A. W. WATSON.

REFRIGERATOR CAR.

APPLICATION FILED APR. 13, 1910.

971,478. Patented Sept. 27, 1910.

Fig. 1.

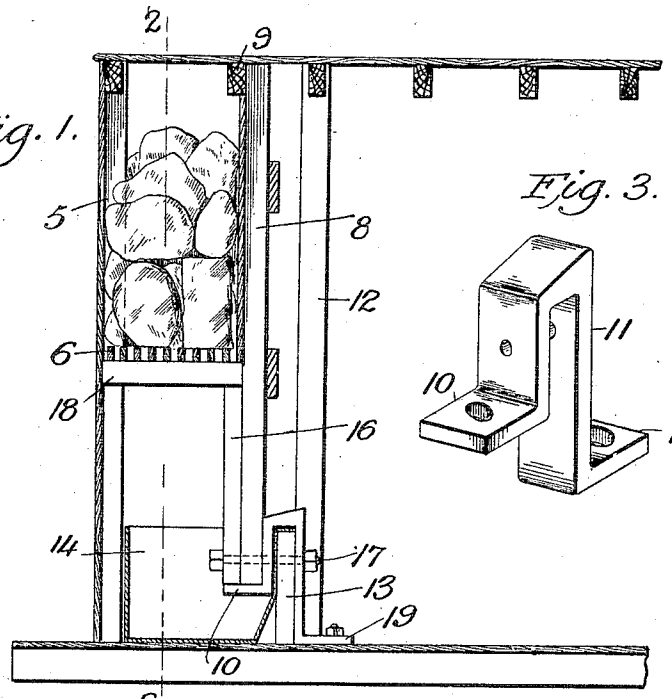
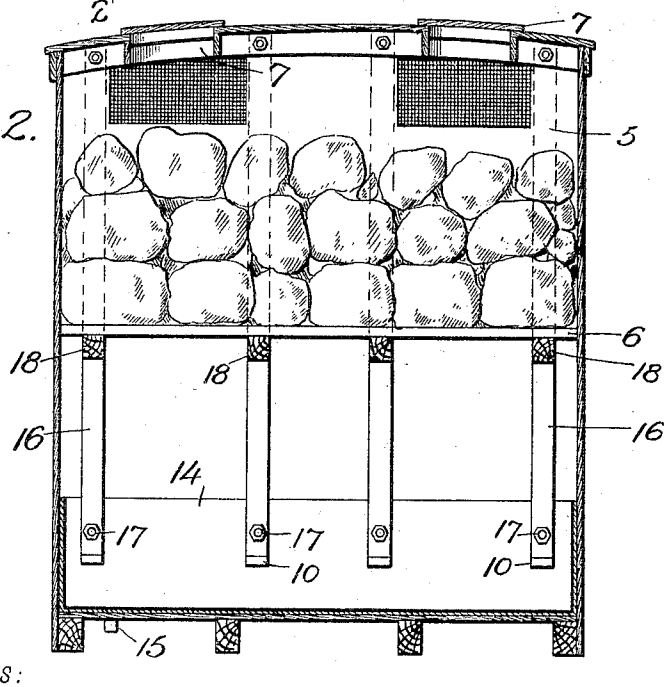


Fig. 3.

Fig. 2.



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REFRIGERATOR-CAR.

971,478. Specification of Letters Patent. **Patented Sept. 27, 1910.**

Application filed April 13, 1910. Serial No. 555,279.

To all whom it may concern:

Be it known that I, ANTHONY W. WATSON, a citizen of the United States, and resident of Jersey City, in the county of Hudson and State of New Jersey, have invented certain new and useful Improvements in Refrigerator-Cars, of which the following is a specification.

This invention relates to refrigerator cars and its object is to provide a solid and substantial construction for these cars in connection with the refrigerator and its various parts so that its destruction will not result from the jolt and strain put upon the timbers of the car as is very often the case in the present construction.

The objects and details of the invention are more fully described in the following specification, set forth in the claims and illustrated in the drawings, wherein:

Figure 1 is a vertical sectional view of one end of a refrigerator car and through the ice bunker and trough. Fig. 2 is a cross sectional view on the line 2—2 of Fig. 1. Fig. 3 is a perspective view of a casting used in the car.

In the construction of refrigerator cars heretofore and especially at that point where the ice bunker is supported, it has been a source of weakness where the uprights or studs supporting the bunker have been carried by the floor of the car. In the latter case, it has been necessary to support these studs within the drip pan beneath the bunker and the constant jar and jolt of the car renders the footing of these studs insecure and dangerous as it accumulates moisture at the lower end of the studs and causes the stud to wrench and tear the trough so that the water leaks through into the car and ruins and endangers perishable freight.

The present invention is designed to overcome these objections and to render the drip pan less liable to injury and damage so that it may properly perform its function and keep the car free from moisture.

In the drawings, it will be seen that the ice bunker 5 is located as usual at the one or both ends of the car and has the usual perforated or slatted bottom 6, also the openings 7 at the top of the car through which the ice is introduced. The bunker is supported by studs 8 which are secured at their upper ends to the cross piece 9 while their lower end is supported by the foot piece 10 of the casting 11. To uprights 12 which form a part of the framing of the car, are secured horizontal base boards 13 running from one side of the car to the other and inclosing between itself and the end of the car, the trough 14 made of sheet metal and having an outlet 15 beneath the flooring of the car. The casting 11 fits about one side of the base board 13 and down the inside of the trough 14 holding the trough and base board together and supporting the stud 8 and also a short upright 16, the whole being bolted together by means of a bolt 17 which passes through the casting 11 at two points, the base board and the studs 8 and 16. By this means all of these parts are firmly braced together and when it is desired to remove the trough or one of these parts, the bolt 17 is simply removed so that the balance of the parts may either remain or also be removed as desired.

The short upright 16 supports cross pieces 18 upon which rest the slats 6 at the lower end of the bunker and the casting 11 is secured to the flooring of the car by means of the foot 19.

Any jarring or jolting of the car or side swing is safely checked by means of the casting 11, and all weight from the ice bunker is carried by this casting alone and the flooring of the car which supports it. Any movement of these parts against the drip pan is confined to a small section at the side of same and the bottom of the pan is entirely relieved of any dangerous results which might follow the supporting of the studs 8 and 16, so that it is safe from leakage until the pan wears out from natural causes.

It is obvious that the exact construction as shown in drawings need not be followed exactly, but that modified details and arrangements may be resorted to without departing from the essential features above described and covered by the following claims.

What I claim as new and desire to secure by Letters Patent is:

1. In a refrigerator car, the combination with a drip pan supported by and having an outlet beneath the flooring of the car, of a base board, studs over the drip pan supporting the ice bunker and a footing for the studs and securing the drip pan to the base board.

2. In a refrigerator car, the combination with an ice bunker at one end of the car,

of a drip pan beneath the entire bunker and its front end, a base board at one side of the drip pan, studs carrying the bunker, and castings overhanging the pan to support the studs and adapted to secure the pan to the base board.

3. In a refrigerator car, the combination with an ice bunker at one end of the car, of studs supporting same, a drip pan beneath the ice bunker, a base board at one side of the drip pan, a casting with a footing for the studs and a footing to attach it to the flooring of the car and embracing the pan and base board, and a bolt passing through the base board, the side of the pan, the casting and the studs to hold them together.

Signed at Jersey City in the county of Hudson and State of New Jersey this 24th day of March A. D. 1910.

ANTHONY W. WATSON.

Witnesses:
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