

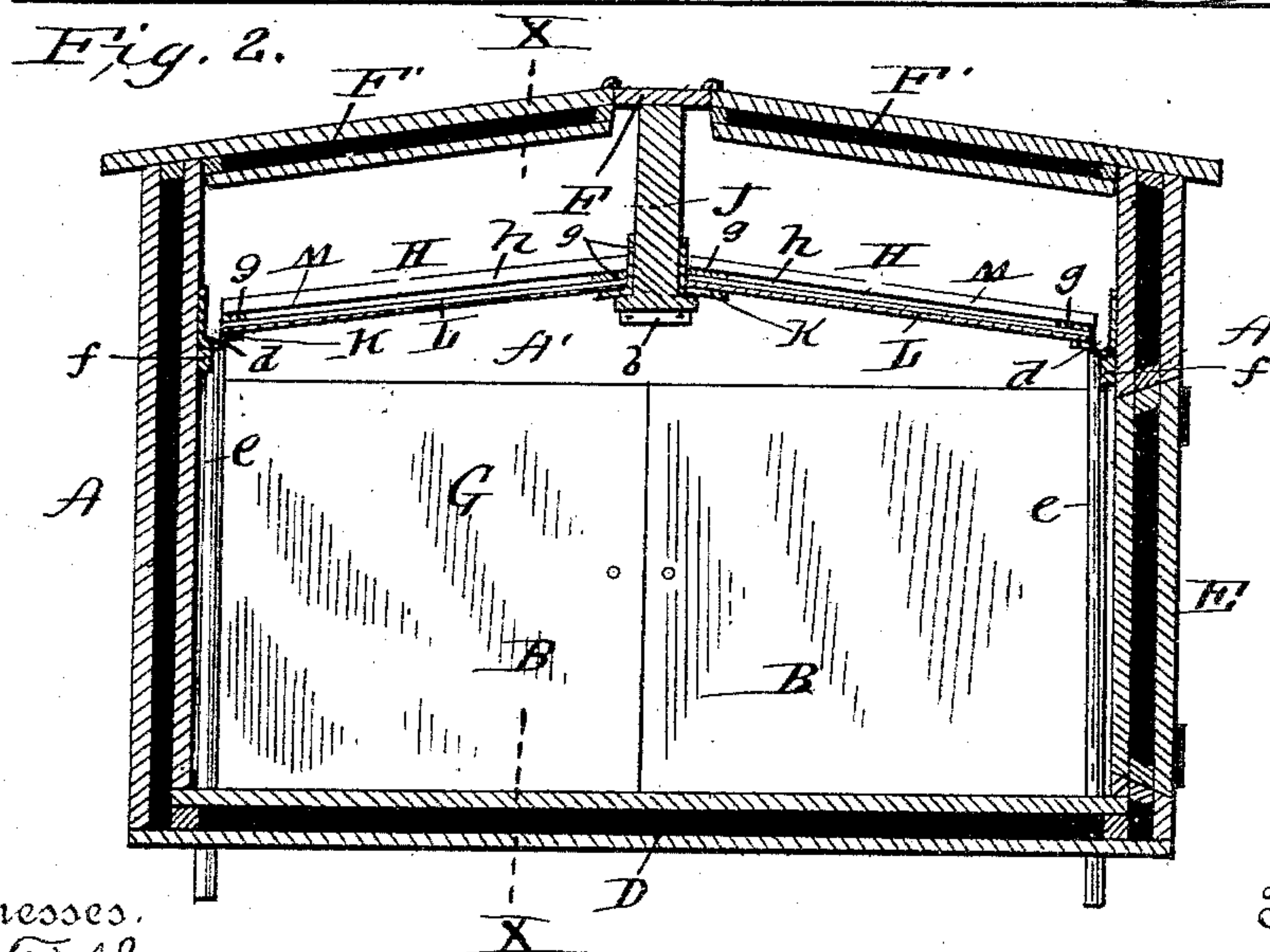
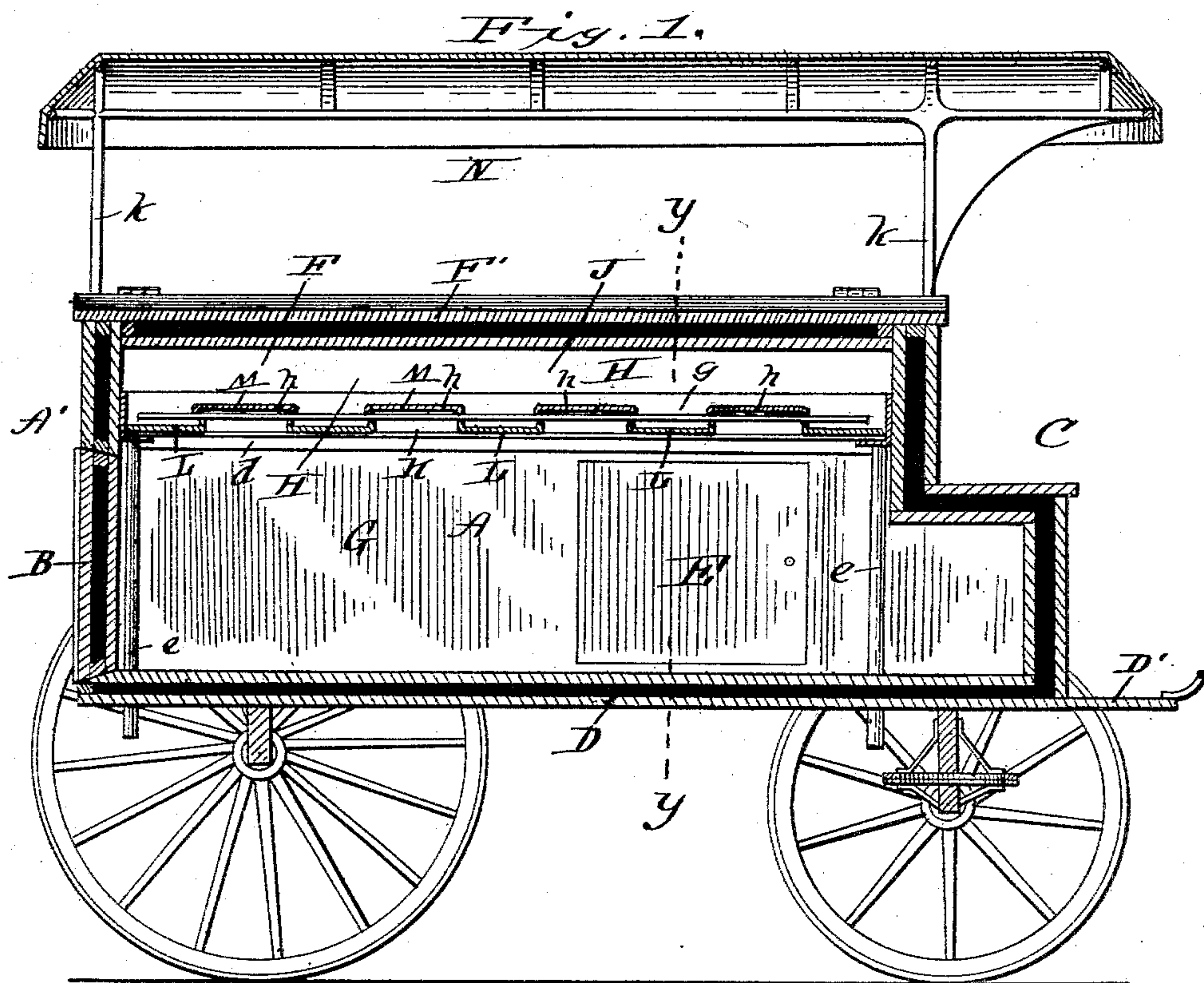
(No Model.)

2 Sheets—Sheet 1.

W. E. BEARD.
REFRIGERATOR VEHICLE.

No. 387,943.

Patented Aug. 14, 1888.



Witnesses.
John S. Finch, Jr.
C. A. Davis.

Inventor.
Wilbur E. Beard.
By his Attorney
C. M. Alexander.

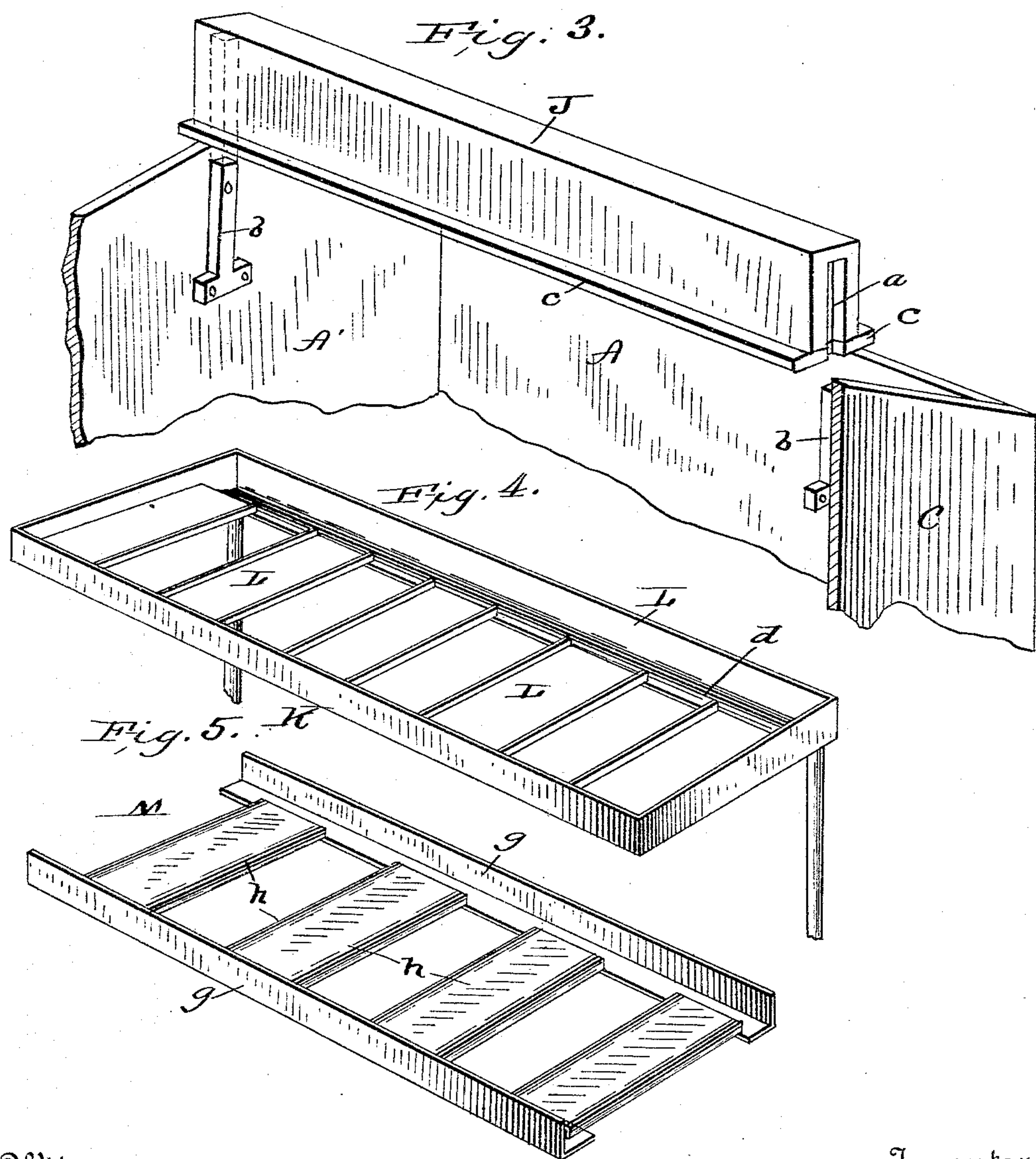
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Chas. Alexander.

UNITED STATES PATENT OFFICE.

WILBIN E. BEARD, OF CINCINNATI, OHIO.

REFRIGERATOR-VEHICLE.

SPECIFICATION forming part of Letters Patent No. 387,943, dated August 14, 1888.

Application filed November 3, 1887. Serial No. 254,185. (No model.)

To all whom it may concern:

Be it known that I, WILBIN E. BEARD, a citizen of the United States, residing at Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Refrigerator-Vehicles, of which the following is a specification, reference being had therein to the accompanying drawings, in which—

10 Figure 1 is a vertical section taken longitudinally through my improved refrigerator-wagon in the plane indicated by dotted line x on Fig. 2. Fig. 2 is a vertical transverse section through the body of the wagon, taken in the plane indicated by dotted line y on Fig. 1. Fig. 3 is a perspective view, in detail, of the upper portion of the body, showing the end supports for the removable partition and the longitudinal ledges thereon for supporting the inner edges of the drip-pans. Fig. 4 is a perspective view of one of the drip-pans, its conducting-trough, and outlet-pipes. Fig. 5 is a perspective view of one of the ice-racks.

25 This invention relates to refrigerator-vehicles; and it consists in certain novel improvements in the construction of such vehicles, whereby important advantages are secured, as will be fully understood from the following description and claim, when taken in connection with the annexed drawings.

Referring to the annexed drawings by letter, A A designate the vertical side walls of the body of the vehicle; A', the rear end wall; 35 B B, the rear end double-wall hinged doors; and C the front stepped walls, which latter afford a seat for a driver.

D is the bottom of the vehicle-body, which is preferably double, as shown in Figs. 1 and 40 2, and which is extended forward to form a foot-rest, D', for a driver on the said seat. The inclosing walls, as well as the end doors and a hinged door, E, are all preferably made double, leaving spaces between them for the purpose of affording a good non-conductor of heat and cold.

50 F represents a ridge-piece, to which are hinged two inclined covers, F' F', made with double walls and constituting the roof of the vehicle. The doors and covers should be so applied that when shut they will be practically

hermetically sealed to exclude warm air and prevent the escape of cold air.

G designates the refrigerating-chamber, accessible by means of the rear doors and the side door above described, and H H designate two ice-receptacles, which are located on opposite sides of a central longitudinal partition, J. This partition has vertical recesses a in its ends, which receive inverted-T-shaped supports b b , rigidly secured to the front and rear walls of the vehicle-body. The portion J is thus removable when during the winter months it is not desired to use ice, and it is constructed with ledges C C along its lower edge, which are adapted to support and have suitably secured to them the rectangular frames K K, to which are secured the inclined flanged drip-pans L L, the longitudinal gutters d d , and vertical pipes e . The outer sides of the said rectangular frames K K are supported upon ledges f f , secured to the sides of the vehicle-body and located in such relation to the ledges on the partition J that the water dripping from the ice will flow outward and downward into the side troughs or gutters, d d , and thence flow off through the pipes e , which lead from the ends of these troughs through the floor of the vehicle-body, as shown in Figs. 1 and 2 of the annexed drawings.

80 M M designate the ice-racks on which the pieces of ice are supported. These racks are respectively composed of two parallel angular side bars, g g , having suitably secured to them a series of parallel flanged supports, h , the flanges of which are directed downward so as to overhang the upturned flanges of the drip-pans L L and shed all of the water from the ice into these pans, but allow a free downward passage of cold air into the refrigerating-chamber. The vertical pipes e not only allow the drip-water to pass off, but they allow external air to enter the ice-chamber, where it is cooled by direct contact with the ice, and then falls directly down into the refrigerating-chamber through the numerous passages provided between the ice-rack and drip-pans above described.

For the purpose of shading the top and ends of the vehicle-body from the rays of the sun, I combine with the body a light canopy, N, (shown in Fig. 1 of the drawings,) which is 100

supported at a suitable height above the roof of the body by means of four uprights, *k*, suitably secured in place, so that they with the canopy may be readily removed when desired.

5 When it is not desired to use the vehicle as a refrigerator, the partition *J*, together with the ice-racks and drip-pans, can all be readily removed from the body.

10 By employing the central partition, *J*, and thus forming two independent ice-chambers directly over the refrigerating-chamber, as described, I find that I obtain a more equable distribution of the cold air in the refrigerating-chamber than if only a single ice-chamber
15 were used.

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

In a refrigerator-vehicle, the combination, with the body of the vehicle, which forms a refrigerating-chamber, *G*, of the central longitudinal partition, *J*, inserted in the vehicle over the refrigerating-chamber and removable therefrom, ice-pans supported directly over the refrigerating-chamber by the partition *J*,
25 and the sides of the vehicle-body and drip-pipes attached to these pans and leading outside of the vehicle, substantially as described.

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

WILBIN E. BEARD.

Witnesses:

L. STRAUS,
C. C. GEESE.