

No. 621,200.

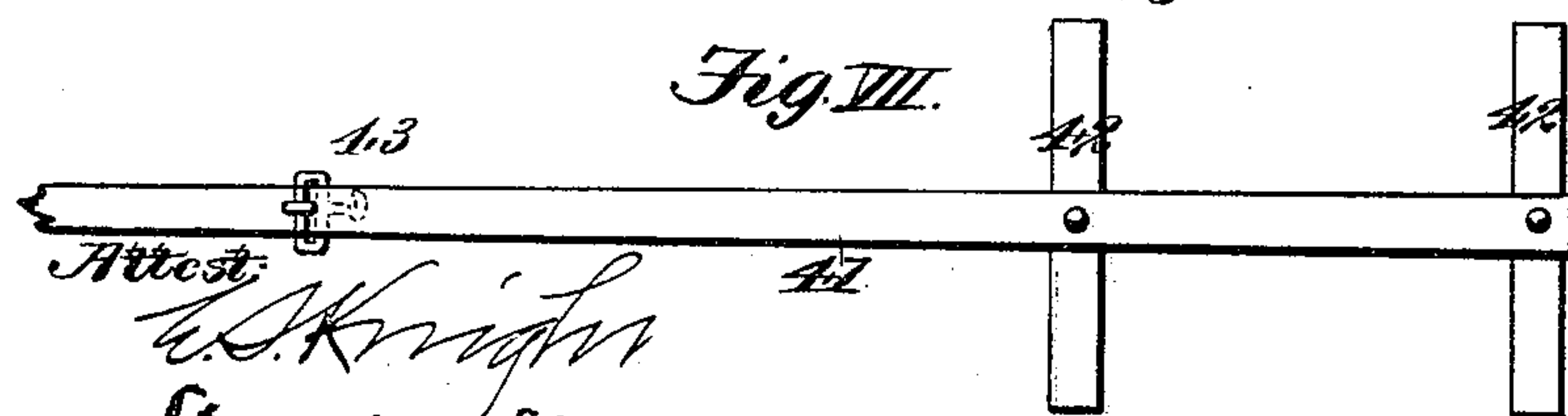
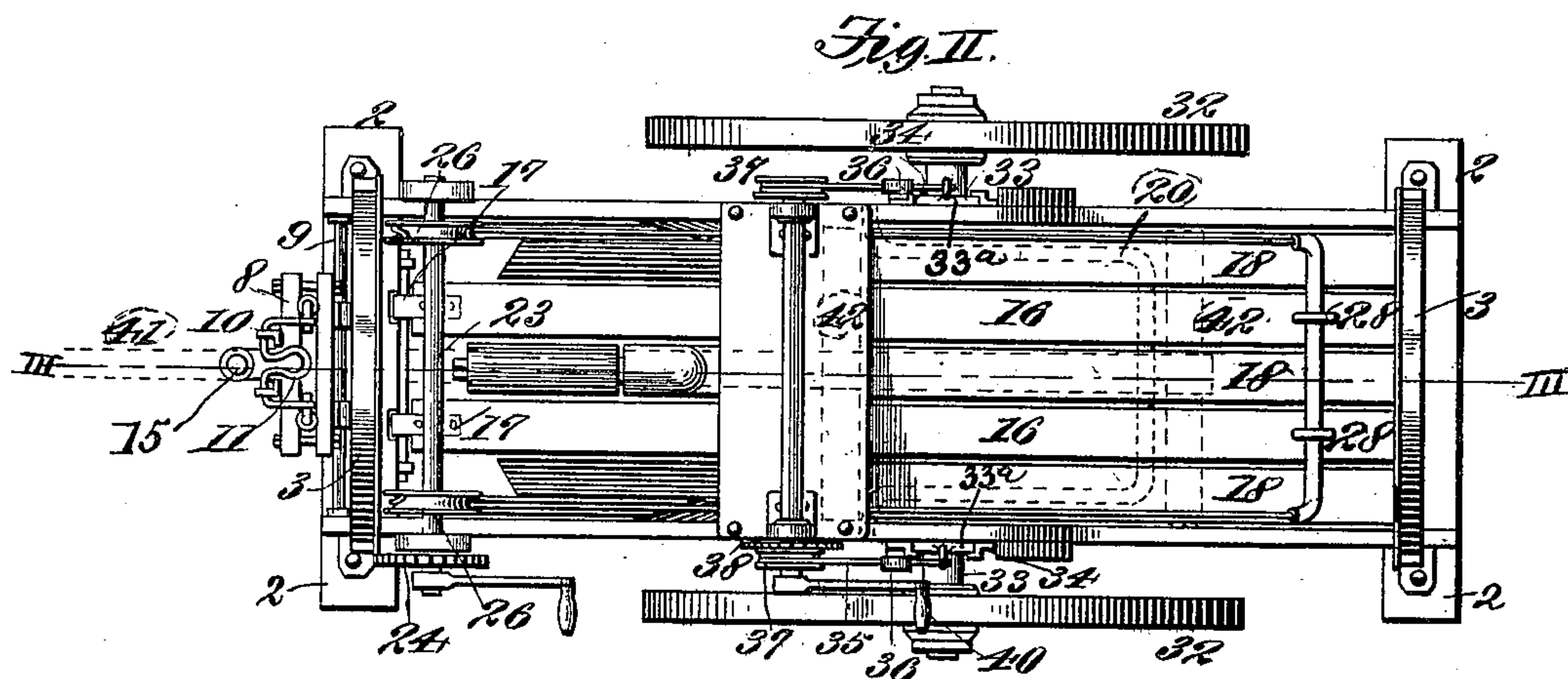
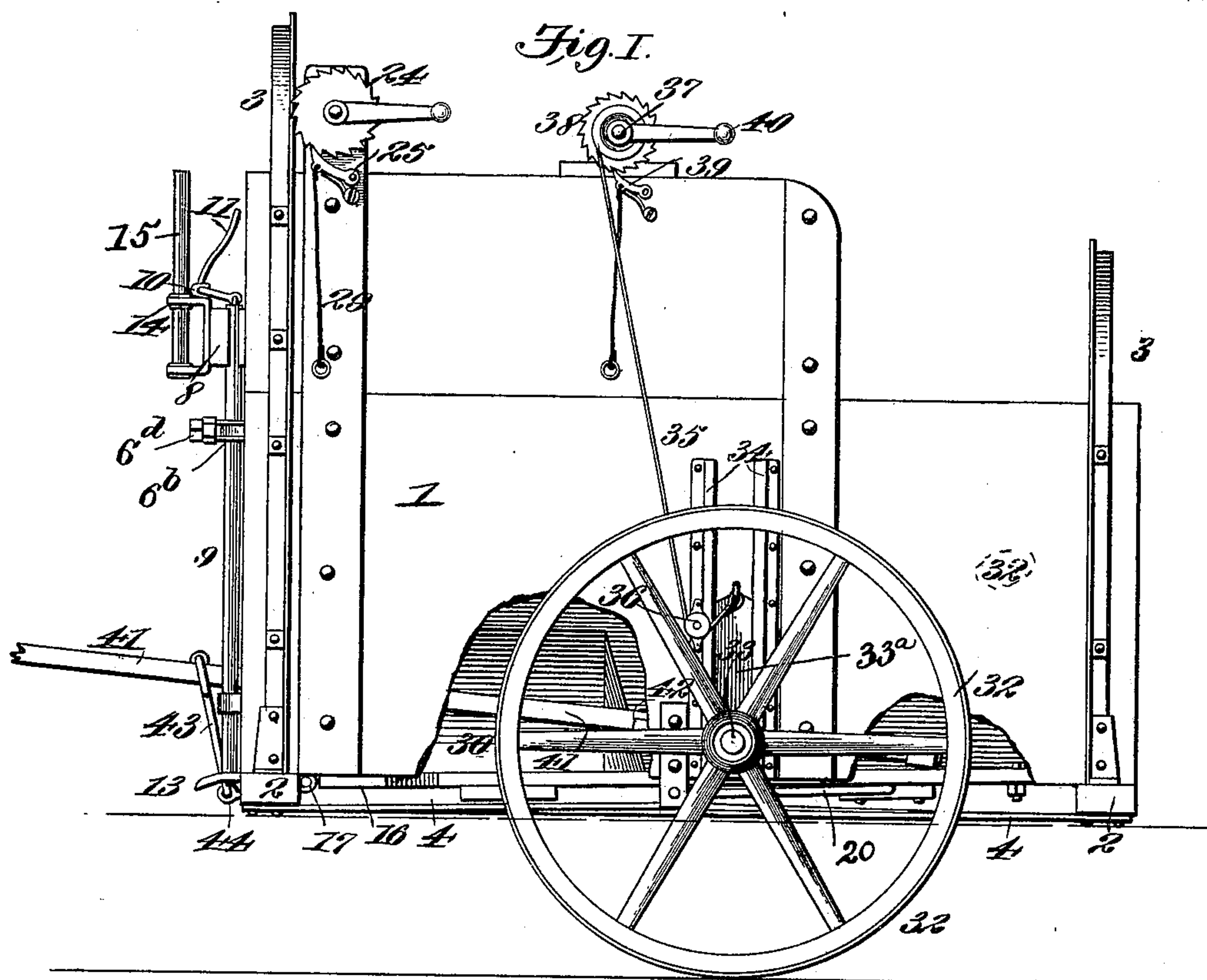
Patented Mar. 14, 1899.

A. AUCHLY.
HOG TRAP.

(Application filed Jan. 15, 1898.)

(No Model.)

3 Sheets—Sheet 1.



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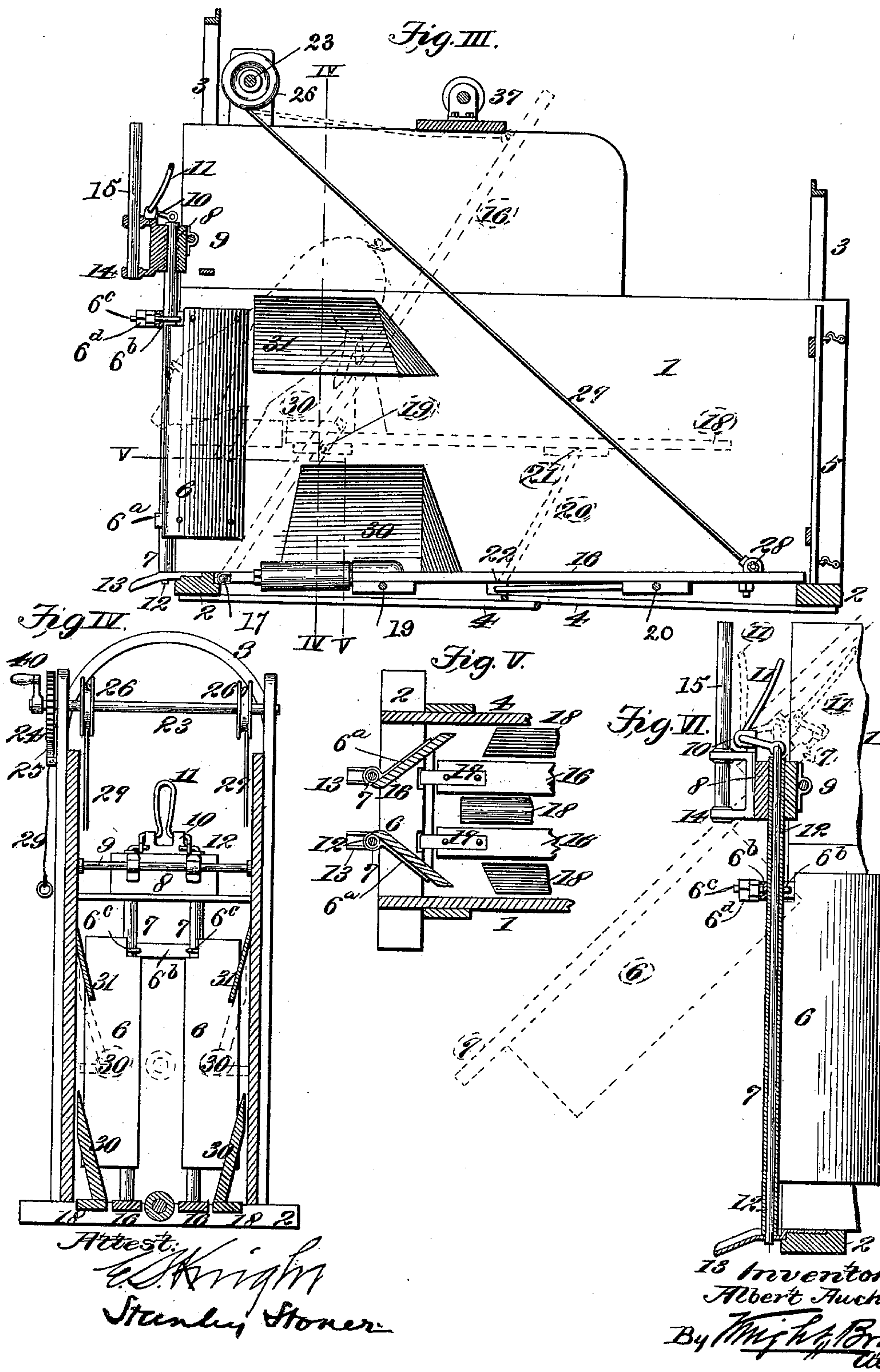
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3 Sheets—Sheet 3.

FIG. VII.

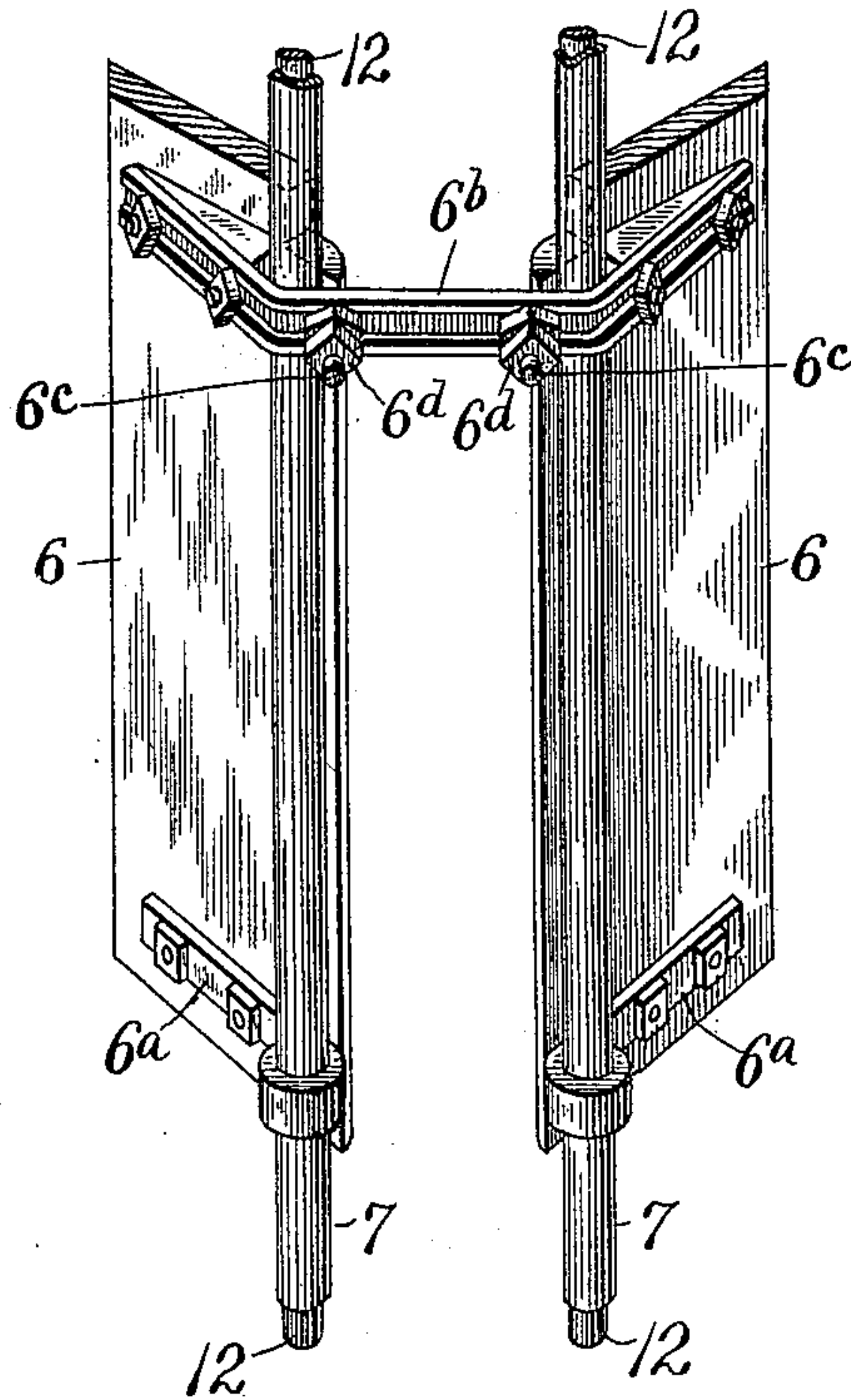
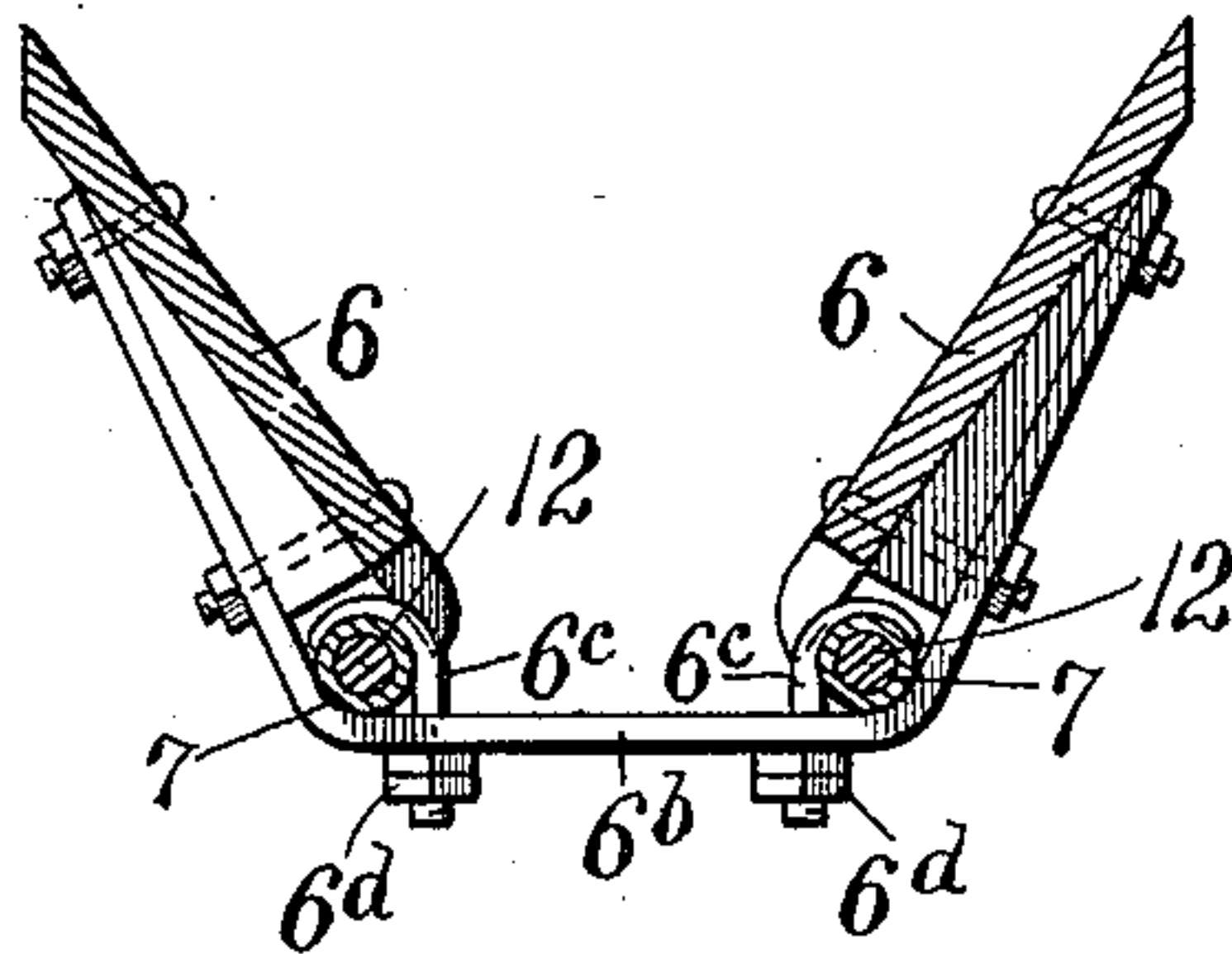


FIG. IX.



Witnesses.

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UNITED STATES PATENT OFFICE.

ALBERT AUCHLY, OF MONTGOMERY CITY, MISSOURI.

HOG-TRAP.

SPECIFICATION forming part of Letters Patent No. 621,200, dated March 14, 1899.

Application filed January 15, 1898. Serial No. 666,804. (No model.)

To all whom it may concern:

Be it known that I, ALBERT AUCHLY, a citizen of the United States, and a resident of Montgomery City, in the county of Montgomery and State of Missouri, have invented certain new and useful Improvements in Hog-Traps, of which the following is a specification.

My invention relates to a trap or apparatus to facilitate the ringing of hogs.

It is an improvement on the hog-trap shown and described in Letters Patent of the United States No. 584,536, granted to me June 15, 1897, and possesses features of novelty hereinafter fully described and claimed.

In order that my invention may be fully understood, I will proceed to describe it with reference to the accompanying drawings, in which—

Figure I is a side elevation of my improved hog-trap broken away to exhibit part of the interior construction and provided with wheels, so that when raised in position, as shown, it will enable its easy transportation from place to place. Fig. II is a top view thereof, the tongue or pole being shown in dotted lines. Fig. III is a vertical longitudinal section of the body of the trap, taken along the line III III of Fig. II, the raised position of the slats being shown in dotted lines. Fig. IV is a vertical transverse section thereof, taken along the line IV IV of Fig. III and looking toward the front of the trap, the raised position of the shields being shown in dotted lines. Fig. V is a horizontal section of the same, taken on the line V V of Fig. III. Fig. VI is an enlarged vertical longitudinal section of a portion of the front of the body of the trap, the open position of the front being shown in dotted lines. Fig. VII is a plan view of the tongue or pole which is adapted to be inserted in the body of the trap to facilitate the transportation of the trap. Fig. VIII is a front perspective view of the fenders or wings. Fig. IX is a top view thereof.

1 is the body of my improved trap, which is constructed with sills 2, studding 3, and longitudinal brace rods or bars 4, the said studding being formed of arched angle-iron frames. The sides of the body are solid, and the rear end is provided with a gate 5, suitably fastened by hooks, so as to permit of its

being removed when the hog is driven into trap and then readily replaced and secured. The front end of the trap is furnished with two inwardly-projecting oblique fenders or wings 6, which are secured to hollow uprights 7, which in turn are fastened to a hinged bracket or block 8, which is pivotally mounted on a bar 9, secured to the body. To the said block 8 is secured a bracket 10, in which is pivoted a double bell-crank lever 11. The ends of this lever terminate directly over the upper ends of the uprights 7, and on the ends of the lever are suspended the locking-rods 12, adapted to slide in the hollow uprights 7. 13 are guides secured to the front sill 2 and each perforated at a point coincident with its locking-rod 12 when the latter is vertical and adapted to lock the uprights 7 in the position shown in Figs. III and VI. 14 is a bracket also secured to the block 8, and 15 is a handle secured to the bracket.

It will be readily seen that the fenders 6 may, when the locking-rods 12 are released from the guides 13, be swung outward about the bar 9 into the position shown in dotted lines in Fig. VI.

The bottom of the body is constructed of five slats, two of which slats 16 are hinged to the front sill 2 at 17. The other three slats 18 are pivoted to the slats 16 at 19 (see Fig. III) and to a U-shaped support 20 at 21. This support is attached to the sides of the body at 22. At the top forward end of the body is a windlass 23, provided with a ratchet-wheel 24 and pawl 25. Grooved pulleys 26 have secured to them cords 27, whose other ends are fastened to the slats 16 at 28. When the said windlass is turned, the cords 27 are wound about the grooved pulleys 26, and the slats 16 and 18 are raised to the position shown in dotted lines in Fig. III. To again lower them to their original position, the pawl 25 is thrown out of engagement with the ratchet-wheel by means of a cord 29, and the said slats fall to normal position by force of gravitation.

30 are shields secured to the forward ends of the outside slats 18. They are wedge-shaped and ride up against the inside walls of the body and serve as a complete protection against the feet of the hog getting caught between the said slats and body-walls. As

they ride upward these wedge-shaped shields fit under the pockets 31, secured to the inside walls of the body. They are sloped in front, so that when the floor is elevated the same
 5 fit snugly against the fenders at the front ends, and the upper edges of the shields are partly enveloped or eclipsed under the pockets 31, thus forming a funnel-shaped receptacle for the animal. This construction com-
 10 pletely prevents any place for the feet of the animal to get support, and therefore places it in a helpless position while the ringing is accomplished.

32 are wheels mounted on spindles 33, which
 15 are secured to plates 33^a, fitting in guides fastened to the sides of the body 1 somewhat back of the line of gravitation. A cord 35 is fastened to each plate, passing over a pulley 36 to a windlass 37. This windlass is sup-
 20 plied with a ratchet-wheel 38, pawl 39, and crank-handle 40. By this means the body of the trap may be raised for transportation or lowered so that the body of the trap may rest on the ground.

41 is a tongue or pole having cross-pieces 42, adapted to be placed through the front opening of the body. It is supplied with a hook 43, adapted to engage in an eye 44 in the front sill 2. By this means the entire
 30 trap may be transported from place to place.

The fenders 6 are connected at their lower ends to the uprights 7 by means of straps 6^a and at their upper ends are connected to the uprights 7 by means of a channel-bar 6^b, which
 35 is attached to the fenders and is connected to the uprights 7 by means of hook-bolts 6^c, the hooks of which embrace the uprights and are provided at their outer ends with jam-nuts 6^d, which bear against the channel-bar.

40 The hog to be ringed is first driven into the body of the trap, and then the gate 5 is closed and fastened. The slats of the bottom are

then raised by means of the windlass and cord, and the hog is guided into the position shown by dotted lines in Fig. III, with its nose
 45 projecting from between the fenders 6. The front of the middle slat 18 is cylindrical, and on this the animal is supported. Gravitation keeps the animal in desired position, and the shields 30 and pockets 31 provide means for
 50 preventing the hog from finding any foot-support. When the ring is inserted in the nose of the animal, the handle of the double bell-crank lever 11 is pressed toward the front, the locking-rods 12 being thus released from
 55 the perforations in the guides 13, the fenders are swung outward about the bar 9, (see dotted lines in Fig. VI,) and the hog is ejected from the body by gravitation.

With the aid of this trap it will be easily
 60 seen that the user is enabled to quickly ring hogs with a minimum of effort and time. It is very durable and has no complicated parts.

Having thus described my invention, the following is what I claim as new therein and
 65 desire to secure by Letters Patent:

A hog-trap comprising a body, a cross-bar located at the front end of the body, the hinged bracket pivotally mounted on the cross-bar, having pendent uprights secured
 70 thereto, the inwardly-projecting fenders extending across the front end of the body, the straps whereby the fenders are secured to the uprights at their lower ends, the bent channel-bar whereby the upper ends of the fen-
 75 ders are connected, the hook-bolts embracing the uprights and extending through the channel-bar, and the jam-nuts whereby the hook-bolts are secured; substantially as described.

ALBERT AUCHILY.

In presence of—

H. W. JOHNSON,
 W. I. GARDNER.