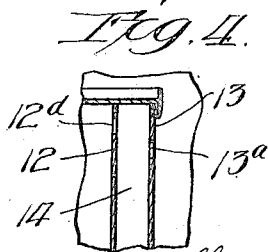
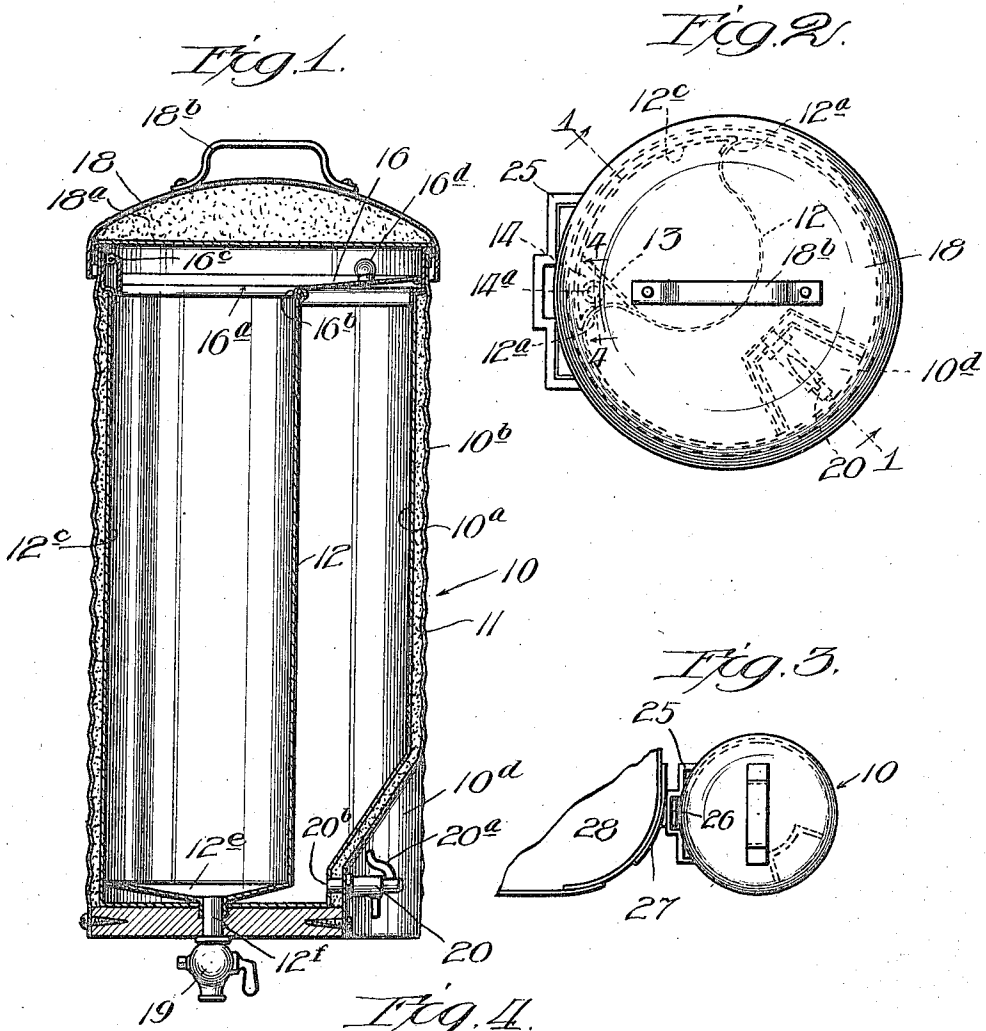


H. GIESSEL.
WATER COOLER.

APPLICATION FILED APR. 14, 1919.

1,386,699.

Patented Aug. 9, 1921.



Witness
Harry S. Gutter

Inventor:
Henry Gissel
by *Sheridan Jones, Sheridan & Smith*
ATTORNEYS

UNITED STATES PATENT OFFICE.

HENRY GIESSEL, OF CHICAGO, ILLINOIS.

WATER-COOLER.

1,386,699.

Specification of Letters Patent.

Patented Aug. 9, 1921.

Application filed April 14, 1919. Serial No. 290,043.

To all whom it may concern:

Be it known that I, HENRY GIESSEL, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Water-Coolers, of which the following is a specification.

This invention relates to improvements in water coolers, and has for its object to provide a new and improved form of water cooler of unusual strength and especially adapted for use and location on locomotives or locomotive tenders, where it has been impractical to provide water coolers in the past, owing to their exposure to impact, so that the firemen and engineers have been forced to rely upon jugs and other unsanitary containers for their drinking water.

Another object of the invention is to provide a water cooler in which the water container is entirely separate from the ice-container, thereby preventing danger of the melted ice commingling with the drinking water.

Still another object of the invention is to provide a valved outlet so located and protected as to be free from danger of breaking or bending.

Still another object of the invention is the provision of a drain passage for the excess of water, and also to provide an outlet for the excess of water from the melting of the cooling ice.

These and other objects of the invention will be more fully set forth in the accompanying drawings, in which—

Figure 1 is a vertical section through the cooler taken on the line 1—1 of Fig. 2, save that the outlet faucet is shown in elevation;

Fig. 2 is a plan view of my cooler;

Fig. 3 is a plan view showing the method of attaching the cooler to a locomotive tender, or the like; and

Fig. 4 is a detail section taken along the line 4—4 of Fig. 2.

Like numerals refer to like elements throughout the drawings, in which—

10 designates, generally, the cooler casing, comprising an inner cylindrical wall 10^a and an outer wall 10^b spaced apart from the inner wall to provide space for insulating material, such as cork, indicated by numeral 11. The outer wall is horizontally corrugated to provide added strength, and to contact with the inner wall to maintain the

insulating material in proper position by pressing it against the inner wall, as will be obvious. The casing 10 is constructed with the inwardly curved portion 12 forming a wall, to which is secured along its sides, at 12^a, the strip 12^c forming a continuation of the casing inner wall, as seen in Fig. 2. This strip 12^c constitutes with the wall 12 an ice container. A supplemental strip 13 is located, as shown in dotted lines in Fig. 2, extending between one side of the wall and the strip 12^c, to provide an overflow passage 14 having an outlet at the bottom 14^a. It will thus be seen that the wall 12 together with the remainder of the inner wall 10^a constitute the wall of the water compartment, while the wall with the strip 12^c constitute the ice compartment.

The strip or plate 13 is provided with a slot or aperture 13^a at its upper portion, and the wall 12 is provided with a slot or aperture 12^a furnishing communication between the water compartment and the outlet passage 14, the said aperture being located slightly higher than the aperture 13^a, so that there is no danger of the overflow of melted ice flowing into the water compartment.

A lid 16 is provided, which is apertured at 16^a and slightly down-turned, as indicated by flange 16^b, and surrounding said aperture. This aperture is of substantially the same area as the cross section of the ice compartment, the flange 16^b being located around the upper inside edge of the ice compartment, as shown in Fig. 1. This lid is hinged at 16^c to permit of pivotal movement, and is further concaved or depressed from its outer periphery toward the aperture 16^a, the purpose of this construction being to permit dumping of the ice for cooling directly upon the lid, whereupon it will slip, owing to the concavity, down into the aperture 16^a, and into the ice compartment. When it is desired to fill the water compartment the lid is swung upwardly by engaging the knob or handle 16^d, but when in the position shown in Fig. 1 this lid covers and protects the water compartment, so that ice, or water of melted ice, will not leak into such water container when filling the ice compartment. An insulated cover 18 fits on and covers the entire casing 10, this cover being insulated by cork 18^a, or the like, and provided with a handle 18^b.

The ice compartment is provided with a concave bottom 12^e, from which leads a drain pipe 12^f controlled by a pet cock or valve 19, to permit draining of the ice compartment. The casing is provided with a recess or pocket 10^a—see Figs. 1 and 2—and in this pocket is provided the faucet 20, of conventional type. This faucet is provided with a lever 20^a, normally held in closing position. This faucet communicates, through a tube 20^b, with the interior of the water compartment. It will be obvious that by locating the faucet within the pocket 10^d it is protected from impact, as is advisable in a cooler intended to be located in the locomotive cab or on the tender, where dropping or use of the firemen's implements might result in damage to the cooler.

As stated in the preamble, it has been impractical and inadvisable to provide a cooler for locomotive use or in baggage cars, owing to the fact that it is exposed to impact and rough usage, but with my corrugated construction and protected faucet the cooler will withstand such usage and ordinary impacts, at the same time providing cooled water and a sanitary container, and such cooler is meeting with great favor in actual use.

In Fig. 3 I have shown one method of locating and attaching the cooler, which is provided with an engaging bracket 25 engaging a suitable lug 26 carried upon a bracket 27, in turn secured to a hanger 28 on the front of the locomotive tender, where it is readily accessible to the firemen and engineers.

It will be obvious that my invention is susceptible of modification and improvements; and I do not therefore desire to be

restricted to the form shown and described, save as defined in the appended claims.

I claim:—

1. A water cooler comprising an external casing, said cooler being provided with an ice compartment and a water compartment, a cover member for both of said compartments, and a removable cover member for said water compartment, said last-mentioned cover member being provided with an ice-filling aperture.

2. A water cooler comprising an external casing, said cooler being provided with an ice compartment and a water compartment, and a cover member for said water compartment, said cover member being apertured to permit filling of said ice compartment and being concaved about said aperture to insure delivery of ice into said ice compartment.

3. A water cooler comprising a casing provided with an ice compartment and a water compartment, said cooler being further provided with an outlet passage located between said compartments, each of said compartments being provided with overflow communications with said outlet passage.

4. A water cooler comprising a casing provided with an ice compartment and a water compartment, said cooler being further provided with an outlet passage located between said compartments, each of said compartments being provided with overflow communications with said outlet passage, the outlet communication of said ice compartment being located lower than said water compartment communication.

In testimony whereof, I have subscribed my name.

HENRY GIESSEL.