April 9, 1935. S. H. CAMPBELL ET AL 1,997,041

CARD HOLDER AND PROTECTOR

Filed Oct. 19, 1934

FIG. 1.

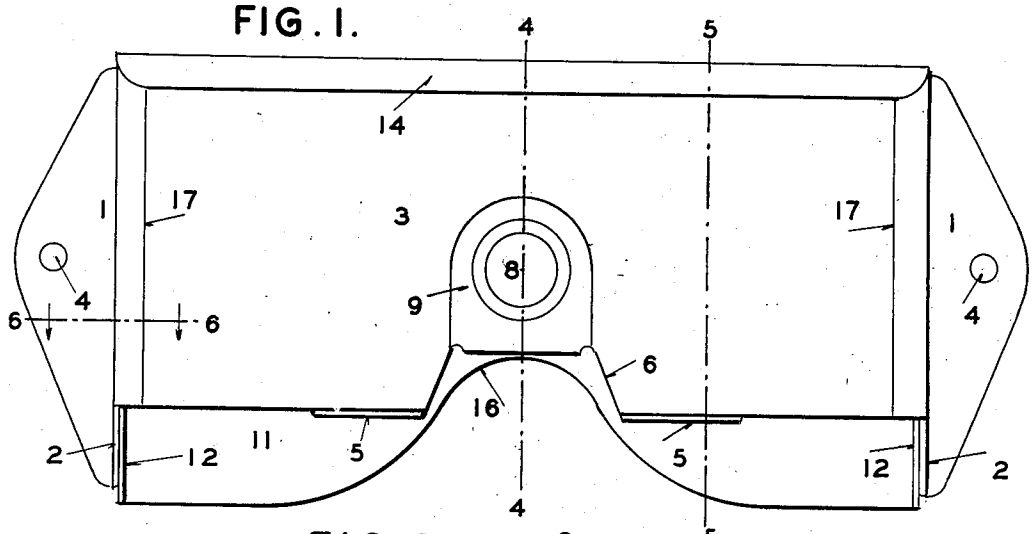


FIG. 2.

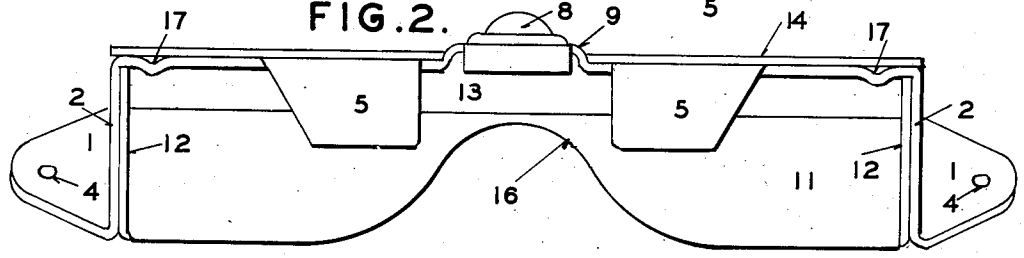


FIG. 6.

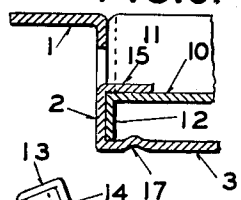


FIG. 3.

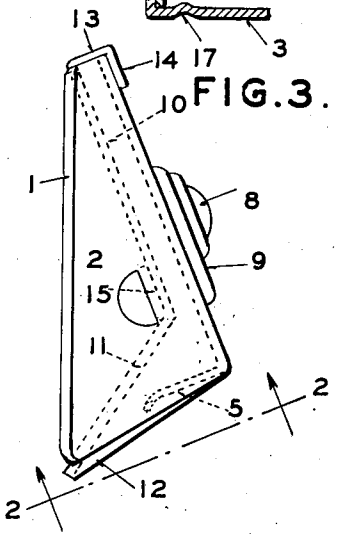


FIG. 4.

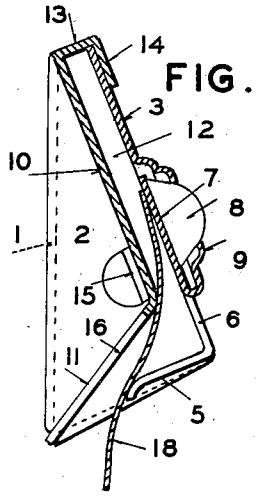
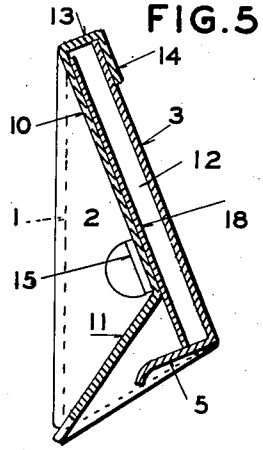


FIG. 5.



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CARD HOLDER AND PROTECTOR

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Application October 19, 1934, Serial No. 749,064

7 Claims. (Cl. 40—17)

Our invention relates to a card holder and particularly to a holder and protector adapted for application to a railway car to receive a card or cards indicative of the condition of the car. Such cards of standard form and dimensions, known as A. R. A. defect cards, must, in compliance with railway regulations, be attached to a defective car when transferred from one road to another to indicate which road is responsible for the necessary repairs. Heretofore such defect cards have usually been tacked or nailed to the under-frame of the car. This method of securing the card to a car is inconvenient and also exposes the card to the action of the elements so that the informative matter thereon often becomes difficult to read or even wholly illegible.

It is the object of our invention to provide a card holder of simple and rigid construction into which the cards may be easily inserted and which will effectively protect them from the action of the elements.

In the accompanying drawing, which illustrates one form of holder made in accordance with our invention, Figure 1 is a front elevation; Figure 2 is a bottom plan view, looking in a direction perpendicular to the plane indicated by the line 2—2 of Figure 3; Figure 3 is an end elevation; Figure 4 is a cross-section taken on the line 4—4 of Figure 1, a card being shown partially inserted in the holder; Figure 5 is a section taken on the line 5—5 of Figure 1, a card being shown completely inserted in the holder; and Figure 6 is a fragmentary section taken on the line 6—6 of Figure 1.

The holder is formed of two parts, each made of stamped sheet metal. One part comprises a pair of attaching lugs 1, a pair of end walls 2 projecting outwardly from the lugs, and a front wall 3 extending between the end walls. The lugs are provided with nail or screw holes 4 by means of which the device is secured to a vertical face of some part of the under-frame of a car. The end walls are approximately triangular in form so that the front wall lies in a plane inclined to the perpendicular. Carried on the lower edge of the front wall at either side of the central line of the holder, is a rearwardly projecting card-supporting bracket or ledge 5. The front wall between these ledges is cut away to form a finger opening 6. The part of the wall cut away may be bent back, as best shown in Figure 4, and utilized to form a retaining member 7 for a light dispersing reflector 8 positioned in a boss 9 stamped in the front wall.

The second part of the device comprises a rear wall 10, a guiding wall 11 extending rearwardly and downwardly from the lower edge of the rear wall, and a pair of forwardly projecting flanges 12. These flanges 12 lie against the end walls 2 with their forward edges abutting the front wall 3 and are so shaped as to position the rear wall parallel with the front wall. Extending forwardly from the upper edge of the rear wall is the top wall 13 having a downwardly extending flange 14. The upper part of the front wall is thus clamped between the flanges 12 and 14. Cut from each of the end walls is a clamping lug 15 adapted to be bent inwardly against the rear face of the rear wall after the two parts are assembled to effectively clamp them together. These lugs are so positioned that their lower edges coincide with the line of juncture of the walls 10 and 11 and thus prevent relative vertical as well as lateral movement between the two parts of the structure. A portion of the center of the guiding wall is removed to form a recess 16 approximately registering with the cut away portion 6 of the front wall to permit of a card or cards in the holder being grasped by the thumb and finger of the manipulator's hand. In order that the end edges of a card may not be liable to become wedged between the front edges of the flanges 12 and the front wall, we provide the front wall adjacent said flanges, with inwardly projecting beads 17 to hold the ends of the card 18 slightly out of contact with the front wall while it is being inserted into or removed from the holder.

In use, our holder is secured in the position shown in Figure 1 with the opening for the insertion and removal of the card at the lower edge of the holder. The card is inserted in the holder by an upward movement, its upper edge contacting with the guiding wall 11 behind the ledges 5. As the card is forced upwardly, it will first be deflected forwardly by the guiding wall 11 and then rearwardly by contact with the front wall 3. The card will thus be compelled to assume a double curvature during its entrance into the holder, as illustrated in Figure 4. When the card has completely entered the holder it will straighten out into normal position and lie against the rear wall 10, as shown in Figure 5, the lower edge resting upon the brackets or ledges 5 which effectively prevent accidental removal of the card. The card is protected from the elements as the walls of the holder not only cover both the front and rear faces of the card but prevent entrance of rain, snow, etc. at the top or ends. Due to this, the card pocket may be made of sufficient depth to hold a number of cards without dan-

ger of defacement of the cards by the elements which are less liable to enter the pocket from below. To remove the card or cards from the holder, the lower edge thereof exposed through the opening **6**, is grasped and forced to the rear until free of the ledges **5** and then drawn downwardly until free of the holder. Owing to the action of the guiding wall, the entrance of the card into the holder is facilitated and can easily be accomplished under adverse light conditions.

Having fully described our invention, what we claim as new and desire to secure by Letters Patent of the United States is:

1. A railway car defect card holder and protector including a sheath covering substantially the entire area of both faces of a card positioned therein, said sheath being closed at one side but having an opening on the other side for the insertion of a card, and a card supporting ledge carried by the holder and extending across the opening, whereby the card is deformed when entering the holder and is supported on the ledge when in normal position in the holder, said sheath having portions so formed as to provide a finger recess behind the card.

2. A railway car defect card holder and protector including a sheath covering substantially the entire area of both faces of a card positioned therein, said sheath being closed at one side but having an opening on the other side for the insertion of a card, a card supporting ledge carried by the holder and extending across the opening, and an inclined guiding wall positioned adjacent said ledge, said ledge and guiding wall cooperating to deform the card when inserted into the holder, said ledge supporting the card when in normal position in the holder, said guiding wall being so formed as to provide a finger recess behind the card.

3. A railway car defect card holder including a sheath having front and rear walls, said sheath covering substantially the entire area of both faces of a card positioned therein, said sheath being closed at the top and both ends but having a bottom opening for the insertion of a card by an upward movement, a card supporting ledge carried by the front wall and extending rearwardly across the opening, and an inclined guiding wall positioned at the rear of the ledge, whereby the card is deformed when inserted into the holder between the ledge and guiding wall, the ledge supporting the card when in normal position in the holder.

4. A railway car defect card holder including a sheath having front and rear walls, said sheath covering substantially the entire area of both faces of a card positioned therein, said sheath being closed at the top and both ends but having a bottom opening for the insertion of a card by an upward movement, a card supporting ledge carried by the front wall and extending rearwardly across the opening, and a guiding wall forming a continuation of the rear wall and extending downwardly and rearwardly therefrom, whereby the card is deformed when inserted into the holder between the ledge and guiding wall, said ledge supporting the card when in normal position in the holder.

5. A railway car defect card holder and protector formed of two parts; one of said parts comprising a pair of attaching lugs, a pair of end walls, and a front wall connecting the end walls; the other part comprising a rear wall, an inclined guiding wall, a pair of forwardly projecting flanges, and a top wall; said flanges engaging with the front wall, and a card supporting ledge carried on the front wall and extending rearwardly to a point adjacent the guiding wall.

6. A railway car defect card holder and protector formed of two parts; one of said parts comprising a pair of attaching lugs, a pair of end walls, and a front wall connecting the end walls; the other part comprising a rear wall, an inclined guiding wall, a pair of forwardly projecting flanges, and a top wall; said flanges engaging with the front wall, the front wall being provided adjacent each flange with a rearwardly projecting bead to prevent entrance of the edge of the card between the front wall and the flanges.

7. A railway car defect card holder and protector formed of two parts; one of said parts comprising a pair of attaching lugs, a pair of end walls, and a front wall connecting the end walls; the other of said parts comprising a rear wall, an inclined guiding wall, a pair of forwardly projecting flanges, a top wall, and a flange extending downwardly from the top wall; said forwardly projecting flanges engaging with the rear face of the front wall, said downwardly projecting flange engaging with the front face of the front wall, a card supporting ledge carried by the front wall and extending rearwardly to a point adjacent the guiding wall; and clamping lugs carried by the end walls and engaging the rear face of the rear wall.

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