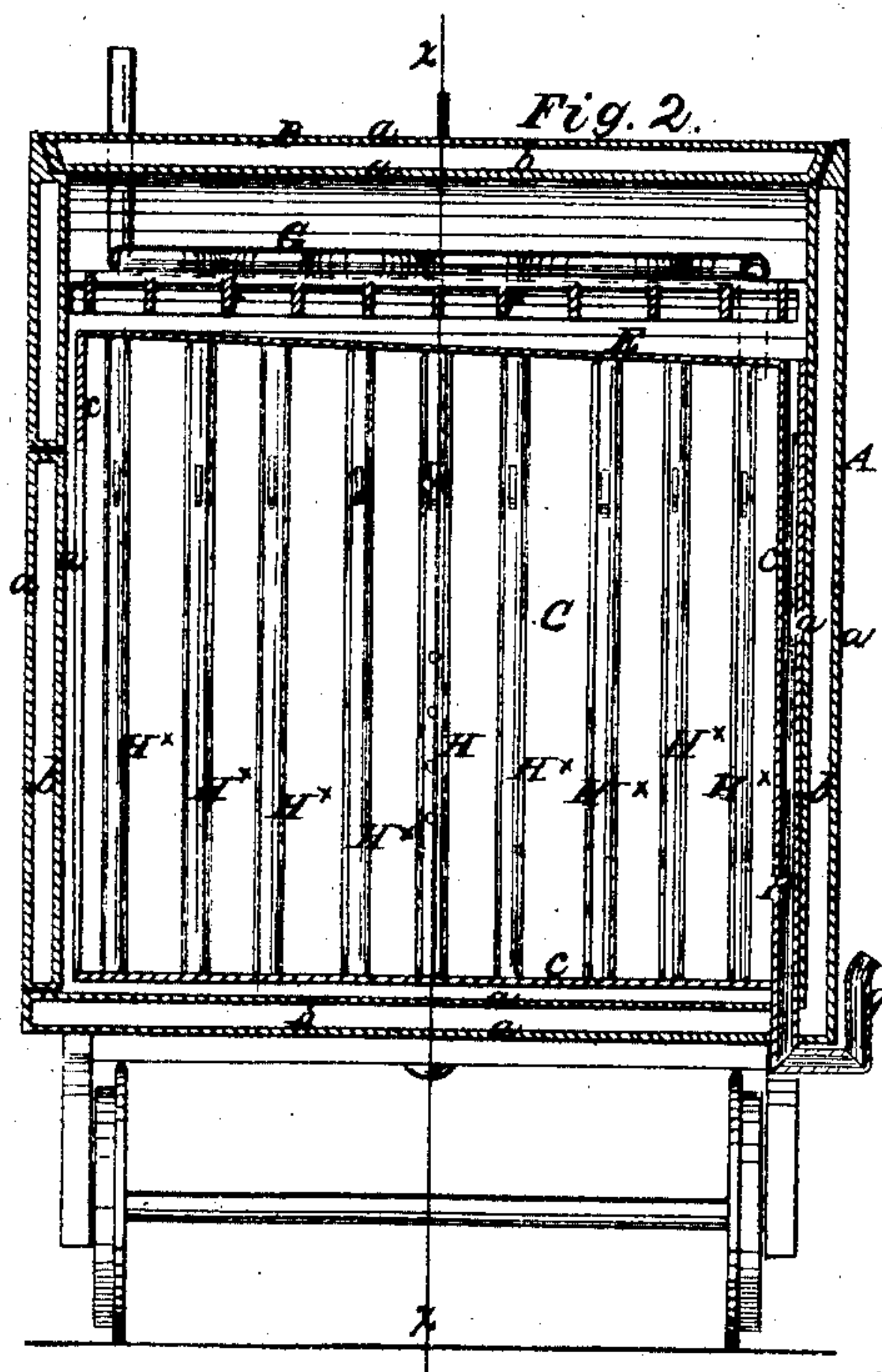
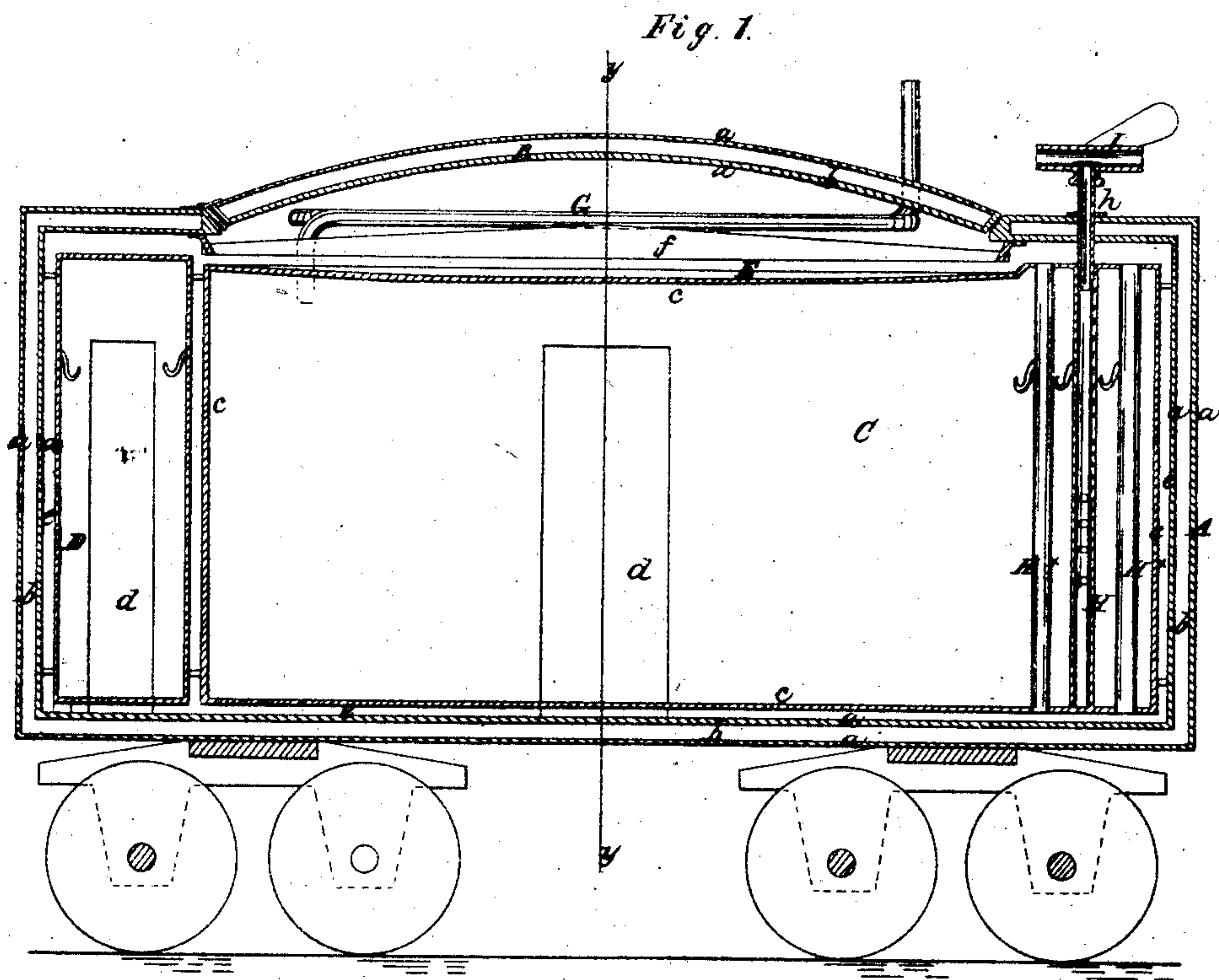


G. K. Wood.
 Refrigerating-Car.
 N^o 76285
 Patented Mar. 31, 1868



Witnesses
 Thos. Ince
 J. A. Fraser,

Inventor
 G. K. Wood
 Per Munnell
 Attorneys

UNITED STATES PATENT OFFICE.

GEORGE K. WOOD, OF MORRISTOWN, NEW JERSEY.

IMPROVED REFRIGERATING-CAR.

Specification forming part of Letters Patent No. 76,285, dated March 31, 1868.

To all whom it may concern:

Be it known that I, GEORGE K. WOOD, of Morristown, in the county of Morris and State of New Jersey, have invented a new and Improved Refrigerator-Car; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

This invention relates to a new and improved construction of a refrigerator-car, as hereinafter fully shown and described, whereby the interior of the car may be kept at a low temperature and in a dry state, with conditions which insure the keeping of edibles, more especially meat, in perfect state of preservation for a long period of time.

The invention further relates to a novelty in the construction of the car, whereby provisions at different stations on the route may be placed in the car without allowing the external air to come in contact with provisions previously placed in it.

In the accompanying sheets of drawings, Figure 1 is a longitudinal vertical section of my invention, taken in the line *x x*, Fig. 2; Fig. 2, a transverse vertical section of the same, taken in the line *y y*, Fig. 1.

Similar letters of reference indicate corresponding parts.

A represents the body of the car, which is double-walled, the space between the two walls *a a* being filled with a suitable non-conducting material *b*. The top and bottom of the car are constructed precisely like the sides, the top having a hinged portion, to serve as a lid, B.

Within the body A there is inserted a chamber, C, the sides and top and bottom of which (designated by *c*) are constructed of metal; and D is a smaller chamber, also inserted within the body A, and constructed precisely like C. These chambers, of which there may be two or more, have each a separate door, *d*, and a space, *e*, is allowed between the chambers, as well as all around between them and the inner wall *a* of the body A, at the top and bottom as well as at the sides, as shown clearly in Fig. 1.

The top of the chamber C is slightly depressed to form a basin, E, to receive the water from the ice, the latter resting on a grate, *f*, over the basin, the space between the basin and inner double wall being made, by means

of an arch, sufficiently ample to form an ice-chamber.

The water is discharged from the basin E through a pipe, F, the lower end of which is bent upward, as shown at *g*, Fig. 2, to form a seal to cut off the external atmosphere from the basin E.

The object in having a plurality of chambers is to admit of provisions being put into the car at different stations on a route without allowing the external air to come in direct contact with provisions previously taken in. For instance, if the main chamber C be filled at the station from whence the car starts, it will not be opened before the car reaches its point of destination, the chamber D being opened to receive additional freight.

I would remark that the doors *d d* should be made with double walls, backed in any suitable manner, and made to fit tightly when closed, so as to avoid the ingress of external air.

In the chamber C there is placed a series of upright hollow pillars, *H*^x, which communicate at top and bottom with the dead-air space *e*. These pillars have hooks attached for the purpose of suspending meat to them. Similar hooks are attached to the sides.

The object of this arrangement is to have the meat or other provisions thus suspended in contact with a cool surface and cool air; and, besides this, it admits of a large number of carcasses of meat being suspended in the chamber without being crowded together, as would frequently be the case were no provision made to suspend them anywhere rather than to the metallic sides of the chamber C.

The smaller chamber D may also be provided with similar pillars *H*^x, for the same purpose.

I claim as new and desire to secure by Letters Patent—

The pillars *H*^x, arranged or placed within the provision-chambers, any or all of them communicating above and below the dead-air space between said chambers and the sides of the car, substantially as and for the purpose set forth.

The above specification of my invention signed by me this 21st day of November, 1867.

GEO. K. WOOD.

Witnesses:

J. A. FRAZER,
ALEX. F. ROBERTS.