

(No Model.)

W. E. THURBER.  
CARD HOLDER FOR CARS.

No. 418,250.

Patented Dec. 31, 1889.

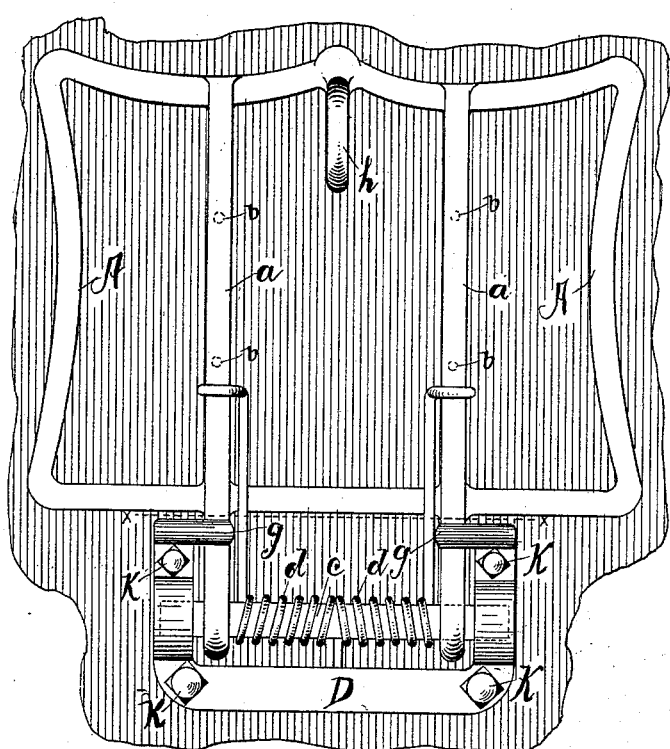


Fig 1

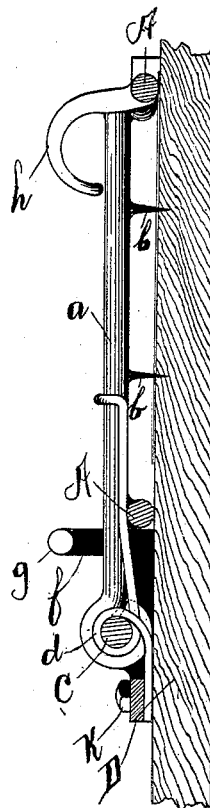


Fig 2

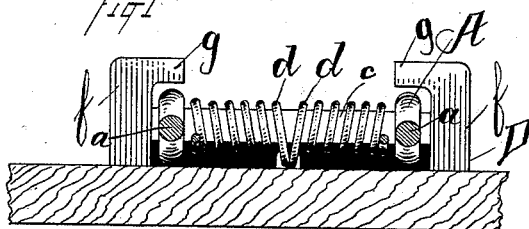


Fig 3

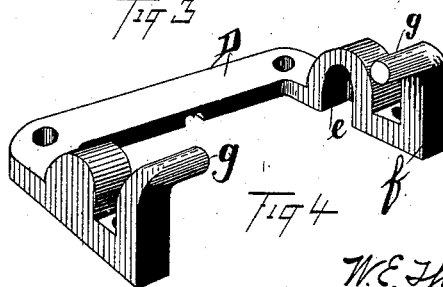


Fig 4

WITNESSES,  
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# UNITED STATES PATENT OFFICE.

WILLIAM E. THURBER, OF CLEVELAND, OHIO.

## CARD-HOLDER FOR CARS.

SPECIFICATION forming part of Letters Patent No. 418,250, dated December 31, 1889.

Application filed August 19, 1889. Serial No. 321,327. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM E. THURBER, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Card-Holders for Cars; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to card-holders for freight, express, and other cars, and is an improvement on the holder patented to me July 30, 1889, No. 408,054. In said patent the frame of the holder is made of wire with diagonal brace-bars and loops for holding the hinge-rods extending across the frame, while said bars themselves were looped to form hinges and stops. In this manufacture out of different parts there necessarily is considerable hand labor, which always is expensive, and the diagonal brace-bars are objectionable, because they materially obscure the printing or reading on the cards. The cards should be as little obscured as possible by the holder, and the holder, to be largely introduced into use, must be manufactured at the least possible expense consistent with efficiency and durability. I have therefore improved my holder in the particulars referred to; and to this end the invention consists in the construction substantially as shown and described, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a plan view of my improved holder. Fig. 2 is a transverse central section thereof. Fig. 3 is a section on line *x x*, Fig. 1. Fig. 4 is a perspective view of the bracket or casting by which the frame is supported.

A represents the frame of the holder, which is substantially rectangular in outline and has two parallel hinge-bars *a*, cast solidly therewith. The face of the frame at all points is on the same plane and designed to lie flat upon the card about its edge, where there is no printing or lettering. The bars *a* extend across the frame and come some distance above the plane of the frame, so as not to make contact with the card, except through the brads or teeth *b*, formed on said bars and

adapted to project through the card into the frame beneath, about as shown in Fig. 2. At their lower extremities the bars *a* project beyond frame A, and are formed with openings for the passage of the spindle *c*. Oppositely-coiled springs *d* are wound upon the spindle *c*, and one end of each spring bears on one of the bars *a* about midway of its length, while the opposite end of the spring is fastened beneath the hinge-bracket D. In this position the springs serve to maintain the frame A firmly in position against the card.

The hinge-bracket D is specially constructed to simplify and cheapen the manufacture of the holder. To this end said bracket is provided with bearings *e* for the ends of the spindle, closed at their ends and top and open at the back or bottom for the introduction of the spindle, and stops *f g* for the card and the frame, respectively—that is, the face or upper portion of said stop serves as a rest for the card and the overhanging projection *g* operates as a stop for the frame. The frame being normally in closed position by reason of pressing-springs *d*, it is drawn back on its pivot by means of finger hook or catch *h* a sufficient distance to release the card or to introduce it, and in order that the said springs may not be strained or broken by opening the frame too far stops are required to limit its movement. These stops *g* therefore are placed to engage the ribs or bars *a* above the pivot-point of the frame and at such elevation with respect to the frame that the necessary movement can be made beneath them. The bracket or base thus constructed is firmly attached to the car by bolts *k* and heavy screws, and thus the frame A is so held that it cannot be released or removed without great effort.

It will be noticed that the holder is constructed of only two parts A and B, both of which are cast, and hence inexpensive in manufacture, and that a very firm and serviceable holder is the result of this simple combination.

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

1. In a card-holder, a supporting-bracket having bearings *e* at its ends above the plane

of the flat face thereof, rests *f* at its upper portion to support the card, and stops *g* above the rests *f* to limit the movement of the holder-frame, in combination with a spindle *c* in said  
5 bearings and a card-holder frame on said spindle having spurs, substantially as described.

2. In a holder for cards on railway-cars, a substantially rectangular frame having a pair of cross-bars cast in the same piece with the  
10 frame and extending beyond the edge of the same and having openings for the pivot-spindle, in combination with the said spindle extending at each end beyond the cross-bars,

a bracket formed in a single piece and provided with bearings *e* for said spindle, closed 15 at their outer sides and ends and open at the back for the introduction of the spindle, and stops to limit the movement of the holder-frame, substantially as set forth.

In testimony whereof I hereunto set my 20 hand this 8th day of August, 1889.

WILLIAM E. THURBER.

Witnesses:

H. T. FISHER,

I. T. COREY.