

No. 742,805.

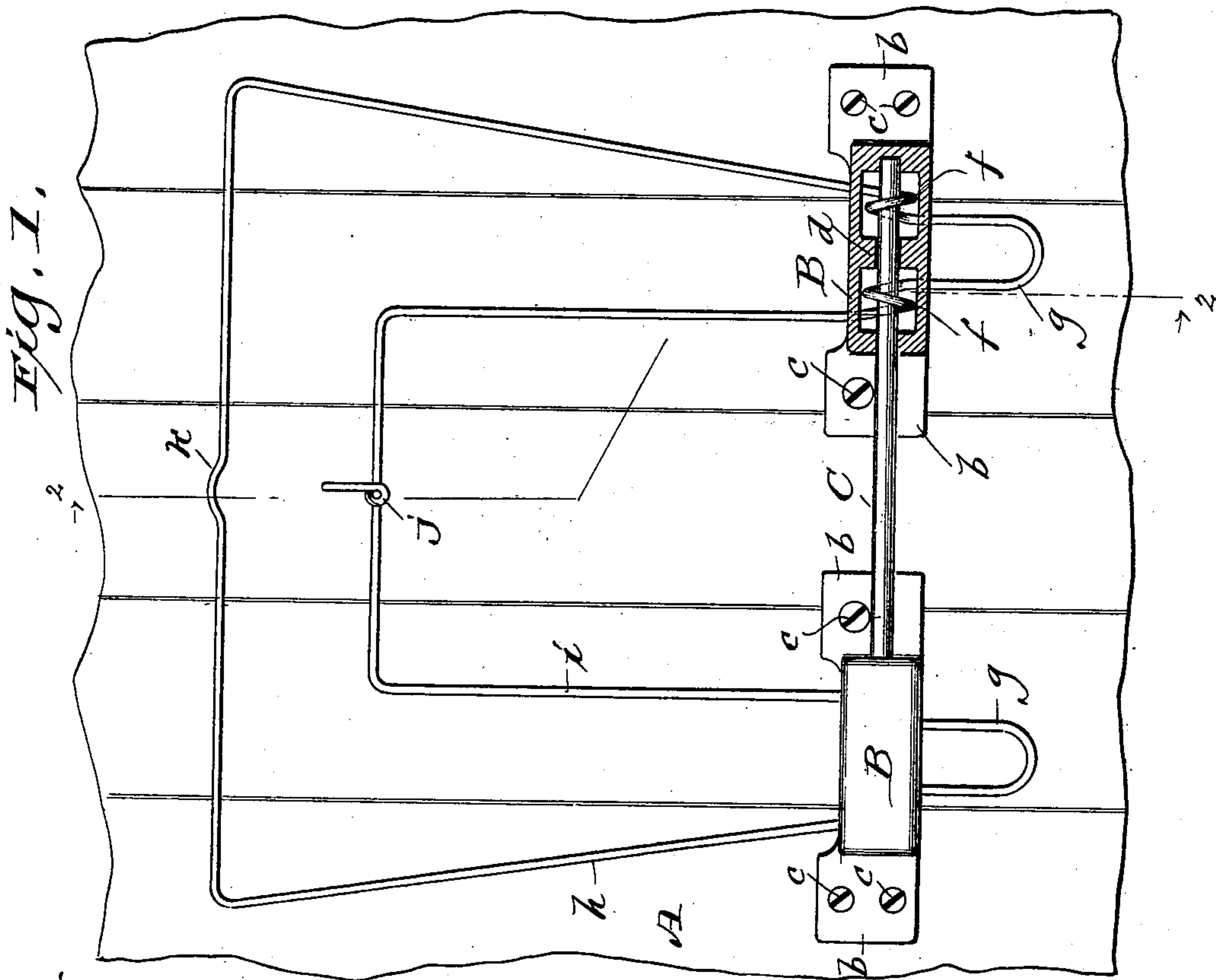
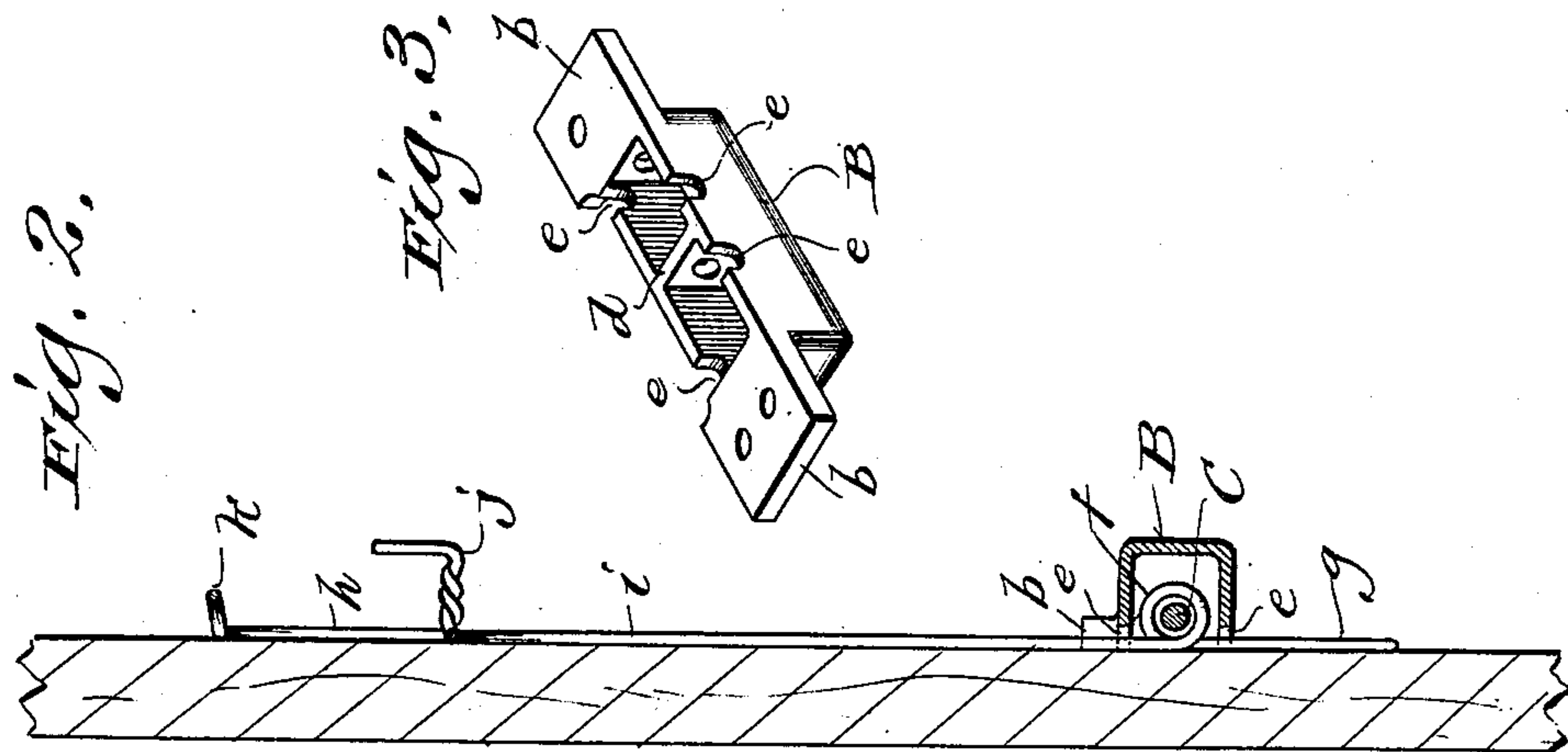
PATENTED OCT. 27, 1903.

F. H. STEWART & G. J. NETH.

CARD CLAMP.

APPLICATION FILED FEB. 9, 1903.

NO MODEL.



Witnesses:
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UNITED STATES PATENT OFFICE.

FREDERICK H. STEWART AND GEORGE J. NETH, OF MILWAUKEE,
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CARD-CLAMP.

SPECIFICATION forming part of Letters Patent No. 742,805, dated October 27, 1903.

Application filed February 9, 1903. Serial No. 142,544. (No model.)

To all whom it may concern:

Be it known that we, FREDERICK H. STEWART and GEORGE J. NETH, citizens of the United States, and residents of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented certain new and useful Improvements in Card-Clamps; and we do hereby declare that the following is a full, clear, and exact description thereof.

Our invention has for its main object to provide freight-cars with simple economical permanent means by which to secure thereon the information-cards that are ordinarily tacked in place, and said invention consists in certain peculiarities of construction and combination of parts constituting a card-clamp such as is hereinafter particularly set forth with reference to the accompanying drawings and subsequently claimed.

Figure 1 of the drawings represents an elevation of a fragment of a freight-car provided with a card-clamp in accordance with our invention, a portion of the clamp being broken away and in section; Fig. 2, a sectional view of the car fragment and card-clamp therewith, this view being indicated by lines 2-2 in the first figure; and Fig. 3, a perspective view of a casting that constitutes part of said clamp.

Referring by letter to the drawings, A indicates a fragment of a freight-car, and B each of a pair of cast-metal housings provided with apertured end ears *b*, these housings being secured in line to the outside of the car by means of screws *c*, that extend through the apertures in said ears. Each housing is also preferably provided with a central transverse partition *d*, by which it is strengthened, and there are recesses *e* in the longitudinal inner edges of said housing, those in one edge being a greater distance apart than those in the other. The inner end and central partition *d* of each housing are provided with apertures engaged by a rod C, and the adjacent extremity of this rod is caught in a recess in the other end of said housing. The rod extends through coils *f* of a spring-wire that engages all the recesses in the inner longitudinal edges of the housings B, this wire being bent to form bows *g* in one direction from said housings and angular yokes *h i* in the opposite direction, these angular yokes being of different

sizes, one within the other. The meeting ends of the spring-wire are shown twisted together and angularly bent to form a handle *j* for the smaller angular yoke, and an outer kink *k* in said wire serves as a handle for the larger angular yoke.

The spring-wire yokes are under tension toward the car, and cards caught between either or both yokes and said car will be securely held in place. It is also practical and within the scope of our invention to make a clamp comprising but one housing, rod or pin, and spring-wire yoke.

By having freight-cars equipped with card-clamps in accordance with our invention the placing and removal of accompanying information-cards can be expeditiously performed, especially in cold weather, it only requiring the pulling back of a spring yoke or yokes, manipulation of a card to put it in or out of the desired position, and a release of said yoke or yokes.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. A card-clamp comprising a housing attachable to a support and provided with a central transverse partition, a rod or pin engaging the ends and partition of the housing, and a spring-wire yoke having pin or rod supported coils inside the housing.

2. A card-clamp comprising a pair of housings attachable in line to a support and each provided with a central transverse partition, a rod or pin engaging the ends and partition of each housing, and a spring-wire bent to form rod or pin engaging coils inside the housings, bows extending in one direction from said housings and yokes of different sizes one within another extending from the aforesaid housing in a direction opposite that of the bows.

In testimony that we claim the foregoing we have hereunto set our hands, at Milwaukee, in the county of Milwaukee and State of Wisconsin, in the presence of two witnesses.

F. H. STEWART.
GEORGE J. NETH.

Witnesses:

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