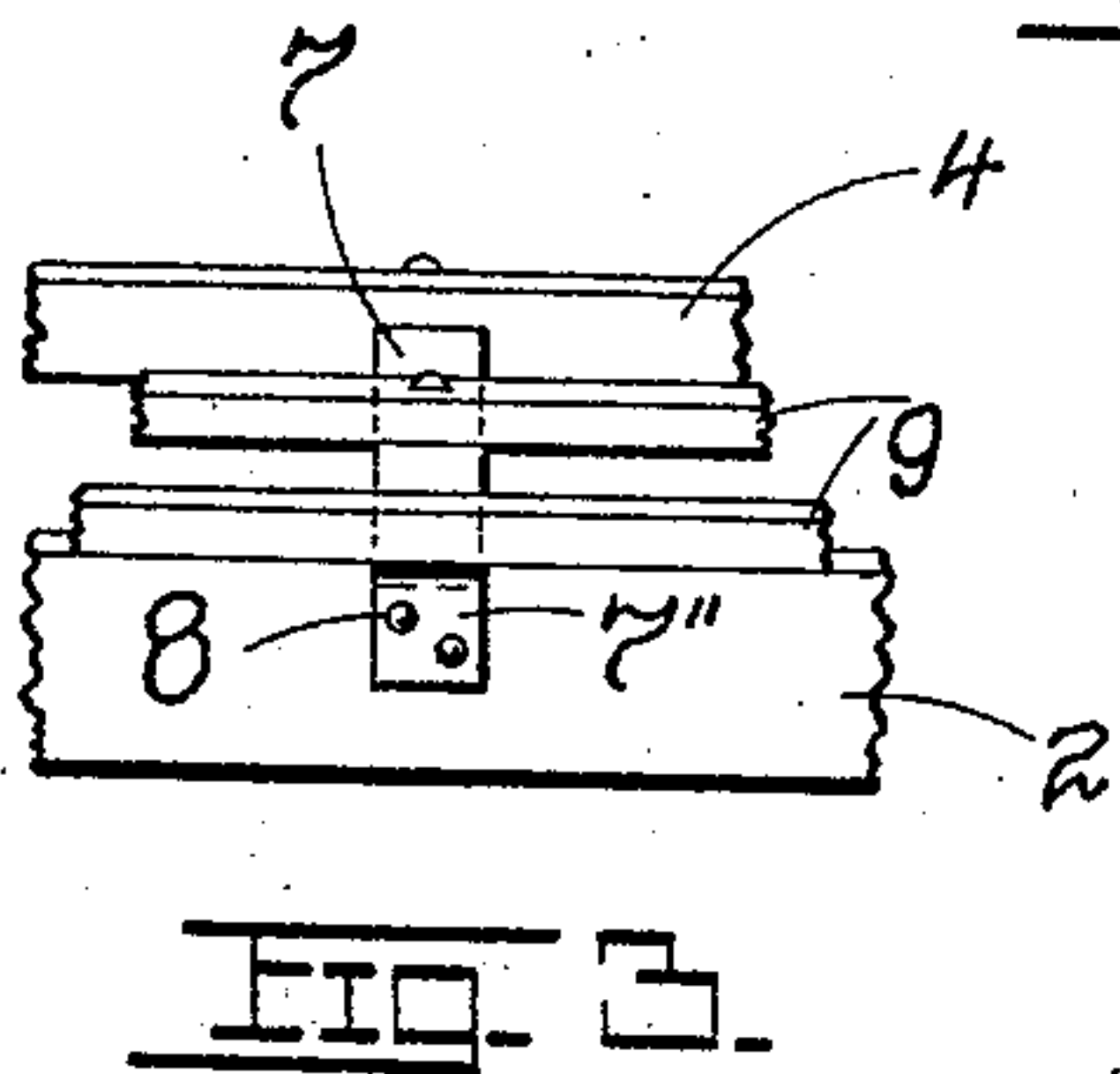
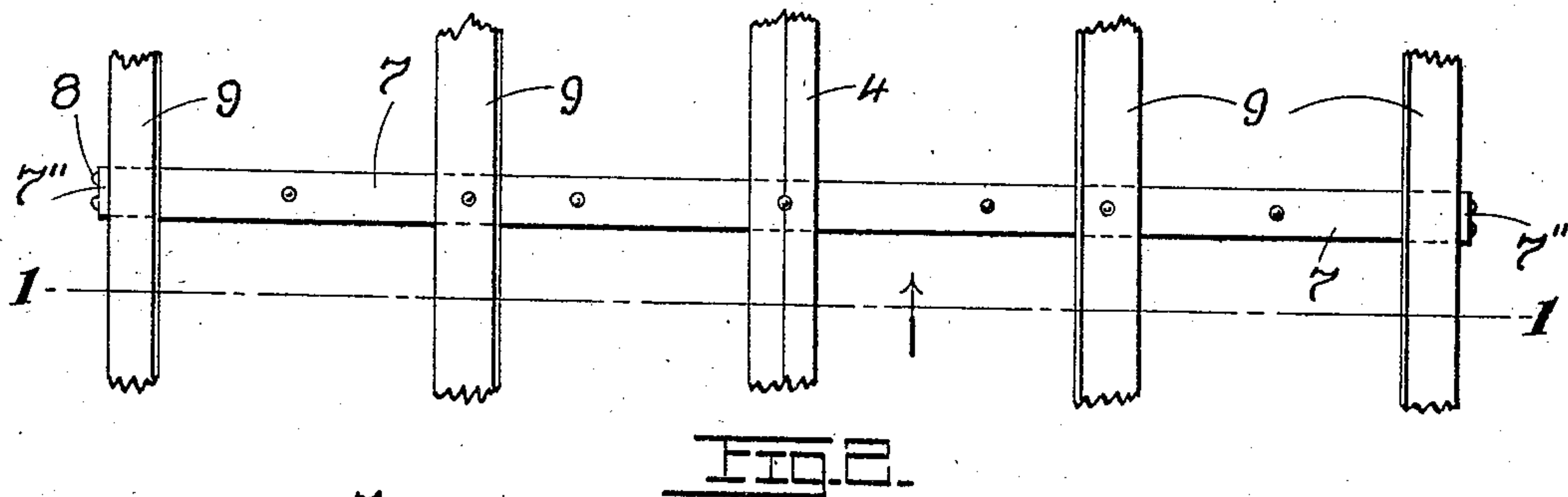
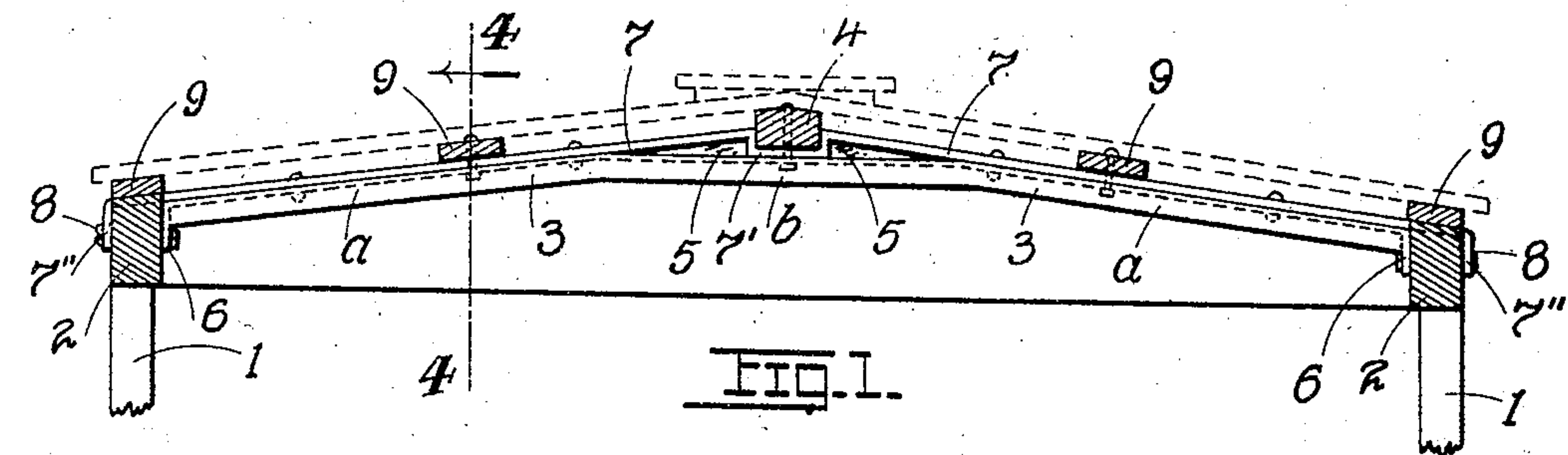


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PATENTED MAR. 13, 1906.

G. STEINMEYER, SR.
CAR ROOF CONSTRUCTION.
APPLICATION FILED AUG. 30, 1905.



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CAR-ROOF CONSTRUCTION.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, GUSTAV STEINMEYER, Sr., a citizen of the United States, residing at St. Louis, State of Missouri, have invented certain new and useful Improvements in Car-Roof Constructions, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention has relation to improvements in car-roof construction; and it consists in the novel construction of roof more fully set forth in the specification and pointed out in the claims.

In the drawings, Figure 1 is a transverse vertical section taken through the car-roof on the line 1 1 of Fig. 2, showing my invention applied thereto. Fig. 2 is a top plan of Fig. 1. Fig. 3 is an end view of Fig. 1. Fig. 4 is a vertical section taken through the carline on the line 4 4 of Fig. 1. Fig. 5 is an enlarged detail showing the center of the carline with reinforcing-plate and ridge-pole, the latter being in section; and Fig. 6 is a detail of the end of the carline and reinforcing-plate, the side plate of the car-roof being in section.

The present invention has relation to improvements in roof constructions for freight and other cars, and has for its object to effect a rigid connection between the carline and side plates of the car, to provide suitable means for reinforcing the carline, to provide suitable means for retaining the ridge-pole and filler-blocks in position, to provide a carline which will correspond with the pitch of the roof, and to present further and other advantages better apparent from a detailed description of the invention, which is as follows:

Referring to the drawings, 1 represents the uprights or studs of the car-body, and 2 the side plates of the roof, both of the usual construction. The carline 3 in the present instance is a channel-bar having sloping terminals *a a*, conforming to the pitch of the roof, and a central horizontal portion *b* for the support of the ridge-pole 4 and the filler-blocks 5. The opposite ends of the channel-carline terminate in walls or wings 6, which depend below the edges of the flanges of the channel, said wings abutting against the inner faces of the side plates 2 and bolted thereto. The upper face of the web of the channel is reinforced by a plate 7, resting on the

web of the terminals *a a* and conforming to the slope of said terminals, the sloping portions of the plate 7 being depressed at the center of the plate into a yoke or saddle 7' for the reception of the ridge-pole 4, the latter resting in the saddle and being bolted to the web of the central horizontal portion *b* of the carline. The plate 7 is riveted to the web of the channel 3, its opposite ends 7'' being deflected downwardly over the outer faces of the side plates 2 when the parts 6 and 7'' are coupled to the side plates by the same bolts 8. The purlins are represented by 9. Such parts as may be shown, but to which no reference is herein made, are either old or well known and form no part of my present invention.

The parts 6 and 7'' form forked terminals for the carline, the members of the fork embracing the top and sides of the side plates 2 and insuring a rigid and strong grip thereon. The plate 7 reinforces the carline and at the same time serves to center and secure the ridge-pole.

Having described my invention, what I claim is—

1. In a car-roof construction, a carline having sloping terminals and a central horizontal portion, and a reinforcing-plate secured to the sloping terminals and spaced from the central portion, substantially as set forth.

2. In a car-roof construction, a carline having sloping terminals and a central horizontal portion, a reinforcing-plate secured to the sloping terminals and spaced from the central portion, and a centrally-depressed saddle formed in the reinforcing-plate, substantially as set forth.

3. In a car-roof construction, a carline comprising a channel-bar having sloping terminals and a central horizontal portion, a reinforcing-plate secured to the outer faces of the web of the sloping terminals of the carline, and conforming to the slope of said portions, a centrally-depressed saddle formed in the reinforcing-plate, a ridge-pole resting in said saddle, the ends of the reinforcing-plate extending beyond the carline and having depending deflected portions, and side plates confined between said depending portions and the adjacent ends of the carline, substantially as set forth.

4. In a car-roof construction, a carline comprising a channel-bar having a central horizontal portion, and sloping terminals corre-

sponding to the pitch of the car-roof, a reinforcing-plate secured to the outer faces of the webs of the sloping terminals, and conforming to the slope of said portions, a centrally-
5 depressed saddle resting with its base on the web of the central portion of the carline, a ridge-pole embraced and centered by said saddle, the ends of the reinforcing-plate extending beyond the carline and having de-
10 pending terminals, terminal depending wings at opposite ends of carline, a side plate confined between the wings, the reinforcing-plates and their depending terminals, and securing-bolts passed through the wings, side

plates and depending terminals of the reinforcing-plates, substantially as set forth. 15

5. In a car-roof construction, a carline having sloping terminals and a central horizontal portion, a reinforcing-plate secured to the sloping terminals and spaced from the cen- 20 tral portion, and filler-blocks inserted into said space, substantially as set forth.

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

GUSTAV STEINMEYER, Sr.

Witnesses:

EMIL STAREK,
M. B. BELT.