

May 7, 1935.

O. J. MUSTARD

2,000,896

TAG HOLDER FOR MINE CARS

Filed Jan. 30, 1934

Fig. 1

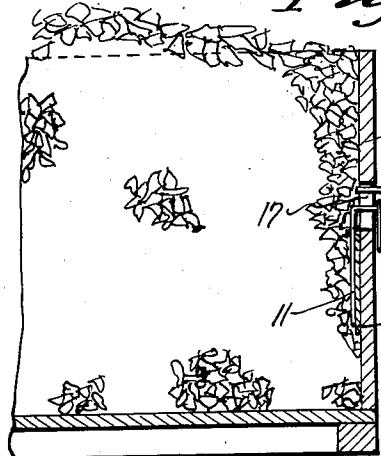


Fig. 2.

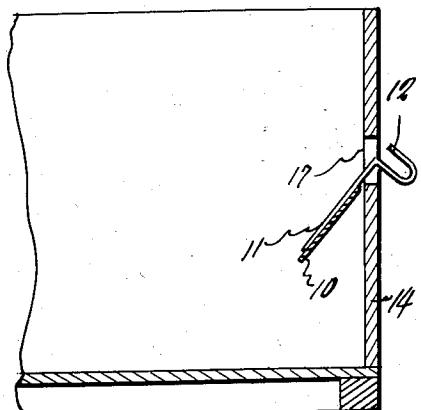


Fig. 5.

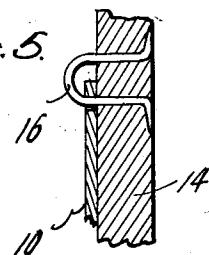


Fig. 3

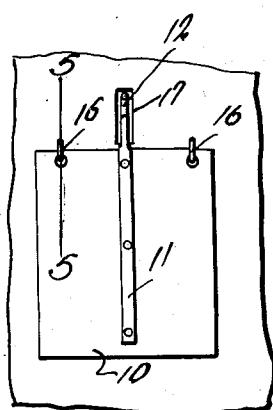
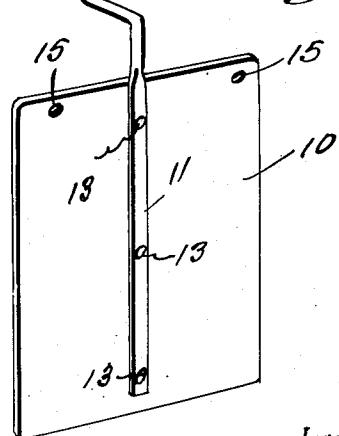
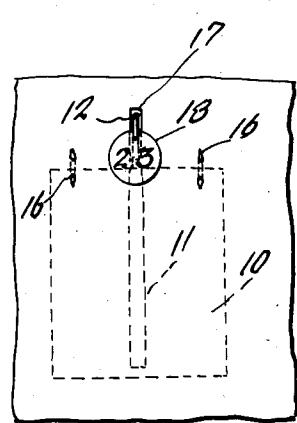


Fig. 6.



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TAG HOLDER FOR MINE CARS

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3 Claims. (Cl. 40—15)

This invention has reference to holders for securing in position on the side of a mine car the numbered tag of the miner as now generally employed for identifying the loader of the car.

5 As is well known, in the present practice these tags are applied to the side of the mine cars as the cars are driven to the weighing scales and the miner whose number appears on the tag is given due credit for the tonnage as indicated on 10 the scale.

At the present time the tag is rather haphazardly attached or secured to the side of the mine car in such a manner that the tag may be easily removed or accidentally become disengaged, 15 often resulting in confusion operating to the detriment not only of the miner but also of the mine operator.

It is an object of the present invention to provide a holder whereby when the tag is secured in 20 position and the car is loaded it will be practically a physical impossibility for anyone to remove the tag or for the tag to become accidentally displaced.

Further, it is an object of the present invention to provide a holder of the character above mentioned which is simply and economically constructed and whereby the contents of the car is utilized for positively securing the holder in such 25 a position as to prevent removal of the tag until the car has been substantially completely unloaded.

The invention together with its objects and advantages will be best understood from a study of the following description taken in connection 30 with the drawing wherein:

Figure 1 is a fragmentary sectional view through a portion of the body of the car showing the application of the invention and with the tag locked in position.

40 Figure 2 is a view similar to Figure 1 with the car empty and the holder in position for application of the tag thereto.

Figure 3 is a fragmentary elevational view viewing the holder from the interior of the car.

45 Figure 4 is a view similar to Figure 3 and viewing the device from the exterior of the car.

Figure 5 is a detail sectional view taken substantially on the line 5—5 of Figure 3 and

50 Figure 6 is a perspective view of the holder per se.

Referring to the drawing by reference numerals it will be seen that the holder comprises a suitably shaped plate 10 of metal or other suitable and durable material and to one side of which 55 is secured at the longitudinal median of the plate

the flat shank 11 of a substantially U-shaped hook 12 formed integral with the shank 11 and bent at substantially right angles to the shank. The shank 11 is secured to the plate 10 by any suitable fastening means 13.

For pivotally securing the plate 12 to the side member 14 of the car interiorly of the car there are provided suitable apertures 15 in the upper edge of the plate 10 and with which are engaged staples 16 driven into the side 14 of the car in 10 a manner suggested in Figure 5 with the pointed ends of the staples offset in a manner shown in said figure to positively secure the staples in position.

The plate 10 is thus pivotally mounted on the 15 side 14 of the car immediately below a slot 17 provided in said side of the car for accommodating the U-shaped hook 12 in the manner clearly suggested in Figures 1 and 2.

In actual practice when the tag 18 is to be applied to the car the plate 10 is swung upwardly to the position shown in Figure 2 for projecting the hook 12 outwardly of the car through the slot 17. The apertured tag 18 is then engaged with the hook 12 and the plate 10 is then free to swing 25 downwardly to a position flatly engaging and paralleling the side 14 of the car so that the open end of the hook 12 is facing inwardly of the car thus securing the tag engaged with the hook 12 against removal only by swinging the 30 plate again to the position shown in Figure 2.

When the tag is applied to the car the car is loaded with the coal as shown in Figure 1 and the weight of the coal against the plate 10 will hold the parts securely in position as shown in Figure 35 1 and against being moved to the position shown in Figure 2 for unauthorized removal of the tag 18.

From the above description it will be seen that I have provided a simple, practical and efficient 40 holder for securing a mine tag in position on the side of a mine car against unauthorized removal while the car is loaded thus insuring that the miner will get full credit for his labor.

Having thus described my invention, what I 45 claim as new is:

1. In combination, a mine car provided with a side having a slot therein and laterally spaced staples anchored in said side of the car at opposite sides of the slot and projecting inwardly of 50 the car from said side, a plate having apertures at one end engaged with the staples for pivotally mounting the plate on the side of the car interiorly of the car, and a hook having a flat elongated shank secured to one side of the plate 55

in line with the slot, and a lateral substantially U-shaped head movable with the plate through said slot.

2. In combination, a mine car having a side wall provided with a slot, a tag holder in the form of a hook including a shank and an integral U-shaped head, said head being arranged to work through said slot, and to normally lie within the slot with the open end of the U-shaped head projecting inwardly of the mine car, and a plate pivoted within the car and attached to said shank.

3. The combination with a containing vessel

having a wall provided with a slot, of a pivoted holder for supporting a tag on the exterior of the vessel, said holder including a U-shaped head and an integral shank, said head being arranged to work through the slot and to normally lie within the slot with the open end of the head projecting inwardly of the vessel, and said shank extending within the interior of the vessel and adapted to hold the head of the holder in tag-locking position by engagement of the shank with the contents of the vessel.

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