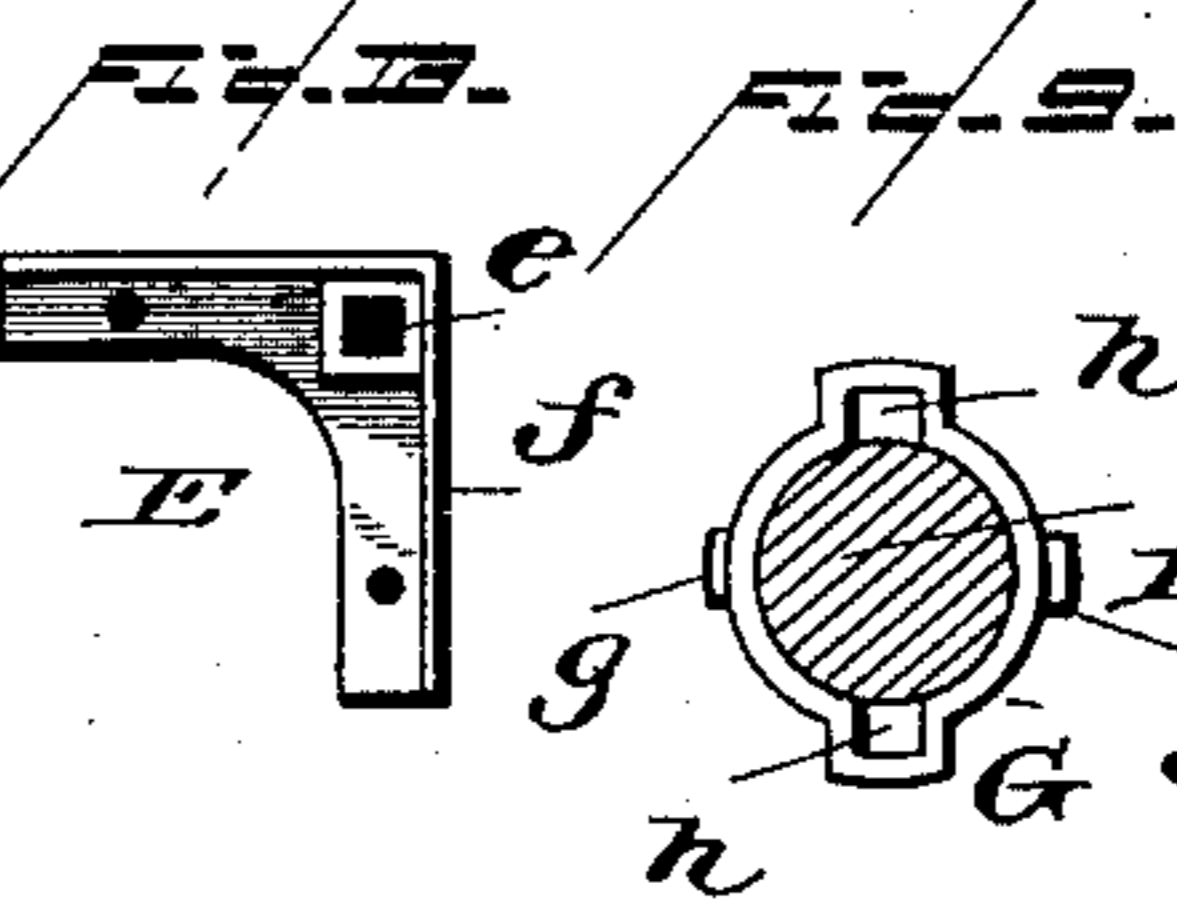


J. MORAN.
POULTRY CAR.

Patented Jan. 3, 1888.



WITNESSES
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JOHN MORAN, OF ADAIR, MISSOURI.

POULTRY-CAR.

SPECIFICATION forming part of Letters Patent No. 375,764, dated January 3, 1888.

Application filed November 10, 1887. Serial No. 251,797. (No model.)

To all whom it may concern:

Be it known that I, JOHN MORAN, a citizen of the United States, residing at Adair, in the county of Adair and State of Missouri, have
5 invented certain new and useful Improvements in Poultry-Cars; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to
10 make and use the same.

This invention has relation to improvements in cars for shipping poultry; and it has for its object to construct a car in such a manner as to afford great capacity, with a view to cleanliness, &c., and to attain lightness and at the same
15 time render the car readily convertible for the purpose of transporting freight of any character.

The invention will be fully understood from
2 the following description and claims when taken in connection with the annexed drawings, in which—

Figure 1 is a longitudinal central sectional view of a car constructed according to my invention. Fig. 2 is a view of one of the vertical
25 partitions and rafters removed. Fig. 3 is a view of one of the folding floors removed. Fig. 4 is a perspective view of one of the troughs removed. Fig. 5 is a view of a spoon for delivering the food to the troughs. Fig. 6 is a
30 view of one of the transverse bars for supporting the floors of the compartments. Fig. 8 is a cross sectional view of one of the uprights, showing the end of a cross-bar in position.
35 Fig. 7 is a side view of the same. Fig. 9 is also a cross-sectional view of one of the uprights. Fig. 10 is a view of one of the cross-supporting bars; and Figs. 11, 12, and 13 are
40 views of the sockets for receiving and supporting the uprights.

Referring by letter to the said drawings, A indicates a car which is mounted on a suitable truck. This car is composed of a suitable
45 base or floor, B, having secured at suitable points along its side edges the sockets C. These sockets have a base flange, as shown, which is perforated to receive nails, screws, or other suitable fastening devices, and the vertically-
50 disposed sockets are of rectangular or polygonal form, so as to prevent the said posts from turning when seated, and the said sockets are

also perforated transversely, as at *b*, for the passage of a pin to secure the posts from vertical displacement. The roof or rafters of the car are also provided with similar sockets to
55 receive the upper ends of the said uprights. The uprights D, which are preferably of metal, have their opposite ends flattened so as to snugly seat themselves in the sockets.

E indicates brackets, which I employ at the
60 corners. These brackets are of angular form, having a vertical socket, *e*, at the angle thereof to receive the corner uprights, and these angular brackets have a vertical marginal flange, *f*, (see Fig. 13,) to engage the edges of the main
65 floor, to which the same is suitably secured.

D' indicates the corner uprights, which are formed with aligned lugs *g* on opposite sides and placed at regular intervals. On these posts are placed collars or rings G, having off-
70 set recesses *h* at diametrically-opposite points, so that by turning the said rings so as to have their recesses coincide with the lugs of the posts they may be adjusted up and down
75 thereon, so as to be placed at any desired point to support the cross-bars upon which the floors of the compartments bear. H H indicate the cross-bars for supporting the removable floors. These cross-bars may be
80 hinged about midway of their length, so that the same may be folded for compact shipping when the car is not to be used for shipping poultry, and its ends are forked so as to receive the posts or uprights.

The forks are sufficiently great to span the
85 lugs on the posts, whereby they may be moved up and down when the rings are moved; but are designed to bear upon the rings which support them. Thus it will be seen that the floors of each compartment may be adjusted
90 to any suitable point according to the height of the compartment required, and this may be accomplished while the compartments are occupied as well as when the car is empty.

The side and end walls of the car are formed
95 of horizontal and vertical bars, so as to approximately resemble a bird cage or coop and permit plenty of light and air to the fowls.

I indicates the supplemental floors, which are formed of sheet metal, although they may
100 be formed from any suitable material. These floors are made in sections hinged together so

that they be folded up when not in use, and they are also supported at the sides of the car by bars in a manner heretofore mentioned.

On the under side at the top of the car I secure cross-girders K, which are provided with dependent pins *i*, which are designed to enter perforations in the upper horizontal edge of the vertical partitions, as shown. These vertical partitions L are also formed from sheet metal, perforated and hinged so as to fold compactly when not in use. I also provide a perforated door for each compartment, as indicated at M. These doors are hinged to the side walls of the car, and have a spring, *m*, back of them, so that they may be normally kept closed. The car thus constructed is designed to be divided into four or more compartments for fowls and a central compartment for the storage of food and the accommodation of the attendant. This central compartment is shown at N, and has an upper perforated side with a lower closed portion and a window arranged between the two. The sides of this central compartment, may have apertures to receive hooks or the like on food-troughs, as indicated in Fig. 4 of the drawings, and such trough may be advantageously employed in each compartment, as the same can be reached and the food delivered to them by means of a long spoon, as illustrated in Fig. 5.

From the foregoing description, when taken in connection with the accompanying drawings, it will be seen that I have a car the sanitary condition of which is greatly improved, and that a large number of poultry may be shipped and kept cool and healthy.

The edges of the roof may have a number

of hooks, and when the weather will permit a tarpaulin may be employed around the car.

The bar H' is provided with a suitable number of apertures, as shown, to receive the forked ends of the cross-bars from the outside when it is desired to raise the same and the floors supported thereby.

Having described my invention, what I claim is—

1. In a poultry-car, the combination, with the uprights having lugs on opposite sides, of the rings having offset recesses at diametrical points, and the bars having opposite ends forked to sustain the removable floors, substantially as specified.

2. A poultry-car composed of open-work sides and ends, the sockets on the top and bottom to receive the opposite ends of the uprights, cross-bars supported by the uprights, removable folding floors supported by the cross-bars, and removable hinged partitions, substantially as specified.

3. In a car, the combination, with the uprights having lugs, as described, of the cross-bars and rings, and the removable floors, substantially as specified.

4. In a railway-car, the combination, with the rafters having depending pins, of the partitions having apertures in their upper ends to receive the same, substantially as specified.

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

JOHN MORAN.

Witnesses:

J. C. THATCHER,

JOHN W. JOHNSTON.