

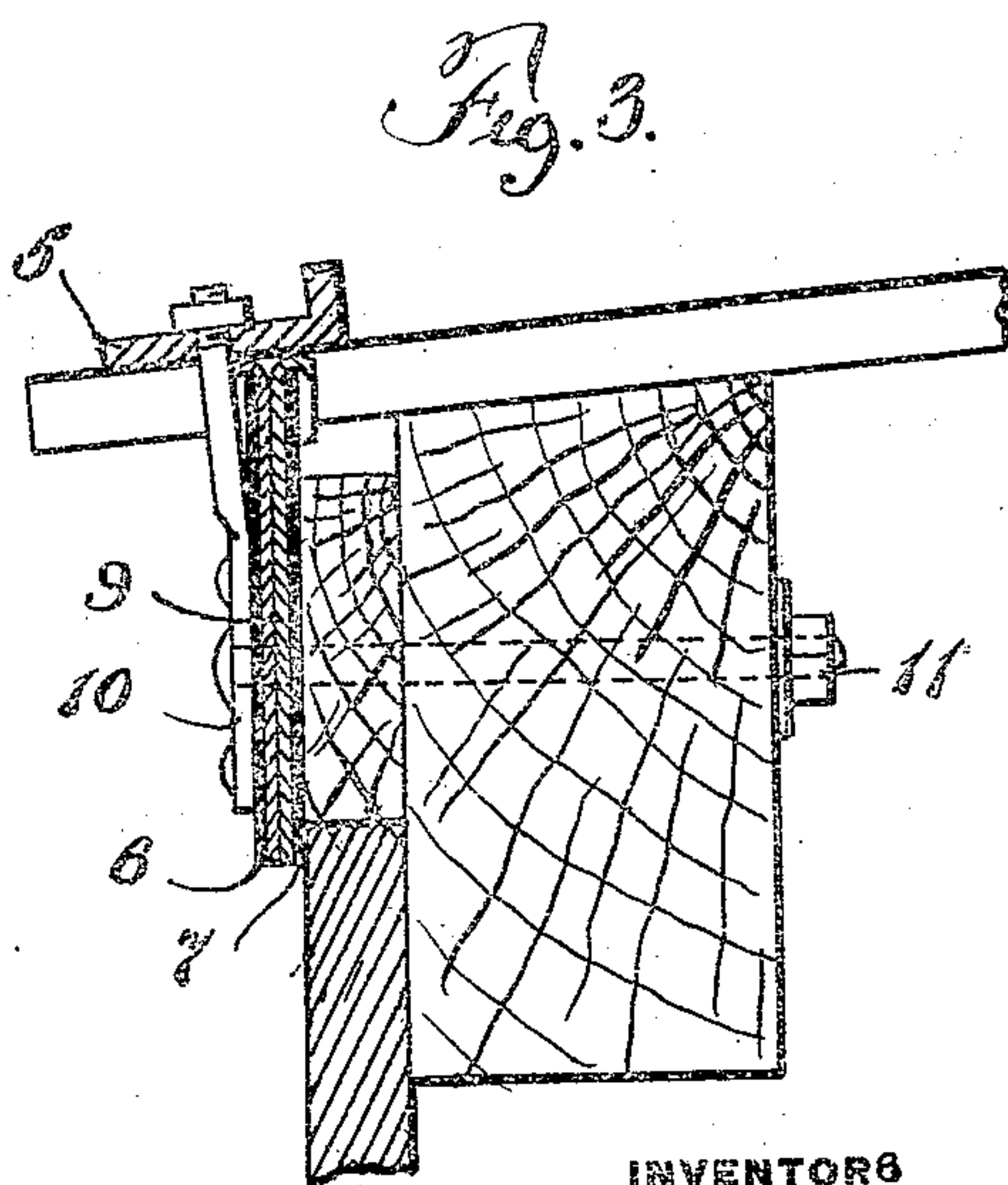
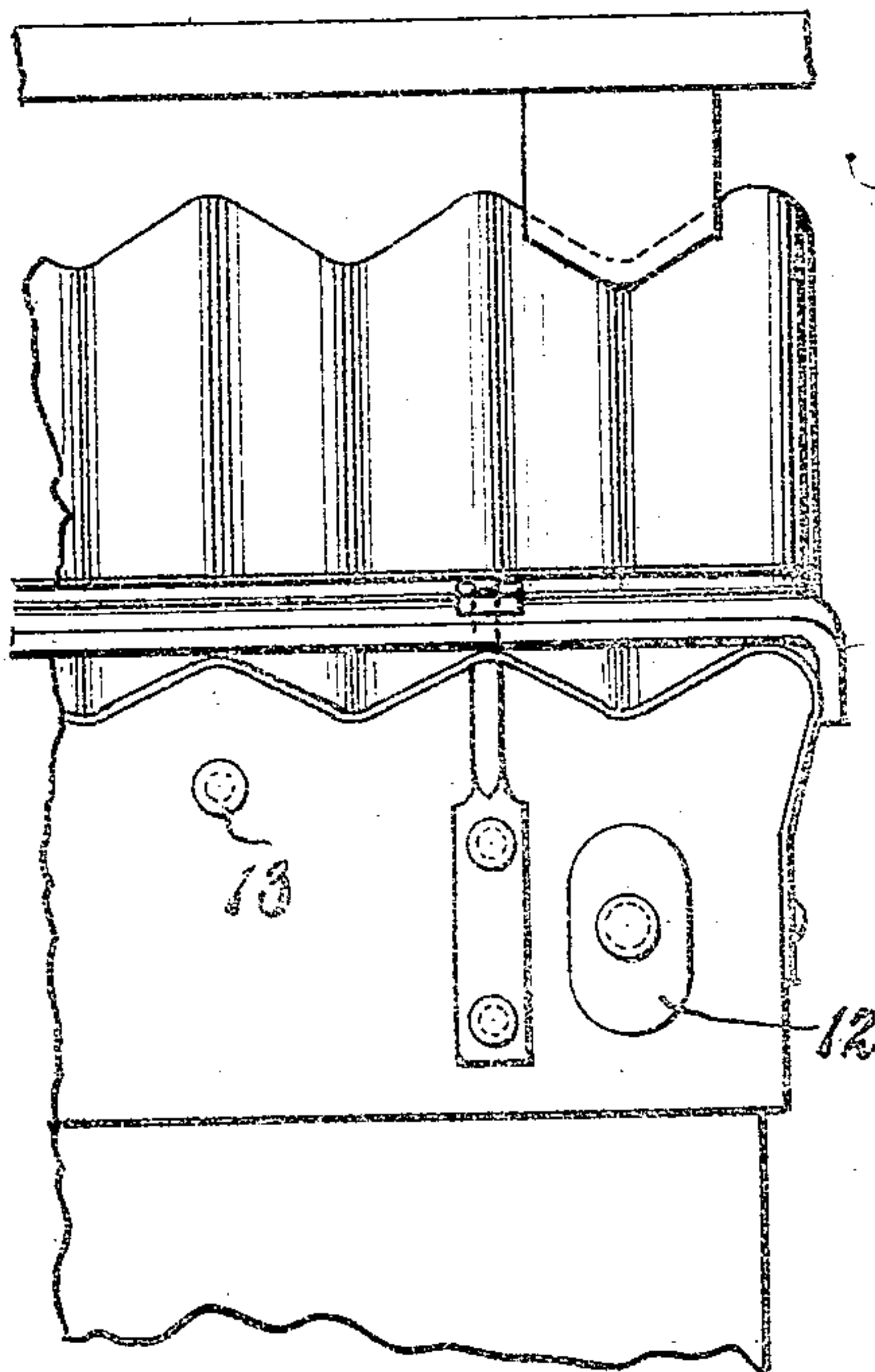
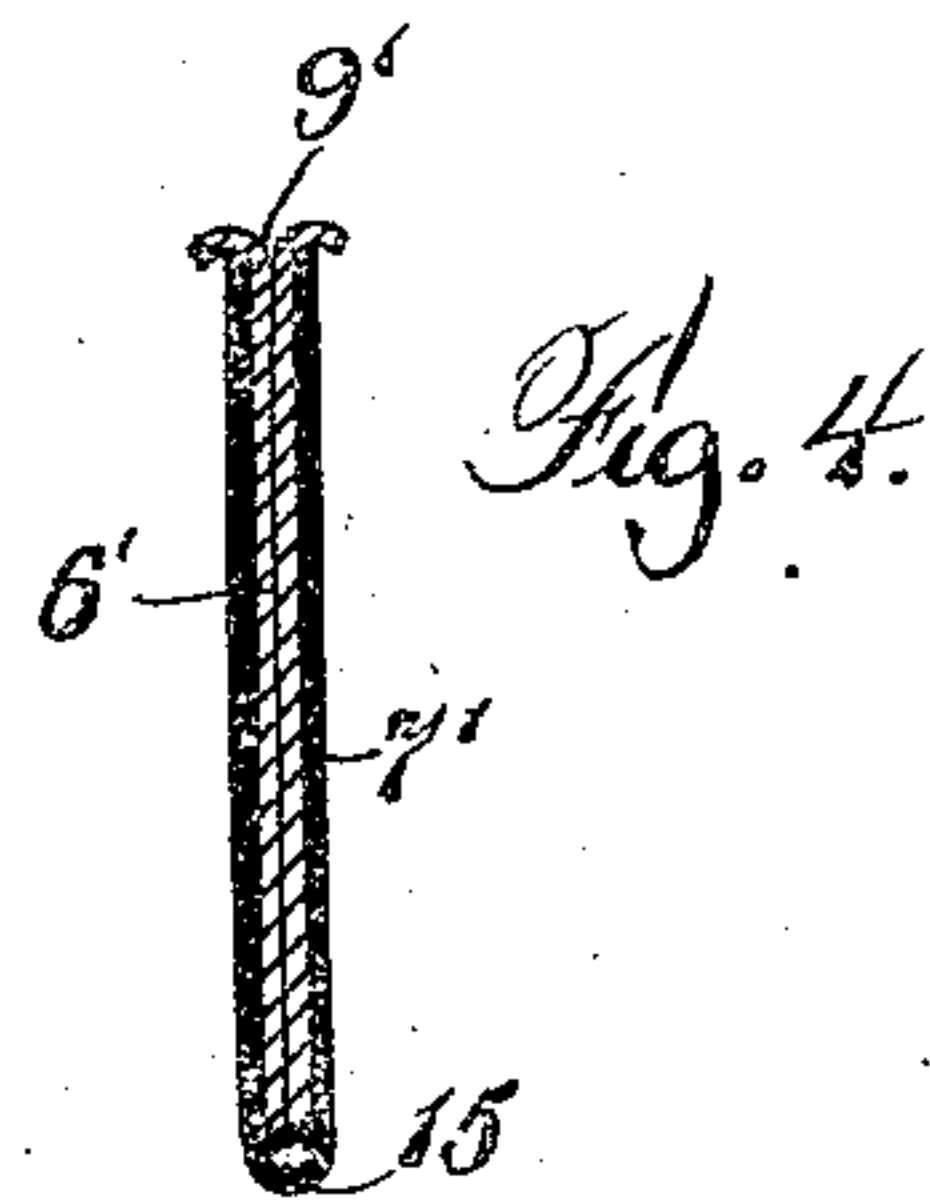
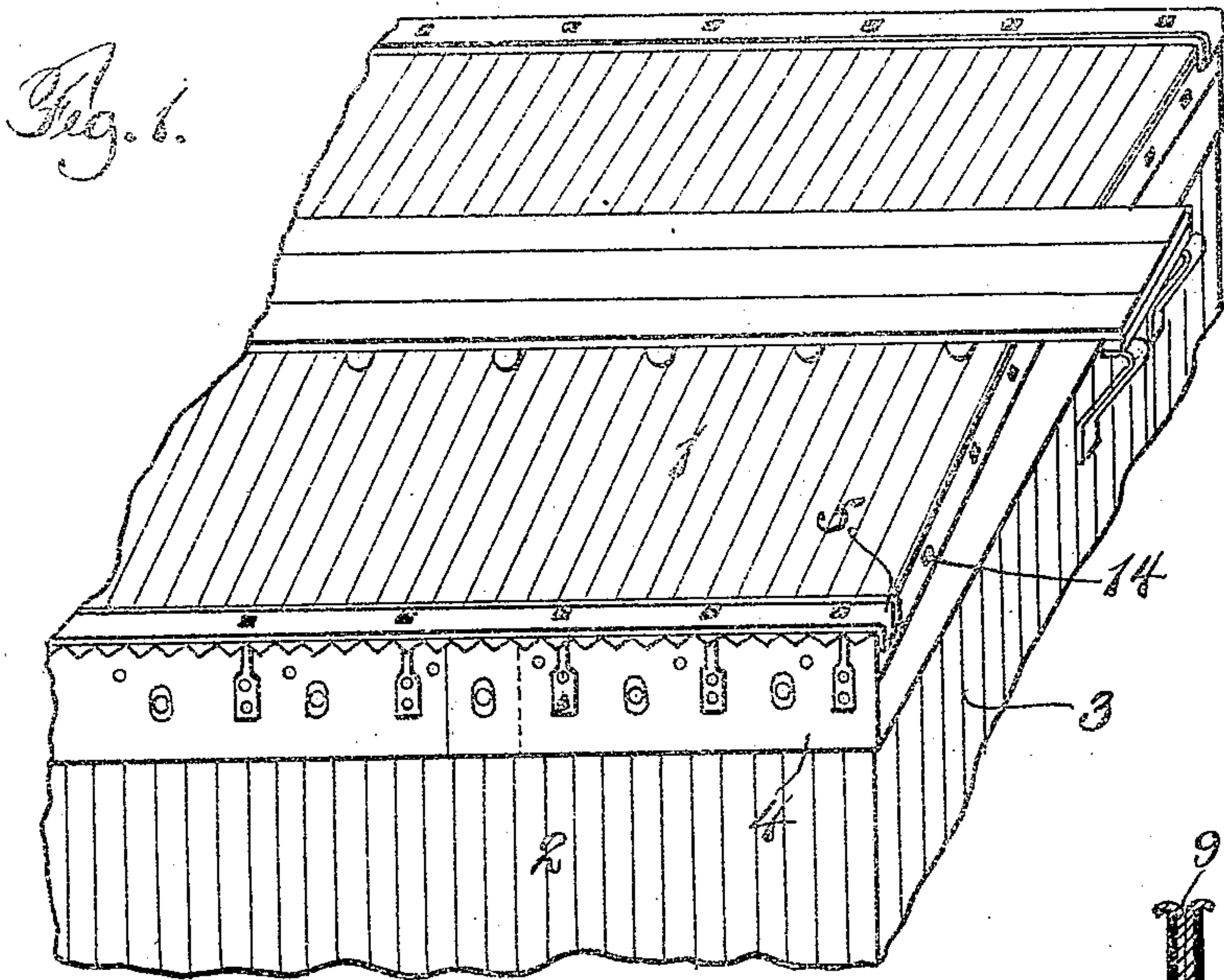
LE GRAND PARISH & R. B. KENDIG.

CAR CONSTRUCTION.

APPLICATION FILED AUG. 13, 1909.

979,088.

Patented Dec. 20, 1910.



WITNESSES

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LE GRAND PARISH AND ROSCOE B. KENDIG, OF CLEVELAND, OHIO.

CAR CONSTRUCTION.

979,088.

Specification of Letters Patent. Patented Dec. 20, 1910.

Application filed August 13, 1909. Serial No. 512,643.

To all whom it may concern:

Be it known that we, LE GRAND PARISH and ROSCOE B. KENDIG, of Cleveland, Ohio, have invented certain new and useful Improvements in Car Constructions, of which the following is a specification.

The invention relates to the means whereby a proper joint may be made between a metal roof, especially of corrugated sheet metal, and a siding. It is especially applicable to car constructions, although capable of use in other relations, and has for its primary objects; the provision of an improved construction whereby an absolutely tight and secure joint may be made between a corrugated sheet metal roof and the abutting siding; the provision of a simple construction which may be constructed at low cost and which provides for the protection of the meeting edges of the siding and roof and their rigid joinder together; and the provision of a construction which may be readily and conveniently applied to any car in which it is desired to use a corrugated sheet metal roof.

One embodiment of the invention is shown in preferred form in the accompanying drawing, wherein—

Figure 1 is a perspective view of the upper portion of a car with the invention applied thereto;

Figure 2 is an enlarged detailed side elevation view, taken at the corner of the car,

Figure 3 is a section on the line III—III of Figure 1, and

Figure 4 is a section through a modified form of fascia.

Referring first to the general arrangement of parts as indicated in Figure 1; 1 is the roof of the car, preferably of sheet metal corrugated transversely; 2 is the siding or side frame-work, ordinarily constructed of wood; 3 is the end frame-work of the car; 4 is the joining member or fascia as it is termed in the art, which member serves to connect the roof and siding together; and 5 is an edge strip or reinforcement for the edge of the roof.

The arrangement whereby a tight joint is secured between the roof and siding, and the construction of the fascia, will be seen most

clearly by reference to the detailed views of Figures 1 and 2. The fascia consists of two plates 6 and 7 between which is interposed a pair of packing sheets 9 made of canvas or other suitable material, the upper ends of the sheets being spread apart as indicated in Figure 3 and abutting the under side of the roof in order to make a tight joint therewith. The upper edge of the fascia is serrated as indicated in Figures 1 and 2, to fit the corrugations of the roof metal, so that when the fascia and roof are clamped together there are no spaces therebetween for the passage of moisture or dirt. Bolts 10 are spaced at intervals along the fascia and riveted thereto as indicated in Figure 3, and have their upper portions extended through the roof and edge strip 5, and carrying nuts whereby the roof may be clamped or forced down tightly against the upper edge of the fascia. After the fascia and roof have been clamped securely in position, the fascia itself is secured to the side framing of the car by means of the bolts 11, which bolts have their nuts upon the inside of the car, and upon their outer ends are provided with the washers 12. Additional bolts or rivets 13 are also provided for securing the plates 6 and 7 together. In order to make a neat joint between the roof and end framing 3 the edge of the roof 1 is turned down over the end framing 3 as indicated in Figures 1 and 2 and held in position by means of bolts 14. The edge strip 5 is also turned down at its ends.

It will be seen from the foregoing that a very secure and tight joint is provided between the fascia and the roof by reason of the construction of the fascia with its packing and by reason of the cutting of the fascia to fit the corrugations of the roof. It will also be seen that the fascia may be very readily applied to the car and that the bolts 10 provide a means for drawing the edge of the roof down tightly against the fascia. It will also be apparent that the construction provides for ready removal and replacement of any section of the roof which may become damaged. Other advantages incident to the construction will be apparent to those skilled in the art.

Figure 4 illustrates a section through a modified form of fascia, the opposing plates 6' and 7' being formed of a single sheet bent at 15 with the interposed packing 9'. It will be understood that it is immaterial insofar as the broad invention is concerned whether connected or separate opposing plates are used, and that the "pair of opposing plates" as defined in the claims is intended to refer to both connected and separate pairs of plates.

Having thus described our invention and illustrated its use, what we claim as new and desire to secure by Letters Patent, is the following:

1. The combination with an upright side frame work, and a corrugated sheet metal roof overlapping the upper edge thereof, of a metal fascia secured to the frame work abutting the under side of the roof and having its upper edge serrated to correspond to the corrugations thereof and provided with packing fitting the said corrugation, and a series of upright bolts having their lower ends secured to the side of the fascia and their upper ends extending through the roof.

2. The combination with an upright side frame work, and a corrugated sheet metal roof overlapping the upper edge thereof, of a metal fascia secured to the frame work abutting the under side of the roof and having its upper edge serrated to correspond to the corrugations thereof, a substantially flat edge strip extending across the corrugations of the roof adjacent the edge thereof, and a series of upright bolts secured to the side of the fascia and extending through the roof and the edge strip.

3. The combination with an upright side frame-work and a sheet metal roof, of a fascia secured to the frame-work and abutting the under side of the roof, the said fascia comprising a pair of opposing plates with interposed packing projecting above the plates and engaging the lower surface of the roof, and a series of bolts secured to the fascia and extending through the roof.

4. The combination with an upright side frame-work and a sheet metal roof, of a fascia secured to the frame-work and abutting the under side of the roof, the said fascia comprising a pair of opposing plates with interposed packing projecting above the plates and engaging the lower surface of the roof, and means for clamping the roof down against the packing.

5. The combination with an upright side frame work and a sheet metal roof overlapping the upper edge thereof, of a metal plate fascia extending along the upper edge of the frame-work and abutting the under side of the roof, fastening members for securing the fascia rigidly to the side frame, spaced bolts having their lower ends extending along the outer face of the fascia and their

upper ends extended through the roof and provided with means for clamping the roof down against the fascia, and securing members independent of the said fastening members for rigidly securing the lower ends of the said bolts to the side of the fascia.

6. The combination with an upright side frame work and a sheet metal roof overlapping the upper edge thereof, of a metal plate fascia extending along the upper edge of the framework and abutting the under side of the roof, fastening members for securing the fascia rigidly to the side frame, packing means carried by and secured to the fascia plate and extending above the upper edge thereof, spaced bolts having their lower ends extending along the outer face of the fascia and their upper ends extending through the roof and provided with means for clamping the roof down against the fascia, and securing members independent of the said fastening members for rigidly securing the lower ends of the said bolts to the side of the fascia.

7. The combination with an upright side framework and a corrugated sheet metal roof, of a fascia secured to the frame-work and serrated along its upper edge to fit the corrugations of the roof and comprising a pair of plates separated by packing material whose upper edge is adapted to engage the roof, and means for clamping the roof against the packing.

8. The combination with an upright side framework and a corrugated sheet metal roof, of a fascia cut to fit the corrugations of the roof and comprising a pair of plates separated by packing material whose upper edge engages the roof, means for securing the plates together, means for securing the fascia to the side frame-work, and means for securing the fascia to the roof.

9. The combination with an upright side framework and a corrugated sheet metal roof, of a fascia cut to fit the corrugations of the roof and comprising a pair of plates, a pair of packing sheets between the plates with their upper edges extended above the plates and bent laterally, and means for securing the plates together, bolts extending through the fascia and side frame-work, and bolts secured to the side of the fascia and having their upper ends extended through the roof and provided with nuts.

10. The combination with an upright side framework and a corrugated sheet metal roof, of a fascia cut to fit the corrugations of the roof and comprising a pair of plates, a pair of packing sheets between the plates with their upper edges extended above the plates and bent laterally and means for securing the plates together, bolts extending through the fascia and side frame-work, a strip extending along the edge of the roof, and bolts secured to the side of the fascia

and having their upper ends extended through the roof and provided with nuts.

11. The combination in a car having a side frame-work and an end frame-work, of
5 a corrugated roof projecting past the side frame-work and bent down over the upper edge of the end frame-work and bolted thereto, a fascia secured to the side frame-work, an edge strip for the roof turned down
10 at the ends, and bolts secured to the fascia

and extending up through the roof and edge strip.

In testimony whereof we have hereunto signed our names in the presence of the two subscribed witnesses.

LE GRAND PARISH.
ROSCOE B. KENDIG.

Witnesses:

H. B. SLAYBAUGH,
J. F. PRITCHARD.