

No. 819,512.

PATENTED MAY 1, 1906.

C. L. BUNDY.
POULTRY CAR.

APPLICATION FILED OCT. 4, 1905.

4 SHEETS—SHEET 1.

Fig. 1.

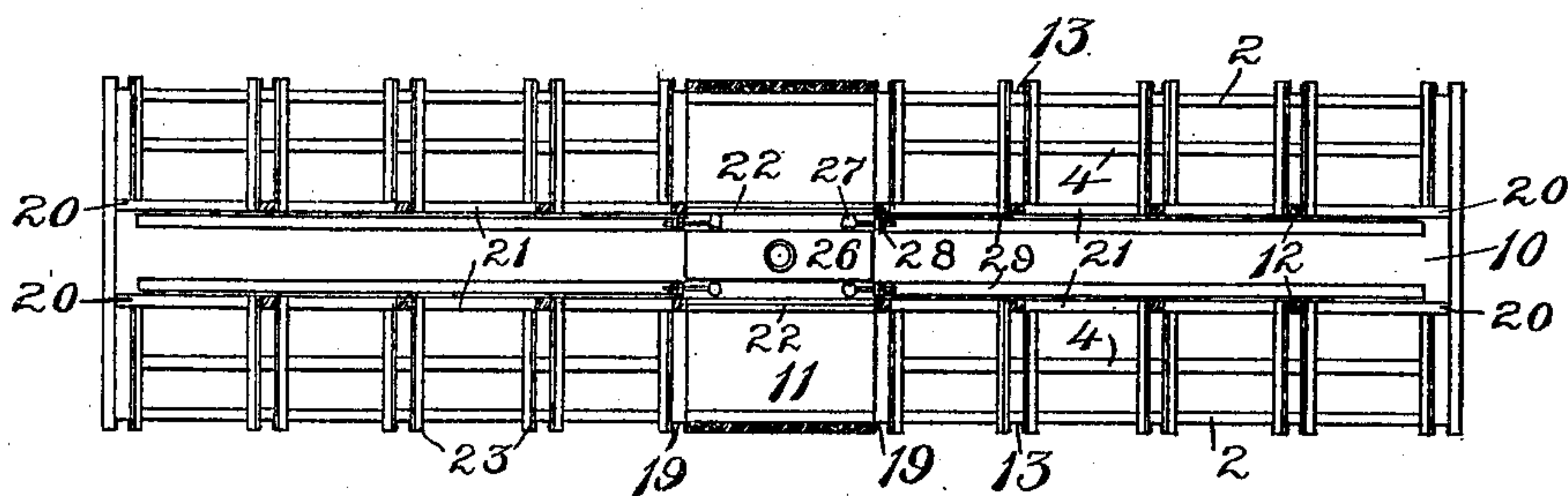


Fig. 2.

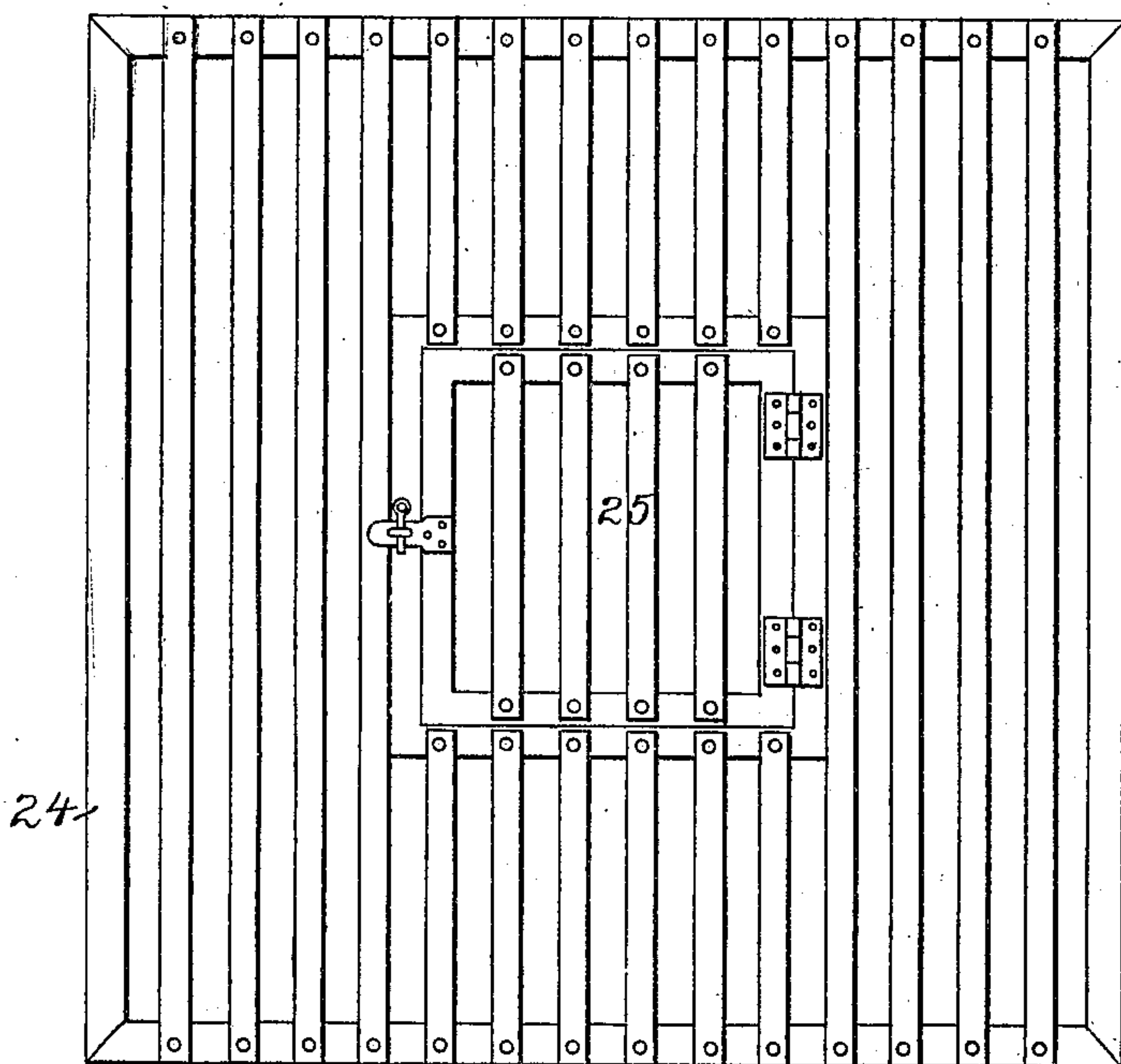
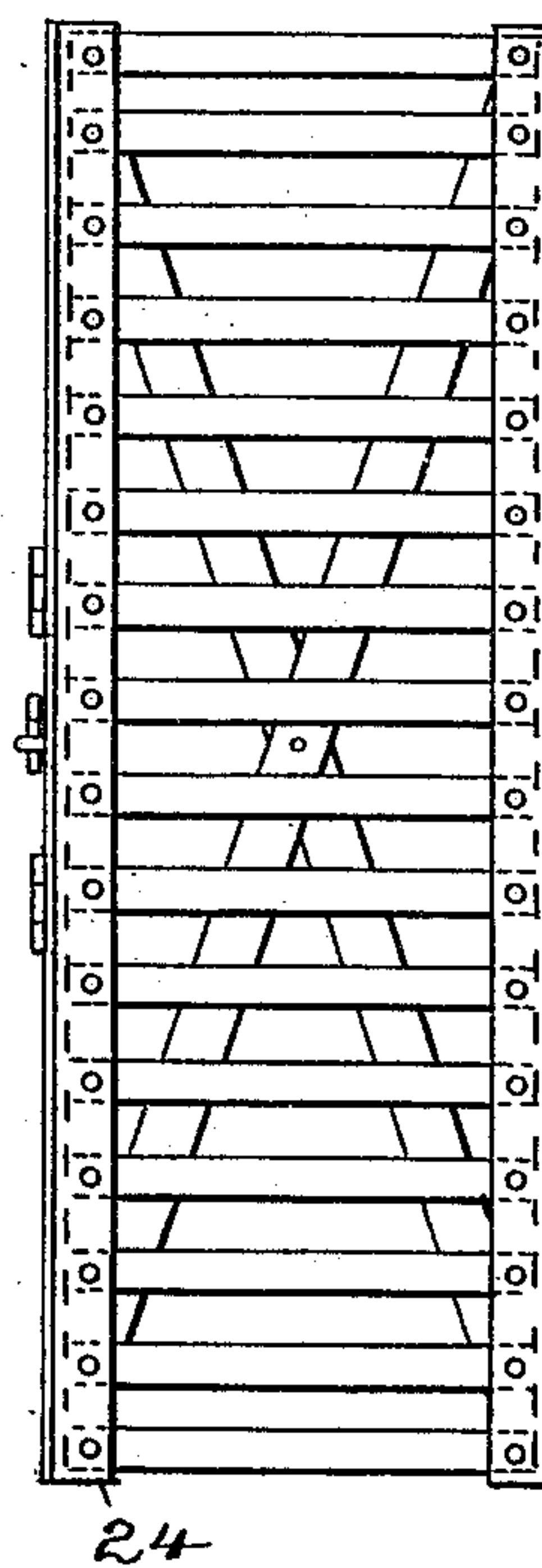


Fig. 3.



Witnesses
Chas. A. Beard
R. S. Allen

Inventor
C. L. BUNDY
By his Attorneys
Paulus, Brommer, Mitchell

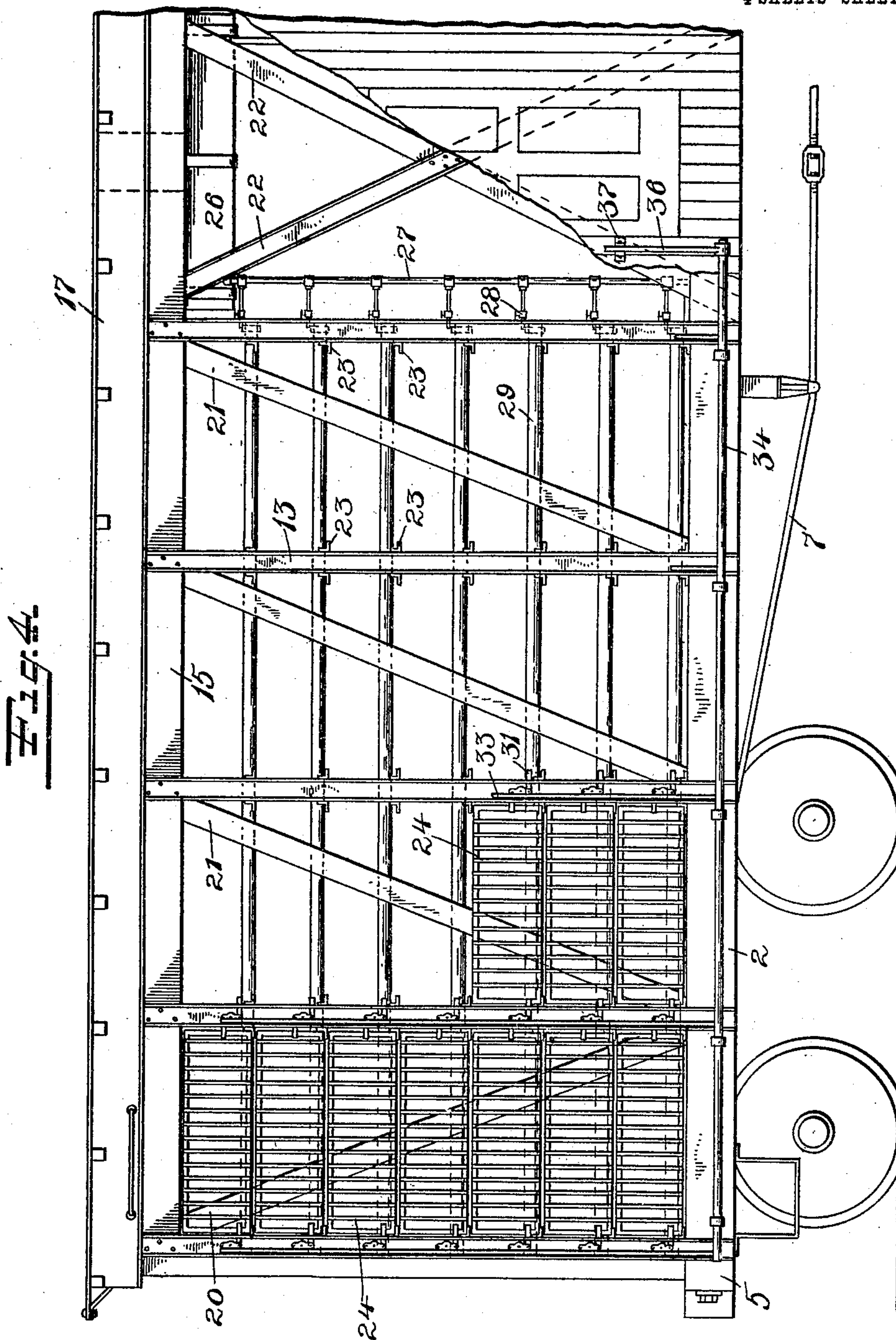
No. 819,512.

PATENTED MAY 1, 1906.

C. L. BUNDY.
POULTRY CAR.

APPLICATION FILED OCT. 4, 1905.

4 SHEETS—SHEET 2.



Witnesses
Chas. W. Davis
R. P. Allen

Inventor
C. L. BUNDY
By his Attorneys
Paul W. Barnes & Co.

No. 819,512.

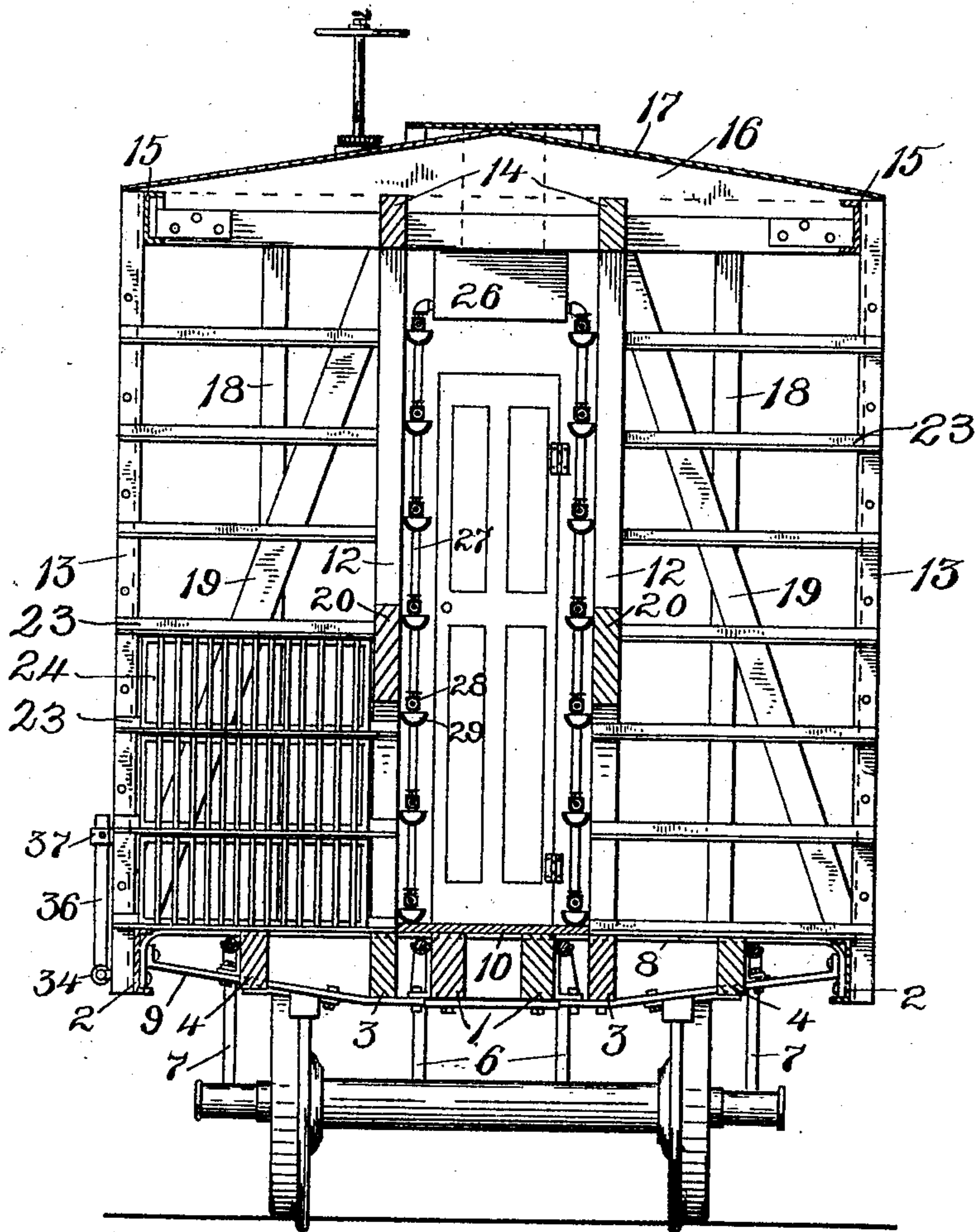
PATENTED MAY 1, 1906.

C. L. BUNDY.
POULTRY CAR.

APPLICATION FILED OCT. 4, 1905.

4 SHEETS—SHEET 3.

Fig. 5



Witnesses
Chas. A. Bundy
R. P. Allen

Inventor
C. L. Bundy
By his Attorneys
Paul H. Sumner & Co.

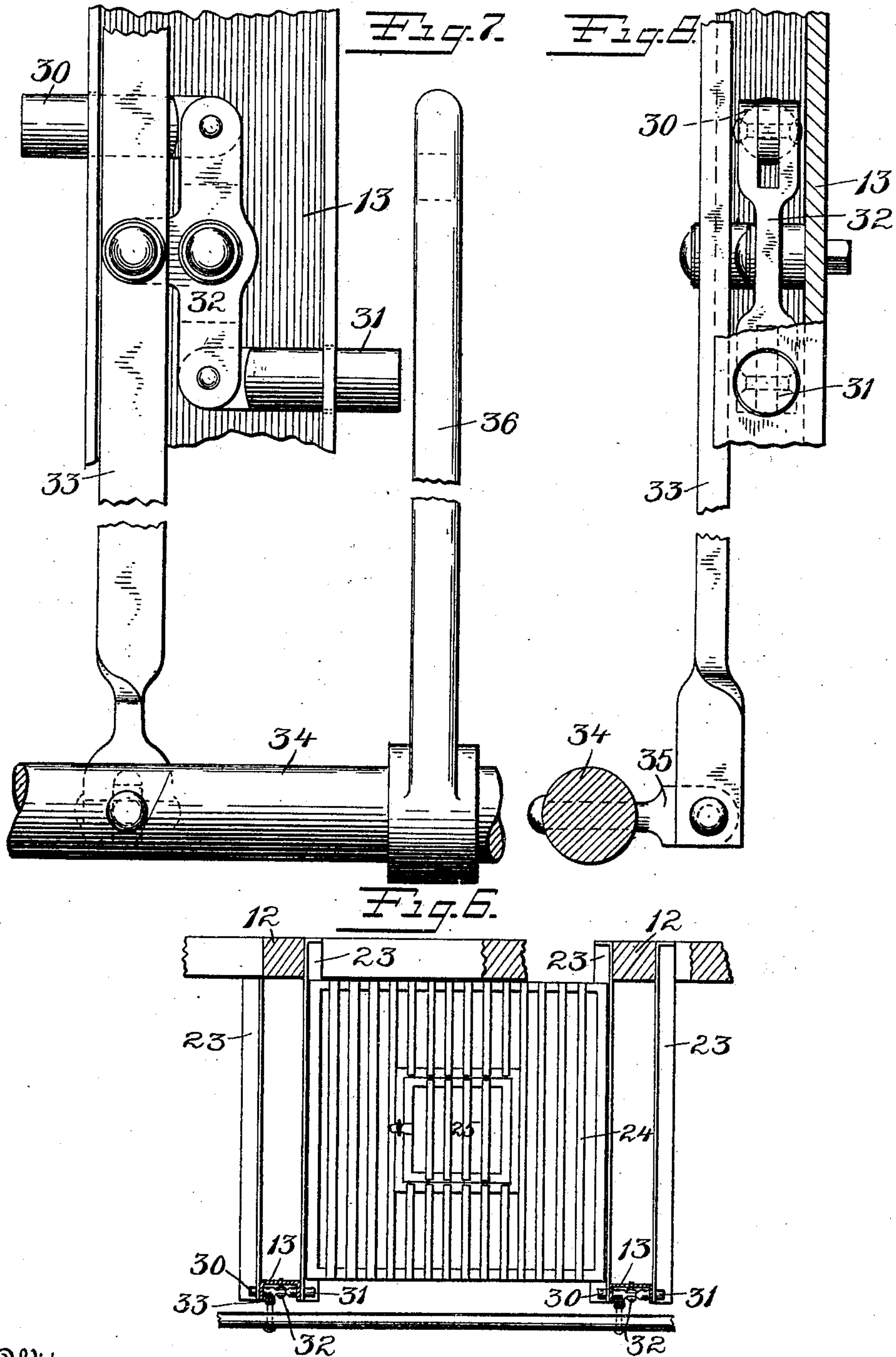
No. 819,512.

PATENTED MAY 1, 1906.

C. L. BUNDY.
POULTRY CAR.

APPLICATION FILED OCT. 4, 1905.

4 SHEETS—SHEET 4.



Witnesses
Charles H. Allen
R. H. Allen

Inventor
C. L. BUNDY
By his Attorneys
Barrett, Brown & Hulse

UNITED STATES PATENT OFFICE.

CYRUS L. BUNDY, OF SCRANTON, PENNSYLVANIA.

POULTRY-CAR.

No. 819,512.

Specification of Letters Patent.

Patented May 1, 1906.

Application filed October 4, 1905. Serial No. 281,236.

To all whom it may concern:

Be it known that I, CYRUS L. BUNDY, a citizen of the United States, residing at Scranton, Lackawanna county, Pennsylvania, have
5 invented certain new and useful Improvements in Poultry-Cars, of which the following is a full, clear, and exact description.

My invention relates to improvements in cars, and particularly for the transportation
10 of live poultry.

The object of the invention is to provide a car for the safe transportation of live poultry, which may be readily loaded and unloaded, and in which the poultry may be fed and
15 watered while in transit.

The invention consists in improvements as illustrated in the accompanying four sheets of drawings.

Figure 1 is a diagrammatic plan view of a
20 section of a car embodying the improvements of my invention. Fig. 2 is a plan view of a coop adapted to be used in the car. Fig. 3 is a side view of the same. Fig. 4 is a side view of a portion of the car partially loaded
25 with empty coops. Fig. 5 is a section and end view of the car with a few coops in place. Fig. 6 is a fragmentary plan and section illustrating the method of supporting and locking a single coop in place. Fig. 7 is a
30 fragmentary front view, on an enlarged scale, showing the locking mechanism. Fig. 8 is a side view of the same.

1 1 indicate the main or center sills of the car, which run longitudinally from end to end
35 and to which draft-rigging is attached.

2 2 are the outer or side sills, which run longitudinally from end to end of the car and are preferably constructed of channel-iron with the web vertical and flanges turned in-
40 wardly.

3 3 are intermediate sills running longitudinally of the car, which are outside the center sills. 4 4 are a second set of intermediate sills arranged about midway of the side sills 2 and
45 the intermediate sills 3.

5 is an end beam forming a part of the body-frame.

6 and 7 are body truss-rods connecting the end beams and supporting the central portion
50 of the car.

8 and 9 are top and bottom transoms connecting the sills and arranged at intervals in the length of the car.

The car is supported upon suitable trucks, as is customary, and provided with a longitudinal aisle and a transverse aisle, each of which has doors at each end.

10 is the floor of the longitudinal aisle. 11 is the floor of the transverse aisle. These aisles divide the car into four sections in
60 which the poultry-coops are carried.

12 indicates upright posts supported from the intermediate sills 3 at intervals corresponding to the arrangement of the transoms.

13 indicates outer posts formed, preferably, of channel-iron and corresponding with the inner posts 12. The lower ends of the posts
65 13 are secured to the side sills 2.

14 indicates a main roof-beam extending
70 longitudinally of the car and connecting the upper ends of the posts 12.

15 is a side roof beam or plate running longitudinally of the car and formed, preferably, of channel-iron, which is secured to the upper
75 ends of the outer posts 13.

16 indicates a carline, a series of which are provided corresponding to the transverse sets of posts for connecting the same and supporting the roof 17.

18 18 are intermediate posts at the ends of the car.

19 19 are intermediate inclined braces at the sides of the transverse aisle.

20 is an inclined brace arranged between
85 the two end inner posts 12. 21 indicates a brace inclined upwardly toward the center of the car. One of these braces is arranged between each of the succeeding pairs of adjacent inner posts 12.

22 22 are cross-braces arranged at the center of the car between the center end posts.

The braces 20 21 22 are all arranged along the line of the intermediate sills 3, so that they stiffen and support the structure of the
95 car.

23 indicates angle-irons secured to the vertical posts 12 and 13 and forming guides for the coops.

24 indicates a coop, the corners, sides, and
100 top of which are preferably formed of metal slats and the bottom of matched boards.

25 is a door to the coop, which is preferably formed in the top.

26 is a water-tank arranged in the center
105 of the car and supported from the roof. This

may be filled with water through an opening in the roof.

27 indicates a vertical pipe leading from the tank, one of which is provided at each corner of the intersecting aisles and is provided with a series of branch pipes 28 with suitable faucets or taps.

29 indicates a trough, a series of which are provided and which are filled from the branches 28 when desired.

The car is arranged to carry one hundred and twelve coops, there being seven coops to a tier, four tiers to a section, and four sections to a car. All the coops may be loaded into the car from the outside, and the poultry may be fed and watered from the inside of the car. The troughs 29 run longitudinally of each section, may be quickly filled, and as readily cleaned.

30 and 31 are bolts adapted to be thrown in front of the ends of the coops when the coops are in place, so as to prevent their removal. A pair of these bolts is carried by a lever 32, which is pivoted in the upright channel-post 13 and has a horizontal arm.

33 is an upright rod connecting the horizontal arms of all the levers on a single side post.

34 is a shaft running along the outer side of the car, provided with suitable bearings and connected to the upright rods at each side post by cranks 35.

36 is a handle connected to the shaft 34 and located by the side door of the car.

37 is a cleat secured to the side of the car, to which the upper end of the handle 36 is adapted to be sealed.

A separate shaft 34 and handle is provided for each section of the car. When the handle 36 is moved outward from the car, it rocks the shaft 34 and lifts the rods 33, which in turn rock the levers 32 and withdraw all the bolts 30 and 31 from in front of the coop-compartments in that section. The coops may then be inserted or removed. A single handle thus controls the loading or unloading of an entire section.

It will be seen that when a tier of compartments between adjacent posts is filled with coops and locked access cannot be had to the coops either from the inside or outside of the car. It will also be seen that each coop is so held between the guides at the four side edges that when the coop is locked from the outer side it cannot be removed. In other words, each coop is held independently when locked whether there is another coop located above or below it. When a single tier of compartments is filled with coops and locked, such coops are held independently of the presence or absence of coops lateral to them. Thus each individual coop, each tier of coops, and each section of coops are independent,

but all coops in a single section are locked or unlocked simultaneously.

When all the coops are removed from the car, they may be readily cleaned and the car itself may be cleaned thoroughly. The construction is such, however, that most of the dirt may be removed with the coops.

What I claim is—

1. A poultry-car having longitudinal center sills, side sills, intermediate sills, inner and outer upright posts, horizontal guides between the posts and inclined braces between the inner upright posts and supported by the intermediate sills forming compartments opening outwardly for the reception of coops.

2. A car for poultry transportation having longitudinal center sills, side sills, intermediate sills, inclined braces supported by the intermediate sills and forming a longitudinal aisle, upright posts and horizontal guides carried thereby forming compartments opening outwardly for the reception of coops.

3. In a car for poultry transportation, a body having a longitudinal aisle and a transverse aisle, vertical posts arranged at intervals along the sides of the aisles and the sides of the body, and horizontal guides supported by the posts, and coops supported by the guides and independent of each other and removable outwardly.

4. In a car for the transportation of poultry, a section having a plurality of tiers of compartments for the reception of coops, locks for said coops, and a single handle and shaft with connections for simultaneously operating all of the locks for the section.

5. In a car for the transportation of poultry, a tier of compartments for the reception of coops, locks for holding the coops in the compartments, and a single operating-rod for all of the locks for the tier.

6. In a car for the transportation of poultry, a compartment for the reception of a removable coop, a locking-bolt at each side of the compartment, and means for simultaneously operating both locks.

7. In a car for the transportation of poultry, a vertical series or tier of compartments for the reception of removable coops formed by inner and outer stationary vertical posts and horizontal guides carried by said posts, the entrance to said compartments being from the outside of the car.

8. In a poultry-car, center sills, side sills, intermediate sills, top and bottom transversely-arranged transoms connecting the sills, posts mounted on the side sills, posts mounted on the intermediate sills, and guides carried between the posts forming independent compartments for the reception of coops.

9. In a car for the transportation of poultry, a car-body, vertical posts arranged at

intervals along the sides of the body, horizontal guides for supporting removable
coops, pivoted levers carried by said posts
and having two arms, a bolt carried by each
5 arm of each lever adapted to project beyond
the posts and in front of the coops, a rock-
shaft extending alongside of the car, and ver-

tically-movable rods, each rod being connected to all the levers on one post and to said shaft.

CYRUS L. BUNDY.

Witnesses:

Mrs. C. L. BUNDY,
T. OWEN CHARLES.