

No. 745,597.

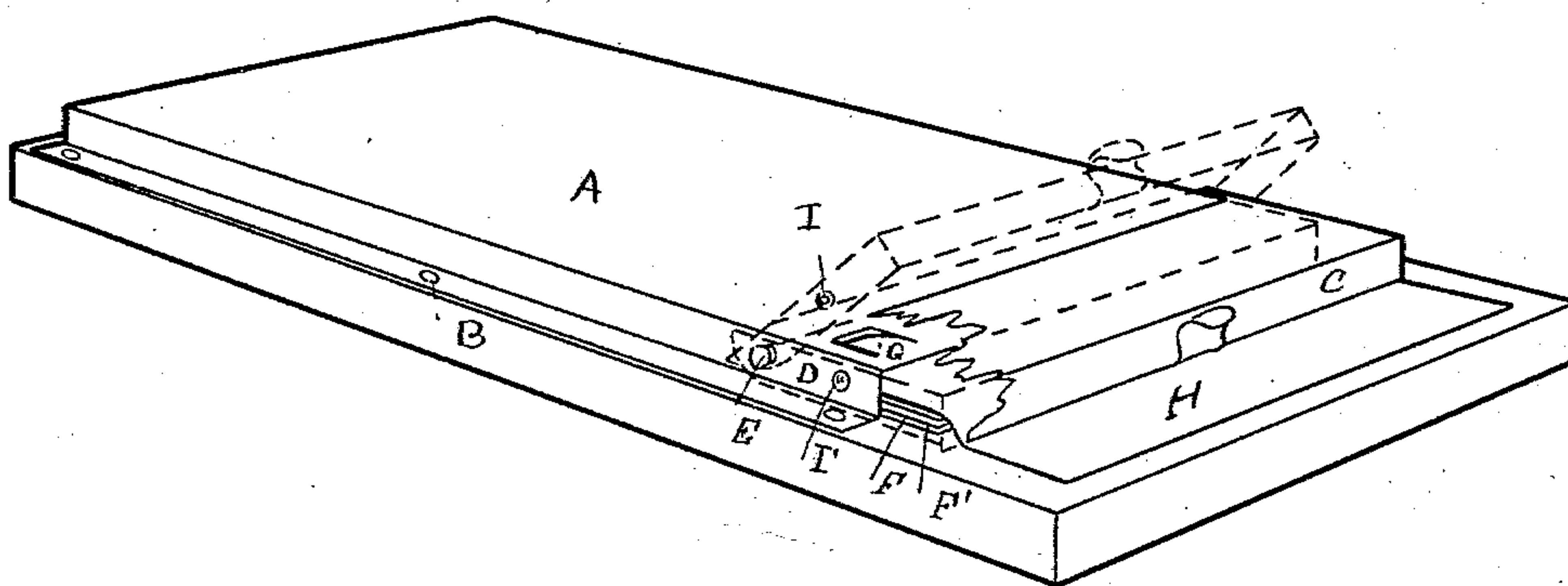
PATENTED DEC. 1, 1903.

A. M. GOODWIN.

RAILWAY REPAIR AND DEFECT CARD HOLDER.

APPLICATION FILED NOV. 26, 1902.

NO MODEL.



Witnesses

Marion Richards.

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UNITED STATES PATENT OFFICE.

ALPHONSO M. GOODWIN, OF SACO, MAINE.

RAILWAY REPAIR AND DEFECT CARD HOLDER.

SPECIFICATION forming part of Letters Patent No. 745,597, dated December 1, 1903.

Application filed November 26, 1902. Serial No. 132,906. (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.

The present invention relates to a card-holder in which one closure is adapted to hold both sets of cards.

In the drawing herewith accompanying and making a part of this application I have illustrated my invention in a single perspective view with parts broken out, showing the construction and operation of the parts.

In said drawing, A represents a case, which may be of any suitable material, as galvanized iron, adapted to be attached to some part of the car, as the sill, by means of screws B or other suitable attaching device. The case is closed at the sides and one end, the other end being open for convenience in inserting and withdrawing the cards. The open end is provided with a closure C, pivotally attached to the case in any convenient manner, as by flanges D, which bestride the case and are pivotally mounted in the walls thereof by means of pivot-pins E. The closure is adapted to extend down over the open end of the case and to close said open end when

thus turned down. The vertical part of the closure extends a short distance beyond the sides of the case, and when the closure is constructed as shown in the drawing the flanges form an extension of the side of the case, so that when the closure is in position it forms practically an extension of the case. The case is made shorter than the length of the shorter cards F designed to be used, so that they will project slightly therefrom, as seen at F'. Of course it will be apparent that the same object can be secured by having the sides extend slightly beyond the top of the case. The top of the case is provided with a downwardly-extended spring G, which tends to press down upon the tops of the cards and to hold them against accidental dislodgment. The short or repair cards are placed in the holder at the bottom and the defect-cards H on top, usually only one or two of the latter being required. The closure is then turned into position and its lower edge engages the top of the projecting edge of the longer card and bends it down in front of the shorter cards, thus firmly holding both the shorter and the longer cards, being held in closed position by projection I on one member entering a corresponding recess I' in the other or in any convenient way.

Any structure of the case and closure which permits the closure to bend the longer card down in front of the shorter one, whereby both sets of cards may be held by a single closure, is within the spirit and scope of my invention. I prefer to have the shorter cards extend slightly beyond the top of the case, but do not intend hereby to limit myself to that construction. The advantage of having the shorter cards project beyond the end of the case is so that in putting them in the repair and defect cards can be readily sorted, the defect-cards being at the top, it only being necessary to place the end of the defect-cards on top of the extended portion of the repair-cards and in front of the case, and thus they are readily guided within the case. Repair-cards would, of course, be placed under the end of the longer or defect card and thus pushed in. It will readily be seen that if the repair-cards did not project beyond the end of the case it would be natural to place the end of the defect-cards upon the base to

which the case is attached and they would then enter the case underneath the repair-cards unless great care was taken.

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

In a railway repair and defect card holder adapted to hold cards of different lengths, some longer and some shorter than the card-holder, a suitable case having one open end
10 and outwardly-extending flanges, a closure pivotally attached to the case and adapted

to swing into position in front of and at some distance beyond the top of the case and means for attaching the case to a suitable base.

In testimony whereof I affix my signature, 15
in presence of two witnesses, this 24th day of November, 1902.

ALPHONSO M. GOODWIN.

In presence of—

ELGIN C. VERRILL,
MARION RICHARDS.