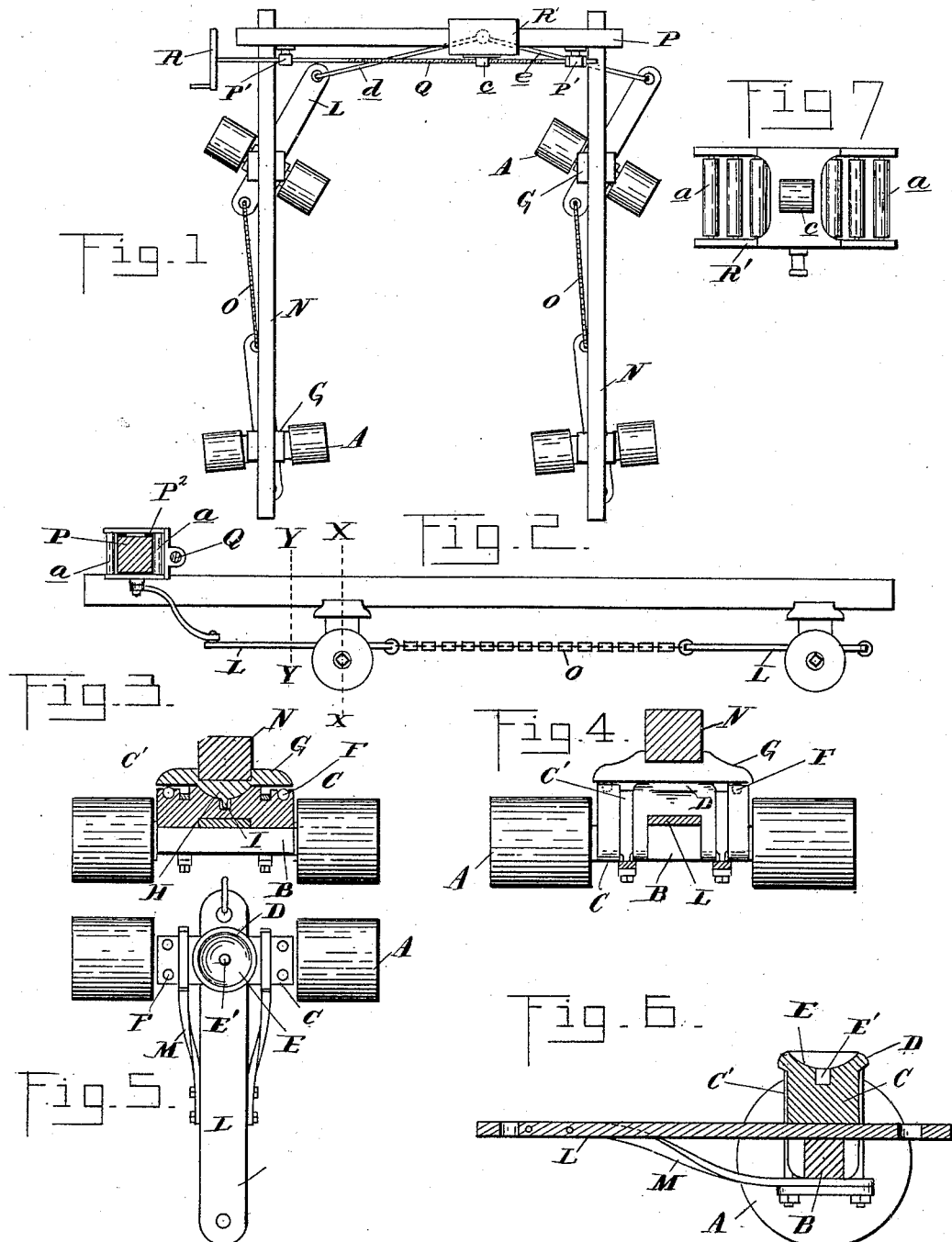


(No Model.)

J. DEVEREUX.  
HOUSE MOVING TRUCK.

No. 423,222.

Patented Mar. 11, 1890.



Witnesses:

*Geo. A. Gregg.*  
*McDonogherty*

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Atty

# UNITED STATES PATENT OFFICE.

JAMES DEVEREUX, OF DETROIT, MICHIGAN, ASSIGNOR OF ONE-HALF TO  
ALBERT J. MILLROSS, OF SAME PLACE.

## HOUSE-MOVING TRUCK.

SPECIFICATION forming part of Letters Patent No. 423,222, dated March 11, 1890.

Application filed January 6, 1890. Serial No. 335,986. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES DEVEREUX, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in House-Moving Trucks, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to new and useful improvements in house-moving trucks; and the invention consists in the peculiar construction of the trucks and the means for turning the forward trucks, whereby the house may be guided in any desired direction, all as more fully hereinafter described.

In the drawings which accompany this specification, Figure 1 is a diagram plan view of the trucks complete. Fig. 2 is a vertical central longitudinal section through Fig. 1. Fig. 3 is a cross-section on line *xx* in Fig. 2. Fig. 4 is a section on line *yy* in Fig. 2. Fig. 5 is a plan view of one of the trucks. Fig. 6 is a vertical longitudinal section through one of the trucks. Fig. 7 is a rear elevation of the sliding block.

My invention relates to that class of trucks which consists of four or more pairs of trucks, two located in the front and two in the rear, connected together by a frame-work and by draft-connections, and means for pivotally adjusting the trucks, whereby the house may be more readily guided.

All the trucks are of the same construction; hence a description of one will suffice for all.

A are the wheels or rollers, which are journaled upon an axle B.

C is a bolster secured to the axle by means of the straps C', upon the top of which bolster is formed or secured a circular bolster-plate D. This plate is provided with a central depression E, having a central socket E'.

F are friction-balls loosely held in sockets in the bolster-plate.

G is a cap bearing upon the friction-balls F, and is provided with a suitable central convex portion H, which is adapted to enter the depression E, and having a pivot-pin I, which turns freely in the socket E'.

L is the tongue, which is supported between

the axle and bolster, and is secured in the usual manner by the hounds M. The trucks are connected together by the main supporting-timbers N, which engage into bearings in the top of the cap G. The tongue L extends a short distance in the rear of the axle in each truck, and the rear end of the forward tongue is connected to the forward end of the rear tongue by means of the chains O. The forward ends of the timbers N are connected together by the cross-timber P, which on its rear side is provided with suitable bearings P', in which is journaled the feed-screw Q, which is provided upon one or both ends with a hand-wheel R. Suitable friction-plates P<sup>2</sup> are secured to the upper side of the cross-timber P.

R' is a sliding block slidably secured upon the cross-timber P in any suitable manner, but preferably having rollers *a* on both sides thereof engaging with the sides of the bar P to allow of easy movement thereon. This block is provided on its inner face with the bearing *c*, which is interiorly screw-threaded to receive the feed-screw Q. The forward end of the tongues of the forward trucks are connected with this sliding block by means of connecting-rods *d e*. The draft-chains to which the horses or other means of power are applied to the forward end of the truck, which may be of any suitable construction, and may be attached to the trucks, the tongue, or the frame, as desired.

The parts being thus constructed, they are intended to operate as follows: The trucks are arranged under the house and the timbers N and P laid thereon, the timbers N receiving the weight of the structure. If the house is designed to be moved in a straight path, the hand-wheel R is turned to bring the block R' centrally upon the timber P, in which position the house is adapted to move in a straight line forward, it being evident that the front and hind wheels will move in the same path, as the tongues of both are connected by means of the chain O. If it is desired to turn the house, the operator turns the hand-wheel R, which will transmit a lateral motion to the sliding block R', and through the connecting-rods *d e* will turn the forward trucks, as shown in Fig. 1, these trucks being free to turn un-

der the cap G by means of the connection between the parts, as previously described. It will be seen that as the chains O connect with the rear end of the front tongue a corresponding angular position will be given to the rear trucks to assist in turning the house, as shown in Fig. 1.

What I claim as my invention is—

1. In trucks for moving houses, the combination of the forward and rear trucks pivotally connected to the supporting-frame and provided with tongues, rearward extensions upon the forward trucks, steering mechanism for the forward trucks, and connection between the rearward extension of the forward trucks and the tongues of the rear trucks, substantially as described.

2. In trucks for moving houses, the combination, with the frame of the rear and forward trucks supporting the frame and pivotally connected therewith, of steering mechanism for the forward trucks, consisting of the sliding block R', connected to the hounds of the

forward truck, and the feed-screw Q, substantially as described.

3. In a truck for moving houses, the combination, with front and rear pairs of trucks connected together, of steering mechanism for the front truck, whereby the both front and rear trucks are steered by the forward steering mechanism, substantially as described.

4. In a truck for moving houses, the combination of the frame N, cross-timbers P, sliding block R', having rollers a, the front trucks having the tongue L, the connecting rods d and e, the rearward extension of the tongues, and the chain O, substantially as described.

In testimony whereof I affix my signature, in presence of two witnesses, this 9th day of December, 1889.

JAMES DEVEREUX.

Witnesses:

M. B. O'DOGHERTY,

GEO. A. GREGG.