

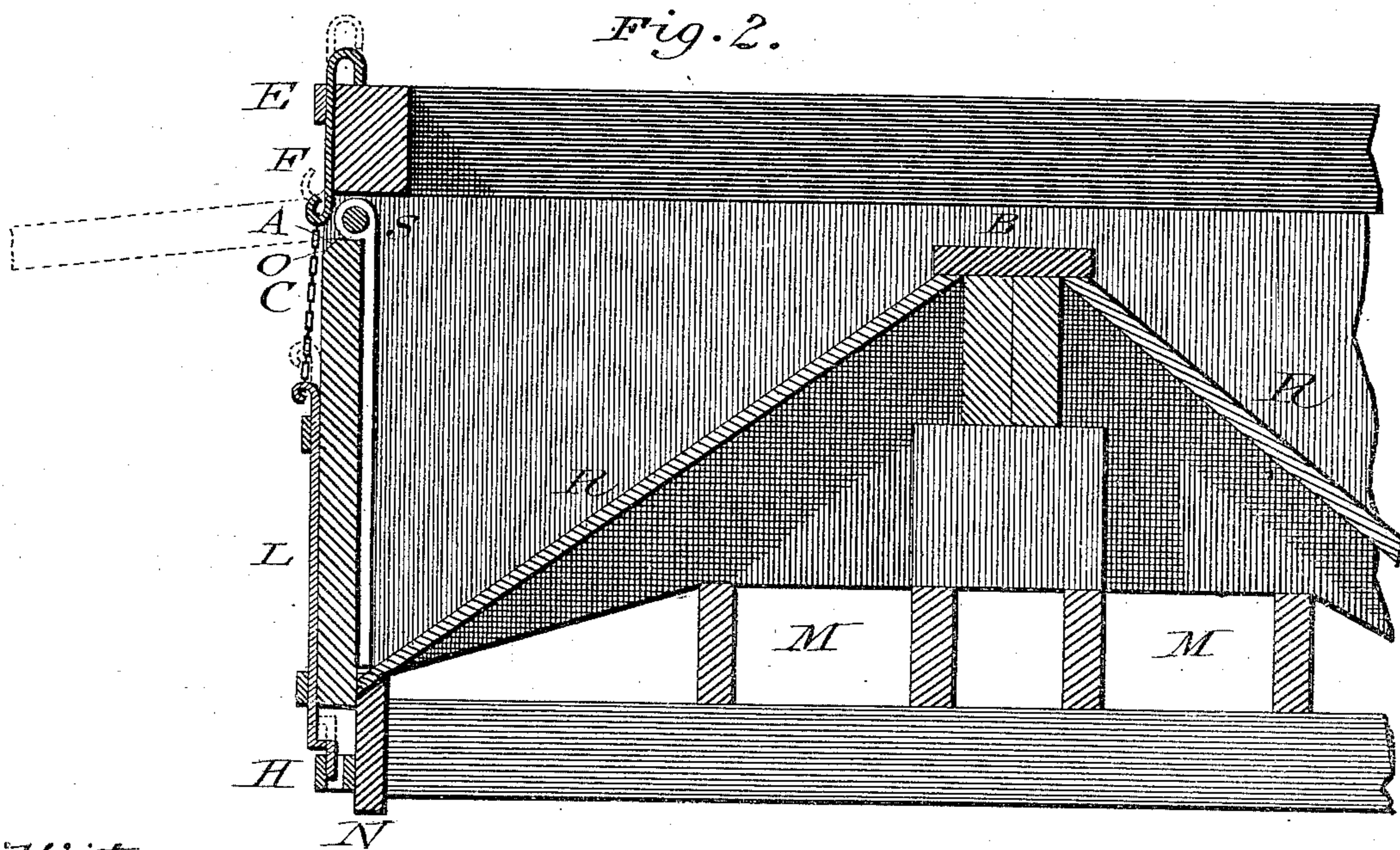
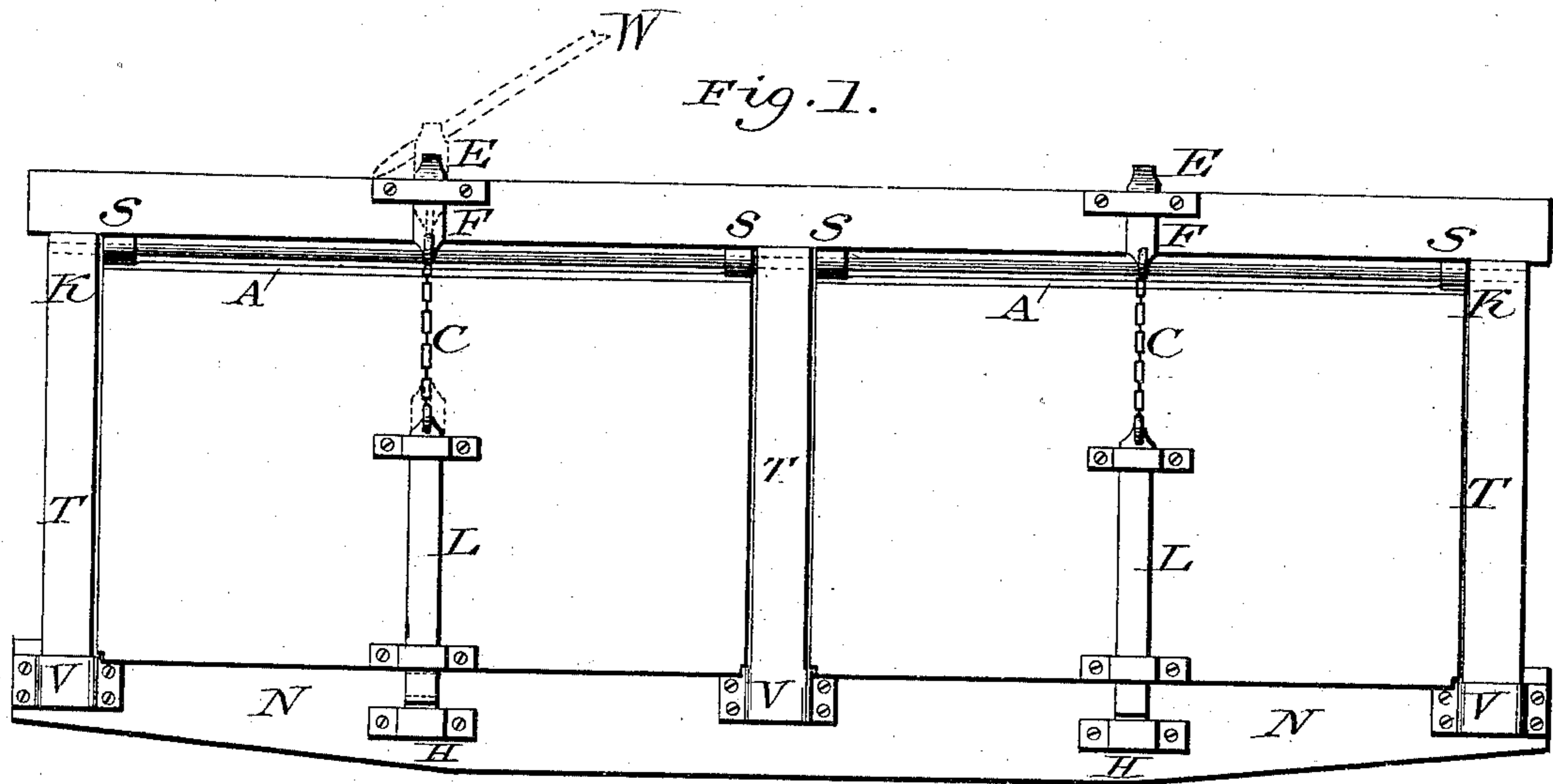
(No Model.)

D. S. DOCKSTADER.

COAL CAR.

No. 314,656.

Patented Mar. 31, 1885.



Witnesses:
A. B. Richmond
Chas. Richmond

Inventor:
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UNITED STATES PATENT OFFICE.

DENNIS SEARLES DOCKSTADER, OF MEADVILLE, PENNSYLVANIA.

COAL-CAR.

SPECIFICATION forming part of Letters Patent No. 314,656, dated March 31, 1885.

Application filed June 6, 1884. (No model.)

To all whom it may concern:

Be it known that I, DENNIS S. DOCKSTADER, a citizen of the United States, residing at the city of Meadville, in the county of Crawford and State of Pennsylvania, have invented a new and useful Coal-Car for Railroads, of which the following is a specification.

The invention will first be described in connection with the drawings and then pointed out in the claims.

Figure 1 of the drawings is a side elevation of my improved car, and Fig. 2 a vertical cross-section.

In the drawings, A represents the side doors, one to each section of the car, and R R oppositely-inclined floors, made highest at the middle, and there provided with an intermediate runway, B. The sections of car are made to correspond to the chute and to carts, wagons, drays, or vehicles employed in hauling coal or other freight, so that the contents of a section may be conveniently chuted into the vehicle.

I cause the floor to protrude over the side sills, which are of course lower than the center sills, so as to admit of a proper slant to the floors.

I hang the doors on strap-hinges S, arranged on one continuous rod, K, and each strap made the entire width of the door, so as to effectually re-enforce the latter against all load strain.

T are stanchions, which I set in clips V on the outside of the side sills, N, so as to add considerably to the usual load space. These stanchions are held and the door-hinges all turn on a rod, K, this pintle or rod being thus

easily withdrawn to allow the removal of the parts secured.

L represents the door bolts or fasteners, which are made to slide into clips H, and are held by chains C, attached to hooks F. The latter are arranged to slide up and down in the clips E. These clips E are constructed so as to be raised by a spike, W, as shown in dotted lines in Fig. 1 of the drawings. In this way the bolts may be lifted and the doors allowed to open.

The doors A are beveled at O, as shown in Fig. 2 of the drawings, so that they may strike the lower end of hooks F, so as to cause them to rise out of the way of the door when open.

M is the framing which supports the inclined floors, and is preferably made as shown in Fig. 2 of the drawings.

Having thus described all that is necessary to a full understanding of my invention, what I claim as new, and desire to protect by Letters Patent, is—

1. The combination, with freight-car doors, of fastening-bolts L, working in clips H, suitable chains, C, and hooks F, arranged to slide up and down in clips E, whereby a handspike may be used and the doors allowed to open, as described.

2. The combination of car-doors beveled at O and the pendent hooks F, the latter connected with bolts L by chains, as and for the purpose specified.

DENNIS SEARLES DOCKSTADER.

Witnesses:

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