

No. 641,674.

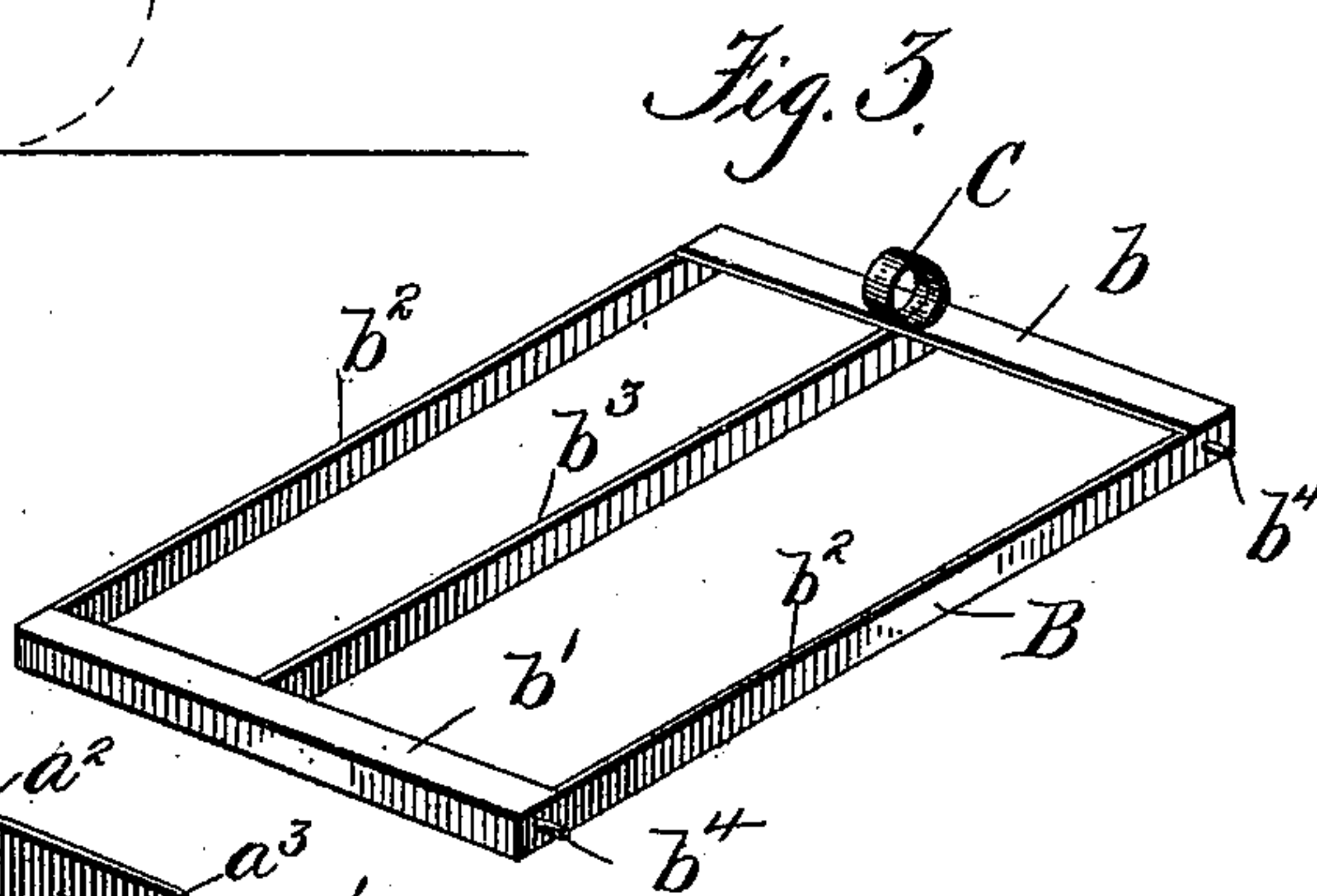
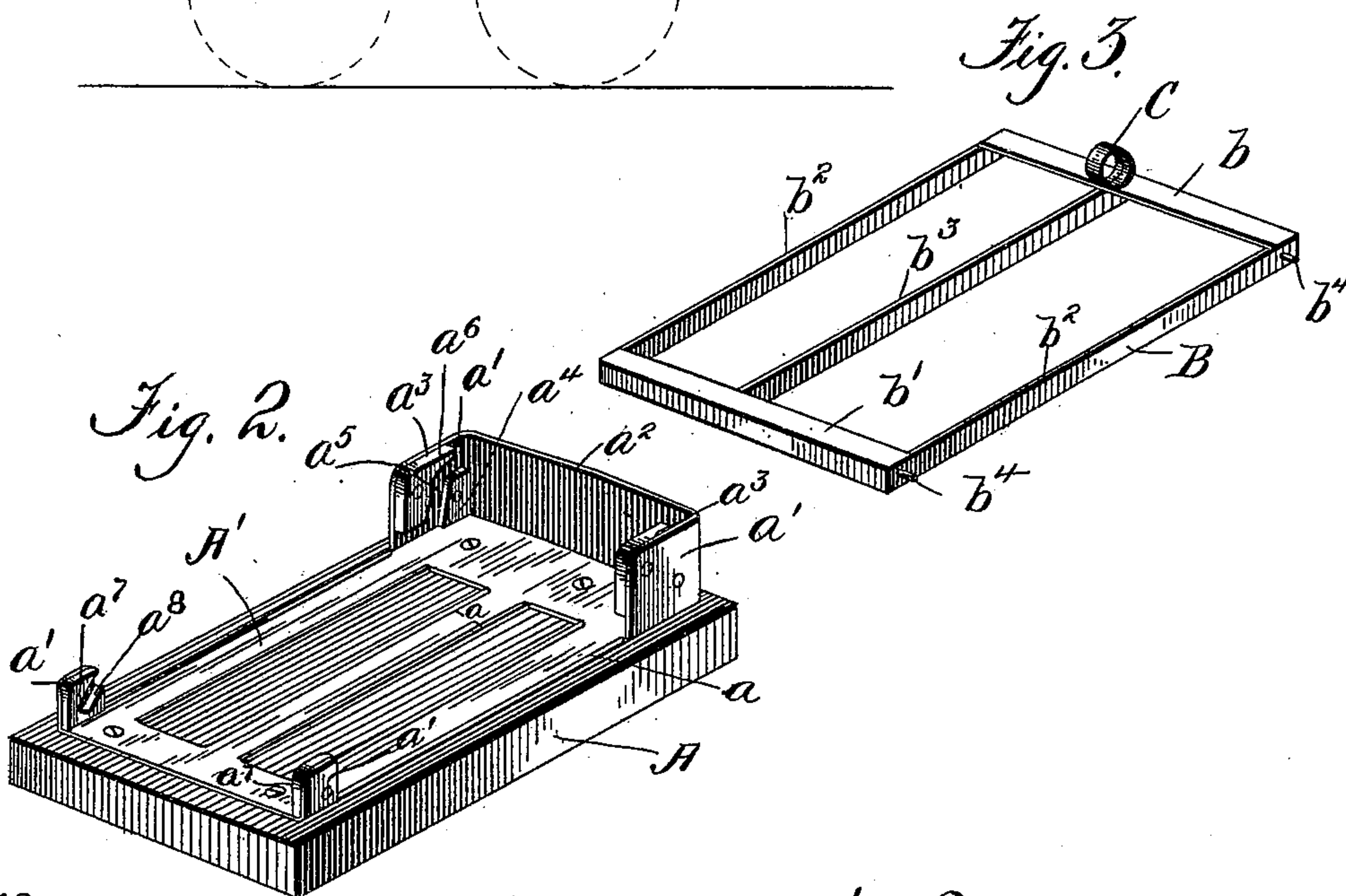
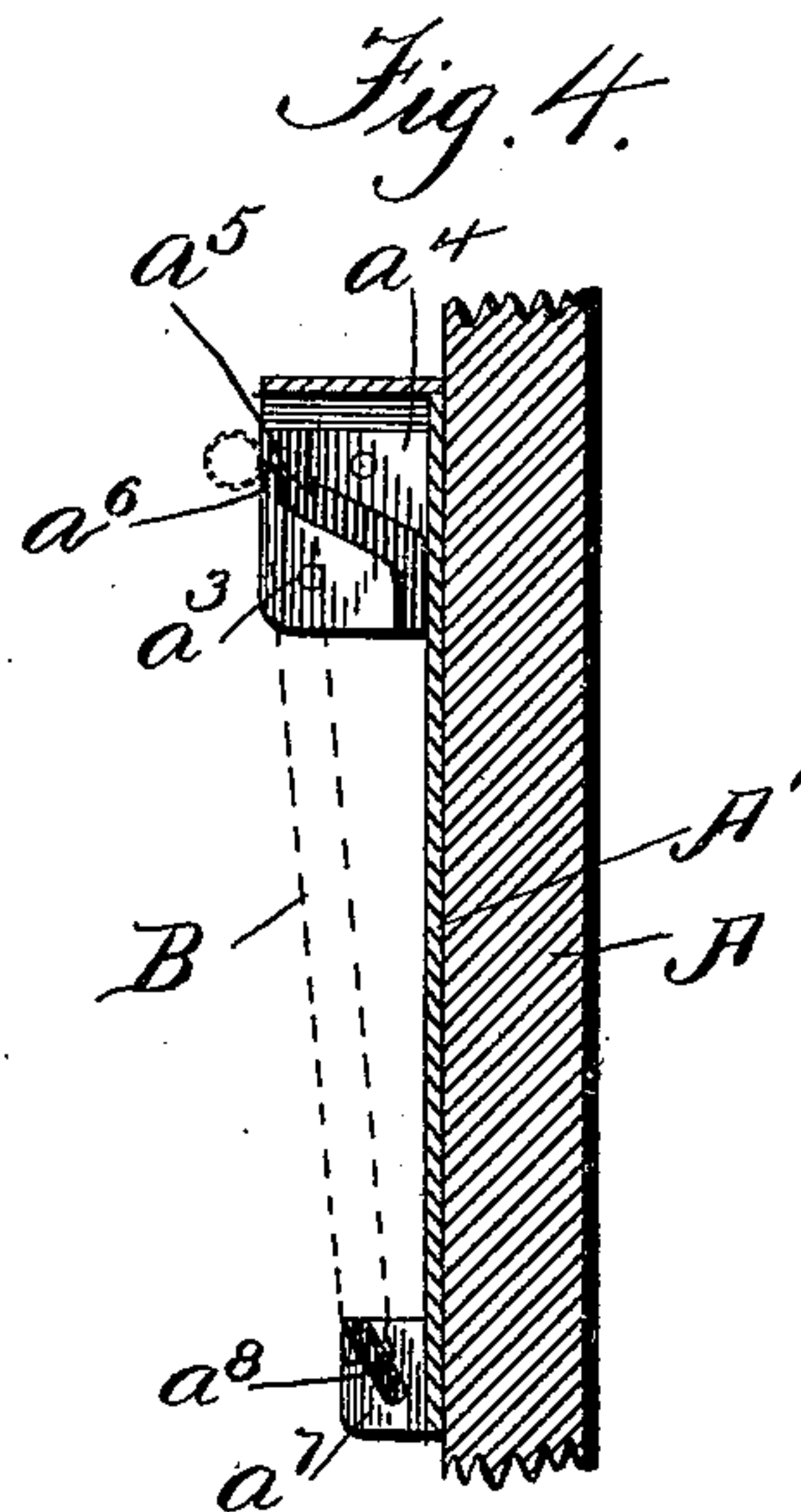
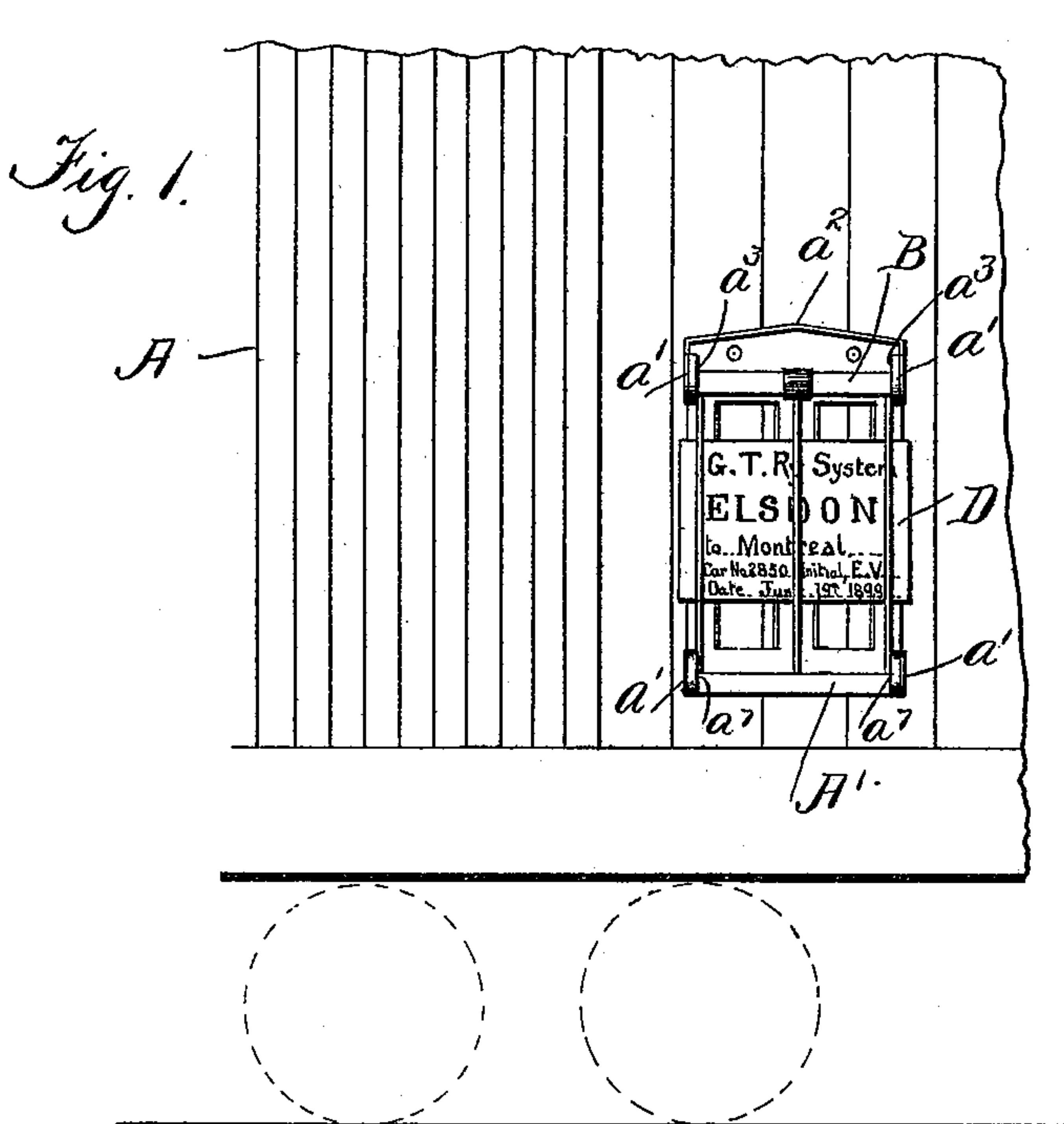
Patented Jan. 23, 1900.

D. P. CORY.

CARD HOLDER FOR FREIGHT CARS.

(Application filed Sept. 18, 1899.)

(No Model.)



Witnesses:

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UNITED STATES PATENT OFFICE.

DAVID PITKIN CORY, OF CONSECON, CANADA.

CARD-HOLDER FOR FREIGHT-CARS.

SPECIFICATION forming part of Letters Patent No. 641,674, dated January 23, 1900.

Application filed September 18, 1899. Serial No. 730,799. (No model.)

To all whom it may concern:

Be it known that I, DAVID PITKIN CORY, a subject of Her Majesty the Queen of Great Britain, residing at Consecon, county of Prince Edward, Province of Ontario, Canada, have invented certain new and useful Improvements in Card-Holders for Freight-Cars; and I do hereby declare that the following is 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.

This invention relates to card-holders for freight-cars; and one object is to provide a device of this character in which the card may be quickly and easily inserted and removed.

A further object is to provide a card-holder which automatically locks the card securely in position.

A further object is to provide a card-holder which is simple in construction, effective in operation, of few parts, and which may be manufactured at a moderate cost.

To these ends the invention consists in a card-holder constructed substantially as here- in illustrated and described, and defined in the appended claims.

Referring to the drawings, in which similar letters of reference indicate similar parts, Figure 1 is a view in elevation of a portion of the body of a freight-car, showing a card-holder constructed in accordance with this invention secured thereon. Fig. 2 is a view in perspective of the base-plate secured upon the body of the car. Fig. 3 is a perspective view of the clamp-plate detached. Fig. 4 is a longitudinal vertical section through the base-plate, the clamp-plate being shown in dotted lines in its elevated position.

In the drawings, A represents the body of a freight-car, to which is firmly secured, preferably by means of screws, the base-plate A', which is preferably constructed of metal and is substantially rectangular in form and of a size suitable for the intended purpose. The base-plate A' is preferably provided with two longitudinal slots or openings, the edges of which and also the outer edges of the plate are provided with ridges a . At the upper and lower corners of the base-plate A' are formed lugs a' , the upper lugs being preferably connected by a flange a^2 , which affords

protection from water, snow, &c., dripping down the sides of the car.

Upon the inside of the upper lugs a' are secured the spaced plates a^3 and a^4 , the adjacent edges of which are suitably inclined, forming the groove a^5 , which acts as a guideway for the upper end of the clamp-plate B. The edge of the plate a^3 extends at an angle above the groove a^5 , forming a stop a^6 . The lugs a' at the lower end of the base-plate A' are also provided with a plate a^7 , in which is formed an inclined groove a^8 , forming a guideway for the lower end of the clamp-plate B. It is obvious that instead of forming these guideways by means of separate plates suitably-shaped grooves may be formed on the inside of the lugs a' —a change so apparent as to render detailed illustration thereof unnecessary. The clamp-plate B is likewise preferably formed of metal and is substantially rectangular in form and is of a size to permit said plate to fit within the base-plate A'.

The clamp-plate B is preferably of skeleton form and is constructed with the upper and lower cross-bars b and b' , joined by the side bars b^2 and preferably a central bar b^3 .

A suitable finger-piece or handle C is provided upon the upper cross-bar b for conveniently applying and removing the clamp-plate B.

At each corner of the clamp-plate B is a projecting pin b^4 , which are respectively adapted to engage the guideways formed in the base-plate A', as above described.

In operating the device the finger-piece C is grasped and the clamp-plate B forced upward, the inclined guideways causing the clamp-plate B to rise up off the base-plate A', thus leaving a space for the insertion or removal of the card D. The stop a^6 will prevent the further movement of the clamp-plate unless it be guided by hand past said stop when it is desired to remove the same from the base-plate. When the card is inserted, the clamp-plate is moved downwardly, securely clamping the card against the ridges a of the base-plate.

While I have herein shown a preferred form of carrying my invention into effect, yet I do not desire to limit myself to such preferred details of construction, but claim the

right to use any and all modifications thereof which will serve to carry into effect the objects to be attained by this invention in so far as such modifications and changes may
5 fall within the spirit and scope of my said invention.

I claim—

1. A card-holder for freight-cars, comprising a rectangular base-plate; lugs mounted
10 on each corner of said base-plate; guideways formed on said lugs; a clamp-plate having suitable pins adapted to engage said guideways, whereby said clamp-plate is slidably
15 secured to said base-plate, substantially as described.

2. A card-holder for freight-cars, compris-

ing a rectangular base-plate; lugs formed on each corner of said base-plate; inclined guideways formed on said lugs; a clamp-plate having pins adapted to engage said inclined
20 guideways, a suitable stop for limiting the movement of the clamp-plate formed on the upper of said lugs, whereby the clamp-plate may be raised up off the base-plate or lowered down upon the same, substantially as
25 described.

In witness whereof I have hereunto set my hand in the presence of two witnesses.

DAVID PITKIN CORY.

Witnesses:

W. J. MARSH,

W. BOWEN.