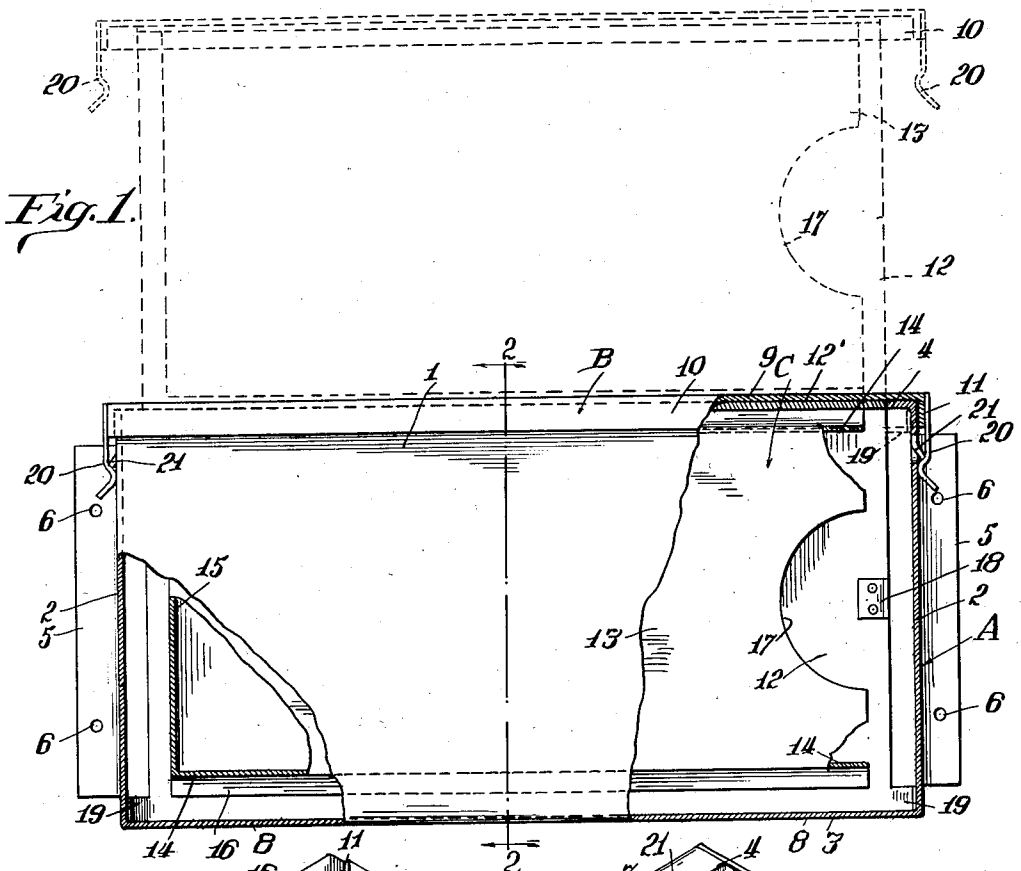
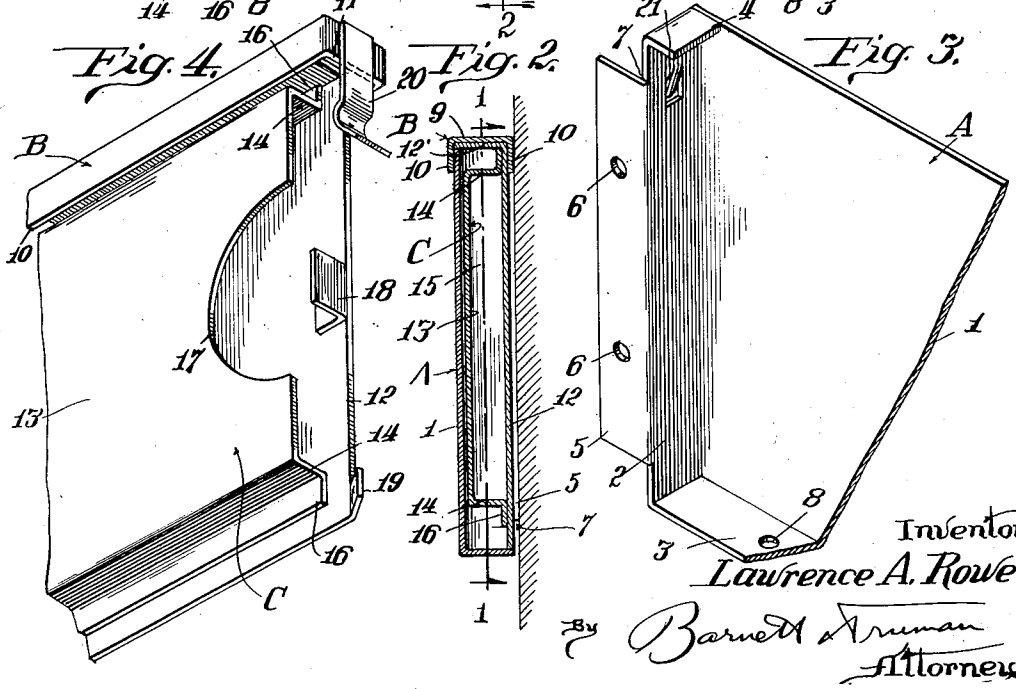
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CARD HOLDER FOR RAILWAY EQUIPMENT

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CARD HOLDER FOR RAILWAY EQUIPMENT

Filed April 4, 1932 3 Sheets-Sheet 2

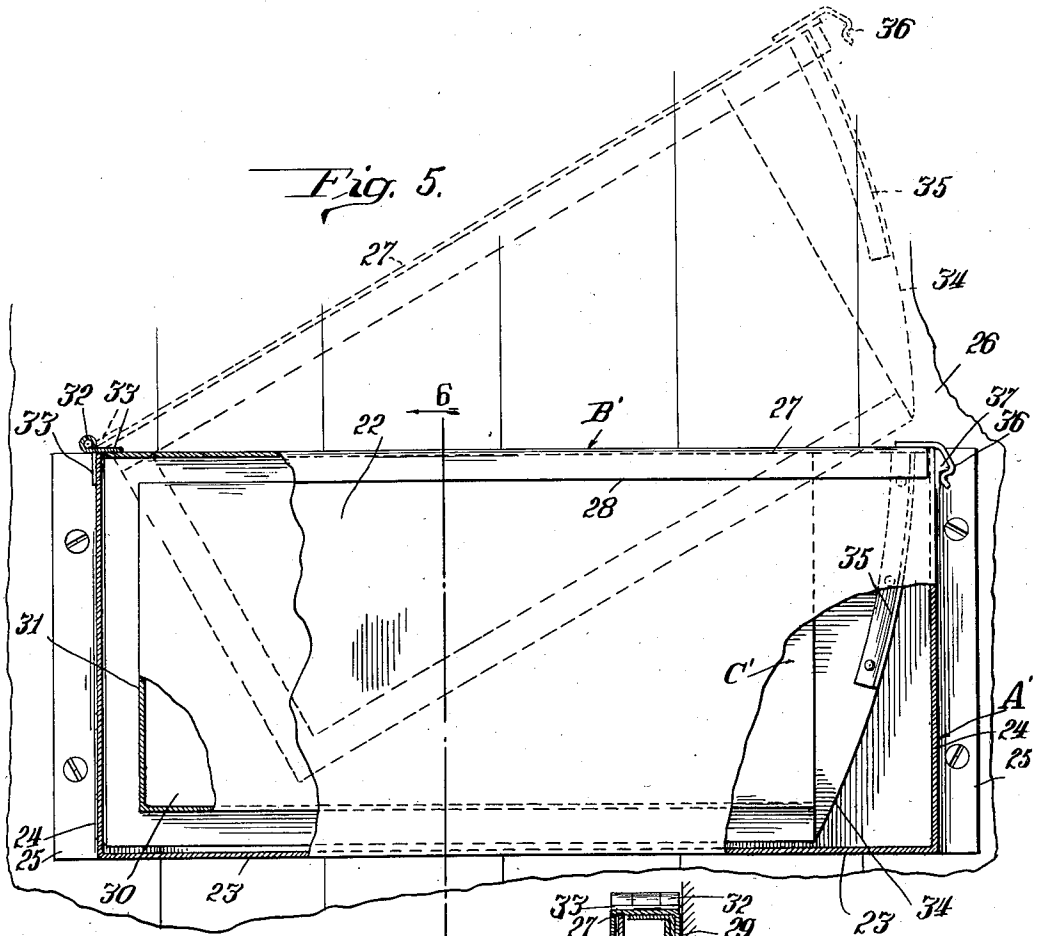


Fig. 5.

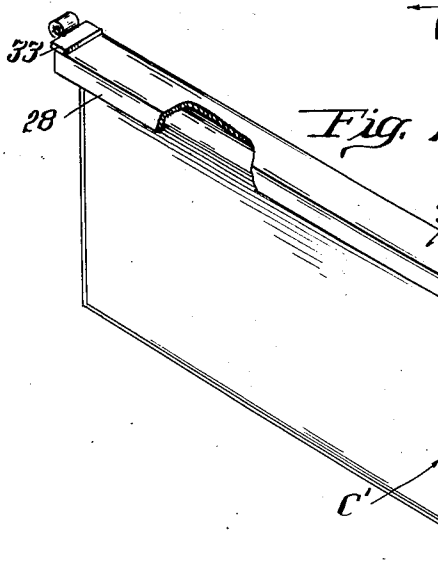


Fig. 7.

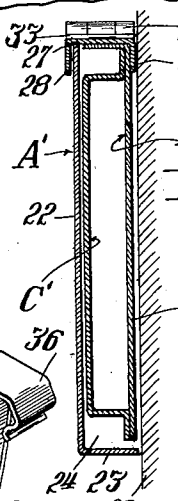


Fig. 6.

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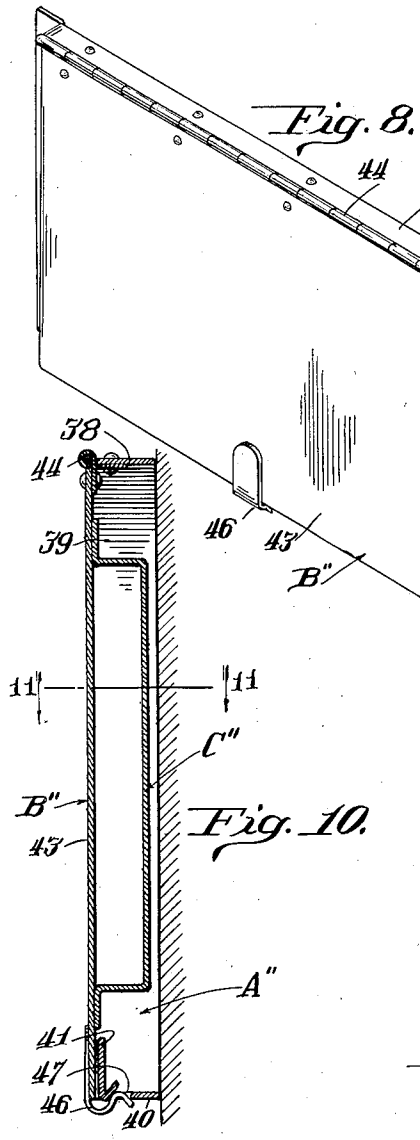


Fig. 8.

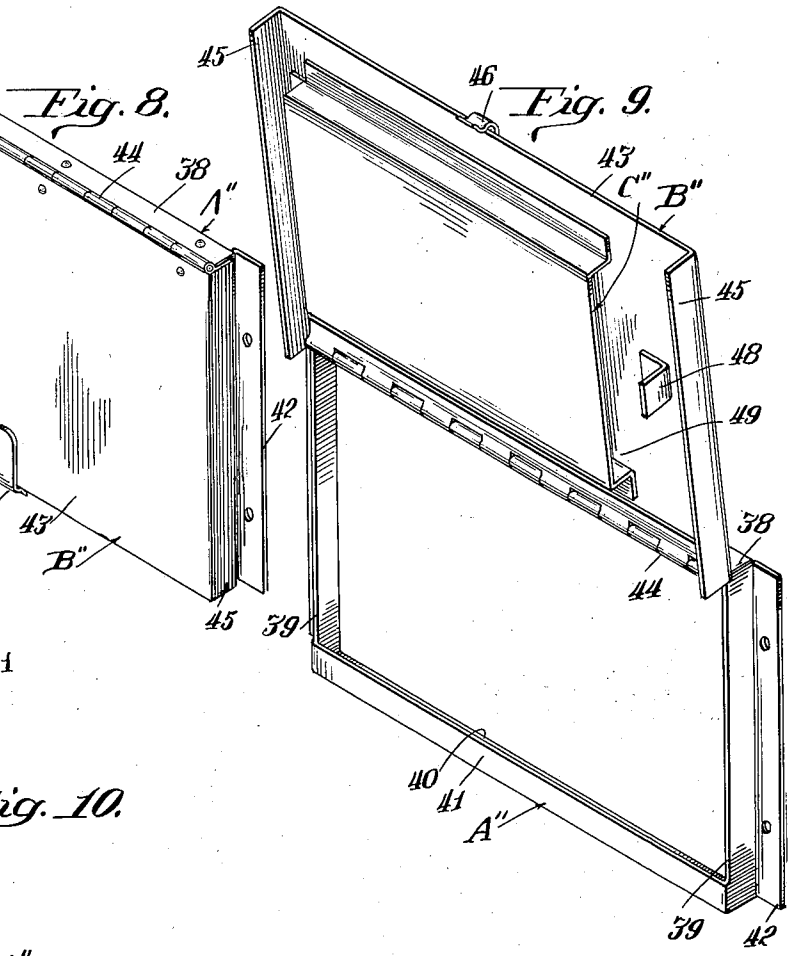
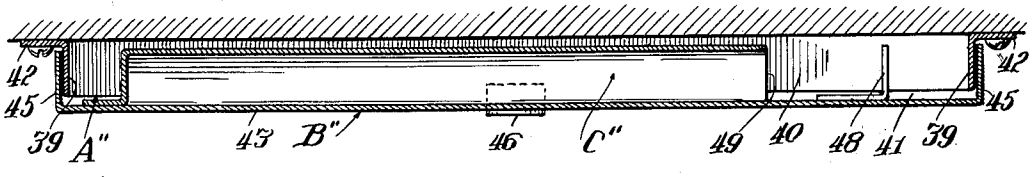


Fig. 9.

Fig. 10.

Fig. 11.



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UNITED STATES PATENT OFFICE

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CARD HOLDER FOR RAILWAY EQUIPMENT

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Application April 4, 1932, Serial No. 603,073

8 Claims. (Cl. 40—10)

This invention relates to a new and improved card holder for railway equipment, and more particularly to a device for removably holding and protecting a defect card or similar article adjacent a side wall or other accessible portion of a railway car.

As is well known, railway cars often travel over a number of different lines, and are interchanged, before they eventually return to their home road. Whenever a defect is discovered by an inspector who examines the car, a defect card is made out by the inspector and attached to the car, usually by tacking the card to an under portion of the car. Some cars have steel underframes which necessitates the provision of a board or cardboard panel to which the cards may be tacked. The cards are placed beneath the car to protect them as much as possible from the weather, but nevertheless the cards which are often exposed for a long period of time become damaged and illegible from contact with dust and dirt. The position of the card beneath the car makes it relatively inaccessible, and danger to the inspector is involved in the process of getting beneath the car to inspect or remove the card. The card is apt to be torn or damaged if removed for inspection, and the card is necessarily perforated by the tacks with which it is attached to the car. Such cards are often destroyed when the car is sprayed or painted without first removing the cards. Since the card is so apt to become damaged or illegible it is required that the card be written on both faces thereof, so that the upper or protected side may remain legible.

According to the present invention, a card-holder formed of metal or other wear and weather-resisting material is attached to a side wall or other similar portion of a car or in a relatively accessible position beneath the car adjacent a side or end thereof. This card-holder comprises a frame secured rigidly to the car, and a member partially removable from the frame which carries a pocket in which the card or cards are contained. This pocket is so formed that it will be permanently closed at its top, front and rear when in normal position, and the pocket so interfits within the frame that the opening through which the card is admitted to, or withdrawn from the pocket is completely enclosed by portions of the frame when the pocket is in normal closed position. Preferably the pocket is suspended from or otherwise attached to a movable closure member for the frame so that when this closure is moved to open position the pocket will be exposed to permit the inspection of the cards. When the holder is in closed position the card is completely protected from the elements, and the holder is so designed that rain will drain around or through the holder without gaining access to any portion of the interior of the pocket.

A card holder of this type completely protects the card, while at the same time leaving it readily accessible so that the card may be removed and inspected without the inspector getting in any dangerous position beneath the car. The attachment and removal of the card does not damage it in any way and there is no necessity for duplicating the writing on both sides of the card. The card-holder is designed to be self-closing, and is preferably provided with snap fasteners to hold it in closed position. A positive lock can be provided if desired.

The principal object of this invention is to provide an improved card-holder for railway cars of the type briefly referred to hereinabove and disclosed more in detail in the specifications which follow.

Another object is to provide an improved card-holder comprising a supporting frame and an enclosed pocket which is partially removable from the frame to permit access to the card.

Another object is to provide an improved card-holder comprising a pocket carried by the movable closure member of the enclosing and supporting casing.

Other objects and advantages of this invention will be more apparent from the following detailed description of certain approved forms of a device constructed according to the principles of this invention.

In the accompanying drawings

Fig. 1 is a front elevation of the holder in closed position, the two end portions being shown in longitudinal vertical section substantially on the line 1—1 of Fig. 2. However, the inner pocket is shown in elevation at the right of the figure. The open position of the movable holder is indicated in dotted lines.

Fig. 2 is a transverse vertical section, taken substantially on the line 2—2 of Fig. 1.

Fig. 3 is a rear prospective view of a portion of the supporting casing.

Fig. 4 is a partial perspective view of the movable member of the holder.

Fig. 5 is a view similar to Fig. 1, partially in front elevation and partially in longitudinal vertical section, showing a modified form of holder.

Fig. 6 is a transverse vertical section, taken substantially on the line 6—6 of Fig. 5.

Fig. 7 is a perspective view of the movable member of the holder.

Fig. 8 is a perspective front view of another form of the holder, showing the holder in normal closed position.

Fig. 9 is a view similar to Fig. 8 showing the holder in open position.

Fig 10 is a transverse vertical section through the holder when in closed position as shown in Fig. 8.

Fig. 11 is a horizontal section through the holder taken substantially on the line 11—11 of Fig. 10.

Referring first to the form of the invention shown in Figs. 1, 2, 3 and 4, the holder comprises a supporting frame or casing, indicated generally at A, which is permanently attached to a side wall or some similar portion of the car, or it may be attached horizontally beneath the car adjacent one side thereof, and a movable member indicated generally at B which normally fits within and is enclosed by the casing A but which may be partially removed from the casing to permit access to the defect card. Preferably all portions of the device are stamped or pressed from sheet metal, although the parts may be moldings or die castings, and may be either metallic or non-metallic. It is only essential that the material used have sufficient strength and weather-resisting qualities to protect the cards carried and enclosed thereby under the rather severe conditions to which the holder is subjected on account of its exposed position at one side of the car body.

The device will be described, and is shown, as attached to the car in substantially vertical or upright position but it will be apparent, as hereinafter noted, that it may be attached in horizontal position beneath a portion of the car, preferably adjacent one side or end edge thereof.

The frame or casing A comprises a front wall 1, and integral rearwardly extending end walls 2 and a bottom wall 3. The top of the casing is open except for the inturned end flanges 4 which act as stop members, as hereinafter described. End flanges 5 extend from the end walls 2 parallel to the front wall 1, and are provided with openings 6 for receiving screws or rivets or other suitable means for attaching the frame to the car wall. It will be noted that the end attaching flanges 5 are spaced rearwardly from the rear edges of the end walls 2 a distance about equal to the thickness of the material used (as indicated at 7 in Figs. 2 and 3), thus permitting the downwardly extending flanges of the enclosing cap member hereinafter described to completely enclose all upper edges of the frame, including the rear thereof. This will also space the rear edge of the bottom flange 3 slightly from the adjacent wall of the car so as to permit moisture to drain down along the car wall and from within the casing, should any moisture gain access to the casing. Additional drain openings may be provided in the bottom wall 3 as indicated at 8, if desired. The movable member B on the holder comprises an upper closure or cap member 9 having integral downwardly extending side flanges 10 and end flanges 11 so that when this cap member is lowered to closed position as shown in solid lines in Fig. 1, the flanges will extend down over the upper edge portions of front wall 1 and end walls 2 of the frame, and the rear side flange 10 will project down adjacent the car wall behind the upper portions of the end walls 2 of the frame A. A main plate 12, which extends downwardly parallel to the front wall 1 of frame A but spaced rearwardly therefrom, is secured to and supported by the closure member, as here shown by having its upper edge portion turned horizontally and secured to the lower face of top wall 9 as indicated at 12'. This plate 12 serves as the rear wall of the card-holding pocket indicated generally at C, this pocket being permanently closed except for the opening at one end through which the cards are inserted or removed. In the form here shown, the pocket is formed by a metal stamping including a front wall 13, top and bottom walls 14 and an end wall 15, the walls 14 and 15 being provided with vertically extending edge flanges 16 which are welded to the back plate 12. The front wall 13 is partially cut away at 17 to permit the edge portion of the card to be gripped by the fingers, and a small angular bracket or stop plate 18 is secured to the back plate 12 to limit the movement of the card or cards out of the open end of the pocket. Small projecting end flanges or fingers 19 are formed on the lower end portions of plate 12, and are bent forwardly at a small angle so as to engage the inturned stop flanges 4 at the upper end of end walls 2 of the frame A and prevent the complete removal of the movable member B from the frame A when the movable member is pulled upwardly to the position shown in dotted lines in Fig. 1.

Suitable clasps or locking members are provided for holding the movable member B in normal closed position within the frame A, as shown in solid lines in Fig. 1. In the form here shown, spring fingers 20 are secured to the end flanges 11 of the closure member and are adapted to engage over projections 21 formed by striking out small portions of the end walls 2 of the frame member. The latches 20 may be sprung out of engagement with the projections 21 in an obvious manner and the movable member pulled upwardly to the dotted line position in order to insert or remove a card into or from the pocket C. If the movable member B is released it will fall to the closed position and the latches 20 will automatically engage with the projections 21 so as to hold the member B within the frame A.

It will be apparent that the cards are completely enclosed within pocket C except for the one open end, and when the pocket is in lowered position within the supporting frame A, this open end is completely enclosed by the adjacent walls of the supporting frame. Any rain which falls or moisture which collects on the closure 9 will drain down over the front wall 1 or end walls 2 of the frame A, or will drain down along the car wall and behind the plate 12 which completely closes the rear of the pocket. The cards are thus quite completely protected against the elements. At the same time the cards are very accessible at all times, it being merely necessary to raise the member B to the position shown in dotted lines Fig. 1 and insert or remove a card from pocket C, and then lower or let the member B fall to closed position.

As has already been noted, this card-holder could be attached in horizontal position beneath a portion of the car, preferably adjacent one side or end so as to be readily accessible without going beneath the car, and still positioned so as to be relatively hidden and protected by the superposed car structure. When so used the casing could, if desired, be provided with an additional top (or rear) wall, so as to additionally protect the pocket from above. It will also be apparent that the form of holder shown in Figs. 1 to 4 could be so designed that the movable

member will slide in and out from the end of the casing instead of from the side, this merely requiring a change in the relative proportions of the length and width as here shown.

A quite similar form of the invention is shown in Figs. 5, 6 and 7, the principal distinction being that in this form the movable member B' is hinged at one upper corner to the supporting casing A' and is adapted to be swung upwardly to the open position indicated in dotted lines in Fig. 5. The supporting casing A' comprises the front wall 22, bottom wall 23, end walls 24 and the flanges 25 by which the frame is secured to the adjacent car wall indicated at 26. The movable member B' comprises the cap or closure member 27 provided with the downwardly extending front and rear flanges 28 and 29, the front flange 28 overlapping the front wall 22 of the casing A' and the rear flange 29 extending downwardly adjacent the wall 26 of the car. The back plate 30, which forms the rear wall of the card-holding pocket C', is secured at its upper portion to the closure 27 in any suitable manner, and the pocket C' is completed by a stamping welded to the back plate 30 and comprising permanently closed front, top, bottom, and one end wall, much the same as in the modification first described. The end 31 of the pocket adjacent the hinge 32 is permanently closed. The hinge straps 33 of hinge 32 are secured to the end wall 24 of casing A' and to the top wall 27 of movable member B' respectively. The opposite end of rear plate 30 is cut away on an arc centered at hinge 32 as indicated at 34 so as to permit the member B' to swing in and out of the casing A' about this hinge connection. An arcuate angle plate 35 is secured to plate 30 adjacent the edge 34 so as to serve as a shield to prevent moisture running into the open end of the pocket, and also to serve as a stop to hold the card or cards from working out of this open end of the pocket. A spring clasp member 36 secured at the free end of the closure member 27 is adapted to engage over a fixed projection 37 secured on the adjacent end wall 24 of the casing A' to hold the member B' in closed position. The card-holder is opened to permit access to the cards by unlatching the spring member 36 and swinging the movable member B' up to the position indicated in dotted lines Fig. 5, in an obvious manner. When released, the member B' will automatically swing back to closed position and the latch will automatically lock itself. As in the first described form of the invention, the lower wall 23 of the casing A' will be spaced slightly from the adjacent car wall 26 so that moisture can drain down behind the casing, along the car wall. It will be apparent that this rear face of the card-holding pocket is completely and permanently closed so that the cards are fully protected.

A somewhat different form of the invention is shown in Figs. 8, 9, 10 and 11. In this form, the movable member B'' which carries the pocket C'' forms a swinging closure for the front of the supporting casing A''. The casing A'' is open at the front but comprises a top wall 38, end walls 39, and a bottom wall 40 having a front upwardly extending flange 41. The attaching flanges 42, for securing the frame to the adjacent car wall, extend laterally from the rear edges of the end walls 39 as in the previously described forms of the invention. The movable member B'' comprises a front plate 43 which is hinged at its upper edge 44 to the adjacent front edge of the top wall 38 of the casing. The front wall 43 has integral rearwardly extending end flanges 45 which overlap the end walls 39 of the casing when the member B'' is swung down to closed position. A spring latch 46 secured to the lower edge of front plate 43 is adapted to snap yieldably into a recess 47 provided in the bottom wall 40 of the casing. The pocket C'', which is permanently closed at the top, bottom, and one end, is secured against the inner face of plate 43 in much the same manner as already described in connection with the other modifications. A stop bracket 48 holds the cards from working out of the open end 49 of the pocket. It will be apparent that by simply lifting the closure member 43 to the open position shown in Fig. 9, the pocket C'' carried on the inner face of the cover member B'' will be readily accessible so that the cards may be inserted or removed. As in the other forms of the invention, when this closure member is released it will automatically fall to closed position.

The two last described forms of the invention could be mounted in horizontal position beneath the car, as described in connection with the form shown in Figs. 1 to 4. Also the swinging pocket-holding closure shown in Figs. 8 to 11 could be hinged to the casing at one end instead of one side.

In any of the forms, the pocket might be cut away or recessed in both the front and rear walls, as indicated at 17 in the front wall in Fig. 1. This would at once render a part of the card visible from either side of the pocket and would be particularly desirable if the holder were used in a horizontal position beneath the car.

It will now be apparent that in all forms of the invention (when positioned vertically on the car) the side of the card-holding pocket which is uppermost when in normal closed position is permanently closed and sealed so that no moisture can drain downwardly into the pocket. The pocket is further protected by the outer enclosing casing which is so designed as to cause moisture to drain around the pocket. All other sides of the pocket are permanently closed except for the one open end which is fully protected by the enclosing casing when the holder is in closed position. If desired, the opening to the pocket might be made in that side which is lowermost when the holder is closed, suitable stops or flanges such as shown at 18, 35 or 48 being provided to support the cards when the device is in this position. However, the end opening here shown is handier and is preferred, and the construction of the casing is such that this end of the pocket is fully protected.

It will now be seen that in all forms of the invention the cards are fully protected against the elements, but are supported in a readily accessible position at the side or end of the car, or beneath the car adjacent the side or end, and are easily removable for inspection. This permits the inspector to perform his duties without inconvenience, and without the danger to his person which is unavoidable when crawling under the car as in the old practice. The inspectors are thus more apt to perform their work properly and accurately. The cards themselves are not damaged since they are not subjected to the process of tacking them to the car and removing them for inspection. The supporting casings are self-draining so any moisture which finds its way behind the casing can flow down the car wall without gaining access to the card-holding pocket. When positioned vertically, the card-holders are

self-closing so that the device cannot be left in open position. The principal function of the spring latches is to prevent the device from being jolted open by the movements of the car. If desired, positive locks could be added to prevent unauthorized opening of the card-holder.

While this device has been designed especially for carrying defect cards, it could obviously be used for carrying other cards, documents, or articles, such for example as billing repair cards, or joint evidence cards.

In certain of the claims which follow the device has been described as adapted to be mounted in vertical position on a car so as to form a basis for the term "top", "front", "rear", etc., which follow. However, these terms are merely relative and it is to be understood that the device could be positioned horizontally and the claims are intended to cover such a use of the device.

I claim:

1. A card-holder for railway cars comprising a casing adapted to be mounted in a substantially vertical position on a car, said casing including flange portions by which it is attached to the car and a front wall spaced from the car, a member movable vertically in the casing and comprising a top closure having downwardly extending side and end flanges adapted to overlap the upper edges of the casing when the closure is lowered to closed position, a downwardly extending plate movable between the casing and car so as to provide a pocket-receiving space between the plate and the front wall of the casing, and a pocket formed on the front face of the plate for housing and protecting a card, the pocket being permanently closed at the top, front and rear thereof.

2. A card-holder for railway cars comprising a casing adapted to be mounted in a substantially vertical position on a car, said casing including flange portions by which it is attached to the car and a front wall spaced from the car, a member movable vertically in the casing and comprising a top closure having downwardly extending side and end flanges adapted to overlap the upper edges of the casing when the closure is lowered to closed position, a downwardly extending plate movable between the casing and car, a pocket formed on the plate so that the pocket is permanently closed at the top, front and rear thereof, and locking means for removably holding the movable member in closed position within the casing.

3. A card-holder for railway cars comprising a casing adapted to be mounted in a substantially vertical position on a car, said casing including flange portions by which it is attached to the car and a front wall spaced from the car, a closure member hinged at one end to one upper end of the casing and provided with downwardly extending flanges adapted to overlap the upper edges of the frame when in closed position, and a card-holding pocket suspended from the closure and enclosed between the casing and car when the closure is swung down to closed position.

4. A card-holder for railway cars comprising a casing adapted to be mounted in a substantially vertical position on a car, said casing including flange portions by which it is attached to the car and a front wall spaced from the car, a closure member hinged at one end to one upper end of the casing and provided with downwardly extending flanges adapted to overlap the upper edges of the frame when in closed position, and a card-holding pocket permanently closed at the front, rear and top and suspended from the closure and enclosed between the casing and car when the closure is swung down to closed position.

5. A card-holder for railway cars comprising a casing adapted to be mounted in a substantially vertical position on a car, and a member pivotally attached to the frame and carrying a pocket for the card, which pocket is enclosed by the movable member and casing when the member swings downward to normal position, the member being tiltable upwardly to a position where the card pocket is accessible, and returning automatically by its own weight to normal closed position.

6. A card-holder for railway cars comprising a partially closed casing adapted to be mounted in a substantially vertical position on a car, a closure member hinged to an upper portion of the casing and adapted when swung down to closed position to complete the enclosure of the casing, and a pocket carried by the closure and completely housed within the enclosure when the closure is swung down to closed position, the pocket being movable with the closure to an accessible position outside the casing when the closure is swung up to open position, the pocket being open at one end and having a permanently closed card-supporting wall in all positions of the pocket.

7. A card-holder for railway cars comprising a partially closed casing adapted to be mounted in a substantially vertical position on a car, a closure member hinged to an upper portion of the casing and adapted when swung down to closed position to complete the enclosure of the casing, and a pocket carried by the closure and completely housed within the enclosure when the closure is swung down to a closed position, the pocket being movable with the enclosure to an accessibe position outside the casing when the closure is swung up to open position, the pocket being open at one end and permanently closed at the side which is uppermost when the pocket is housed within the enclosure.

8. A card-holder for railway cars comprising a partially closed casing adapted to be mounted in a substantially vertical position on a car, a closure member hinged to an upper portion of the casing and adapted when swung down to closed position to complete the enclosure of the casing, and a pocket carried by the closure and completely housed within the enclosure when the closure is swung down to closed position, the pocket being movable with the closure to an accessible position outside the casing when the closure is swung up to open position, the pocket having an opening to receive the card and being permanently closed at the side which is uppermost when the pocket is housed within the enclosure.

LAWRENCE A. ROWE.