Sept. 3, 1929. J. J. TATUM 1,726,869

ROUTE AND DEFECT CARD BOARD HOLDER FOR RAILWAY CARS

Filed Jan. 19, 1926

Fig. 1.

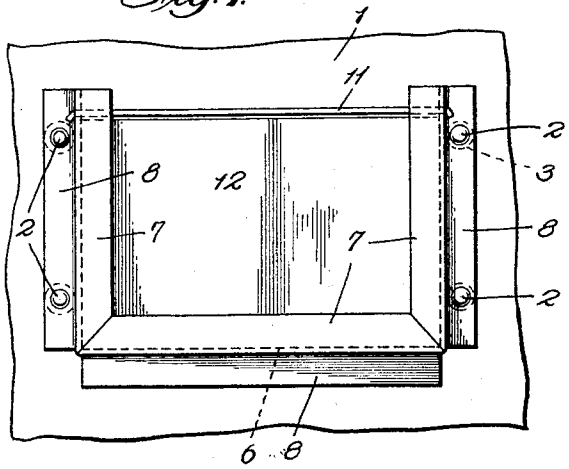



Fig. 2.

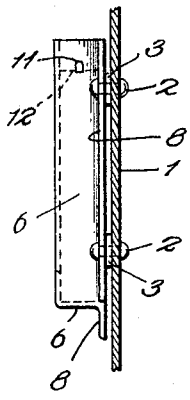



Fig. 3.

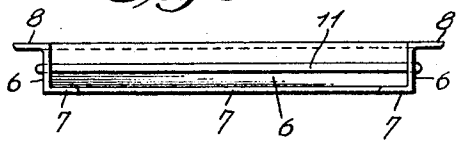



Fig. 4.

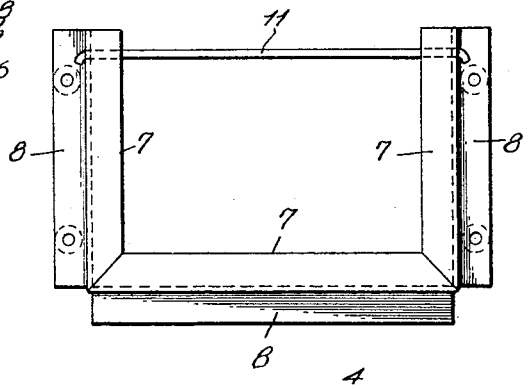



Fig. 5.

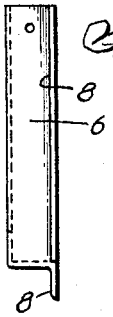



Fig. 7.

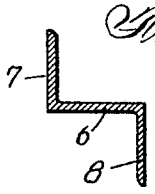
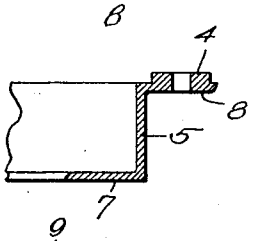



Fig. 8.



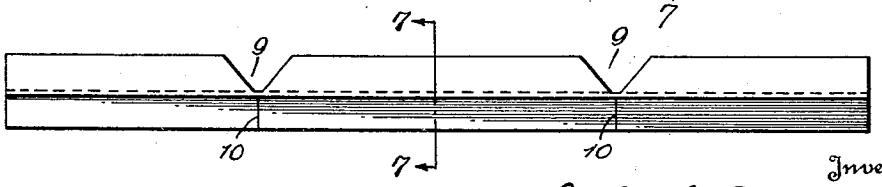




Fig. 6.

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# UNITED STATES PATENT OFFICE.

JOHN J. TATUM, OF BALTIMORE, MARYLAND.

## ROUTE AND DEFECT CARD BOARD HOLDER FOR RAILWAY CARS.

Application filed January 19, 1926. Serial No. 82,290.

Railroad practice requires that there be some means to secure to cars what is known as route and defect card, on which the route of the car is designated, and also on which railroad employees may make a note of defects in the car for guidance to repairers in repairing the car.

Many holders for such cards have been designed, some more efficient and expensive than others, but all that I am aware of are more expensive to manufacture than my improved holder.

My improved holder is designed to be used with equal efficiency on all types of cars such as box cars, hopper cars, flat cars, and gondola cars.

The object of my invention is to provide a route and defect board holder that is cheap, in manufacturing cost, simple in construction, as easily made by unskilled and by skilled labor, and efficient on all types of cars.

My invention consists of a route and defect card board holder, made from a single continuous piece of commercial shaped metal notched at predetermined points, and bent into the required shape, which shape is maintained by the inherent rigidity of the metal without the use of rivets and the like.

In the drawings:

Figure 1 is a front elevation of my improved card holder attached to a car.

Figure 2 is a side elevation of Figure 1.

Figure 3 is a top plan view of the holder detached.

Figure 4 is a front elevation of the holder detached.

Figure 5 is a side elevation of Figure 4.

Figure 6 is a plan view of commercially formed metal bar (notched according to my invention) from which my holder is made.

Figure 7 is a sectional view on the line 7—7, Figure 6.

Figure 8 is an enlarged detail sectional view of the bar having bosses on its rear face.

The reference numeral 1 designates a fragment of a car to which my holder is attached by means of rivets 2. It will be seen, more clearly in Figure 2 that I place a washer 3 on the rivet between the car and the holder thereby spacing the holder from the car to provide a space for the passage of moisture, water, etc., to pass between the holder and car, thereby preventing the same from passing from the car over the front of the holder and the card in the holder. It is, of course, obvious that I may form bosses 4 on the rear side of the bar 5 constituting the frame as shown in Figure 8, which will perform the same function as the washers.

In building my improved card board holder I utilize a predetermined length of a commercially formed Z bar having the web 6, and flanges 7 and 8. Substantially V shaped notches 9 are cut through the web 7 and straight cuts 10 are made through the flange 8, the cuts 10 are immediately in line with the V shaped notches 9 as more clearly shown in Figure 6.

After the bar is notched and cut, as above explained, it is bent on its web 6 in line with these notches and cuts until the two end portions are at right angles to the central portion of the bar thus completing an operative card board holder. No rivets are required as the inherent rigidity of the metal of the bar is sufficient to hold the parts in the relative positions to which they have been bent as just above described.

As more clearly shown in Figure 3, the web 6 offsets the flange 7 from the car, the web 6 constituting the side and bottom walls of the holder and the flange 7 constituting the front wall of the holder, the portions of the flange 7 at the sides of the holder are perforated to permit the passage of rivets 2 therethrough to fasten the holder to the car as shown in 2.

The wire 11 prevents the board 12 from falling out of the holder in service movements of the car, and also holds the board against displacement when the car is turned over on a dumping machine.

While I have shown the wire 11 as a lock to prevent the board from accidently falling out of the holder, it is obvious that there are many expedients that can be used in place of said wire.

The side walls of the board holder are provided with openings near their top through which a wire 11 is passed, the wire extending across the top of the holder and locking the board 12 within the holder, the ends of the wire being bent downward as at 13 to prevent the wire from jarring out of operation position.

From the above it will be seen that I make a simple, cheap, effective, durable route and defect card board holder for freight cars by utilizing the commercially formed Z bar and notching and cutting the bar at predetermined intervals, the flanges and web of the commercially formed Z bar performing func-

tions in the holder which have been herein fully described.

What I claim is:

A route and defect card board holder, comprising a single piece of Z-bar metal, the flanges of which are notched to permit of bending of the bar to form a frame, the outwardly extending bottom flange of which is adapted to be secured to a car wall, the upper flange extending inward to form an enclosure, and board slidably positioned behind said top flange, providing means by which to fasten information matter, such as route and defect cards, and means provided at the open end of the Z-bar frame to lock said board in said holder against accidental displacement.

In testimony whereof I affix my signature.

JOHN J. TATUM.