March 1, 1932. L. A. HOERR ET AL 1,847,215

PLACARD HOLDER FOR CARS

Filed April 17, 1930

Fig. 1.

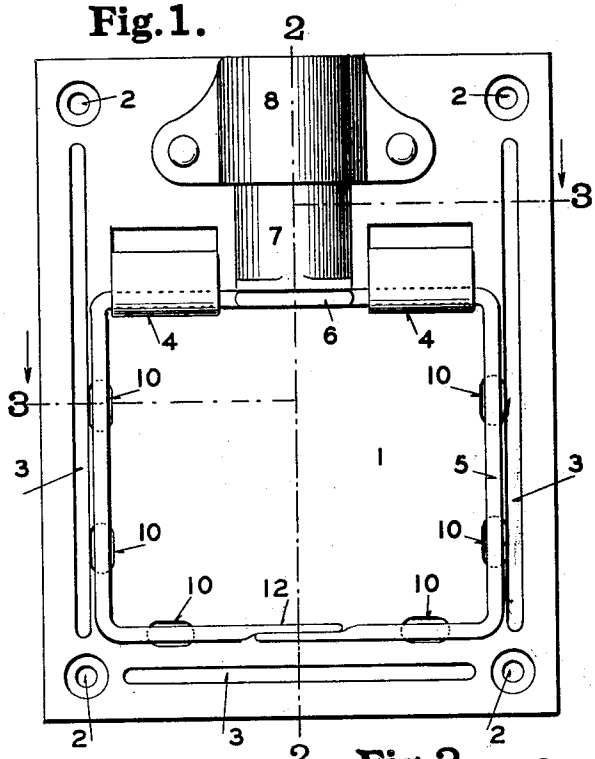


Fig. 2.

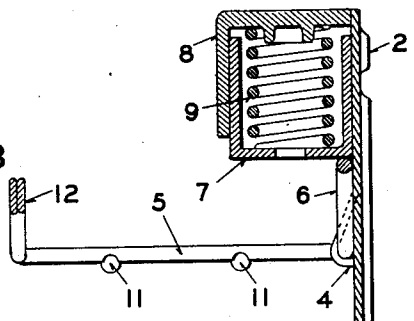


Fig. 4.

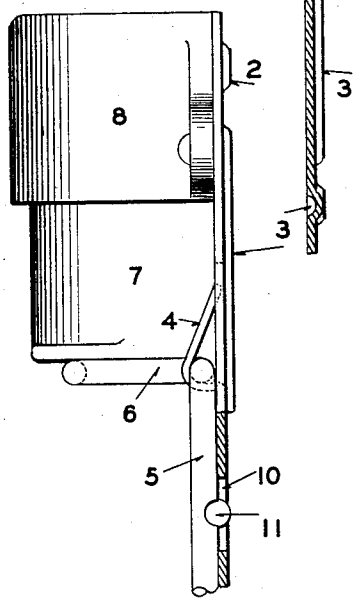


Fig. 3.

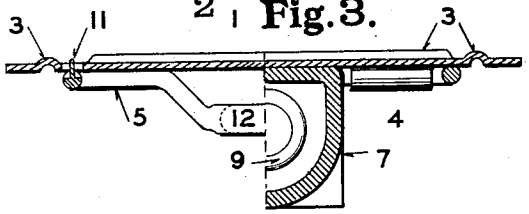
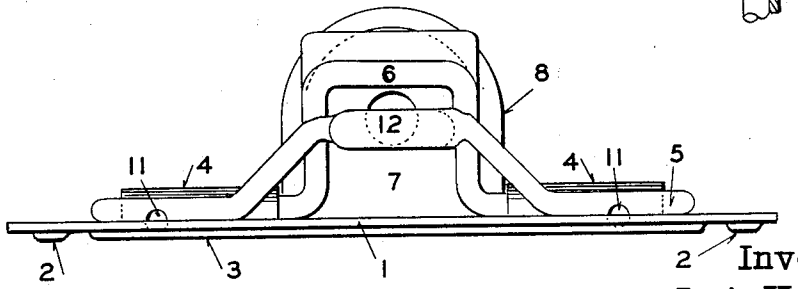


Fig 5.



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UNITED STATES PATENT OFFICE

LOUIS A. HOERR AND WILLIAM N. HOERR, OF ST. LOUIS, MISSOURI, ASSIGNORS TO WESTERN RAILWAY EQUIPMENT COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF MISSOURI

PLACARD HOLDER FOR CARS

Application filed April 17, 1930. Serial No. 445,008.

Our invention relates to a holder for placards such as are used to indicate the contents of railway cars, particularly tank cars. Such placards must be changed to indicate the contents of the car, and also to indicate whether it is empty or full.

The object of our invention is to provide a holder simple and durable in construction which will effectively retain the placards and at the same time permit easy exchange of the placards to indicate varying contents and conditions.

In the accompanying drawings, which illustrate one form of holder made in accordance with our invention, Figure 1 is a front elevation; Figure 2 is a vertical section taken on the line 2—2 of Figure 1 but showing the retaining frame in release position; Figure 3 is a section taken on the line 3—3 of Figure 1; Figure 4 is an enlarged side view, partly in section and partly in elevation, of the upper end of the holder; and Figure 5 is an enlarged bottom plan view.

The base or body portion of the holder consist of a rectangular metal plate 1 provided with screw or rivet holes 2 by means of which the plate is secured either directly to a wall of the car, or to a support carried by the car. The metal around the holes is raised on the rear face to allow the heads of the fasteners to lie flush with the front face and to space the plate from its support to provide room for reinforcing flutes 3. A pair of bearings 4 are provided by stamping out portions of the plate. Pivoted in these bearings is a wire frame 5 having a portion between the bearings bent out of the plane of the frame to form a cam 6. Bearing against this cam is a cup-shaped member 7 telescoping with a hollow bracket 8 secured to the base plate. Interposed between the member 7 and the bracket is a stiff coil spring 9, the tension of which, when the parts are in the position shown in Figures 1 and 4, holds the frame firmly against the plate or against a placard positioned between the frame and plate.

Formed in the plate are a number (preferably six) of recesses 10, and on the frame 5 corresponding projections 11 which may be made by pinching up portions of the wire of the frame. When a placard is placed between the frame and plate the pressure of the spring 9 either causes the projection 11 to pierce the placard, or to force portions of it into the recesses, in either case firmly securing the placard in position between the parts.

To provide means for raising and lowering the frame to insert and remove the placards the lower side has a portion bent out of the plane of the frame to form a grip or handle 12. This point is preferably that at which the ends of the wire forming the frame are secured together. This may be done by flattening the ends and brazing or welding them together.

When the frame is in the extreme raised position, as shown in Figure 2, the pressure of the spring will be in a direct line against the bearings so that the frame will remain in this position unsupported, leaving both hands of the operator free to change the placards.

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

1. In a device of the class described, the combination with a base plate adapted to be secured to a car, of a pair of bearings carried by said plate, a retaining frame pivoted in said bearings and provided with a cam situated between the said bearings, a spring actuated member bearing on said cam for holding the frame against a placard positioned between said plate and frame, and a grip on the frame for swinging the frame to release the placard.

2. In a device of the class described, the combination with a base plate adapted to be secured to a car, of a pair of bearings formed of integral portions of the plate, a retaining frame pivoted in said bearings and provided with a cam situated between the said bearings, a pair of telescoping members, one secured to the plate and the other bearing on said cam, and a spring situated between said telescoping members.

3. In a device of the class described, the combination with a base plate adapted to be secured to a car, said plate being provided with recesses, of a pair of bearings formed of integral portions of the plate, a retaining

frame pivoted in said bearings and provided with a cam situated between the said bearings, a pair of telescoping members, one secured to the plate and the other bearing on said cam, and a spring situated between said telescoping members, said frame being provided with projections cooperating with the recesses in said plate to secure a placard positioned between said parts.

In testimony whereof, we hereunto affix our signatures, this 14th day of April, 1930.

LOUIS A. HOERR.
WILLIAM N. HOERR.