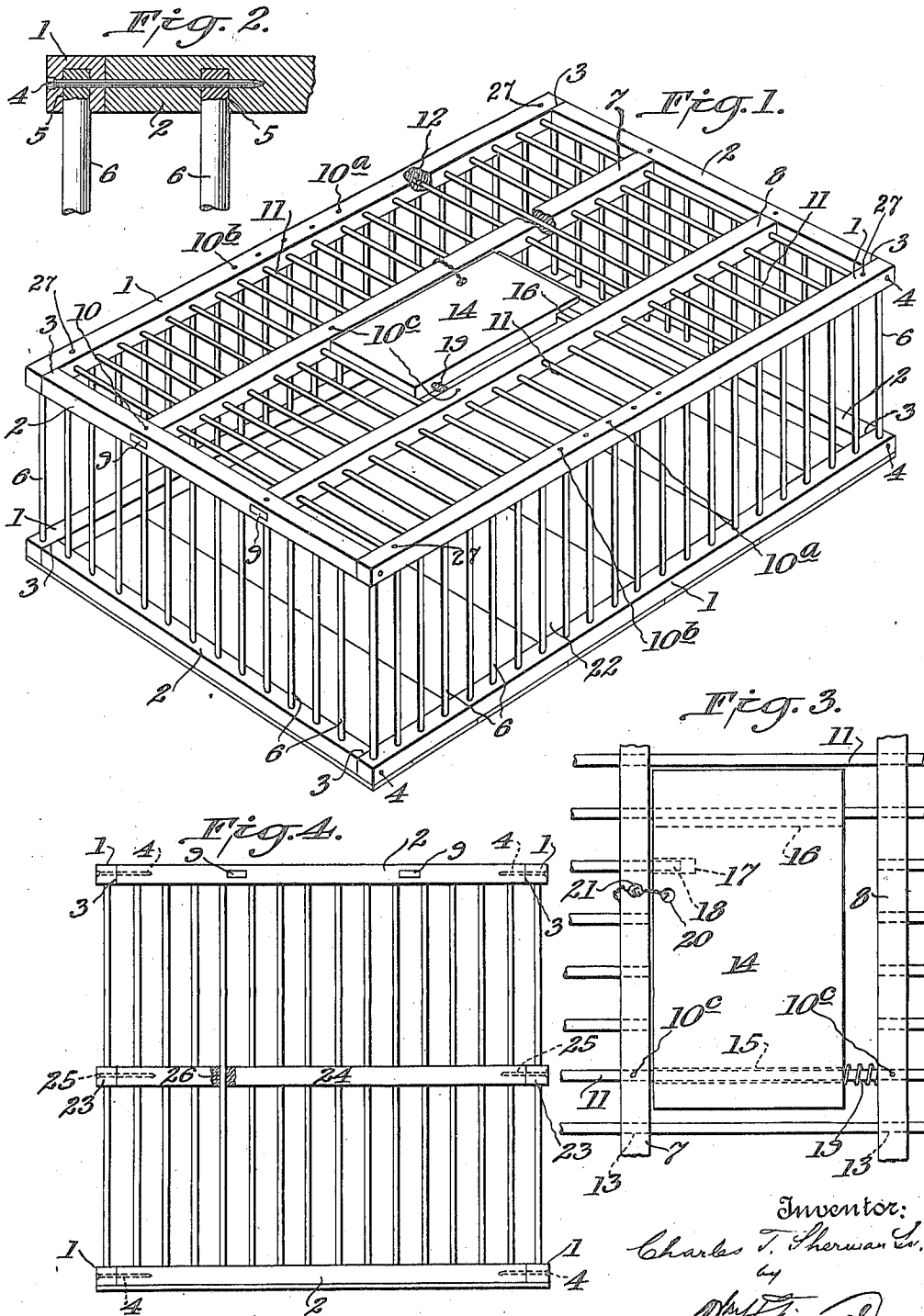


C. T. SHERMAN, Sr.
SHIPPING COOP.
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1,424,218.

Patented Aug. 1, 1922.



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UNITED STATES PATENT OFFICE.

CHARLES T. SHERMAN, SR., OF GOLDVEIN, VIRGINIA.

SHIPPING COOP.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, CHARLES T. SHERMAN, Sr., a citizen of the United States, residing at Goldvein, in the county of Fauquier and State of Virginia, have invented a certain new and useful Improvement in Shipping Coops, of which the following is a full, clear, and exact description.

The object of this invention is to produce a coop for shipping live poultry, in which are embodied great simplicity and economy of construction, and great strength and light weight, the first to effect low cost in quantity production, and the last to stand the rough handling incident to transportation and reduction in freight charges or costs.

The invention consists of a coop having top and bottom frames made up of longitudinal side bars, preferably of square cross-section, similar end bars, and vertical dowels or spindles socketed in the bars, the side bars and end bars being butt-jointed, without mortising, mitering or other cutting, and the joints secured by nails or equivalent fasteners driven through them and through the corner dowels and the dowels next thereto; the top being, in one form of my invention, formed by intermediate longitudinal bars mortised in the end bars and secured therein by nails or equivalent fasteners, and cross-dowels passing through the intermediate bars and socketed in the side bars; a door of novel construction being hingedly mounted in the top and adapted to be locked in place; the bottom being solid and of any approved construction, as I will proceed now to explain and finally claim.

In the accompanying drawings illustrating the invention in the several figures of which like parts are similarly designated, Figure 1 is a perspective view of a coop specially designed for transporting chickens. Fig. 2 is a sectional elevation, on a larger scale, of one corner of the coop showing the fastening feature. Fig. 3 is a top plan view, on a larger scale than that of Fig. 1, showing the details of the door. Fig. 4 is an end elevation of a coop for larger fowls, such as turkeys.

The top and bottom frames comprise the longitudinal side bars 1, preferably made of uniform square cross-section throughout, and the end bars 2, of similar form, butt-jointed at their meeting ends 3, that is to say, at the corners of the frames, and se-

cured by long nails or other suitable fasteners 4 driven through the side bars into the end bars. Of course, the best results will be obtained by driving the fasteners through those bars which present their grain lengthwise and into those bars which present their grain endwise at the joints. The side bars and the end bars are provided with sockets 5—see Fig. 2—on opposite faces, in which are placed the dowels or spindles 6, that form the sides and ends of the coop in connection with the frames. A dowel or spindle is placed at each angle or corner of the coop, and the nails 4 used to secure the side and end bars are driven through these bars and also through those portions of the corner dowels and the dowels next adjacent thereto which are in the sockets, as shown in Fig. 2, so as not only to fasten together said bars but also to firmly and securely unite them with the dowels and thus connect the top and bottom frames.

The corners or angles of such coops are most exposed to damage in use, but as in my construction there is no mortising, mitering or other cutting away of the meeting ends of the side and end bars and consequent reducing of the strength, the coops produced in accordance with my invention by butting these bars, without cutting, present a maximum of strength at these vulnerable points; and in addition my construction effects an economy of material, but particularly an economy in labor costs. Where hard wood, such as hickory is used in the construction of coops, these advantages are of great importance.

The top frame may have the intermediate bars 7 and 8 running lengthwise thereof, with their ends connected with the end bars by mortise and tenon joints 9 and nails 10. Transverse dowels or spindles 11 have their ends secured in sockets 12 (see the broken out part in the upper side bar, Fig. 1) in the adjacent sides of the side bars, and these dowels extend through holes 13 (see the broken out part in bar 7, Fig. 1) in the intermediate bars to the side bars, excepting at a central point where the door 14 is located, and where, by the omission of the dowels between the intermediate bars 7 and 8 a door opening is provided in the top. The short dowels just described preferably are held in place by nails 10^a driven through or into the side bars and dowels. The door preferably is solid, and has a transverse hole

15 in one end through which one of the cross dowels 11 passes and serves as a hinge pintle for the door, as shown more in detail in Fig. 3. The dowel 11 which forms the hinge pintle for the door may also be secured in both the side bars and the intermediate bars by nails 10^b and 10^c. The opposite end of the door is cut away, as at 16 so as to rest upon one of the cross dowels 11 at that end and be flush with the top of the coop; and at this end the door is provided with a socket 17 (see Fig. 3) which is engaged by the projecting end 18 of one of the cross dowels 11, and the door is pressed into engagement with this projecting end by a coiled spring 19 mounted upon the hinge pintle dowel at one side and between the door and the next adjacent intermediate bar 8, and acting laterally upon the door. The door is of sufficiently less width than the space between the intermediate bars 7 and 8 to admit of enough sidewise movement, against the pressure of the spring, to clear the end 18 and thus be released for opening and closing purposes.

The door 14 may have a hole 20 in it to receive a wire seal 21 for sealing the entrance to the coop and preventing unauthorized opening of the door. Any other door locking means may be used.

The bottom of the coop may be of any desired construction. I have shown it as composed of boards 22 attached to the bottom frame.

Coops for larger fowls, such as turkeys, are made higher than those for chickens and the like, and in order to strengthen such higher coops, they may be provided with side bars 23 and end bars 24, as shown in Fig. 4, connected to one another and to the corner and next adjacent dowels by nails or equivalent fasteners 25 as in the case of the top and bottom frames first described. In this type of coops the side bars and the end bars will have through holes 26 for the passage of the dowels.

I have already referred to the corner construction as presenting great strength, and now add that this strength may be augmented by positively fastening the end dowels in the top frame, as by nails 27 driven through the side bars 1 and the ends of the dowels socketed therein. By this construction the rigidity and stiffness of the corners are increased.

Variations in the details of construction and the arrangement of parts are considered to be within the principle of the invention as herein claimed.

What I claim is:—

1. A shipping coop, having top and bottom frames composed of side and end bars butt-jointed, and connecting dowels socketed in said bars at the corners of the frames and along the sides and ends, the frames and

their constituent bars and the dowels being connected by nails or other fasteners driven through one set of bars into the other set and simultaneously through the corner dowels and the dowels next adjacent thereto.

2. A shipping coop, having top and bottom frames composed of side and end bars butt-jointed, and connecting dowels socketed in said bars at the corners of the frames and along the sides and ends, the frames and their constituent bars and the dowels being connected by nails or other fasteners driven through one set of bars into the other set and simultaneously through the corner dowels and the dowels next adjacent thereto, and an intermediate frame arranged between the top and bottom frames and composed of side and end bars connected to one another and to the corner and next adjacent dowels by fasteners driven through them, the side and end dowels passing through the side and end bars of said intermediate frame and socketed in the side and end bars of the top and bottom frames as described.

3. A shipping coop, composed of top and bottom frames and connecting side and end dowels, the top frame having intermediate longitudinal bars and dowels extending from side to side through such intermediate bars saving for a substantially central door opening, a pivoted door arranged in said opening and having one of the through dowels as its pintle, a spring interposed on said pintle between the side edge of the door and the next adjacent intermediate bar and serving to force the door toward the other intermediate bar, a dowel projecting into the door opening near its end opposite the pintle and adapted to engage a hole in the side of the door to hold the door closed, said door having a cut-away portion at its free end adapted to rest upon a cross dowel to support the closed door flush with the top.

4. A shipping coop, composed of top and bottom frames and connecting side and end dowels, the top frame having intermediate longitudinal bars and dowels extending from side to side through such intermediate bars saving for a substantially central door opening, a pivoted door arranged in said opening and having one of the through dowels as its pintle, a spring interposed on said pintle between the side edge of the door and the next adjacent intermediate bar and serving to force the door toward the other intermediate bar, a dowel projecting into the door opening near its end opposite the pintle and adapted to engage a hole in the side of the door to hold the door closed, said door having a cut-away portion at its free end adapted to rest upon a cross dowel to support the closed door flush with the top, and means for locking the door in closed position to prevent unauthorized access to the contents of the coop.

5. A shipping coop, having a top frame composed of side and end bars butt-jointed, and connecting dowels socketed in said bars at the corners of the frame and along the sides and ends, the frame with its constituent bars and the dowels being connected by nails or other fasteners driven through one set of bars into the other set and simultaneously through the corner dowels and the dowels next adjacent thereto, said frame having intermediate longitudinal bars and dowels extending through them and into the side bars saving at the center so as to leave a door opening, a door hingedly mounted upon one of the cross dowels, the dowels adjacent to this opening being nailed to the side bars and the door pivoting dowel being likewise secured and also nailed to the intermediate bars.

In testimony whereof I have hereunto set my hand this 13th day of August A. D. 1921.

CHARLES T. SHERMAN, Sr.

Witnesses:

W. D. REAMY,
M. S. CHANDLER.