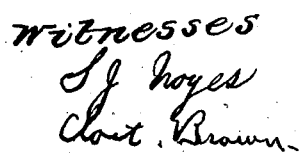


Truck for Moving Buildings.

Patented Sept. 20, 1870.



Inventor
Stephen Inman by:
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United States Patent Office.

STEPHEN INMAN, OF ROCKFORD, ILLINOIS.

Letters Patent No. 107,615, dated September 20, 1870.

IMPROVEMENT IN DEVICES FOR MOVING BUILDINGS.

The Schedule referred to in these Letters Patent and making part of the same

To all whom it may concern:

Be it known that I, STEPHEN INMAN, of Rockford, in the county of Winnebago and State of Illinois, have invented a new and improved Device for Moving Buildings; and I do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawing and to the letters of reference marked thereon.

This invention relates to devices for moving buildings or other heavy articles on common roads, and consists in an improved construction and arrangement for rollers and frames, as will be hereinafter more fully set forth.

In the drawing—

Figure 1 represents a plan of the device reversed, and

Figure 2, a side elevation.

A is a large frame, and may represent the building or other large body to be moved, to which each of the trucks is temporarily attached.

The trucks themselves have double rollers, *a a*, on one shaft or axle, which axles have their bearings in vertical standards, *b b*, made sufficiently strong, as are the axles and rollers, to endure great weight.

These standards are shouldered above, and those of each axle are connected by transverse bars, *c c*, as shown in fig. 1.

When the truck is composed of two pairs of wheels, the pairs are further connected by longitudinal bars, *d d*, with open slotted ends, embracing the transverse bars, and having the standards passing through them, the whole being constructed and the parts adapted to each other in such a manner that the rollers may be turned in different directions without detaching the trucks from the building or frame which rests upon them.

Thus, the longitudinal bars *d d*, remaining in the same direction, the transverse bars *c c* may be swung, turning the rollers in other directions, and changing the form of the frame from rectangular to rhombic plan.

It will be further observed that the bearings are upon the centers of the bars or bolsters *c c*. These may be formed with broad bearing plates, with circular grooves therein for spherical friction-rollers, there being a corresponding plate resting upon and confining the rollers in place.

These upper plates are attached to a longitudinal bar, *e*, which is to be attached to the building or other structure to be moved. These friction-rollers, it is evident, are easily kept in place by suitable attachments, as a center bolt, or by the weight of the building, and permit the trucks, even when heavily loaded,

to turn easily. The transverse bars or bolsters swing under the bar *e* with a motion limited only by the contact of the standards with the bar.

If the bars *c* of the several trucks are all longitudinally arranged, as these are shown in fig. 1, by swinging the bolsters, they may be turned to the right or left, and the building deflected from the straight line to considerable extent. If, however, it be desired to move sometimes at right angles to the first line of motion, the trucks may be set diagonally, as shown in one truck in fig. 1. Then the trucks may be swung parallel to the forward end, *x*, of the frame of building, move forward or parallel to the side *y*, and move sidewise.

A connecting-bar is provided, adjustable in length, shown at *h*, fig. 1, which holds the rollers in any desired position.

It will be evident that the side bars and transverse bolster may be attached in any suitable manner, it being only provided that the bolsters may have swinging motion, as described. I have shown the side bars made of open bars of metal, but any other convenient construction may be used without departing from the spirit of my invention.

At the ends of the side bars I have arranged loops, *f f*, into which levers may be placed, for the purpose of turning the trucks in any direction desired.

The cross-bars should be made rounding on their upper sides, to allow the parts to adapt themselves to uneven ground, and the rollers are rounded for the same purpose.

It is evident, in the use of these trucks, that the weight is equalized, and if one roller drops into a hole the weight will be taken up by the others, and the building kept from strain.

This apparatus may be conveniently taken apart for transportation.

Having thus fully described my invention,

What I claim as new, and desire to secure by Letters Patent of the United States, is—

1. A truck for moving heavy structures, having double rollers *a a* on each axle, and center bearings above each pair, the two pairs being so connected as to swing together in any desired direction.

2. The adjustable bar *h*, constructed and applied to the truck, as set forth.

This specification signed and witnessed this 10th day of June, 1870.

STEPHEN INMAN.

Witnesses:

G. W. FORD,
CHARLIE S. FORD.