

J. G. STOLLER.  
FREIGHT RAILWAY CAR.  
APPLICATION FILED JUNE 4, 1909.

934,578.

Patented Sept. 21, 1909

2 SHEETS—SHEET 1.

Fig. 1.

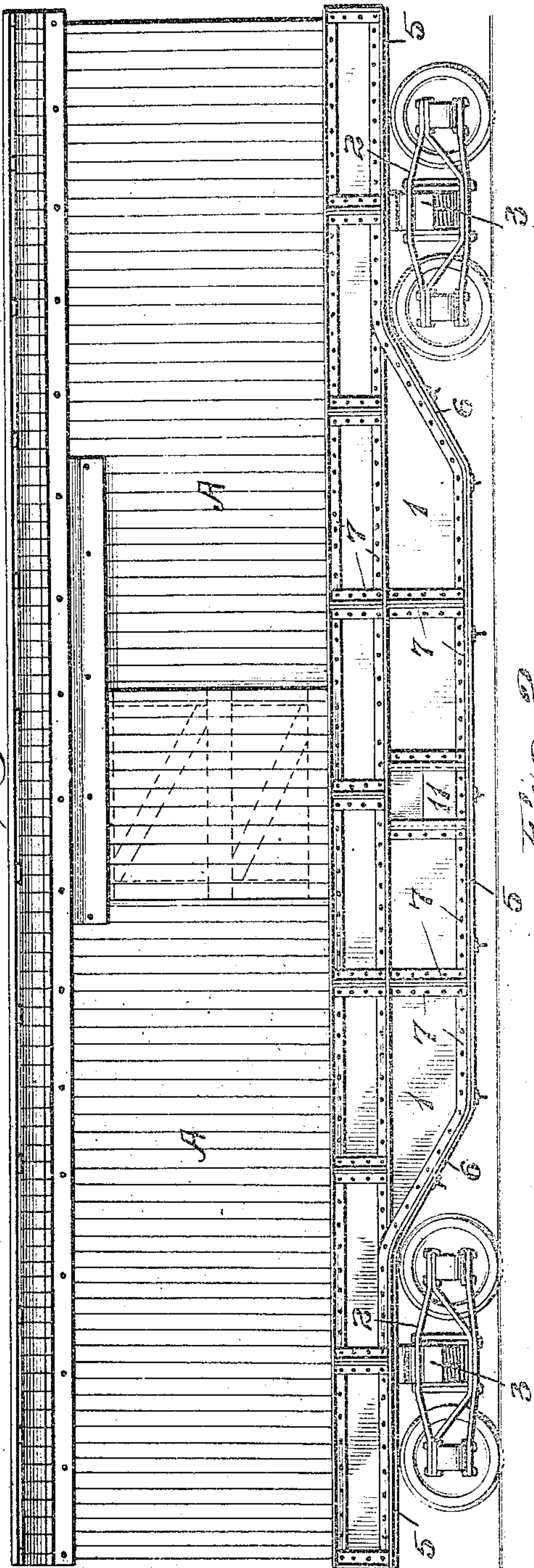
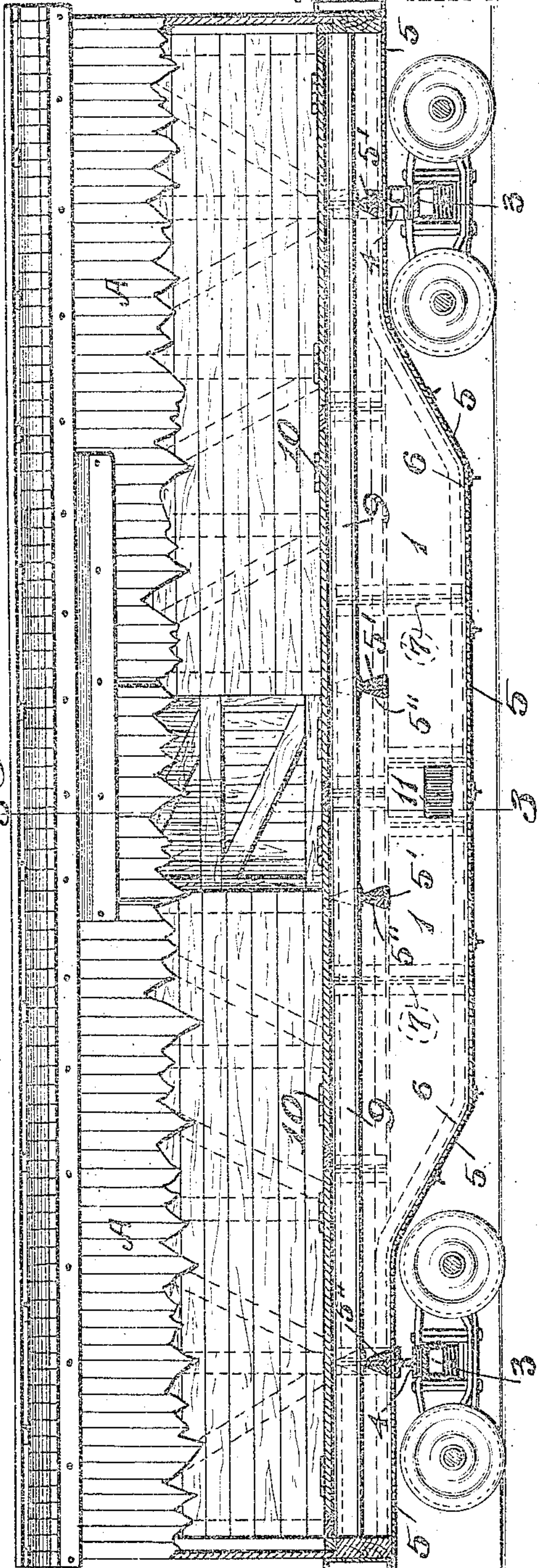


Fig. 2.



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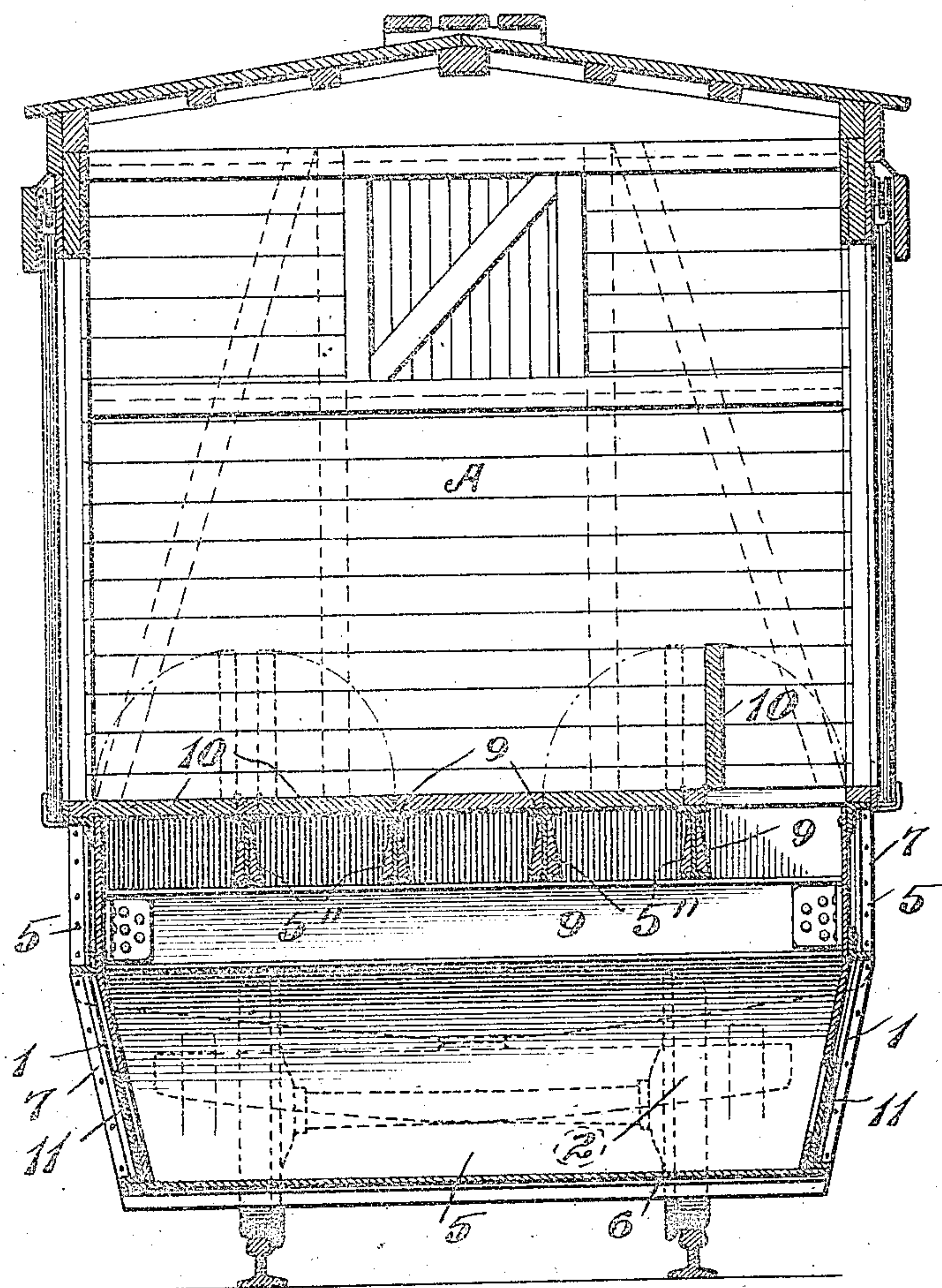


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*Fig. 3.*



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# UNITED STATES PATENT OFFICE.

JOHN G. STOLLER, OF ST. LOUIS, MISSOURI.

FREIGHT RAILWAY-CAR.

934,578.

Specification of Letters Patent. Patented Sept. 21, 1909.

Application filed June 4, 1909. Serial No. 500,211

*To all whom it may concern:*

Be it known that I, JOHN G. STOLLER, resident of the city of St. Louis and State of Missouri, have invented a new and useful  
5 Improvement in Railway Freight-Cars, of which the following is a specification.

My invention relates to that class of cars which are especially designed for the carriage of grain; and the objects of my improvement are, first, to provide greater storage capacity in substantially the same area now occupied by similar cars; second, to guard against leakage of grain from the car in course of transportation; third, provide a car that  
15 is susceptible of being changed within itself from a greater bulk carrying grain car, to substantially that of an ordinary freight box car; and, fourth, provide means for sustaining the car-load below the periphery of the  
20 wheels. I attain these objects by the mode of construction illustrated in the accompanying drawings, in which,—

Figure I is a perspective side elevation of my improved car, Fig. II a similar view  
25 showing the side of the car broken away and disclosing its internal construction, and Fig. III an end view in cross section thereof on line 3. 3. Fig. II.

Similar letters and figures are used to designate similar parts throughout the several views.

In the drawings A. represents the body of my improved car; 1, the depending part occupying the space below the point commonly  
35 occupied by the platform; 2, the trucks; 3, the truck bolster; 4, the body bolster with king-bolt connections of the car body to the trucks; the depending part 1 of this car consists in a steel girder frame 5, the base pieces  
40 6. 6. whereof are extended horizontally from both ends toward the middle of the car, until, clearing the wheels, they are deflected at an angle to a point below the wheel center, thence horizontally to constitute the supports of the lower main bottom of the car;  
45 7. 7. are stiffening angles to web of girder frame, which retain the sides, take up shear, and prevent the buckling of the girder frame under compression and stress; the sides and  
50 ends of the car rest on the base parts thus provided and extend upwardly, and may be

composed of sheet metal throughout including the top, which is the preferred means, or with the usual skeleton frame of wood or metal; it may also consist of wood sides and  
55 ends from the line of the upper floor part upward; 5'. 5. are supports to the girder frame and running transversely to the car length from the floor supports when the car is used for ordinary freight; to avoid lodging of grain longitudinal wooden strips 5".  
60 5". are set on the step of the I bars 5'; similar pieces 9. 9. rest likewise on the frame girder 5, and lengthwise thereof, to which are hinged the secondary floor sections 10. 10. whereby  
65 the latter are raised and thus the grain is allowed to go to the lower bottom and, when used as an ordinary freight car by closing down the said floor sections an even floor above the lower bottom is afforded, thus giving facilities for a specific grain carrying car, tight  
70 and of large capacity, and an ordinary car for return freight; 11, is a chute for emptying the grain.

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

1. In combination with the trucks and wheels of a freight and grain car a series of inwardly and downwardly inclined supports  
80 connected to the girder frame; angle connections joining the bracing of the deflected car bottom on each side of the car girder, with longitudinally extending I bars on top of the girder carrying floor sections; floor  
85 sections hinged thereto and susceptible of being raised so as to allow of free egress of grain through the same to the lower bottom of the car, all substantially as shown and described and for the purposes set forth. 90

2. The combination in a grain and freight railway car, of an adjustable floor hinged to the base frame or girder of the car and susceptible of being opened so as to allow of the use of a lower bottom to the car all substantially as shown and described, and for the purposes specified.

JOHN G. STOLLER.

Witnesses:

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HENRY W. VORDENFELD.