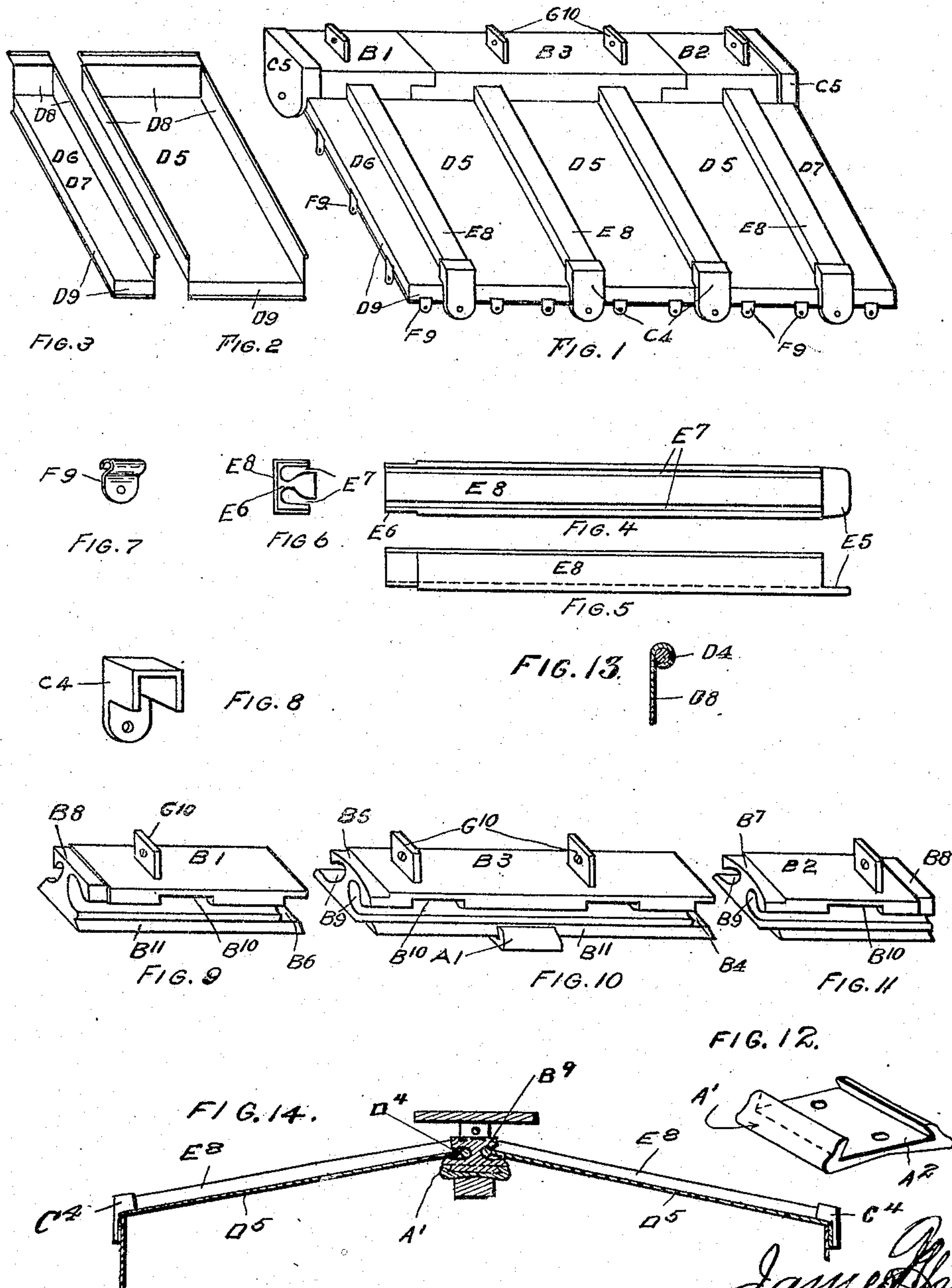


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RAILWAY CAR ROOF.  
APPLICATION FILED APR. 13, 1907.

905,340.

Patented Dec. 1, 1908.



WITNESSES:  
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## UNITED STATES PATENT OFFICE.

JAMES MASKER, OF HAMMOND, INDIANA.

## RAILWAY-CAR ROOF.

No. 905,340.

Specification of Letters Patent.

Patented Dec. 1, 1908.

Application filed April 13, 1907. Serial No. 367,947.

*To all whom it may concern:*

Be it known that I, JAMES MASKER, a citizen of the United States, residing at Hammond, in the county of Lake, State of Indiana, have invented a new and useful Improvement in Railway-Car Roofs, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings.

My invention relates to new and useful improvements in car roofs of that class commonly known as "outside roofs", and particularly contemplates the provision of a construction in which the main elements thereof will securely hold in water-tight relation while allowing the same sufficient play to overcome the tendency of the same to buckle and bend under the effect of the strain put upon them.

My invention further and specifically resides in the following features of construction and arrangement as will be hereinafter described with reference to the accompanying drawings forming a part of this specification, in which like numerals are used to designate like parts throughout the several figures, and in which,

Figure 1 is a perspective view of a portion of a car roof constructed in accordance with my invention, Fig. 2 is a perspective view of one of the intermediate roof plates, Fig. 3 is a similar view of one of the end roof plates, Fig. 4 is a bottom plan view of one of the carlines, Fig. 5 is a side elevation of the same, Fig. 6 is an end view of the same, Fig. 7 is a perspective view of one of the plate securing clips, Fig. 8 is a similar view of one of the carline end caps, Figs. 9, 10 and 11 are perspective views of adjoining sections of the ridge pole, Fig. 12 is a perspective view of the ridge pole securing plate. Fig. 13 is a sectional view taken through one of the flanges of the roof plates on an enlarged scale, and Fig. 14 is a transverse sectional view taken through my improved roof as a whole.

In the practical embodiment of my invention and with particular reference to the accompanying drawings I provide a ridge pole comprising detachable sections  $B'$ ,  $B^2$  and  $B^3$ , the intermediate section  $B^3$  being provided with mortised and reduced ends  $B^4$  and  $B^5$  respectively, engaging with the respectively mortised and reduced adjacent ends  $B^6$  and  $B^7$  of the outer pieces  $B'$  and  $B^2$ . The outer ends  $B^8$  of the end pieces  $B'$

and  $B^2$  are also reduced to receive thereon the ridge pole cap plates  $C$  which are bolted or otherwise secured to the ends of the car. The pieces  $B'$ ,  $B^2$  and  $B^3$  forming the ridge pole are further provided with longitudinal undercut channels  $B^9$  and with openings  $B^{10}$  communicating with said channels  $B^9$ , for the reception of the reduced ends  $E^5$  of the carlines  $E^8$ . The carlines  $E^8$  are also reduced upon their outer ends  $E^6$  to receive thereover the carline end caps  $C^4$  bolted or otherwise attached to the car sides. The carlines  $E^8$  are further provided with longitudinal parallel channels  $E^7$  for a purpose to be hereinafter described.

A plurality of metallic plates  $D^5$  have flanges  $D^8$  bordering the same, said flanges having the edges thereof curled about metallic rods  $D^4$  to strengthen the same. The side flanges and one end flange are constructed upstanding from their respective plates and have their abutting ends soldered together, said end flange being adapted to be held within the channels  $B^9$  of the ridge pole, and said side flanges being adapted to be held within the channels  $E^7$  of the carlines  $E^8$  when said plates  $D^5$  are inserted therebetween thus forming with said ridge pole and said carlines, a movable though perfectly water-tight joint. The description of the plates thus far applies to the intermediate plates  $D^5$  while the end plates  $D^6$  and  $D^7$  have only their inner end and side flanges  $D^8$  upstanding, the remaining flanges like the outer end flanges  $D^9$  of the plates  $D^5$  being turned down upon the car sides and ends, and secured thereto by metallic clips  $F^9$  engaging the curled edges of the said flanges  $D^9$  and secure to the car.

In securing the ridge pole upon the car I provide the pieces  $B'$ ,  $B^2$  and  $B^3$  with longitudinal beveled lower edges  $B^{11}$  adapted to slidably fit within the undercut channel  $A^2$  of securing plates  $A'$  adapted to be bolted to the top of the car thus effectually covering the bolt openings and preventing moisture entering the car by this means. I also cast the pieces  $B'$ ,  $B^2$ , and  $B^3$  with upstanding ledges  $G^{10}$  which may be utilized as sleepers for the well known walking boards (not shown).

From the foregoing description it will be apparent that I provide a novel construction of an outside roof for cars in which the several elements are securely held in place and form perfectly water-tight joints while hav-



ing sufficient movement with relation to one another to overcome the tendency of breaking apart and of the metallic plates buckling and bending under the strain imposed upon them by the moving car.

Having thus fully described my invention, I claim:

1. The combination in a car roof, of a ridge pole, and means for securing the same comprising a clamping plate rigidly secured upon the car and adapted to receive said ridge pole therein and to clamp the sides thereof, substantially as described.

2. The combination in a car roof, of a ridge pole, and means for securing the same comprising a clamping plate rigidly secured

upon the car and provided with a channel adapted to receive and hold said ridge pole therein, substantially as described.

3. In a car roof of the character described, the combination of a ridge pole formed in length by a plurality of relatively engaging sections, and dove-tailed guide plates secured upon the car for clamping each of said sections, substantially as described.

In witness whereof I hereunto affix my signature in presence of two witnesses this 8th day of April, 1907.

JAMES MASKER.

Witnesses:

ESTHER DIAMOND,  
J. F. REILLY