

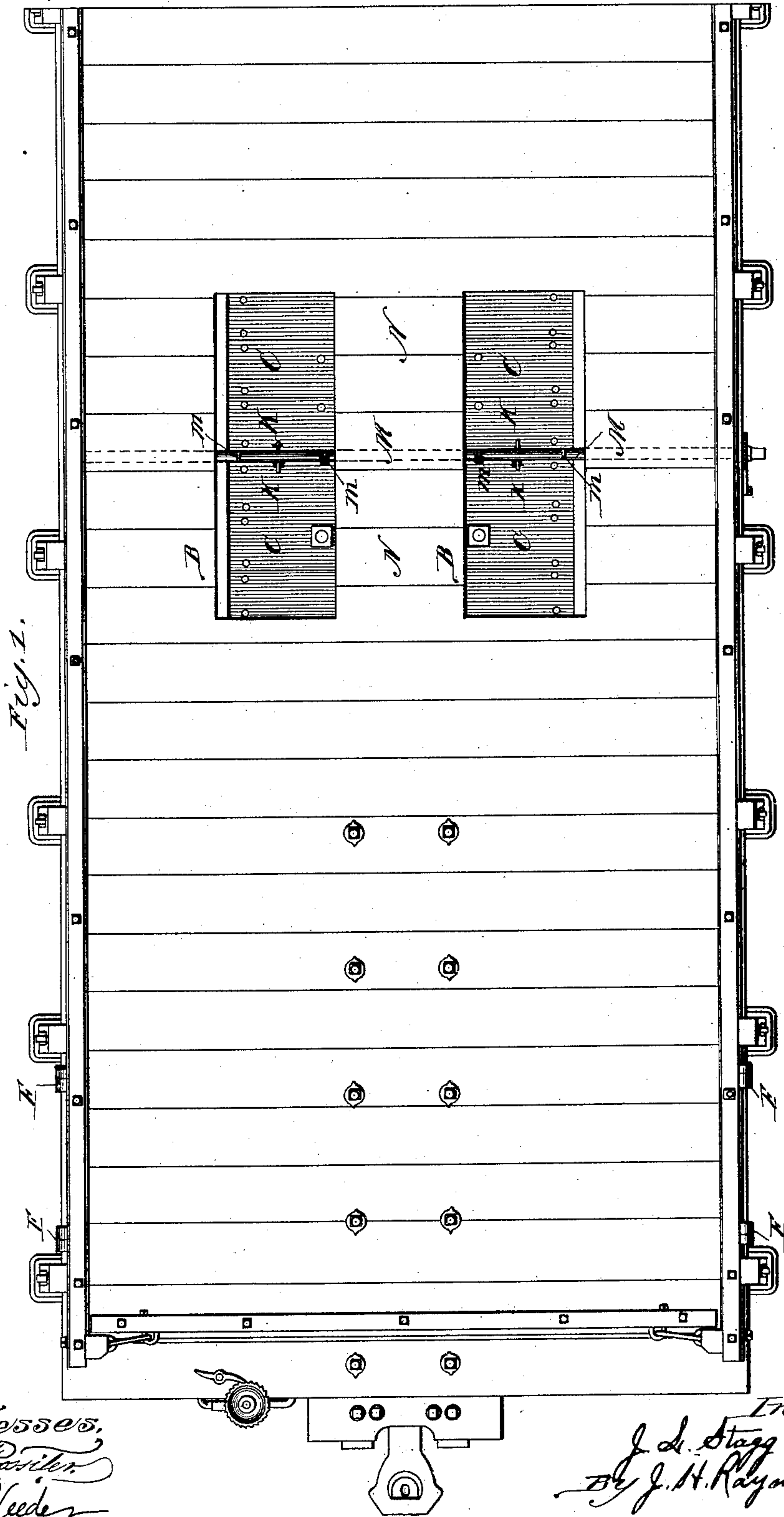
(No Model.)

2 Sheets—Sheet 1.

J. L. STAGG.  
GONDOLA CAR.

No. 375,780.

Patented Jan. 3, 1888.



Witnesses,  
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*J. I. Veeder*

Inventor  
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By *J. H. Raymond*  
Atty.

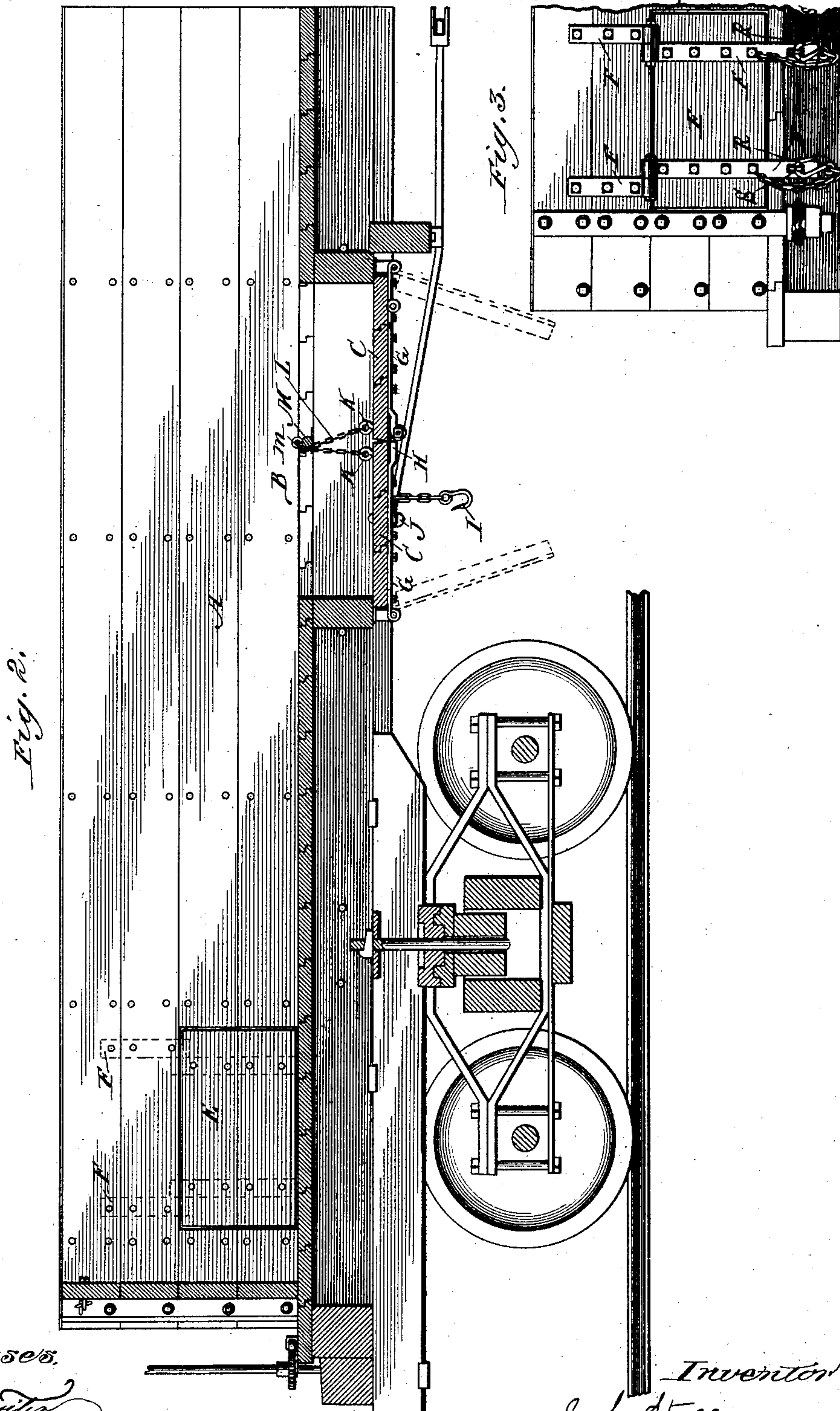
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# UNITED STATES PATENT OFFICE.

JOHN L. STAGG, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE UNITED STATES  
ROLLING STOCK COMPANY.

## GONDOLA-CAR.

SPECIFICATION forming part of Letters Patent No. 375,780, dated January 3, 1888.

Application filed September 1, 1887. Serial No. 248,442. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN L. STAGG, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Gondola-Cars, of which the following is a specification.

The object of my invention is to provide a gondola-car which may be easily and speedily unloaded.

10 My invention consists in the parts and combinations hereinafter described and claimed.

In the drawings, Figure 1 is a plan view, and Fig. 2 a longitudinal section, of one-half of a car embodying my invention, the half not shown being a duplicate of that shown. Fig. 3 shows the side door, E, of Fig. 2 from the outside.

The car itself is of the ordinary gondola type, and has the advantage over the hopper-bottomed cars of being available for loading with 20 lumber and miscellaneous freight, as well as with coal and ore, while by my improved arrangement of a drop-bottom and side doors it may be more quickly unloaded than the ordinary gondola-car, and practically with almost 25 the ease and speed of the hopper-bottom car. The gondola has heretofore been provided with openings in the bottom; but there is a considerable space over the trucks which is distant 30 from these openings. To shorten the distance that the material in this space must be moved is a purpose of my invention.

I provide at the openings B B in the bottom of the car a pair of hinged trap-doors, C C, 35 which extend crosswise of the car, so as to cover both openings B B. The middle timbers are covered over at N N, as they are thereby better protected from wear, and the two openings B are ample. The covering N 40 N may be omitted, however, the floor-timbers being protected in that case by metal plates on their upper edges.

The doors C C swing on the hinges G G, and are operated in the usual manner by the rod M and chains L, fastened to the eyebolts 45 K K. As a precaution against accident from the breakage of the chains L L, a hasp H, is bolted to one door C and secured to the other door by a staple, J, and hook I. The eye of the staple J is elongated transversely, so as to 50 allow the insertion of the point of a bar beside the hook, by which the pressure of the door may be relieved when it is desired to withdraw the hook.

In addition to the doors in the bottom of the 55 car, I provide an outwardly-opening door near each end of each side, as shown in Figs. 2 and 3, and designated by the letter E. Said door E is hung upon strap-hinges F F, and is secured by a hook and staple, R S. The staple 60 is provided with an elongated eye for the same purpose as is staple J.

By means of the double set of openings in the bottom of the car and the four in the sides the ore or coal in the car may be unloaded without 65 moving any part more than a short distance, the central part of the load being dropped through the openings in the bottom and the end portions through the side openings.

I claim—

1. The gondola-car having a double set of 70 openings in the bottom and having sides provided with openings near each end, substantially as described.

2. In a car-door fastening, the combination, 75 with the hasp H and hook I, of the staple J, having an elongated eye, as and for the purpose set forth.

JOHN L. STAGG.

Witnesses:

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