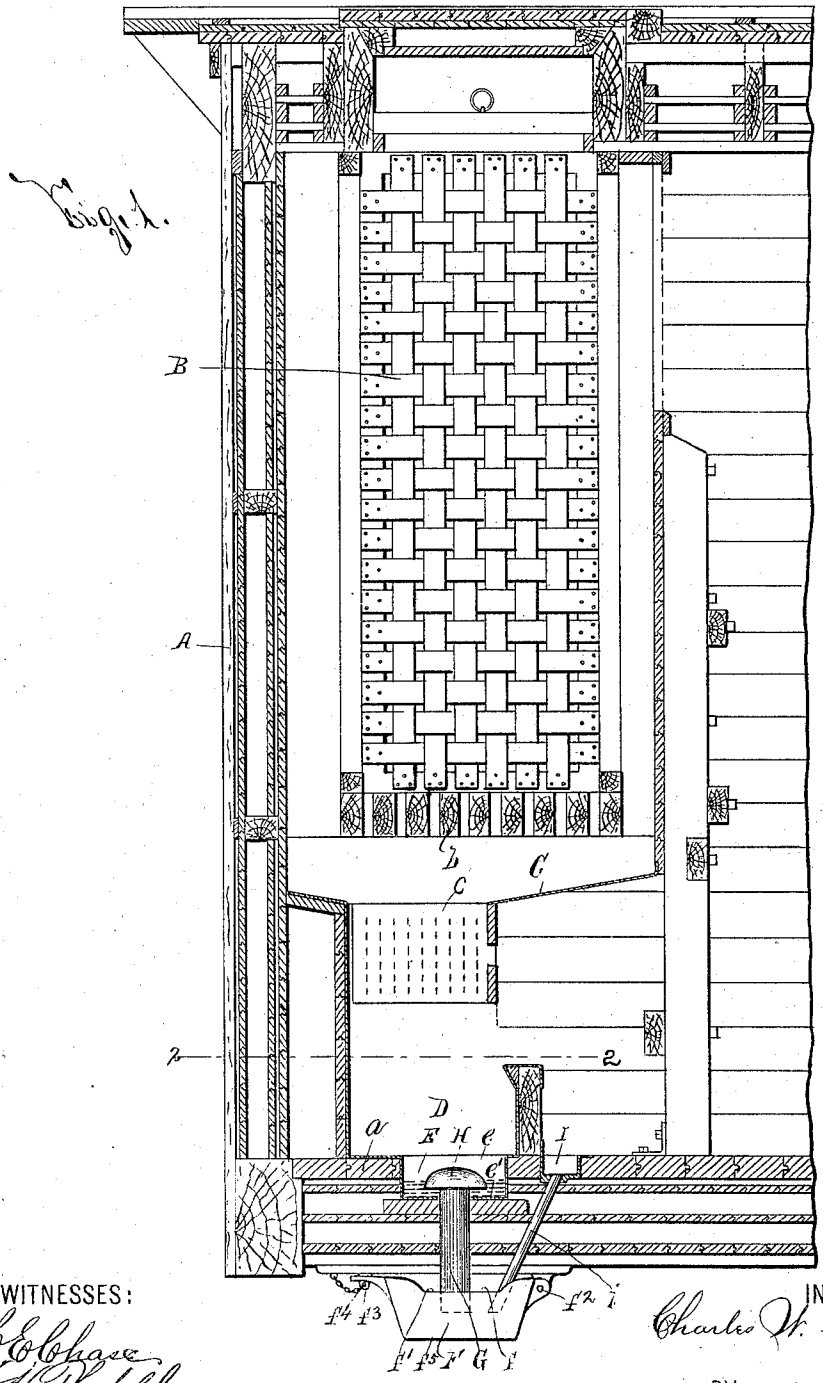
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C. W. BRADLEY.

TRAP FOR REFRIGERATOR CARS.

No. 589,998. Patented Sept. 14, 1897.



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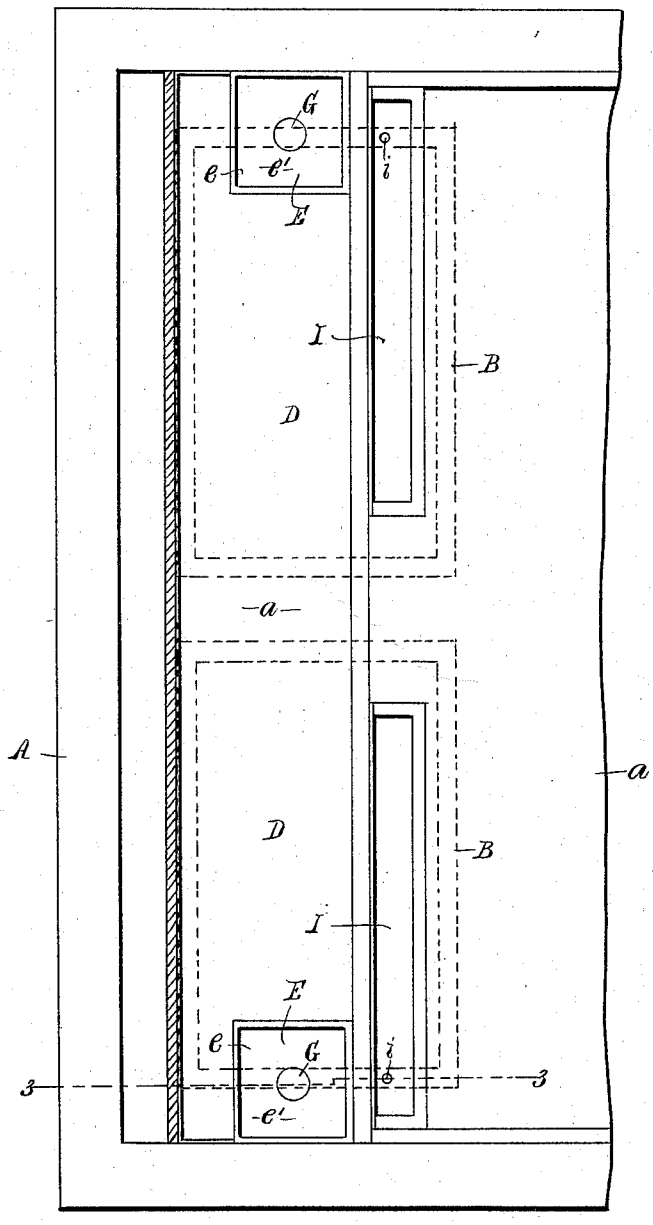
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Fig. 2.



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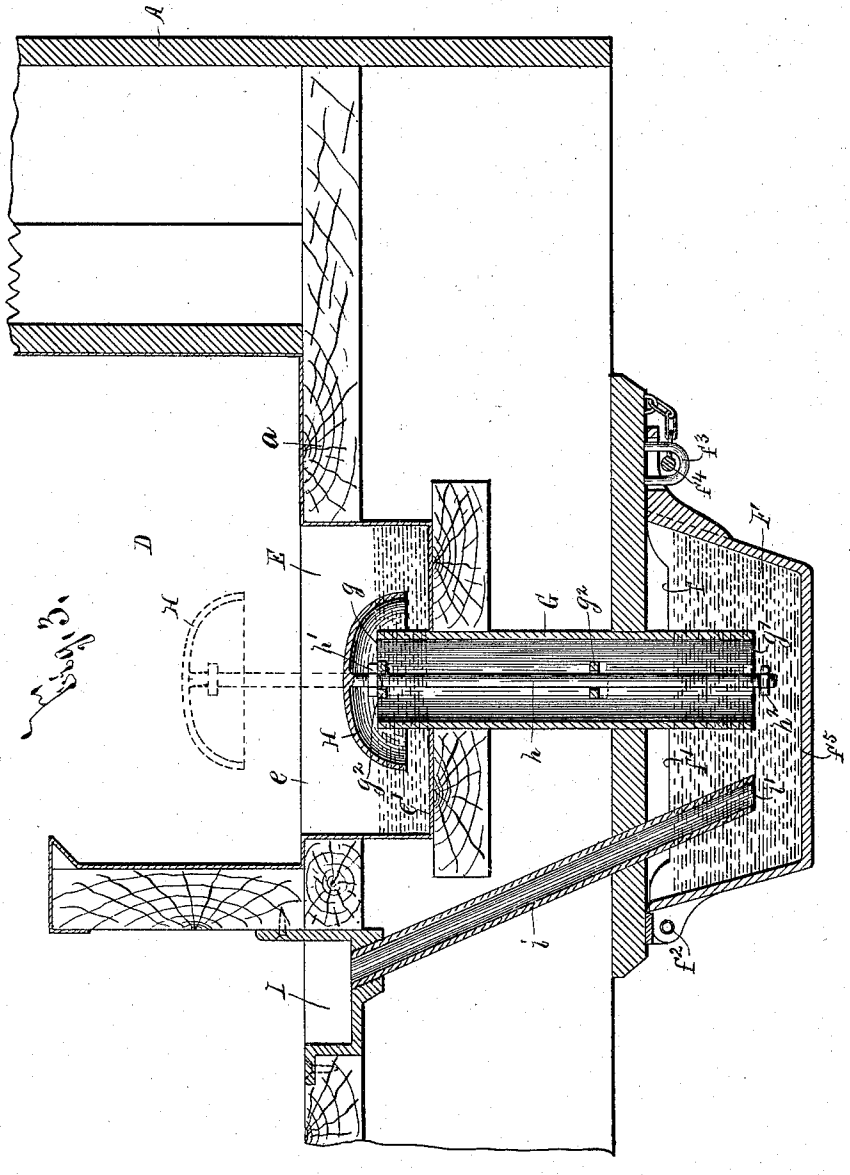
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UNITED STATES PATENT OFFICE.

CHARLES W. BRADLEY, OF ROCHESTER, NEW YORK.

TRAP FOR REFRIGERATOR-CARS.

SPECIFICATION forming part of Letters Patent No. 589,998, dated September 14, 1897.

Application filed October 4, 1895. Serial No. 564,615. (No model.)

To all whom it may concern:

Be it known that I, CHARLES W. BRADLEY, of Rochester, in the county of Monroe, in the State of New York, have invented new and useful Improvements in Refrigerators, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

My invention relates to improvements in refrigerator-vehicles for transporting dressed meats, &c., and has for its object the production of a refrigerator-vehicle which is particularly simple in construction, is easily cleaned, and permits ready escape of the drip-water from the ice and the dressed meat, &c., without allowing the entrance of air; and to this end it consists, essentially, in the construction and arrangement of the parts for receiving and conducting the drip-water.

In describing this invention reference is had to the accompanying drawings, forming a part of this specification, in which like letters indicate corresponding parts in all the views.

Figure 1 is a longitudinal vertical section, partly in elevation, of one end of a refrigerator-car provided with my invention. Fig. 2 is a transverse section, partly in elevation, taken on line 2 2, Fig. 1, the overlying ice-boxes being shown by dotted lines; and Fig. 3 is an enlarged detail vertical section taken on line 3 3, Fig. 2.

A is the body of the refrigerator-car, and B B are suitable ice-boxes supported within the body A. The ice-boxes B are also of any desirable form, size, and construction, and although I preferably use two it is obvious that one may be dispensed with, if desired. Each of the ice-boxes B is formed with a perforated bottom *b*, beneath which is arranged a drip-pan C, provided with an outlet *c*. Directly beneath the outlets *c* for receiving the ice drip-water is a suitable drip-receptacle D, supported upon the floor *a* of the body A, and extending downwardly from the opposite ends of said receptacle, partly through the floor *a*, are receiving-chambers E, which are of suitable form and size and are open at their upper portions for forming inlet-openings *e*, which, if desired, may be of less size.

F F are lower receiving-chambers alined with the chambers E and arranged beneath the bottom *a* in close proximity to its lower face. The upper portions of the chambers F are also open for forming outlet-openings *f*, and their side walls are provided with cut-outs *f'* for facilitating the outward passage of the fluid. The inner ends of the chambers F are pivoted at their upper extremities to the floor *a* by suitable pivots f^2, and their opposite ends are removably secured to said floor by suitable means, as staples f^3 and locking-pins f^4. When it is desired to clean or empty the chambers F, the locking-pins f^4 are removed and said chambers swing downwardly and automatically discharge their contents.

G G are upright conduits or pipes connecting the adjacent chambers E F and having their upper and lower extremities provided with inlet and outlet openings *g g'*, arranged above the bottoms or bases e' f^5 of said chambers and beneath their inlet and outlet openings *e f*. Supported above the inlet-openings *g*, with their lower edges normally arranged beneath the same, are suitable hoods or caps H, preferably provided with stems *h*, which are passed through the conduits or pipes G, are movable lengthwise in guides g^2 in the interior of said pipes, and are provided with suitable shoulders h' h^2 for engaging the guides g^2 and limiting their movement. The hoods or caps H are thus readily elevated for permitting cleaning of the conduits or pipes G.

I are floor-troughs which receive the drip-water from the contents of the refrigerator-car, and any overflow or escape from the drip-pans C or receptacle D thus preventing injury to the refrigerator-car and articles arranged on its floor. The floor-troughs I are of any desirable form, size, and construction, and are usually arranged at the inner sides of the opposite ends of the drip-receptacle D, and are connected to the lower receiving-chambers F, previously described, into which the drip-water from the ice is discharged. The connections between said floor-troughs and receiving-chambers preferably consist of downwardly-inclining drain-pipes *i*, having their lower ends interposed between the conduits or pipes G and the hinged ends of the lower chambers F and provided with outlet-

openings i'', which are arranged beneath the outlet-openings $f\,f'$ of the chambers F and are consequently always submerged in liquid.

The floor-troughs and their drain-pipes are readily cleaned and are important features of my invention, as the accumulation of water on the floors of refrigerator-cars is a source of great annoyance and loss to railroads and shippers, since it rots the floors and often injures and destroys butter, eggs, poultry, and other freight usually supported thereon. Indeed, in some instances openings have been bored or otherwise formed in the floors of refrigerator-cars to allow the escape of the accumulated water; but, as the ready entrance of air is thereby permitted, they are not advisable expedients.

In the operation of my invention the water from the ice-boxes passes into the drip-receptacle D and the chambers E and is conducted by the pipes G to the chambers F, whence it escapes through the outlet-openings $f\,f'$ in the upper portions of said chambers, and any water falling upon the floor of the refrigerator-car enters the troughs I and passes through the drain-pipes i' to the chambers F. It will be particularly noted, however, that the chambers E F, the hoods or caps H, and the pipes G i' are so arranged that the lower edges of the hoods or caps H and the lower ends of the pipes G i are submerged in the water in the chambers E F, and that consequently, although the drip-water is free to pass outwardly from the refrigerator-car, as described, the entrance of air is prevented.

The operation of my invention will now be readily understood upon reference to the foregoing description and the accompanying drawings, and it will be particularly noted that the same is simple in construction and efficient in operation.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination of the body of a refrigerator-vehicle, a receiving-chamber extending downwardly from the upper face of the floor of the vehicle-body and having its upper end open, a second receiving-chamber supported beneath the floor of the vehicle-body and having its upper end open, a substantially upright conduit or pipe extending through the base of the first receiving-chamber and the floor of the vehicle-body, said conduit or pipe having its upper end extended above the base of the first receiving-chamber and provided with an inlet arranged beneath the open end of said receiving-chamber, and having its lower end provided with an outlet arranged beneath the open end of the second receiving-chamber, and a hood or cap for the upper end of the conduit or pipe movable into and out of the first receiving-chamber through its upper open end and provided with a depending stem movable lengthwise in said conduit or pipe, substantially as and for the purpose described.

2. The combination of the body of a refrigerator-vehicle, a drip-receptacle extending upwardly above the floor of the vehicle-body, a receiving-chamber extending downwardly from the upper face of the floor of the vehicle-body and having its upper end open and communicating with said drip-receptacle, a second receiving-chamber supported beneath the floor of the vehicle-body and having its upper end open, a substantially upright conduit or pipe extending through the base of the first receiving-chamber and the floor of the vehicle-body, said conduit or pipe having its upper end extended above the base of the first receiving-chamber and provided with an inlet arranged beneath the open end of said receiving-chamber, and having its lower end provided with an outlet arranged beneath the open end of the second receiving-chamber, and a hood or cap for the upper end of the conduit or pipe movable through the upper open end of the first receiving-chamber into the drip-receptacle and provided with a depending stem movable lengthwise in said conduit or pipe, substantially as and for the purpose specified.

In testimony whereof I have hereunto signed my name, in the presence of two attesting witnesses, at Rochester, in the county of Monroe, in the State of New York, this 24th day of September, 1895.

CHARLES W. BRADLEY.

Witnesses:
E. H. WEISBURG,
H. E. CHASE.