(No Model.)

G. A. FELLOWS.

CABINET CASE FOR HOLDING RAILWAY FOLDERS.

No. 380,877. Patented Apr. 10, 1888.

Fig. 1.

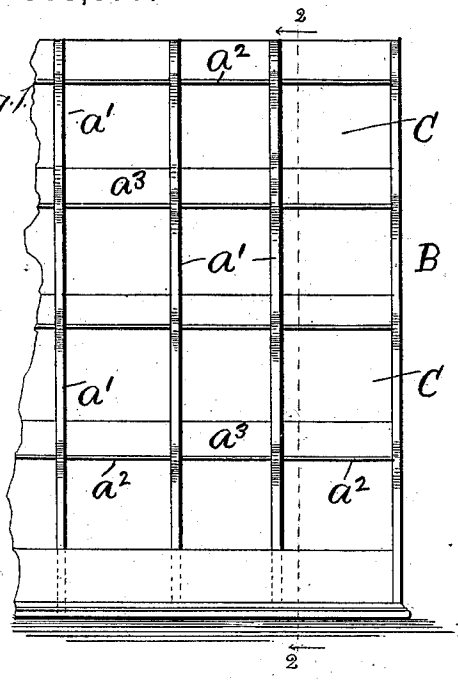


Fig. 2.

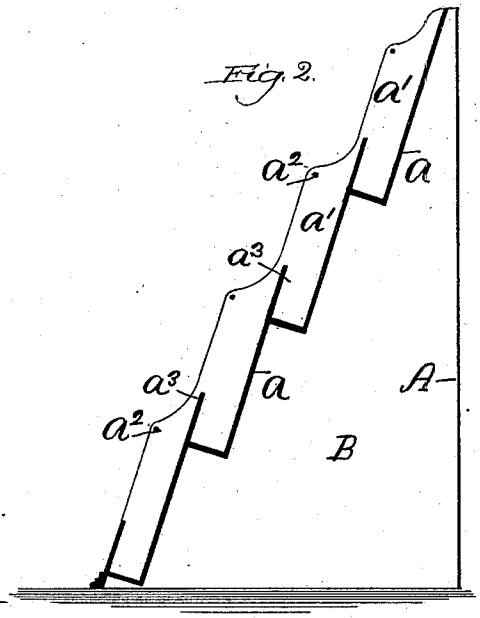


Fig. 3.

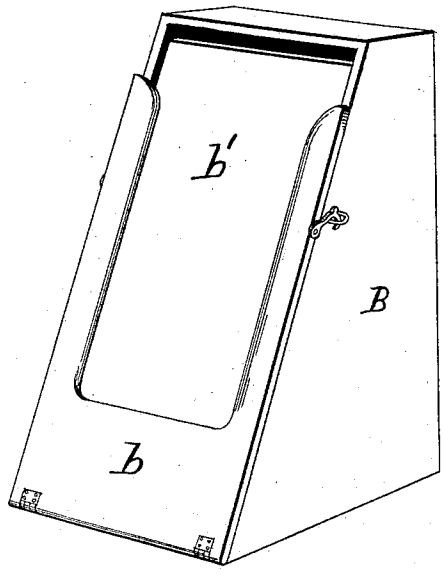
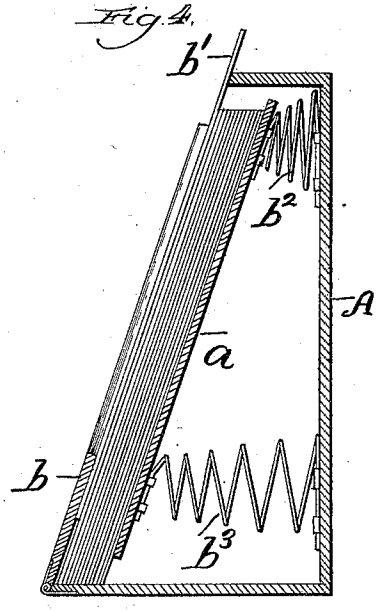


Fig. 4.



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UNITED STATES PATENT OFFICE.

GEORGE A. FELLOWS, OF CHICAGO, ILLINOIS.

CABINET-CASE FOR HOLDING RAILWAY-FOLDERS.

SPECIFICATION forming part of Letters Patent No. 380,877, dated April 10, 1888.

Application filed June 16, 1887. Serial No. 241,488. (No model.)

To all whom it may concern:

Be it known that I, GEORGE A. FELLOWS, of Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in a Cabinet-Case for Holding Railway-Folders, of which the following is a full, clear, and exact description, that will enable others to make and use the same, reference being had to the accompanying drawings, forming a part of this specification.

This invention relates to an improved cabinet or case for holding and displaying advertising matter, and is more especially intended for railway-folders and time-tables.

The object is to provide a cabinet that will retain the folders in such a position that the title or first page can be seen and read at a glance, and prevent them from tipping or doubling over in front, and also to prevent rival agents of the different roads from removing the folders of one road and substituting others therefor.

Figure 1 is a front elevation of a portion of a cabinet or compartment-case embodying some of my improved features; Fig. 2, a vertical transverse section of the same in the plane 2, Fig. 1. Fig. 3 illustrates a single compartment-case; and Fig. 4, a vertical transverse section of the same, showing improved features not embraced in Figs. 1 and 2.

Referring to the drawings, A represents the back proper of the case, and B the ends.

The case illustrated in Figs. 1 and 2 consists of a number of rows of compartments arranged one above another and gradually receding back, as shown in Fig. 2. The different rows of shelves are provided with the inclined backs *a*, and are divided into a number of compartments, C, by the division-boards *a'*. a^2 indicates a rod or number of rods, which are inserted in the division-boards and run along each row of compartments near the front and top and assist in retaining the folders in place and prevent them from tipping or bending over the strip a^3, running along and inclosing the lower front of the series of compartments. It is desirable to have the strip a^3 quite narrow, so that the greater part of the front page of the folder may be exposed. The inclined backs support the folders in a leaning position, so that they are not liable to tip forward out of a readable position.

The single-compartment case illustrated in Figs. 3 and 4 is provided with the hinged cut-away front *b*, whereby the larger part of the folder *b'* is exposed. This arrangement permits of the hinged front being provided with a lock. In this case the inclined or leaning back *a* is movable, so that the same will follow up the package of folders as they are removed. The automatic adjustment and outward movement of the inclined back is accomplished by means of the spiral springs b^2 b^3, suitably held in place between the back proper of the case and the inclined movable back, as shown in Fig. 4.

The larger cabinet is more especially intended for use in hotels and depots, and may be constructed to embrace all the features shown in the single-compartment case.

The case may also be made with the folder-back perpendicular when the cut-away hinged front is a part of the structure.

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

A cabinet-case for railway-folders, consisting of a series of compartments arranged in rows one above another and receding, as described, and provided with an inclined back or backs, and the rods a^2, extending along the front of the series of compartments, whereby the folders are retained in an inclined position, so that the title-page may be conveniently read, and are prevented from falling out or doubling over the low cut-away front, substantially as set forth.

GEO. A. FELLOWS.

Witnesses:
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