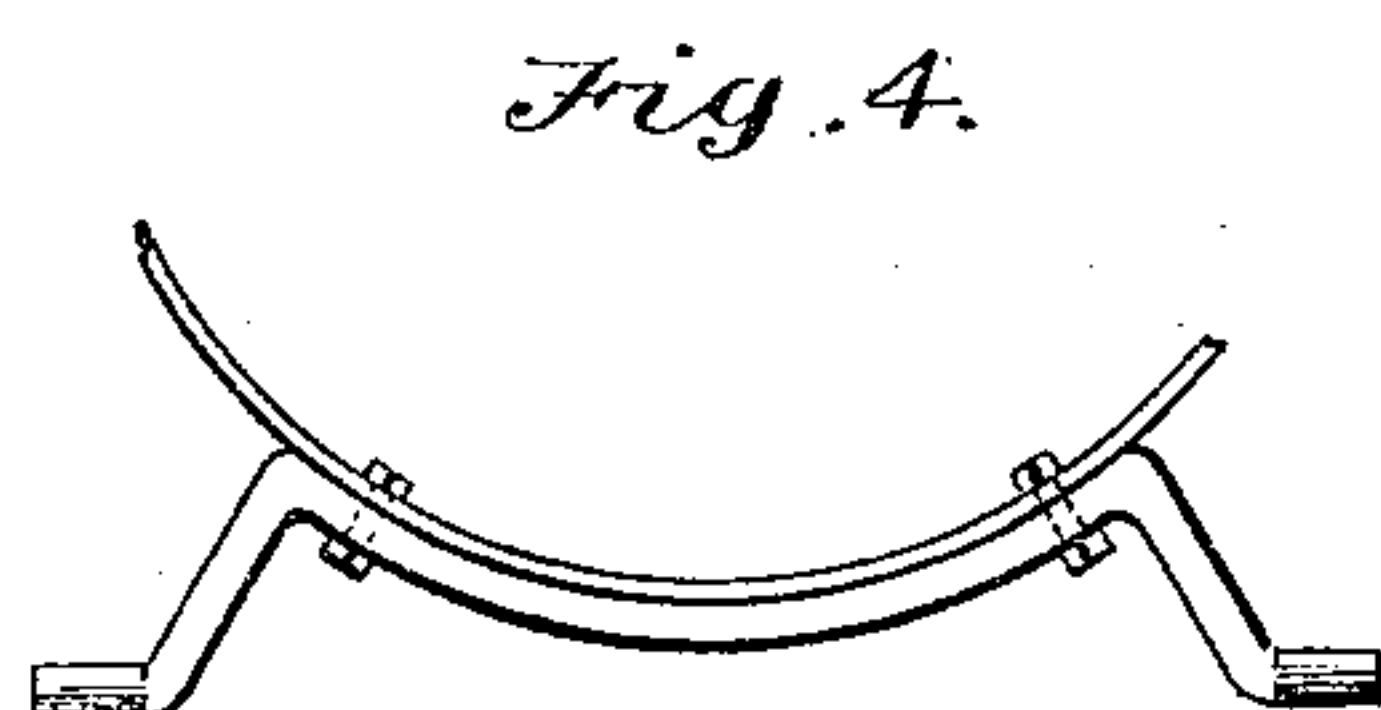
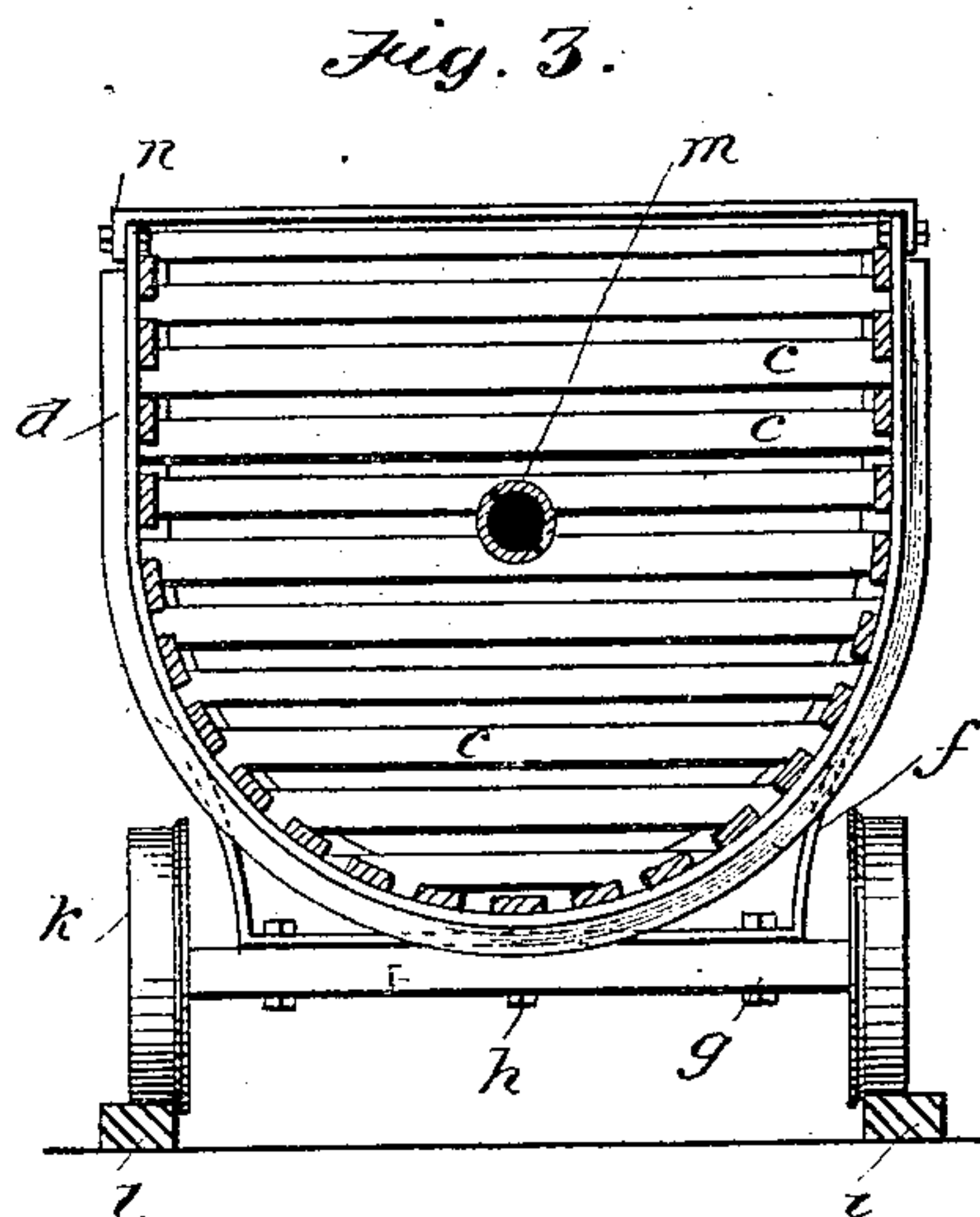
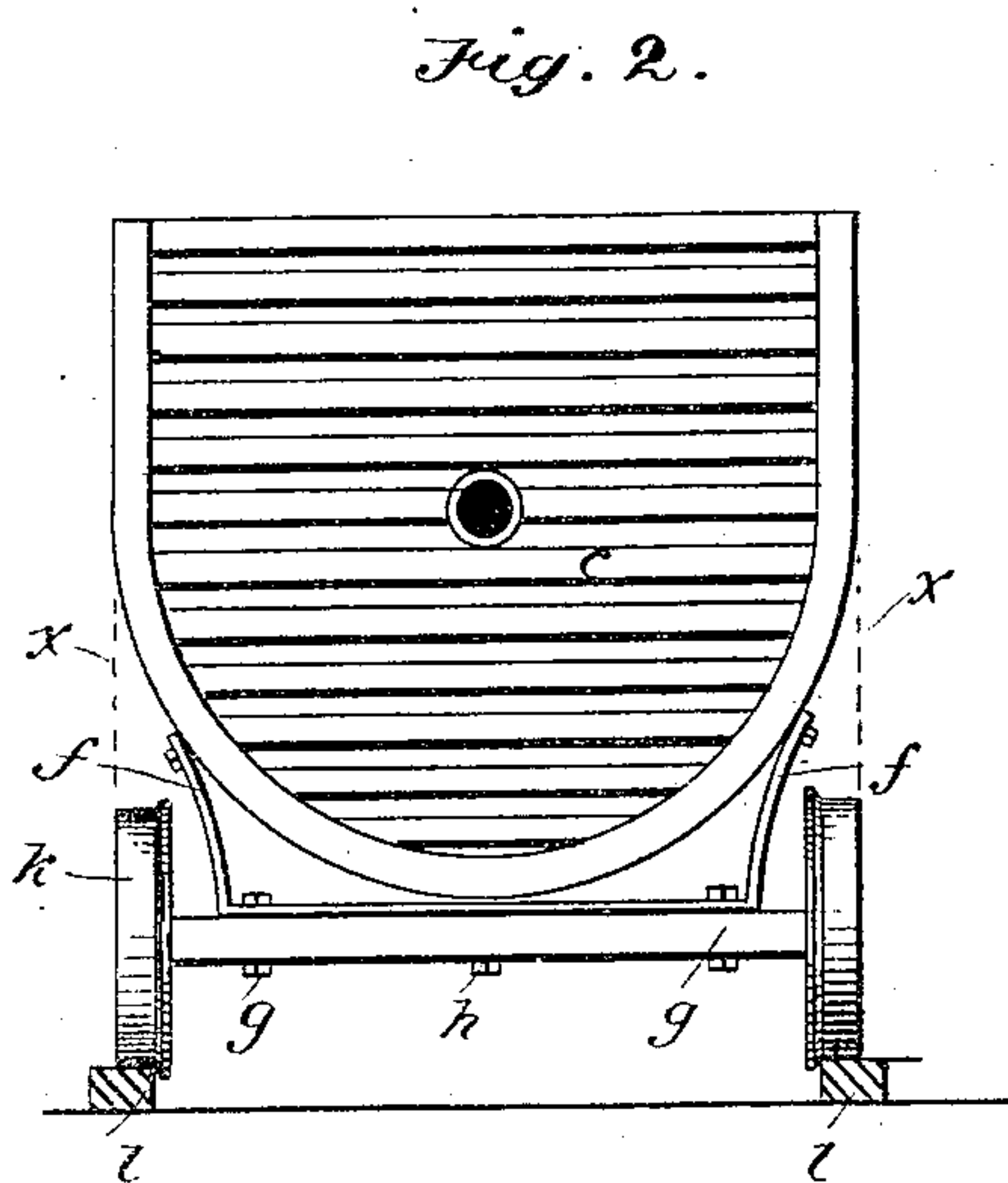
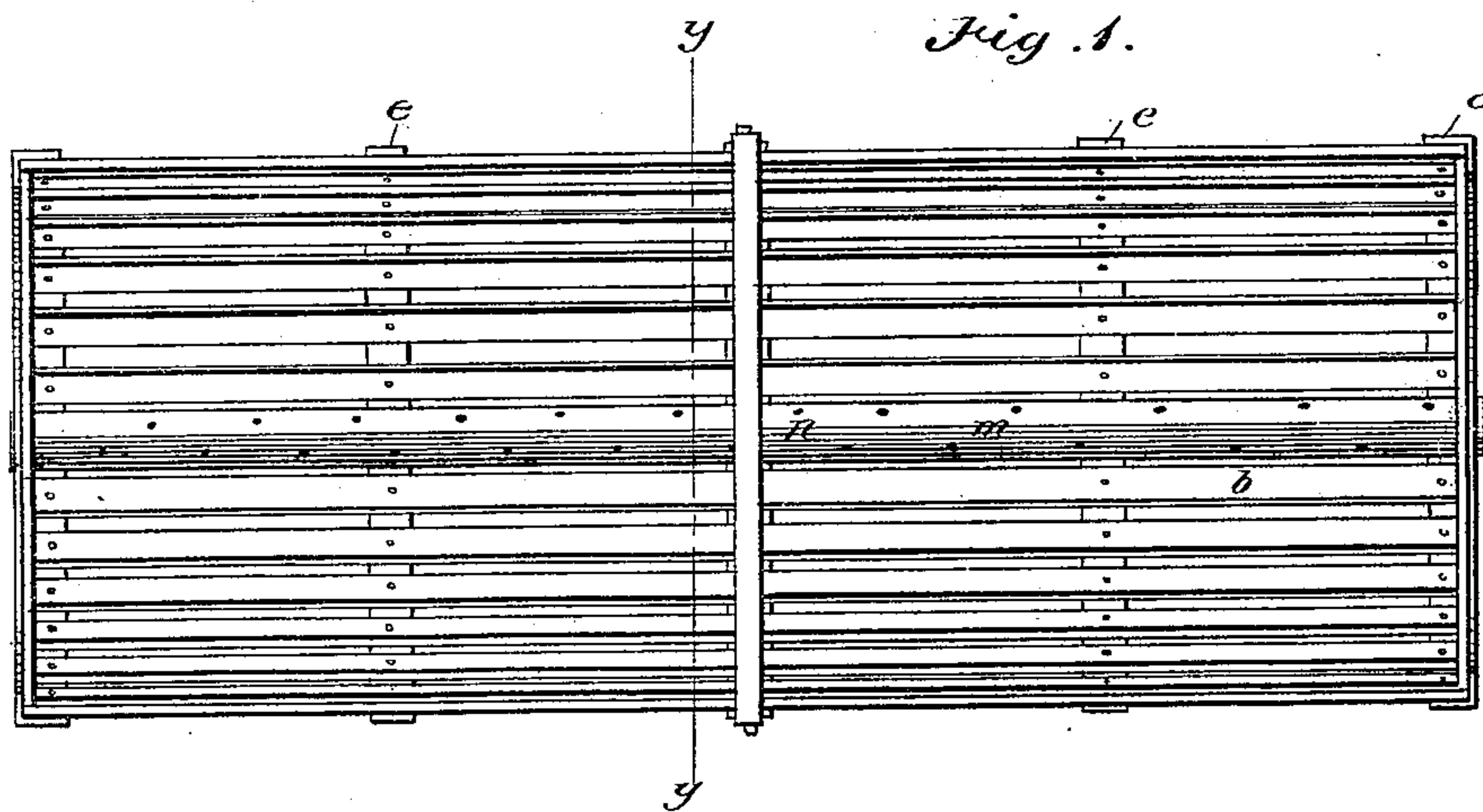


(No Model.)

E. H. FRAZIER.
Oyster Car.

No. 238,378.

Patented March 1, 1881.



Attest,
W. H. Knight
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Inventor,
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UNITED STATES PATENT OFFICE.

EDWARD H. FRAZIER, OF BALTIMORE, MARYLAND.

OYSTER-CAR.

SPECIFICATION forming part of Letters Patent No. 238,378, dated March 1, 1881.

Application filed January 8, 1881. (No model.)

To all whom it may concern:

Be it known that I, EDWARD H. FRAZIER, of Baltimore, in the county of Baltimore and State of Maryland, have invented a new and useful Improvement in Oyster-Cars; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention relates to oyster-cars for holding oysters in the shell when they are to be subjected to the process of steaming.

The object of the invention is to produce a car which will contain a larger quantity of oysters within given limits of breadth and depth than those now in use, and at the same time will expose them more uniformly to the action of the steam within the steam-box, into which the cars are run.

It consists of certain details of construction hereinafter fully set forth, and specifically indicated in the claims.

In the drawings, Figure 1 represents a plan view; Fig. 2, an end view; and Fig. 3, a section on the line *y y* of Fig. 1. Fig. 4 shows a modification of the axle.

Heretofore cars of this class have been made rectangular in cross-section, and have been supported upon wheels, which in that form must come outside of the line of the side of the car, and as the cars are run into a square steam-box considerable space is lost, the same being occupied by the wheels, which are between the side of the box and the vertical plane of the outside of the car. It has also been proposed to make such cars with rounded bottoms, and it is well-known that cars for other purposes have been made of such shape. An oyster-car with a rounded bottom is shown in the Patent of Wells, December 7, 1880, No. 235,189, but made with closed sides and bottom, and without any special arrangement of the wheels and axles for economy of space.

The cars are made commonly of slats and ribs, so as to be exposed to the action of the steam within the box, and where the cars are rectangular the oysters in the corners are more exposed to the steam than those in the other parts, and the heat is more irregularly applied.

In order to more uniformly expose the oysters to the action of the heat, and at the same time to economize space, I make the cars with round or semi-cylindrical bottoms, as shown.

In building the cars I use at each end a

rib of angle-iron, bent in the form shown in Fig. 2. To one flange of each of these irons *a*, I rivet the longitudinal slats *b*, said slats extending from end to end of the car and forming the sides and bottom thereof. Across the ends I rivet other slats, *c c*, bolting them to the vertical flange of the angle-irons. These angle-irons therefore strengthen the body of the car, and at the same time afford very convenient means for the attachment of the slats. At the middle of the car, to give increased support, I place a corresponding rib, *d*, of T-iron, riveting the slats to it in the same manner. At the proper point between the middle and the ends I place ribs made of plain flat bars of iron *e e*, to which the axles are attached.

The axle shown in Figs. 2 and 3 is straight, and to support the car thereon I have provided a brace, *f f*, composed of a single piece of metal bar with upturned ends, which ends are riveted to the ribs *e*. The axle is bolted to these bars at *g g*, and to the bars and car-bottom at *h*. This construction leaves a space for the wheels *k k* within the lines *x x*, which are dropped from the side of the car, so that the side of the car comes out close to the inner surface of the wall of the steam-box, thus economizing space, and at the same time permitting me to use a wider tread of wheel than has heretofore been afforded. The wheels *k* are about nine inches in diameter, and have a two-inch tread, and run on a plain track, *l*. Instead of the form of axle shown, I may use that shown in Fig. 4, it being bent to suit the form of the car. The construction, however, is more expensive than that described above.

In order to increase still further the uniformity of application of the steam to the contents of the car, I have run a steam-pipe, *m*, longitudinally through the center. This pipe is open at the ends and perforated throughout its length, to permit the ready escape of the steam among the oysters. The slats are near enough together to hold oysters and prevent them from dropping through while they are exposed to the action of the steam throughout the entire mass of the shells. The angle-iron and the T-iron which I use give sufficient strength against the weight of the oysters and their shells, and prevent spreading; but I may also use the ordinary brace *n* across the center.

My cars can be more cheaply made than

those heretofore used, are of greater capacity for the same size of steam-box, and have been found to operate better in the steaming of oysters. It will be understood that they are
5 run into the box in the ordinary way.

I am aware that cars with rounded bottoms supported upon wheels have been heretofore known, and I do not broadly claim such car, but limit myself to a car for steaming oysters
10 of this shape and formed with open sides and bottom, whereby the car is adapted, in connection with the wheels, to obtain greater economy of space, and at the same time expose the oysters more uniformly to the action of the
15 steam.

I am also aware that perforated steam-pipes have been commonly used for various purposes, and that steam-pipes are shown in the patent of Wells, above mentioned, to introduce steam
20 into the closed car, and I do not broadly claim a steam-pipe, my invention being limited to the centrally-arranged steam-pipe with perforations throughout its length, in combination with the rounded car, whereby a more uniform
25 distribution of the steam is effected, and consequently a more uniform action of the steam upon the oysters is obtained, the steam from the pipe acting from the center outwardly, while the steam from the outside is acting to-
30 ward the center through the openings between the bars.

Having thus described my invention, what I claim is—

1. A car for steaming oysters, of the shape shown, consisting of the end angle-irons bent
35 in a circular form at the bottom, in combination with the longitudinal slats riveted to the side flange, and the end slats riveted to the vertical flange, and with the braced axle and wheel, substantially as shown and described. 40

2. The combination of the flat bars *e e*, the brace *f f*, the axle *g*, and wheels *k*, with the described car, having a semi-cylindrical bottom, substantially as described.

3. The combination, with the car, having a
45 rounded bottom and openings in the sides and bottom for the admission of the steam, of a central perforated steam-pipe, *m*, as set forth.

4. A car for steaming oysters, having a rounded bottom made open for the admission
50 of the steam on all sides, in combination with the bent axle and wheels, whereby both uniformity in steaming and economy of space are gained, substantially as described.

In testimony whereof I have signed my name
55 to this specification in the presence of two subscribing witnesses.

EDWARD H. FRAZIER.

Witnesses:

L. W. SEELY,
F. L. MIDDLETON.