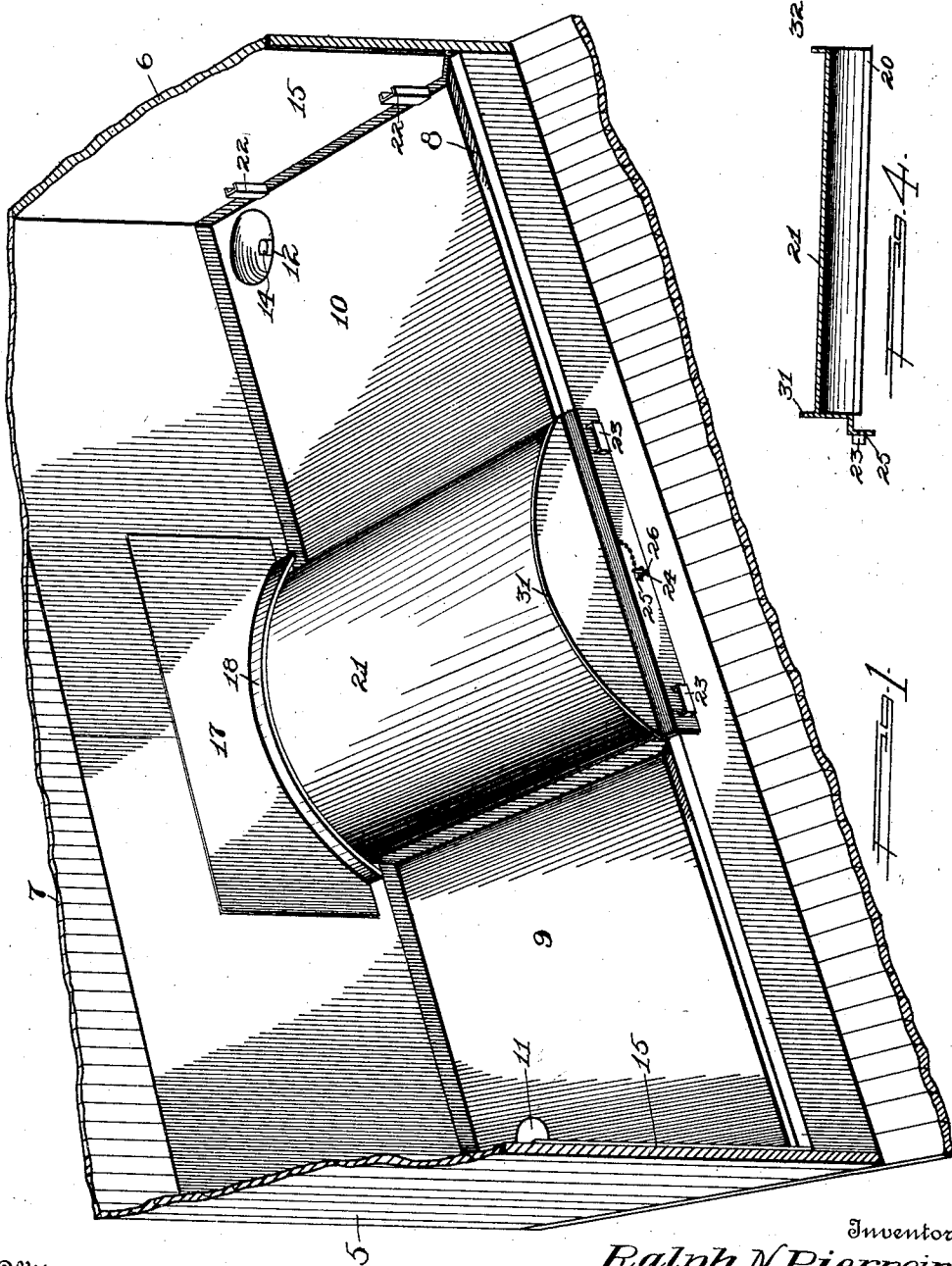


R. N. PIERPOINT.
 DRIP PAN FOR REFRIGERATOR CARS.
 APPLICATION FILED OCT. 17, 1912.

1,059,204.

Patented Apr. 15, 1913.

2 SHEETS—SHEET 1.



Witnesses

J. M. Lyles
C. L. Schmidt

Inventor
Ralph N. Pierpoint

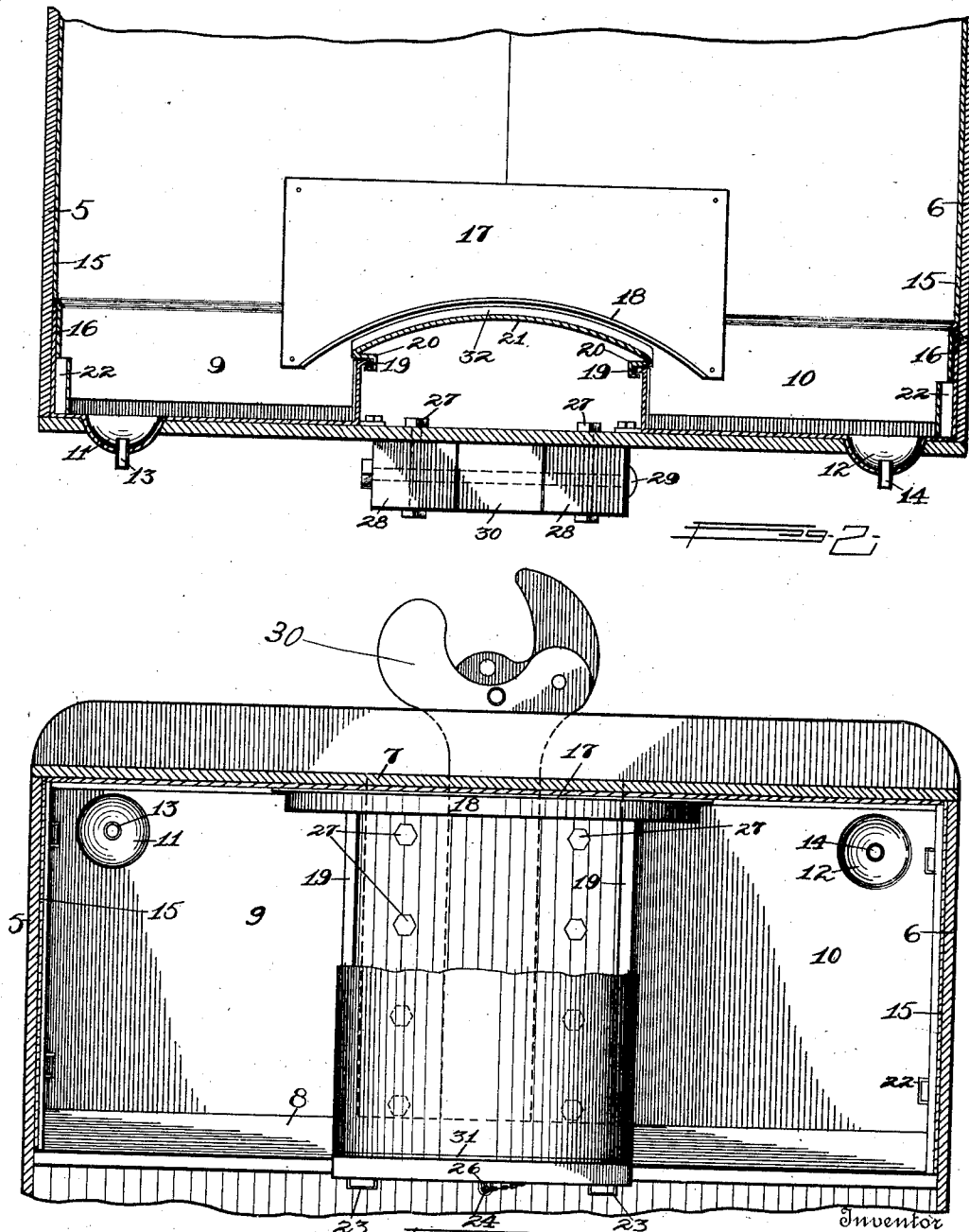
By *Shepherd & Campbell*

R. N. PIERPOINT.
 DRIP PAN FOR REFRIGERATOR CARS.
 APPLICATION FILED OCT. 17, 1912.

1,059,204.

Patented Apr. 15, 1913.

2 SHEETS—SHEET 2.



Witnesses
J. N. Lyles
E. L. Schmidt

Inventor
Ralph N. Pierpoint
 By *Shepherd & Campbell*
 Attorneys

UNITED STATES PATENT OFFICE.

RALPH N. PIERPOINT, OF ALEXANDRIA, VIRGINIA, ASSIGNOR OF ONE-HALF TO
FRANK E. ROAT, OF ALEXANDRIA, VIRGINIA.

DRIP-PAN FOR REFRIGERATOR-CARS.

1,059,204.

Specification of Letters Patent.

Patented Apr. 15, 1913.

Application filed October 17, 1912. Serial No. 726,269.

To all whom it may concern:

Be it known that I, RALPH N. PIERPOINT, a citizen of the United States of America, residing at Alexandria, in the county of Alexandria and State of Virginia, have invented certain new and useful Improvements in Drip-Pans for Refrigerator-Cars, of which the following is a specification.

This invention relates to drip pans for refrigerator cars, and its object is to provide an improved device of this character constructed in such manner that ready access may be had to the bolts supporting the draft rigging without injury to the pans and without the necessity of removing the ice from the car.

In the refrigerator cars with which I am familiar, the drip pans extend entirely across one end of the car and the bolts which secure in position the timbers from which the draw bar or draft rigging is supported pass through the floor of the car and through the drip pans in such manner that when these bolts have to be replaced or other repairs have to be made the bottom of the drip pan is considerably cut and damaged, and it requires the services of a tinner for a considerable time to repair the drip pan after the necessary repairs to the car itself have been made. By virtue of the construction that I have devised, the aforesaid repairs may be readily made without in any way interfering with or damaging the drip pans.

Further objects and advantages of the invention will be set forth in the detailed description which now follows.

In the accompanying drawings Figure 1 is a perspective view of a drip pan arrangement constructed in accordance with the invention. Fig. 2 is a transverse vertical section therethrough. Fig. 3 is a plan view with a part of the cover broken away, and Fig. 4 is a detailed longitudinal section upon a reduced scale of the cover hereinafter described.

Like numerals designate corresponding parts in all of the figures of the drawing.

Referring to the drawing, the numerals 5 and 6 designate the side walls and 7 designates the end wall of a refrigerator car. A bulk-head 8 spans the car and lies in spaced relation to the end wall 7 to provide room therebetween for the drip pans.

In refrigerator cars with which I am familiar the entire space between the side walls 5 and 6, the end wall 7 and bulk-head 8 has been occupied by the drip pan and the essential difference between the arrangement heretofore employed, and the present invention lies in the fact that I provide two separate and distinct drip pans 9 and 10 having the usual drainage recesses 11 and 12 and drain pipes 13 and 14. The usual metallic lining 15 overlaps the walls of these drip pans, as indicated at 16, and a section of such lining indicated at 17 is provided with a bowed outstanding flange 18 for a purpose hereinafter set forth. The inner side walls of the drip pans 9 and 10 are provided with horizontal flanges 19 to form trackways for the reception of the grooved flanges 20 of a bowed cover 21, said cover spanning the space between the pans 9 and 10 and the inner end of the cover lying beneath the bowed flange 18, so that the drip from the ice (not shown) will be effectively conducted into one or the other of the pans. Keepers 22 are for the purpose of receiving the supporting members of the gratings upon which the ice is placed. These supporting members and gratings are not shown because they form no part of the present invention, but are well known to those familiar with refrigerator cars. The outer end wall of the cover 21 is provided with handles 23. A staple 24 carried by bulk-head 8, passes through an opening when the cover is shoved inwardly and a pin 26 may then be passed through said staple to lock the cover against accidental dislodgment when the car is in transit and is subjected to considerable vibration.

From the foregoing description it will be seen that the provision of the independent and spaced drip pans 9 and 10 leaves a clear space, unobstructed by said pans and in which the bolts 27 lie. These bolts support heavy timbers 28, and these timbers in turn support, through the medium of bolts 29, the draft rigging or draw bar indicated at 30. Since this is the point at which draft is applied to the car, and since constant threshing back and forth of the cars during transit and when being coupled together, subjects these parts to very great strain, it follows that the bolts 27 are frequently bent and broken to such an extent as to necessi-

tate their removal and the replacement thereof as well as necessitating repairs to the frame of the car itself at that point.

With a device constructed in accordance with the present invention, when it is desired to make such repairs, it is only necessary to remove the pin 26 and cover 21 by sliding said cover outwardly. This leaves the bolts readily accessible and the necessary repairs may be made without cutting or damaging the drip pans in any way.

When the cover 21 is in position, its bowed top conducts the drip water into one or the other of the pans 9 and 10. The outer end of said cover is provided with a curved upstanding flange 31, and the rear end of the cover is provided with a corresponding flange 32, said flange 32 lying beneath flange 18 when the cover is in position.

While the elements shown and described are well adapted to serve the purposes for which they are intended, it is apparent that various modifications may be made without departure from the invention. Many ways may be resorted to of mounting the cover 21, the essential point being that there shall be independent spaced drip pans with a removable cover spanning the space between them and acting in conjunction with the drip pans to direct the drip water to the drains 13 and 14.

Having described my invention what I claim is:—

1. In a device of the character described, the combination with a car having draft-rigging-supporting bolts extending through the floor thereof, of a drip pan resting upon the car floor upon each side of said bolts and a removable cover of such configuration as to direct the drip water into one or the other of said pans overlying said bolts and spanning the space between said drip pans.

2. In a device of the character described, the combination with a car having draft-rigging-supporting bolts extending through the floor thereof, of a drip pan upon each side of said bolts resting upon the car floor and a removable cover supported from said drip pans overlying said bolts and spanning the space between said drip pans, and a deflecting flange supported from the wall of the car and overhanging the inner end of said cover, said cover being of such configuration as to direct the drip water into one or the other of said pans.

3. In a device of the character described, the combination with a car having draft-rigging-supporting bolts extending through the floor thereof, of a drip pan resting upon the car floor upon each side of said bolts, a removable cover overlying said bolts and spanning the space between said drip pans, and serving to direct the drip water into one or the other of said pans, and means supported from the wall of the car and coöper-

ating with said cover to prevent the passage of drip water between the inner end of said cover and the wall of the car, said cover resting directly upon the inner side walls of the drip pans.

4. In a device of the character described, the combination with a car having draft-rigging-supporting bolts extending through the floor thereof, of a drip pan upon each side of said bolts, a removable cover overlying said bolts and spanning the space between said drip pans, said cover being of such configuration as to direct the drip water into one or the other of said pans, a vertical flange formed upon the upper face of said cover and adjacent each end thereof, and a fixed flange supported from the wall of the car and overhanging the innermost flange of the cover.

5. In a device of the character described, the combination with a car having draft-rigging-supporting bolts extending through the floor thereof, of a drip pan upon each side of said bolts, a removable cover overlying said bolts and spanning the space between said drip pans, said cover being of such configuration as to direct the drip water into one or the other of said pans, a vertical flange formed upon the upper face of said cover and adjacent each end thereof, and means for slidably mounting said cover upon said pans.

6. In a device of the character described, the combination with a car having draft-rigging-supporting bolts extending through the floor thereof, of a drip pan upon each side of said bolts, a removable cover overlying said bolts and spanning the space between said drip pans, said cover being of such configuration as to direct the drip water into one or the other of said pans, a vertical flange formed upon the upper face of said cover and adjacent each end thereof, a fixed flange supported from the wall of the car and overhanging the innermost flange of the cover and means for slidably mounting said cover upon said pans.

7. In a device of the character described, the combination with a car body, of a pair of spaced independent drip pans located at one end of said car body and at opposite sides thereof, the adjacent edges of said drip pans being bent to form guides, a cover having a convex upper face and provided at its longitudinal edges with guideways for engaging said guides, upstanding flanges upon the upper face of said cover and at the opposite ends thereof and a fixed bowed flange supported from the wall of the car and beneath which the innermost end of the cover lies when said cover is in its closed position.

8. The combination with a refrigerator car, of a pair of drip pans supported directly upon the floor of said car at one end thereof, said drip pans being spaced from

each other in such manner as to leave the
central portion of the car adjacent its end,
unobstructed by said pans, and a removable
cover spanning the space between said drip
5 pans and supported directly upon the inner
side walls of said spaced pans, said cover
protecting that portion of the floor of the
car between said drip pans from the drip
water, said cover being of such configuration

as to conduct the drip water into one or the 10
other of said pans.

In testimony whereof I affix my signature
in presence of two witnesses.

RALPH N. PIERPOINT.

Witnesses:

FRANK E. ROAT,
NEVELL LYLES.

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