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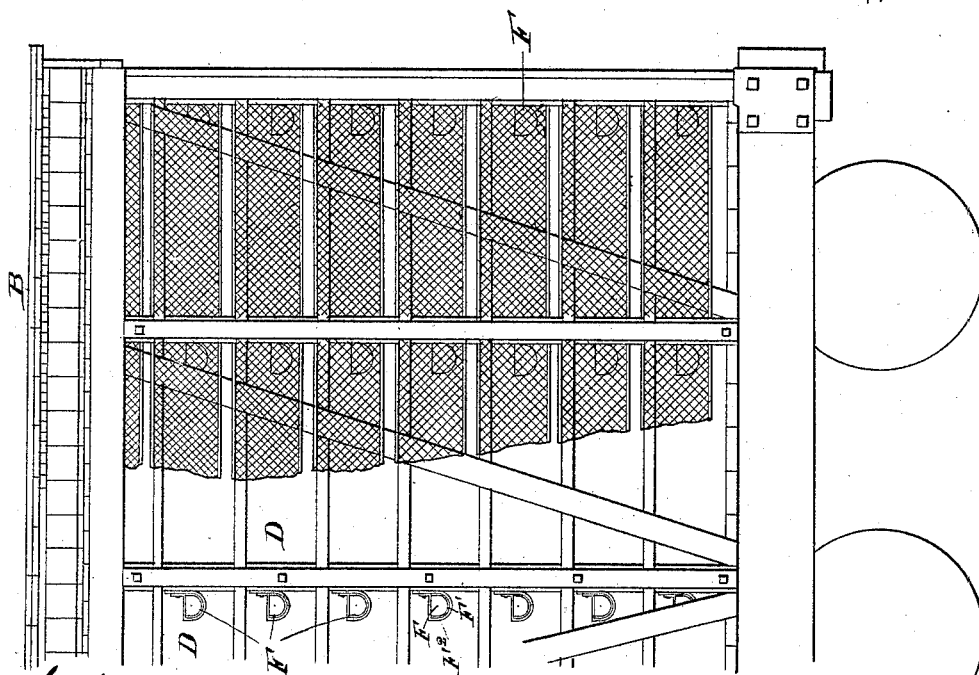
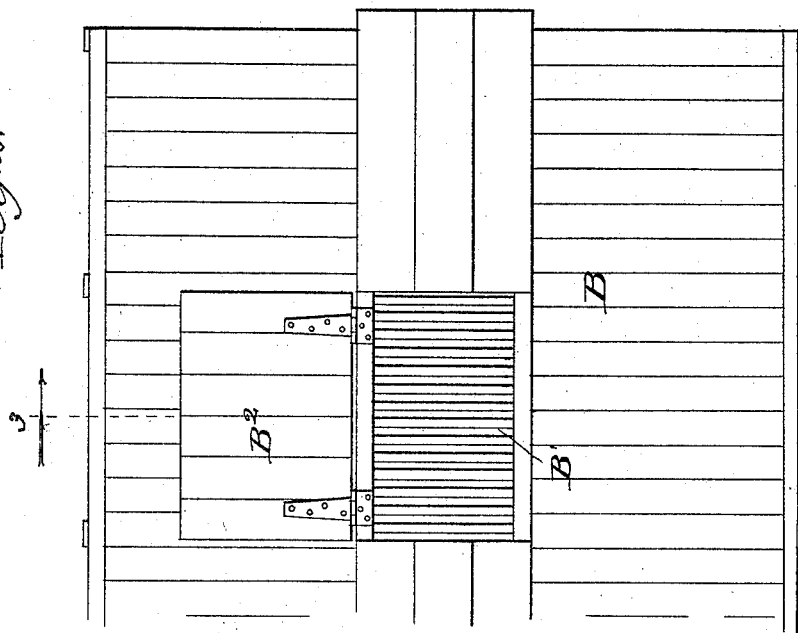
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F. X. MUDD.
POULTRY CAR.

No. 489,657.

Patented Jan. 10, 1893.

Fig. 2.



Witnesses:
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Clifford White.

Fig. 1.

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(No Model.)

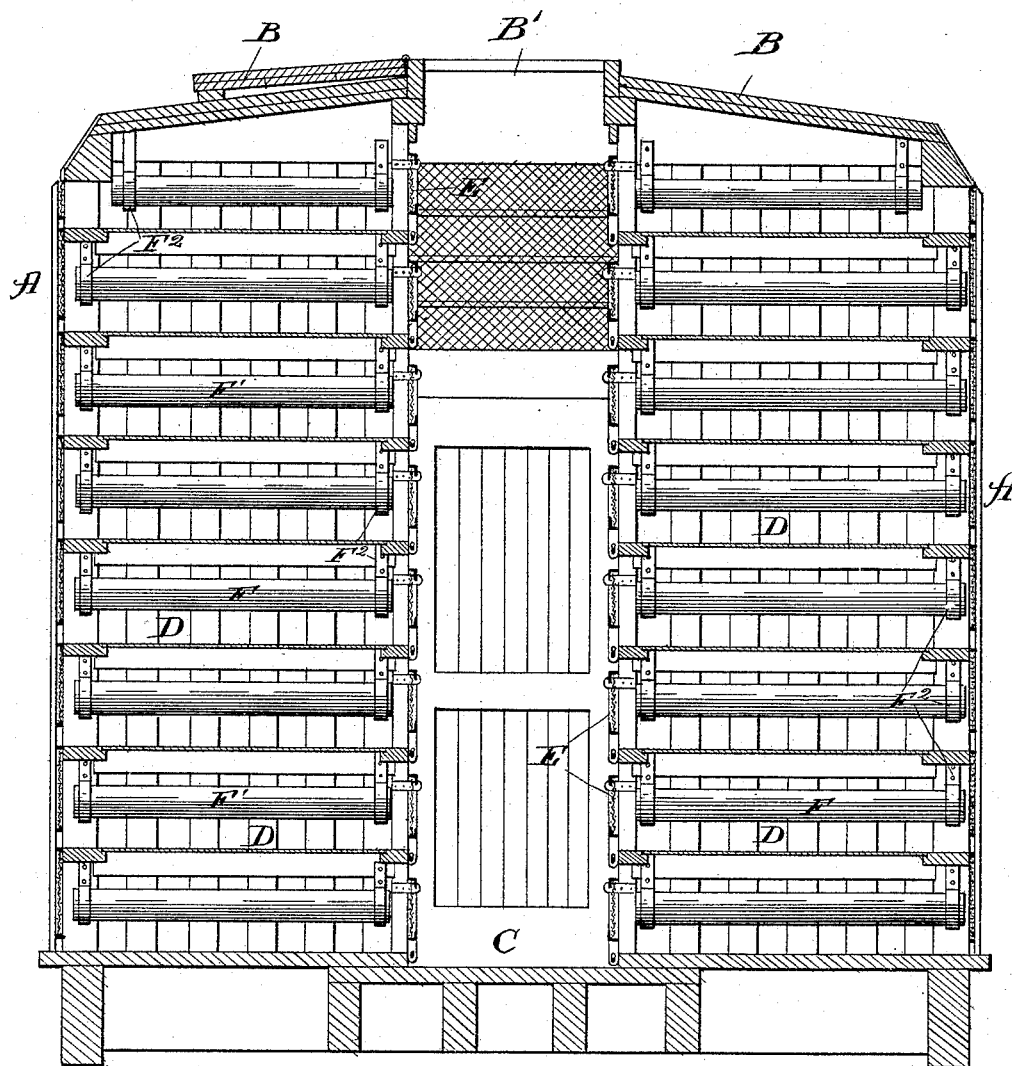
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Fig. 3.



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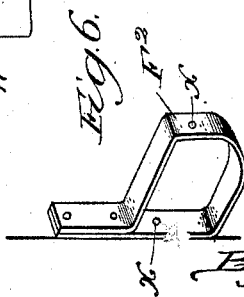
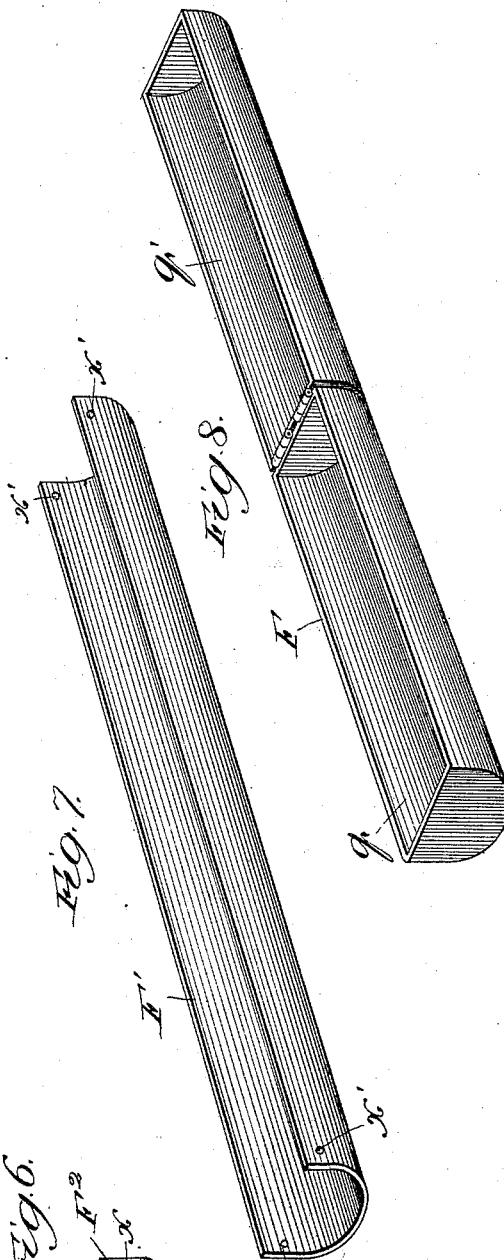
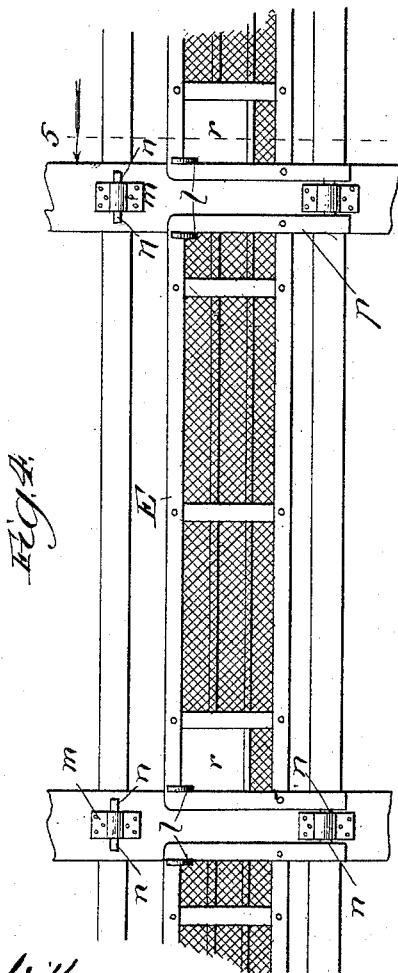
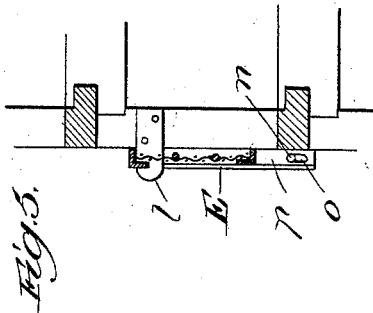
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3 Sheets—Sheet 3.

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UNITED STATES PATENT OFFICE.

FRANK X. MUDD, OF CHICAGO, ILLINOIS.

POULTRY-CAR.

SPECIFICATION forming part of Letters Patent No. 489,657, dated January 10, 1893.

Application filed June 21, 1892. Serial No. 437,472. (No model.)

To all whom it may concern:

Be it known that I, FRANK 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 cars for shipping live poultry, of the general construction of the car illustrated and described in Letters Patent of the United States granted to William P. Jenkins and Frank X. Mudd, No. 444,266, dated January 6, 1891.

The objects of my improvement are to provide for facilitating the handling from the longitudinal aisle of the troughs in the coops, and for facilitating the opening and closing of any coop desired, from the aisle. These objects I accomplish by peculiar details of construction and combinations of parts, all as hereinafter described with reference to the accompanying drawings, in which—

Figure 1 is a broken view in side elevation of a live-poultry car provided with my improvements. Fig. 2 is a plan view of the part of the car presented in Fig. 1. Fig. 3 is a transverse section of the car taken at the line 3 on Fig. 2 and viewed in the direction of the arrow. Fig. 4 is an enlarged broken view in front elevation showing details of construction of the coop-doors. Fig. 5 is a section taken at the line 5 on Fig. 4 and viewed in the direction of the arrow. Figs. 6, 7 and 8 are perspective views of details.

The car is constructed, generally, like that set forth in the aforesaid Letters Patent, thus involving open-work sides A, a roof B, a longitudinal central aisle C flanked by series of vertical tiers of coops D, closed at their aisle-sides by doors E, and having troughs F supported in them.

The amount of animal-heat generated in a poultry-car of the class to which my improvement relates is so great as to render the temperature of the car, unless properly ventilated, injurious to the poultry; and the problem of ventilation without undue exposure of the poultry, is therefore, a very important one.

For ventilating the car through the aisle C, I provide in the portion of the roof B over it, grating B' (Fig. 3), at the side of which is hinged a door B², adapted to be raised to cre-

ate a draft for ventilating purposes and to be closed when the condition of the weather or temperature requires.

At one side of each coop D is a trough F, the length of which should correspond, approximately at least, with that of the coop, and which is supported in brackets F²; and to facilitate removal and insertion of the trough, which operations should, for convenience, be capable of being performed from the aisle C, and preferably without requiring the door E to be opened for the purpose, I provide a shield F', open at the aisle-end, or at both ends, and permanently fastened to the brackets (as indicated by the rivet-openings *x* and *x'* respectively in the bracket and shield represented in Figs. 6 and 7), the shield coinciding at its aisle-end with the opening *r* (Fig. 4) in the door and affording a guide-support for the trough, the aisle-end of which closes the door-opening against the escape through it of poultry. The width of the aisle C (about two feet) being considerably less than the desired length of a trough F, in order to enable the withdrawal from and insertion into a coop through an opening *r* of a trough, it must fold. To that end I form the trough in longitudinal sections *q*, *q'* (two, shown in Fig. 8, being ordinarily sufficient, though they may be more) hinged together. As represented in Fig. 8, the sections are hinged at their adjacent upper ends, to fold in an upward direction and thus adapt a trough so formed for the lower coops, whereby in withdrawing or inserting it the folding may be done in the direction away from the aisle-floor, which might otherwise obstruct it. For the upper coops the trough-sections should, on the other, hand, be hinged at the bases of their adjacent ends to adapt them, for convenience, to fold downward. This last-named construction is not illustrated in the drawings, as it will be readily understood without illustration, from the representation in Fig. 8.

The coop-door E (see Fig. 4) differs from that presented in the aforesaid patent principally in having the trough-insertion opening *r* and in the manner of supporting it. Thus the depending end-pieces *p* of the door-frame are provided with elongated openings *o* through which passes the stationary journal *n* on which the door is supported to swing; and

on the inner sides of the door-sills *m* are rigid catches *l* in position to engage the outer (or upper) bar of the door-frame, when the door is closed. This construction enables the door to be made the narrower, and thus to extend the less far across the aisle in swinging it out to open it, to do which, it is raised till it clears the catches *l*, and then allowed to fall till the tops of the elongated openings *o* rest on the journals *n*, on which it is then swung open; and when swung, for closing, in the opposite direction, it is raised over the catches *l* and then allowed to drop, whereby its outer frame-bar seats in the catches and the opening *r* in the door coincides with the end of the trough.

The movement and scratching of the poultry in the upper coops work out of the latter a considerable portion of their refuse-contents, which fall into the aisle. With the floor of the aisle, as hitherto, flush with the floors of the lowermost coops, this refuse-matter tends to work back into the latter. To obviate this, the aisle, may be sunk as shown in Fig. 3, below the level of the lower-coop floors.

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

1. In a live-poultry car divided internally into tiers of coops separated by a longitudinal aisle, and provided with doors *E* having openings *r*, a trough for each coop, and a stationary shield *F'* supported to coincide with the said opening and supporting the trough with

its inner end at the said opening and affording a closure therefor, substantially as described.

2. In a live-poultry car divided internally into tiers of coops separated by a longitudinal aisle, and provided with doors *E*, having openings *r*, supports for troughs in the coops at the said openings, and troughs on said supports and each formed in longitudinal sections hinged together, substantially as described.

3. In a live-poultry car divided internally into tiers of coops separated by a longitudinal aisle, and provided with doors *E* having openings *r*, trough-supports *F²* in the coops at the said openings, stationary shields *F'* on the said supports, and troughs *F*, resting in the shields with their inner ends affording closures for the openings, and each formed in longitudinal sections hinged together, substantially as described.

4. In a live-poultry car divided internally into tiers of coops separated by a longitudinal aisle, the combination with the coops of doors *E* having openings *r* for the troughs and provided in their depending frame-pieces *p* with elongated openings *o* through which the supporting-journals *n* pass, door-catches *l* on the sills *m*, and troughs *F* supported in the coops to close at their aisle-ends the openings *r*, substantially as and for the purpose set forth.

FRANK X. MUDD.

In presence of—

J. N. HANSON,

M. J. FROST.