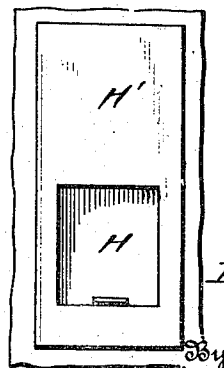
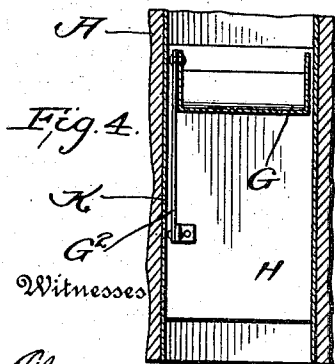
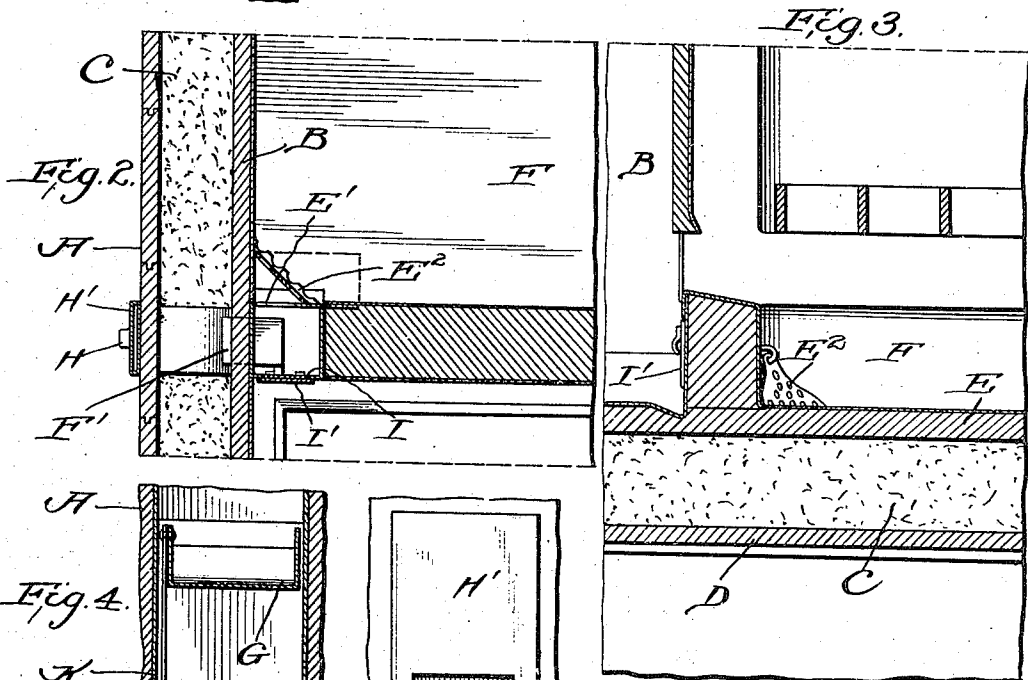
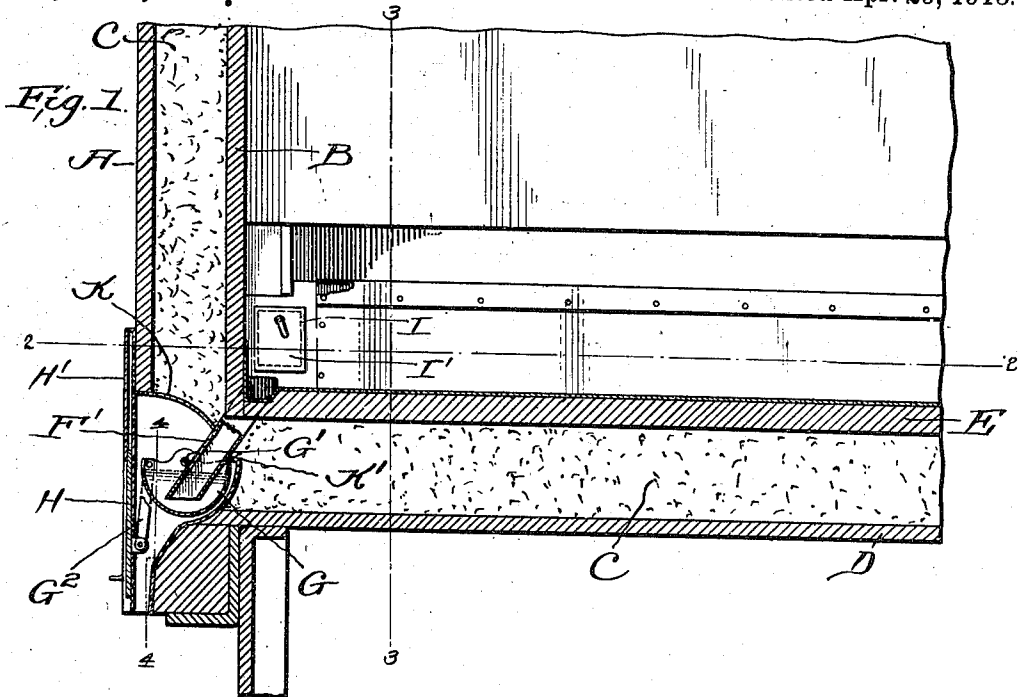


J. A. WERNER.
 DRIP CUP OR TRAP FOR REFRIGERATOR CARS.
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1,060,047.

Patented Apr. 29, 1913.



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Fig. 5.

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DRIP CUP OR TRAP FOR REFRIGERATOR-CARS.

1,060,047.

Specification of Letters Patent.

Patented Apr. 29, 1913.

Application filed July 19, 1912. Serial No. 710,416.

To all whom it may concern:

Be it known that I, JOHN A. WERNER, a citizen of the United States, residing at Altoona, in the county of Blair and State of Pennsylvania, have invented a new and useful Improvement in Drip Cups or Traps for Refrigerator-Cars, of which the following is a specification.

This invention relates generally to refrigerator cars and more particularly to the novel construction and arrangement of the drip pan used in connection with the ice chamber or compartment of said car and the object of the invention is to provide a drip pan which will effectively carry off the water, and another object is to provide a drip pan which will not become clogged or stopped up, and a still further object is to provide a drip pan embodying a water seal in connection with the discharge spout whereby the entrance of air at this point is completely prevented.

In drip pans as now in use the drain is countersunk in the floor thereof and the water is carried off by means of a lateral spout, but in devices of this character the draining portion frequently becomes clogged or choked up and the cleaning thereof is extremely difficult when possible.

The object of my invention therefore is to avoid this difficulty by means of the features of construction heretofore referred to and the invention therefore resides in the novel features of construction, combination or arrangement, all of which will be described hereinafter and pointed out in the claim.

In the drawings forming a part of this specification: Figure 1 is a transverse vertical section showing a portion of a refrigerator car end embodying my invention. Fig. 2 is a horizontal sectional view on the line 2-2 of Fig. 1. Fig. 3 is a vertical section on the line 3-3 of Fig. 1. Fig. 4 is a detail sectional view on the line 4-4 of Fig. 1. Fig. 5 is a detail elevation of a sliding door.

In applying my invention I use the ordinary type of refrigerator car in which two or more ice compartments are employed which extend transversely across the entire car.

A, indicates the exterior of the car, B, the lining and C the insulating packing or filling.

D, indicates the bottom proper and E the inner or false bottom, and the intervening

space is filled with heat insulating material the same as the sides.

F, indicates the drip pan which has an outlet opening E', at the outer corner thereof and this opening is ordinarily protected by means of a straining screen E², which is pivotally attached to the pan and can therefore be quickly and easily lifted whenever it is desired to have direct access to the discharge opening. This straining screen E² is triangularly shaped as shown and effectively closes one corner of the drip pan.

A discharge tube or pipe F' extends obliquely downwardly and outwardly from a point adjacent the outlet opening E', this tube or pipe being preferably rectangular in shape and the lower end thereof is located within a semicircular shaped cup or trap G, the sides of said cup or trap being pivotally connected at G' to the said tube spout or pipe adjacent its lower end and capable of being swung upwardly for the purpose of discharging its contents and permitting free and easy access to the lower end of the spout or tube for the purpose of cleaning the same in case it should become clogged or choked. The pivoted cup and lower end of the tube or spout are located in a metallic casing or chamber K, said casing being open at its lower end as shown to permit the discharge of contents. This casing is curved at its upper end to permit the rotation of the sealing cup and is made with the offset K' at its rear side against which the rear end of the cup abuts, said offset serving to hold the sealing cup in its normal horizontal position. This pivoted cup or trap is operated by means of a lever G² which in turn is pivotally connected to a vertically sliding door H arranged upon the side of the car and sliding in suitable guides H', this door when in its lowered or closed position serving to hold the cup or trap in its sealing position and thereby effectively closing and sealing the lower end of the discharge spout or tube F. If desired an opening I may be formed in the side of the drip pan adjacent the discharge end in order to allow access to the discharge opening E', and this opening I is normally closed by means of a closure I' secured in any suitable manner.

The drain gutters are of the usual or any approved construction.

From the above description taken in connection with the accompanying drawings it

will be seen that I provide a drip pan with a drain of such construction that the clogging or choking of the same is rendered almost impossible, and it will also be noted
 5 that should these parts become obstructed access can be had quickly and easily thereto so that the interfering matter can be quickly and easily removed. It will also be noted
 10 that by means of the cup the end of the discharge spout or tube is completely sealed inasmuch as this cup will normally hold a sufficient amount of water to seal the lower
 15 end of the said spout or tube.

What I claim is:—

15 The combination with a drip pan, of a

discharge spout or tube extending obliquely downwardly and outwardly, a chamber or casing into which said spout or tube extends, a sliding door for said chamber or casing, a sealing cup pivotally arranged
 20 within the said chamber or casing and adapted to envelop the lower end of the discharge spout or tube and means connecting said sliding door and pivoted cup whereby as the
 25 door is raised the cup will be tilted to expose the end of the discharge spout or tube.

JOHN A. WERNER.

Witnesses:

E. B. McBATH,

E. A. CHAUNCEY.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."