

(No Model.)

F. X. MUDD.
POULTRY CAR.

No. 539,229.

Patented May 14, 1895.

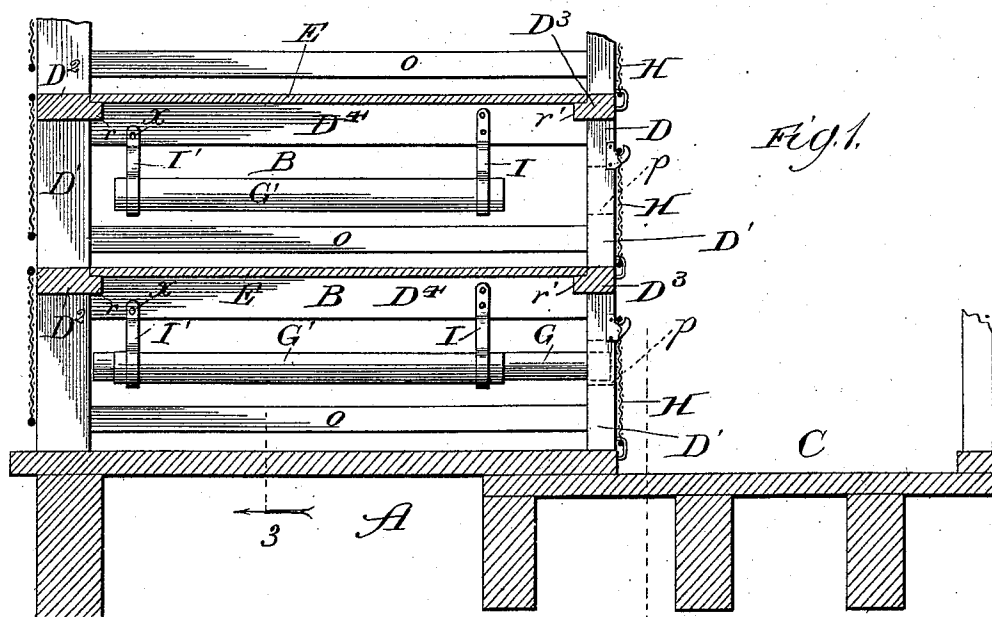


Fig. 1.

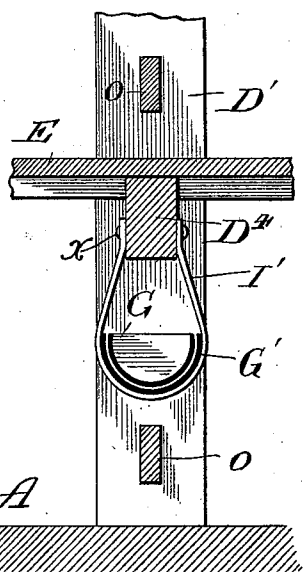


Fig. 3.

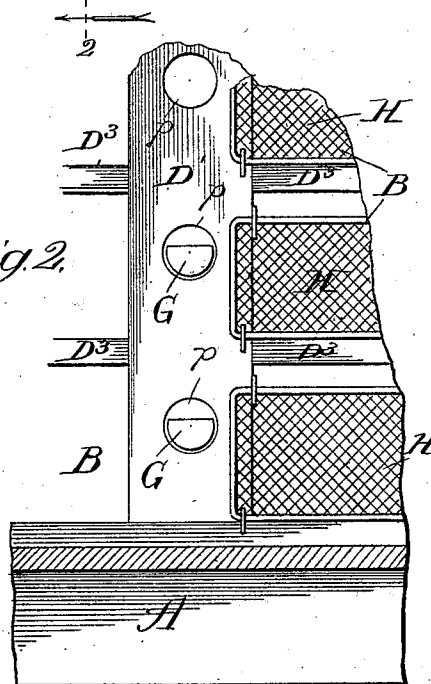


Fig. 2.

Witnesses:
Chas. Gaylord.
Lute J. Allen.

Inventor:
Francis X. Mudd.
By Dyrenforth & Dyrenforth
Attorneys.

UNITED STATES PATENT OFFICE.

FRANCIS X. MUDD, OF CHICAGO, ILLINOIS.

POULTRY-CAR.

SPECIFICATION forming part of Letters Patent No. 539,229, dated May 14, 1895.

Application filed October 15, 1894. Serial No. 525,999. (No model.)

To all whom it may concern:

Be it known that I, FRANCIS X. MUDD, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Poultry-Cars, of which the following is a specification.

My invention relates to an improvement in the class of cars for shipping live poultry, to which belongs the improvement in poultry-cars for which Letters Patent of the United States No. 489,657 were granted to me January 10, 1893.

My present invention relates, more particularly, to an improvement in the troughs provided in the coops to contain the feed and water for the poultry. According to my aforesaid patent the troughs are supported near their opposite ends on hook-shaped bearings provided for them and rigidly suspended from the sides of the coops. This arrangement is undesirable for two reasons. In the first place the trough in a coop, by projecting into it, affords a space so narrow, vertically, underneath it that a fowl cannot stand under it and if it gets into that position, particularly if it be weak, it is liable to be crowded or "packed" by the other fowls in the coop and killed; secondly, by the old structure referred to, wherein the troughs are adapted to be inserted into the coops and withdrawn therefrom, at the aisle, through openings at or near the corners of the adjacent doors, many of the troughs are stolen or lost, owing to the ease with which they may be removed, notwithstanding the greater length of a trough than the width of the aisle, since by drawing a trough lengthwise from its hanger-supports into the aisle far enough to withdraw it from its outer hanger-support, it may then readily be turned to such an angle as to enable its entire length to be pulled out into the aisle.

My object is to provide a construction of the trough-feature in a poultry-car whereby both the objectionable incidents of the former construction referred to shall be overcome. This I accomplish by my improvement hereinafter described and claimed and illustrated in the accompanying drawings, in which—

Figure 1 is a broken cross-sectional view of a portion of a poultry-car, showing coops at one side of the aisle provided with my trough

improvement. Fig. 2 is a broken section taken at the line 2 on Fig. 1 and viewed in the direction of the arrow; and Fig. 3 is a similar section, but enlarged, taken at the line 3 on Fig. 1 and viewed in the direction of the arrow.

The coops B in the poultry-car A may involve any suitable, or the usual general, construction thereof, provided in vertical tiers at opposite sides of an aisle C, though the drawings show them only at one side of the aisle owing to the nature of the views selected for illustrating my improvement. As usual, the frame-work of the coop-structure involves the inner and outer uprights or posts D and D' between which, extending lengthwise of the car, are the tie-beams D², D³, formed with inwardly-projecting offsets *r*, *r'*, affording seats for the coop-floors E, and the transverse beams D⁴. Through the uprights D at each coop, near the door H thereof, I form an opening *p* at which to insert and withdraw for replenishing, from the aisle C, a trough G, the length of which should be sufficient to cause it to extend, when in place, and abut at its outer end, against a post D' with the inner end projecting into the opening *p*.

As the means for supporting the trough near its opposite ends I provide two hangers I and I', in the form of yokes, embracing a beam D⁴ at their arms, whereby they align with the respective opening *p*, the outer hanger I' being fastened pivotally, as indicated, at *x*, while the inner hanger I is rigidly fastened in place. In the hangers is supported a shell G', shorter than the trough but shaped like the latter, or at least sufficiently conforming to its shape to cause it to fit therein or admit of its being readily slid endwise into the shell.

By the means thus described, the troughs for the coops lie directly underneath the beams D⁴, (the space below each being reduced in vertical dimension by a slat *o*, if necessary to prevent the fowls from one coop entering the next,) whereby all danger of the packing referred to below the troughs, is obviated. Moreover, a trough cannot be so readily withdrawn as it would have to be to induce a thief to undertake the operation, since, though it may easily be drawn out straight into the aisle, being longer than the width of the latter, it cannot be entirely so withdrawn;

and the shell G' affords a safeguard or stop against turning (as laterally) the partially withdrawn trough sufficiently to enable its complete withdrawal to be accomplished.

5 A further advantage of providing the troughs in the position underneath the beams D⁴ according to my improvement, is due to the fact that there the fowls cannot roost upon them and thereby render them recep-
10 tacles for droppings; though any dirt that does accumulate in the shells is scraped out by the act of inserting a trough into it, owing to the length of the latter which causes it to reach, at its outer end, short of the adjacent
15 post D'.

My improvement does not render the operation of removing the troughs so arduous or long as to be in the least impracticable, for all that is necessary to effect the removal of
20 a trough is to loosen the fastenings of its hanger I, thereby permitting the latter with the end it supports of the shell to drop, thus leaving the trough with one end resting in the opening p and the other end resting in the
25 hanger I', in which position it may be drawn lengthwise far enough into the aisle to clear the hanger I' and permit of its being swung laterally, (owing to the shell G' being then out of the way) far enough to clear, at the
30 outer end of the trough, the side of a post D'. Then the trough may be pushed inward past the post D' till the inner end of the trough clears the opening p, when it drops on the floor E and may be taken out through the door H.

What I claim as new, and desire to secure 35 by Letters Patent, is—

1. In a poultry-car containing coops at opposite sides of an aisle, the upright posts, at the aisle, of the frame-work of the coops said posts having openings, at which to insert and
40 withdraw the troughs, and troughs supported in the coops to extend lengthwise of and underneath the transverse beams of their frame-work, substantially as described.

2. In a poultry-car containing coops at opposite sides of an aisle, the upright posts, at the aisle, of the frame-work of the coops said posts having openings, at which to insert and
45 withdraw the troughs, shells supported in the coops to extend lengthwise of and underneath 50 the transverse beams of their frame-work, and troughs removably confined in the shells, substantially as described.

3. In a poultry-car containing coops at opposite sides of an aisle, the upright posts D 55 of the frame-work of the coops, containing the openings p, the transverse beams D⁴ of said frame-work, having suspended from them the pivotal yoke-hangers I' and the rigid yoke-
60 hangers I, shells G' supported in said yokes to extend lengthwise of and underneath said transverse beams, and troughs G in the shells, substantially as described.

FRANCIS X. MUDD.

In presence of—
J. N. HANSON,
M. J. FROST.