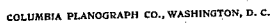


RAILWAY CARD HOLDER.

1,065,875.

3 SHEETS—SHEET 1.



C. O. KEAGY & J. R. CARMER,
RAILWAY CARD HOLDER.
APPLICATION FILED APR. 24, 1912.

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Patented June 24, 1913.

3 SHEETS-SHEET 2.

Fig. 6.

Fig. 7.

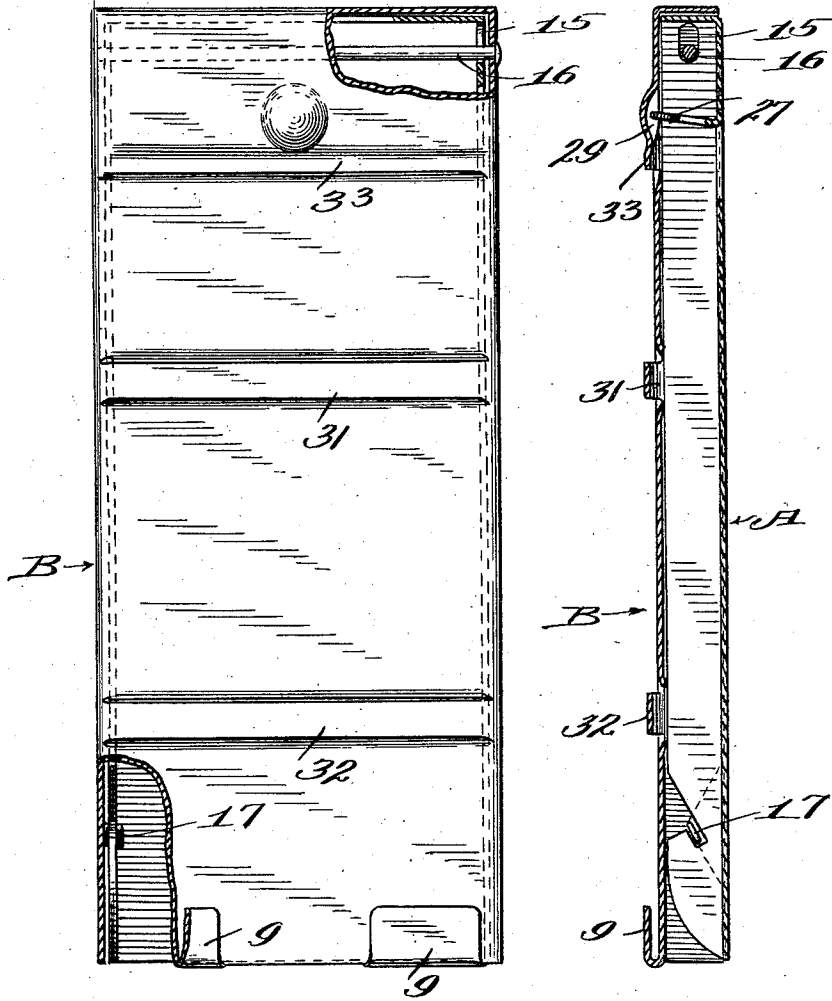
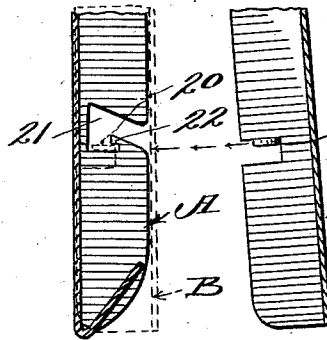


Fig. 5.
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3 SHEETS-SHEET 3.

Fig. 8.

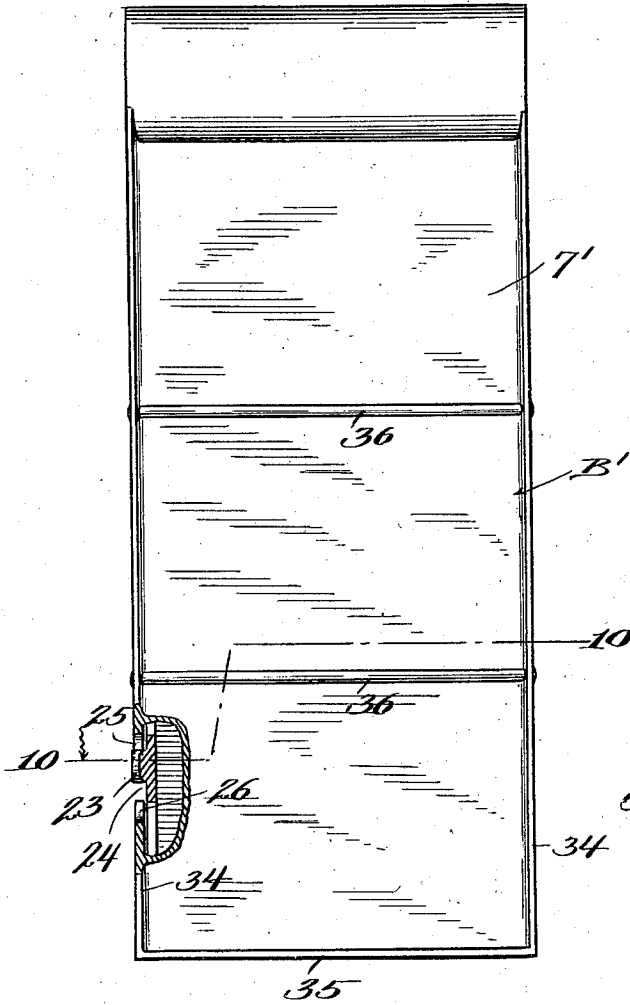


Fig. 9.

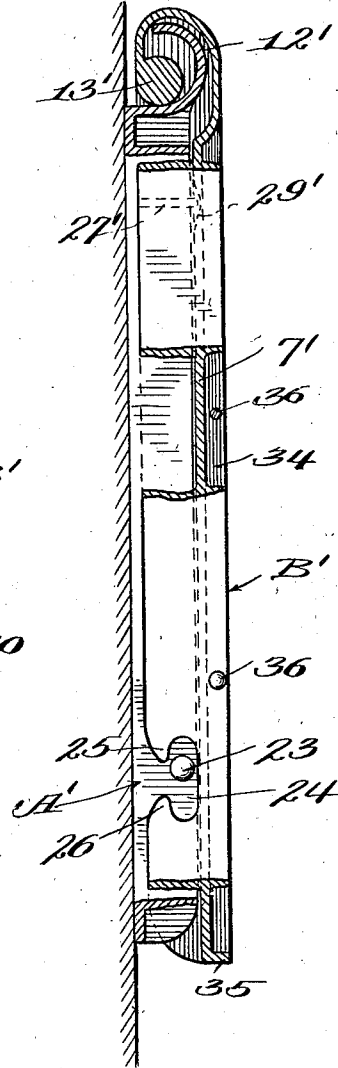
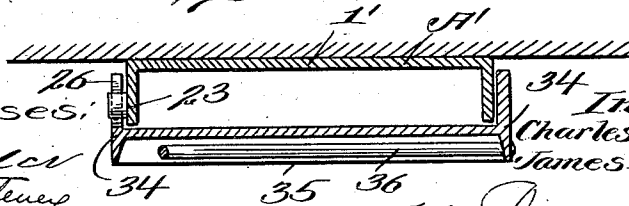


Fig. 10.



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UNITED STATES PATENT OFFICE.

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RAILWAY-CARD HOLDER.

1,065,875.

Specification of Letters Patent.

Patented June 24, 1913.

Application filed April 24, 1912. Serial No. 692,973.

To all whom it may concern:

Be it known that we, CHARLES O. KEAGY and JAMES R. CARMER, citizens of the United States, residing at Wilmington, in the county of Newcastle and State of Delaware, have invented new and useful Improvements in Railway-Card Holders, of which the following is a specification.

The present invention relates to devices for holding railway equipment cards, more especially the so-called "M. C. B. repair and defect cards." These cards, which should, under the provisions of the Master Car Builders' Association, be fastened to all freight equipment cars in the manner and at the point prescribed thereby, have, as a matter of fact, no common location nor mode of mounting, but are ordinarily fastened to any suitable point on the car by a single tack. In consequence, car inspectors are subjected to great inconvenience and, in some instances, to positive danger, in locating the cards and in deciphering the data thereon, especially when the cards are attached beneath the cars to the under faces of the sills or to the bolsters, at night, and in dark or cloudy weather. Difficulty is also experienced in reading the cards when as a result of exposure the writing thereon has faded or become blurred, and where the cards are torn or otherwise injured. Finally, the insecure attachment of the cards to the car results, yearly, in a considerable number of cards being lost, so that from the several causes above stated accurate checking up and auditing of this branch of accounts by the various railroads are rendered almost impossible.

This invention aims to avoid the defects specified by the provision of a device which presents most if not all of the desiderata of a practical holder; that is to say, a holder which is exceedingly simple and inexpensive in its construction, possesses great durability, is weather-proof, retains the cards in place therein, is readily opened and closed, and attached to a car at the prescribed point, and contains no joints which are apt to bind by reason of rust or accumulation of cinders.

An embodiment of the invention is illustrated in the accompanying drawings, wherein—

Figure 1 is a perspective view of the improved holder in its simplest form, the cover of the holder being shown in open position;

Fig. 2 is a longitudinal sectional view of the closed holder; Fig. 3 is a transverse section on the line 3—3 of Fig. 2; Fig. 4 is a fragmental sectional perspective view showing the hinge and latch portions of the holder; Fig. 5 is a fragmental longitudinal sectional view of a modified form of latch, the parts of the holder being shown as separated; Figs. 6 and 7 are, respectively, a broken front elevation and a longitudinal section of a holder having a modified form of hinge; Figs. 8 and 9 are broken front and side elevations, respectively, of a holder having a further modified form of latch; Fig. 10 is a transverse section taken on the line 10—10 of Fig. 9.

As shown in said drawings, the holder consists of two main parts or elements, a body portion, or body, and a cover therefor. Both elements are preferably constructed of pressed sheet metal, as depicted in Figs. 1 to 7, inclusive, although they may be cast, if desired, and are so represented in Figs. 8, 9 and 10.

The body A, Figs. 1 to 7, comprises a flat plate or base 1 provided at its several marginal edges with continuous outwardly-projecting flanges 2, 3, 4 and 5, the lower or bottom flange 5 being bent slightly inward. This element is designed for attachment in any suitable manner, (for instance, by means of screws 6, or the like), to the particular point on the car prescribed by the Master Car Builders' Association, or other governing body. The companion element, *i. e.*, the cover B, comprises, in like manner, a plate 7 having marginal flanges 8, 9, 10 and 11, the first three, which are located at the top and side edges of said plate, projecting inwardly for coöperation with the corresponding body flanges 2, 3 and 4, to prevent the entrance of water, snow and cinders into the interior of the holder when the cover is closed.

The elements A and B are connected together at their upper ends by a hinge or pivot joint which is so constructed as to provide for a limited amount of play during the opening and closing movements of the cover, and, also, to prevent binding between the parts thereof consequent upon the formation of rust or the accumulation of cinders. In the form illustrated in Figs. 1 to 4, this joint is produced by outer and inner rolled lips 12 and 13 provided upon the up-

per or top lips 2 and 8, the former of which lips has an appreciable greater diameter than the latter and receives and partially incloses the same, the cover flange 8 being
 5 provided at its rear edge with a downward extension 14 that in turn is extended inwardly or forwardly and rolled to produce the lip 13. The particular form of joint just described may, however, be replaced if
 10 desired by the simpler type represented in Figs. 6 and 7, wherein the two side flanges 3 and 4 of the body A are provided adjacent their upper ends with alining elongated vertical openings 15 through which extend
 15 the end portions of a horizontal bolt 16 that connects the corresponding cover flanges 10 and 11. In both forms of joint, as will be understood, provision is made for a limited vertical movement of the cover B during or
 20 incidental to its opening and closing, and in the first or lip form of joint the extension of the cover flanges 10 and 11 past the ends of the lips will serve to positively preclude the entrance of snow, water or cinders be-
 25 tween the lips, thus obviating any binding of said parts. In the bolt-and-slot construction, the same result is obtained by swaging the bolt ends.

The two main parts or elements of the
 30 holder are normally locked together by means of a latch device which is designed to effectively prevent the cover from being accidentally opened, and this latch, which is preferably of the combined gravity and
 35 inertia type, is located adjacent the lower end of the holder and is assisted in its automatic action by the play arranged for by the loose hinge joint above described. In the various constructions shown, the latch
 40 comprises a suitable projecting member, or the like, provided upon one of the side flanges of one part or element of the holder, and a retainer slot formed in the adjacent flange of the other part or element, the shape
 45 of the slot being such as to permit withdrawal of the projection therefrom only when the cover has first been moved endwise in an upward direction. The first and simplest construction is represented in Figs. 1
 50 to 4, 6 and 7, wherein the latch proper 17 is located upon the cover flange 10 and is in the form of a finger which projects inwardly at right angles to said flange and is inclined with respect to the longitudinal edges
 55 of the same; said finger is produced in the obvious manner by slitting and bending a portion of the flange at one side of the finger being cut away, as shown. The retainer slot 18 adapted to receive this finger is formed
 60 in the body flange 4 and is inclined downwardly and inwardly at substantially the same angle as said finger, the slot having a width which is somewhat greater than the thickness of the finger and being enlarged
 65 or widened to a considerable extent at its

mouth. When the cover element B is in closed position, as depicted in Fig. 2, finger 17 will occupy the lower or inner end of slot 18 and, in consequence, said cover cannot be opened except by being raised directly upward until the finger moves past the keeper 19, resulting from the enlargement of the slot mouth, this position of the parts being represented in Fig. 4. When the cover is closed, it will swing downwardly of its own weight until finger 17 enters the
 70 retainer slot 18 and resumes its normal position at the inner end thereof, said cover moving endwise to a slight extent at the termination of such swinging movement consequent upon the inertia occasioned thereby, the finger riding up over keeper 19.

Where the holder is to be attached to cars of the dump or hopper type, it is advisable to utilize the slightly modified form of latch illustrated in Fig. 5. In this construction, the finger 20 is disposed at right angles to the longitudinal edges of the cover flange, while the retainer slot 21 has an angular or bayonet shape, the outer branch of the slot being inclined inwardly and upwardly of the body flange, while the inner branch is extended laterally outward at its inner end to produce the keeper 22. When the cover is closed, as indicated in dotted lines, in Fig. 5, said keeper 22, which is preferably undercut, will project slightly across finger 20 and thus prevent the holder from opening accidentally during the swinging movements of the hopper sides.

In the further modified form of latch represented in Figs. 8, 9 and 10, the finger 23, or latch proper, consists of a lateral projection formed upon one of the side flanges of the body, while the retainer slot 24 has approximately the shape of a T or double-bayonet, the formation of this slot resulting in the production of the two keepers 25 and 26. Either of these keepers, or both, if desired, may be undercut.

The operations of the two modified latch constructions are generally similar to that described above in connection with the preferred form, the inertia action being present in both instances.

Means are provided within the holder for retaining the repair or defect cards in place, and, in addition, the cover is preferably so constructed as to admit of its acting as a carrier for a so-called "home-route" card or cards. The retaining means referred to consists primarily of a barb 27 struck up from plate 1 during the formation of the body A, upon which barb the upper portions of the cards 28 are adapted to be impaled, as indicated in dotted lines in Fig. 2. This barb has a slight upward inclination, and its length is preferably somewhat greater than the distance between the plates 1 and 7, when the holder is closed. It becomes

necessary, therefore, to indent the cover plate 7 so as to provide a recess 29 into which the terminal of the barb will project. By utilizing this construction, it will be seen

the latch 23—24, as already noted, and of the barb 27', which latter is cast with the plate 1' and projects at its free end into the indentation 29' in the cover plate, the joint between the cover and body elements consisting of a curved lip 12' and a bead 13' substantially similar to the corresponding parts 12 and 13 shown and described in connection with the first form.

The home-route card 30, which is disposed upon the cover plate 7, as above stated, and as indicated in dotted lines in Fig. 2, is held in place thereon by means of a series of retainers and, in conjunction therewith, the bottom cover flange 9. In the form of the invention illustrated in Figs. 1, 2, 3, 6 and 7, these retainers are constituted by horizontal straps, the intermediate and lower straps 31 and 32 being produced by bending or offsetting outwardly the portions of the plate included between pairs of parallel transverse slits with which the said plate is formed. The upper strap 33 is produced in much the same manner, except that it has only one free edge, the slit from which this edge results being located adjacent recess 29. The lower edge of the said home-route card is supported by means of the flanges 9, and these flanges whose central portions are preferably cut away, may be folded backward either inwardly or outwardly into a position parallel with plate 7, as shown in Figs. 1 and 2, and Figs. 6 and 7, respectively; in the latter construction, the lower strap is located an appreciable distance above the lower edge of the plate, whereas in the former construction it is disposed directly at that edge. In positioning the home-route card, it is passed upwardly beneath the intermediate strap 31, while the cover is in raised position, until its upper portion projects an appreciable distance beneath the upper strap 33, whereupon it is moved downwardly until its lower portion projects beneath the lower strap 32 and the edge of that portion contacts with the junction or meeting point between said strap 32 and the bottom flange 9. These cards are of such a length that their upper edges are in approximate engagement with the under face of the barb 27 when the cover is closed, whereby said cards will be held against endwise movement, as will be understood.

The final form of the invention depicted in Figs. 8, 9 and 10, comprises body and cover elements A' and B which are constructed of cast rather than sheet metal. The side and bottom flanges of the cover plate 7' are extended forwardly past the front face of the plate, as indicated by the numerals 34 and 35 and are connected by cross-bolts 36 which take the place of the straps 31 and 32 in the first two constructions. In other respects, this form presents the main structural features of the two preceding constructions, with the exception of

We claim as our invention:

1. A card holder comprising pivotally-connected body and cover elements, one of which is provided with a card-retaining device and the other with a recess into which said retaining device is adapted to project when the cover is closed and with a slit located adjacent said recess, and means carried by said other element adapted to retain a card in position thereon, with one edge of the card projecting through said slit into engagement with said retaining device when said cover is closed.

2. A card holder comprising pivotally-connected body and cover elements, one of said elements being provided with a card-retaining device and the other element with a recess into which said retaining device is adapted to project when said cover is closed, and means carried by said other element adapted to retain a card in position thereon with one edge of the card in engagement with said retaining device when said cover is closed.

3. A railway card holder comprising body and cover elements each provided with marginal flanges, said elements having a loose pivotal connection at their upper ends to permit bodily endwise and swinging movements of said cover in opposite directions, and having a combined gravity and inertia latch connection adjacent their lower ends, said latch connection consisting of a slot formed in one of the flanges of one element and having an inclined wall leading thereto and a lateral finger provided upon the adjacent flange on the other element, said finger being adapted to leave said slot during the upward endwise movement of the cover, and to automatically ride over said wall and enter said slot at the termination of the downward swinging movement of said cover, consequent upon the inertia occasioned by such downward swinging movement.

4. A railway card holder comprising body and cover elements having a loose pivotal connection at their upper ends to permit bodily endwise and swinging movements of said cover in opposite directions, and having a combined gravity and inertia latch connection adjacent their lower ends, said latch connection consisting of a slot formed in one element and having an inclined wall leading thereto, and a finger provided upon the other element, said finger being adapted

to leave said slot during the upward end-
wise movement of the cover, and to auto-
matically ride over said wall and enter said
slot at the termination of the downward
5 swinging movement of said cover, conse-
quent upon the inertia occasioned by such
downward swinging movement.

In testimony whereof we have hereunto

set our hands in presence of two subscribing
witnesses.

CHARLES O. KEAGY.
JAMES R. CARMER.

Witnesses:

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
Washington, D. C."
