W. P. MURPHY.

CAR ROOF.

APPLICATION FILED AUG. 8, 1908.

930,679.

Patented Aug. 10, 1909.

Fig. 1.

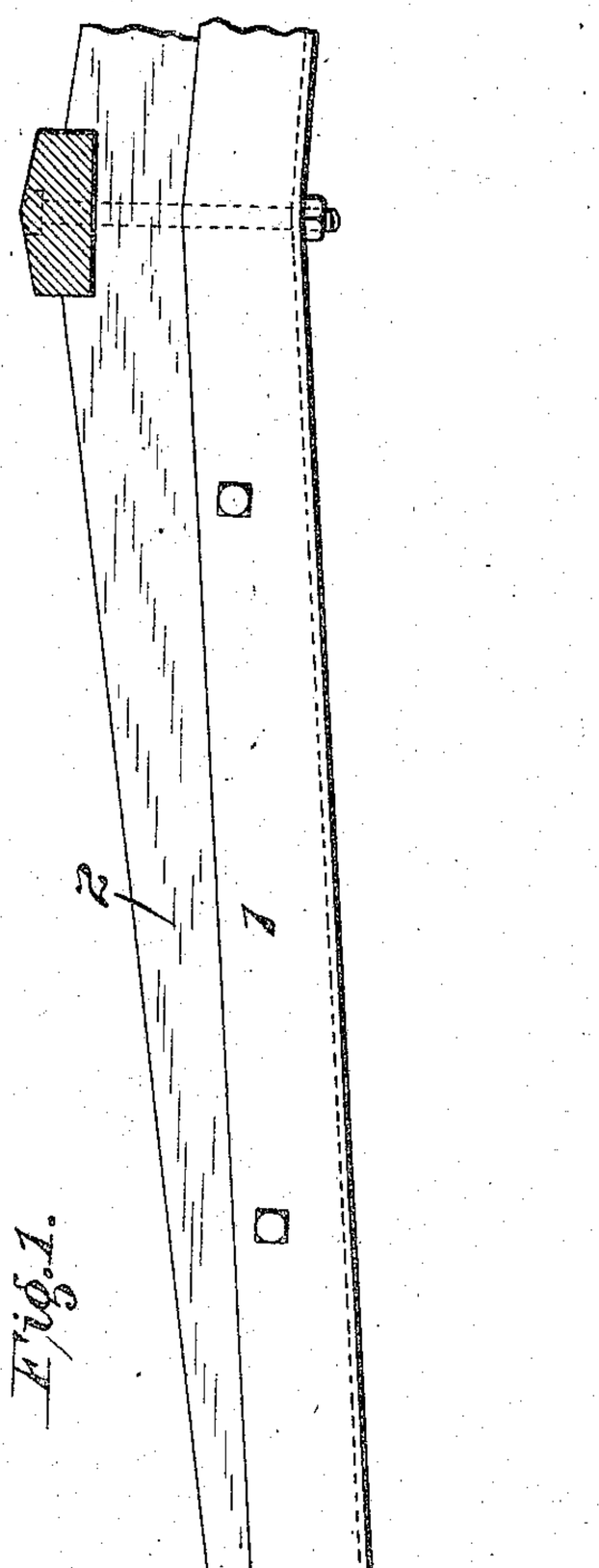


Fig. 2.

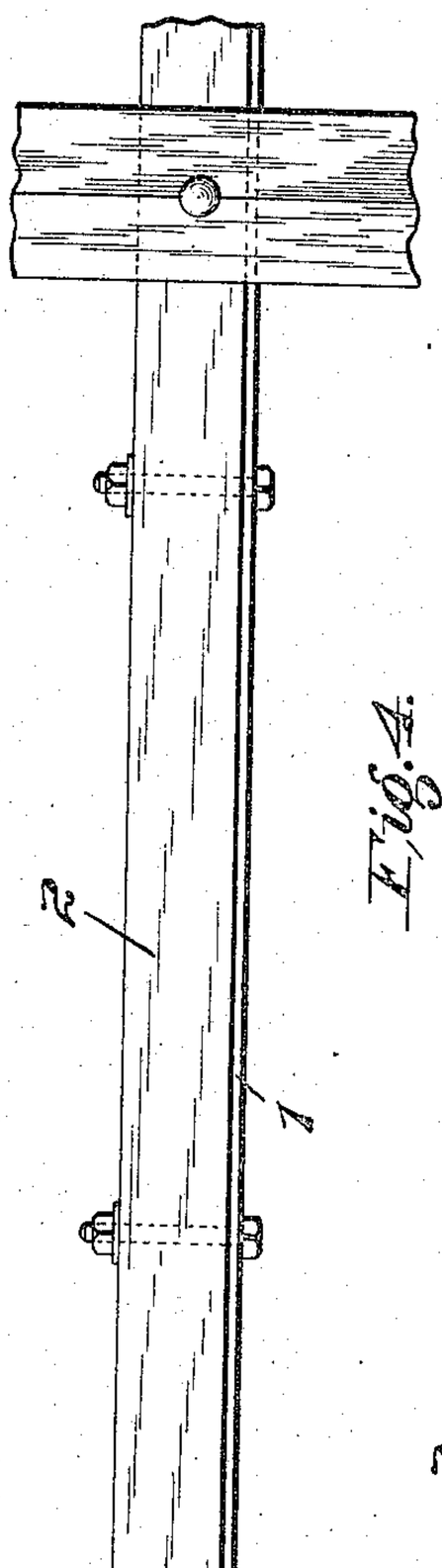


Fig. 4.

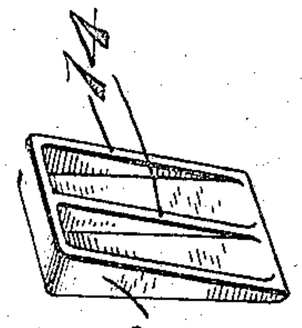
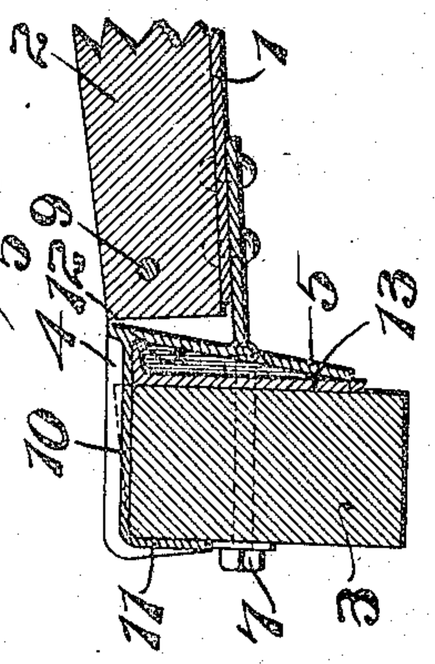


Fig. 3.



Witnesses:

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G. A. Pennington

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UNITED STATES PATENT OFFICE.

WALTER P. MURPHY, OF ST. LOUIS, MISSOURI.

CAR-ROOF.

No. 930,679. Specification of Letters Patent. Patented Aug. 10, 1909.

Application filed August 8, 1908. Serial No. 447,578.

To all whom it may concern:

Be it known that I, WALTER P. MURPHY, a citizen of the United States, and a resident of the city of St. Louis and State of Missouri, have invented a new and useful Improvement in Car-Roofs, of which the following is a specification.

This invention relates to car roofs and more particularly to the carlines for supporting the same.

It has for its principal objects to take up looseness due to the shrinkage of the wooden side plates or longitudinal timbers to which the ends of the carlines are secured, and to overcome certain disadvantages of the usual supporting saddles or attaching devices of metal carlines.

In metal carline constructions, it is customary in some cases, to shape the end portions of the carlines to fit over the side plates or longitudinal timbers, and in other cases, the end portions of the carlines are secured to separate castings or saddle members which are adapted to be fitted over said side plates. In practice, it has been found that such connecting devices become loosened from the wooden side plates or timbers, due to the shrinkage thereof.

My invention, therefore, consists in a compensating member or wedge which takes up such looseness, and it further consists in the constructions, combinations and arrangements of parts hereinafter described and claimed.

In the accompanying drawings which form part of this specification, and wherein like symbols refer to like parts wherever they occur, Figure 1 is an elevation partly in section, showing a portion of a carline embodying my invention; Fig. 2 is a top plan view thereof; Fig. 3 is a longitudinal section through the end portion of the carline, connecting member and side plate; and Fig. 4 is a detail view of a preferred form of compensating member or wedge.

In the drawings, the carline comprises a metal angle member 1 having secured thereon a wooden filler or beam 2 to which the roof superstructure is fastened. Obviously, however, the carline may be of any other desirable construction.

The ends of the angle member 1 are connected to the side plates 3 by a member or casting 4. This member is provided with a bracket portion 5 having perforated lateral ears 6 for the reception of securing bolts 7, whereby, said portion 5 may be secured flatwise against the inner face of the side plate 3. On the bracket portion 5 is an inwardly projecting portion 8 of angular section corresponding to the section of the angle member 1 to which it is rigidly riveted or secured. The wooden filler member 2 is also secured to the member 8 by a bolt 9 extending through the vertical flange thereof as well as the intervening vertical flange of the angle member 1. The end connecting member 4 is also provided with a saddle portion 10 having a downturned outer end portion 11 so as to straddle the side plate 3.

Preferably, the portion 5 of the connecting member 4 is hollowed out and provided with an inclined inner face 12 so as to accommodate an insertible take-up member or wedge 13. Preferably, this wedge is made with a flat face adapted to lie flatwise against the inner face of the side plate 3, and an inclined face, or ribs 14, corresponding to the inclination of the inner face 12 of the portion 5 of the end connecting member 4.

In practice, the wedge 13 is made to fit freely within the pocket provided therefor in the bracket portion 5 of the end connecting member 4, and the angle of the opposing inclined faces of the wedge and pocket wall being slight, the wedge will drop by gravity and the motion of the car, thereby, constantly taking up all looseness due to the shrinkage of the side plate between the downwardly extending portions 5 and 11 of the end connecting member 4. Thus, the rigidity of the roof structure is maintained and many disadvantages due to looseness of connections are overcome.

Obviously, supplemental wedges or other devices may be made to coöperate with the single wedge shown, and the device may be otherwise modified without departing from the invention. Therefore, I do not wish to be limited to the exact construction and arrangement shown.

What I claim is:

1. A carline or the like comprising a saddle portion arranged to straddle the side plate of a car, and means tending continuously and automatically to take up looseness between said side plate and said saddle portion.

2. A carline or the like comprising a saddle portion arranged to straddle the side plate of a car, and a compensating element tending

continuously and automatically to take up looseness between said side plate and said saddle portion.

3. A carline or the like comprising a saddle portion having downturned members adapted to straddle the side plate of a car, one of said downturned members having an incline opposite the face of said side plate, and a counterpart compensating member between said incline and the opposing face of said side plate, said compensating member tending continuously to take up the space between said incline and said side plate.

4. A carline or the like comprising a saddle portion having downturned members adapted to straddle the side plate of a car, one of said downturned members having an incline opposite the face of said side plate, and a movably mounted wedge element one face of which bears flatwise against said face of the side plate and whose other face bears against said incline, said wedge element tending continuously and automatically to take up any looseness that may occur between said side plate and said incline.

5. A carline or the like comprising means for connecting the same to the side plate of a car, said means comprising a gravitating device adapted to constantly take up looseness between said connecting means and said side plate.

6. A carline or the like comprising a saddle portion arranged to straddle the side plate of a car, and a gravitating device adapted to be inserted between said saddle portion and said side plate to constantly take up looseness therebetween.

7. A carline or the like comprising an end connecting member adapted to straddle the side plate of a car, said end connecting member having an incline opposite the face of said plate, and a gravitating wedge adapted to be inserted between said incline and the opposing face of said side plate.

8. A carline or the like comprising an end connecting member adapted to be connected to the side plate of a car, and a gravitating wedge to be inserted between said side plate and said end connecting member.

In testimony whereof I have hereunto signed my name in the presence of two subscribing witnesses on the 1st day of August 1908.

WALTER P. MURPHY.

Witnesses:
WALTER E. HAWLEY,
R. H. JOHNSON.