

(No Model.)

A. N. MONTEER.  
ROOF SECURING DEVICE.

No. 604,775.

Patented May 31, 1898.

Fig. 1.

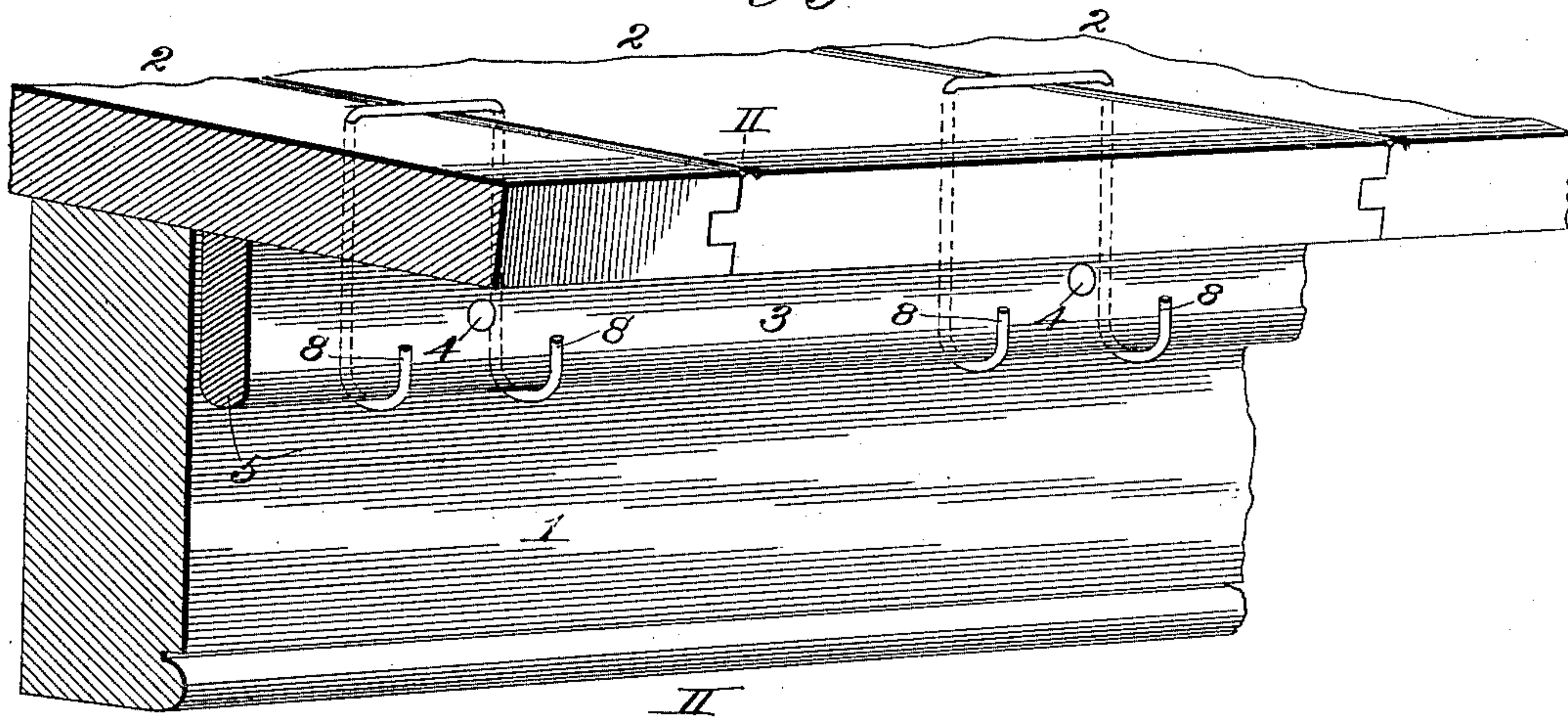


Fig. 2.

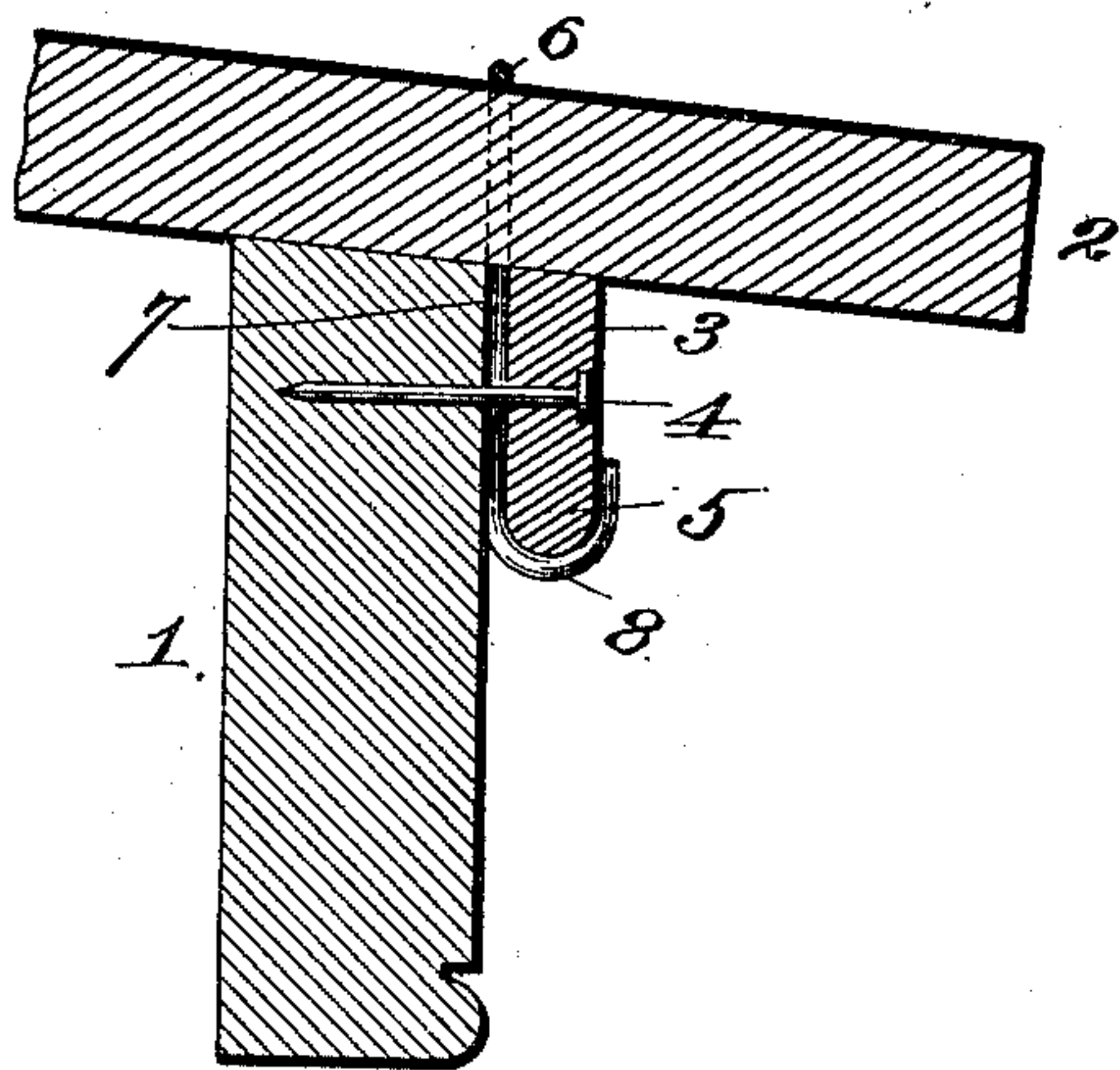
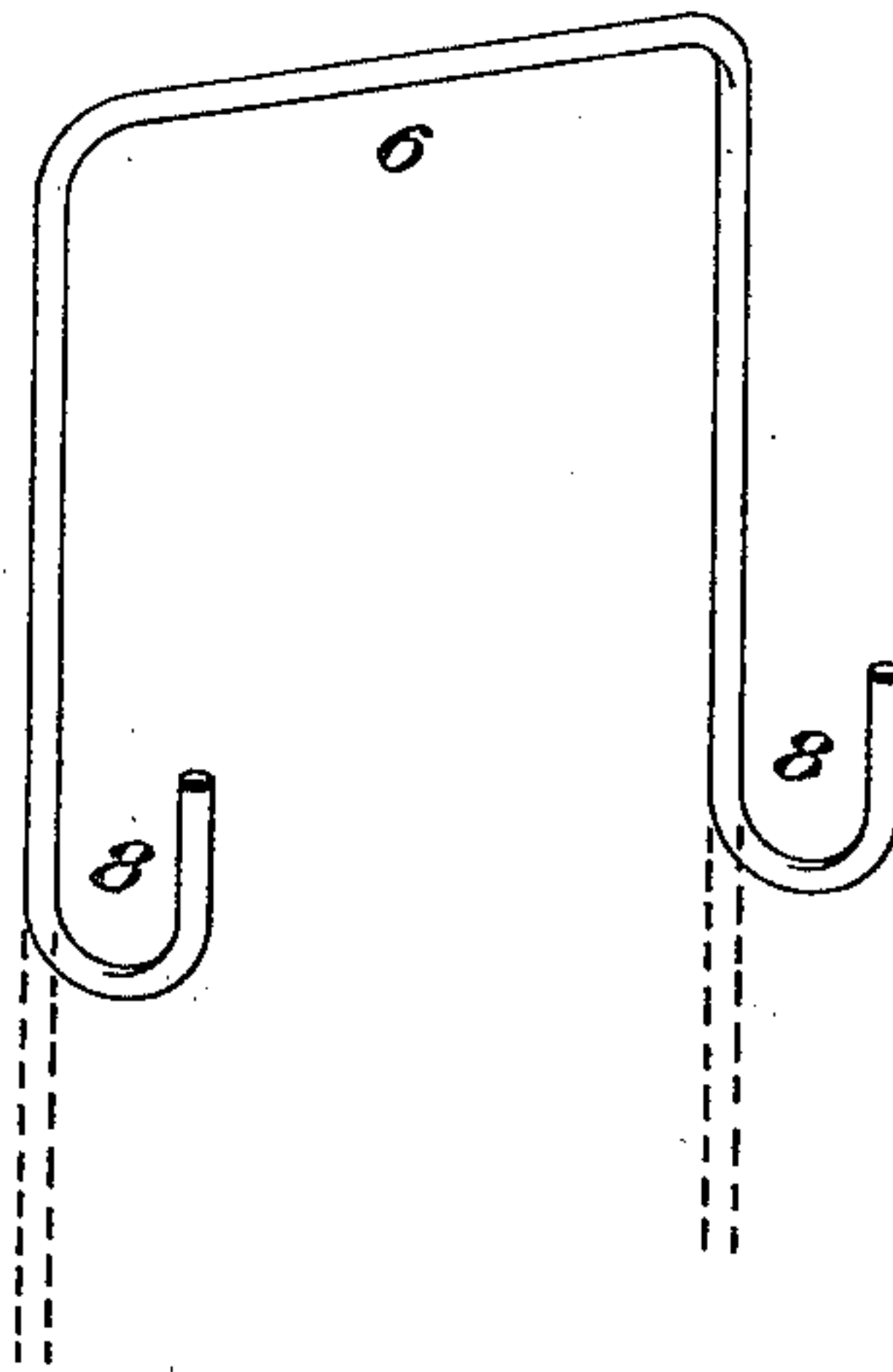


Fig. 3.



Witnesses:

M. R. Rensley.  
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# UNITED STATES PATENT OFFICE.

ALEXANDER N. MONTEER, OF SPRINGFIELD, MISSOURI, ASSIGNOR OF ONE-HALF TO W. A. NETTLETON, OF KANSAS CITY, MISSOURI.

## ROOF-SECURING DEVICE.

SPECIFICATION forming part of Letters Patent No. 604,775, dated May 31, 1898.

Application filed October 26, 1897. Serial No. 656,403. (No model.)

*To all whom it may concern:*

Be it known that I, ALEXANDER N. MONTEER, of Springfield, Greene county, Missouri, have invented certain new and useful Improvements in Roof-Securing Devices, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part thereof.

My invention relates to roof-securing devices; and my object is to provide a device of this character by which car-roofs in particular may be clamped tightly and reliably down upon the frame or molding of the cars, to the end that the use of nails and the consequent splitting of the roof-boards may be obviated and also to the end that the holes through which the staples forming part of the roof-securing devices extend may be external of the side walls of the car, whereby the roof-water passing through said holes will be discharged externally of the car.

A further object is to provide cheap, strong, and durable devices for securing the roof-boards in position more reliably than can be accomplished by the use of nails driven down through the roof-boards.

The invention consists in certain novel and peculiar features of construction and combinations of parts, as will be hereinafter described and claimed.

In order that the invention may be fully understood, I will proceed to describe it with reference to the accompanying drawings, in which—

Figure 1 represents a perspective view of a portion of a car-roof secured in accordance with my invention. Fig. 2 is a section taken on the line II II of Fig. 1. Fig. 3 is a perspective view, enlarged, of one of the hook-staples forming a part of my roof-securing device.

In the said drawings, 1 designates the ordinary moldboard of a car, and 2 the roof-boards upon and projecting laterally beyond the same in the customary manner.

3 designates a strip which is secured by nails or screws 4 at requisite points—viz., about vertically below the joints between the roof-board—to the moldboard 1 at its outer side, and said strip is preferably rounded at its lower edge, as shown at 5.

The hook-staples 6 are constructed of heavy wire bent to substantially U form, as indicated in Fig. 3, in order that the depending legs of said staples may be fitted down through holes drilled through the edges of the adjacent roof-boards 2, said holes opening at their lower ends into the space 7 between the moldboard 1 and strip 3 to receive the legs of said staple, as shown clearly in Fig. 2.

The staples are driven or forced down until their bridge portions press squarely and firmly upon the roof-boards, and then the portions of the legs of said staples which depend below the strip 3 are bent up against the same in the form of hooks 8 in order that the lifting strain imposed by the roof-boards will be borne ultimately by the lateral nails, which extend at right angles to the strain imposed. As such strain will be distributed among a plurality of such nails, due to the fact that they are all driven through the strip 3, it is obvious that it will be impossible for any roof-boards to become loose or detached under wear and tear or under any strain short of that which is necessary to break said staples or destroy said hooks by bending the ends of the wire back to substantially the position shown in dotted lines, Fig. 3. Such strain, however, will never be imposed accidentally, except in case of collision or wreck.

From the above description it will be apparent that I have produced roof-securing devices which accomplish the objects enumerated as desirable in the statement of invention, and which can be used in the construction of new or the repair of old cars with equal convenience and despatch.

Having thus described the invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination with a strip secured externally of and a slight distance from the moldboard of a car, of an inverted-U-shaped staple which extends down through two roof-boards, and a space between the moldboard and the strip, and is provided at its lower end with upwardly-disposed hooks engaging the lower edge of said strip, substantially as described.

2. The combination with a strip arranged outward of and a slight distance from the

moldboard of a car and below the roof-boards thereof, and nails or screws extending horizontally through said strip and into the moldboard at points about vertically below the  
5 joints between the roof-boards, of inverted-U-shaped staples bridging the joints between the roof-boards and extending downward through the latter and between the moldboard and said strip, and having their lower

ends bent upwardly to form hooks for reliably 10 securing the roof-boards down upon the moldboards, substantially as described.

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

ALEXANDER N. MONTEER.

Witnesses:

G. Y. THORPE,  
M. R. REMLEY.