No. 745,598. PATENTED DEC. 1, 1903.

A. M. GOODWIN.

RAILWAY REPAIR AND DEFECT CARD HOLDER.

APPLICATION FILED NOV. 26, 1902.

NO MODEL.

FIG. 1.

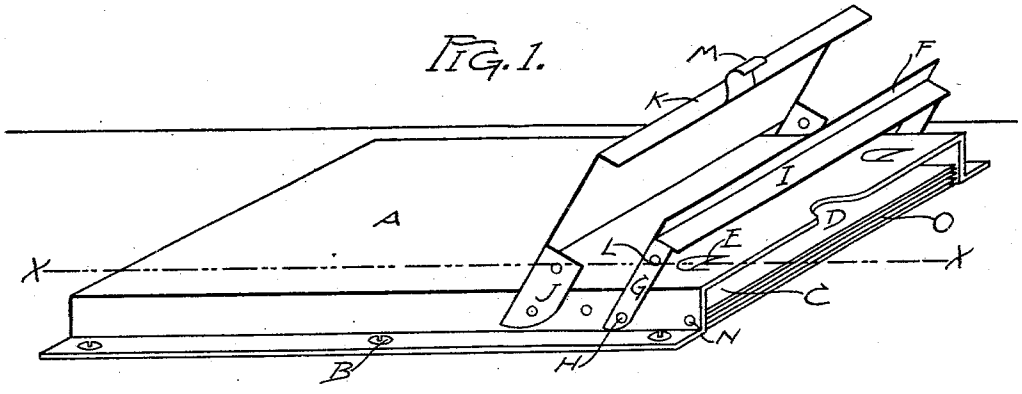
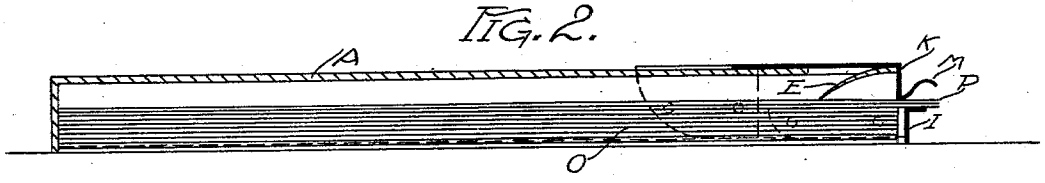


FIG. 2.



WITNESSES:

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No. 745,598. Patented December 1, 1903.

UNITED STATES PATENT OFFICE.

ALPHONSO M. GOODWIN, OF SACO, MAINE.

RAILWAY REPAIR AND DEFECT CARD HOLDER.

SPECIFICATION forming part of Letters Patent No. 745,598, dated December 1, 1903.

Application filed November 26, 1902. Serial No. 132,907. (No model.)

To all whom it may concern:

Be it known that I, ALPHONSO M. GOODWIN, a citizen of the United States, residing at Saco, in the county of York and State of Maine, have invented certain new and useful Improvements in Railway Repair and Defect Card Holders; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in railway repair and defect card holders.

At the present time it is customary for car inspectors, if they find a defect in the car, either to repair it, in which case they tack to some portion of the car a card containing a description of the defect and the repairs made, or, if the defect is such that they do not care to undertake its repair, they tack to the car a card which simply describes the defect. Inasmuch as these cards are exposed they are liable to get torn off and sometimes the description is defaced. To obviate the latter defect, it is customary to print or write the description on both sides of the card. This plan is inconvenient and expensive, and to obviate these objections is the purpose of the present invention.

To this end it consists of a card-holder made, preferably, of metal adapted to be attached to the sill or other portion of the car and provided at one end with two closures, one adapted to hold the repair-cards in place and the other the defect-cards.

It also consists in certain details of construction relating to means for holding the cards in proper place and keeping them properly assorted.

In the drawings herewith accompanying and making a part of this application, Figure 1 is a perspective view of my improved holder, showing the closures open; and Fig. 2 is a longitudinal sectional view of the same.

The same letters of reference refer to like parts.

In said drawings, A represents a case which may be of any suitable material, as galvanized iron, and is adapted to be secured to some part of the car by means of screws B or other suitable attaching devices. This case is closed at the sides and one end, the other end being open, as seen at C, and for convenience in withdrawing the cards the edge may be recessed, as seen at D. Near the open end of the case is a closure F, attached to the sides of the case by flanges G, which bestride the case and are pivotally mounted in the walls thereof by means of pivot-pins H. These pivot-pins are positioned so that the cross-bar I will swing down in front of the open end of the case, as seen in Fig. 2, the bar leaving an open space between the top of the case and bar for the insertion of the cards which are adapted to be inserted endwise therethrough. To the rear of the first-named closure is pivoted a second closure by means of flanges J, which bestride the case and which have a closure-bar K, adapted to be turned down in front of the open end of the case and to close the space between the first-named closure and the case. This closure K has a finger-piece M, by which it may be conveniently operated. The closures are adapted to be secured in closed position in any convenient manner, as by frictional contact of the flanges with the sides of the case or by offsets L in the flanges adapted to engage in corresponding depressions N in the walls of the case, or vice versa. Although I have described this particular means of constructing the closures and of securing them against accidental displacement, I do not hereby intend to limit myself to the particular means shown.

The operation of my improved card-holder is as follows: The front closure is turned into closed position, as shown in Fig. 2. The repair-cards O are of a length that they can be completely inserted in the case, while the defect-cards P are longer than the case and are adapted to project slightly beyond the open end, as seen in Fig. 2. If there be already defect-cards in the holder and it is desired to put in repair-cards, they would be inserted underneath the defect-cards, thereby the cards being all the time properly assorted. When a defect-card is inserted, the outside closure is turned into place and rests upon the projecting end thereof, as seen in Fig. 2, thus holding it against displacement. It will be noted that it is unnecessary for the inspector to examine the repair-cards, the defect-cards

being readily distinguishable from the repair-cards at a glance, and he is thus saved the time required to examine a large number of cards, which is always required in the present practice, it being only necessary for him to examine the defect-cards, which he can do without withdrawing the repair-cards from the case.

The advantages of my improved card-holder are that it saves much time in the inspection and preserves the cards in perfect condition, so that they can be readily examined at the home office. It also saves time and expense in making out the cards, it being necessary to make them out on one side only. It can be operated to insert and remove cards with one hand.

Having thus described my invention and its use, I claim—

1. In a railway repair and defect card holder, a suitable case adapted to be attached to a car and having an open end to receive the cards and two closures pivoted to the sides of the case and adapted to turn independently and in the same direction to close said open end.

2. In a railway repair and defect card holder, a suitable case adapted to be attached to a car and having an open end and two closures, one pivoted to the case and adapted to partially close the open end and the other pivoted to the case and adapted to complete the closing of said open end, each adapted to turn successively in the same direction.

3. In a railway repair and defect card holder, a suitable case adapted to be attached to a car and having one open end, two closures pivoted to the sides of the case and adapted to turn independently and in the same direction to close said open end and means for locking said closures in closed position.

In testimony whereof I affix my signature, in presence of two witnesses, this 24th day of November, 1902.

ALPHONSO M. GOODWIN.

In presence of—

ELGIN C. VERRILL,

MARION RICHARDS.