Feb. 24, 1925. 1,527,631

H. H. CRESKE

REFRIGERATOR CAR

Filed July 27, 1923 3 Sheets-Sheet 1

Fig. 1.

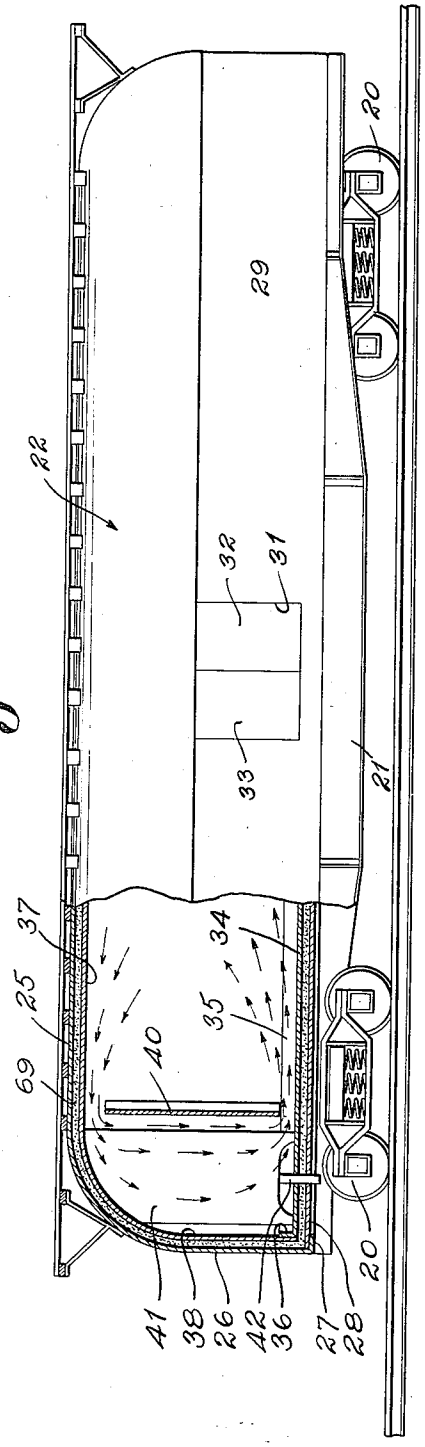
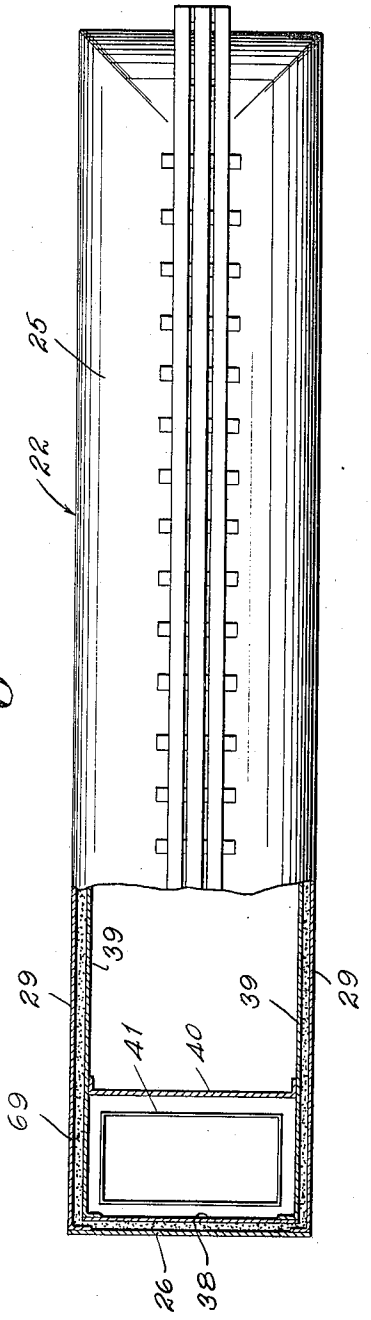


Fig. 2.



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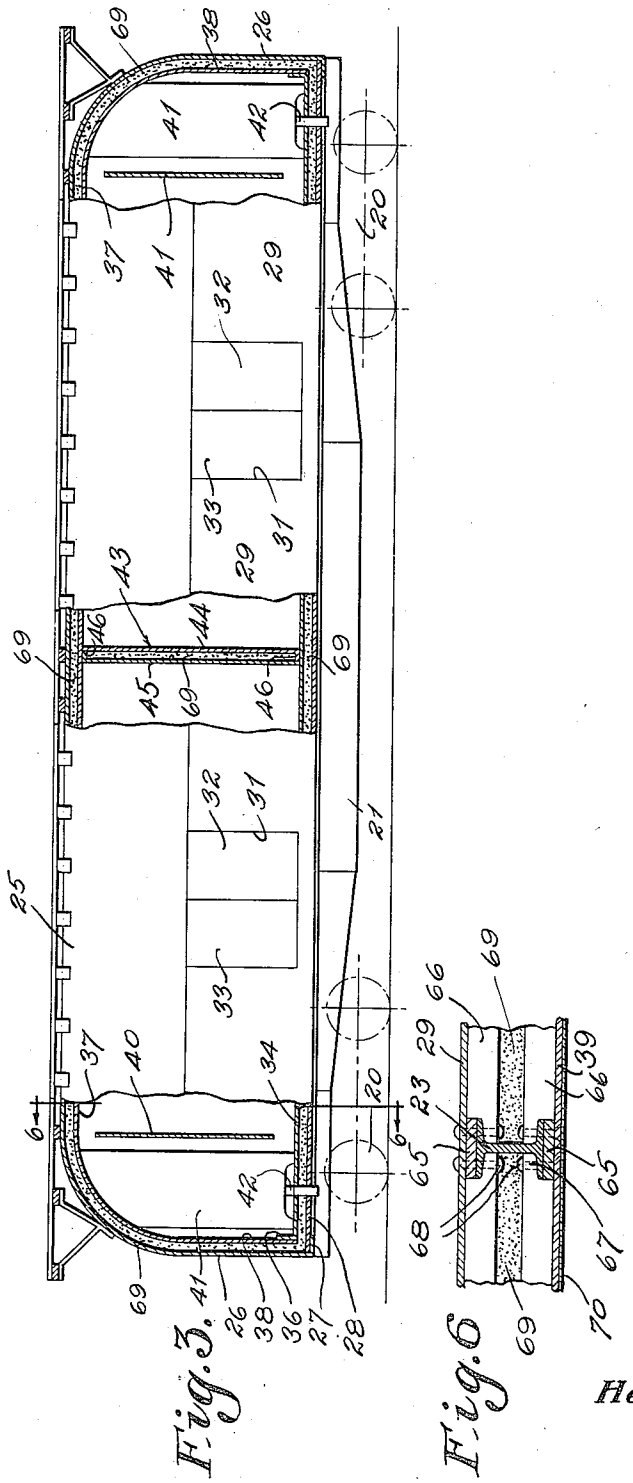


Fig. 5.

Fig. 6

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Fig. 4.

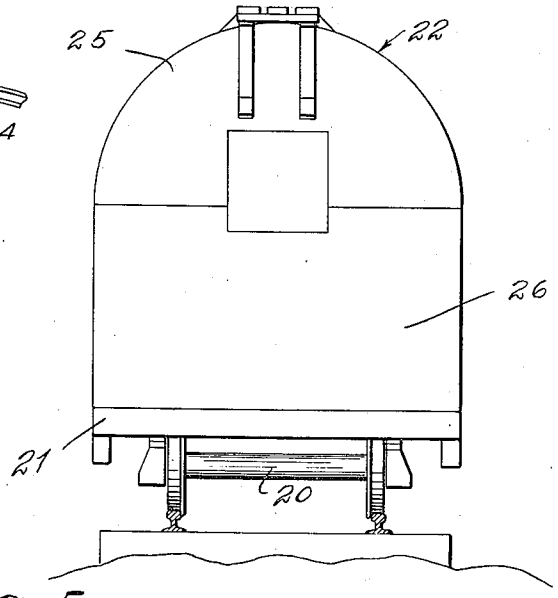


Fig. 7.

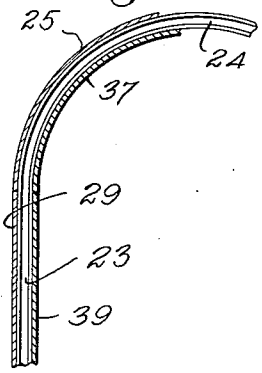
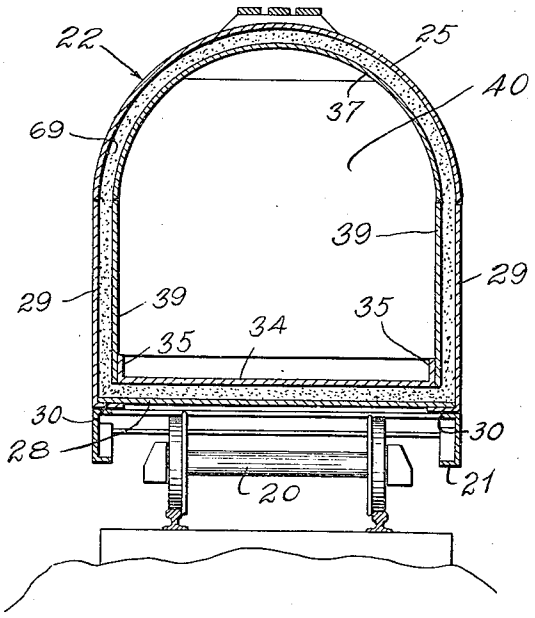


Fig. 5.



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Patented Feb. 24, 1925. 1,527,631

UNITED STATES PATENT OFFICE.

HENRY H. CRESKE, OF NEW YORK, N. Y.

REFRIGERATOR CAR.

Application filed July 27, 1923. Serial No. 654,072.

To all whom it may concern:

Be it known that I, HENRY H. CRESKE, a citizen of the United States, residing in the city and State of New York, and whose post-office address is 19–25 West 44th Street, New York city, New York, have invented a new and useful Improvement in Railroad Rolling Stock, Particularly What are Commonly Known as Refrigerator Cars, of which the following is a specification.

This invention relates to improvements in railroad rolling stock and more particularly to what are commonly known as refrigerator cars.

Its object is to provide a double walled car which may be rolled or stamped from sheet metal and assembled with a minimum amount of labor for fabrication.

A further object is to provide an effective insulation which will conserve the refrigerating agent and materially increase its efficiency and to this end I find it desirable to use an infusorial earth between the inner and outer walls of the car body which is held against packing by the addition of a suitable binder.

Still another object of the invention resides in the lining of the inner side of the inner wall with a hard surfaced sanitary substance, such as blue enamel, which after each trip may be thoroughly washed and scrubbed without injury, thus preserving the cleanliness and sanitary condition of the contents.

As a further object, the invention contemplates the provision of a car divided into two or more refrigerating compartments, each provided with its individual icing chamber so that when the car is placed in way station service, only one compartment need be opened at a time and the remainder of the contents of the car left intact.

With the above and other objects in view which will become more apparent as the description proceeds, the invention consists in the novel construction, combination and arrangement of parts which will be fully set forth in the following specification, claimed and illustrated in the accompanying drawing in which:

Figure 1, is a side view of a car constructed in accordance with this invention, portions being broken away to more clearly illustrate the details thereof,

Figure 2, is a top plan view of Figure 1,

Figure 3, is a view similar to Figure 1, showing a two-compartment car,

Figure 4, is an end view of the car shown in Figures 1 and 2.

Figure 5, is a sectional view taken on line 6—6 of Figure 1,

Figure 6, is a detail sectional view showing the car construction, and,

Figure 7, is a fragmentary sectional view through the car showing the supporting frame in detail.

Referring to the drawings in detail, the numeral 20 designates the trucks of any car which are connected to the usual underframe 21 adjacent each end thereof.

My car body is designated generically by the numeral 22 and comprises a plurality of uprights or stanchions, 23, which are arched as at 24 to provide the carlines upon which the roof is supported.

The roof above referred to comprises a single sheet of metal, 25, stamped to the desired shape, and provided at opposite ends with extensions which extend downwardly to provide end walls, 26. As shown in Figures 1 and 3, the lower end of each end wall is inturned, as at 27, to provide a retaining flange to which the car bottom, 28, is secured.

Extending longitudinally of the car are side walls, 29, provided at their lower edges with inturned flanges, 30, which partially overlie the under side of the car bottom, 28, as clearly shown in Figure 5. The upper edges of the side walls, 29, are secured beneath the lower side edges of the roof in any suitab'e manner and formed intermediate the ends of the side walls are door openings, 31, in which the doors 32 and 33 are hung.

Secured to the upper faces of the floor beams of the car body as shown in Figure 5 is a sub-bottom, 34, which is provided at opposite sides with upturned flanges, 35, and at opposite ends with similar upturned flanges, 36. A ceiling, 37, stamped from a single sheet of metal is supported on the inner sides of the carlines, and like the roof, 25, is provided with extensions at each end forming end walls, 38, the lower edges of which are secured to the flanges, 36, previously described. Side walls, 39, are secured to the flanges, 35, and extend upwardly to the lower edges of the ceiling. Like the side walls, 29, the side wa'ls 39 are formed intermediate their ends with openings which

align with the openings, 31, to render the interior of the car accessible. Extending transversely between the side walls, 39, near opposite ends of the car, are partition walls, 40, which terminate short of the sub-bottom and the ceiling, to provide air circulating passages. An ice container, 41, is arranged in the icing compartment formed between the walls, 40, and the car ends and each container is provided with a suitable drain, 42, leading to the exterior of the car.

In the car shown in Figure 3, it will be seen that there are two door openings, 31, in each side wall, and a dividing wall designated generically by the numeral 43 is provided at a point practically centrally of the length of the car to provide two separate and independent refrigerating compartments. The wall 43 comprises a pair of spaced wall elements, 44 and 45, provided on certain of their edges with spacing and attaching flanges 46 which are welded or otherwise rigidly secured to the interior of the sub-bottom, 34, ceiling, 37 and side walls, 39, of the car. This car is constructed essentially like that illustrated in Figures 1 and 2, with the exception that it is provided with the insulated wall, 43, and that the icing compartments are slightly smaller.

In Figure 6 I have shown the typical wall construction of the car with the numeral 23 designating a support which in the present instance constitutes an I-beam. Secured to each outer face of the support, 23, is a strip of wood or similar fibrous material against which the walls, 29 and 39, contact. Cleats, 66, provided with tongues, 67, are fitted to extend between the supports and rivets, 68, project through the plates, strips, I-beam flanges and tongues, and serve to bind the whole firmly together. It will thus be seen that a cushion of wood is arranged between metal surfaces. The spaces between the plates are preferably filled with an insulating material, 69, such as infusorial earth, and after assembling, it is to be understood that if so desired the air between said plate may be partially exhausted to provide a more complete insulation.

In order to render the interior of the car or refrigerator entirely sanitary, I preferably coat the exposed face of each inner wall with a coating, 70, of a vitreous enamel which may be easily cleaned and sterilized.

While in the foregoing there has been shown and described the preferred embodiment of this invention, it is to be understood that certain minor changes in the details of construction, combination and arrangement of parts may be resorted to without departing from the spirit and scope of the invention as claimed.

What I claim is:

The combination with a wheeled vehicle, of a body mounted thereon, said body comprising a frame, a one-piece roof covering the top and ends of the frame, a one-piece ceiling attached to the inner sides of the frame in spaced relation to the roof, spaced side walls attached to the frame, a double walled floor, and icing compartments at opposite ends of the body.

HENRY H. CRESKE.