

No. 667,203.

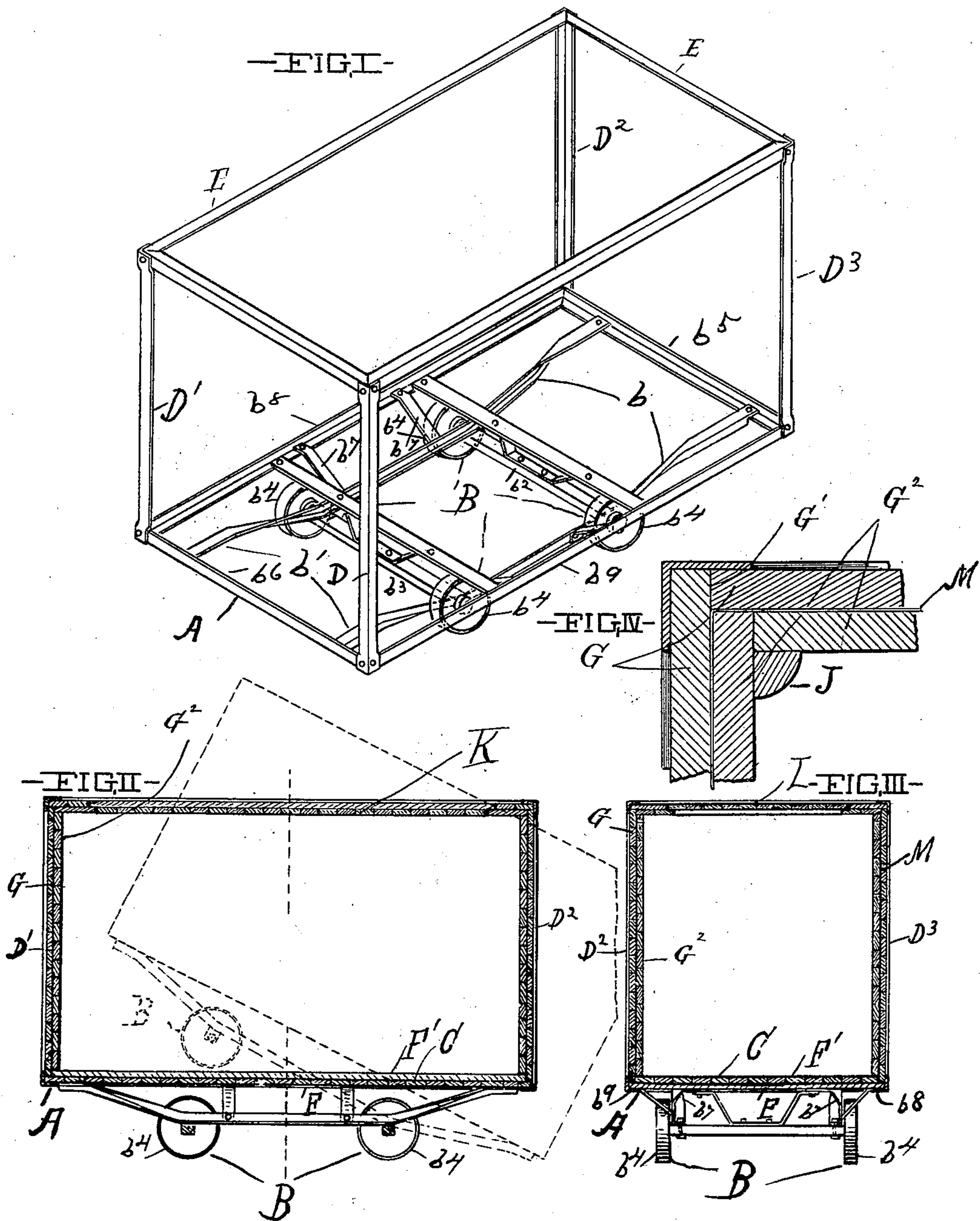
Patented Feb. 5, 1901.

E. R. EDSON.

FISH CAR.

(Application filed June 16, 1899.)

(No Model.)



WITNESSES:

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EUGENE R. EDSON, OF CLEVELAND, OHIO, ASSIGNOR TO THE BUCKEYE FISH COMPANY, OF SAME PLACE.

FISH-CAR.

SPECIFICATION forming part of Letters Patent No. 667,203, dated February 5, 1901.

Application filed June 16, 1899. Serial No. 720,874. (No model.)

To all whom it may concern:

Be it known that I, EUGENE R. EDSON, of Cleveland, county of Cuyahoga, and State of Ohio, have invented certain new and useful
5 Improvements in Fish-Cars; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use the same.

10 My invention relates to fish-cars such as are employed for conveying fish from place to place.

My invention consists in the peculiar construction of the car whereby the same may
15 be constructed economically and at the same time be strong and stand the strain which is incidental to the use to which the car is put, all of which will be hereinafter fully set forth and claimed.

20 In the drawings, Figure I is an isometric perspective view illustrating the framework of my car and the arrangement of the trucks. Fig. II illustrates in longitudinal vertical section my method of arranging the body of the
25 car within the frame, also illustrating in dotted lines the balancing of the body of the car upon its trucks. Fig. III is a transverse vertical sectional view taken through line III-III, Fig. II. Fig. IV is a sectional view illustrating the arrangement of the ends or joints of the body portion at the corners, whereby the joints are broken and the body strengthened and held in place. This figure also
30 illustrates the vertical corner-cleat, which is used for the purpose of keeping in place the inner layer of the body of the car.

In the drawings, A represents the bottom or floor-supporting frame of the car, which is formed of angle-iron. The frame A is supported on "truck" B by means of brace-bars b
40 and b' , which are secured to the axles b^2 b^3 of the "truck-wheels" b^4 . The bars b b' are secured at their respective ends to the end bars b^5 b^6 of frame A in such a manner that the truck B will be centrally located in relation to said frame, thus allowing the car to be tilted, as illustrated by dotted lines in Fig. II. Side braces b^7 are also employed, which
45 connect the truck-frame A to the side bars b^8

b^9 of said frame A, thus bracing the said frame 50 A to the truck B.

The bottom or floor-supporting frame A, as hereinbefore stated, is composed of angle-iron, and its horizontal flanges act to support the floor C of the car and also to embrace the
55 ends and sides of the said floor C.

D, D', D², and D³ represent, respectively, the upright members of the car-frame and are formed of angle-iron and are secured in any suitable manner to the floor-frame A. 60

E represents the upper or top frame, which is secured to the upper ends of upright members D, D', D², and D³. The frame E is formed of angle-iron and has one of its flanges e depending and the other flange e' horizontal. 65 Thus it will be seen that the frame of the car forms an inclosing and bracing support for the body of the car.

The body of the car is assembled and constructed as follows: A layer F of matched
70 lumber is placed on the horizontal flanges of the bottom or floor-supporting frame A either in a longitudinal or transverse direction, so as to be embraced by the vertical flanges of the frame and fit tightly within the same, thus
75 forming the bottom or outer floor. Extending from this floor F upward the outer walls G of the car are matched and butted, as illustrated more clearly in Figs. II, III, and IV of the drawings. It is immaterial as to how
80 the butting is accomplished, it being only essential that the sides and ends of the frame be filled and proper joints be formed, as at G', Fig. IV. After the layer G is properly matched and butted a layer of waterproof material M, such as oil-cloth or the like, is secured to the interior surfaces of the sides and bottom and then an upper layer of floor F' is laid at a right angle to the lower layer F, and an inner wall G² is built upward from this
90 floor in which the joints are "broken," as illustrated in Figs. II, III, and IV. At the corners the inner or wall layers are supported by a cleat J, (see Fig. IV,) which is secured in any suitable manner, so as to support the abutting ends of the inner wall at the corners.

K represents the top or upper layers of the

car, which are matched, butted, and supported in a manner similar to that illustrated in Figs. II, III, and IV. A top door or cover L is provided, which may be hinged or secured
5 in place in any suitable manner.

What I claim is—

1. A car of the type set forth, comprising a water-tight body portion having its sides, ends and bottom composed of two layers of
10 wood and an intervening layer of waterproof material, said ends, sides and bottom being secured together and held in their proper relation to each other by means of interior corner-cleats, and an exterior framework com-
15 posed of angle-iron and adapted to incase the edges of said sides, ends and bottom, substantially as described and for the purpose set forth.

2. A car of the type set forth, comprising a framework of angle-iron, a wooden body por- 20
tion set into said framework and retained therein by the flanges of said framework, trucks secured to the bottom of said frame-
work, two brace-bars extending longitudi- 25
nally of the car, each of said brace-bars being secured to the axles of the said trucks and to each end of the framework, and side
braces extending from the sides of the said framework to the brace-bars, substantially as
described and for the purpose set forth. 30

Signed by me at Cleveland, Ohio, this 20th day of May, 1899.

EUGENE R. EDSON.

Witnesses:

W. E. DONNELLY,
A. H. PARRATT.