

(No Model.)

A. NEMBACH, Jr.
SHIPPING CARD AND DEFECT CARD.

No. 537,580.

Patented Apr. 16, 1895.

M.C.B. DEFECT CARD
THE BALTIMORE & OHIO SOUTHWESTERN RAILROAD COMPANY

Car No. _____ Initial _____
Date _____ Line _____

Will be received at any point on this Company's Line with the following defects _____

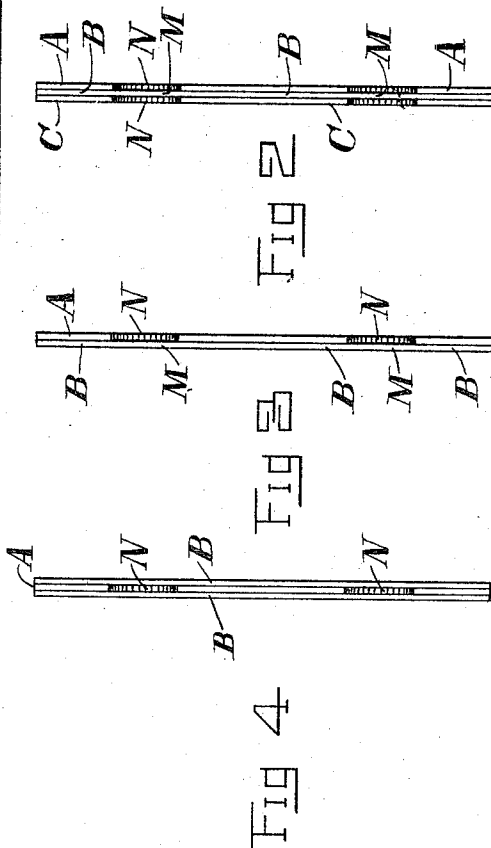
Inspector at _____

Note—Fill in defects on both sides with ink or indelible pencil. Attach this card securely to the inside cross-tie timber.

tack Here M

tack Here M

A



WITNESSES

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SHIPPING-CARD OR DEFECT-CARD.

SPECIFICATION forming part of Letters Patent No. 537,580, dated April 16, 1895.

Application filed June 26, 1893. Serial No. 478,846. (No specimens.)

To all whom it may concern:

Be it known that I, ANDREW NEMBACH, Jr., a citizen of the United States, and a resident of Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Shipping-Cards or Defect-Cards, of which the following is a specification.

The several features of my invention and the various advantages resulting from their use, conjointly or otherwise, will be apparent from the following description and claims.

In the accompanying drawings making a part of this application, and in which similar letters of reference indicate corresponding parts, Figure 1 is a front elevation of a card illustrating my invention. Fig. 2 is an edge elevation of the same card, the parts being exaggerated to better illustrate the invention. Fig. 3 is an edge view on the same scale as Fig. 2, showing a modification of the invention. Fig. 4 is an edge view of a card embodying a modification of my invention.

I will now describe my invention, taking for illustration what is known as a "defect card." The uses to which this card is put, and the functions which it performs are as follows: This card is in use in railway service. When a car, *en route*, or at a place other than where the repair shops are located, is found to need repairs of any description, there is used a card on which is printed the name of the railroad company on whose road the car was found defective, also the words "Defect card" and often in conjunction therewith the letters "M. C. B.," standing for "Master Car Builder," also "Car No.—, Initial—, Date—, Line—" and the further words "Will be received at any points on this company's line with the following defects." Here follows a blank for the written insertion of defects, and for the inspector's name. Then follow the words "Inspector at" and a blank for the place where the inspector belongs and works. A note on the card directs as follows: "Fill in defects on both sides with ink or indelible pencil. Attach this card securely to the inside cross-tie timber." The foregoing memoranda are printed on both sides of the card.

When a defect in the car is discovered, the

car inspector fills out this card as directed, and fastens it to the cross tie timber of the car. He secures it there by tacks, driven through the card. When the car has reached the place where it can be or is to be repaired, the car repairer removes this card after making repairs as directed on the card, and sends it to the official in charge of the car department of the railroad by whom he is employed to make these repairs. A bill is then made out for the repairs of the defects as shown on the card against the railroad company who issued the card, and this defect card made out by this latter company is attached to the bill and goes with it to this latter company as a part of the record. It will be observed that this defect card is a voucher, and is an important paper in the transaction. It is therefore evident that the preservation of the card in an intact condition is most important and necessary.

In removing the card from the cross tie timber, many employes jerk it off, and often tear off a large portion or tear it in two. Others more careful insert a knife under the card and remove it. Even in such a case, quite a portion or portions of the card are torn away, as the tacks hold more or less of the paper in their vicinity. To remove the tacks would be a tedious job. When a portion of the important memoranda of the card is thus torn off, the card is greatly injured as a record.

My invention aims to obviate these disadvantages and defects and is as follows:

A is a layer of paper or stiff material proper to receive words, characters, &c. The edges of this layer are notched, thus leaving the notches N. C is a similar layer of paper similarly notched. B is a layer of paper of the same size as layers A and C, but without notches. These three layers are placed side by side and pasted or otherwise fastened together, so that they form one card. I designate those parts of the layer B which are each bounded by a notch, by the letter M. This portion M is, of course, thinner than the rest of the card, and I design it as the place through which the tacks or nails are to be driven, whereby the card is to be secured to the cross timber. Hence the size

of this place must be large enough to enable a tack to be conveniently placed on and driven through it without any special care, and so that the head of the tack shall have room to be within the notch when the tack is driven home. On these spaces M, I prefer that the words "Tack here" shall be printed or otherwise marked, so that the person attaching the card to the cross tie timber of a defective car, shall have explicit directions and cannot err as to how he shall tack it on, unless he be grossly or intentionally negligent. The card being thus fastened to the cross tie can be readily removed in perfect condition as regards its records for the reason that when the card is pulled or lifted off from the cross-tie, the thin paper M in the notched spaces N will break before that of the thicker paper of the card does, and hence the thicker paper containing the records will remain uninjured, while at the same time the thinner section of the card through which the tacks are driven will be strong enough to prevent its coming off by action of the elements, (wind, rain, &c.)

When desired, one of the notched layers of the paper as A or C may be omitted (see Fig. 3), thus leaving the card composed of a layer of paper A, having notches and a layer of paper B, without notches. In the modification, (see Fig. 4) the notched layer of paper A lies between two unnotched layers B, B; but I prefer the first described construction, for the following reasons: The paper of the main body will usually be stronger relatively to the part M, and, secondly, the notched boundary of the part M, being on both sides of it, this boundary assists in defining and limiting the tear or rupture to which the part M is subjected. In the case illustrated in Fig. 3, the boundary is on one side only to wit: on the right of the layer B. In such event, suppose the card has been tacked to the cross tie with the layer B next to the tie. Then when the card is lifted or pulled off from the tie, the layer B will have more tendency to split away from layer A, and to tear farther toward the middle of the card, than at the boundary of the notch. Should it thus tear toward the inward portion of the card, and beyond the notice, it would usually injure the record of the card. The same will be true of the card illustrated in Fig. 4.

I have spoken of each of the parts A, B and C as layers. I use these words generally, as each of these layers may be composed of one or more sublayers of paper, as desired, and according to the desired thickness of the card. I have spoken of this card as being made of paper, but I wish it understood that any other suitable material may be employed. Paper is a very convenient and cheap material.

Instead of notches, the openings N might be altogether within the edge of the layer A or A and B, as indicated by the dotted lines in the right hand upper corner notch N of Fig. 1, but such construction is not so desirable.

An additional feature of invention is as follows: I cause the ends of the card to be dipped in paraffine or other suitable wax, as far toward the center of the card as the notches N extend, thus making this part of the card more brittle and easy to remove, and at the same time effectually removing the danger of the card being water soaked and dropping off before repairs are made. This latter feature is not necessary to my invention, but it is a great and important improvement, and confers additional advantage, utility and value thereon.

As I suggested, my invention is applicable to a large variety of shipping cards and records, which are tacked to articles in transit, and which it is desirable to remove at a certain stage of transit or at the end of the journey and preserve.

What I claim as new and of my invention, and desire to secure by Letters Patent, is—

1. A card having a layer as A, provided with marginal openings N, and a layer as B without said openings, joined together throughout by pasting, leaving the material M at the spaces N thinner than the remainder of the card, substantially as and for the purposes specified.

2. A card having a layer as A, provided at each end with marginal tack openings N, and a layer as B without said openings, everywhere pasted together, leaving the material M at the marginal spaces N thinner than the remainder of the card, substantially as and for the purposes specified.

3. A card having two layers A and C, provided with marginal openings N, and a layer as B without said openings, located between layers A and C, the layers being everywhere joined together, leaving the material M at the spaces N thinner than the rest of the card, substantially as and for the purposes specified.

4. A card having two layers as A and C, provided at each end with coincident marginal tack openings N and a layer as B without said openings, located between layers A and C, the layers being joined together throughout their surfaces, leaving the material at the marginal spaces N thinner than the remainder of the card, substantially as and for the purposes specified.

ANDREW NEMBACH, JR.

Attest:

C. J. MCDIARMID,
WM. E. JONES.