

No. 865,452.

PATENTED SEPT. 10, 1907.

J. J. TATUM.

CAR ROOF.

APPLICATION FILED JUNE 25, 1906.

Fig. 1.

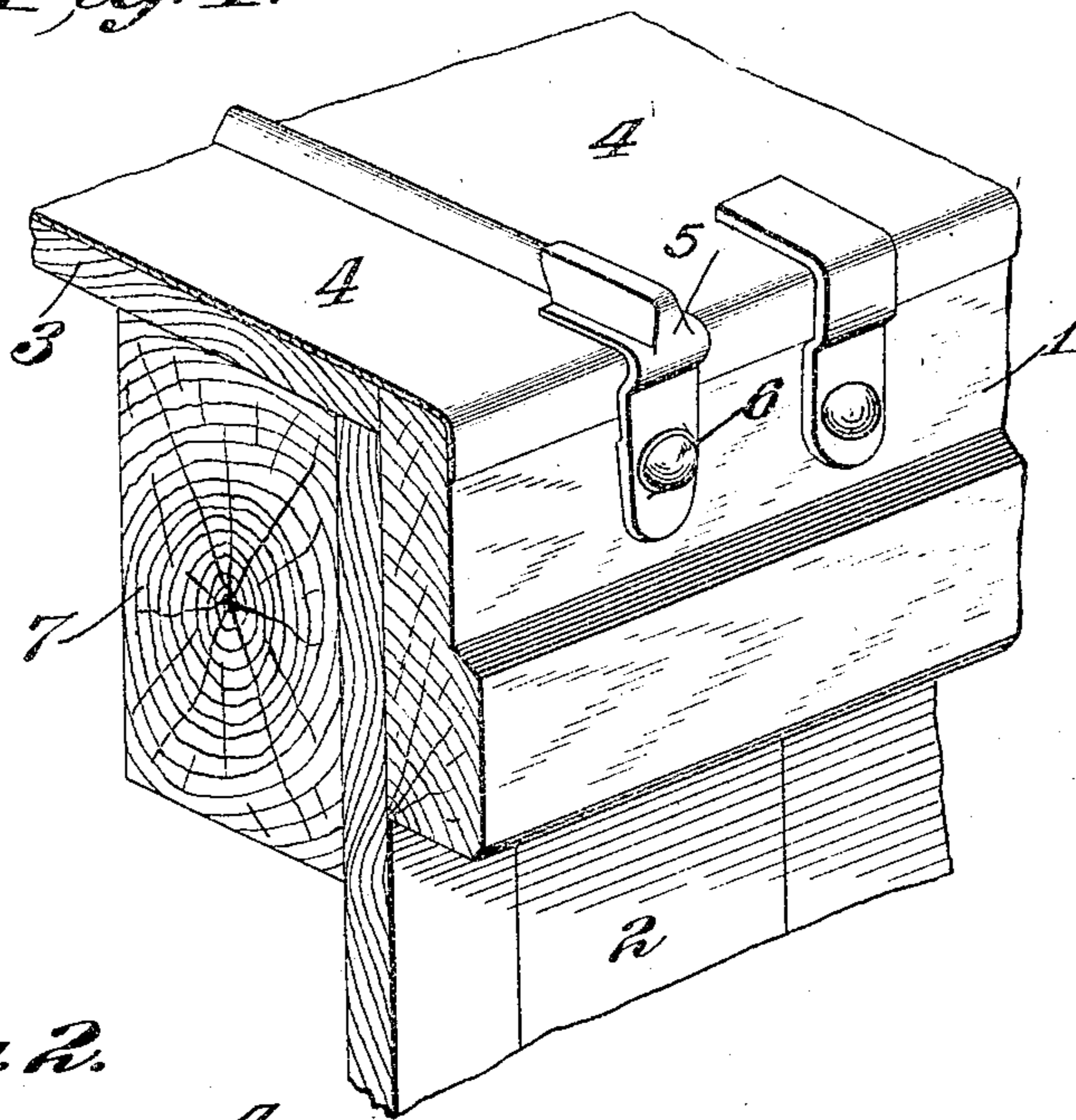
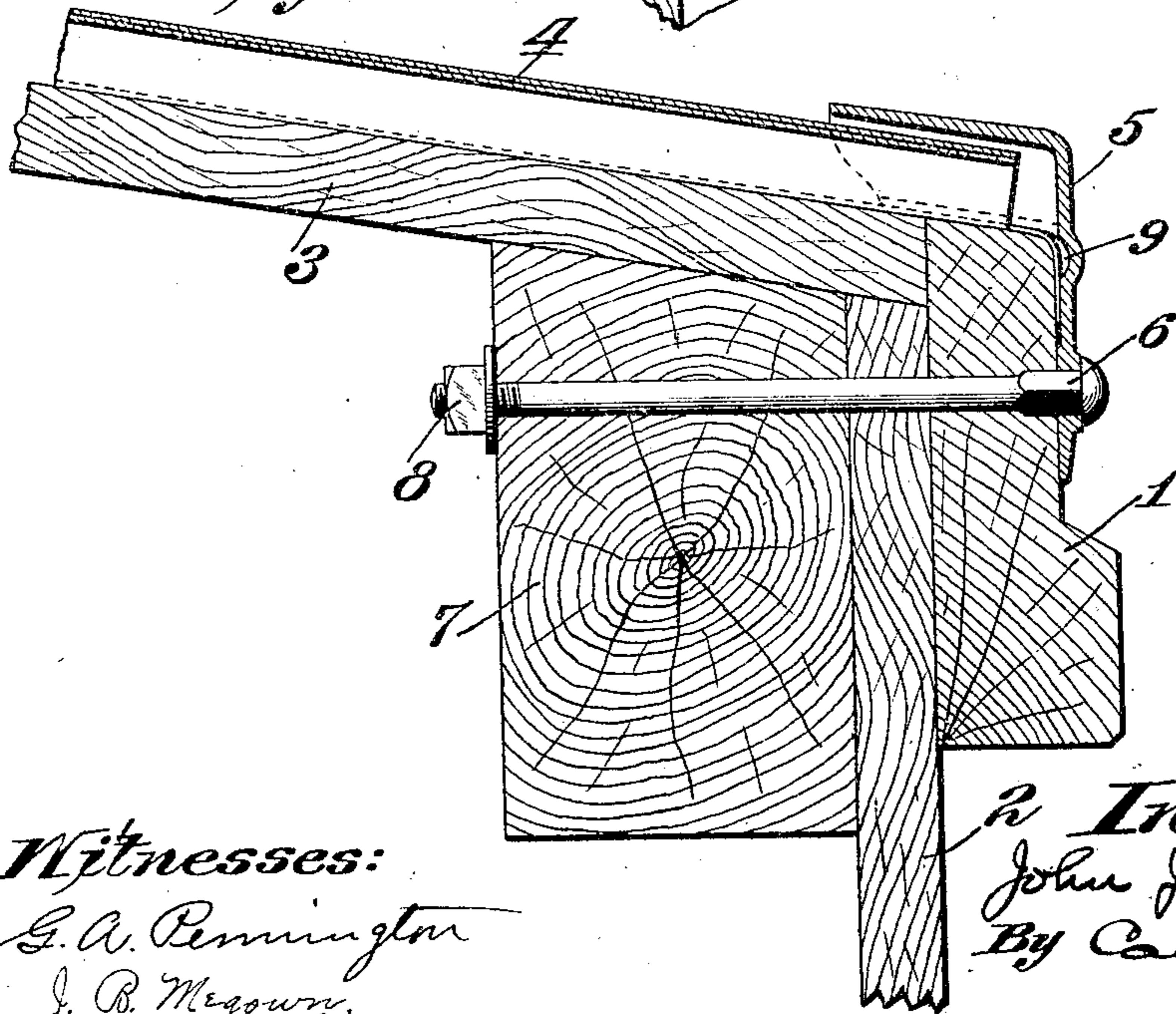


Fig. 2.



Witnesses:

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UNITED STATES PATENT OFFICE.

JOHN J. TATUM, OF BALTIMORE, MARYLAND, ASSIGNOR TO PETER H. MURPHY, OF ST. LOUIS, MISSOURI.

CAR-ROOF.

No. 865,452.

Specification of Letters Patent.

Patented Sept. 10, 1907.

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To all whom it may concern:

Be it known that I, JOHN J. TATUM, a citizen of the United States, and a resident of the city of Baltimore and State of Maryland, have invented a new and useful Improvement in Car-Roofs, of which the following is a specification.

My invention relates to car roofs and has for its principal objects to protect the portions thereof at the sides of the car.

In the accompanying drawing, which forms part of this specification and wherein like symbols refer to like parts wherever they occur, Figure 1 is a perspective view of a portion of a car roof embodying my invention; Fig. 2 is a vertical sectional view of the construction shown in Fig. 1.

It is common practice in the construction of freight cars to have the roof extend beyond the sides of the car; and on this account the projecting portion of the roof is exposed in a position where it is liable to strike against various obstructions. It is a common accident, for instance, for the stakes of a flat car on one track to spread to such an extent as to scrape the projecting portion of the roof of a box car on the next adjacent track. So, too, where a box car is left on a side track too close to the main track, the roofs of box cars passing on the main track are liable to scrape against the standing obstruction. In case of freight cars having outside car roofs, such accidents are liable to tear off the fastening clips and to damage the metal strips.

It is the principal object of the present invention to avoid the damage caused by such accident.

According to my invention, the eaves fascia 1 is secured on the outside of the side sheathing 2 flush with the wooden portion 3 of the roof. The fascia is made of a wide thick board whose upper portion is thinner than the lower portion, and is of sufficient width to accommodate the downturned edges of the metal roof sheets 4 and the fastening clips 5 therefor. The upper portion of the fascia and the enlarged portion thereof are connected by a downwardly inclined shoulder having sufficient inclination to shed moisture. The lower portion of the fascia projects preferably beyond the fastenings of the roof sheet in order the better to protect the roof; and it is preferable to make the upper and lower portions of the fascia of a single piece.

In order to prevent the binding of the downturned

edges of the roof sheet, the portion of the fastening clip below the downturned portion of the roof sheet is thickened on its inner side; and in order to permit an easy curve of the roof sheet at this point, the fastening clip is provided with a horizontal groove or bend 9 on its inner face. Preferably the fastening clips are secured by means of round-headed bolts 6 which extend through the fascia and the side sheathing and the side plate 7 into the inside of the car. The inner end of the bolt is screw-threaded and provided with a nut 8, which affords a means for adjusting the position of the fastening clip in case shrinkage of the car or other occasion should require. The thickened lower portion of the fascia does not interfere with the drainage of the moisture but fully protects the projecting portion of the roof sheets and their fastenings from exposure to obstructions along the road. In case, for instance, the stake of a flat car is spread far enough to constitute an obstruction, it will scrape against the lower portion of the fascia instead of the roof.

What I claim as my invention and desire to secure by Letters Patent is:

1. The combination with a car, of an eaves fascia secured on the side sheathing flush with the upper face of the wooden roof, the lower portion of the fascia being thicker than the upper portion and extending beyond the lines of the car roof, and a metal roof having a downturned margin overhanging the upper portion of the fascia and roof clips secured to the upper portion of the fascia, whereby said margin and clips are protected, by the lower thicker portion of the fascia against cornering and side scraping.

2. A car having a fascia, the upper portion of which is thinner than the lower portion to provide a seat for the roof sheets and clips within the lines of the fascia.

3. A box car having a fascia and a roof having a downturned margin overhanging the fascia, the lower portion of the fascia being thicker than the upper portion and extending below said margin.

4. A box car having a fascia whose lower portion is thicker than its upper portion, a metal roof whose margin overhangs the upper portion of the fascia, and clips for fastening said metal roof, said clips being mounted on the upper portion of said fascia whereby they are protected by the lower thicker portion against side scraping.

Executed at Baltimore, Md., this 6th day of June, 1906.

JOHN J. TATUM.

In the presence of—

W. P. MURPHY,
EDWIN S. CLARKSON.